

CONTEXT

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It's the new year, celebrate! It's also a full year since we premiered the 15-metre Contest 50CS and 49CS at Düsseldorf, and they've proven such a success they're back again for the 2024 Düsseldorf show!

012 A VOYAGE OF RECOVERY

Stepping back into the cockpit after a 20-year break from sailing, Sharon Foulston commissioned the new-build Contest 42CS *Sophie* for the clarity and consolation that time spent at sea can bring, specifically when your focus is on sailing solo, and with distant destinations in mind.



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Away to the North once again single-handed Contest 50CS *Steppingstone*, Harald Hart took even himself by surprise on a trip to the Faroes and back by stretching the voyage to a rounding of Iceland in what became a solo six-month adventure.

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The classic is to wait until life's success permits the big escape. For thirty-somethings Jessie and Jan it was different. With disappointments in work and a mindset prompting adventure before starting family, they sold up everything, bought Contest 48CS *Adhara* mid-pandemic and sailed away, writing a wonderful blog in their wake!

052 BENTLEY COMES ON BOARD!



In a new collaboration between shipyard and automaker, Contest 67CS owners now have the opportunity to bask in the shared values and heritage of both Bentley and Contest Yachts, experiencing the pinnacle of luxury, performance and lifestyle.

069 YARDS APART



The Contest Yachts motto 'building dreams together' is not a casual selling line, it's a philosophy that underpins everything we do.



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WELCOME!

... to the 2024 edition of our *Context* magazine in which we have again a wonderful mix of Contest-owner adventures and experiences and news of our newbuilds and shipyard developments.



The past year has been really fast-paced at our shipyard in Medemblik following the very successful world premiere of the Contest 50CS and 49CS at the Düsseldorf show last January, attracting excellent sales and also ongoing media attention leading to a nomination for the 2024 European Yacht of the Year awards. Results out soon!

In the shipyard we've been busy completing the refurbishment programme for our main hall now splendidly updated. The biggest project, though, we kept under wraps until into the autumn before announcing we were well underway with the build of the first three of a brand new model: the super exciting 19-metre Contest 63CS. A fabulous new yacht. A must-have, I say! She's gorgeous and you can learn more about this newcomer and so much more, and all in 'Context'!

Do enjoy this issue and I'll hope and look forward to seeing and sailing with you through this coming year!

All very best wishes for 2024!

- ARJEN CONIJN, CEO CONTEST YACHTS -

GONGS AND GOING GREEN

It's the new year, celebrate! It's also a full year since we premiered the 15-metre Contest 50CS and 49CS at Düsseldorf, and they've proven such a success they're back again for the 2024 Düsseldorf show!



OUR NEW PODCAST
SAIL TALK WITH
CONTEST YACHTS –
GOING ELECTRIC.

MILESTONES:





In the shipyard, while these two elegant 50-footers, the Contest 50CS and 49CS, are under the spotlight in Düsseldorf, the Contest build-teams will be hard at work moving more of these beauties on through to delivery and open waters with eager new owners taking the helm. It's always exciting, just as it is when you hear the media also love the new boats so much that they're nominated for *European Yacht of the Year 2024*, and that's where we are again, with announcements due at Düsseldorf.

The awards, some call them the yachting Oscars, are quite a test, and not just of the featured yachts, but of logistics! And that's for all sides. The panel of judges, a full dozen of Europe's top yachting editors, spends the year musing over and shortlisting candidates for nomination, and once agreed choose a place and time in late autumn when they can synchronise themselves for the fleet-gathering – and then call us all in. Easy, surely?! No, not!

For the 2024 award and our nominated Contest 50CS, the call was for us to be in La Rochelle for testing in late September, just six days after the Southampton show closed, and also with some of our necessary team still away at the Genoa show, and with all of us simultaneously expected and needed in Palma preparing for our *Sevenstar Contest Meeting Mallorca* that weekend, normally pressure enough on its

ABOVE: The Contest 49CS power-reaching along looking really rather good even on a grey day!

PREVIOUS PAGE: The 2024 *European Yacht of the Year* nominee Contest 50CS sailing high to the wind on a brighter, crisper day.

own! But, hey, we're Dutch, we can do all these things ... and we did, with good fun all around, even crossing the Bay of Biscay through the storms of the autumn equinox. Well, maybe there are different definitions of fun!

GOING ELECTRIC

Looking back to all that electricity in the air during our delivery to La Rochelle, and taking liberties to make a curious link to getting to where we know we all have to be before not too long, why not when looking at the Contest 50CS and 49CS think about the future. Think about our innovative fit-out option of electric propulsion for these two yachts in place of conventional diesel drive system.

With eyes on reducing life-cycle emissions and impact on Planet Earth, it's no secret that electric propulsion is part of the future brief for any and every yacht builder and owner. It

has to be so; such moves toward sustainability are legislated. The issue, though, has been how and when to make the switch.

Most constructors going electric follow the original and inherently limiting hybrid principle. The approach Contest has taken, partnering with Torqeedo, is a different and technically very much more advanced hybrid solution.

Contest's Senior Technical Engineer Robert Vijselaar explains, "With the early, original hybrid approach, the diesel main engine remains as primary drive unit but with an additional, parallel electric motor. Propulsion can be drawn from the diesel engine alone, the electric motor alone, or from both together in parallel.

"But the diesel engine remains the drive train's main power source; the electric drive is secondary and generally has limited power. It's only a partial solution. The Torqeedo system is a very different hybrid."

INCREASED EFFICIENCY

In this, a single electric motor alone drives the propeller. There is no conventional main engine, just a diesel generator, a part of the recharging array. There is much-increased efficiency in this. A diesel drive unit operates under varying heavy loads and the engine is

optimised for that. Generators are optimised for lower loads, lower revolutions, and consistency in electrical output. So, beneficially, with a generator, fuel consumption is reduced. And with no 'engine', machinery and tankage weights then reduce, as do wear and tear and maintenance, which all leads to better delivery, better longevity, and better security.

Also differently, this system's 20kW DC Fischer Panda generator outputs its 360 volts straight to the high voltage battery – super-efficiently with no chargers between – and/or straight to the electric motor also. Favourably, this means the yacht can be propelled directly via the generator without discharging the batteries, while even simultaneously charging the batteries. Reducing cycles means reducing replacement costs.

And the battery set packs a mighty 40kWh standard, and optionally 80kWh, for long extended available time in silent all-electric operation, be that on passage or swinging at anchor in a quiet, starlit cove while still running onboard hotel services.

RUNNING THE NUMBERS

Contributing also to continual renewal of onboard energy there's a regenerating propeller, one or two 600W Watt&Sea hydro generators – neatly integrated into the yacht's

'IT'S ALL ABOUT HOW YOU TO CHOOSE TO SAIL, TO USE YOUR BOAT, YOUR LIFESTYLE.'

- ROBERT VIJSELAAR, CONTEST YACHTS -

That last point is really significant, as Robert comments, "Range never gets asked about with conventional diesel drive yachts, just tank size. But mention electric drive and it's one of the very first questions.

"So, looking into this, we comprehensively ran the numbers across all conditions taking into consideration resistances of hull and rig, weather, wind, sea state, etc. The results impressed, to the extent that with care and in the right circumstances, our electrically powered cruising can theoretically be endless. It's a win-win!"

So, ocean-crossing running electrics in silence and making great cost savings, this is novel. It's true, yes, on the longer voyages in lighter conditions use of the heavier consumers like washing machine and air conditioning may be constrained, but there is no doubt about the opening of enormous new opportunity.

It's all about how you to choose to sail, to use your boat, your lifestyle. And for those exploring more local waters, such constraints completely disappear. There's no need to ask ... range easily exceeds requirement!

So, do join the discussion in our new podcast **SAIL TALK WITH CONTEST YACHTS – Series 1 & 2 - Going Electric.**

structure between keel and rudder – and Solbain photovoltaic solar panels in the superstructure. These all then directly replenish the 24-volt DC lithium service batteries which draw their main charge from the high-voltage battery pack to keep powering everything from winches and furlers to lights, air conditioning and coffeemaker. Which means everything electrical on board, and so potentially enabling real distant bluewater sailing.

THE ALL NEW CONTEST 63CS SMART THINKING. SMART CHOICE.

Meet the all-new 19-metre Contest 63CS - outstanding style, exceptional performance in everything from light weather to heavy, yet handled with owner ease, and with the flexibility in cabin planning to perfectly match individual lifestyles. We talk to those who created this elegant new beauty.

In the making of this new 19-metre dream yacht, there's only one place to start, and that's with Contest Yachts CEO Arjen Conijn. "There's no doubting when sailing this new beauty into the bay, every head will turn. That's fact! This is just the most amazing, elegant bluewater performance cruiser. Look at those lines!" he says as initiator of the shipyard's new sixty-plus footer that replaces the preceding Contest 62CS.

"That 62 was a super successful design, so looking to its replacement we needed to reach into something really new, and that's what we've done in this exciting newcomer, the Contest 63CS. We have hit a new sweet spot in length, looks, and owner-operation. You truly can sail this yacht, at this size, single-handed, all from the helm stations. It really is an owner's boat to sail. It's that well set and able. And we're getting great traction. We've started the year with several in build already off-plan, and the first is set to launch just weeks away, in time for the new season."

**'THIS IS JUST
THE MOST
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BLUEWATER
PERFORMANCE
CRUISER.
LOOK AT
THOSE LINES!'**

- ARJEN CONIJN, CONTEST YACHTS -

So, what was the brief that shaped this? "In just the few years since the 62 was introduced, so much has changed," says Arjen, "from architectural design and styling to technology, systems and materials, and so much more can be achieved."

"Through our work these last eight years with top naval architects judel/vrolijk, and the six new models in that time, we've evolved completely new hull forms with bigger

volumes each time yet much improved light weather performance, and in this new 63, we thought, hey, let's see if we can do something no-one else has yet done at this length, let's get rid of cabin envy!

"You know, that sensitive touch point where, classically, while the owner gets a great suite, two sets of guests have to draw straws for the unequal forward cabins, one conventionally a double-bed guest cabin, the other bunk beds! So, we arrived at a solution, we're the first sixty-footer with two twinned, identical, double-bedded guest suites forward of the saloon. It works so well. There'll be really good feelings aboard! And there's even an option for a fourth cabin in the bow for more guests or a crew, and without impairing the two main guest suites. And that's just the beginning of what this new 63CS brings."

With the 63CS the construction process has been taken to a completely new level and scale with judel/vrolijk and Contest's inhouse engineers redefining the structural thinking with the space-saving, flange-topped bulkheads and preformed and newly aligned stiffeners and frames creating more usable



interior volume and clearer installation pathways for larger modules and yet even stiffer, lighter hulls. It's a win-win situation.

And with talk of winning, what about this yacht's on-water performance? "As with all our yachts for Contest, we have designed for all weathers," says judel/vrolijk's joint CEO Johan Siefer. "Here with the 63 we have taken a step forward in the geometries of the 85, 55 and new 50, taking advantage of all aspects of these different shapes so that we are still good in calm waters with less wetted surface and lower friction, and so go fast. But also with the wider transom and rising the topsides we are able to get additional stability for bigger winds. It also enables us to build a bigger volume boat than the 62 but for the same overall weight ... and she's stiffer. So that is good, for sure.

"To balance this additional aft volume, the forward sections have been kept slim and as straight as possible, with the mid sections more or less transitioning between these two different shapes yet still creating that forward-of-saloon beam for those two identical double guest suites. It takes a lot of work, floor heights, width of installations, even materials, but we get there!"

It was also set from the start that as well as ensuring practical, safe and simple shorthanded cruising there would be a performance option, too, so an early eye on balance was essential.

Johan explains, "From the beginning, we were looking to take a further step into easy sailing of a yacht this size. This was especially with the self-tacking jib version. We also moved the mast aft compared with previous models, which allowed us to add a really good aspect ratio jib and cruising Code 0 with top-down furling. And then for the big winds there's the cutter sail.

"With all the control lines, and even the halyards now channelled back beneath the deck, leading back to the cockpit and helm pedestals, you're really able to handle the different wind conditions without leaving the cockpit."

"And while for this set-up we have a moderate draft L-keel to sail in and out of shallower waters, for the performance version with its taller rig, bigger, more trimmable mainsail, and in-boom reefing, we have a deeper T-keel. And across both, high initial stability makes for less rocky motion at rest."

Both also, as is the Contest norm, are of cast iron with lead bulbs but of very different configurations, and all of course fully Lloyd's Register certified in both manufacture and incorporation into the hull structure. As Arjen once said, "We call our unique relationship with Lloyd's a strength. And it is, literally!"

That's been applied also to the new approach taken with the transom door and bathing platform that required and passed Lloyd's scrutiny. Where, more usually, these opening sections are operated by sizeable, side-situated hydraulic rams that can be a little obstructive, on the 63 the actuators are within the actual hinges, so creating a more open, less inhibited and accessible bathing platform. And then look inside the tender garage: you might see someone looking back out at you ... through the optional transom window set into the rear of the aft owner's suite, which makes for a super outlook at anchor.



Staying outdoors before exploring inside, it's interesting to see both the yacht's architect and interior designer enthusing over additional new imagining at the aft end in the new seating arrangements at the back of the boat with more new integral storage. It can be said: create more stowage and it'll immediately fill, but when it's in the right place and for the right kit, who's to complain!

Now stepping inside there's a moment to think what's new here? The styling is Contest familiar with the mixed panelling and recently introduced ribbed wood bulkhead-corning but look at the detail. There's change, and it's clever.

Gillian Brown of Contest's interior design colleagues Wetzels Brown Partners explains, "The new hull hull design gives a bigger, wider space on this boat and in streamlining the layout we have created a spine, running through the boat. The joinery is normally divided between the floor and walls in different woods, but here we're introducing contrast wood in sections throughout the layout - what we might call anchor elements. Feature bulkheads can now be ribbed wood or vertical irregular leather panel sizes to loosen the feel of the space, avoiding symmetry and lifting the visual height.

'FROM THE BEGINNING, WE WERE LOOKING TO TAKE A FURTHER STEP INTO EASY SAILING OF A YACHT THIS SIZE.'

- JOHAN SIEFER, JUDEL/VROLIJK -

"We're not trying to make it look like a loft or home but there's no need to make it like a padded wooden box! White wallpaper panels add a light, fresh touch. There are many small details we add, always looking for calm, timeless design and with everything you touch a feel of the signature Contest quality."

Looking to the cabins, Gillian says, "It's a constant development. In the bedside units we now have stitched leather trays in place

of a wooden recess and new LED reading lamps from Astro Lighting. We've always had open bookcases, now we have introduced closed cupboards, maximising their capacity inside the wall, yet low profile from the cabin side. The master bathroom has a spacious feel, extra storage and a super large vanity. Natural light has been a focus of the 63CS master cabin: the panorama transom window option, double portholes and we now have small skylights above the wardrobes, all introducing a new open feel.

"And, of course, in the saloon, the floor height gives perfect standing sight lines straight through those panoramic windows. A new option is the hi-lo table: dining - coffee table - double bed base. We still have the ottomans which can now be a little smaller and offer lots of flexibility."

Perhaps a strange point to conclude this reveal, but it's always fascinating to discuss how details, however small, are arrived at. How 'eye' and 'ease' are the guide to success in design and delivery. And with the new Contest 63CS we've only just begun to tell the story. There's so much more to come. For now, it's time to leave the creators to get on with the build and the maiden launch in spring ... and then we'll open the doors on more.

A VOYAGE OF RECOVERY

Stepping back into the cockpit after a 20-year break from sailing, Sharon Foulston commissioned the new-build Contest 42CS *Sophie* for the clarity and consolation that time spent at sea can bring, specifically when your focus is on sailing solo, and with distant destinations in mind.



If a documentary series, the Discovery Channel might billboard this story as 'Season 1 – I'm back', 'Season 2 – North Sea', 'Season 3 – Baltic Sea'. Back in reality, this is the striking programme Sharon Foulston has followed in just three seasons' sailing of her newly built Contest 42CS *Sophie*.

Year one, 2021, was all about reacquainting and confidence building after a full 20 years away from sailing. In this first new year, Sharon cruised the UK's south coast both ways then turned to the North Sea, ending in

Newcastle high up the east coast, set for a 2022 crossing to the fjords of Norway and back down to Contest HQ in Medemblik. Then, for 2023 just gone, a Baltic adventure sailing a full 1000 miles east to Helsinki. Remarkably, apart from having help aboard in parts of that first season, all these miles were sailed alone. That is quite something to document!

Although Sharon doesn't see this as quite so remarkable, she does say, "I do challenge myself with what I do". And challenge she would. With a family background at the forefront of motor racing in the UK, and a father who instilled in his two daughters that "anyone can do anything", Sharon has always pushed hard. In this return to sailing, she feels empowered and undeterred.

Sharon is no stranger to Contest, just absent for a couple of decades! In her early thirties, Sharon had bought a Contest 55CS to fulfil a long-held dream of crossing the Atlantic and did so. "This was not alone! This was done with friends and a professional skipper who taught me a lot," says Sharon. "It was magical, mystical. I loved it, being away from the land. It was a big undertaking owning a boat that size and at that age. Then I had my daughter and gave up sailing to focus on family."

Four years ago, coming out of what Sharon talks of as clearly difficult life situations, thoughts turned to sailing again. "I was full of emotional pain and my mental health

had suffered. I got back to sailing because, basically, I wanted to go back to the water to heal myself."

And with what has happened since, Sharon describes this as life-changing. "It's physical. It's spiritual. You're at one with nature ... and it's a bit edgy! I can be scared but it helps me face the fear and then I feel like I've cleared some emotional blockage. I feel more alive. I feel empowered. And I feel better."

MEANT TO BE

It was a visit to the Southampton boat show that led Sharon inevitably to the Contest stand. "I am loyal to Contest, you know, my father, he died when I was very young, had a thing about Dutch quality and said always to buy a Dutch boat. I'd had the 55 those years back and now sitting on the 42 at the show it just felt like home, like it was meant to be."

And so it all kicked off. "Saying I wanted to try solo this time, everything was set up so I could sail and do everything from the cockpit. I hadn't done much single-handing before, but when I was a kid I sailed a Laser dinghy so I had that in my DNA."

Then with a laughing fondness, Sharon recalls how this was endorsed, "Contest's own skipper Ben, who came out with me at first, on seeing how nervous I was after 20 years, said straight out, 'Remember how you sailed your Laser, well, just sail this like that!'" And so she did!

Sharon's Contest 42CS *Sophie* lies alongside in central Helsinki after her 1,000-mile North Sea and Baltic voyage.

LEFT: Sharon at the helm of *Sophie* with everything comfortably to hand in easy reach for her solo adventuring.





‘FOR THE NORTH SEA CROSSING COMPANY HAD BEEN PLANNED, BUT I REALISED THAT ACTUALLY I COULD DO IT MYSELF.’

- SHARON -

With *Sophie* delivered back home to Southampton, confidence was then extended. “I found some local girls to come on board with me as well, as a bit of support at the beginning, then just took baby steps further and further outside my comfort zone, you know, making each passage longer, and then took her down to the West Country and did a night passage in calm conditions. I’ve always been very picky about the weather.

“Down there in the west you do get big seas so I experimented and tried stuff down there – really, it is just persistence. And then I took the boat back round, and all up the east coast to Newcastle in November where I left her for the winter, so she was positioned well for Norway. That had been my primary focus.” Sections of that trip to Newcastle were in really foul weather with 30-knot winds but Sharon did need to test both boat and self in such conditions. She came through this pleased, now assured the boat will always cope, as she would, too. Good to know ... and good to go.

“Norway had been on my agenda right from the start,” Sharon says, “I thought it would be a very beautiful healing experience to be in all that nature, the fjords and everything, and on a sailing boat. I thought yes, for my mental health I really want to see Norway like that.”

For the crossing of the North Sea, company had been planned, but then as Sharon says, “I just realised that actually I could do it myself. It was a couple of days on my own and was fine, awesome really, just great to be so far from land – the sense of isolation thrilled me!

“I did have some rough stuff crossing the continental shelf close to Stavanger; that was the only scary bit yet it was also really exciting.”

ABOVE & TOP LEFT: The peace and tranquility of Barösund, a quiet haven and top tip from a local Swedish pilot for a final stopover between the tiny isle of Utö and city splendour of Finland’s Helsinki.

LEFT: Time to wander and relax in southern Sweden’s charming town of Ystad, a welcome stopover after a fabulous 100-mile reach across from Rostock on the German coast.

CONFUNDING CONDITIONS
The trickiest seas encountered, though, came much closer to home and shore inside the Netherlands’ Frisian Islands on the way back to Medemblik with big winds against a strong tide. “The biggest waves I’ve ever seen!” Sharon says reliving the experience which itself came straight after a confusing encounter with fishing boats just nights before in conditions almost as bad.

“That whole area, I was terrified ... and knew that I had to face it again the next year when heading out from Medemblik on to Helsinki.”



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When the sailing is done and the final destination reached, what better way to spend a few hours than relaxing at Helsinki's Allas Sea Pool and Sauna World.

Fortunately, when the time came next June that first stretch out to Cruxhaven proved peaceful. "I think someone was looking over me after the previous experience and they gave me a beautiful night's crossing," Sharon says. "Plus, there were a lot of other boats going at the same time. It was just after the heatwave, and it was then all very pleasant up the Elbe, the Kiel Canal. All so pretty, just so rural and beautiful!"

Why to Helsinki? "I have a friend there I wanted to meet up with and everyone has raved about the Baltic and that this boat was built for it. So, I thought I'd better go and check it out. I did find it quite challenging, though, so many countries with their different ways.

"Sweden is, of course, very popular and I like quieter places but [after a month's layover in Germany it worked out well for me being late in the season and I was getting into marinas that I wouldn't normally with this size of boat because everyone had gone home.

"I'd left the Netherlands in June but restarted from Rostock, Germany at the beginning of August, then getting into Helsinki in mid-September, and I benefitted from this lateness with harbours and anchorages emptying all along the way. Mooring up can be a challenge at the best of times. On your own, you do have to think it through quite hard."

GOING THE DISTANCE

The same could be said of the general operation and handling of a 13-metre sailing yacht, but Sharon's *Sophie* is so well set. Having opted for slab reefing in place of in-mast, as Sharon wanted maximum sail area for efficiency and light wind sailing, this has been simplified with the installation of the Dutchman sail flaking system that works like a blind using vertical control lines laced through cringles in the sail attaching to topping lift and base of sail. Further, halyards are led aft, all winches in the cockpit are electric, and a central plinth between the helm stations is home to single-point mainsheet and winch. Everything to hand and adding to confidence.

'IT'S A VERY FAST BOAT, I CAN DO THE DISTANCES IN GREAT TIME. IT'S A 150-MILE-A-DAY BOAT.'

- SHARON -

"One of the highlights was the 100-mile sail from Rostock to Ystad in southern Sweden. Beautiful, I had around 20 knots of breeze on the aft quarter the whole way, making speeds over eight knots. I really like this boat, it's very fast, I can really do the distances in great time. It's a 150-mile-a-day boat."

In pursuit of more small fishing harbours and quieter spots, Sharon went on from Ystad to the delightful, tiny island of Hano and then crossed to Sweden's east coast in gentle conditions, to Kalmar and Västervik where,

‘SLEEP DEPRIVATION IS TORTURE, PARTICULARLY AS IN THAT FIRST NORTH SEA CROSSING, 40 HOURS.’

- SHARON -

Then it was time to get east to Finland and Sharon sailed on to the outer edge of Stockholm’s archipelago and another stunningly beautiful anchorage and again totally alone. “I thought this time I would make a night passage, leaving and arriving in daylight. I’m happier doing it that way. The wind looked good, quite strong but behind me all night. So, I decided, yes, to do that for the crossing to Finland, and that was fine, pretty uneventful, although very rolly, and I love arriving when dawn is breaking.”

