

CONTEXT

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Making an early debut at the 2026 Düsseldorf show, the new Contest 56CS is more than just an evolution.

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There's a simple truth, it's nice getting help when you need it. And that's exactly what Contest yacht owners receive from our experts.

THE PERFECT MATCH

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Explore the
dates of all
our upcoming
sailings



Welcome!

A new year is upon us and with this comes a new edition of your Context magazine plus what promises to be an extraordinary year of yachting adventures! We are thrilled also to announce the premiere of our latest fresh model, the 17-metre Contest 56CS, at January's *boot Düsseldorf 2026*. With all her innovations and many new features, we're excited to show her to you for the first time in these pages.

Reflecting on the past year, we are filled with pride and gratitude for the incredible journeys our owners have embarked on, from ocean crossings to high-latitude adventures. These stories of exploration and triumph shared by our Contest family continue to inspire us to push boundaries and create yachts that are not only beautiful but also capable of taking you wherever your dreams lead, be that far out to sea or more leisurely coastal cruising.

Looking ahead, 2026 is set to be a year packed with exciting events and opportunities to connect with our community. With the Contest Yachts Open House – Bluewater Day in April, the Sevenstar Contest Cup in June, and Sevenstar Contest Meeting in Mallorca in October, we have a calendar full of great gatherings. Plus, of course, we'll be at the Palma, Cannes, Southampton and other international boat shows, showcasing our latest innovations.

We look forward to welcoming you and sharing in the adventure.



Yours as always

ARJEN CONIJN, CEO CONTEST YACHTS



OPEN HOUSE – OPEN INVITATION

Dates for this year's upcoming open day are now set for **Saturday 4 April** with a new event name, *Contest Yachts Open House – Bluewater Day*, reflecting not just what we do but what our event partners are also expertly involved in.

Alongside the yard and yacht tours and workshops, and discussion with our key equipment suppliers, last year marked a new and very successful collaboration with the

World Cruising Club (WCC), owners and organisers of the famed ARC rallies. Throughout the day talks and presentations given on these ever-popular shared adventures opened eyes and minds to ocean regatta potential, and the WCC is back again this year.

The Dutch Association of Coastal Sailors (*Nederlandse Vereniging van Kustzeilers*) will also be on hand, with members presenting and talking, too, of the association's origins,

purpose and enthusiasm for helping yacht owners more confidently extend their cruising. The association, now nearly 80 years old, and in the early days chaired by our own founder 'Grandfather' Ed Conijn from 1954 to 1971, declares "a shared passion for ocean sailing, knowledge sharing, and good seamanship. That's what defines the Kustzeilers."

So, come along and be inspired. All are welcome, 10:00 – 17:00 Saturday 4 April!

RIGHTLY REWARDED

Regular readers of Context Magazine will be aware of our annual sponsorship and mentoring of TU Delft's Hydro Motion Team of student naval architects and marine engineers in their yearly endeavours to win the Monaco Energy Boat Challenge.



With a fabulous track record of first and frequent podium placings, the young team again performed strongly in this prestigious world championship last year. They quietly

then went on to earn further industry recognition with a Special Commendation received at the *2025 Boat Builder Awards* for their continual innovation, progressing from solar to hydrogen-powered foiling, on the way remarkably beating major marine brands – including Riva – on the water.

The judges said of the TU Delft graduates, "We were very impressed with the progress made with this project and hope that many of the contributing team members will soon be bringing all of their hard-won knowledge to bear across global boat builders and superyacht constructors by taking up careers within our friendly and progressive industry."

And we say well done, TU Delft Hydro Motion Team, congratulations, and with this year's new team already in place at our shipyard let's carry it on through the 2026 challenge!

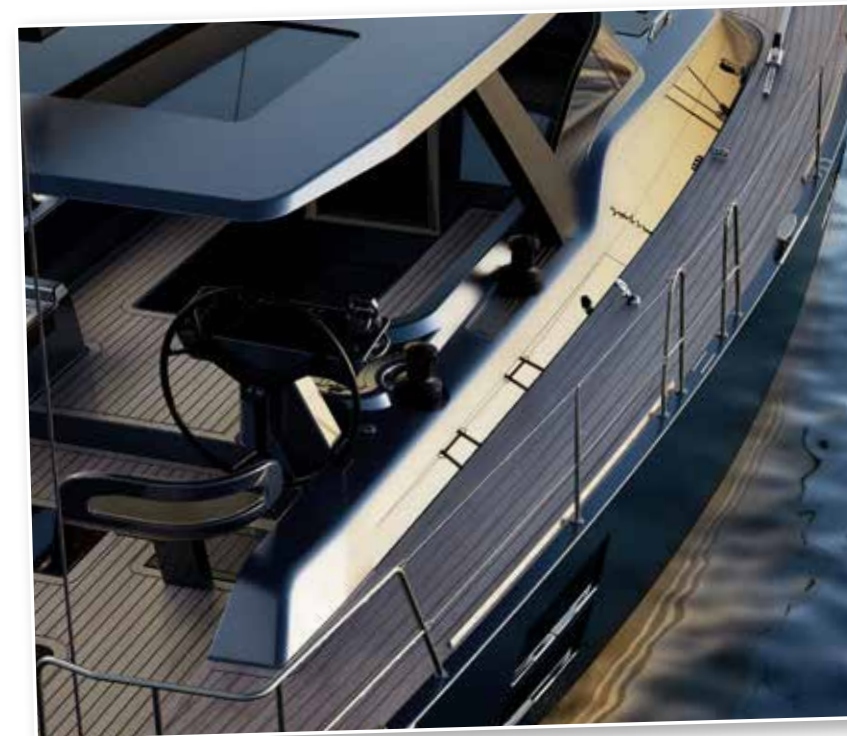
AWARDED AND ACCLAIMED

As the last edition of *Context magazine* rolled off the press, at the shipyard we still awaited with bated breath the judging panel's decision for a very significant award: *Luxury European Yacht of the Year 2025*, won by our then new arrival, the 19-metre Contest 63CS. And terrific times have followed.

Building slots, busy before the award, quickly filled with orders quite literally from around the world, accompanied by great international media coverage. Awarded and acclaimed, she is an absolute winner!



LIFTING THE LID



Introducing the new model Contest 56CS on page 006 in this edition of *Context Magazine*, there's much to be read about this new yacht's optional inclusion of our new carbon-built bimini hardtop.

It's an incredible structure, involving extraordinary analysis of every element of design and engineering, taking literally close to a year to perfect. Now ready to go, it will be offered as an option first on the new 56CS and 63CS, and then on all larger yachts in the range. A truly beautiful solution.

DESTINATION USA

After a bit of a break, we were delighted last October to return to the Annapolis Sailboat Show, the USA's largest in-water exhibition. This marked the North American premiere of the 15-metre Contest 50CS - which while there was nominated for the prestigious *Cruising World Boat of the Year* awards - and also our renewed focus on this region.

We hope to be back at the show again in the 2026 autumn, and in the meantime are pleased to announce further sales to American owners including a new *European Yacht of the Year*-winning Contest 63CS.



THE NEXT LEVEL

Meet the new Contest 56CS

Making an early debut at the 2026 Düsseldorf show, the new Contest 56CS is more than just an evolution. This 17-metre model not only builds on the *European Yacht of the Year*-winning Contest 55CS but introduces the option of a groundbreaking structural bimini that will gradually be seen across all the larger yachts in the range. Far beyond simple shade, this innovative design absolutely raises the bar in yacht engineering and bluewater sailing.

ON THE SURFACE, the rendered exterior images accompanying this article tell what might seem a straightforward story. A new boat with a bimini. After all, we are told a picture tells a thousand words. And so it might, but here there's another few thousand to tell! As the current Contest media campaign says, "it's all in the detail" and by the time the first new Contest 56CS with this integrated and multi-functional bimini structure leaves the shipyard, there will be so much more pictured detail to reveal. And you can, of course, have your 56CS without this new bimini option!

For now, let's start at the beginning, making sense of what you see. Look below the deck line and what you have may be mostly familiar: the hull is essentially still that of the *European Yacht of the Year*-winning Contest 55CS. Such an extraordinary performer at every level, so why lose that dynamic when – as always among the remarkable shared collaborations that Contest has with naval architects judel vrolijk & co, Wetzels Brown for interiors, and Lloyd's Register for the world's best quality surveillance – there's never a day without thoughts of advancing what we do and can deliver. And so, the Contest 56CS was conceived from the 55CS to incorporate a wide new range of changes and possibilities into a proven, extremely successful design.

EXTRA DIMENSION

In shorthand, the principal introductions elevate degrees of two key facets: light and shade.

That's 'twice the light' with now double-decked hull windows for the master cabin aft, drawing even more daylight into this super-sized suite. 'Shade' is then for protection from excessive sun or foul weather within the bimini and windscreen arrangement.

As the shipyard's lead engineer Jan-Pieter Vredeveld says of this bimini project, "Surprising as it may be, this is actually among our most complex developments ever!" That's quite a statement given the extent of

innovation Jan-Pieter has design-engineered and implemented in his long career with Contest.

"Here with the bimini it's such a prominent element, so it has to look not only good and in balance, it has to perform perfectly, and with all the functions we are incorporating into it, that's a demanding wish list and a lot of work to come true!"

Constructed in pre-preg carbon fibre, and as a one-piece section for light weight, strength, rigidity and stability, the structure's integral arch spans the full cockpit width, merging into the downward sweep of the forward coaming. This it does angled in parallel with the rake of the substantial windscreen, which itself is an exceptional exercise, too, in structural design.

Engineered to enable mainsheeting via a single-point pad eye on the bimini's top, this entire structure is mightily strong, designed and tested under Lloyd's Register scrutiny, and involving FEM calculation to withstand the extraordinary forces of Chinese gybing and more. FEM being 'Finite Element Method', a highly powerful computational technique that breaks down complex engineering problems, approximating real-world object behaviour in extremes.

