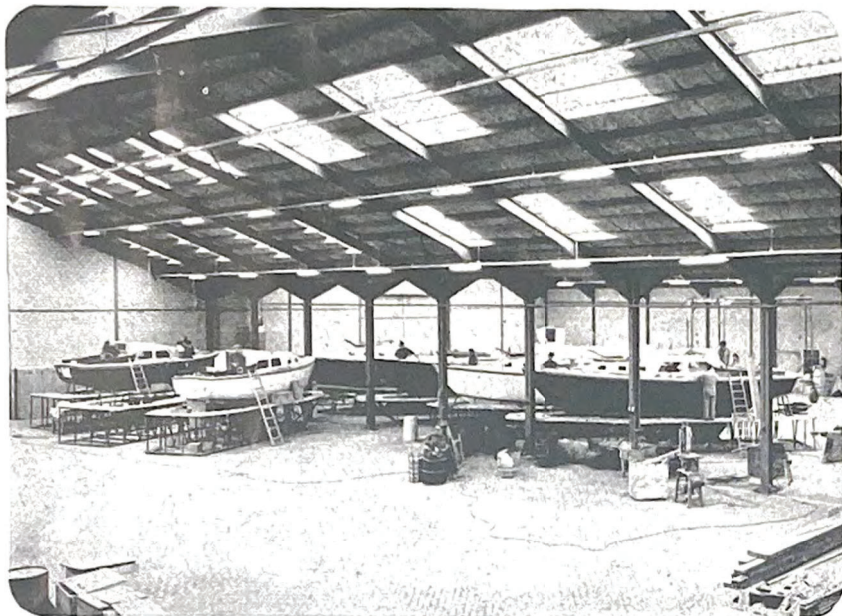


Contest

29





General information

The Contest 29 is manufactured in the Conyplex Boat Building Plant in Medemblik, The Netherlands, which is one of the most modern and largest fibreglas boat building plants in the world. The factory has been approved by Lloyd's of London for the construction of yachts in fibreglas. The temperature and the humidity of this factory are automatically controlled to obtain the right working conditions for the manufacture of fibreglas products. The experience obtained in the construction of 250 Contest 25 yachts in four years is applied to the larger Contest 29. The Contest 29 has been very favorably received. In 18 months after the first yacht was built, 60 Contest 29's have been delivered. The yacht was extensively tested for racing and cruising and minor details have been applied to obtain a perfect yacht. The idea was to produce a fast, comfortable family cruiser which under all circumstances will give the owner complete satisfaction. The accommodations of the yacht below with 27 locker cabinets is not found in any other yacht of her size. A Lloyd's certificate of approval on each individual yacht can be obtained at the actual cost price for such a certificate. Each Contest 29 is launched and tested under sail and power which gives the owner a foolproof ship upon delivery.