And how does sleep factor in these crossings? “If it’s only 12 hours I can keep myself awake but the longer voyages I struggle with. I’ve talked to others who do the napping system. I can rest like that but I’ve never been able to go completely to sleep and wake. It requires more practice. But I have managed to figure out a way to, kind of, do a deep rest, because I do a lot of meditation. The whole experience is meditative anyway. So, I can rest myself in a way that I feel a bit more revived afterwards. Sleep deprivation is torture, particularly as in that first North Sea crossing, 40 hours. That was no joke when I arrived. But I never felt sleep deprived on this Baltic cruise because I was doing only 70, 100 miles a day, it’s not so bad when there’s always a stop!”

HELSINKI AND NEXT STEP

Making her arrival into Finland at Utö, a tiny isle among the 6,700 under the Åland Islands label, Sharon says, “Another Contest lady owner had suggested I go there, absolutely stunning. Really cool, with ever so friendly locals that I got to know as I stayed two nights, and the local pilot not only offered a sauna but recommended a couple of extra stops en route into Helsinki: Kasnas and Barösund, which were again stunning. Beautiful little harbours, idyllic, I felt a bit like I was in the Caribbean.”

Then next and final step, into the busier but still picture-postcard-perfect main harbour of Helsinki with a final fine berth and haul-out for winter storage before next adventures in the coming new season. The pull is to Norway again, and possibly even by road! By truck, it’s just a 16-hour haul instead of days and weeks rounding by sea. Yet, there is still so much more Baltic beauty to be seen under sail. Sharon, alone, will decide.

And how does Sharon feel? “I was watching a programme about the old Cape Horners on their tall ships 100 years ago. They said something that resonated. ‘After you’ve done all this and after you’ve been out there with the sea and what you’ve been through, you feel you can do anything ... and you come back to land.’ I now feel I can do anything.”

“The changing landscape began reminding me of Norway, it was really beautiful, but because the wind was forecast to shift I desperately needed to get to the north, and I thought to make a night entry into the Stockholm Archipelago.”

In hindsight not the best idea. “I had been going since about midday and had the most beautiful sunset in peaceful calm. Then approaching land it started getting windier and much more on the bow, so it was a struggle to get into the archipelago. “Eventually, I got into a tiny, unlit, empty anchorage at 2am with relief and totally alone. I felt a sense of achievement then! In the summer the days are long so you tend not to go into places at night. I just really had to trust the chart as there are lights and rocks everywhere.”

A PRIVILEGED STAY

Waking relaxed, Sharon moseyed on through the archipelago’s snake-like southern route into Stockholm via the Boo Nacka canal, an interesting cut-through, wide open in places, in others not so! “It was tight,” Sharon says with a capital ‘T’. “I had a metre under the keel but it was really narrow and there was a graveyard and chapel right there! It was thrilling, so beautiful, and then into Stockholm where it felt such a privilege to be moored right there in the centre of the city that I stayed five days. I had a fantastic berth. Lovely!”



ABOVE: Adding to the architectural mix and history of Helsinki, the Russian Orthodox Church.

BELOW: The wonderful evening panorama of Stockholm from *Sophie's* much enjoyed city marina berth that led to one of Sharon's lengthier stays.

TOP LEFT: Another of the longer stays, on the tiny isle of Utö in Sweden's outer southern archipelago.

HYDROGEN FOILER RECORD BREAKER



At and in the Contest shipyard there's a rolling sponsorship we always thoroughly enjoy, that of supporting Delft University's yearly intake of student naval architects and marine engineers in their annual participation in the prestigious Monaco Energy Boat Challenge, and after an amazing, victorious 2023, they're back again for 2024 with even bigger dreams!

Established by the visionaries Prince Rainier and HSH Prince Albert II, the Monaco Energy Boat Challenge has over the years evolved into a beacon for maritime enthusiasts across 81 nationalities, with firm focus on green energy and sustainability. 2022 saw the UT Delft Hydro Motion Team develop the first ever delivered fully carbon, high-speed, hydrogen-powered foiling machine, scoring incredibly well, while 2023 saw the concept taken further and the students triumphing over industry-professional teams to become Open Sea World Champions.

The breaking news for 2024 is that this year's team is designing a completely new boat and even new record: first hydrogen craft ever to cross the North Sea from the Netherlands to the UK. Now, that is an 'open sea' record to go for! Work on the new boat has started, and we're with them every step of the way.

Good luck Hydro Motion Team!
More information:
hydromotionteam.nl

And watch the team on YouTube



OPEN HOUSE OPEN DOORS

Our annual Open House this year takes place on Saturday 20 April when we'll again throw the doors open at our Medemblik HQ!



The event will kick-off at 10.00 and run through to 16.00 with tours of the yard and yachts, both in build in the 'composite' and 'outfitting' halls where you'll also be taken behind the scenes to visit the various workshops and talk with our craftworking experts. Our key supply partners will also be exhibiting and discussing their equipment and systems from sails and rigging to deck hardware, navcomms, energy, machinery and more. And, of course, refreshments will be served..

We'll look forward to seeing you!

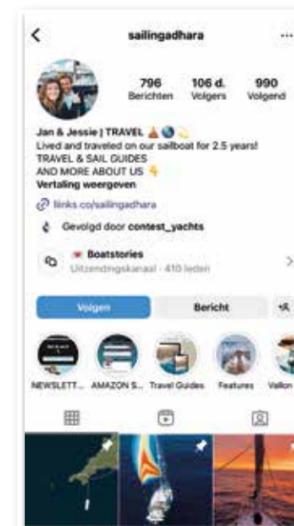
FINDING NEW CHANNELS

It's not just out on the water we find new places to go ... we've landed in the world of podcasting!

Yes, we've launched a podcast channel on YouTube, Apple, and Spotify. We've only just begun, but you have to start somewhere! And we are doing that by tuning into the electric boat discussion, in which those in our team and partners responsible for the development, design and delivery of our electric propulsion system for the Contest 49CS and 50CS get together around the table for some interesting exploration of the Contest initiative in collaboration with Torqeedo.



The first two parts in the series are up online here



BLOGGING SHIP TO SHORE

Another channel we can recommend following is Jessie's and Jan's from Contest 48CS *Adhara*.

With a good 30-months adventuring and blogging between the Med and the Caribbean, this couple whose exploits began in Covid times relay well the spills and thrills in equal measure, writing beautifully and presenting wonderful imagery of what it means to sell up and sail away. They have a new 'Boatstories' newsletter and have been posting throughout on [instagram.com/sailingadhara/](https://www.instagram.com/sailingadhara/). You'll find the full story on Page 022.

CELEBRATORY CROSSINGS

Congratulations to Contest 67CS *Opus Next* and Contest 57CS *Ocean Pearl* on their successful completions of the 2023 ARC, crossing the Atlantic from Las Palmas in the Canaries to St Lucia in the Caribbean. Well done!

Joining the astonishing and ever-growing fleet this year of 250 yachts, and taking the weather-favoured south-easterly route, our Contest sailors made good time across the 'pond', gaining first-hand experience that this is a big, big ocean, not a pond! Oleg, owner and skipper of the one-year-old *Opus Next*,

has been sailing just five years but within that period spending a remarkable amount of time afloat, and landed after only 16 days. Martijn and crew aboard *Ocean Pearl* then followed in just four days later.

You can read all about *Ocean Pearl's* background story on Page 038, and we'll have the *Opus Next* story for a future issue.



PALMA'S PERFECT POSITION

With Palma, Mallorca so perfectly placed and set up to host and serve both home and itinerant fleets, it was natural for Contest to create a base there for our customers.

This summer we are proudly celebrating our fifth season, with five good years of growth in both client base and partnerships with local services to provide 360° support for our yacht owners. *Ocean Pearl* (story 038) for



example had first intended to sail back north to Medemblik for works before sailing ARC 2023; instead,

everything was handled directly, locally, through the Palma office.

So, any questions and needs, be they boat buying and broking, maintaining and refurbishing, the Palma office, led by Guido Jansen at the helm, is there to help. Call +31 (0)6 18 66 31 99



SAVE THE DATE 2024

20 – 28 JANUARY
BOOT DÜSSELDORF

20 APRIL
CONTEST OPEN HOUSE

25 – 28 APRIL
PALMA BOAT SHOW

31 MAY – 02 JUNE
SEVENSTAR
CONTEST CUP

10 – 15 SEPTEMBER
CANNES YACHTING
FESTIVAL

13 – 22 SEPTEMBER
SOUTHAMPTON
BOAT SHOW

19 – 24 SEPTEMBER
GENOA BOAT SHOW

EARLY OCTOBER
SEVENSTAR CONTEST
MEETING MALLORCA

SOUND BITES AND SNIPPETS FROM THE WORLD OF CONTEST

TIME TO GO!

The classic is to wait until life's success permits the big escape. For thirty-somethings Jessie and Jan it was different. With disappointments in work and a mindset prompting adventure before starting family, they sold up everything, bought Contest 48CS *Adhara* mid-pandemic and sailed away, writing a wonderful blog in their wake!



Jan and Jessie chilling en route to the Caribbean and the likes of Antigua's fine bays and beaches. (main pic) – with supposedly one for every day of the year.

the first 18 hours of the trip we were averaging 7.3 knots with a top speed of 12.1 knots coming down a wave, and winds up to 27 knots. Wow, if only one could dictate the winds! After that, the wind dropped to around 7 knots on the aft beam, so we changed course and headed straight to Africa to keep moving.

As usual, I only slept an hour on the first night of a passage. The excitement, the motion and thoughts about the upcoming days keep me awake. Have we thought of everything? Did we download weather? What will the sea state be like? And so forth ... It usually gets much better on the second night!

Some stories just tell themselves, simply confirming that decisions made were right. So, let's not begin at the beginning. Let's join Jessie and Jan one year on from buying *Adhara*, in that time having sailed her straight from Plymouth, UK to the Canaries for the first winter, then back to the Mediterranean for the next summer season, before out again to the Canaries readying for a transatlantic to the Caribbean. We step aboard as the couple start their way south, to 'where the butter melts', that legendary staging point for the big turn to the west. We'll stay for five days, five great days, from which, spoiler alert, we'll all likely decide it's time we tried this, too! Over to you, Jessie ...

FRIDAY 10 DEC 2021

DEPARTURE DAY

As I write this, we are sailing down the coast of Tenerife with 23 knots at 150°, flying at 8.7kn! Today is an incredibly beautiful clear day and we can see Mount Teide in its full glory, no cloud in sight! We should reach the southern tip of the island in a couple of hours where we'll catch up with our buddy-boat heading the same way. I must remind Jan it's not a race! We're just rrr-really excited right now to finally be heading towards new shores!

SATURDAY 11 DEC 2021

GOOD DAY

The first 24 hours of our passage down to the Cape Verdes have passed and one could say that we have had a bit of everything already:

SUNDAY 12 DEC 2021

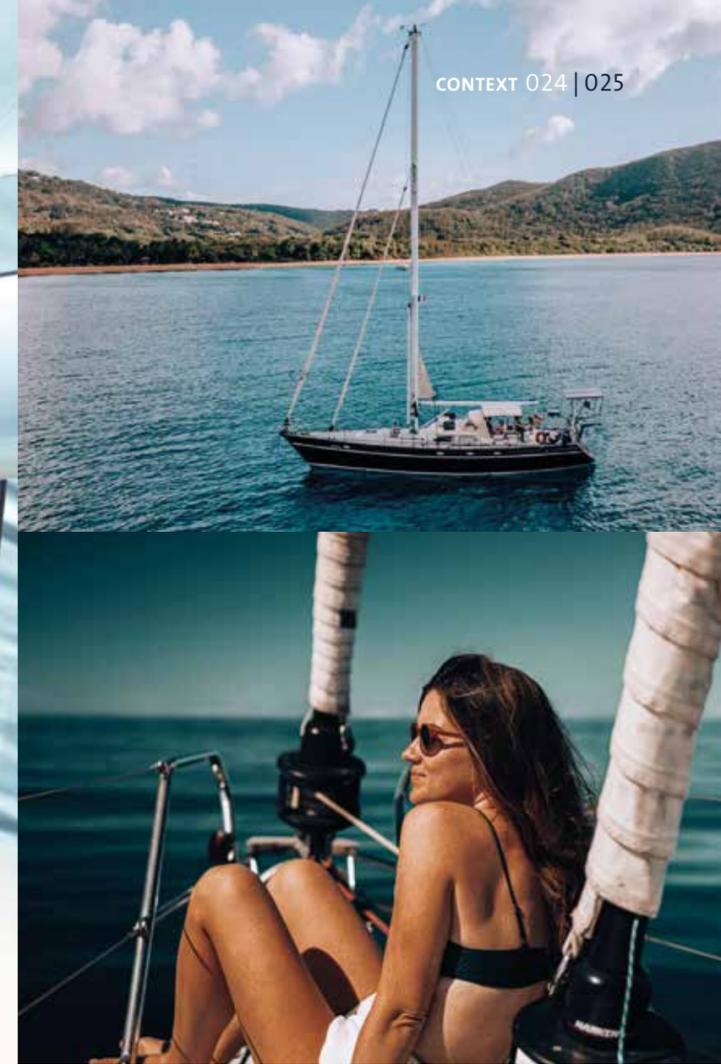
DAY 3

It's 11pm now, Jan is finally getting some rest down below as I sit in our cockpit simply listening to the waves around us for a moment. It's a beautiful night, the moon shines its silver light, and I can see stars all around us. Looking out on our port side I see Orion hunting across the night sky and following the three stars of Orion's belt down to the next brightest star, Sirius, the Dog Star! Now looking for the next brightest star, another couple down 1, 2, 3 ... oh yes, there she is, ADHARA, our namesake!

MONDAY 13 DEC 2021

DAY 4 – JUST CRUISIN'

It looks like we have found the current which flows along the African coast southwards towards the Cape Verdes and gives us an extra



boost of 0.5 to 1 knot. I know it does not sound much but over the time of four days, a 1-knot difference in average speed can mean that you arrive a day earlier – or later!

TUESDAY 14 DEC 2021
DAY 5 – UNDER ATTACK

We're making good speed and reached the halfway point [to Mindelo, staging point in Cape Verdes] some hours ago. The nights are still cold, I wear my full offshore outfit on my night watches. So, the feeling of 'sailing along the African coast' hasn't really sunk in. Alone in the cockpit, at around 3am this morning I heard myself cry out "WHAT THE **** !!", as the sky suddenly lit up as if struck by lightning, and the glowing tail of a massive shooting star slowly faded away.

That must have been the start signal for what was to follow. All around us, mere seconds apart, it started to shower shooting stars. There were so many, sometimes two right next to each other. It felt unreal and the thought of an alien attack crossed my mind.

Suddenly I see little light bursts in the water, then a dolphin jumps out in front of our bow, spinning and landing on its back sending out a firework of bioluminescence in the black waves. Here I am, grinning stupidly into the night whispering "Is this real?" Ocean sailing is ... just freakin' magic!

Jessie and Jan came back to earth with a crash, though, sailing into Mindelo and Cape Verde's stringent Covid quarantine rules. And that permits us a return to earlier days in this story as all this shape-shifting happened in line with the pandemic's take-off. Although the pair had started talking loosely about adventuring in 2019, it kicked off in earnest just as Covid took hold, making the future of Jan's travel business uncertain. That started the thinking: why not do it now?

"There's always been something of a dream in my head that someday it would be nice sailing across an ocean, or even around the world," says Jan, who hails from Hamburg and keen sailing parents, while Jessie is from Austria and more ski instructor than sailor, and who laughs, "Jan's parents' place is lined with sailing magazines from everywhere in the world. And funnily enough, after we had bought *Adhara*, Jan's dad dug out and gave us the original copy of an old sailing magazine with a Contest 48CS on the cover! So, this is how far back the obsession goes!"

The talking had led to a lot more watching and reading of vloggers and bloggers. "I didn't want to watch them at first," says Jessie, "I thought it so unrealistic, so unattainable, and to be honest watching didn't make me feel good about my own life. I was very unhappy in my job and quite jealous."

Then, with so much information out there on how to make the decisions, and how to make things happen, the conversation moved on. "We started calculating, quite naively," says Jessie, "but then when was the moment we decided to buy a boat? Really, more than one big thing it's a lot of tiny steps you take towards this idea, and then one day you're on a one-way flight to London having basically bought a boat on FaceTime!"

So, there it was, straight back into the days of Covid with Jessie and Jan working within the controlling constraints to visit the Contest yard, where, with extensive discussions with the Contest Brokerage team, Jessie and Jan reeled in and almost landed first a Contest 44CS and then 48CS in Medemblik. But eventually, still talking with the brokerage team, they settled on another, 23-year-old, 48CS conveniently more sorted for their intended sailing, but less handily over in the UK mid-travel prohibition. A difficult situation remarkably well recovered by the pair engaging and handing extended responsibility to an eminently empathetic local surveyor who went way beyond the extra mile.

Jan explains, "With the Covid rules we knew that we couldn't travel to the UK to see the boat in person, but we also knew this boat's layout was the same as the ones we'd seen in the yard, so seeing the pictures and going through the spec we knew what to expect.

Also, the specification was higher, with this one actually ready-set to go cruising. Talking with the surveyor I felt comfortable he could represent us well and he did, right through to sea trials and more." So, the deal was done.

"Then on the day in July that Britain opened," Jan continues, "we jumped on a plane with everything packed we'd need for a two- to three-year sail ... still without previously having seen the boat!"

A case in point and possible concern? Yes but no! Their adventure needed to begin: the only other possessions remaining after their selling-up amounted to four boxes in storage! Bussing themselves aboard – between sailing locally in Cornwall, enjoying Helford River and more –, through summer to mid-winter Jessie and Jan upgraded to lithium batteries, bigger outboard for the dinghy, replacement generator, and new mainsail. Then come December it was time to be away to warmer waters.

Remember how Jessie felt before? That such adventure was neither realistic nor attainable. Well, that had changed: it was happening to them, for real. Yet that's not to pretend it's always as perfect as in the blog entries further up the story. As Jessie says, bad days happen, too, and whereas the good might be 'sailing days', she describes gloomier times as 'selling

days'! And when it comes to what gets shown online and some of their earlier 'naïve calculating' and later of their own blogging, "People don't really want to see someone complaining, which I understand, so it can be hard to find an honest balance. You feel like you don't want to complain because you are able to do this amazing voyage. Sometimes it's hard to find that middle ground."

And that unsettling and unexpected is at times about circumstance, not just from the general way of life aboard. In the couple's second passage out to the Canaries, in a big seaway 40 nautical miles free of the Strait of Gibraltar, out of the corner of the eye something was spotted afloat a distance away. Alarmingly, two migrants in distress hanging onto deflating inner tubes.

Unseen, no way would they have survived, but still even found they might not have lived. With conditions too rough for safe recovery from *Adhara* with only two aboard, Jessie and Jan had no choice but to radio for assistance and standby in the hope of help, which thankfully appeared in the form of a Moroccan naval vessel in time to save the casualties. An encounter not only shocking but life-changing ... for them all. Experience never wished for, yet sadly valuable. Had *Adhara* not been out on adventure those two migrants' lives would have been lost.

Perhaps that star high above at the story's start had chanced to look down from its stellar transit.

With the men saved, *Adhara* the yacht, continued her own transit, in due course arriving in Martinique with a world-wakened crew, as Jessie's blog clearly tells!

LEFT: With full headsail and in-mast reefed main set for the strengthening Caribbean breeze, Jan checks all is well.

ABOVE: Another day and another bay, and for Jessie times of windless waters make for peace and wonder.



THURSDAY 6TH JANUARY 2022
DAY 17 [FROM MINDELO] –
TIME TO HOIST THE FLAG

Honestly guys, this last day of our crossing brings mixed feelings with it. We have said that we've had passages where we were just so desperate to arrive. Somehow, and probably thanks to the fact that the past couple of days out here were absolute bliss, we feel like we could go on a little longer without losing our minds. We'd have enough food for sure. Caught Mahi Mahi Number 5 yesterday! And there's still an enormous amount of food squirrelled away in every corner of the boat. Fresh fruit and vegetables are slowly diminishing but I still have two zucchinis that I bought in Tenerife that are still fresh! Unbelievable!!

Jan has finally found his peace of mind and I find him most mornings sat in the shade at our bow, leaning against the mast listening to an audiobook. He looks so relaxed, it's a joy to watch him sat there, playing with his beard (it has grown quite long now) and staring onto the horizon. I've found my favourite spot for the morning hours, too: leant against a fender under the shade of our solar panels. Just remind me to make better choices for my entertainment next time. 'Everything you wanted to know about the Titanic' is a poor choice for a

LEFT: In such splendid waters freediving took over from scuba and surfing which went onto the backburner.

CENTRE: Local foods like freshly caught lobster for Jessie's birthday informed enthusiastic cooking aboard!

RIGHT: The liveaboard couple with well-set shades, solar generation, and inflatable SUP and tender behind!

podcast. And reading 'Dune' while surrounded by water makes it hard to be pulled into the story.

75nm to go, friends! How does it feel? Not like we'll soon be arriving in the Caribbean. It's gonna come as quite a shock I believe.

Hoisting the courtesy flag always gets your mind into arrival mode. We have some friends waiting for us in the anchorage and can't wait to share our stories with them and hear their experiences from the crossing.

Jessie and Jan settled quickly into Caribbean ways, cruised the islands for a few months, particularly enjoying Dominica and its free-diving, which became the couple's main thrill over their scuba and surfing which took a bit of a backburner. Then, with the weather clock ticking, it was into Grenada for *Adhara* to sit out the hurricane season while Jessie and Jan headed back to Europe and decide their next steps.

Panama and on through the canal into the Pacific beyond had tempted, but with 12,000 miles sailed, 17 countries visited, and their original time limit nearly spent, there was instead a return for the next season moving on to the BVI for blissful sailing between the islands and more fabulous diving before *Adhara* was sold and Jessie and Jan headed into their next life-adventure, ashore in mainland Europe ... and happily still blogging about sailing and the sea!

FOR MORE, SEE:
sailingadhara.com
INSTAGRAM
[#sailingadhara](https://www.instagram.com/sailingadhara)

A NORTHERN ODYSSEY

Away to the North once again single-handing Contest 50CS *Steppingstone*, Harald Hart took even himself by surprise on a trip to the Faroes and back by stretching the voyage to a rounding of Iceland in what became a solo six-month adventure.