Maintaining an excellent view of the mainsail from leach to luff and up to masthead from the helm, there's also a glazed viewing panel incorporated into the hardtop's back end to ensure full sight. These panels, with blinds beneath, also have different modes: for glazing fully revealed, fully closed, and cleverly with also intermittent shading. Solar panels then line the forward section of the top. As an alternative, an opening top with a canvas roof can be selected.

MATCHING THE MATRIX

It all makes for a very complex matrix; one absolutely introducing next level comfort and security for all aboard, in all weathers, and for the very best bluewater sailing.

RIGHT ABOVE & BELOW
The topsides aft feature a new double-decked glazing arrangement with attractively sized and aligned twin hull windows drawing so much more light into the super-spacious aft master suite. Inside, night and ambient lighting is also newly planned, incorporated even into the practical inset shelving.

As Contest CEO Arjen Conijn says. "From what you see on our new 56CS, this is the signature gateway through to all our future large yachts, and we're so pleased that this bimini option is first coming through a development of this really successful *European Yacht of the Year* winner. And be ready, there's so much more to talk about on this new 56CS.

"For example, forward, the bowsprit now has its forestay furler as well as Code 0 furler incorporated into the structural stainless-steel A-frame within the body. That's really smart and not just for the aesthetic of a lower profile, it also protects the workings from the elements, reducing maintenance, extending life. The cockpit area running aft through to the stern also now has a recessed, central axis half-deck like the Contest 63CS, which here contributes to a lower overall profile without compromising the height of the garage and lazarette. In fact, by our repositioning of the retracting passerelle, the transom garage door is now actually wider and higher for easier access and a bigger tender.

"Down below, the Wetzels Brown interior has been refreshed, introducing among other features, our new style, radiused, vertically ribbed timber for the main bulkhead and forward walkway, and also now there is the option to have a fourth sleeping cabin. This development is all about new opportunity and looking ahead. It's good!"

That fourth cabin is an especially interesting option. Positioned to starboard between the forward end of the aft suite and the saloon's navigation area, with its stacked two bunks it brings berthing up from six to eight, while also providing additional, good practical sea berths close by the companionway for night or short-handed passaging. Its inclusion takes only a little space from the aft cabin's ensuite, with a clever rearrangement of that, and changing the saloon's navigation area from side facing to forward facing.

‘Surprising as it may be, this is actually among our most complex developments ever!’

JAN-PIETER VREDEVELD,
MANAGER ENGINEERING & DEVELOPMENT, CONTEST YACHTS





ABOVE:
Wonderfully daylight bright, the saloon presents a perfect outlook both standing and seated and features new styling including radiused, ribbed timber main bulkhead and walkway through to the forward cabins.

LEFT BELOW:
The starboard forward guest cabin provides a cosy double below with single bunk above, has plentiful stowage and detailing includes fine touches such as the rotating and fold-away reading lights.

RIGHT BELOW:
The fine cabinetry throughout includes item-specific stowage for not just larger items such as coffee maker, crockery and glassware, but such tiny details as seen here for the corkscrew in the drawer lip.





INTRODUCTION
CONTEST 56CS

‘From what you see on our new 56CS, this is the signature gateway through to all our future large yachts’

ARJEN CONIJN, CEO CONTEST YACHTS

The genius bimini with clear panel for full view of sail and rig from the helm elegantly tops the cockpit and dual wheel stations and pivoting seats that turn the aft deck into another great social area.

The general arrangement below deck builds upon the current range-theme with super-generous suites at the bow and stern, and forward of the mast a good third cabin with cosy double and upper bunks.

The aft suite with its now double-decked, twin hull windows, plus optional transom window, is accessed via the superbly equipped corridor galley. And the updated bathrooms now have attractive and space-saving ceiling-inset rainfall shower heads and new feature taps. The central, raised main saloon has the signature 270° panoramic, wraparound glazing and, again, big hull windows for outlook when seated.

There's nigh on two-metre headroom throughout and all berths are long length – and of course extremely comfortable with super-high-quality mattresses. And as a typical hidden Contest feature, stowage beneath the beds and seats is all eased with powerful spring-assisted lifts. A little but significant detail and indicator, as are the very many tiny details such as dedicated space for the bottle opener!

PEACE OF MIND

The standard of outfitting at Contest continues to elevate with each new model launch, benefitting from the concurrent advances in supplier materials, apparatus and equipment at every level from timber and fabric technologies to lighting and electronics, including digital ship's monitoring and back-up systems.

And additionally making for great perpetual safety and security, behind every advance there's good old-school thinking as well. Protection in case of failure, never single reliance. With the extensive digital switching and monitoring, alarms are categorised by significance and can be overridden manually. Main filters are doubled with single lever swap-over and accessible without opening the engine room. For the bilge there are multiple systems and feeds in every compartmented area. The boom's topping lift and masthead sheaves are upgraded so can serve as spare main halyard. The list is long.

In construction, there's a crash bulkhead and watertight compartment at the bow. The stern with another, through which the rudder shaft runs, further protecting the yacht's integrity in the case of collision. The two steering wheels are on linked but separate systems in case one goes down. And if both do, the autopilot still steers ... and that's before reaching for the fourth option, the emergency tiller which hooked up with ropes attaches to the main winches, so really can be steered by for hours and thousands of miles.

As Jan-Pieter says, "There's always an electrical and manual system and solution for you to switch to. We need to make sure for our owners that our yachts are easily sailed with limited crew. And it's all about what if something happens? That's why we do what we do, the way we do. Always a solution, always a back-up. This is why we are different."

It's the long-standing philosophy at Contest Yachts, and this new Contest 56CS with its optional, genius bimini shows how deeply thought these advances are made before offered across the range. Next to receive this bimini option, the Contest 63CS, and then all new larger models.

Next level stuff, indeed!



NAME OF YACHT: **Steppingstone**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Icebergs, west coast of Greenland

Harald Hart says, "As the ice melts, icebergs take on all kinds of weird, sculpted shapes. They're often balanced on a knife edge, and when one collapses the remaining chunks wobble around for a while before settling into a new balance."



NAME OF YACHT: **Steppingstone**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Aappilattoq, Greenland
60°8'57"N, 44°17'13"W

"A small settlement right in the middle of Prince Christian Sound. As long as a ship of the Royal Arctic Line isn't alongside, you're free to tie up here. But once you sail further into the sound, that's when you realise what this is all about."



NAME OF YACHT: **Steppingstone**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Qoornoq, Greenland
64°31'12"N, 51°5'24"W

"Qoornoq is a tiny settlement with an abandoned fish-processing plant. If you follow the old railway line, you can wander around, discover and handle the rusted tools left behind. There's no dock for sailing yachts, so you anchor in a nearby bay where at night you might be disturbed by growlers drifting past."



NAME OF YACHT: **Vinco**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Urquart Castle, Scotland
57°19'26"N, 4°26'31"W

Karl Jansen says, "We had long imagined anchoring right here. Passing through the Caledonian Canal's 29 locks to a height of 32 metres above sea level and back down again is a unique experience. This 60-mile-long canal (some 93 kilometres), which connects the famous lakes of Loch Ness, Loch Oich and Loch Lochy, has something truly mystical about it. And the country and its people you should experience."



NAME OF YACHT: **Vinco**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Isles of Scilly, England
49°56'18"N, 6°18'36"W

"The Isles of Scilly were a highlight of our trip. A visit to Tresco Abbey Garden is a must. The garden was created in the 19th century by Augustus Smith around the ruins of a Benedictine abbey and is now a refuge for over 2,000 exotic species from the southern hemisphere and the subtropics – from Brazil to New Zealand, from Myanmar to South Africa. A visit to Star Castle on the neighbouring island of St Mary's is a perfect opportunity also to enjoy the picturesque landscape of the Isles of Scilly and experience the local cuisine."



NAME OF YACHT: **Polina Star IV**
TYPE OF YACHT: **Contest 85CS**
POINT OF INTEREST:
Anden Island, Norway
69°3'57"N, 15°10'8"E

An absolute wildlife haven, the tiny, remote, and essentially unpopulated 800x400m island of Anden is one of the few nesting areas for ocean-going seabirds in Norway. The island is famed also for its spectacular Anda lighthouse, Norway's last to be automated, in 1987. A bird-spotting paradise, numbers are staggering: puffins, shags, kittiwakes, razorbills, guillemots and sea eagles, plus a large seal colony.



NAME OF YACHT: **Polina Star IV**
TYPE OF YACHT: **Contest 85CS**
POINT OF INTEREST:
Tranøya, Norway
69°8'54"N, 17°26'23"E

Again, a tiny island with super nature, Tranøya this time provides a little human society too, with in the sole cluster of farm buildings and chapel, a unique wilderness and slow watersport experience offered by two sisters who established a guest house and retreat here. If lucky you'll see majestic eagles, geese on the meadows, wild sheep around the buildings, high-spirited otters, or even come face-to-face with an elk – king of the forest.



NAME OF YACHT: **Polina Star IV**
TYPE OF YACHT: **Contest 85CS**
POINT OF INTEREST:
Andenes, Norway
69°19'30"N, 16°7'11"E

In the Vesterålen archipelago, north of the Lofoten islands, Andenes is the main town on the island of Andøya which is comparatively populous having around 2,500 inhabitants, supported by tourism and its whale watching fleet. *Polina Star IV* followed these boats out and enjoyed great sightings including humpback and sperm whales. With for the region, the rarity of a small marina, *Polina Star IV* tied alongside here, in one of only two marina stops in the entire voyage.