Technical specifications of the cruising and racing sloop

Contest 29

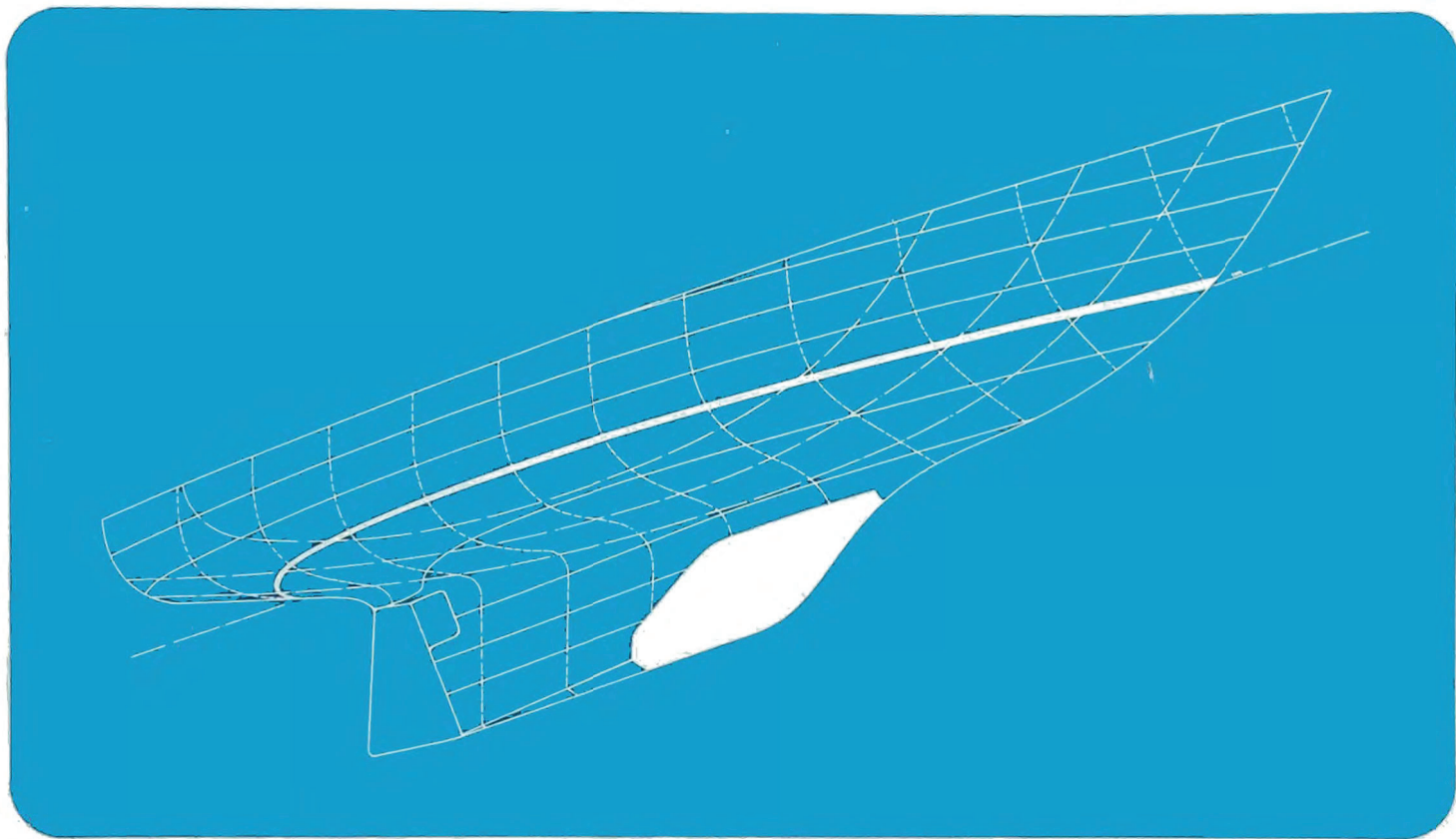
The hull, the deck and superstructure of this yacht are manufactured of reinforced fibreglas. The thickness of the hull at the chine is $1\frac{1}{4}$ inches and of the hull near the deck line, the thickness is $\frac{5}{8}$ inches. For the manufacturing of this yacht, only the every best materials are being used. The manufacturing is done by experienced, well-trained professionals in one of the most modern fibreglas boat building plants in the world. The Conyplex factory is Lloyd's approved and has a complete temperature and humidity controlled interior.

The color of the hull, the deck and the superstructure is available in a variety of colors as per the color chart. The color is part of the gelcoat. The underwater portion of the yacht is painted with special fibreglas type anti-fouling paint. The fibreglas deck and part of the cabin house are provided with an antislip pattern which is molded into the fibreglas. The superstructure has four large windows and six small windows made of safety glass. The frames fastening these windows to the superstructure are of a leakproof construction and are made out of corrosionproof hydronalium.

The forward hatch of the toilet room is made of mahogany and has a top made out of lucite. The keel is made of steel and is completely enclosed in the fibreglas hull.