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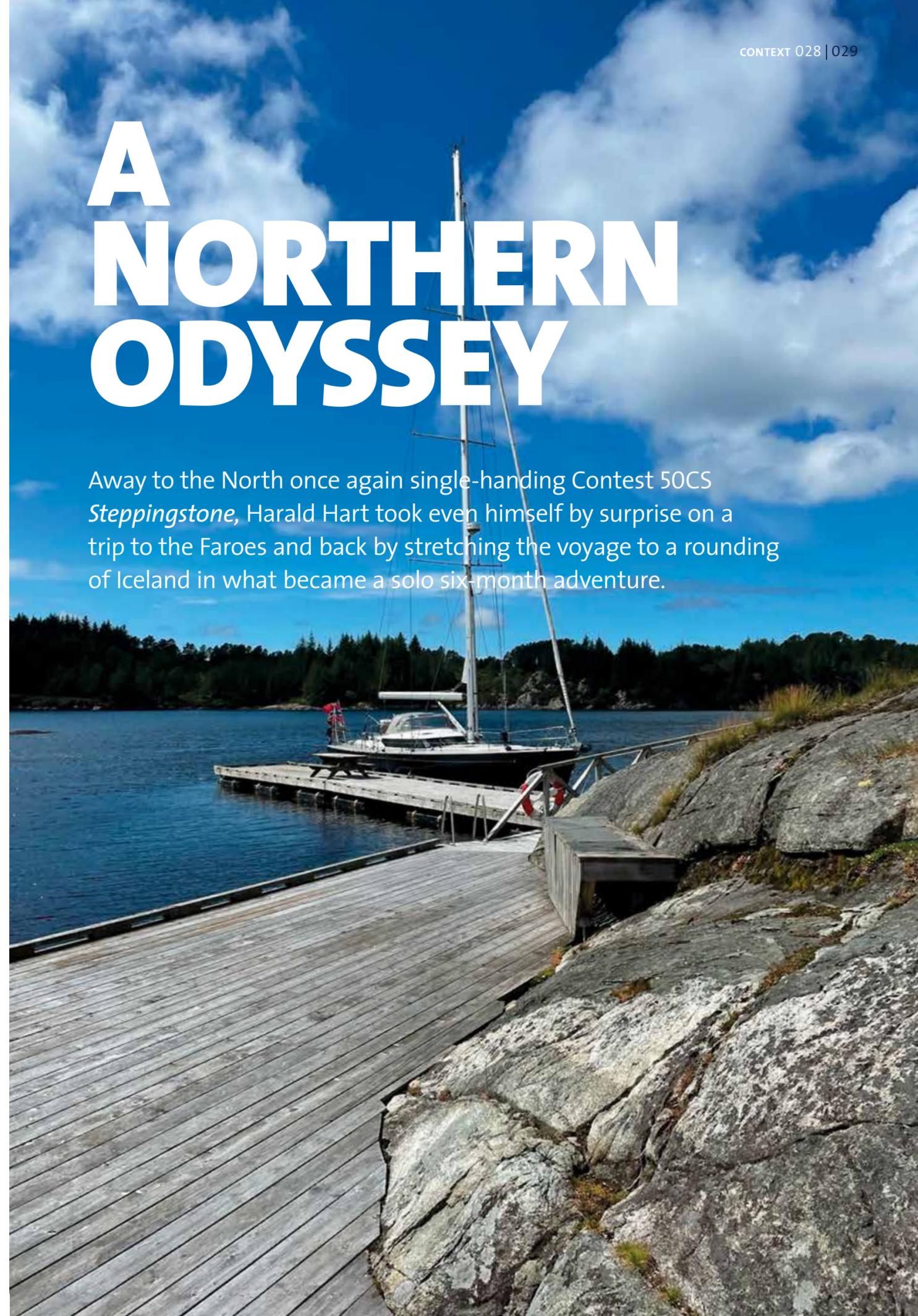
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Contest 67CS



In conversation, Harald is a modest, mild-mannered man and to hear him outlining his 2022 cruise is the perfect expression of that.

“It was mid-May that I left Medemblik for Den Oever and then to Texel.” Sounds quite normal to this point, doesn't it? “But I didn't stop, I went straight on to the Orkneys.” Think on this. Harald, turned-70, single-handing just a typically specified 15-metre Steppingstone right up through the North Sea and beyond into the high Atlantic, alone.

In Harald's tone there is no exclamation, nothing that suggests this might perhaps be a little unusual.

“I had wanted to go straight to the Faroe area but there was a storm coming up between the Faroes and Orkneys, so instead I sailed into Kirkwall in the Orkneys, stayed a couple of days and after continued north to the Faroes.”

DOUBLE DISTANCE

Then the unanticipated jump to Iceland. “It was quite impulsive because when I left Medemblik my plan was to sail only to the Faroes which have always fascinated me, with these people living out in the North Atlantic. I wanted to know: what are you doing there, how are you living? So, I was interested in that, to have a look. It hadn't been my plan to sail all the way to Iceland, or then onto Norway either. It all just came on my path.”

Arriving in Iceland's capital Reykjavik, Harald also hadn't at first intended to round the vast land mass of Iceland itself, either. But things change! “I just didn't want to go back the same way,” he calmly explains in a hint as to the evolution of his extended, eventual October return to his home port of Medemblik having taken in, after Iceland, Lerwick in the Shetland Isles, Stavanger, Bergen and Namsos of Norway! Six months and many thousand miles with, for just a few midsummer weeks

‘YOU CAN ONLY HAVE THIS FREEDOM AND THIS KIND OF REMOTE SUPPORT IF YOU HAVE THE RIGHT HOME SITUATION.’

- HARALD -

TOP LEFT AND RIGHT: Whether hiking into the Faroes' distant hills or lying off the sheer coastline, the rugged landscape was never less than spectacular.

BELOW: *Steppingstone's* port of entry to the Faroes, Tórshavn shares worlds both old and new: the town quay mixing classic and contemporary northern character, yet behind in contrast an old town abundant with naturally insulated sedum grass residences.

in Norway, the company of his long-time, co-boat-owning and very understanding wife for a period of gentle, more relaxed coastal cruising around Bergen.

“You can only have this freedom and this kind of remote support if you have the right home situation,” Harald says. And as might be said in Icelandic: *algjörlega* ... absolutely!

HOME FROM HOME

Home for Harald and Marion is first in the Netherlands, with a second in Norway, so this passing between nations is well practised, and regular readers of *Context* magazine might recall how on a previous return trip from Bergen to Medemblik, Harald, again single-handing, turned right instead of left for a west-about circumnavigation of the UK mainland before docking back in the Netherlands. Never the simplest route for Harald! “I like the thinking that good navigation requires,” he says, “and sailing alone I never feel lonely.”

A 50-footer can be thought a fair-sized vessel to handle alone on long, challenging passages but, of course, modern systems, electric winches and furlers for a start have much eased short-handing, and aids from multi-function chartplotter, radar and AIS to smart autopilots equally simplify pilotage. But safe watchkeeping too holds top priority in personal protection.

To that end, Harald's career in medicine with decades of sleep-depriving duties has trained him well for solo sailing. “I can sleep on the spot, any moment!” he laughs. “You check the chart, horizon, your AIS, radar, then set the phone alarm, and I'll be asleep in two minutes! In the beginning, I slept just ten minutes, maybe 15, and when more remote longer, perhaps an hour or so.”

Sleep for Harald, though, is in the saloon, not in *Steppingstone's* sumptuous master suite aft. “I'm more comfortable quickly getting up those steps to the cockpit to check things,





FAR LEFT: *Steppingstone* lies alongside in the port of Reykjavik introducing Contest charm to the highly industrialised and commercial mixed-use environment.

LEFT: Sedum grass roofed traditions remain in Iceland, too, amidst the busier newer builds, themselves so often colourful, and always adroitly suited to the harsh climate.

BELOW: Summertime and still snow and ice, Iceland presents a hardy face discouraging to some and utterly entrancing to many, although for yachtsman few and distant comfort stops.

and particularly if sensing a change in sailing." It helps psychologically as well as with practicalities, he says.

TRADITION RULES

The way north was sailed in mostly fair conditions, and as Harald entered the Orkneys' Kirkwall harbour aboard his Norwegian-flagged *Steppingstone*, he was keenly eyed by four other visiting Norwegian yachts. When conversation opened, he found himself quickly enlisted into a grand annual procession and party celebrating the Orkneys' historic relationship with Norway which once ruled these islands. After the whisky slowed, Dutchman Harald, first described by his new friends, which included Kirkwall's dignitaries, as half Norseman was now proclaimed total Norseman and released to sail on to the Faroes, three days away!

Harald's arrival in Tórshavn excited the otherwise quiet quayside following his near midnight call asking if a place might be available. Despite the hour, in immediate attendance came two policemen, a US sailor and another helping hand all inquisitive about Harald, admiring his yacht and arranging to visit for a tour and whisky (again!) when off-duty the next day. From the harbour Harald was off on his folding Brompton cycle exploring the small city, its architecture, mostly now concrete but with scattered remaining ancient grass-roofed wooden homes, the island's famed ruined Magnus cathedral, and hiking, stopping to talk and learn of this place.

"It felt a privilege to be here," says Harald. "People spoke of being isolated but happiness with that, feeling safe and pleased not to be involved in all the problems we have in Europe. There's little eagerness to leave for the mainland. Young people do travel out, and maybe study, but they come back."

ROUNABOUT THINKING

Harald had intended sailing around the Faroes more than his eventual few days permitted, but when the idea of Iceland dawned he realised he needed to crack on. His thinking was directed by a big international medical congress in Norway he was set to host in the summer.

"How much time do I have, I thought. I wasn't first sure how much Iceland and back would add, and I needed to think of my wife Marion and family." On board, Harald had the necessary pilots, charts and, of course, internet resources. A few calls later and given blessings as unstoppable, on Harald went, arriving in the busy commercial port of Reykjavik four days later.

And then came the next 'revelation'. "Ok, I thought, now I am here let's sail around Iceland because I never like to sail the same way back. That's just how it was, but none of the sailors I spoke to there said they'd want to do that."

Why so? It's a truly harsh and hardly inhabited rugged coast with few pausing points clockwise beyond the west of Iceland.

MAMMALS AND MAN

And so began new experiences. Leaving Reykjavik in the wake of two whale-watching tourist boats which turned back with no sightings, Harald soon after saw in the distance unusual, prolonged waving back and forth of a big whale's tail. Closing distance with this, he spotted four porpoises in perpetual attack on the whale, crashing into the larger mammal's ribs, forcing restricted breathing and continual re-surfacing until eventually, slowed and weakened the battered, exhausted whale lost its life.

"I later talked to a fisherman on the west coast telling him what I saw. 'Yes,' he said. 'It happens. That is how it is. You were lucky to see it.' But it was a sad drama."

Whales assumed increasing significance as the voyage continued. Halting in a beautiful bay in fabulous weather on the remote north-west

**'OK, I
THOUGHT,
NOW I
AM HERE
LET'S SAIL
AROUND
ICELAND.'**

- HARALD -



coast, Harald lay at lonesome anchor among the many thousands of seabirds saturating the skies and seas, surrounded by mountains lined with snow and ice sided by silvered waterfalls. All was right with the world. But the next morning he woke feeling unwell. Sick and with aching muscles, he realised that with this anchorage so open to the sea this was no place to rest.

The closest potentially safe spot to stop was a tough 13-hour passage away with Harald laid flat and unfed for most of those miles and arriving in the chosen new tiny bay to an unusual reception. "I had worked the charts in advance well but when about 200 metres from the spot I wanted, suddenly I saw some rumbling in the water and thought 'oh, oh, rocks', and fast engaged reverse. Then looking up, there, just 20 metres in front, oh my god, was a very big orca rising high up out of the water, then down, gone, not seen again! That was very special!"

WORSENING CONDITION

It was, though, a close encounter and just a little intimidating, making Harald extra cautious with his subsequent anchoring close by the bay's picturesque little lighthouse. But sickening more, Harald slept all night and awoke worse, self-diagnosing Covid contracted most likely from a rare café visit in a previous harbour. This was not a safe place for best welfare and he knew to move but for now couldn't and lost the day to oblivion, quite unaware of five inquisitive fishing boats circling him while he slumbered below. This irregular behaviour, though, was spotted by Harald's wife, Marion, monitoring on AIS from home in the Netherlands. She called, roused Harald, and they discussed what had to be done.

Harald needed to find a pharmacy and better berth fast, despite a bad forecast ahead, and that made for another gruelling 13-hour sail, exhausted and unsure, to the next safe harbour.

"I have to admit this was all a little tricky," says Harald, "and after staying a few days and then feeling well enough, I just wanted to go home. No more exploring. No more stops. I was still in the middle of Iceland's north coast, and decided to sail straight, non-stop to Shetland."

That led to a horribly demanding 6-day passage with persistent fog, no sun but for all of one hour, and into punishing 30-knot headwinds most of the way. "In such conditions, you can see nothing, you have only to trust your instruments, radar, and AIS. It is exhausting."

CLEAR JUDGEMENT

Approaching Muckle Flugga at the tip of Shetland, Harald told himself, "Ok, now I am tired, really tired, and if I try to anchor and it doesn't hold, do I have the strength to lift and drop again? And with a lee shore, there's no time. This is a dangerous situation."

TOP: *Steppingstone* settles in for an overnight stop alongside in the tranquillity of the fishing villages typical of the Bergen region with all the amenities of today's cruising world yet still with plenty of quaint authenticity.

BELOW: Evoking memories of the unexpected rounding of Iceland in a perfect image of the high-latitude summer's almost never setting sun.

And with this, Harald's decisive 'no' meant yet another eight hours beating into storm winds before finally entering Lerwick harbour and coming alongside with Harald exhausted and talking a reportedly unintelligible blend of Norwegian, Dutch and English to a quizzical helper sent to take his lines.

Just a couple of days later, a refreshed, healthier Harald headed for Norway four days away, arriving in Stavanger just the one night before that important congress, bemusing friends and colleagues by the extreme means of his getting there. A close shave, indeed!

Congress over, the mentioned cruising with Marion followed, and then a month working in a hospital in Namsos, a tucked away coastal town not far from the Arctic circle that Harald had come to know so well, and where he stayed living aboard *Steppingstone* rather than take accommodation ashore, again to the bemusement of colleagues! Then in October the final push back to Medemblik, single-handing again through horrid, storm-strength headwinds.

By this stage, home comforts beckoned, yes, but what a time had been had, and the voyaging was far from over. "From Medemblik to Medemblik my radar was always on," says Harald, and true to say it was soon back on again. But that's another story!

'FROM MEDEMBLIK TO MEDEMBLIK MY RADAR WAS ALWAYS ON.'

- HARALD -





NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 MENORCA AND CIUADELLA DEL MENORCA
 40°0'6.63"N, 3°50'8.01"E

Restaurant Café Balear, Ciutadella is a good favourite. The Langosta con Cebolla is not light on the stomach but an absolute must! Also, best ever Almejas anywhere. Just fantastic!



NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 PALERMO + TONNARA DI SCOPELLO, SICILY
 38°4'15.76"N, 12°49'21.83E

City and sea, both fabulous! We loved Palermo for its romantic vibe and just west of the city anchoring off in the Tonnara di Scopello bay with its breathtaking, beautiful scenery.



NAME OF YACHT: PURA VIDA
TYPE OF YACHT: CONTEST 50CS
POINT OF INTEREST:
 HIDRA ISLAND, NORWAY
 58°12'46"N, 6°34'53"E

Unequivocally recommended island-stop on the southern coast of Norway. Delightful two villages: Rasvåg, a beautiful arrival point from Holland after North Sea crossing, and the neighbouring village Kirkehaven with its lovely Isbua pub. Great three-hour nature trail hiking from Kirkehven on the two adjacent hills, Hagasen and Onsanen.



NAME OF YACHT: PURA VIDA
TYPE OF YACHT: CONTEST 50CS
POINT OF INTEREST:
 LYNGØR, LYNGØYA ISLAND, NORWAY
 58°37'57.36"N, 9°7'46.92"E

Lyngør is a pretty village situated among a group of small islands off the southeast coast of Norway. Accessible only by boat and actually straddling four of these - the islands of Holmen, Odden, Lyngøya and Steinsøya - navigation is interesting with island straits often just 100-metres wide. The restaurant-inn Seilmakerfruens Kro is the go-to eatery, and coincidentally the characterful wooden building is home also to Doyle Sails.



NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 THE INDIANS, BVI
 18°19'54.5"N 64°37'43.9"W

The BVI's best snorkelling and freediving. Our recommendation: go after 4pm, the dayboats have left - anchor off Norman Island and then take your dinghy over - less people, more fish!



NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 LA GRACIOSA, CANARY ISLANDS
 29°13'06.6"N 13°31'44.9"W

Stunning, out-of-this-world landscapes and views. Great hikes and beaches - just the perfect place to arrive and recharge after the passage from Gibraltar.

NAME OF YACHT: SOPHIE
TYPE OF YACHT: CONTEST 42CS
POINT OF INTEREST:
 HANO, SWEDEN
 56°0'37"N 14°50'8"E

A nature reserve island. Peaceful haven for the explorer. Spacious, characterful and cosy harbour frequented by a local ferry. Secure concrete jetties, small restaurant and friendly harbour lady. Scenic walks around this car-free island littered with cute houses and abundant wildlife. From 1810 to 1812, during the Napoleonic Wars, the UK's Royal Navy used the island as its base during its operations in the Baltic Sea. The 'English cemetery' is situated on the island, and still today British warships visit the island to pay tribute to the 15 sailors who rest there.



NAME OF YACHT: SOPHIE
TYPE OF YACHT: CONTEST 42CS
POINT OF INTEREST:
 PIRTISAARI, FINLAND
 60°10'7"N 25°25'58"E

Site of old naval station. Memorials from wartime make this an exceptional destination. Deep water bay with one small jetty plus mooring buoys. Or anchor to the left of the entrance off a small beach for serenity and beauty.



NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 SOUFRIÈRE, DOMINICA
 15°13'51.59"N, 61°21'40.14"W

The most beautiful, unspoiled island. With freshwater lakes, rivers, waterfalls, hot springs, jungle, rainforest, beaches, beautiful underwater world, there is so much to explore! The Vicotria Falls were one of the favourites.



NAME OF YACHT: ADHARA
TYPE OF YACHT: CONTEST 48CS
POINT OF INTEREST:
 HELFORD RIVER
 50°6'0"N, 5°5'59"W

We loved it here. Most beautiful estuary and river once favoured by smugglers and pirates, likely frequenting the ancient Ferry Boat Inn (c 18th Century) set in beautiful scenery and with great menu and good ales.



WAYPOINTS: WHERE CONTEST SAILORS SHARE THEIR FAVOURITE PLACES. HERE WE'RE INCLUDING TOP SPOTS RECOMMENDED BY OWNERS FEATURED IN THIS ISSUE OF THE MAGAZINE. FOR MORE, CHECK OUT THE WAYPOINTS PAGES ON CONTESTYACHTS.COM

RIDING THE WAVE

When youthful bike entrepreneurs Martijn and Dirk started their venture it took off at such a pace that they were soon in a space to consider one hull as well as two wheels, and together with their partners bought pre-sailed Contest 57CS *Ocean Pearl* through Contest Brokerage. Martijn tells the story ... and typically does so, as goes with the much-enjoyed yacht, from onboard just days before going transatlantic with the 2023 ARC.

First, back to the beginning. It might all have been very different for the then Delft University students Martijn, Dirk and third friend Richard, originally all targeting a soft landing into the world of maritime technology.

“We were brainstorming together and just hit on a concept,” says Martijn. “We were wanting to do something with positive sustainability that could grow and grow. We’ve always liked biking a lot, believed it to be the future of mobility, and we wanted to make it accessible to everyone. So, to make it affordable we thought let’s put it into a subscription model.”

It was 2014 and investing all they had left of their cash from their student funds in some basic bikes, Martijn modestly reports, “The subscriptions just quickly built, and went way, way quicker than we ever could have imagined. So popular. It’s actually really simple, but that’s what it is.” And in ‘simple’ terms, the fast-rolling success of the venture laid the pathway to ownership in 2022 of Contest 57CS, *Ocean Pearl*, bought together in Turkey from a serial Contest owner, with a view first to Mediterranean adventuring before bigger trips ahead.

MAKING IT WORK

While Martijn and Dirk, both just 31 years old when acquiring *Ocean Pearl*, had each grown up with boats variously in the blood, the third partner Richard had not, and in practice did not take well to it. So, on this one Richard left the guys to it.

“We had thought, well, we don’t have kids right now, so this would be a good time to go sailing but it did take a bit to convince our girlfriends, Lisette and Jeanine,” chuckles Martijn. The fact that both partners were also experienced sailors, Lisette in family cruising and Jeanine competitively in Lasers, added to shared influence.

“More normally when you buy a boat it is just you,” says Martijn, “but here we really were four together and we needed to see if this would work. So, we rented some boats, and it went really well. But then we also needed to understand the true difference between types and styles. The difference between, let’s say, a Bavaria or Dufour, and Contest, Oyster or Hallberg-Rassy.”

TOP: Martijn and Lisette (right) Dirk and Jeanine (left) enjoying the moment and the reality of what *Ocean Pearl* will enable.

BELOW: Made ready after purchase in Turkey, *Ocean Pearl* and crew leave Çeşme behind at the start of adventures already stretching across to the Caribbean.



So, they chartered again, testing 'categories' and also size as it looked like they were gradually heading north of 50ft (15m). Then straight after renting a big Dufour, they stepped immediately onto a friend's Contest 50CS for two days' sailing in Mallorca. Eureka! "It was like an insane contrast," Martijn laughs, "now we really knew the difference between these boats!"

So, the level was set, and the hunt was on in the upper fifty-foot sector, with Hallberg-Rassy soon out for reasons of interiors and cockpits too enclosed, then Oyster out for looks, and interior space again. "It's the way of the space," Martijn says, "I'm 1.94m (6ft 5in) tall and in the Contest I can stand everywhere below. That gives a lot of space. If it's, like, just 5cm lower, and you can't stand full height, it then feels like half the space! And outside there was a big difference again in size because here we can all sit and eat with eight people easily. You can invite everyone! And over the others, well, *Ocean Pearl* looks extremely modern despite being, then, 11 years old!"

All this exploring of ideas and possibilities was happening right through the time of Covid and ongoing travel constraints, but the hopefuls took advantage of every opportunity as and when break-outs permitted. They were hit, though, by initial disappointment when the first-found perfect Contest 57CS was repealed from the market by her owner rediscovering just how much he loved her. "We were, like, ah no, it's gone, because it was the real dream boat."

PART OF THE FAMILY

But Martijn and the team popped back into Google and reviewed an earlier-spotted 57CS in Çeşme, Turkey listed with Contest Brokerage. "It was then we saw this one again, but thought it's not so easy in Turkey as Mallorca, as how are we ever going to do this? It's so far away, you can't just go over for the weekend. It needs more time."

But they talked to their friend Lex with that first-tried 50CS, and he encouraged giving this a good shot. They went, and *Ocean Pearl* instantly appealed, lying there alongside the seller's sparkling new Contest 67CS, and although unused for a while, still well-tended by her professional skipper. With surveys conducted, the rudder and prop shaft overhauled, and local cruising to test and familiarise, it was now time to go sailing for real.

**'I'M 1.94M
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OF SPACE.'**

- MARTIJN -

"This whole process was really fun together with Sieger Postuma from Contest Brokerage. It felt like we were part of the family. We had a lot of contact throughout, even dinner with Arjen the CEO. It's so different, it's not like you've just bought a boat and are then left on your own, which is the normal way. The help keeps coming.

"For example, when shifting between Turkish harbours for some maintenance work, we had a problem with the hydraulics but knew we could call Sieger who will always pick up his phone. He did and said he'd call a colleague and soon be back. He was, with the advice it had overheated, let it stand 15 minutes and it'll be fine. And it was, just like that. It was really nice to feel so super close. And this is although the boat is second-hand."

It was also reassuring to have this support tested before setting off as the team did, straight into their 1300 nautical mile maiden voyage to Mallorca. With five non-stop days either side of a single layover in Malta, a big step.

SAILING AS INTENDED

Back at the very beginning, first intentions had been to buy something cheap: something suited just to help learn to sail 'bigger' boats, to navigate, and how to live aboard together. Then once in the know, they would buy the 'real' yacht. Their friend Lex with the Contest 50CS who had sailed his own world trip with his then-young family helped turn that idea on its head.

"When first thinking this through we had gone to Lex's and his wife's home for dinner, and asked it straight: do we have enough experience? Sure, we know how to sail, but for this? And they told how before they set off on their own trip, they asked the same question of another world cruiser who had said simply: just exit the harbour, turn left, leave the Netherlands behind and land in Spain. Then you know how to sail!

"And about our idea of buying a learner's boat? The advice was the opposite: buy THE boat, because it is all about knowing the boat you'll be using on your trip! The line was don't worry, nothing will happen, because you have a lot of time to learn, and the most important thing is not actually the sailing, it is the knowing of the boat and how it reacts, because boat types are very different. Especially between the typical production yachts you might charter and the

‘YOU MUST HAVE THE WIND WITH YOU. BUT IN THE END WE WERE LUCKY AS THE SCHEDULE WAS BECOMING TIGHT.’

- MARTIJN -

costlier, heavier, better-built brands like this Contest; so much faster upwind, and ten times more comfortable in the waves. And we really see all this now, we have learned how things are, how they work, and how to fix things ourselves.

“You have to. You’re in the middle of the ocean, it’s a big boat with a lot of systems, electronics, hydraulics. So, yes, you do need to know your boat, the boat you intend for your trip, so it’s good we already had this one! It’s good we’ve also put into practice all that Sieger from Contest Brokerage taught us in a busy, head-filling two-day introduction, for which we’re so grateful he came out to Turkey to instruct us! It seemed so much to take in at the time but now it all makes sense!”