NAME OF YACHT: **Vinco**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Mar do Inferno, Cascais, Portugal
38°41'32"N, 9°25'5"W

"The Mar do Inferno restaurant in Cascais, right next to the famous Boca do Inferno, is a family business that has been run by Maria de Lourdes Tirano and her two sons for 48 years. It offers a magnificent view of the Atlantic Ocean, fresh fish and a wide selection of seafood. Don't miss the homemade cakes for Dessert."



NAME OF YACHT: **Vinco**
TYPE OF YACHT: **Contest 50CS**
POINT OF INTEREST:
Carlingford Lough, Ireland
54°3'5"N, 6°11'32"W

"In the late 1960s, Peter Louët Feisser sailed into Carlingford Lough with his wife Anna and two chickens on a homemade wooden yacht. Enchanted by the natural beauty of the lake and Irish way of life, he went on to establish the now renowned Carlingford Oyster Company. During a tour of the oyster farm, we were able to taste 'Louët Feisser Oysters' and even meet Peter (now in his 80s and still involved) and his son and grandson. A unique experience."



SCAN QR-CODE FOR
COMMUNITY PAGES

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 Community pages on contestyachts.com



FOLLOW VINCO
ON INSTAGRAM

THROUGH TIME AND SPACE

With logbooks recording 20 years' yachting in the Baltic, Karl and Ute Jansen had owned both French and Swedish yachts, through time moving upward in both size and comfort. With better and bigger still ever in mind, discussions began with Contest a decade ago, leading eventually to the 2023 delivery of *Vinco*, their new-build, 15-metre Contest 50CS.

LEFT:
A super drone shot of *Vinco* progressing along the enchanting Caledonian Canal, a 100km waterway in the Scottish Highlands, designed by Thomas Telford, connecting the east coast (Inverness) to the west (Fort William).

RIGHT:
Karl and Ute Jansen happy at the helm of their new-build Contest 50CS *Vinco*, constantly en route to new adventures.



◀ **WHEN VISITING THE SHIPYARD** and seeing for the first time the open hull of their new Contest 50CS in early outfitting, experienced sailor Karl Jansen took a deep breath, then smiled: "My first impression," he says, "was, wow, what a huge sailing boat!"

Indeed, the step-up Karl and Ute were taking from their previous Najad 440CC to the Contest 50CS, two metres longer and a full metre more in beam, was suddenly made very clear. It certainly did have the extra space they had been looking for! And as to the handling of a yacht this size? Well, everything about Contest pointed also to this actually being a boat easier to manage. Karl began to relax.

THE PROMISE
Moving on through time, talking with Karl late last year, with 6,000 sea miles already under *Vinco's* keel in the two years since delivery – cruising to Norway then westabout Britain and then to the Med – Karl has found the truth in the promise. "Despite her size, this is such an easy yacht to sail and manoeuvre," he enthuses, "easier even than both the smaller Dufour and Najad before."

Karl's priority for easy, hassle-free operation led him to select several key options: both stern and bow thrusters, in-mast mainsail furling, lightweight aluminium spars, North 3Di sails, and the ultra-simple Helix top-down

furling asymmetric reaching sail at the bow. Together, a combination now well proven, with Karl and his usually short-handed crew sliding into shallow, tight berths that such boat-size might otherwise preclude. "When we were first in the Baltic, a lot of people would say, ooh, 50 feet is very big to get into our smaller harbours, but we had no problems, we'd find the space and manoeuvre straight in! Size never an obstacle."

TWO MODES
Through the years, as with so many families, enthusiasms change and differ, and Karl now sails in two modes: friends for passages, and family for destination and finer weather

pleasures. The Contest 50CS, Karl says, serves everyone and each purpose exceptionally well.

“It’s all so easy: the electric winches, the furling systems and, inside, the induction cooker, washing machine. All these comforts on board. You could live on the boat. And that was part of our reasoning. You can think about a small holiday home,” Karl explains, “or a bigger boat!

“Also, with that holiday home you have to decide that’s where you want to be, and I never can settle with that thought. So, the decision was for the bigger boat and everywhere we go a new and different sea view!”

DISCOVERIES

As a keen foodie, a good kitchen aboard was a real boost for Karl who puts *Vinco*’s “super galley”, as he describes it, to full, frequent and very much appreciated use. Sailing out of the family’s longstanding, charming homeport of Eckernförde to the west of Kiel, in their first 2024 season with *Vinco*, it was seafood of all sorts all the way around Denmark, up through Sweden’s western archipelago and on to Oslo in Norway. Then early last year it was away up the UK’s east coast to Scotland for a westbound transit of the Caledonian Canal. The discovery being not just sailing for the first time new tidal waters so different to the Baltic’s current-free seas, but the apparent lack of lobsters where they might be most expected!

“After Scarborough which was delightful, and Newcastle and Edinburgh where we played some golf [with Amble and Holy Island between] we went into Peterhead, Scotland’s biggest commercial fishing port. Not a pretty city but we asked the harbour master where we might get lobster. Surprising us, he said

‘It’s all so easy: the electric winches, the furling systems and, inside, the induction cooker, washing machine. All these comforts on board. You could live on the boat.’

KARL JANSEN

RIGHT:
Vinco tied up alongside in Inverness high on Scotland’s east coast, and the eastern gateway for the Caledonian Canal.

FAR RIGHT:
The western exit of the Caledonian Canal near Fort William presented *Vinco* with Britain’s longest staircase lock, Neptune’s Staircase, built in the early 19th century with its eight locks raising the canal by 20m over just 450m in length.

BELOW:
A sunrise arrival in England’s Scarborough threw interesting light on *Vinco*’s first UK landfall. The hunt for fine lobsters then soon began, with Peterhead in Scotland the first find for some truly fine dining aboard!

that’s not possible at all, everything, all fish here goes abroad. But wandering the dockside I saw a door open and lobster tails showing. I put my head round and asked if they might be for sale ... and came out with six big lobsters. Back onboard they made good meals for days!”

Leaving Peterhead and subsequently Inverness, after a quick break home, Karl and crew went on to enjoy the Caledonian Canal, “Beautiful and much like sailing the IJsselmeer,” he says, before reaching the west coast, the intention being the Outer Hebrides but bad weather suggesting the Inner islands a better idea.

SPIRITED TIMES

More golf, good fresh produce and very friendly folk. Extraordinary encounters, too. Including a rare whisky moment unfolding right in the lock at Inverness when conversation with a passerby admiring *Vinco*’s lines turned to whisky talk and one crew member’s particular love of Springbank malts. To this, the onlooker opened that his brother-in-law was a long-time employee at that maker’s distillery in Campbeltown – away over on the west coast. With the air fizzing, a phone call was made!

Springbank really is an exceptional brand, family-owned like Contest Yachts, and when Karl and crew later reached Campbeltown, the personal welcome and experiences awaiting them were simply extraordinary. Just goes to show: sometimes the best journeys are measured not in miles, but in moments – and good malts!

The route they’d taken through and down south to Campbeltown included the picture





LEFT:
The fortified walled town of Concarneau sits on one of Brittany's most beautiful bays and is a popular stopping off point.

FAR LEFT:
A fine and balmy summer's day for *Vinco* at anchor in St Mary's Bay, in the Isles of Scilly.

FAR LEFT BELOW:
Despite a relatively modern face, Cartagena in southeast Spain has a fascinating history dating back to early boom time in first century BC, and is home to intriguing Roman ruins.

LEFT BELOW:
Beautiful Cabrera, the small, uninhabited island and nature reserve to the south of Mallorca made for a perfect, peaceful anchorage towards the end of *Vinco's* travels for 2025.

IBERIAN TREASURES
While stopping over in Porto a day trip by train was taken out to the Douro Valley and its wineries. "There are some amazing wines to be enjoyed there, with around 200 varieties of grape," says Karl, who in the day's process discovered a new signature drink for onboard *Vinco*: chilled white port with tonic and a slice of orange.

"Delicious!" says Karl with a very keen smile. "Then from Porto, we went to Cascais, close to Lisboa, where we spent an unplanned five days because of the aftermath of the cyclone in the Caribbean bringing big waves and wind. We had time for this, though, because of our early start across Biscay, and we spent two days enjoying Cascais plus another two in Lisboa, one with an excellent private guide who I'd met before. In these days we ate a lot of fish, shellfish and lobster. It was really nice."

As forecasts improved it was time to move on to Sine and Belixe Ensenada before turning the bottom corner close inshore in shallow waters for Lagos and then the Algarve's Portimão, Albufeira, and Faro's Olhão, before entering the Strait of Gibraltar.

postcard setting and anchorage of Urquart Castle, then Fort Augustus, Loch Lochy, Corpach, Oban, Tobermory, the beautiful Claggain Bay on Islay, and after Campbeltown across the Irish sea to Belfast and Bangor Marina where Karl settled *Vinco*, ending the second section and fortnight of this UK tour.

It was then a few weeks back home in Hanover, before at the start of August the next stage of the voyage southward began, via Brest, Biscay, and Gibraltar, on up to Valencia and ultimately across to Palma. First for Karl and friends, of course, came a seafood distraction and visit to the famed Carlingford oyster farm en route to Dublin's harbour of Dun Laoghaire!

Next shout of land was for the "Scilly Isles ahead", resplendent in fine weather, and for a couple of overnights at Hugh Town and St Agnes. Thence on to Brest where Ute joined Karl for two weeks aboard, cruising locally around Concarneau, Audierne, Quimper, Belle Île and the Îles des Glénan.

With a change of crew and a sudden good weather window, it was then straight across the Bay of Biscay, earlier than anticipated, wind abeam and sailing an extra 10° west for orca avoidance in depths exceeding 4,000 metres, before turning for a 90° approach into Porto.