The total weight is 3500 lbs. The hull is further equipped with a teak rubrail which is topped off with a stainless steel halfround strip. Most fittings on the yacht are made of corrosionfree stainless steel. The mooring cleats and some other small parts are made of hydronalium. The mast tabernacle for the pivoting mast is made of stainless steel.

The cockpit floor can be removed for easy inspection of the engine installation. However, the cockpit floor is completely sealed and the cockpit itself is selfbailing. All through hull fittings are provided with seacocks. The chain plates and stanchions as well as the forward and aft pulpits are made of stainless steel. The rudder is made of fibreglas, and the rudder shaft is made of stainless steel. The rudder shaft is provided with the necessary bearings.



Line plan and deck arrangements

The line plan of the Contest 29 is different from the line plan of the Contest 25. The main difference is in the aft portion of the ship because the Contest 29 in comparison has more beam than the Contest 25 which gives more room in the cockpit and on the aft deck. The stern is rounded which has a favorable relationship to the speed of the yacht. The cockpit is very roomy and is designed in such a fashion that all sails are handled aft of the helmsman. This gives the helmsman an unobstructed view forward and better control of the vessel in maneuvering. The shape of the keel and underwater body of the yacht has been carefully designed according to the latest scientific information. The hullform guarantees good speed in light air and also makes the yacht go to windward even in a heavy sea.

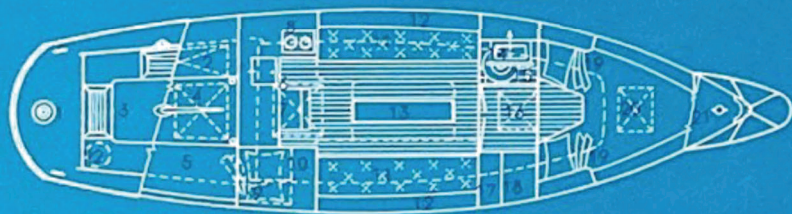
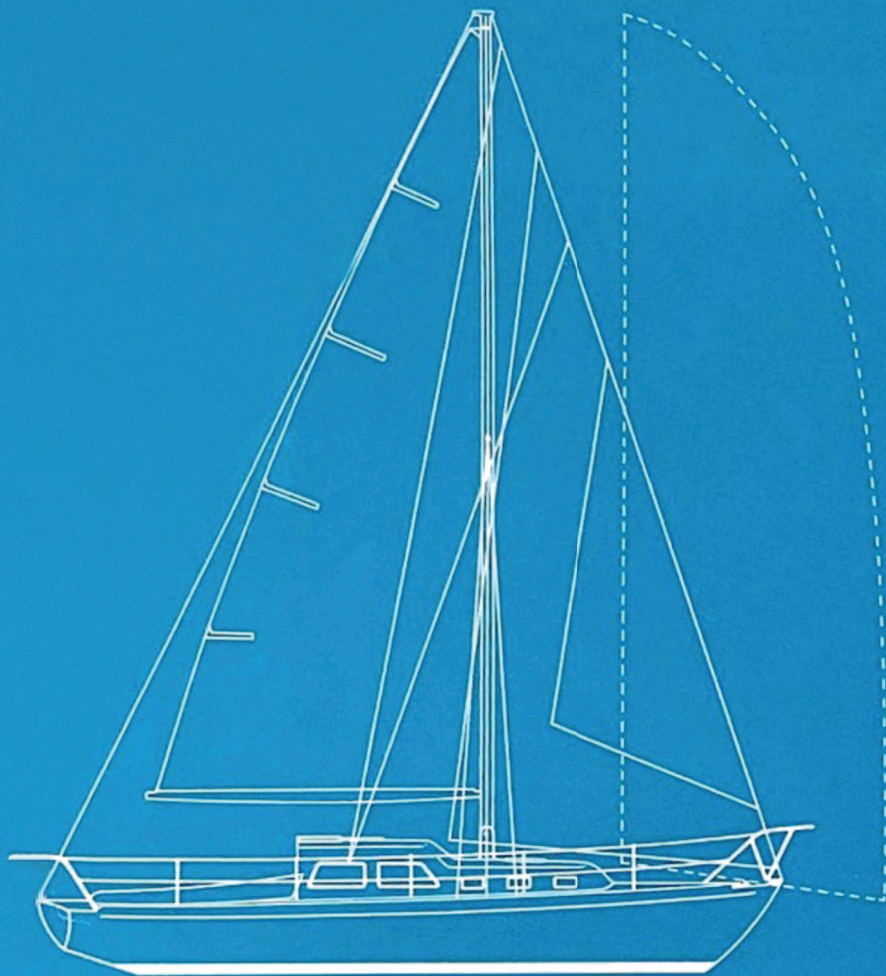
Special information