It’s also proving huge fun as *Ocean Pearl* is hardly ever alone in her mooring! And of the actual act of mooring, reflecting on the true hands-on size of a 57-footer, Martijn smiles at the memory, “When you see for the first time the slot in the harbour, you’re thinking how the hell am I going to get in there? But you do it ten times and then you go, hey, ok, now we know how it reacts! It’s just a boat, like all boats, just at first ... bigger!”

Catching up with Martijn for this story now a year and more on from those first stern-to-manoevres, there’s so much experience in hand with two glorious seasons in the Mediterranean, and *Ocean Pearl* now only three days away from the original ‘bigger trip’ imagined ... the start of the 2023 ARC, bound from Las Palmas in Gran Canaria for the Caribbean’s cherished St Lucia, 2700 nautical miles to the east across the Atlantic.

Between times, Martijn and Lisette have married and, with co-owners Dirk and Jeanine expecting their first baby halfway through the crossing, they are sailing instead with Martijn’s brother and a friend and will principally follow an overlapping 4x4 watchkeeping protocol, maintaining variety and a sensible easing of changeovers and sharing of watch-necessary information, with one person each time straddling the watches.

Getting to the start, with great sailing across to the Canaries, making mostly nine to ten knots in reaching

winds of 15 to 25 knots, to join the 200-strong ARC fleet gave a friendly introduction to the Atlantic. But leaving the Mediterranean was not so straightforward.

“The weather those last days in Gibraltar was not great,” Martijn explains, “so it was super busy with a lot of boats stuck there, waiting for the wind to turn because it’s impossible to exit the straits with the wind and current against you. You must have the wind with you. But in the end, we were lucky, because the schedule was becoming tight, and one evening there was almost no wind, so the complete harbour left, including us! But then the next day, one of the boats in the same group, third next to us, was attacked by the orca [killer whales], so we were lucky with that.”

These increasing attacks on yachts are a concern to all, but Martijn says, “It’s a risk but I think in boats like a Contest, it’s ok because it is strongly built and we have a watertight bulkhead in the back so the boat will stay afloat.”

READY SET GO

Martijn, Dirk and partners had a good shared view on risk management, seen clearly in all their preparation for this adventure, having above deck a full mast-out rig service, the replacement of all standing rigging and halyards – halyard chafing being one of the biggest worries sailing the same course for days on end – plus new sails as well.

Martijn says, “It was all in pretty good shape actually, the sails and the rig, but the boat is now 12 years old, and it was for insurance purposes mostly.”

Below deck, machinery was all serviced from engine and generator to pumps and motors, and all through-hull fittings checked and some changed. Energy generation was upgraded with additional solar panels, and batteries were changed to lithium for less call on the generator. And the service engineers Contest in Palma partner with – ensuring familiarity and smooth supply of parts straight from the shipyard in Medemblik – flatteringly simply said of the watermaker, “This is amazing. It’s huge!” Martin recalls with a laugh, “And it is. It’s huge, so fast, it is amazing!”



Sailing continual day and night passages even in their maiden voyage from Turkey to Malta and Mallorca, Martijn and Lisette looked forward to the ARC and all that lay ahead.

Beyond the rig it was mostly about basics, says Martijn, “The boat’s already in good shape, so it was the small things. A lot of our focus was on spare parts, as well, because, of course, you cannot get what you need everywhere you might sail. So, critical parts we’re just taking with us.”

Final provisioning in Las Palmas proved interesting. “It was way more stuff than we thought we’d need,” says Martijn. “And crossing with just the four of us, I have a lot of respect for those doing it with six, seven or more. We have a lot of space, of course, but where do they put it all?”

“You just need a lot of everything. Lisette bakes bread which is nice. Normally, on a five-day crossing we cook in advance, put it in the freezer and you have only then to cook the pasta, rice, or whatever. After that now it’s cooking everything from start. It is difficult to say how many days we’ll take to cross but I think at the maximum there will be three weeks, and so everything is split per week in one bag.” And what are the plans for the crossing itself and after? “

“After, we’ll sail the Caribbean islands for half a year or so, possibly visiting the Bahamas also. During that time Dirk and Jeanine and the new baby will join us for a few weeks, for their honeymoon! They’re marrying in April, for which we’ll fly back.

“Then again on board, we plan at the end of May, or the beginning of June, to sail back via the Azores and probably Portugal into the Med again. We really want to make this run for a whole year.”

A full 12-monther? How does that work with the business? Without it! A good exit was made and that’s what makes all this possible – the full shift from those two wheels where this story began to just one hull.

“It has been a great journey,” says Martijn. “It doesn’t seem long ago we were in Palma in just a rented boat, and now here we are in our own beautiful yacht at the start of the ARC, in a full year away, sailing and exploring both sides of the Atlantic. Looking back it has been so fast, but that’s the way we like it. We make a decision, and then go for it!”



SCAN TO WATCH
THE AFTERMOVIE

THE CONTEST CUP 2023

Sailed out of Medemblik on a glorious June weekend, last summer's *Sevenstar Contest Cup* attracted as always a super fleet spanning every age of yacht and sailor for two day's excellent racing and touring and, of course, fine dining and lively partying!



CALLING ALL HANDS!
With skills at every level, this was as always a really enjoyable event with fun but keen racing and also a programme of social sailing for the less competitive, and throughout the weather held good with mixed winds and plenty of fresh air fuelling the evening parties, dining and dancing. We always talk of the Contest family and it was great to see yachts across the whole range from classic Contests 34 and 35 right through to the latest launched 49 and 50.
SAVE THE DATE FOR 2024: 31 MAY - 2 JUNE.



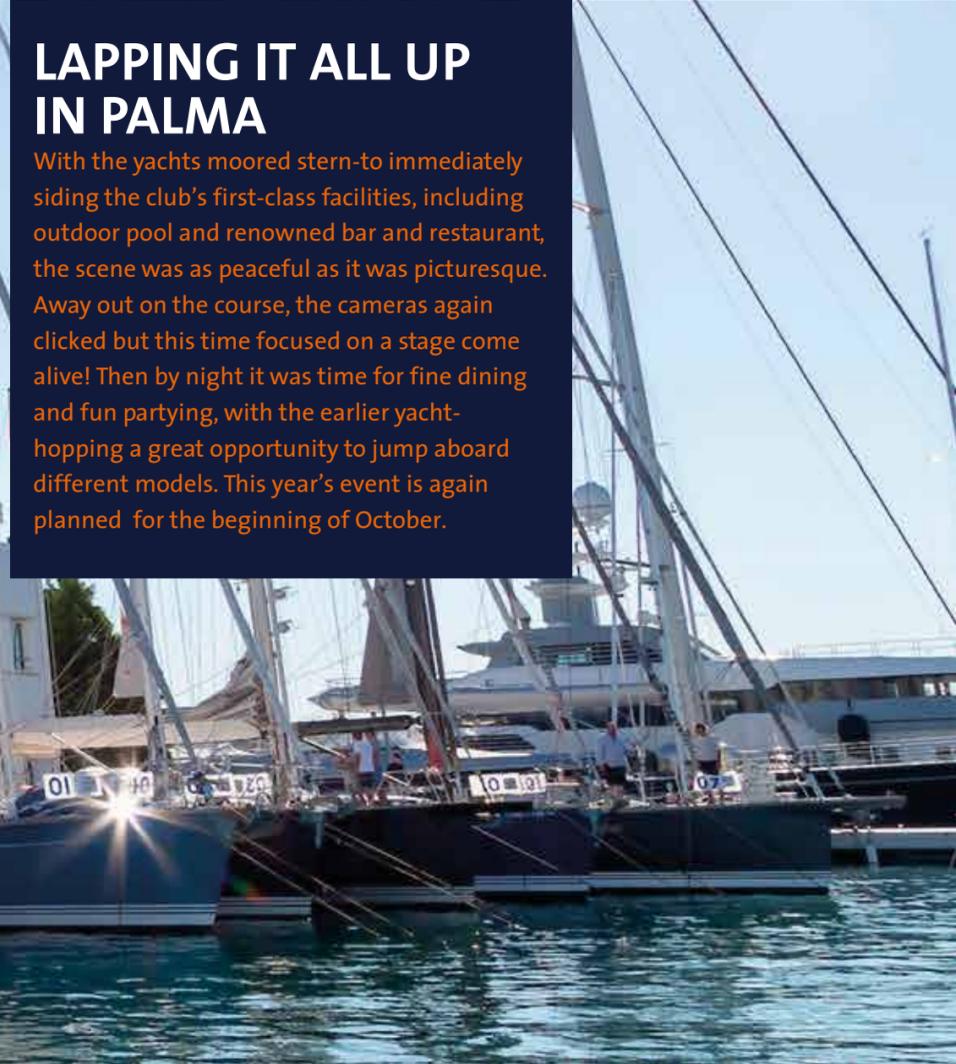
THE CONTEST MEETING 2023

Hosted at the splendid Real Club Nautico de Palma (RCNP) in the first days of October and in rather mixed winds, the *Sevenstar Contest Meeting Mallorca* was again as ever a great social as well as fun and competitive event, with the mix and mood perfect!



SCAN TO WATCH
THE AFTERMOVIE





LAPPING IT ALL UP IN PALMA

With the yachts moored stern-to immediately siding the club's first-class facilities, including outdoor pool and renowned bar and restaurant, the scene was as peaceful as it was picturesque. Away out on the course, the cameras again clicked but this time focused on a stage come alive! Then by night it was time for fine dining and fun partying, with the earlier yacht-hopping a great opportunity to jump aboard different models. This year's event is again planned for the beginning of October.

AUTOFOCUS **THE 67CS**

BENTLEY COMES ON BOARD!

In a new collaboration between shipyard and automaker, Contest 67CS owners now have the opportunity to bask in the shared values and heritage of both Bentley and Contest Yachts, experiencing the pinnacle of luxury, performance and lifestyle.



What an intro! Actually, it's a verbatim lift from *Salon Privé* magazine reporting the new interior design collaboration between Contest Yachts and iconic British carmaker Bentley Motors creating, in that luxury magazine's words, "An unparalleled masterpiece." We 100 per cent agree with that!

The elegant judel/vrolijk-designed Contest 67CS has always drawn praise. *Yachting World* magazine, for example, exclaimed in their review, "What do you get when you cross one of the world's leading performance yacht designers with one of the best bluewater cruiser builders? Perhaps the most impressive new yacht under 80ft in production today!" And speaking of custom quality throughout, they described this as a "true small superyacht". Sentiments all similarly echoed across the world's yachting media, and enjoyed even more so by owners as the 67CS fleet grew in number. And, as seen in these, a fascinating variety of interior layouts and styling.

All good customisation that could be made even more personal, thought one serial Contest client upsizing to a new 67CS, if blended with the also exceptional bespoke skills of his equally favoured car maker, Bentley Motors. And so, earnest discussions between Contest and Bentley began, creating a unique collaboration, bringing design and fabrication teams together, to deliver and launch in mid-2023 a very special edition, and one that can be further tailored and offered as an option to future Contest 67CS owners.

The pictures on these pages can only begin to show the skilfulness of this shared innovation in which Bentley's design team, more normally crafting interiors for the Continental GT and Bentayga, worked so closely with Contest's own expert interior design team, Wetzels Brown Partners, to create the exclusive interior.

In this exciting challenge, creative boundaries were pushed with prototyping methods such as 3D printing harnessed to confirm the feasibility of individual components, and extending to a full mock-up of items prior to fit-out to ensure the exacting finishes and demanding quality standards were met. Exercising exact precision, Bentley's iconic diamond quilted leather hides were all book-matched across the entire vessel interior with detailing like that of the clever fold-out bar and vanity unit created from scratch to the customer's taste. And in all this, specialist techniques such as hand cross stitching, usually used to produce the Bentley steering wheel, were adapted and adopted and found new purpose in the yacht's interior.

"We are delighted to be working with Bentley Motors, adding the option of fully matched Bentley auto and yacht interiors to our portfolio," says Contest CEO Arjen Conijn. "Previously for another enthusiast of both Contest and Bentley brands, we styled and fabricated a one-off example of our Contest 59CS. This new arrangement, though, takes our cooperation to quite another level, creating the option of an additional dedicated line of Bentley-featured Contest yachts. We hold so many of the same beliefs and ambitions, it totally makes sense bringing our two fantastic ranges of prestigious luxury yachts and autos together."

Matthias Rabe, Member of the Board for Engineering at Bentley Motors, says, "Yacht interiors, like that of a car must be exact with precision detail. Whilst it was a challenge for

our design teams to adapt their craft skills to a yacht interior, providing a totally bespoke extension to our automotive interiors for the water, we are delighted with the result.

"The finished article is a testament to the incredible talent and skill of our craftsmen and women who rose to the challenge and pushed the boundaries of what is possible. It has been a pleasure to work with the Contest team - we share not only a renowned heritage in performance and luxury, but also the desire to continually innovate to provide cleaner, greener efficiencies in our work and production practices and output."

**'YACHT
INTERIORS,
LIKE THAT
OF A CAR
MUST BE
EXACT WITH
PRECISION
DETAIL.'**

- MATTHIAS RABE, BENTLEY MOTORS -

So now, in this special edition, the Contest 67CS opens the way to a fully matched Bentley auto yacht interior providing exciting new bespoke opportunities for owners to enjoy the shared values and heritage in luxury performance and lifestyle of both super brands. Fair to say: enquiries are welcomed!



**'THIS NEW
ARRANGEMENT
TAKES OUR
COOPERATION
TO QUITE
ANOTHER
LEVEL.'**

- ARIEN CONIJN, CONTEST YACHTS -



REFIT FOR PURPOSE

Having chartered typical fleet-yachts for years, Pavel felt it time to make his family-sailing more personal, and so started a journey that led to Contest. And specifically to a 2009 classic Contest 55CS, the last of the 25 built, and renamed *Pura Vida* by Pavel after a refit with Contest Group company MYS that grew and grew to meet his characteristic quest for perfection.

It all kicked off for Pavel at the first Cannes show after the pandemic pause. It was at last the chance to get back into fun things again. He says he didn't go thinking to buy a boat, just to look. And 'buy' he did not, but serendipity *did* take hold.

Having eyed a bluewater cruiser on the Cannes Port Canto pontoons he rather fancied, Pavel turned to see another very interesting yacht from a brand less familiar to him, and he got talking. The brand was, of course, Contest, the boat the new 55CS, and the man, Arjen, CEO. They talked a comfortable, open conversation. Unwittingly, the seed was sown.

Back home in Prague things started happening. "After I returned from the show I was still thinking 'well, maybe', and then I got the offer from a Czech guy to buy his Moody 49 in Greece, so perhaps then this was the right time?!"

Pavel talked with old friends who together with him had for a long while all owned and run a motorboat out of the venerable Czech Yacht Club on the Vltava River in Prague. "Owning that together worked well, so we thought why not do this next thing together? For fun, we said we'll buy some Bitcoins and when that builds we'll do it!" But with an ironic laugh, Pavel reports Bitcoin rapidly dived! Undaunted, he couldn't wait any longer. He would do this by himself.

'FOR FUN WE SAID WE'LL BUY SOME BITCOINS AND WHEN THAT BUILDS WE'LL DO IT!'

- PAVEL -

Thumbs up at supper time for the family aboard their freshly refurbished *Pura Vida*.

Pavel and Arjen celebrate the relaunch with smiles all round at Medemblik's famed Café Brakeboer.

Thinking back to the Contest conversation, he found in Zeeland a promising, classic 55CS now 13 years old. But unlike the popular eponymous TV quiz, the 'price' was not 'right', so he revisited that earlier offer of the Moody 49, flying to Crete. Again, here no sale but instead a vision!

"We were there in the harbour and saw this beautiful white ship. My friend said it was incredible. I knew it was the Contest 85, the biggest Contest build ... and we meet it here in Crete?! Incredible! Excited, I phone Arjen immediately to say this, and that also I have seen a boat in Zeeland that I liked, but I don't know, it seems expensive, it's quite old, and many things need changing, what do you think? Arjen knew this boat, said it was really good, yes, it would need some investment but it's a good one, he could promise."

The negotiations began through the owner's broker and a list was begun to start calculating costs. A sale in principle was agreed and the yacht brought across to the Contest yard for survey and further considerations before finalising the deal.

"We started looking at what was really necessary, and then I decided to really go for it, to take it to top condition," says Pavel, "because when I do something, I always try to do it 100 per cent!"

Good job, as contracting with Medemblik Yacht Service (MYS) – Contest Group's onsite refit and maintenance facility – the survey and Pavel's other considerations led to a task list of 300+ items.

"So many things, and we kept adding to the list as we went on," says Pavel, "but with Remco, the manager at MYS, we started to make a new boat from the older ship. We started in November that year. It was not made easy with the supply chain difficulties for parts created by Covid, but we pushed and pushed. And I visited the yard many times."



‘AND TEN TIMES YOU CHANGE YOUR PLANS. IF YOU WANNA MAKE GOD LAUGH, TELL HIM YOUR PLANS!’

- PAVEL -

The winning team! With works completed in time for the targeted Contest Cup, *Pura Vida* won the Cup itself!

The boat was made ready ultimately against all odds just in time for the Contest Cup in May – even in less troubled times quite a feat given the extent of the refit taking in some major works not truly necessary now, but as Pavel says, “I didn’t want any skeletons disrupting the future, like possibly epoxying the underwater hull, so we did that now.”

The refit itself was highly demanding, with often differently specified parts or systems to implement. From swapping out standard through-hull fittings to solid bronze alternatives, to a complete strip-out and replacement of all electronics, integrating Sailmon electronics with the yard’s usual B&G systems – time-consuming re-engineering, but all a part of MYS’s expert capabilities. Teak decks were taken back and recaulked.

For insurance purposes, as the yacht is more than 10 years old, the spars were completely overhauled, with all running rigging replaced, and the three Reckmann hydraulic furlers all returned to the factory for a full refurb. On the list ran: new sails from North, and doing more and more that others would be happy to leave to the future. But Pavel knew what he wanted. A truly great yacht inspiring confidence and joy.

Looking back to his bareboat chartering, Pavel says, “This level of quality is impossible to charter. Even if the boat is great, it’s always the same story. You come for the charter. In the beginning, you are exploring and learning the boat. Then, when the charter is finished, finally you know the boat. So next charter, you start all over again! I was always looking forward to when I would have my own boat with everything how I wanted to have it. I think everybody who owns a sailing yacht will tell you the same.”

Telling his tale, Pavel is positively fizzing with evident, everyday energy enjoying a beautiful, blue-sky Medemblik day with the North Sails team attending to a newly fitted staysail before, with his full family aboard, they all head out for a sail. With all the family active in water and mountain sports, the boat is abuzz

and they’re all very involved: wife Jana, sons Matthew and Jakob, and daughter Maja, “... all ready to jump at a moment’s notice!” Pavel says with a genuinely proud smile as he tells of their very first sail with *Pura Vida*. It was 2022 and the pressure was on.

With what looked like still too much work remaining just two days before the June Contest Cup that had been targeted for the first outing, Pavel, pacing the yard, saw no choice. His family in Prague, waiting to fly up, would have to be stood down. There’d be no regatta for *Pura Vida*. But next day, with the envied regatta fleet gathering, everything changed. The MYS magic happened and the boat would be ready. It was now 3pm, and Pavel called home saying, “Yay, get on the plane! And hey, Just after midnight they were here, getting straight into the pre-regatta party until 4am. So, yes, all had been made ready and we sailed the regatta, and with Arjen’s help getting some good people aboard, Sieger and Guido from the yard, we won!”

Then, come 4am Monday morning with the weekend’s fun over, the four incomers were quickly back on another plane home ... as Pavel says, school doesn’t wait, and you don’t want to be late!

And what of the months it took to get to this point? “When I called Arjen, that time contacting him again and him saying this was a good boat, he said the results would be good, a good boat to fit my purpose. I had trust. Such a personal feeling. That’s great. I have to say it’s the same all around the Contest shipyard and in MYS. I know almost everybody now. In the beginning, it was just so many people and so many faces. Now when I go in the yard, it’s hello, hello, ciao, ciao, because everybody has played some role in this.”

As the name *Pura Vida* suggests, you could say ... a ‘good life’!

The travels then soon began with Norway the new target and plenty of refreshment stops along the way.



RE-BUILDING DREAMS TOGETHER

Thinking in possibilities, not problems, is the way [Medemblik Yacht Service \(MYS\)](#) manager Remco Sol describes the approach when addressing projects of such scale as *Pura Vida*.

Pavel's smile tells of pleasure with a fresh coat of antifouling indicating the end of work is near.

Final attention to the propeller and drive train included the fitting of a rope cutter.

Two of the bigger jobs come to a head: the completely refurbished rig in process of stepping on the rejuvenated teak deck.



'WE KNEW THE BOAT WELL FROM BEFORE AS IT HAD BEEN WITH US FOR STORAGE AND SERVICE THROUGH SEVERAL WINTERS'

- REMCO SOL, MYS -

With the owner enjoying a second newer and bigger Contest 72CS, it's fair to report the 55CS being sold had received reduced care. Yet, when Pavel first stepped aboard, he was blown away by the interior and its fabulous condition; it was the externals and now aged electronics that most needed attention.

"When Pavel bought the boat, he was thinking mostly about new sails, electronics, a few upgrades. It was all on a sheet of A4. In the end, at his will, it exploded!" Remco reminds himself, alluding to the task list that just grew and grew, and not all by necessity!

"We said keep it simple at first, do only the essential, it will take time to know what you want, and only by using the boat. So, sail the first year, see what works and what doesn't, what you like and what you don't, and then do the rest of the refit in that next winter. However, the original plan was to immediately

go south to the Med, and Pavel, while introducing so many ideas along the way, wanted everything ahead and in anticipation of this. For MYS that's not a problem, even though the schedule was already tight, and made even more so as this was through Covid times with associated supply chain difficulties and not everybody available for work all the time."

As the list grew longer, the consequent overlapping of some tasks impacted at times, calling for changes in approach. For example, a change-out of through-hull fittings from brass to bronze demanded a major dismantling of the yacht's interior, impacting and delaying other inside work such as the new electronics installation. So, that time was used differently, on another of the most time-consuming jobs, refurbishing all the decking. This required milling the channels between every piece of planking, gaining new depth to compensate

for the thinning of the teak through the scrubbing of all those years. The newly made deeper channelling then enables better adhesion for the new caulking going in. Then of course there was the final full sanding. And what a beautiful result. The decks are like new.

MYS's flexible approach extended, also, to the client's chosen outsourcing of certain aspects of the refit to help manage the increasing requirements and difficulties in supply of materials and enforced delays in manufacture. This included upholstery work for cushions and canvas sprayhood and bimini, and stainless-steel work for new, bigger replacement davits, which went to contacts and friends of Pavel, with drawings and technical input from MYS. The result? Again excellent. A well-managed collaborative approach with good products delivered and fitted in a timely fashion.