"Sailing the leg this way, we had no contacts with the orca," says Karl, "but we had seen two before when between Brest and Belle Île with Ute. There was no issue, though, there."

With this section of the trip high in mind for its orca activity, Karl had invested in a Whale-Pal, a towed deterrent device emitting reportedly off-putting sounds. "We used this in conjunction with the orca spotting app, which the community keeps freshly updated so you can see recent and current sightings, which at our time were up on the Galician coast, and you can inform your way from that. Anyway, we saw none as we came through. Everything was fine."

Following the Spanish mainland coast, the Costa del Sol with its towering hotels and overcrowding didn't tempt, except for a single stop at Benalmádena, south of Malaga. Further east, the charms of Cartagena on the Costa Cálida captured *Vinco* for two days, while the crew explored and enjoyed the enchanting old town.

Then next, hops to Alicante, Dénia and Valencia where, with *Vinco* settled for a short break, all aboard headed home, Karl rejoining 10 days later for a pleasant last overnight crossing to Palma where Ute and the family came aboard before the October regatta that had always been a target in Karl's mind – the 2025 Sevenstar Contest Meeting Mallorca.

A grand finale to a fascinating and fabulous 20-week cruise. And the start for the next while of more leisurely adventuring around the Balearics and Western Med.





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SCAN CODE
FOR VIDEO

ICED DELIGHTS

Adventuring last summer into the far-northern world of bergs and bears, Harald Hart found in Greenland a challenging and fascinating destination for his faithful Contest 50CS *Steppingstone*.



SCAN CODE
FOR VIDEO



◊ **WHEN LONG-DISTANCE SAILORS DREAM** of new horizons, Greenland tends not to top the list. And it's fair to say that more folk have ascended Everest than yachties have landed on lonely, ice-bound Greenland. Harald Hart is now one of the few, after last summer's compelling 10-week cruise out of Medemblik, NL and back.

With hardly a stop en route, the crossings were long, and as is Harald's way, these were sailed with just himself aboard. "It's not so easy getting crew for trips like this," he says, shrugging off the suggestion that it really is quite something to sail a voyage such as this alone.

"With crew there's always so much to organise, and a lot of trialling to know if they're right. I didn't have the extra time for that, and with my prior experiences, sailing by myself around Norway, UK and then Iceland, I am at ease managing alone. I did, though, ask my wife Marion, many times, but ocean crossings are not for her."

Not to be deterred, Harald's enthusiasm abounds, as the Iceland circumnavigation of the year before nicely demonstrates. At that time, Harald had first intended to sail north from Medemblik only to the Faroe Islands, exciting as that is, but then the pilot book tempted him on ... and on. And as he says now, "In Iceland, I felt as though I could almost see Greenland. Back home that winter, I dived into the pilot books, read about explorers like Amundsen and Nansen, and joined Facebook groups following voyages around Greenland and through the Northwest Passage. And I became increasingly fascinated."

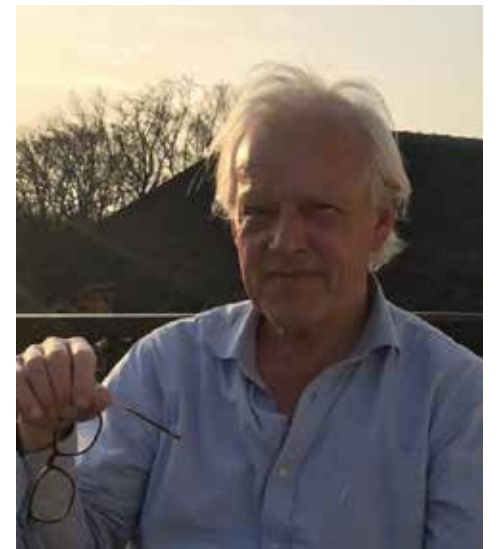
RIGHT:
Steppingstone's
adventuring owner,
Harald Hart.

LEFT:
Steppingstone alongside
the small dock in
Paamiut on Greenland's
west coast.

ABOVE LEFT:
Harald waves from the
foredeck to Marion as
they meet in Nuuk, with
Steppingstone in the rare
situation of meeting
other yachts.

ABOVE RIGHT:
A typical, open water ice
encounter west of
Foeringehavn, just south
of Nuuk, nearing 64°N.

PREVIOUS PAGE:
The mountainous, rolling
panorama when cruising
through the Brede Fjord
in the region of
Qaqortoq.



READY, SET, GO

Then primed, provisioned and departing Medemblik in June last year, Harald's plan was for a single long hop directly to Nuuk on Greenland's west coast, in and out of which Marion would fly for a fortnight's cruising the local sounds. Six days out, though, nearing his familiar Faroe Islands, a nasty North Atlantic storm swept in, encouraging Harald into a precautionary two-night halt, sheltering off a small island south of the archipelago's capital, Tórshavn. Then, with 650 nautical miles done, and refuelled and refreshed, Harald set off on the next, challenging 1,850-mile leg, onward into the icy delights awaiting.

"It's a long passage," says Harald in understated tone. And it is, indeed. One for which the specific course is determined by factors including not just the prevailing weather, wind direction, and sea conditions, but in addition a rather critical safety consideration – skirting around icebergs.

"Essentially, you're sailing the great circle route in a north-westerly arc passing to the south of Greenland for the shortest passage. But in June there's still a lot of ice, so you keep 100 miles from the coast, which adds a lot of time, before turning north up the west side towards Nuuk. From here there were big headwinds, and also the need for extra caution because of the fog."



Fog is a big issue. “Unlike the Iceland trip when I had dense fog day after day, it’s different. Here it can just appear, then as quickly disappear, and can easily confound,” says Harald. “Having turned north, I saw something in the fog that I thought was a freighter sat still, a big ship at anchor maybe, but so far from the coast? Then suddenly I saw a growler. Oh, yes, this was no ship, it was an iceberg. My first. Fantastic, it was so big! It was the middle of the night, still light and only a slight, not total fog, so I could see. But then I thought, it’s not good to sail here anymore, so I hove to, to keep my distance from the ice and to sleep a few hours until the full morning light.”

Harald continued on his way to Nuuk, arriving 21 days out from Medemblik, and now ready

for anything. “After that first encounter, there were many more ice bergs, and you learn how to pass them but also how near you can go. With nine-tenths under the water, you learn that if they’re steep-sided, they are wide underwater, and if a growler, flat on top, its sides beneath then are steep.

“Going in and out of the many fjords (or sounds, as they say) on the way, it was fantastic! You’d see a growler here, a growler there, everywhere bergy bits and ice bergs. The colours of the ice! And it’s so quiet, so still. Nothing happening, nothing moving, not at all. Then in quarter of an hour look again. Everything has changed, moved. But you never ‘see’ them moving, which with their undercarriage is by influence of tide more than wind.”

And that makes for interesting anchoring, calculating just how the seascape might change through coming hours.

ICE COLD CALM

“You must learn to place yourself in an anchorage where ice won’t settle or strand. I might plan a day’s passage ahead, but I’d not choose where to anchor until a couple of hours before.

“I was in one sound after a long day, and so sleepy I thought where can I take a power nap? It was very deep, but I located on the chart a shallower spot to one side three miles further in. Yet when I arrived it was already occupied ... by a big iceberg! With my options limited, I went back out to the middle of the sound, furling sails, stopped the engine and slept for ten minutes floating free.”

Sleep for those sailing alone has to be optimised according to risk. Harald is lucky that he can sleep instantly, waking as necessary, usually refreshed, using radar and AIS set with range alarms as alerts. “In the North Sea with all its shipping and windfarms it’s difficult to sleep more than 20 minutes, but west in the Atlantic it’s empty and I sleep longer, perhaps 30 to 90 minutes. I managed to sleep enough every day this trip. Small portions. The problem is more when there is much wind because it is then physically not so easy to sleep.”

And where some may over-stress sailing alone, Harald has control. He talks of the classic bell curve, keeping within the middle section, never overwhelmed, just energised by manageable pressures. “I keep myself pretty calm. I’m more anxious ashore than on the boat. I find carrying my grandchildren upstairs more worrying!”

This calm, Harald achieves through pre-thinking thoroughly potential and possibilities. “Study the charts, the pilot books, use the internet, I have Starlink aboard, it is excellent. Always come in and lie alongside, or at anchor, never between poles or piles. Always leave the anchorage before the winds come, it becomes harder or even impossible to lift the anchor in the bigger winds. Carry less sail, don’t over press. Avoid difficult situations.”

Sometimes, though, circumstances prevail. Harald explains, “I’ve anchored a lot in Norway, Iceland and so on, but Greenland is something else. The bottom is so smooth, ground away by the glaciers, so the holding is not so good. You learn differently how to bed your anchor in using reverse: not high but lower revs, or it will trip. But you can fool yourself you’re safely dug in. Several times I found myself in the middle of the night crawling over the cold deck in my underwear to relay a dragging anchor!”

Where possible Harald preferred by far to tie

securely alongside, at times taking advantage of docksides vacated in the scheduled absences of programmed commercial shipping. Also, occasionally alongside rarely found other visiting yachts. The most Harald ever saw in one location numbered three, and that’s including his *Steppingstone*. And by Marine Traffic never more than five in a 100-mile radius.

SOCIAL SAILING

Docking in Nuuk, Greenland’s capital and gateway for air and sea, Harald rejoined society of sorts – and was also soon joined by Marion. A fog-halted flight and unplanned overnight stay made her a day late for her birthday, but now aboard *Steppingstone*, she was ready for a leisurely cruise into the unusual. But not before dealing with local eccentricity: the harbour demanded seven nights’ payment for one night’s stay.