There are many reasons why Contest 29 owners decided upon this yacht.

a. The beautiful lines of the ship are pleasing to the eye and guarantee good speed. The yacht is a dry ship even under stormy weather conditions. The modern masthead rig makes the ship easy to handle.

b. The most important reason for deciding on a Contest 29 is the beautiful practical layout of the cabin resulting in: enclosed toilet and dressing room with full headroom, ample headroom throughout the ship and sitting headroom under the deck in the main cabin and forward.

c. Quality workmanship throughout. Most hardware stainless steel.
d. Notwithstanding all the beautiful features of the Contest 29, she is sold at a reasonable price and will give the owner practically no maintenance costs for years to come.



L.O.A.	29'
L.W.L.	24'
Beam	8' 3"
Draft	4' 3"
Cabin height	6' 5"
Ballast	3300 lbs.
Total weight	8500 lbs.
Mainsail	181 sq.ft.
Jib	169 sq.ft.
Genoa No. 1	261 sq.ft.
Genoa No. 2	198 sq.ft.
Storm Jib	58 sq.ft.
Spinnaker	550 sq.ft.
CCA Genoa	365 sq.ft.

Sails and rigging

The mast is hollow and made of Sitka spruce. All fittings and mast tangs are made of stainless steel. The blocks and sheaves are made of stainless steel and Micarta. The turnbuckles are stainless steel. The sails are made out of U.S.A. dacron and are of the very finest workmanship. The halliards are made of dacron.

Layout Contest 29

1. Dorade ventilator; 2. Teak hatch; 3. Selfbailing cockpit; 4. Removable floor; 5. Quarter berth; 6. Galley pump; 7. Engine box insulated, doubling up as galley seat and navigation seat; 8. Double burner stove; 9. Folding navigation desk; 10. Lockers; 11. Extension berth; 12. Locker; 13. Folding table; 14. Wash basin; 15. Water pump; 16. Hatch; 17. Ventilator boards; 18. Hanging locker; 19. Berth; 20. Ventilator; 21. Storage for anchor chain; 22. Water tank compartment for gas bottles if desired.

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The forward toilet room and cabin has plenty of elbow room and headroom. The forward berths are roomy and give sitting headroom under the deck. The water tanks with a total capacity of 55 gallons are to port and starboard under the berth in the main cabin which is the most logical space for the proper trim of the ship. The two water pumps for the fresh water system are foot operated leaving both hands free. The interior is carried out in beautifully varnished African mahogany, and the cabin floor is of Burma teak.

The galley and the cabin table have formica covers.

Interior layout

The engine installation of the Contest 29 is very accessible for easy servicing. The motor box enclosure is removable and also the floor of the cockpit, which is watertight, can easily be removed.