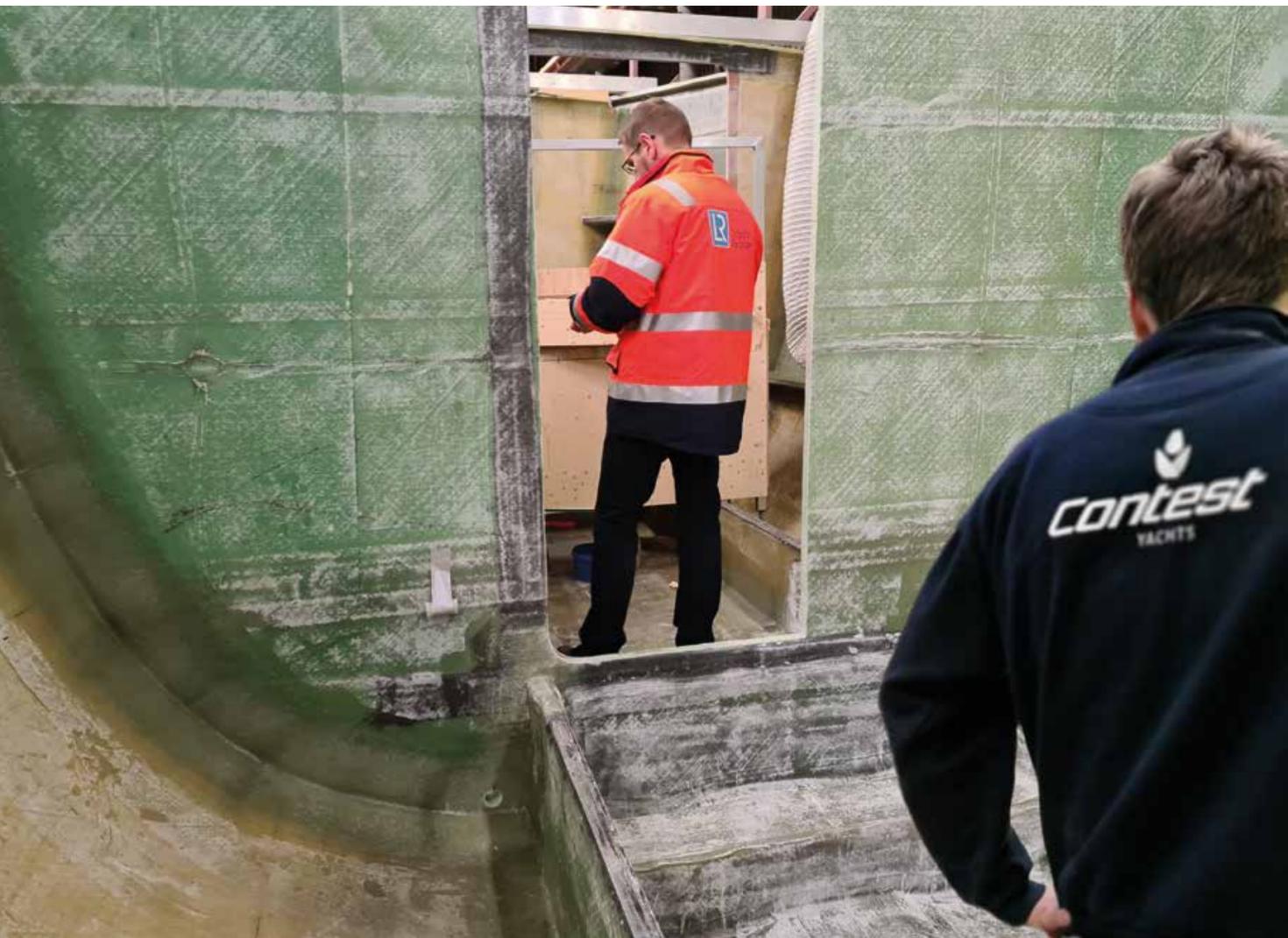
And time was always in demand. "It's funny the impact just one line in one email can have!" says Remco thinking back to the request to change brass through-hull fittings to bronze. "It might seem to be a simple swap over, but no, it's complex! So much work in both initial sourcing and installation. It was not just the fittings, even trying to find those during the pandemic, but the fixings and fastenings and every elbow, every clip and connector, every single item, big and small, throughout. But this is all in our scope at MYS. It's what we do."

And at the same time integrating the likes of Sailmon and Icom technologies into a normally single-brand system, at Contest more usually either B&G or Raymarine. All can be done. It just requires determined thinking and good engineering. So, as in the case of *Pura Vida*, ultimately all things become possible! And Pavel through this process, so

deeply involved and visiting the MYS yard so frequently, has learned how his yacht is constructed and outfitted and how best to care for his so extensively refreshed and rejuvenated *Pura Vida*.

THE WATCH KEEPER

Showroom conditions can make any yacht shine and seem to promise the best of passages, but peace of mind hardly comes better than when construction is under watch of the oldest name in sea safety: Lloyd's Register.



For 50 years now, Contest has delivered yachts with the surety of a Lloyd's Register Hull Construction Certificate (HCC). Building to this standard means much more than most realise, and no other semi-custom sailing yacht constructor has such a history with Lloyd's Register.

"It's funny," says Contest CEO Arjen Conijn, "most times we forget what we actually do; we forget to tell people about the detail of what we do that others don't."

"We have always built good, strong, innovative deep-seagoing boats," Arjen continues, "and when we first started to work with Lloyd's Register in 1972 – in the time of my grandfather who founded the business – I suppose it was to verify this for ourselves. And this, combined with our underlying approach, involves so much more, to provide for and cover every eventuality that we reasonably can."

Contest Yachts has worked with Lloyd's Register continuously ever since. There's no obligation to do so, it adds cost and time, but it ensures very much higher standards in construction than the baseline statutory certification required of leisure yacht builders. Working to Lloyd's Register classification is very different. It might be surprising to learn that under ISO regulations, which are the only mandatory standards, constructors need only submit their data to a remote party before self-certifying themselves. No full checks.

Lloyd's Register senior surveyor Ranko Petkovic on one of his many visits throughout the design and build process. Note the carbon fibre inclusions in the single-shot vacuum infusion seen here in the doorway surround and floor sections.

Conversely, working towards a Lloyd's Register HCC, the contracting yard must open its doors wide to full and ongoing inspection and survey of all calculations, drawings, plans, materials, methods, and actual manufacture of each individual yacht for it to be certified. For example, testing for integrity, load cases include 90° knockdown with the keel unsupported by water and hanging completely on the hull construction.

In the case of forward grounding, Lloyd's Register requires impact resistance equivalent to three times the boat's displacement at the lowest tip of the keel. Bottom grounding and chain plate loadings also far exceed the mandated norm.

This is just the beginning. The build of each subsequent yacht is then checked on site by a Lloyd's Register surveyor at several significant stages of build, and visits can be unannounced. All materials must be approved and notated while a build-log records critical data such as humidity and temperature and the individual names of workers, each approved by Lloyd's Register. Destructive tests are also run to check component parts, particularly composites, and their assembly, to ensure a full match with requirements.

As senior Lloyd's Register surveyor and lifelong sailor Ranko Petkovic says, "You have to be able to back-trace everything, and we are extra vigilant around the area of the keel. The mistake many manufacturers make is to work only to the ISO calculations, saying there's no need to do more. But there's a problem with this. ISO says the keel must be fitted here, these are the keel frames, and then you just have to check the bending moment in the keel frames. And if the numbers are good they say that's fine. But that is just part of the story. They don't ask how loads are distributed from the keel to the frames, through the plating, through the bolts."

LLOYD'S REGISTER - IT'S ALL IN THE DETAIL.

For hull construction certification, Lloyd's Register surveyors first need to approve and stamp all construction plans for hull, deck, bulkheads - including collision bulkheads and watertight compartments - stiffeners, keel area, mast support, rudder area, chain plates, engine foundation, and more.

All calculations, that's 2D and 3D and finite element analysis, must be submitted. These include values far exceeding ISO's limited view. And knowledge sharing is two-way with the constructor benefitting also from Lloyd's Register's leadership.



FOR THE WHOLE STORY
CHECK OUR WEBSITE

Significantly, they don't consider the inter-laminate shear in the area where the keel bolts are set. Lloyd's Register does, and so much more, asking similarly of every aspect of design, engineering and construction.

With this comes safety, surety and reliability for in-built peace of mind, and confident, comfortable, performance bluewater sailing.

The watchkeeper rules.

BUILDING DREAMS TOGETHER



1ST GENERATION
ED CONIJN
Founder Conyplex, 1959



2ND GENERATION
FRITZ CONIJN
CEO Conyplex, 1976



3RD GENERATION
ARJEN CONIJN
CEO Contest Group, 2005



Family business is special, it's personal. It also motivates, going the extra distance that others don't. It is about commitment, continuity and care. Together these qualities create reliability. Contest Yachts, born Conyplex, thrives on these family drivers and has done so through three generations and now 65 years.

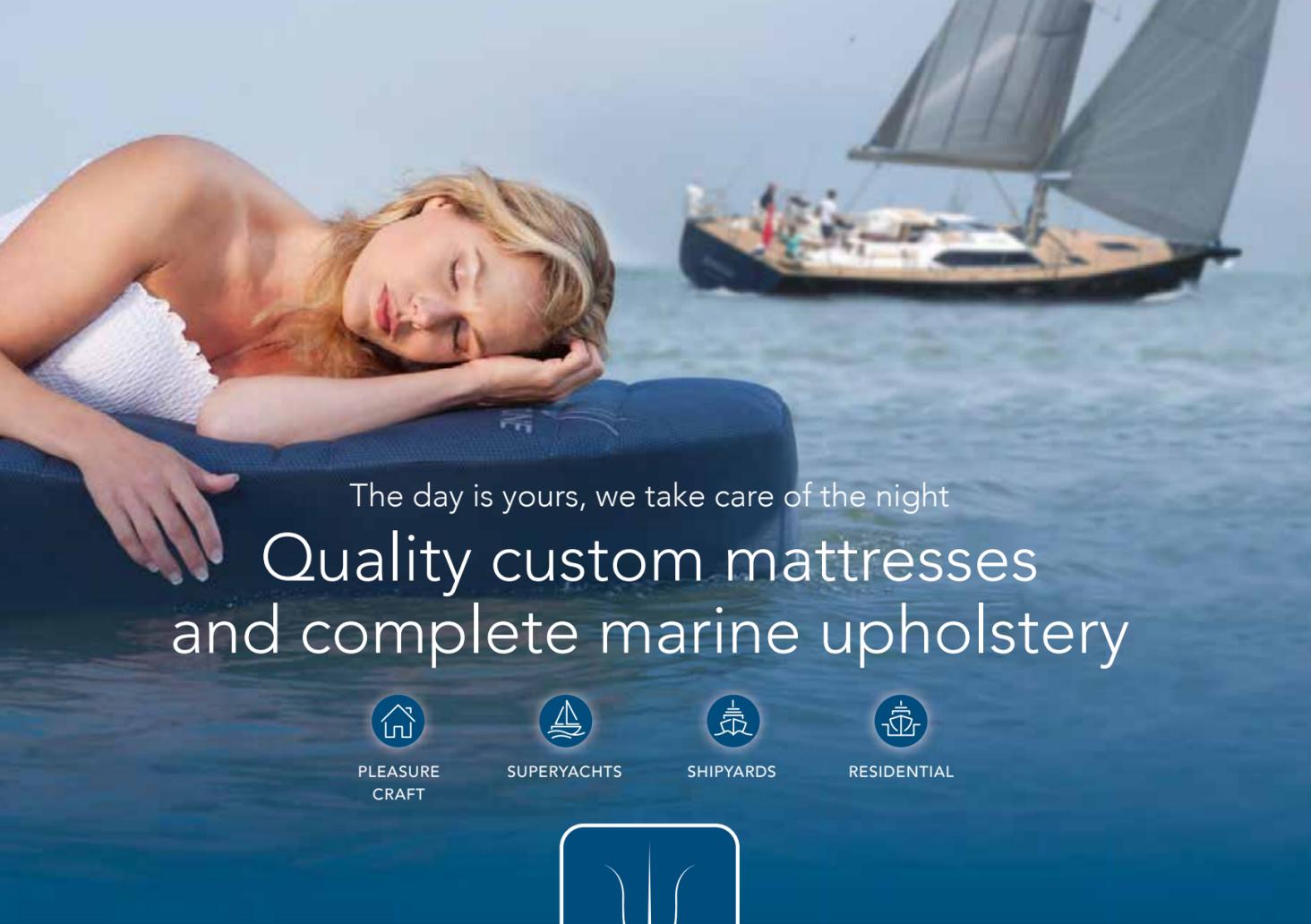
What began in 1959 as a marine engineering adventure, when Ed Conijn recognised the potential in GRP for high volume production of performance sailing dinghies, is now a third-generation family business, building individually tailored, semi-custom yachts to the very highest of Dutch standards – the Netherlands being widely recognised as home to the world's best yacht builders. And together the founding father Ed Conijn, followed by subsequent generations led by Fritz and now Arjen, have all delivered not just on their own dreams but on those of their clients, truly building dreams together.

Our yachts are semi-custom yachts created individually not just for but with our clients. We listen to needs and desires before any new addition to the range is taken through the conceptual stages of development and design. We then work with each of our customers to

arrive at the perfect finished specification, from cabin plan, furnishings and fittings to sail plan, rig and handling systems. Each such specifically commissioned yacht is then carefully hand-built by our highly skilled, specialist trades and craftsmen to deliver the dream we 'all' build together.

So, building dreams together, through three generations, that is what we have learned to do ... and it is what we do, with each and every one of our clients and owners. The next pages show how the building progresses once the dream is defined.

How times and lines move on, yet still (PICTURED TOP LEFT) the Contest 27 of 1969-75 represents superbly the fleet of those days, as does today the graceful, glamorous Contest 67CS pictured below her ancestor, to whose credit many still sail and race today.



The day is yours, we take care of the night
**Quality custom mattresses
 and complete marine upholstery**



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SUPERYACHTS



SHIPYARDS



RESIDENTIAL



How were your days and nights on board
 during your last sailing season?

You spend approximately 80% of your time on board sitting, lying down and sleeping. We think that is too long to tolerate any discomfort. Whether you're enjoying a relaxing cruise or a serious sailing trip, a good night's sleep is just as important on the water as on dry land. Think back to your most recent trips – did you sleep well, and was your time on board as restful and comfortable as you had imagined?

At Neptune, we want you to truly enjoy the sun and water and make the most of your valuable free time on board. To achieve this, make sure you replace your mattresses and seat cushions in a timely manner so you can sit

and sleep comfortably throughout all of the seasons. Neptune has been producing handmade quality mattresses and marine upholstery in all sizes for new and refitted yachts since 1992 and also specialises in slatted bases, custom-made bedding and seating comfort. We would be delighted to advise you on the numerous options for enhancing your seating and sleeping comfort on board.

To find out more, come and visit us in our experience centres in Zwaagdijk-Oost in The Netherlands or in Palma de Mallorca where you can try out different mattress qualities, sleeping systems and the various levels of seating comfort available.



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MATTRESS TOPPERS



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YARDS APART

The Contest Yachts motto 'building dreams together' is not a casual selling line, it's a philosophy that underpins everything we do.



Plugs & Moulds | Nedcam produces 3D design objects using 5-axis CNC-machines. Whenever ultra-high quality is required, Nedcam is part of the picture. We use advanced computer operated and three-dimensional milling techniques. Our 26-metre double portal milling machine and our new facilities make us the largest tooling specialist in the Netherlands.



Nedcam goes circular! | Due to environmental reasons, Nedcam is working on the transition of thermoset materials to recyclable thermoplastic materials to achieve a circular process. Nedcam develops new techniques for plugs and moulds by using 3D Additive Manufacturing Machines (3D printing). Nedcam is happy that Contest is taking the next step with us towards a sustainable composite industry.

Contact Nedcam Shaping Technology

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- 🌐 info@nedcam.com | www.nedcam.com





Fabrics & fibres

Advanced Plastics Benelux BV has a strong and prominent position in a large number of international markets, mostly but not limited to the Benelux and Germany.

In order to satisfy the needs of our customers and to serve as best, Advanced Plastics Benelux BV is always proactively looking for new solutions to expand our brand and product portfolio.

One of the most important strengths of our company, is a long term committed partnership both with our suppliers and customers, this is an important core value for us that carry us beyond a box mover type of distributor.

Another important core value of us, to serve our customer base in a responsibly, timely manner with point on targeted solutions.

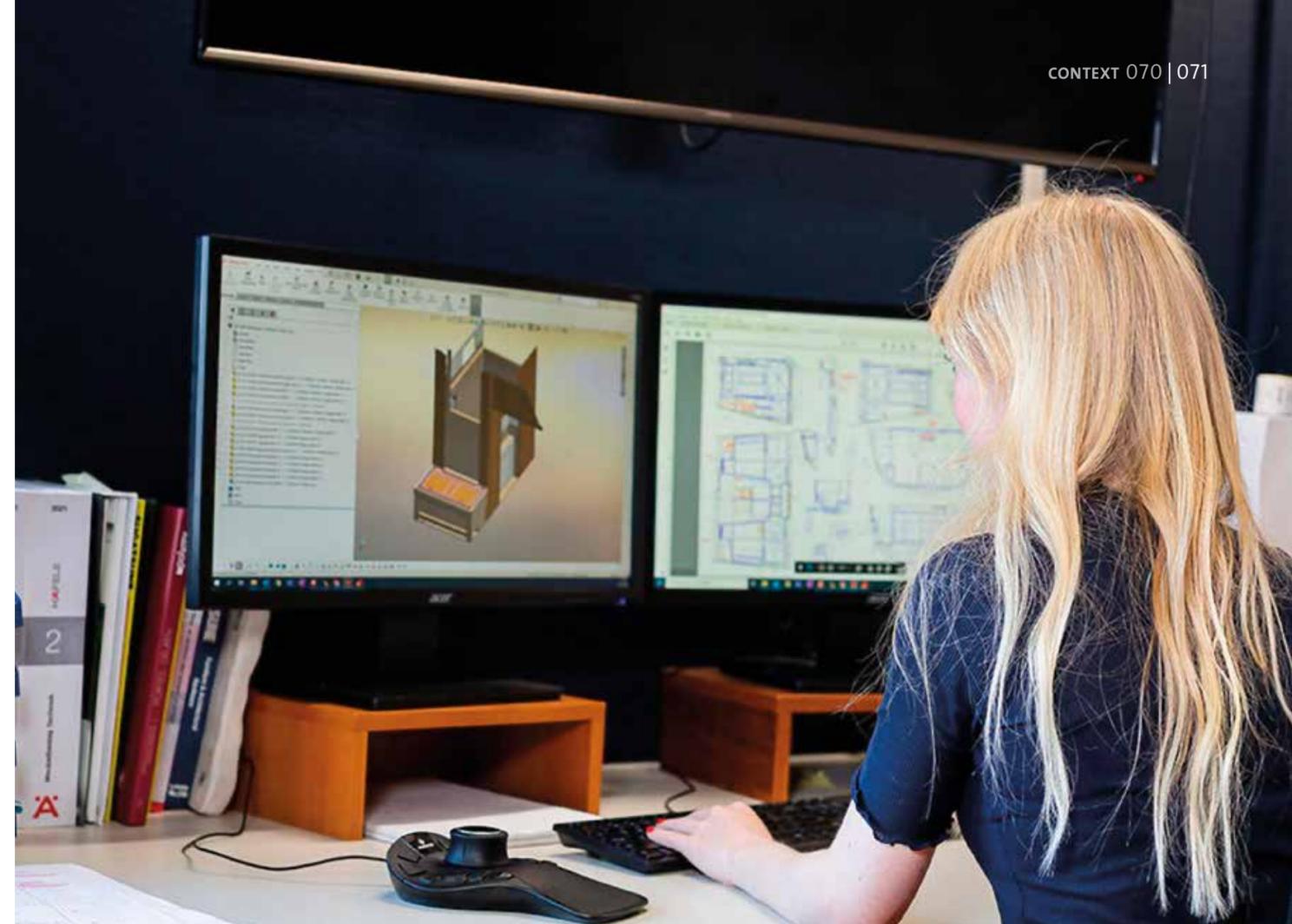
Advanced Plastics Benelux BV offers the possibility of one-stop shopping thanks to its extensive product range. This is very attractive to you as a customer: Delivering all raw materials, auxiliary materials and tools by one supplier. This service is simpler, faster and above all cheaper. Combined with all these facts that to supply raw materials directly from stock, Advanced Plastics Benelux BV makes a respected and reliable supplier.

Advanced Plastics Benelux BV

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tel +31 (0)365 309 060
info@advancedplastics.nl
www.advancedplastics.nl



BENELUX BV



WE BUILD TO COMMISSION, NOT TO FILL SHOWROOMS.

This way we begin each of our new builds bound not by the homogeneity of a production boat but by the personal plans and ambitions of the individual client. Don't let us mislead, every sailor at every level of yacht ownership has a dream, it's just that some dreams are even more pleasurable!

Helping our owners fulfil best aspirations we also build to an unusually high quality. The many benefits of this range from longevity and ease of operation to a quietness aboard that adds the final touch to comfort and enjoyment.

This comment from an owner is typical: "I never imagined they could make a boat as quiet on the move as this. At boat shows you can never tell. It's only when out there, really sailing, that you know about the noise. This boat is really, really quiet."

How so? Because that's the target and we hit it every time. In short, we build strong, stiff, weight optimised and well insulated composite structures, with extensively well engineered technical installations and CNC milled and hand finished interiors for exactness. Nothing is under specified or on the edge. Everything is fit for the extreme. The ultimate expression underlying it all is that it's in the detail. Series building in relatively low numbers allows a semi-custom approach without the prohibitive cost of one-off design and construction.

And at Contest Yachts we take the process a long way forward: in plan, build and purpose. Our yachts are sleek and fast yet deep-sea secure and incorporate the best of

all worlds: bluewater integrity with regatta performance and five-star comforts for every environment. Some call their yachts 'explorers', we call ours 'adventurers'.

FIRST STEPS

The adventure begins as soon as you sit with the team and start building dreams together.

The range currently features nine sailing yachts from 13 to 26 metres long: the Contests 42CS, 49CS, 50CS, 55CS, 59CS, 63CS, 67CS, 72CS and 85CS, and a 16-metre motor yacht, the Contest 52MC, available in five model styles.

To help you from beginning to end, as well as having a close relationship with the yard's director-owners and sales team, you have a dedicated project manager and you can follow your choices right through construction, visiting the yard, spending time with the team building your yacht, seeing how structure and systems combine in order to better understand operation and maintenance of your yacht. Ultimately this informs and enables greater self-sufficiency. There's nothing better than understanding the full detail of your yacht.

From initial model concepts right through to individual client commissions, each Contest yacht built is rigorously scaled and planned for optimal matching of space with application and purpose, perfectly combining the shipyard's six decades' experience with owners' personal desires.



Just as this individual commissioning begins with a meeting of minds around the table, it's the same when introducing a new model.

All disciplines are involved from the very first stages: sales and marketing identifying the opportunity in line with yard and client thoughts, and then designers and naval architects, stylists, engineers and build-team leaders taking and shaping the concept to ultimately deliver a yacht new to the range. Significantly, at an early stage these meetings include an important external arbiter, a technical specialist from Lloyd's Register, the world's leading classification and compliance society with which Contest Yachts has an absolutely unique relationship in this sector of the industry. This way, every aspect is considered with all options and potential innovation explored. And who better can there be to check innovation than Lloyd's Register?

At Contest Yachts we don't innovate for the sake of it, we innovate to take better advantage of emerging, proven technologies that add to onboard efficiencies and enjoyment. In our early days 60+ years ago, we pioneered

building composite yachts with fibre reinforced plastics (FRP or GRP), continuing that innovation with the introduction to the sector of resin vacuum infusion moulding in which we still lead and in which we now include also carbon fibre technologies. We pioneered centre cockpits, flush decks, and still we lead with sleeker lines and lighter weight yet greater strength with improved centres of balance and gravity for more sea-kindly behaviour.

At the same time, our use of space to accommodate the increasing array and complexity of technical equipment to ease and facilitate modern life aboard is in constant evolution with advances in both 2D and 3D modelling giving a further boost. A place for everything and everything in its place, the saying goes. At Contest we add a multiplier to that, optimising cabin space, stowage, tankage, deck area and cockpit comfort, all within an always increasing performance-bluewater capability. If you're cruising long term you have to have more of everything.

So how is this all possible? Again, it's back to detail, including in that materials, method and meticulous application in partnership with the exact right suppliers and contributors, each with specific market understanding and experience.

Our designs currently include the naval architecture of Judel/Vrolijk & co who, continuing the characteristic Contest family line, are introducing new thinking, especially in underwater body shape for differently optimised capabilities in performance and sea-handling – while also contributing new structural thinking through

As assured by Lloyd's Register, the single-shot vacuum infusion moulding system developed by Contest Yachts leads the industry with its uniquely molecularly sound structures. This image shows the early stages of resin releasing through the rib-feeds and spreading within the vacuum-bagged process.