Taken aback by the demand, Harald negotiated but was told straightforwardly that this is a commercial harbour, not a place for yachts ... and there are rules! Then the pair agreed a deal: Marion would adjudicate on the 7:1 ruling – and wisely, she favoured compliance over a promised trashed reputation as they cruised on to other harbours! So, full payment was agreed, and on departure in the morning, there were flowers for Marion from a happy, smiling harbour master, who on their return for her

ABOVE:
In a voyage full of quiet beauty, Harald most enjoyed time in the super scenic Prince Christian Sound.

NEXT PAGE:
On the way through the long Sound, ancient glaciers and tumbling waterfalls cascaded into the wonderful, chilly, blue-toned waters.

drop-off two weeks later not only accepted their lines with no fee, he also drove Marion back to her hotel. A man with rules, but also a heart!

“The people are very kind,” says Harald. “Kind but quiet, shy perhaps. I’d arrive in small, isolated places with just a few homes, brightly coloured, for maybe 60 or 70 people, and often you’d see no-one. Occasionally, though, someone would walk down to see the boat and talk a little. Or you’d talk in the local grocery store; small yet still selling everything from bread to batteries.

“One time we walked through a little harbour village and came across two men who we

‘I’ve anchored a lot in Norway,
Iceland and so on, but
Greenland is something else’

HARALD HART





ABOVE:
West of Arsuk, Harald finds again uninterrupted space and peace to stay awhile at anchor in surroundings feeling perhaps as the first yacht to do so.

BELOW LEFT:
Moving east through Prince Christian Sound, Harald brings *Steppingstone* alongside the dock in Aappilattoq, population 100.

BELOW:
In a rare pre-arranged rendezvous, Harald docks in Ikerassuaq in the eastern end of the Sound for a hike to a meteorological station with the added adrenalin of knowing polar bears had been sighted that morning.

talked with. One invited us home where we met his wife and a friend and enjoyed a cup of tea together outside all dressed up against the chill. It was interesting, how they live, their history: there was once a factory there but that had closed, so now there's only fishing, and holiday homes for people from Nuuk. It's a poor country. There's a disappointment they don't get more help."

It's also a land very difficult to move around. There are simply no roads between towns and villages, transport is only by boat, plane or helicopter, and one supposes in winter snowmobiles.

The waters are also poorly charted. "Not so good," says Harald, "especially the depths. In one sound when I tried setting the anchor alarm on the chartplotter, *Steppingstone* showed as being on the land!"

Harald also encountered a much unexpected experience in these cold waters. "On my way back down the west coast, on a slow 25-mile transit through all kinds of ice: bergs, bergy bits, growlers, an alarm suddenly screamed, the engine stopped and wouldn't restart. It was overheated. Checking lines and filters, there was nothing. Then I thought of the impeller. It was new so should be fine, but I opened the housing and was so surprised, all the blades were stripped clean-off in miniscule pieces.

"Then I realised. On our way, every now and then an iceberg would collapse, cracking with a roar, shooting misty clouds of ice into the air, with then a flurry of ice powder falling

into the sea. And over time with *Steppingstone* pushing on through iced waters, the cooling system had been sucking in these minute diamond-sharp particles that slowly, totally abraded the blades."

A real eye-opener for Harald who, with impeller replaced, set off again, wary now of this unexpected new risk.

JUST THE BEST

Turning for home and leaving behind his wonderfully named, high Scrabble-scoring west-coast stopovers – Narsaq, Qaqortoq, Paamiut and Arsuk – Harald entered Prince Christian Sound, choosing its 60-mile inland passage to cut the long corner around the southern coast. "This was the nicest part of Greenland – fantastic," he says. "Glaciers dropping from high mountains into the sea, waterfalls everywhere, and channels wide enough to sail among the bergs. It was so special."

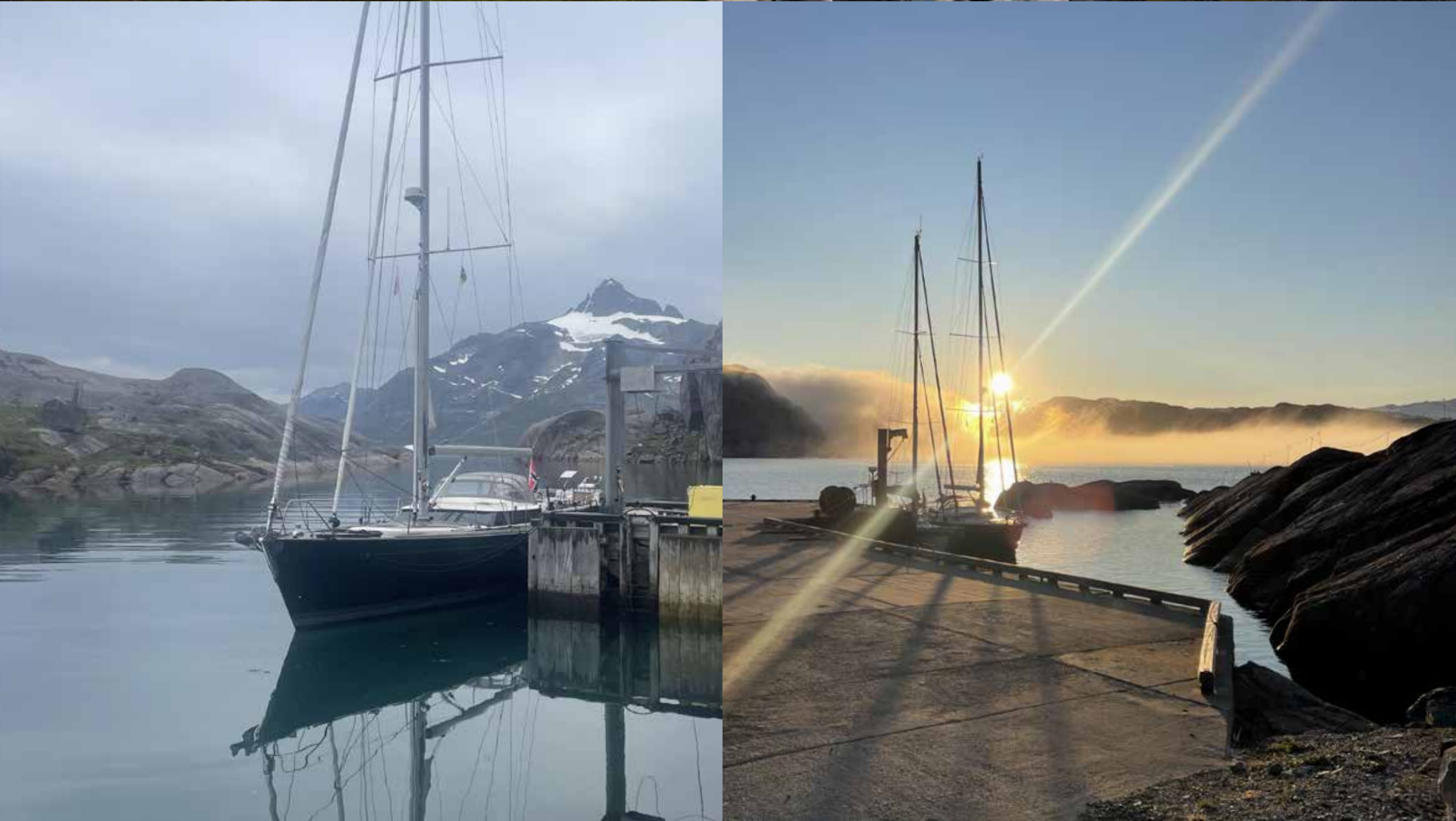
Overnighting in Aappilattoq, a tiny settlement of perhaps 70 homes in the middle of the sound, Harald tied up alongside the one other yacht in the harbour. Beers were soon shared with the Norwegian owner and Belgian crew, and a plan formed: a rendezvous the next day, at the eastern end of the sound in Ikerassuaq where a meteorological station stands high above the anchorage, offering the promise of an interesting hike.

Once settled there, Harald and the much younger Belgian set off to climb the steep, stepped hillside.

"He carried a gun because there were polar bears about and we'd heard shots earlier," Harald says. "He was much faster than me, and not so easy to keep up with. I'm generally fit, I run a lot, but I'd had little exercise for weeks and when we found the station closed, he wanted to press on while I chose to head back. But now going down alone, all I had for protection was the little bear-horn lent to me. I tell you, I looked as I could behind every rock for bears! Later, we shared a whisky and had a good laugh. But I must say, having bears around, well, I'm not familiar with that!"

Now ready for home and popping out of the sound, for Harald it was another six days and 1,100 miles back to Tórshavn, and then a short 300-mile hop to Norway's Bergen and a brief stay in Stavanger before the last leg home, to the welcoming and super familiar Medemblik and Marion!

What's next? Only one man knows!