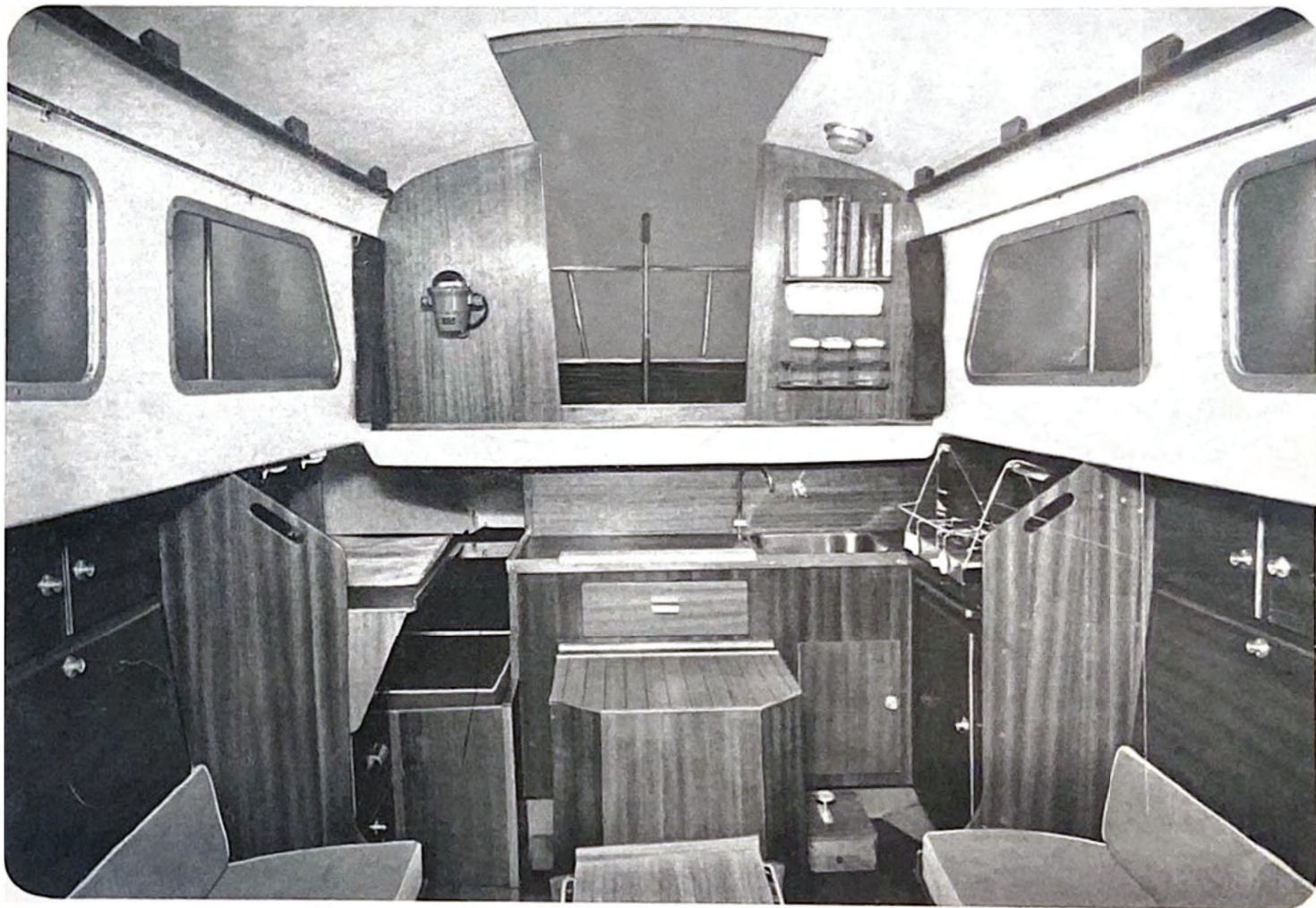
The cockpit hatches are made of teak and are watertight. The cabin is very roomy and has amply standing headroom even forward in the toilet room. The navigation desk folds away for easy access to the quarter berth. The sofa berths in the main cabin are of the extension type and are very wide comfortable beds.

One of the most important features of the Contest 29 is the large number of cabinets and lockers totaling 27. The mast of the Contest 29 is stepped on deck and is of the folding type.

Engine installation.

Based upon the experience with the Contest 25, we equipped the Contest 29 with a Marstell 8 or 12 horsepower gasoline engine. The 12 horsepower engine is strongly recommended for this yacht, because it is a true, slow rotating, marine type engine, not a converted air-cooled engine. The yacht can also be equipped with the Voivo-Penta diesel engine which is also a heavy-duty marine engine.