COATINGS THAT LAST

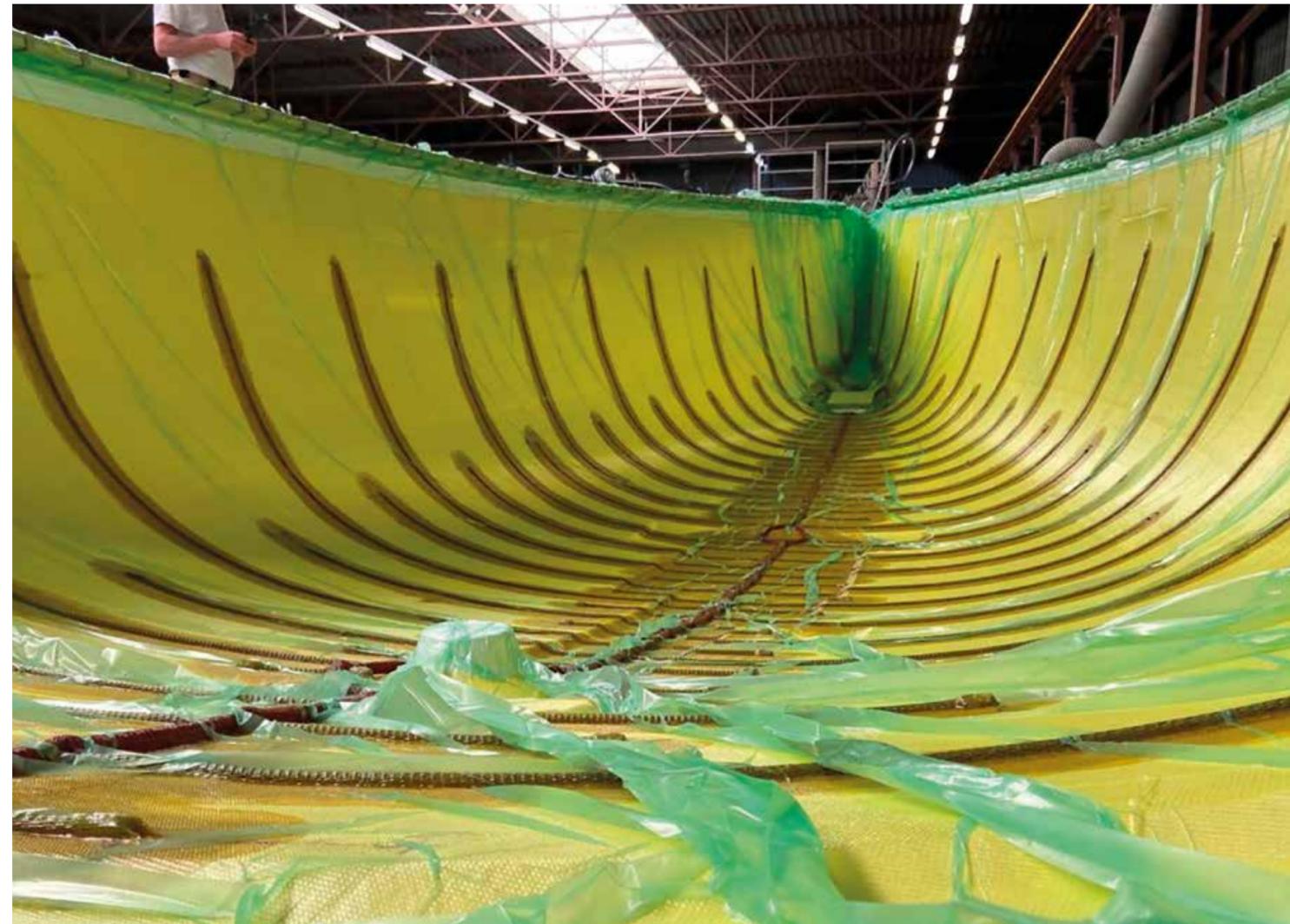
The saltwater environment is harsh. German paint pioneer Mankiewicz meets the marine environment head on with ALEXSEAL® Yacht Coatings. Backed by a century of coatings innovations from Mankiewicz that have protected machinery from continuous heat and friction, automobiles from scorching UV rays and airliners from dramatic pressure and temperature changes, the ALEXSEAL® Yacht Coatings' product line provides luxurious and durable yacht finishes for a demanding and changing global market.

The continued world-wide expansion of the ALEXSEAL® brand in Europe and a raft of fresh ideas have led Contest Yachts and ALEXSEAL® to work together to provide their customers with a durable, innovative and a high quality product. With hands-on expert training by ALEXSEAL's technical team, considerable success has already been achieved with several Contest projects. With its dedication to excellence in high quality standard and service, Contest Yachts is an ideal match for ALEXSEAL®.

The high standards of the European marine industry will be met and exceeded by ALEXSEAL® thanks to the distribution channels, technical knowledge and skilled support in the application process that partners like Contest Yachts bring to the marketplace.

ALEXSEAL® Yacht Coatings

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mob +31 (0)6 103 802 46
marcel@alexseal.com
www.alexseal.com





their broad portfolio experience. Combined with the input of several specialists from the Dutch superyacht industry, the outcome is a level of integrity second to none, backed by Lloyd's Register approval.

To build under Lloyd's Register Hull Construction Certification (HCC) explicitly requires sturdier construction than the industry-standard ISO methodologies, placing extra demands on hull skins, hull fittings, bulkheads and method of joining hull and keel and deck, and also stronger mast foundations and engine bedding. And if personalisation leads to any individual, structurally significant change, then new drawings and calculations will be requested.

It's an involved and constant process involving also finite element analysis to search out and quantify all stress concentrations, ensuring total correctness to preclude later issues. As one definition has it: Finite element analysis (FEA) is a computerised method for predicting how a product reacts to real-world forces, vibration, heat, fluid flow and other physical effects. FEA shows whether a product will break, wear out or work the way it was designed. In our unique Lloyd's relationship, our adoption of this process is clear good sense and a serious differentiator when set against other constructors' less demanding methods.

All our workshops, methodologies and working practices are individually Lloyd's approved which involves on an ongoing basis approval also of all materials and fittings, in all instances and at all times. For each boat built, a builder's book, like a logbook, is required by Lloyd's Register, whose

inspector visits three, four and more times for survey and consultancy at important stages of construction. For example, during the lamination lay-up process, or later as an illustration of the minute detail and depth of inspection, checking that the hull and deck flange fixings are as indicated on plan, no more than 15cm apart, and that if, say, M10 bolts are specified, that the absolute correct, specified spacers, washers and nuts are each and all in order. It's a very detailed safety standard.

And in that earlier laminating process, temperature and humidity in the production workshop are monitored and recorded, just as are data for the likes of material batches, catalyst amounts, and who completes which tasks, so that everything can always be traced back to origin.

BUILDING FROM BOTTOM UP

Our aim is that each and any of our yachts can circle the globe and arrive back home looking near as-new, with even the cupboard doors and floors all still nice and

tight and creak-and-rattle-free just as when leaving the factory. That's all a part of us building our boats so they're stiff in construction: in hull, deck and interior. An exactness throughout.

It's a lengthy, gradual, exacting process preparing the hull and deck for Contest's own-developed and industry leading vacuum resin infusion process. Into the increasingly enormous, many-times hand polished mould, a tight, specialised team precision-hand-lays the complex matrix of many layers of specifically prescribed fibre types and orientated cut shapes.

First the outer skin fibres are laid, then the sandwich core of balsa or foam, lining the entire form, before the inner skin's fibres are laid with further reinforcing inserts and extensive thickening in areas of high stress and load. It is unusual to run the sandwich core so completely around hull form from centreline bottom to hull and deck join topside, and this brings huge advantages in insulating against noise and vibration and also external temperatures. In full sun, the temperature of a dark blue hull can reach 60-70° and in some areas even 90°C, while conversely in ice cold waters,

near to zero. At all times, the Contest interior remains well insulated from both these extremes.

It was in the quest for this best ultimate bonding we developed our single-shot vacuum infusion method. Unusual in this industry, our process uniquely bonds both inner and outer skins and penetrates also the core, all in one infusion, unifying the entire sandwich into a truly single-piece shell. This makes for an immensely strong and stiff yet lighter resin-weight structure that completely eradicates risk of delamination or water penetration of the core in the event of external damage, and explains our high performance sailing.

With the primary moulding work complete, the also infused primary bulkheads, stiffeners, frames and other reinforcements, are bonded into the hull in a further meticulous second process. The completed hull is then 'cured' in the paint shop in a controlled, heated environment – yachts not heat-cured this way can take a year to achieve similar stability. Our hulls are also flawlessly paint sprayed providing not only a greater choice of colourways but a more resilient and repairable finish than gelcoat alone.

Where once yachts relied on early fitting of deck to hull for rigidity, now the build-team work with an open top hull for a large portion of build-time, making for simpler installation of equipment and larger, pre-completed sections of furnishing. This combined with the advanced CNC (computerised) milling of the interior's sheet materials – that's the timbers, Corian counter tops, panelled shower sides, and insulation – makes for super-millimetre-accurate

From first laminations in the composite workshops to the set up and making of the fine interior furnishings, the attention to detail is everything one might expect of craftsfolk trained and skilled in Europe's leading yacht building nation.

Experience luxury redefined

www.esthec.nl



Experience luxury redefined with Esthec Nautical Decking, these days a standard choice on more than 90% of Contest Yachts vessels. The lighter colours in the Esthec range ensure a pleasant temperature underfoot, even in areas with high temperatures.

An Esthec deck is also a choice for durability. Its proven lifespan can be concluded from the fact that there are Contest yachts sailing around with a deck still in pristine condition, even after many years. Combined with powerful features such as ease of maintenance and non-slip, this increases your comfort and all you have to do is enjoy your yacht.

Enhance the allure and performance of your Contest yacht effortlessly with Esthec Nautical Decking - where style, durability and elegance blend seamlessly.

Esthec is not an alternative, it is the solution.



Esthec

installation that contributes so much to reduction of noise and vibration transfer. And every part of the CNC milling is coded, so can be exactly replicated if needed for repair or replacement.

With this open-top method, the technicians can now also get in earlier to pre-route ducting, plumbing, ventilation and cabling and first-fit of the yacht's technical systems before the initial furniture comes aboard. Again to reduce noise and vibration, great lengths are gone to in order to isolate fixings and pass-throughs. And with that architectural 3D modelling, installation is all still designed for simple extraction of equipment even with the interior in place.

Keeping hot and cold running apparatus apart for efficient operation, a technical space is created in each boat away from the engine room. Electronics: batteries, inverters, chargers, watermakers, refrigeration and ventilation units, do not like heat; keep them cooler and they work better and live longer... and in Contest's case they are also more easily accessed this way for service and maintenance.

Access to componentry is key throughout, and despite there not being a single screw evident in the facing of the joinery, inner concealed panels and pop-out sections open for appropriate inspection and maintenance. Each cabin has a central control box connecting to the technical space. Filters are clustered for simplicity and easy swap over. Redundancy is practised throughout with back-up for everything from the unusually sophisticated bilge systems to the hydraulic and manual systems for sail handling. Our yachts up to the 59CS have full lead keels, and for the

63CS, 67CS and 72CS a cast iron upper section and lead bulb, while the 85CS has a stainless steel fin with lead bulb. Our aim is for a shallower, better balanced yacht. Also structurally significant, that top section is inserted down from within the hull on a reinforced flange that is taper-laminated back through the insides of the composite structure. A far more secure method than the industry norm of fully external keels. The rig chainplates also become a part of the structure, being incorporated into the primary bulkheads with loads transferring on through to the keel area's strengthened structure.

DECK ABOVE AND BELOW

Simultaneously with the first-fitting of the hull, work on the deck progresses with its similar open access again easing installation work.

Pre-assembled sections of sustainable timber or alternative decking are vacuum bonded to the perfectly finished moulding. Hatches, winches, clutches, turning blocks,

While the benefits of modern technology such as digitised CNC milling for pinpoint accuracy and repeatability in cabinetry materials going into the yachts, traditional handcrafting and generations of hand-to-eye experience remain an essential part of every Contest yacht.



Contest 85CS traveller system.

Custom hardware solutions is within Ronstan's DNA. This traveller system delivers the kind of performance expected from a custom design. With over 65 years of experience, Ronstan systems have out-performed competition in some of the most demanding settings.

That's why Contest yachts relies on Ronstan; Expertise delivered.

Ronstan is being supplied by More Marine bv.



tracks, rigging terminals, pedestals, instrumentation and engine controls, with ready-run cabling and hydraulic hosing are all installed. Drain hoses, too, from deck scuppers to waterline outlets, neatly avoiding unsightly staining of the topsides experienced if discharging straight overboard. Everything is in position prepared for connection below once the deck is swung over the hull, ready for bolting and bonding in the well-engineered, Lloyd's Register approved, fully encapsulating final join.

With the rig there's an increasing optional shift to carbon for spars and standing rigging, and the hardware aboard is by design well set for both performance sailing and more leisurely cruising. Supply-partners include Seldén for both aluminium and carbon spars, all with in-mast furling options – with us having helped Seldén develop the system for their carbon mast – and North for sails of best cloth appropriate to purpose, be that Dacron, Spectra or racier moulded-carbon 3Di.

Lewmar supplies primary and secondary winching, and it's Ronstan for tracks and blocks. Headsail furling systems range between Furler and Reckmann, and code-sail furlers tend to be integrated within the A-frame bowsprit which conceals beautifully custom engineered stainless steel or carbon load bearing structures. All of the yachts now offer a Lloyd's Register approved A-frame, a case study in the close collaboration of preferred suppliers, as both spar and sailmakers contribute their data not just to Contest as builder but to Lloyd's Register for validation of process and ultimate system safety.

Our modern, thinner section, single rudders give a good driving balance, delivering excellent feel to the wheel through the refined Jefa steering systems. And while with rudders, it's worth noting all Contests benefit from double top bearings rather than conventional single. It's about safety and redundancy again. In the unlikely event of failure that second bearing can quickly be instated, minimising downtime and need of outside assistance – as relevant for short holidays as it is ocean cruising.

Keeping weight out of the stern, carbon fibre is increasingly in use for fold down bathing platforms and transom garage doors, which means more scope for water toys, tenders and engines, or simply lighter weight, less drag and more speed through the water. Anchor locker and garage hatches are also in carbon.

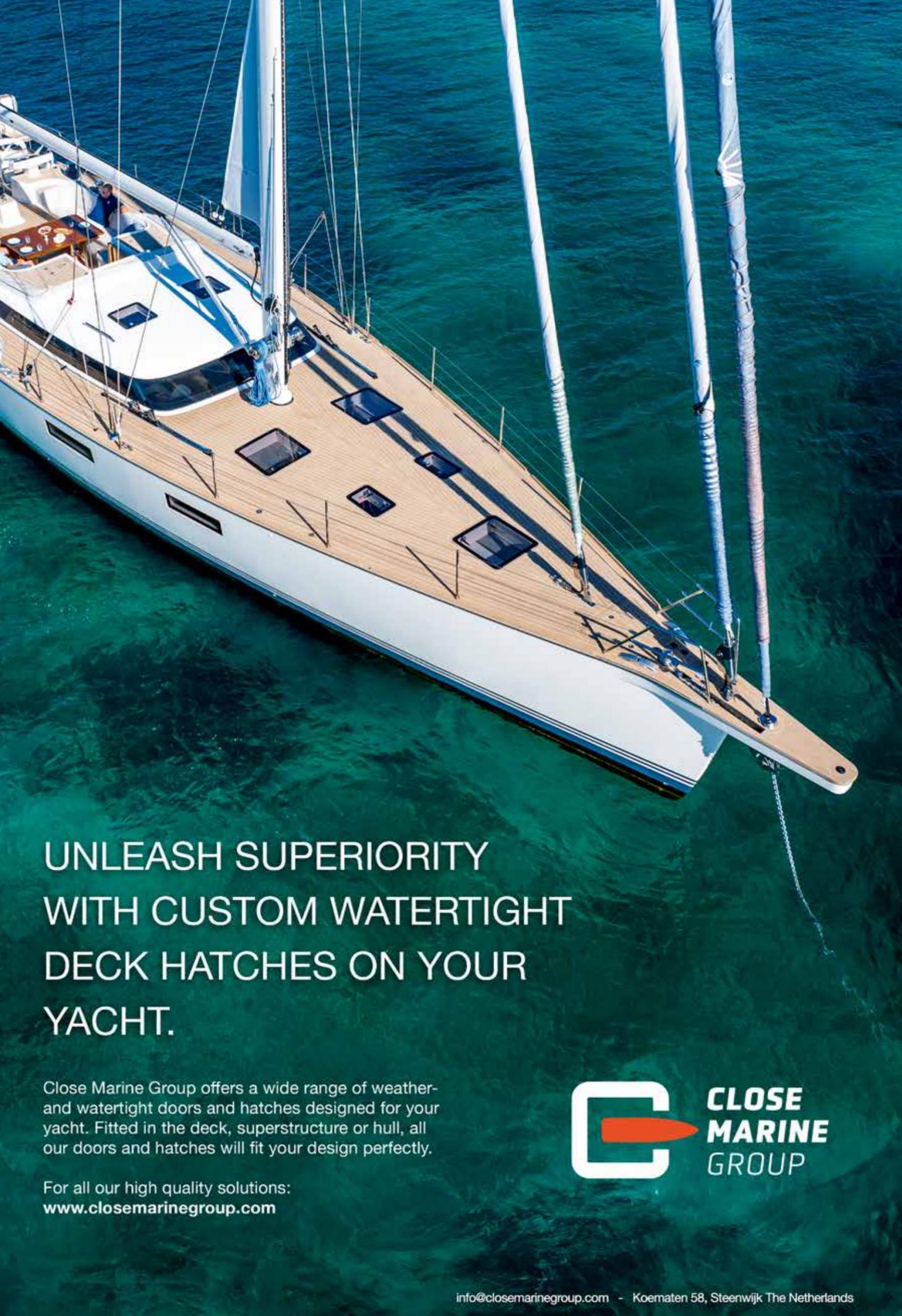
The flush deck hatches are custom shaped to match perfectly the deck's soft-curved contours, and the sleek coachroof's structural wrap-around toughened glass glazing is similarly custom-shaped. For climate control in the cabins below there are flush boxed dorades and in the larger yachts forced air ventilation with intakes concealed around the mast where there are well planned tail-tidiers for all the control lines and halyards. It's a holistic approach, no matter the size.

Aft, cockpit arrangements are similarly well planned, creating distinct zones for both yacht operation and lazang with high standards in equipping, detailing and stowage, including chillers as space allows.

LEFT: Every aspect of build is checked repeatedly against personal specification and plan through every stage of construction.

RIGHT: Carbon fibre is increasingly infused into the structure, from reinforcement points to complete components such as weight-saving transom doors.





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For all our high quality solutions:
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Seating is ergonomically well suited, equally comfortable for dining at therobust tables as reclining at anchor or on passage taking the night watch when you want really good back support. Very sturdy and stable foldaway bimini covers and sprayhoods cleverly conceal in the sculpted surrounding coamings, and helm positions always permit a clear view forward and good sight of corners and ends for close manoeuvring, be that racing around the buoys or tidily docking with the assistance of extra powerful retractable thrusters.

Power is something to which we pay great attention. We don't cut corners. If there's any question, we go up a size. ISO and CE certification present a version of wind strength, sea state and equipment specification that in our view understates reality, especially for those heading offshore.

So, we upscale winches and furlers, cleats and other deck fittings. We opt for higher grade ropes and lines and set more spare halyards – ours are Dyneema as standard. We want our owners to manage their yachts simply and well in all conditions. Not struggle and strain and risk injury and damage. Similarly, our sails are higher grade also. We look to sails surviving more storms, more miles, and many more years. And we provide extra stowage space to better accommodate and care for your sail wardrobe. On a Contest there's big capacity storage throughout, from forepeak to lazarette. And walking the deck there's the security of our stout, tall and stylishly mounted, polished-weld stainless steel stanchions and rails with side gates for easy boarding.

FITTING TREATMENT

Just as above deck, below too the emphasis is on durability, capability and sustainability. Modern yachts increasingly include more and more home comforts, at Contest we do so with the appropriate balance of space and practicality at sea. Comfort at both ends of use.

We have high grade timber and joinery with seamless curved sections crafted within entire lengths, not simply inserts between fixed straights. Continuous wood grain 'walks' the entire way through furnishings with cupboards drawers and doors, and all with a satin, hand smoothed

Systems installation and allocation and layout for both technical and mechanical spaces is impeccably planned for ease of identification and upkeep.

“FIND THE BEST
LOOK TOGETHER WITH
OUR VENEER MASTER”



surface finish treatment that begins in our supplier's timber mill and continues with a further five coats applied during the yacht's construction.

Handholds everywhere, cupboards, doors and floors closing tight on rubber sealed custom fittings. Hardware from custom refrigeration, cookers and coffee makers to multi-mood LED lighting and the neatest of electrical and plumbing installations all just so. Fuses all arranged behind one door. Swap-over valves in easy reach and service points for heads, showers, watermakers and more all immediately to hand. Generous headroom and elbow room, too, and so many options in cabin plan and detailing developed in the company of our stylists and specialist interior design colleagues Wetzels Brown Partners of Amsterdam.

Keeping weight down, panelling in some areas is borrowed from the aerospace industry with substantial veneers then applied for the appearance and durability of conventional solid joinery. This works to multi-effect beyond weight, enhancing the already extraordinary acoustic stability delivered through our collaboration with Van Cappellen which brings an absolute wealth of superyacht experience. Working together we are enjoying new extremes of insulation and isolation and continually upgrading engineering principles. Some might call it a case of listen to what you don't hear!

TIME TO GO

The final commissioning and handover of each Contest yacht is an exciting process handled with great care and consideration.

First is a survey and testing by key suppliers of their own kit to ensure full working operation. We then resume our own extensive test programme. Only when fully satisfied that all is complete and functioning well will handover begin, and this includes a fully assisted induction to ease new ownership and enable sailing away with a better understanding of all systems and their operation and maintenance.

Naturally, if required, shipping or crewed delivery to other parts of the world can be organised. And we remain at your service wherever you choose to sail. Our customer service and support team is always available to assist. It's not just what you do, it's how you do it, and we're here for you whether adventuring near or far.

The enjoyment of taking the wheel of your new Contest yacht is never to be underestimated. It's not just in the feel at that wheel, the ease in operation or the quiet and comfort throughout. It's that this a yacht built specifically for you.



Want to check out our project?
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- ✓ Different thicknesses in panels are combinable.



BlueCool airconditioning systems
Adequate cooling wherever it is needed



The Webasto BlueCool V-Series airconditioning is offering variable speed compressor technology to the marine market. This innovative technology with inverter driven compressors allows to modulate the cooling output in a wide range but also eliminates the starting peak which permits to downsize the generator. Additionally it has an advanced control system with new comfort features, it automatically adapts to 50 / 60 Hz and to hot sea water conditions.

More info: webasto-marine.nl



Piet Brouwer Elektrotechnology

With over 60 years of experience, Piet Brouwer Elektrotechnology is the ultimate choice as a partner for the complete electrical installation of your yacht. With their inhouse engineering team, panel building workshop, automation department and installation teams involved every day in the making of great yachts. Piet Brouwer Elektrotechnology offers the highest level of electrical installation technics based on the experience of the users. As not a single day at sea is the same, the installations are challenged to offer safety, reliability and comfort.

Design and engineering

The design team is specialised in any kind of marine electrical installation, both commercial and yachting. Those two worlds with the sea and the people in common are combined to the highest standards within the world of yacht building. Working with the latest technology and systems in electrical design our goal is to build unique installations for unique clients.

Panel building

Our panel builders only work with the best materials. We never fail to make sure we lead the way with our panels. We are committed to always supplying the most modern and reliable panels. Compiled and built with care by an experienced team of panel builders.