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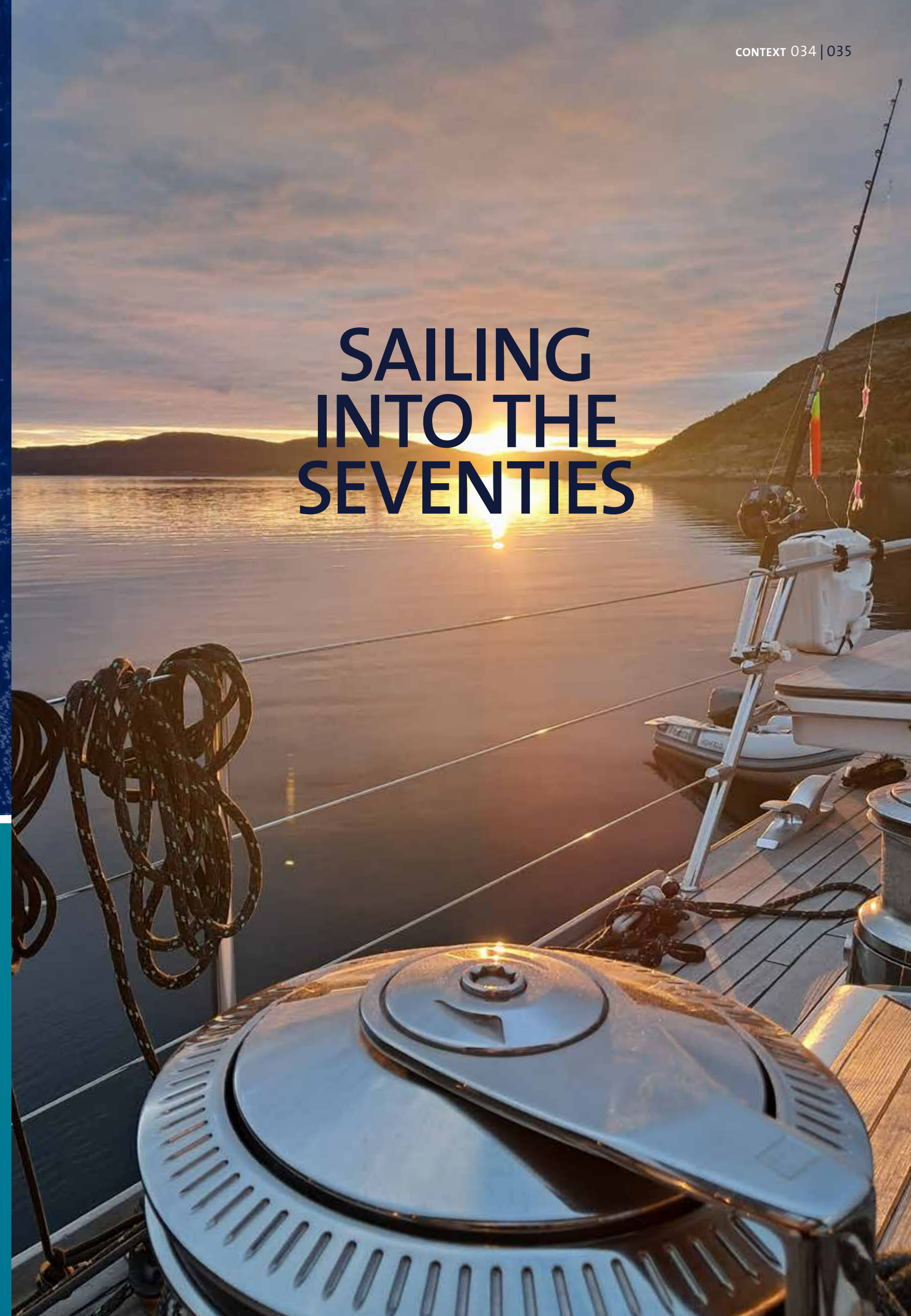
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SAILING INTO THE SEVENTIES





Professional yacht captain Alessio Cannoni has sailed close on 150,000 miles. Last summer he added a further 10,000, skippering his longstanding command, the 26-metre Contest 85CS *Polina Star IV*, from Italy's Tuscan coast right up to the top of Norway and back. All in under five months.

➤ **SAILING INTO THE SEVENTIES** might set one to thinking of age or era. For Alessio Cannoni and *Polina Star IV*'s owner it has a very different meaning. It represents instead remote high latitudes, all the way 70° North, and Norway's crazily scenic, wild and isolated islands and fjords, scatter-bombed around the legendary North Cape.

Polina Star IV is a vessel well set for adventure. It might be remembered from previous stories how this flagship Contest 85CS, launched in 2019, was configured in a very particular, expeditionary manner. Sea safety and survival, and manual autonomy and redundancy of all systems aboard, the absolute priority. And

nothing came onboard that Alessio could not repair or replace at sea. A philosophy shared with his active sailing owner and developed through extreme situations experienced. Coincidentally, at the time of this writing, he's consulting on another such outfitting at the yard, of a similarly themed new Contest 63CS.

Alessio is also a firm believer in having only a sailing yacht that can "actually sail", and by that he means in all weathers including zephyr-light winds. And that's what the Contest 85CS also offers.

"Any yacht can sail fast in 15 to 25 knots of wind," Alessio says, "but honestly, that's

always a little uncomfortable with the wave movement and heeling. A few hours are enough. If you want to eat, sleep or shower it's not relaxing.

"The answer is a lightweight yacht design and a large number of sails to choose from, offering the option of sailing well in both 5 and 50 knots. In storms you can reduce the sail plan, while in light winds, big sails allow you to sail fast and flat – comfortable enough for that shower. Now, that is both relaxing and fun. And with the help of our huge sail locker, we sail 70 to 80 per cent of the time, the reverse ratio of most!"

A point proven very early in this voyage.

"Before leaving our home port, Punta Ala in Tuscany," Alessio says, "the target had been to deliver the boat straight to Tromsø, in the north of Norway, where the owner's party would board. But plans changed and he and his wife joined me and my crew of one at that stage for the first part of the trip."

So, going more slowly there was first a stop in Corsica's Bonifacio for two nights. Then a crossing to Menorca, gently under gennaker in the forecast's very light airs, grateful again for those original commissioning decisions for a lightish yacht with big sail plan.

A water pump had failed, replacement rather than repair was required, and motoring was off the menu. But no problem. Drift-sailing, dinghy fashion into the Ciutadella anchorage on the island's north-western tip at nightfall, all was good, and a couple of days later, with replacement parts delivered and fitted, it was off to Mallorca, Ibiza and Formentera, before heading to the mainland and Dénia where the owner and his wife disembarked for home.

AND SO IT BEGAN

And so, the delivery now accelerated, sailing out through the Strait of Gibraltar and up to Cascais, picking up another, regular crew

ABOVE LEFT:
Chilly waters as
Polina Star IV pushed
northwards beyond
the Arctic Circle.

ABOVE MIDDLE & RIGHT:
In such high latitudes,
the long hours of sun
and frequent calm
gave plentiful time
for reflection on the
wildness of the region –
alone but never lonely.

member there. Alessio choosing always to have three aboard for longer passages, for which this next leg certainly qualified. From Cascais, it was 12 days non-stop to Bodø just north of the Arctic Circle on Norway's coast.

Alessio's routing included first hugging the coast through the Strait and up the Spanish and Portuguese coasts, minimising risk of encountering the infamous, rudder-hungry orca pod.

"You have to be quite careful crossing this area. So, what we did was wait and then cross by Gibraltar during the night. There was a strong east wind, something like 30-35 knots,

'Alessio is also a firm believer in having a sailing yacht that can "actually sail", in all weathers including zephyr-light winds. And that's what the Contest 85CS offers.'

so along the Spanish coast it would be from our side, from the shore. So quite comfortable sailing going along the coast.

“The strategy that seems good to use to avoid meeting with this strange family of orcas is to stay in very, very shallow water. It’s recommended to stay inside the 20-metre bathymetric, but I think it’s quite dangerous to go so close to the shore during the night. So, after Tarifa, I dropped the anchor, waited a few hours for the sunrise, and then we sailed in the day because, of course otherwise, if you go in the night, you can also catch fishing nets and other stuff.

“That’s maybe not so dangerous as the orcas, but it can be trouble. So, we did this part from Tarifa to Cadiz along the coast in very shallow water, and then from Cadiz we went straight to Cascais, and it worked.”

MORE WELCOME ENCOUNTERS

The next routing decision led to an encounter of a very different kind.

“In the beginning we thought to pass west of the UK,” Alessio says, “but in the end for

BELOW LEFT: Dotted along Norway’s rugged shoreline, cute cottages and small coastal communities appear, here within reach of Tromsø.

BELOW MIDDLE: The island of Værøya in the Lofoten archipelago made a great anchorage for *Polina Star IV*, good for hiking, rich in wildlife and a perfect stopover for northern lights and midnight sun.

BELOW RIGHT: A view typical of the Lofoten Islands, renowned for rugged mountains, sheltered bays, and small fishing villages.

ease with the wind we went through the Channel, and there was a nice moment when we saw just a mile away the foiling IMOCA *Malizia-Seaexplorer*. Onboard were my friend the Italian sailor Francesca Clapcich, together with Will Harris, out on a qualifier for their upcoming two-handed Transat Café L’OR race. We talked for quarter of an hour as we passed. That was nice!”

And especially so because with his mixed professional roles, Alessio has himself logged several thousand miles on these flying beasts.

Working their way north beyond the UK, while yacht sightings diminished, wildlife burgeoned: seabirds, mammals and all. And the nature of what once worried, now turned to wonder: orcas as extraordinary, peaceful performers.

“Going up Norway, about 100 miles from our landfall destination Bodø, we had a beautiful meeting with a family of killer whales. There were maybe six of them, male, female, and we spent more than an hour sailing together, up and down and following. It was so nice.

“Yes, along the Spanish and Portuguese coast there is this family of orcas who enjoy breaking rudders, but that is not normal behaviour. Orcas are friendly, exactly like dolphins. A YouTuber I met one time sailing on the IMOCA 60 *Prysmian Group* was just recently in Tromsø, swimming and filming among the orca and megaptera, humpback whales, with world champion freediver Alessia Zecchini. It’s a tourist thing, too, boats taking people out to swim among them.”

Extending the thought back to the Iberian whales, Alessio says, “I don’t think it is an aggression from those orcas. It’s unfortunate and expensive but I believe it is play. For them the boat is just funny floating stuff with noisy creatures onboard. If I’m not wrong, in one encounter someone fell in the water, but the orcas, they didn’t touch him. At this moment it seems much easier to understand the mentality of orcas than the mentality of people on this planet.”

WINGS CLIPPED

Arriving in Tromsø in late-June, Alessio’s two crew flew home, replaced by his partner Monica coming aboard, and joined now by

Polina Star IV’s owner and wife. Sailing by day and anchoring by night among the very many fjords and islands, the exploration began ... under the strict vigilance of the Norwegian authorities.