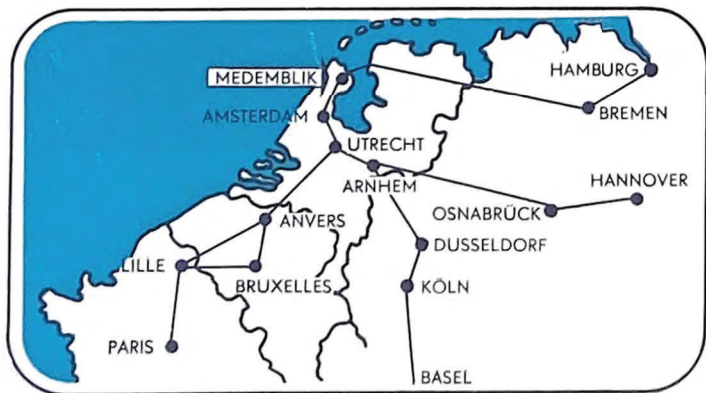
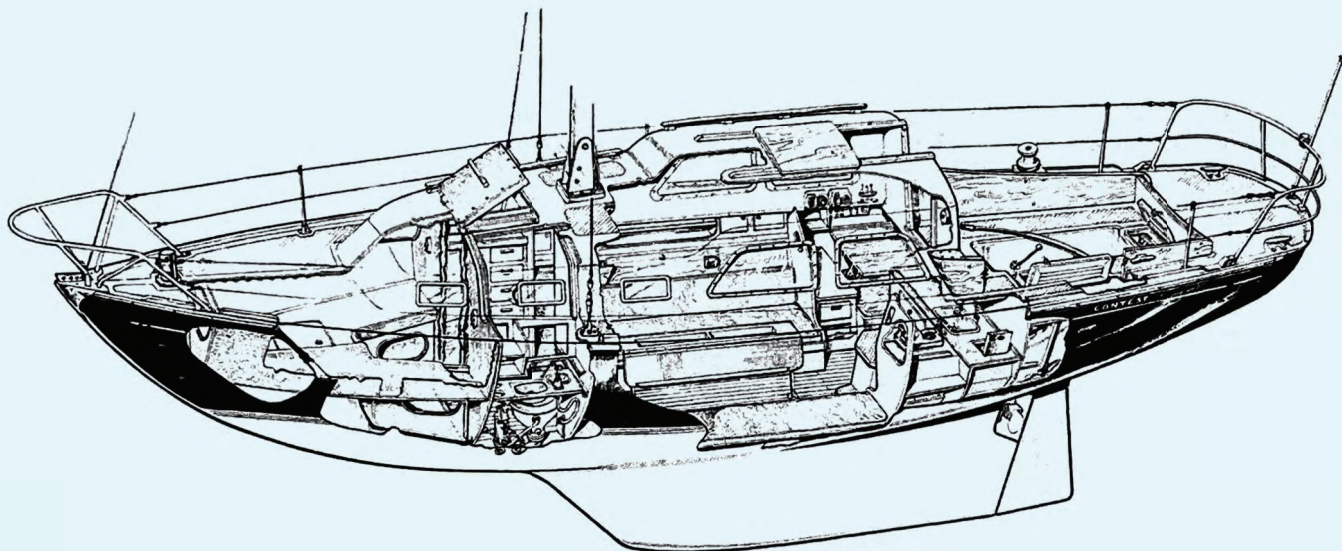
The yacht is fully guaranteed under the conditions of the Dutch Ship Building Association.



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Full guarantee is given in accordance with contract regulations of the Centrale Bond in The Netherlands. (Master Shipbuilders Association).



Location of the factory

The factory has a total floor space of 66,000 square feet and is located in the historic town of Medemblik on the shores of the Zuiderzee.

A visit to the factory is always welcome, and Medemblik is an international yachting center.

A Contest 29 and a Contest 25 are available for a trial trip upon arrangement.