Installation

Our technicians are on the road every day to work on the construction of our installations. Together with the people at the shipyard, they are always looking for even more efficient construction methods. Naturally, together we ensure a tightly planned delivery. Every yard and every yacht is unique. We install tailor-made installations for unique customers every day.

Alarm and Monitoring Systems

The advanced AMCS systems from Piet Brouwer Elektrotechnology give you control over your ship. Thanks to a constant connection to the essential systems, your yacht is monitored day and night. You can see the status of your ship at a glance. And with a single touch of the screen, you are able to control everything instantly. Experience the difference. The AMCS is always redesigned together with the customer, with attention to detail and design of the ship. Your input and our knowledge are combined into a unique system, tailor-made. Great systems for great ships.

Piet Brouwer Elektrotechnology

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The Netherlands
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for sailing

42CS 49CS 50CS 55CS 59CS 63CS 67CS 72CS 85CS 52MC

THE 42CS

Instantly good looking ... and with so much more to her than first meets the eye. It's not just the clever detailing in design, build and plan. The aft cockpit Contest 42CS permits owners a virtual custom build ... simply unique at this size. The options are so many. There are three different saloon plans, three cabin arrangements aft and two forward, carbon or aluminium spars, and multiple sail handling systems.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 42CS

MILESTONES:





DECK LAYOUT

Shorthanded and Performance Cruising versions feature different arrangements from cockpit floor traveller to coachroof mainsheet and outboard or central in-cockpit winching.

EXTERIOR

A beautiful balance between topside height, sheerline and coachroof outline presents a timeless, powerful profile. Broad sterned with twin helm stations, decks and cockpit are wide and particularly easy to walk and work for boat size.

Outfitting is first class with vacuum bonded thick decking, top brand hardware and clever design detailing such as the aft-led sail controls channelled invisibly, internally through the mullions in the coachroof glazing.

INTERIOR

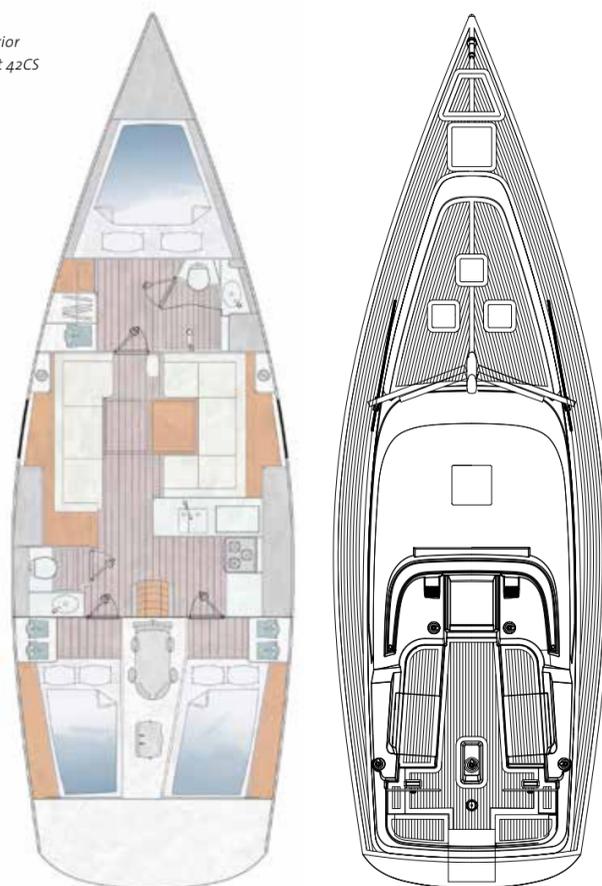
From this pictured more classical honey toned teak to modern, light grain joinery like pale washed oak, the accommodation mood is for the owner to choose while considering just which cabin plan suits best. Headroom throughout is generous and stowage is plentiful.

From soft cornered cabinets, to upholstered panels and Corian galley top, the finish is lustrous, tactile, complete, the sense of a very much bigger boat. By day natural lights fills every cabin and by night feature lighting illuminates luxuriously. Fittings and furnishings are all of top quality, and easy access to all service points is in-built, a fine achievement for such a customisable interior.

MAIN DIMENSIONS

LENGTH OVERALL	12.85m	42.16ft
LENGTH WATERLINE	11.76m	38.58ft
MAXIMUM BEAM	4.15m	13.62ft
DISPLACEMENT	11,000kg	24,251lb
DRAFT STANDARD	2.20m	7.22ft
DRAFT SHALLOW	1.80m	5.91ft
MAST HEIGHT <i>above waterline</i>	22.09m	72.47ft
MAINSAIL	57m ²	614ft ²
GENOA 108%	47m ²	506ft ²
FUEL TANK	226/88lt	59.7/23.2US gal
WATER TANK	381lt	100.6US gal
ENGINE, YANMAR	40kW	54hp

Standard interior layout Contest 42CS



In all, that means a remarkable number of different versions of the interior and cockpit. The result? A personalised Contest 42CS to suit everyone from family cruiser or bluewater couple to racing enthusiast.

The Contest 42CS is the first yacht of this size ever to offer such personalised customisation. Then to top it all, she's a delight to sail, both easily managed and fast. And individually built, she shares the same hallmark high standards seen across the range, right through to the flagship Contest 85CS. No wonder she is a previous winner of European Yacht of the Year.



THE 49CS

This is the eagerly awaited, first twin aft cabin model touching the 50-foot market that Contest has served so specifically well for many decades with centre cockpit and aft master cabin yachts. And she arrives with a flourish as clients long appreciating the approach of the smaller Contest 42CS now have a bigger sister to enjoy.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 49CS

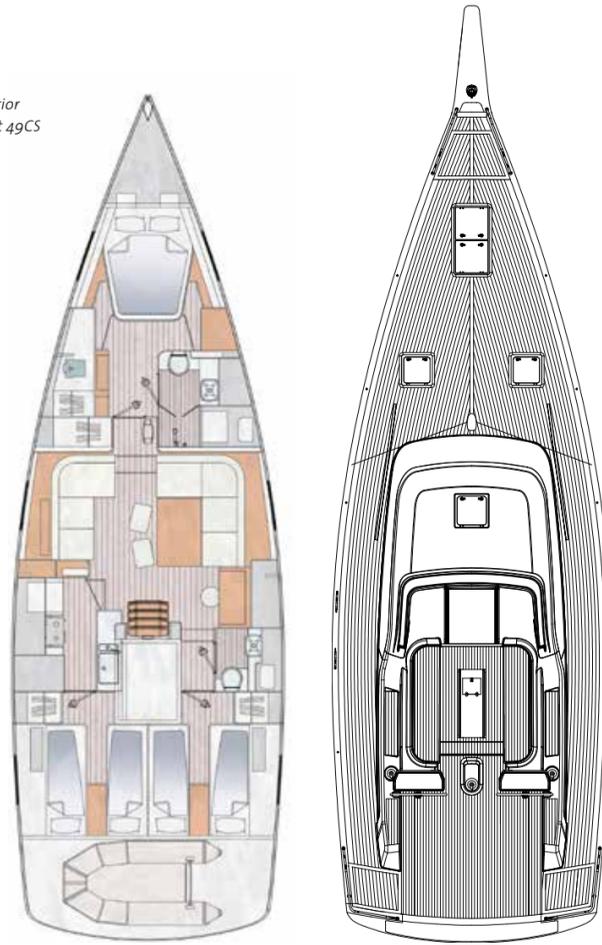
BUILDING GREEN DREAMS TOGETHER

LOOKING TO SUSTAINABILITY?

PART 1

Going all-electric is clearly a good thing to do but it cannot be done lightly if it is to be done well. We have looked long and hard at this, and we are excited at our innovating collaboration with our chosen partner Torqeedo. The system we have arrived at is truly first class.

Standard interior layout Contest 49CS



The new model Contest 49CS with its super spacious twin aft cabin arrangement extends new levels of comfort and reliability into what was conventionally the open aft cockpit sector. And looking to environmental considerations, options include an all-electric propulsion system, renewable energy sources and teak deck replacement.

This completely new and innovative design also brings not only huge leisure areas both forward and aft of the neatly planned inboard twin helms stations, but down below unusually spacious mirrored twin aft cabins, plus large master suite forward. It is a new scale of interior plan, with a three-cabin arrangement perfect for safe, performance family sailing. It also brings the benefits of space for a tender garage as well as a submersible bathing platform.

DECK LAYOUT

The integral carbon fibre A-frame forward has an incorporated hydraulic furler for easy, optimised off-wind sailing. Aft the winching and sheeting all remains immediately to hand

for short-handed helm or crew for simple operation and involved, hands-on sailing. As with all Contest yachts, the arrangement includes a forward leisure cockpit for relaxation clear of all the action. A tender garage then keeps decks uncluttered without need of davits. In so doing, this also keeps weight down low for increased stability, safety and, of course, style.

EXTERIOR

The stepped aft cockpit with forward steering positions innovates a whole new approach. So much safer, more comfortable and practical than the usual stripped-down Med-style, which conventionally sees driver and wheels forced back into the transom guardrails. Here aboard the Contest 49CS there is a secure environment for everyone and every activity from lazing on bean bags on the wide aft deck to perfect captaincy with uninterrupted view of rig and sails right through to headsail tell-tales. Sustainability is clearly in sight too with photovoltaic solar cell array seamlessly integrated into the sleek coachroof and under foot there is the option of synthetic, teak-like decking.

INTERIOR

Meeting the family call for more equally sized cabins, the Contest 49CS does so with real

MAIN DIMENSIONS

LENGTH OVERALL	15.20m	49.87ft
LENGTH INCLUDING BOWSPRIT	16.10m	52.82ft
LENGTH WATERLINE	14.50m	47.57ft
MAXIMUM BEAM	4.90m	16.10ft
DISPLACEMENT	22,900kg	50,485lb
DRAFT STANDARD	2.35m	7.71ft
MAST HEIGHT <i>above waterline</i>	24.60m	80.71ft
MAINSAIL	73m ²	758ft ²
GENOA 106%	60m ²	645ft ²
FUEL TANK	700lt	185US gal
WATER TANK	700lt	185US gal
ENGINE, YANMAR	81kW	110hp

flair. Not just in the latest Contest interior styling and outfitting, but in footprint and headroom. The newly drawn hull delivers so much more with a wide waterline beam and tall topsides aft boosting both interior space and form stability under full sail. A great combination with wide ranging options including a double as well as twin berths in the unusually tall and open aft cabins.

And where before has a twin aft cabin design ever offered a two-sided longitudinal corridor galley? This is true cruising innovation.



THE 50CS

Introducing the *European Yacht of the Year* nominee Contest 50CS. This size has always been the pumping heart of Contest Yachts, with each model over the years most popular for the perfect balance of sailing ease, performance and onboard comforts. Two super suites and a third cabin option, yet still a yacht that can be sailed single-handed. A yacht for all occasions, crossing oceans or leisurely lunching in an idyllic bay. And this new design from judel/vrolijk opens even more opportunity.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 50CS

MILESTONES:



BUILDING GREEN DREAMS TOGETHER

LOOKING TO SUSTAINABILITY?

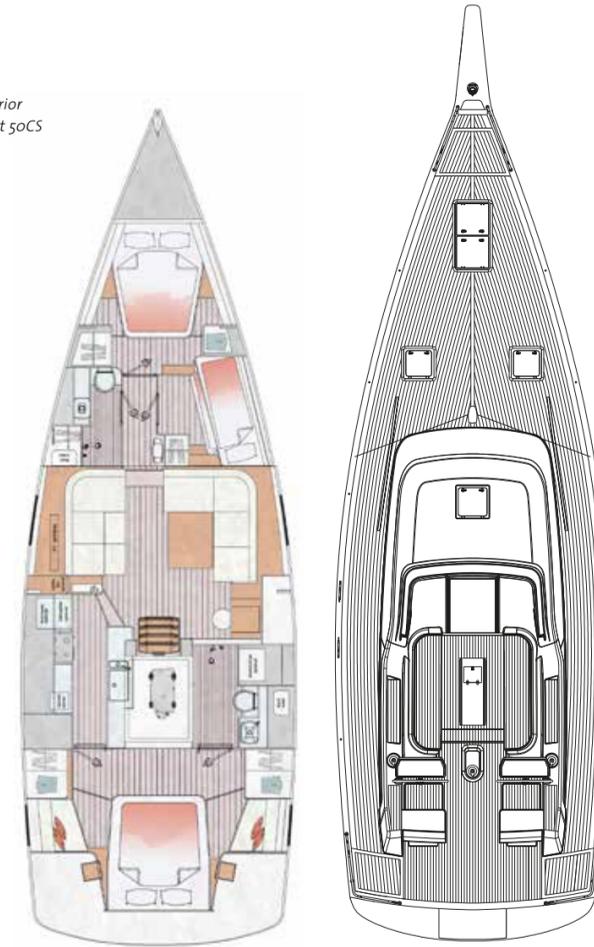
PART 2

The choice of Torqeedo as partner first brings not only the excellent high-torque Deep Blue 50kW unit and a global support network but the ability within the single brand to power all Contest yachts in the range from the 13-metre Contest 42CS to the 21-metre 67CS.





Standard interior layout Contest 50CS



much more of our larger yacht thinking. It is the perfect balance and looking to sustainability is offered with the option of electric propulsion, integrated photovoltaic solar panels and an alternative synthetic teak-style decking.

EXTERIOR

The looks are all 'Contest' with lines evolved as ever from the learnings and leanings of each preceding model while introducing new thinking also. Which means the new Contest 50CS, with its deep sides and broader deck plan, ably incorporates now even more of the styling and detailing of the larger yachts in the range. This brings a low sleek coachroof sweeping aft into the two-section cockpit with deep seated and curved-for-comfort leisure cockpit forward. Behind, the twin helm stations are framed by surrounding coamings for that extra sense of ocean safety, yet with simple central walk-through easing and making safe deck entry and exit. Again, it's that balance, an elegance that works – in every sense of the word.

INTERIOR

With wide beam and broad waterline running through to the stern, the increase in interior volume shows as soon as you look below: the saloon proportions way exceed convention. Not just because of the beam and height but in its length. The 'magic' is in the design team extending the aft master suite far into the stern, maintaining scale of this vital feature yet opening so much more of the yacht's middle for the benefit of saloon and guests. The longitudinal corridor galley is now also two-sided, so again bigger than in previous 50CS models. Forward there is a spacious VIP suite with island berth, and an optional third cabin can be with bunks or as office or workroom. The master suite aft can be specified with the innovative transom window premiered on the Contest 55CS.

DECK LAYOUT

Just as aesthetics must work well, the practicalities of yacht operations are paramount. That has long been the mantra at Contest Yachts and the advanced systems and arrangements for the Contest 50CS make for much eased handling and management. Sheets, lines and halyards are led unobtrusively to stout winches well positioned for both short and fully crewed handling. The expansive flush deck spaces are made sensibly safe with well-placed handholds and grab points and the sturdy, tall guardrails all around. The flying of asymmetric sails is simplified with the

A-frame set-up, and the stowage of sails and kit is made easy with sensibly proportioned deck lockers and hatches. All planned to make voyaging always enjoyable.

Fair to say, the new Contest 50CS resets the yard's own gold standard at this length. How so? The advanced hull form optimises each of the three most key modern targets: performance up and down wind, stability for low angles of heel, and huge accommodation. This is all achieved in the most sea-safe and comfortable manner expected of a Contest, and with deck and cabin plans introducing for the first time at this size so



MAIN DIMENSIONS

LENGTH OVERALL	15.46m	50.72ft
LENGTH INCLUDING BOWSPRIT	16.36m	53.67ft
LENGTH WATERLINE	14.50m	47.57ft
MAXIMUM BEAM	4.90m	16.10ft
DISPLACEMENT	22,900kg	50,485lb
DRAFT STANDARD	2.35m	7.71ft
MAST HEIGHT <i>above waterline</i>	24.60m	80.71ft
MAINSAIL	73m ²	758ft ²
GENOA 106%	60m ²	645ft ²
FUEL TANK	700lt	185US gal
WATER TANK	700lt	185US gal
ENGINE, YANMAR	81kW	110hp

THE 55CS

The strikingly good-looking Contest 55CS is a totally game-changing, go-anywhere, 55ft beauty. Aimed straight at the heart of the style conscious, couples-family-and-friends luxury cruising sector, the 17-metre Contest 55CS combines our long-standing reputation as top of the line bluewater performance builder with today's increasingly time limited lifestyle. She also happens to be *Luxury European Yacht of the Year 2021*, and *2020 British Yachting Awards Blue Water Cruiser of the year*.



FOR DETAILED INFORMATION ABOUT THE CONTEST 55CS

MILESTONES:



Refined elegance with the same go anywhere, anytime potential. A true home from home, wherever and however. Across the yachting community, increasing emphasis is being placed on interior accommodation space and styling, sadly sometimes to the detriment of safety and sea sense. That's never the case at Contest Yachts, and in the Contest 55CS we have gone to new lengths to show just how aesthetics and practicality really can make perfect partners. How for different types of ownership a yacht can be equally set to circle the world and still offer the very best of comfort and space whether lazing at anchor or plugged into marina life.

This way the Contest 55CS provides for ever more enjoyable time aboard. A safe, comfortable, speedy and easily run yacht with space and systems both above and below decks to enjoy life on the water to the full... and that's all waters!

EXTERIOR

As the new game changer in the mid-fifty-foot sector, the Contest 55CS continues our close collaboration with naval architects judel/vrolijk & co and interior designers Wetzels Brown Partners. The new model also brings

MAIN DIMENSIONS

LENGTH OVERALL	17m	55.77ft
LENGTH INCLUDING BOWSPRIT	18.10m	59.38ft
LENGTH WATERLINE	15.83m	51.94ft
MAXIMUM BEAM	5.02m	16.47ft
DISPLACEMENT	24,960kg	55,027lb
DRAFT STANDARD	2.55m	8.37ft
MAST HEIGHT <i>above waterline</i>	26.10m	85.3ft
MAINSAIL	92.75m ²	998ft ²
GENOA 106%	71m ²	767ft ²
FUEL TANK	850lt	224.6US gal
WATER TANK	725lt	191.5US gal
ENGINE, VOLVO PENTA	110KW	150hp

much of the superyacht styling and featuring of the very well-reviewed 26-metre Contest 85CS and 21-metre Contest 67CS to a size previously more constrained. Just look at that coachroof sweeping back into the expansive twin cockpit plan. This degree of equivalency, outside and in, is new to the industry at this length. Especially in a yacht so sleek, yet also so accommodating.

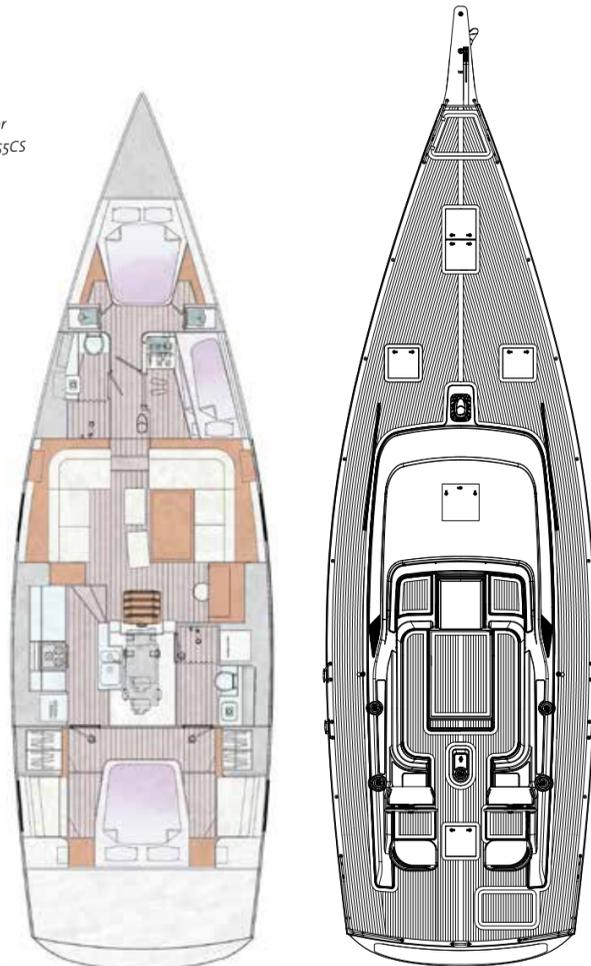
Options in sailing systems, set-up and management are many. Carbon or aluminium spars, cutter or sloop, in-mast or slab-reefing, and for downwind sails a carbon sprit with integral furling. Decks are topped with thick, vacuum bonded sustainable decking, and the deck plan incorporates a walk-through cockpit for the simplest and most surefooted working and sidedeck access. While lazing at anchor, that clear aft deck and foredeck, with a choice of shades and covers, make good resting spaces after enjoying a swim and splash or play with toys from that transom bathing platform and revealed grand garage-store.

INTERIOR

For 45 years and more, all Contest yachts have been built under Lloyd's watchful standards and certification. It's a partnership always looking for further structural optimisation which in the Contest 55CS now sees the introduction of carbon stiffening elements to our highly regarded and unique vacuum infused moulding methods for tightly controlled, lighter, stronger and space saving engineering. For Contest and Lloyd's, integrity is key, as is exactness. This improves performance afloat, in longevity, in residual values - in what can be achieved. It is an enabler, promoting and underwriting new thinking, and the Contest 55CS continues the yard's 65-year history of innovation.

Throughout, the sense of openness is instant. Yet equally evident is Contest's hallmark sea safety with the many handrails plus clever hand-holding lips to cabinetry, all ergonomic in use. And that joinery and its finish is to the yard's always exceptionally high standards. As are the soft furnishings and architectural hardware, with all this, of course, adjusted to individual owners' tastes and needs. And, again, underwriting that there are many varied cabin plan options for the personal best match. That's the Contest way. The industry catchphrases this as semi-custom construction. We call it building dreams together... and every sailor has a different dream.

Optional interior layout Contest 55CS



THE 59CS

Launched in autumn 2020, the 18.5-metre Contest 59CS with new styling from judel/vrolijk & co continues the refreshing modernity running through the evolving Contest line. In order and principle, she follows the popular and much praised Contest 57CS but is longer with near plumb bow and extended, broader stern. Interior levels are raised for direct eyeline and outlook through the panoramic windows which sit within a smart, newly styled superstructure.

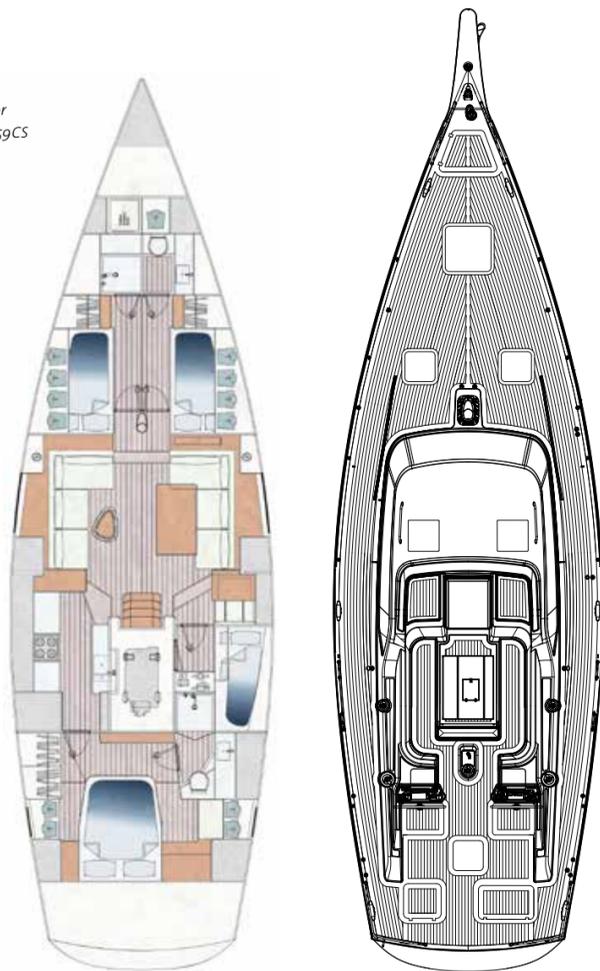


FOR DETAILED
INFORMATION ABOUT
THE CONTEST 59CS





Optional interior layout Contest 59CS



The super graceful contours of this updated look go hand in hand with the pacy performance that the new judel/vrolijk modelling brings, including optimised foils and lowered centres of gravity and effort, for both efficiency and sea-kindliness. This all connects with the way of our larger yachts and continues through to the interior with similar superyacht theme to the furnishings and advanced engineering systems.