Alessio explains, “It is standard procedure and mandatory that every boat over 15-metres in Norway has to communicate every day the sailing plan, including the intended overnight stop before the next day’s outing, which again needs submitting.

“Every day, every night you have to declare what time you will lift anchor, and what time and the exact position you will drop your anchor. It is annoying because you do lose a little of the magic and freedom of looking around and saying, oh, this is a nice bay, let’s stay a couple of days. You cannot do that anymore, you cannot improvise. But in these digital days you can easily have a lot of information about places you might go. With Google maps you can even see and interpret the shape of the surrounding mountains.

‘At this moment it seems much easier to understand the mentality of orcas than the mentality of people on this planet.’

ALESSIO CANNONI





“So even if you have never been before where you’re going, you can understand in advance quite effectively whether it is a good place for safe anchorage or not. In any case, in our two months in Norway, it was maybe only once I chose and arrived somewhere I didn’t appreciate. Always we were anchored in a safe, nice place. You do just have to respect these procedures; if you break these rules they can be very severe.”

With the yacht’s owner a keen fisherman, and Alessio telling tales of hauling out cod and other stock, fish after fish, within minutes of each other, they have a good fish finder onboard. But it’s not just about fish.

As Alessio says of this kit, “The sounder helps show the form of the bottom and when you get used to it you learn to recognise where there is sand with seagrass on top, or just

clean sand which is where you’d choose to anchor, without damaging the grass or risking dragging at night.”

Big winds were rare, and the waters of the fjords and inter island passages largely protected by the mountainous terrain. And following Alessio’s philosophy, day sails really were as they sound.

“Norway is a fantastic place for sailing. Many people say, oh, but you have to motor a lot because of constrictions. In reality though, the fjords and passages are plenty wide enough to sail even with gennaker and for gybing. Also, with such flat waters you don’t need a lot of power to move at a reasonable speed of five or six knots, so you can keep an extra reef in the main or use the staysail instead of jib. You can always sail. Forget the motor. In fact, it’s just a fantastic place for poor sailors!”

There was one limitation though, for a yacht of this size at times there was need to sail around, not between, islands with the mast height of 35 metres precluding passing under many of the bridges linking land to land.

BEST LAID PLANS
While in the Tromsø region, plans were laid, and the appropriate hires made, for a licensed, guided voyage out to the Svalbard archipelago

and its polar bears many more miles north at 77°+. But circumstances led to cancellation, and more time was spent instead navigating the Lofoten and Vesterålen archipelagos with their extraordinary geology and entrancing exposure to seeming millions of puffins, flights of many eagles simultaneously in the air, and so many other avian wonders.

Come mid-August the owner’s party departed via Tromsø and, once rested and reprovisioned, Alessio soon arced *Polina Star IV* southward. It was mostly upwind back down the Norwegian and North Seas into the Channel, but still comfortable as sailed in Alessio’s practical, conservative cruising mode, making light of otherwise adverse conditions. No need to press, instead relax and fully enjoy life aboard.

With the threat of Hurricane Gabrielle’s tail tracking up the Channel, a forced stop of a few days was taken in Dieppe, before heading on, anchoring one night near Brest, waiting for the right wind shift to cross Biscay in the reasonable conditions then enjoyed.

Approaching Cape Finisterre, though, a mass of discarded fishing gear ensnared keel, rudder, prop and shaft, so on they limped overnight into the bay on the southern side of the Cape where in the early morning Alessio dived with tanks to successfully clear the mess.

ABOVE LEFT:
The historic area of Tranøya, a tiny island in the Solbergfjorden, with these its only buildings: the church and, originally, a farm now guest house.

ABOVE RIGHT:
Andenes in the Vesterålen archipelago: when the fog sets in, it really does, and makes tying alongside much preferred over swinging on anchor. On clearer days it’s a great place to join the whale watching boats.

sportboat championship, demonstrating a markedly different sailing prowess.

And then it was back to home port Punta Ala in Tuscany, another season well sailed, and with Alessio’s philosophy again well tested and proven. Memorable moments are naturally many but one of the quirkiest was undoubtedly the night-time operation of swinging a failed washing machine from the boom into the dinghy, then later reversing the process, hauling its replacement back aboard under starlight.

“You should have seen the faces of people looking at me arriving in the marina with the washing machine on top of the tender!” Alessio laughs.

Resourceful is the word that comes to mind!



SCAN CODE FOR
POLINA STAR IV -
THE FULL STORY

‘Norway is a fantastic place for sailing.
Many people say, oh, but you have to
motor a lot because of constrictions.
In reality though, the fjords and passages
are plenty wide enough to sail even
with gennaker and for gybing’

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SEEING BLUE GOING FOR GOLD!

Launched in 2024, Contest 63CS *Blue Vision* was commissioned to race as well as cruise in ultimate bluewater comfort. And in 2025 she certainly did race – and very successfully, taking the podium in three premium regattas. With the performance option of a taller rig and deeper keel, she and her crew proved this set-up is so perfectly suited to both roles. Turn the page to discover more.







On this spread we see *Blue Vision* and crew powered up and podium-proud scooping 1st in the Maxi Beta class at the prestigious Loro Piana Giraglia. The previous spread tracks *Blue Vision* to 2nd spot in the Sandberg Palmavela, and the next spread traces the way to winning all four races in our own October regatta, the Sevenstar Contest Meeting Mallorca where another three of our nine 63s to date were also racing.

Just like the 63CS model itself, well done *Blue Vision*, you're a real winner!

SANDBERG PALMAVELA 2025
LA LARGA - OFFSHORE RACE
 25-29 APRIL 2025
 2ND PLACE

LORO PIANA GIRAGLIA INSHORE
MAXI BETA CLASS
 7-10 JUNE 2025
 1ST PLACE

SEVENSTAR CONTEST MEETING MALLORCA
 2-4 OCTOBER 2025
 1ST PLACE







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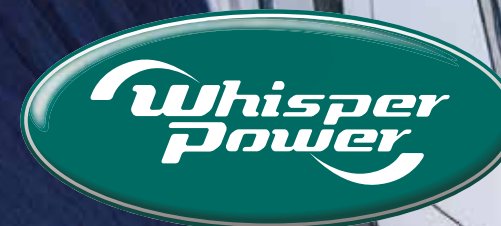
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SCAN TO WATCH
THE AFTERMOVIE

The Sevenstar Contest Cup 2025

In at times challenging conditions, the 2025 Sevenstar Contest Cup, sailed out of Medemblik 6-8 June proved the truth of that adage there's no such thing as bad weather if you have the right kit ... and yacht!

THE SEVENSTAR CONTEST CUP
IS SPONSORED BY
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Split between three classes, the 21-strong fleet enjoyed two good races on the Saturday in variable winds and another in stiffer breeze on Sunday, delivering overall wins to
CLASS 1 (>40ft) Contest 42CS *Beluga 2*,
CLASS 2 (>40ft Classics) Contest 50CS *Astridr*, and
CLASS 3 (<40ft) Contest 37 *Stella Maris*.

A great weekend: challenging, all consuming, and confirmation that Contest yachts can handle whatever crosses the course!

COME AND JOIN US AGAIN, OR FOR THE FIRST TIME OF COURSE, THIS YEAR,
 5-7 JUNE 2026, MEDEMBLIK, NL.



The Sevenstar Contest Meeting 2025

THE SEVENSTAR CONTEST MEETING
IS SPONSORED BY

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SCAN TO WATCH
THE AFTERMOVIE

Hosted at Puerto Portals through 2-4 October, by day at the Sevenstar Contest Meeting it was keen yet friendly challenges, and afterwards relaxing, fun evenings.

With the regatta's winds following the standard Mallorcan mantra of wait until the sea breeze builds, the fleet lapped up the first day's three short courses, and then the second day's 18-mile coastal race.

Contest 63CS *Blue Vision*, played the perfect hand, placing first in all four races, followed by *Sunshine ELVI* another 63CS, with three seconds and one third placing. Contest 55CS *Khione* placed third. Beyond the podium, the trophies were many more, reflecting the fun and camaraderie the Contest family enjoys.

So, an excellent weekend!

**COME AND JOIN US AGAIN
1-3 OCTOBER 2026, MALLORCA**





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From builder to broker

When it comes to pre-owned Contest yachts, there's no brokerage house more knowing and experienced than Contest Brokerage. We're where the yachts are built. We have full first-hand access to the creators, makers, and engineers of all Contest Yachts. And we have now been providing these dedicated brand-specific brokerage services for more than 30 years. Here the team tells of its unique, totally personal service.

AT YOUR SERVICE

Contest Brokerage is a member of the Association of Shipbrokers and the HISWA yacht brokers' section and provides full services through survey and valuation, insurance, finance and ship's registration, with supervision of VAT statements. Our marketing strategy includes database profiling, print and digital advertising and promotion, boat show attendance, and direct mail, again print and digital. And last but not least, we're just a 40-minute highway drive from Amsterdam's Schiphol Airport. You can also, of course, visit us on

www.contestbrokerage.com.

◀ **WHEN THE TIME COMES** to sell your yacht, just like the buyer, you want to know that you'll get best value. And for that you want the best, swift and efficient service. That's why at Contest Brokerage we start with a close investigation of your yacht to find its unique place and price in the market.

That's how we can help lift and speed your sale by addressing issues of maintenance and repair, if and as advisable. And that's what feeds our market research to correctly position and begin the effective sale of your yacht.

Joining these important dots, that's when you know you truly are with the right brokerage team. Plus, work this in reverse and you'll see also that Contest Brokerage is the wisest route, too, to buying the best examples of Contest yachts you'll find anywhere in the brokerage sector.