Intended for friends and family operation, sailing systems and deck management are easily handled, and the varied three and four cabin arrangements enable very personal choice, including workshop and a crew cabin if that is wished.

DECK LAYOUT

Secure deck plan with safe, wide, trip-free decks with plentiful secure handholds and clip points. Easy, safe access between cockpit and deck, and separation of cockpit working and lounging areas makes for relaxing times aboard.

EXTERIOR

A truly powerful bluewater sail plan always allows for continuing sailing through light as well as stiff breeze, and the Contest 59CS is well set for this. Sheeting arrangements are also simple and to hand, on properly specified, powerful winches and ancillary hardware.

Decks are in Contest's signature vacuum bonded, substantial quality decking, and working space is uncluttered yet well sorted with handholds well planned, including high rails and plentiful clipping-on points. The two-section cockpit, dividing lounging and control, separates function but maintains social flow between all aboard, and access to deck is excellent with clear walkway through aft.

There's a huge sail locker forward and a sizeable lazarette aft. A hydraulic bathing platform can be set into the stern. Forward you'll see the optional bowsprit for eased flying of reaching and downwind sails. And above all, the two helm stations with control consoles and wonderfully sculptural ergonomic seats provide an excellent view forward at all angles of heel, which with the judel/vrolijk touch remain within safe and pleasant cruising comfort.

INTERIOR

Styled by Wetzels Brown Partners, the Contest 59CS clearly shares the themes and detailing of our larger yachts, bringing the enjoyment of exquisitely contoured and fashioned furnishings and finishes, and the concealed but easily revealed inner systems that make this yacht a joy to go long term cruising or shorter stay regatta racing.

Set for both modes, the pictures here tell a true story. And in operation the Contest 59CS is one of the quietest and smoothest yachts ever of her size and class. That reflects the core quality. At Contest we consider engineering equal to styling in our design. And to match your needs and dreams there's a wide choice of interior plans including master suite forward or aft, various guest options, and plenty of space for kit and equipment.

MAIN DIMENSIONS

LENGTH INCLUDING BOWSPRIT	18.52m	60.76ft
LENGTH WATERLINE	15.50m	50.85ft
MAXIMUM BEAM	5.12m	16.80ft
DISPLACEMENT	27,300kg	60,185lb
DRAFT STANDARD	2.63m	8.63ft
MAST HEIGHT <i>above waterline</i>	27.31m	89.6ft
MAINSAIL	102m ²	1,098ft ²
GENOA 112%	85m ²	915ft ²
FUEL TANK	931lt	246US gal
WATER TANK	903lt	238.6US gal
ENGINE, VOLVO PENTA	110kW	150hp



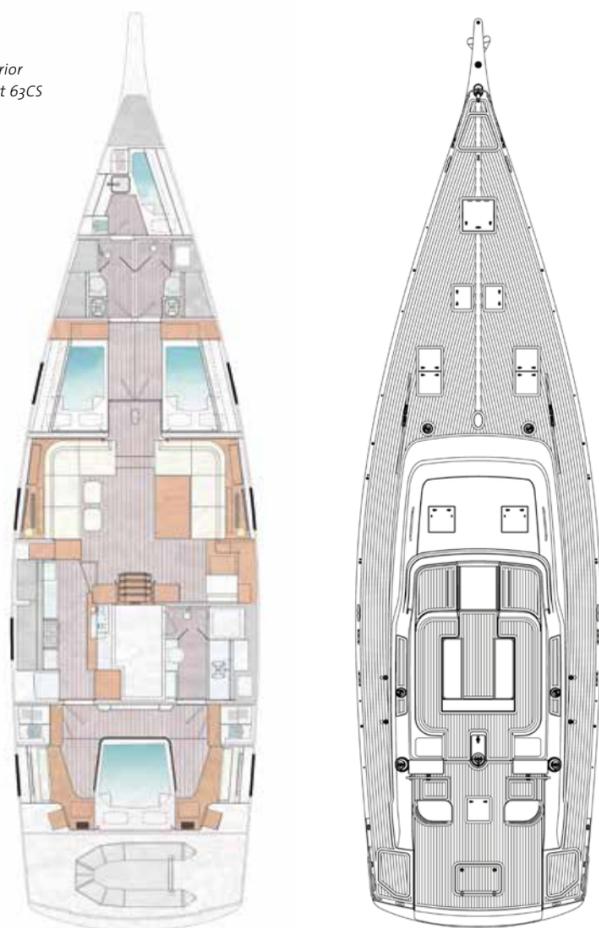
FOR DETAILED
INFORMATION ABOUT
THE CONTEST 63CS

THE 63CS

Big, beautiful and so easily self-managed, the new 19-metre Contest 63CS is an absolute must-have! Designed for hassle-free high performance in the lightest to heaviest weather, sailing into the bay this is the yacht everyone will want. And then consider that in both three- and four-cabin configurations, this is the only such-sized yacht in the sector with two identical, double VIP guest suites forward of the saloon.



Standard interior layout Contest 63CS



The key to this Contest 63CS is that although in the 'mid-sixties' sector, an extra paid crew is just not essential. It's all about family and friends in control, working the yacht, enjoying the entirety of the sailing and the huge space both above and below deck.

And add to that, the gorgeous, graceful, well-set balanced lines from top pedigree naval architects judel/vrolijk & co; interior styling by superyacht stars Wetzels Brown Partners; and of course the Contest guarantee of the highest standards in composite construction and contemporary outfitting with full Lloyd's Register inspection and certification.



MAIN DIMENSIONS

LENGTH OVERALL	19.29m	63.29ft
LENGTH OVERALL incl. bowsprit	20.54m	67.38ft
LENGTH WATERLINE	17.85m	58.55ft
MAXIMUM BEAM	5.50m	18.04ft
DISPLACEMENT	31,900kg	70,327lb
DRAFT BULB KEEL	2.90m	9.51ft
MAST HEIGHT <i>above waterline</i>	29m	93.60ft
MAINSAIL	113m ²	1,216ft ²
GENOA 106%	99m ²	1,066ft ²
FUEL TANK	1,560lt	412.1US gal
WATER TANK	1,150lt	303.8US gal
ENGINE, YANMAR	125kW	175hp

DECK LAYOUT

It's about smart sailing with simple but sophisticated short-handed sailing systems which with the option of carbon or aluminium rigs include the choice of in-boom or in-mast reefing. In-boom for more performance sail shape, from full sail to reefed. In-mast for even more speedy, simpler reefing. And in both options all lines, now including halyards, are led aft for complete pedestal and cockpit control. And for even more ease there's the option of self-tacking jib.

EXTERIOR

The cockpit arrangements show the latest updates in our aft dual helm stations with central mainsheet winch and open, flat walkway through to the deep and comfortable forward leisure cockpit. Behind, again, there's a massive aft deck for beanbag lazing and fold-out access down to the lowered beach deck and tender garage.

Forward, the handsome foredeck hatches are contoured flush with the deck shape, with the largest opening to reveal an enormous sail locker cum workshop. Foresail furling is hydraulic and incorporated into the integral bowsprit and also underdeck. Simple sophistication from stem to stern for big boat sailing made easy.

INTERIOR

The newly proportioned interior volume and three- and four- double suite plans that the design and engineering teams have achieved without compromising sailing performance is simply exceptional. The accommodation arrangement begins with owner's suite aft, two more suites with own wc and shower forward of the saloon, and optionally another, fourth, cabin further forward which can be fashioned for guests or crew.

Of true significance in all these options, the two mirrored guest suites forward of the

saloon are retained. This is not just a show of great geometry, it's a rare treat, the owner now free to offer guests aboard equal luxury in their suites.

So, no-one ends with second best. Everyone's a VIP! A rare treat, indeed, the Contest 63CS is the only yacht this length in the luxury performance sector to offer this. For younger families, of course, guest cabins can be bunked, too.

THE 67CS

The Contest 67CS carries all the hallmarks of our long term collaboration with German design team judel/vrolijk & co, renowned for powerful yachts, both racing and cruising, offshore and ocean. That combined experience results in easily driven, sea kindly, handsome yachts, which neatly defines this 21-metre bluewater performance cruiser, the Contest 67CS.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 67CS



MAIN DIMENSIONS

LENGTH OVERALL	20.37m	66.81ft
LENGTH WATERLINE	18.50m	60.70ft
MAXIMUM BEAM	5.65m	18.54ft
DISPLACEMENT	39,244kg	86,518lb
DRAFT BULB KEEL	2.95m	9.68ft
MAINSAIL	131m ²	1,410ft ²
GENOA 111%	102m ²	1,098ft ²
FUEL TANK	1,590lt	420.1US gal
WATER TANK	988lt	261US gal
ENGINE, VOLVO PENTA	130kW	175hp

EXTERIOR

Evolved styling retains a timeless low deckhouse profile with a generous sailplan on a rig which offers a variety of sail combinations with code sail options flying from integral bowsprit, and with in-mast or boom furling for mainsail. The soft chine aft is new, as is, for this size of Contest, a central cockpit winch between the twin helm stations for main sheet control. Long horizontal hull windows provide a visual balance for tall topsides that create in the interior good headroom and underfloor space for technical equipment.

INTERIOR

The interior plan is based around three double suites, with a fourth bunked cabin, in a variety of configurations and a choice of two galley arrangements, corridor or u-shaped. Among the differences with the latter, an already very sizeable master suite aft is further enlarged with even more space given to bathroom and wardrobes. There is a dedicated, standing-height technical room and even below-floor

technical space is considerable, and noise and vibration experts Van Cappellen are involved in design engineering quietness into the accommodation. Interior design is by Wetzels Brown Partners and open to full owner personalisation.

“We are delighted with this ground breaking design partnership that offers owners maximum sailing pleasure and cruising comfort,” Rolf Vrolijk explains. “Performance is always a must for our designs and the Contest 67CS is no exception.”

This way hull lines have been refreshed, newly optimised for moderate displacement cruising with sharper forward sections for enhanced upwind performance. This combines with slightly wider, flatter aft sections for more stability and improved downwind characteristics, so assisting autopilot ocean passage. Weight is lower for boat speed and CoG and a new L-shaped keel contributes on all points.

Standard interior layout Contest 67CS



Fast with such simple control both upwind and down, the Contest 67CS is remarkably stable and easily sailed by short-handed crew, making light equally of long voyaging or regatta participation. On board, the accommodation plan for up to eight guests, in anything up to four cabins, with the option of master suite forward or aft, and similarly galley and crew either end, presents great opportunity to personalise this very highly technically specified and exceptionally quiet yacht.

DECK LAYOUT

Fresh take on Contest theme with newly styled spacious open deck and cockpit plan highly featured from fixed, split tables with internal chilled locker to fold down bathing platform and transom garage for large tender.



THE 72CS

At a size allowing four spacious guest cabins and fully enclosable galley and crew quarters, the Contest 72CS provides the perfect platform for both owner driver or skipper and crew assisted sailing. And the nature of wide ranging options spans just about every element of this truly semi-custom build, with bulkhead positioning almost the only constraint.

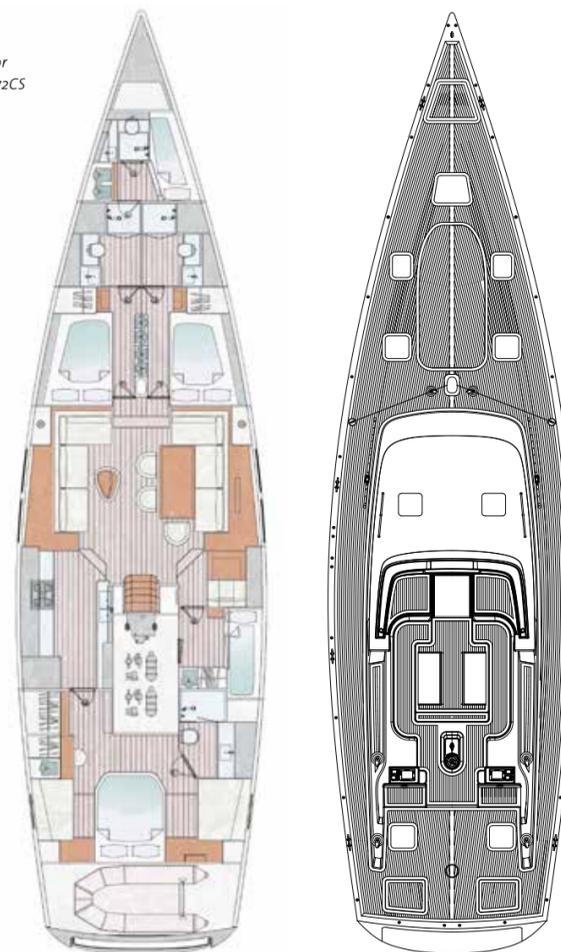


FOR DETAILED
INFORMATION ABOUT
THE CONTEST 72CS





Standard interior layout Contest 72CS



central cockpit winch but underscores top family status with the unique option of reverse or counter stern. The counter extends her aft deck and creates an even bigger lazarette and tender garage. There's opportunity, too, for a tender-well on the foredeck that further doubles as water filled tub or tabled leisure cockpit for foredeck drinks and dining. Sail control's finger-tip automated and the helm's a delight with good feedback.



Deliveries to date span full carbon rig with Park Lane boom and 3Di moulded sails to alloy spars and vertically battened Vectra with in-mast furling. With one approach racing, one cruising, one more private with forward galley, one inclusive with aft U-shaped galley, choice and specification is entirely personal.

Beneath this freedom, there lies extensive design engineering pre-empting likelihoods with proven practice and application. This is such a trait of Contest and a powerful differentiator. Scope well considered before

the first line is drawn. The Contest 72CS presents a most persuasive case, virtual custom build at fractional cost.

DECK LAYOUT

Expansive flush decks with optional foredeck tub and cockpit. Choice of counter or reverse stern. Level central access and walkway between twin wheel and cockpit tables.

EXTERIOR

Big sister to the Contest 67CS, mother to the 42CS, this 72CS shares the signature

INTERIOR

With anything from two to five sleeping cabins, the interior really is to owner specification and purpose and, whatever the plan, the detailing is to the finest of Dutch modern traditions. Particular attention is paid to noise and vibration control with extensive isolation and insulation techniques applied. Detailing includes custom fashioned fixings and fittings to the hand finished interior, and access to service points is assured by pipe runs or deck fittings, machinery or the extensive electrics in the dedicated, vented technical room.

MAIN DIMENSIONS

LENGTH OVERALL	21.80m	71.52ft
LENGTH WATERLINE	18.99m	62.3ft
MAXIMUM BEAM	5.70m	18.7ft
DISPLACEMENT	46,604kg	102,744lb
DRAFT BULB THROAT	2.80m	9.19ft
BALLAST BULB THROAT	16,500kg	36,376lb
MAST HEIGHT <i>above waterline</i>	31.20m	102.36ft
MAINSAIL	133m ²	1,432ft ²
GENOA 111%	129m ²	1,389ft ²
FUEL TANK	1,700lt	449.1US gal
WATER TANK	1,018lt	269US gal
OPTIONAL WATER TANK	200lt	52.83US gal
ENGINE, VOLVO PENTA	172kW	230hp

THE 85CS

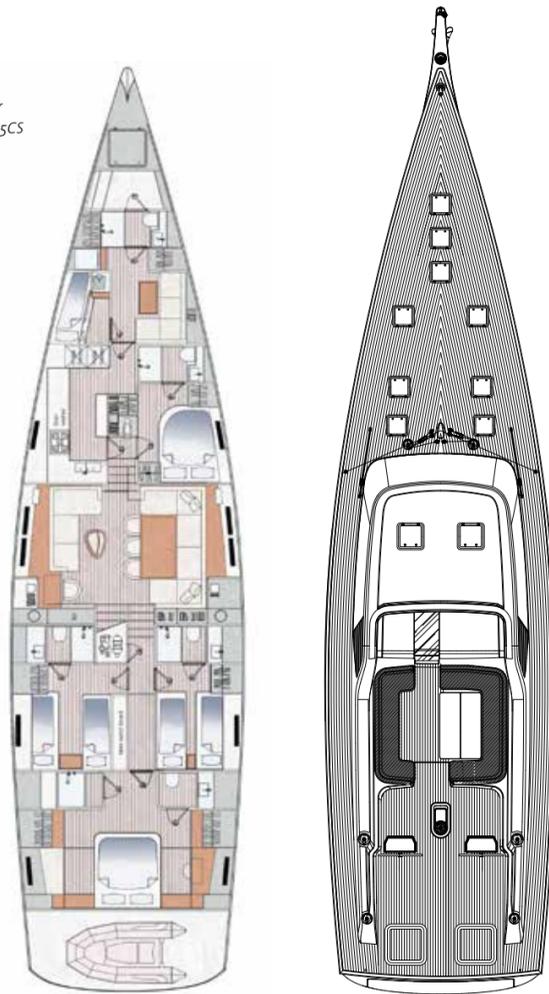
The spectacular 26-metre Contest 85CS clearly demonstrates the strengths in Contest Yachts' long-term collaboration with world class designers judel/vrolijk & co and Wetzels Brown Partners. Designed for fast passage with powerful, practical, deep-ocean cruising capability, the Contest 85CS is easily sailed, managed and maintained by short-handed crew, and perfectly set both to sail the world and enjoy sailing's high society.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 85CS



Optional interior layout Contest 85CS



DECK LAYOUT

The hull and deck-form of the Contest 85CS show the reasoned approach of a design team referenced across every level of performance cruising and racing, from family adventuring to grand prix eventing. This brings a moderate, shallow underbody running back from near plumb bow, with integral bowsprit and optional furler for asymmetrics, to a soft-chined, broad stern. Sailing flat and fast she has a single rudder for precise and powerful yet light control at the twin helm stations.

EXTERIOR

The composite construction is Lloyds' certified and includes a sandwich laminate throughout from sheerline to keel stub, with advanced single-shot vacuum infusion for each of hull, structural grid and then deck. The keel is of stainless steel and lead for performance profile with cruising draft. The rudder is carbon for performance and keeping weight out of the stern to allow for good stowage in the large lazarette which has a hydraulically operated transom garage and beach platform. Space is such that the RIB can be stowed with outboard still in place.

The low, sleek styling of the saloon coachroof sits well with the sweet sheerline profile and wide expanse of laid decking. Flush decks are standard and hardware is according to intended sailing. For some that means all-carbon, for others a more conventional approach. All enjoy the top line specification for which Contest yachts are so well known and which makes handling and operation safe, secure and satisfying. It's all to the point and fine-tuned for personal goals.

INTERIOR

Simply put, the Contest 85CS has perhaps the widest cabin plan options in any yacht this size, and the making of this interior sensibly begins with practicality at sea. You'll see this in the arrangement of furnishings and walkways with handholds and support always within reach. It is in the easy access always given to service and maintenance of all onboard services and systems. It is in the very fabric of the yacht from the way in which safety systems are incorporated and operated, right through

to the finished surface materials, be it in the impeccably hand-crafted timber work or upholstery. And completing the picture the entire interior is wonderfully bright with extensive panoramic outlook to saloon and multiple hull windows and hatches in the cabins. Dutch heritage and modern technology ensure superyacht standards.

MAIN DIMENSIONS

LENGTH OVERALL	25.82m	84.71ft
LENGTH OVERALL INCL. BOWSPRIT	26.78m	87.86ft
LENGTH WATERLINE	23.17m	76.02ft
MAXIMUM BEAM	6.40m	21ft
DISPLACEMENT	53,900kg	118,829lb
DRAFT STANDARD KEEL	3.79m	12.43ft
BALLAST STANDARD KEEL	18,500kg	40,785lb
MAST HEIGHT <i>above waterline</i>	36.5m	119.77ft
MAINSAIL	188m ²	2,024ft ²
GENOA 111%	142m ²	1,528ft ²
FUEL TANK	2,500lt	660.5US gal
WATER TANK	1,500lt	396.3US gal
ENGINE, VOLVO PENTA	201kW	250hp



THE 52MC

A standout boat in so many ways, the Contest 52MC is Contest Yacht's first ever motor boat and a spectacularly successful design equally suited to family and friends use and superyacht tender and chaseboat. The press can't get enough of her, loving her looks and her handling which they say astounds: her innovative, half-planing hull riding as though on rails, tracking straight and staying flat right through the tightest of turns.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 52MC





DECK LAYOUT

Purposeful, practical design. Secure, comfortable social areas. Safe working platform. Neatly engineered and equipped. Large deck lockers making good use of space.

EXTERIOR

Complementing the secure ride, the 52MC's extra wide walk-around decks and high bulwarks with sturdy handrails reinforce the design intent of absolute seaworthiness. Add in to that the deftly integrated side boarding gates to either side and the cantilevering pilot's deck door, and it's a beguiling aesthetic. So, too, is the exquisitely contoured moulding leading to and around the enclosable aft cockpit lounging and dining area where, beneath, there's a tender garage opening onto the bathing/boarding platform.

INTERIOR

With a sense of the mini superyacht, there are so many options to finish and interior layout, with immediately eight different arrangements

for the two to three sleeping cabins and suites, a galley also up or down, and helm station port or starboard. Central to all, with its wraparound glazing, the raised saloon provides an exceptional outlook for helm and guests with comfortable dinette and observation seating forward. Adding to relaxation, extensive sound engineering ensures the 52MC is unusually quiet when running.

MAIN DIMENSIONS

LENGTH OVERALL	15.93m	52.26ft
LENGTH WATERLINE	14.60m	47.9ft
MAXIMUM BEAM	4.60m	15.09ft
DRAFT	0.85m	2.79ft
DISPLACEMENT <i>Fastlane version</i>	16,600kg	36,596lb
FUEL TANK	1,800lt	475.6US gal
WATER TANK	700lt	185US gal
ENGINES, CUMMINS	2X225kW	2X305hp

MAXIMUM HEIGHT ABOVE WATERLINE

52MC FASTLANE	2.88m	9.45ft
52MC FLYBRIDGE	3.74m	12.27ft

Standard interior layout Contest 52MC



With power options from twin 350hp to 550hp diesels she's equally comfortable at 8 or 28 knots, and soft rides through the nastiest chop. And she's a dry boat, her pronounced spray rails cascading the breaking water away. The joint creation of longstanding design partner Georg Nissen, the well known motor boat engineering and design company Vripack, and the yard's own in-house design team, the 52MC is also an unusually versatile performance platform, available in fastlane, flybridge and open versions.

Interior layouts are customisable, too, building out of a raised saloon and two heads, three sleeping cabin standard plan.



You will find Contest yachts riding at anchor or snug in harbour all around the globe. Some are sailed to their idyll in the sun by experienced sailors with tens of thousands of miles under their keels. Others are brought safely across oceans by owners new to the fulfillment and adventure of bluewater cruising ... or simply enjoying the leisurely pleasures of marina hopping.

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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SAVE THE DATE 2024

20 – 28 JANUARY
BOOT DÜSSELDORF

20 APRIL
CONTEST OPEN HOUSE

25 – 28 APRIL
PALMA BOAT SHOW

31 MAY – 02 JUNE
SEVENSTAR CONTEST CUP

10 – 15 SEPTEMBER
CANNES YACHTING FESTIVAL

13 – 22 SEPTEMBER
SOUTHAMPTON BOAT SHOW

19 – 24 SEPTEMBER
GENOA BOAT SHOW

EARLY OCTOBER
SEVENSTAR CONTEST
MEETING MALLORCA