The track record is evident with our consistent growth throughout these three decades, mediating more than 1,600 sales and acquisitions, and validating our proven marketing strategy and very personal practice. If you add to this that over 40 per cent of yachts sold is recurring business, this is strong indication of a long-lasting and successfully operating brokerage.

As senior, certified broker Sieger Postuma says, "We have always maintained only high-quality listings, and this concentrated focus simplifies search for and by prospective owners seeking yachts in top condition. While we bring many

of our listed yachts to our main facility in Medemblik, the Netherlands, to be kept within metres of our quayside office – and that's either afloat or within our heated halls to protect both yacht and viewing visitors from the weather – we also act internationally through our global network of agents around the world so are present in all the major markets. Also, we attend wide ranging, significant boat shows in Europe's south and north and either side of the Atlantic. So, as well as understanding, we have reach.

"The network we have built not just in our three decades as brokers but 65 years-plus as world class yacht builders, is extensive and highly effective, as is our consistently developing database of suitable vendors and buyers. After all, not all available yachts are openly promoted, and to be a great broker you need to know what exists off-market. If not then you're not representing your client properly. Our intel is good and very ably underwrites and informs our process."

Colleague Joost de Jong further explains, "When back in Medemblik, our clients' yachts can be refreshed and made ready for best presentation in either our heated 6,300m² showroom and halls or on our pristine 4,000m² hard standing that has 40 marina berths alongside for slipping and trials. This premier service is proven to progress sales more rapidly. Here yachts are craned, cleaned, polished and valeted, freshly anti-fouled, tidied of clutter and, when displayed in our heated 'showroom' hall, surrounded

by high-level walkways, providing eased access and comparison of yachts. So, this way viewing becomes a pleasure and selection is made easier."

Sieger adds, "And if more complex work is required to optimise sale potential, then repairs, full or partial refit of hull and interior, engineering or rig, can all be completed onsite in the workshops of MYS, our Contest Group's own onsite yacht care division.

"With seller and buyer engaged, we can also assist with full professional services ranging through, insurance, ship's registration, and customs and excise. Then, of course, there's delivery, and that we help with, too, be it near or far, by truck or ship or under own sail – and for that we'll even help find you the right crew."

"These principles extend to our Mediterranean base in Palma, Mallorca, too, which is headed by Diederik de Croock, a Dutch-national, longtime resident in Mallorca, enabling matching services for yachts based in, and drawn to, the Balearics for care and brokerage."

SO, IF YOU'RE BUYING OR
SELLING, WHEREVER YOU ARE,
DO COME AND TALK TO US AT
CONTEST BROKERAGE.

The circle of care

There's a simple truth, it's nice getting help when you need it. And that's exactly what Contest yacht owners receive from our expert After Sales and Customer Support team, led by Pieter Eggermont and Harry Peper. For all yachts, new-build, brokerage, and all owners: considered guidance, tailored maintenance, and a focus on keeping the experience of ownership and operations as smooth as the sailing itself. And importantly, wherever, whenever needed.

“FROM OUR MEDEMBLIK HQ and also Mediterranean base in Palma, Mallorca, the Contest after sales and care team is always on hand to assist owners – and importantly also technicians – in every situation, no matter the location,” says division head Pieter Eggermont.

“Advice, parts identification and supply, sourcing of appropriate expertise, onward deliveries to remote locations; we've been at it for years and we know every yacht inside and out. From the simple to complex we support and resolve in order that enjoyment resumes, and the sailing continues with minimum disruption. Downtime helps no-one.”

The extensive range of care expands out from initial commissioning, handover and warranty concerns, into help with ‘How does that work again?’ and ‘It's not working anymore, what now?’. Then through to individual maintenance and repair and refit requirements in real time, live.

For convenience for those close by Contest centres, there's also a comprehensive monthly service plan. This modestly costed package ensures appropriate maintenance of all aspects of yacht infrastructure. To give an idea, this ranges through monthly checks on external and internal systems to cosmetic, mechanical, electrical, rigging, and tankage matters. In the long list of actions, the plan also includes essential annual tasks such as haul and launch, pressure cleaning, antifouling, polishing, and full rig inspection. Harry Peper aptly describes this holistic approach as ‘Total Yacht Care’.

“Beyond general maintenance and upkeep, and given the increasing complexities and capabilities of onboard systems, there will always be questions,” he says, “and that's a big part of our role. To be the eyes, ears and advisers, and not just for when our owners are docked at home or abroad but mid-ocean,

too. WhatsApp, email, and other digital platforms enabled through using services such as Starlink, bring everything in reach for not only spoken or written comment but the sharing of manuals, workbooks, drawings, and video demonstration. So simple, and so reassuring. Our owners need never feel alone, wherever they may be.”

And everything is tailored to the individual. As with all aspects of Contest ownership, it's a very personal relationship, as in the case of a Contest 57CS bought through Contest Brokerage by an owner moving up in size from his family's Contest 50CS for a North Atlantic circuit. While the plans for adventure developed, Pieter and Harry first closely supported the owner through a refit at the yard, bringing her up to a newly required spec, and then remained in close and frequent contact for the next three years of this adventure.

The WhatsApp thread alone, with its 40,000 words and plentiful pictures, is the length of a good and well-illustrated travel yarn. One that here records instead of just luscious locations, the help requested and given from an iced-up fridge to instrument recalibration; successful delivery of a new sail to a Caribbean location; water pump replacement; battery bank upgrade; plus maintenance on drive gear. And much, much more, all the time helping the owner and his supporting technicians, who en route were called on, to build both confidence and competence in faraway places. And then, at the adventure's end back in Medemblik, the onsite Contest Brokerage team arranged a swift four-week sale, passing on a well maintained and refreshed Contest 57CS to her next guardians.

For owners new and old, assistance handily also includes arranging onward yacht deliveries to more distant locations and

cruising grounds, be that by truck or ship, or if leaving by sail, arranging crew to assist right through to full yard-skipped delivery. And sometimes these means of transport and logistics are deployed for the larger parts aboard; as in the case of Contest 55CS *Klim*, in crisis calling on Pieter and Harry for help with a tall order, a new mast and rigging required

rapidly in Turkey following damage inflicted by a travel lift on the dock at Bar, Montenegro.

Brought up to speed, the team liaised with insurers and suppliers, then sent a top rigger from the yard out to the location to inspect the damage, and then, with remote video and call support from the team back in Medemblik, examine hull, deck, mast base, rails, chain plates and more in case damage extended to the yacht's structural parts. The mainsail was also damaged so replacement was required.

The rig's salvageable parts were disassembled with the co-operation of the local yard for shipping back to Medemblik while build of the new mast began. Since that shipment was from outside the EU to the yard in Medemblik, the logistical challenges were many but Pieter and Harry looked after the admin and organisation with all the various parties.

LEFT AND RIGHT BELOW:
A Contest 63CS arrives in new waters to explore.

Rudder replacement for a Contest 62CS after an orca encounter.



PIETER EGGERMONT

Total Yacht Care

“We offer support at every level from handover and warranty issues, through gardiennage and monthly servicing, to refits, onsite, remote, wherever you are. And we can get you there, too, arranging all logistics be that by truck, ship transporter, or own keel. That applies to parts, too, as the Contest 62CS below shows, mid-installation of a new rudder supplied direct from us here in Medemblik after an orca encounter.

“No matter big or small, we're on call!”

With the newly built single-piece mast and parts then together in Medemblik, the rig was rebuilt and prepared for its three-day road transport by specialist *convoi exceptionnel* contracting firm back to Montenegro. This way round, the task though considerable was eased and the challenges few thanks to the extensive experience of the transport company.

On the rig's arrival in Bar, the despatched Contest Yachts' rigging team was in place to support the offloading, and together with local craneage support the mast was stepped, rigged, fully connected and tested (lighting, hydraulics, navigation/communication, etc) on the second day. On completion, *Klim* needed to leave immediately for her final berth in nearby Tivat, to where the Medemblik team re-routed the new, replacement mainsail.

In all, a complex operation, completed with minimal complication for *Klim* and her owner.

“Whatever the situation, we're here to help,” says Pieter, “and always on call, even for the owner who once discovered a live eel in his water strainer!”



Devotional service

Abbreviated to MYS, and having the straightforward, honest tagline: Total Yacht Care, Medemblik Yacht Service plays a vital role as a member company within the Contest Group. And situated within the same shipyard, MYS is so perfectly placed for the full maintenance, repair, refit, or storage work for all Contest yachts. It could fairly be said that there's none better placed.

➤ **NEEDING YOUR UNDERWATER HULL TREATED,** a hull respray, deck equipment modifications, a new electrical system, carpentry work, an engine or rig overhaul, or stainless-steel replacement? The close-knit MYS team of professionals, devoted to faultless, caring service happily handles every aspect of yacht care for Contests and, indeed, all yacht brands, sail and motor.

"As part of the Contest family, we're in a very special position," says MYS commercial manager Remco Sol. "Such a close co-operation

as we have here between MYS and all the Contest Group business units creates a combination that's really rare in our industry. The inherent knowledge and experience shared between Contest Yachts as constructor, CB Brokerage and CB Selections as on-sellers, and us at MYS, brings real full-circle benefits to our customers."

With this all advantageously joining the dots between all stages of ownership, Remco says, "This way we really can rightfully call what we do 'Total Yacht Care', as all our work is

completed at our own location with all the necessary expertise and specialisms in-house, onsite. This ensures smooth coordination and efficient execution of all projects, no matter size and scale, under the guidance and responsibility of us alone, the one provider. It simplifies process and protects the client."

In the past year alone, MYS has attended to technical works on more than 300 yachts, and has again this winter hauled, lifted and de-rigged most of 260 for storage – 160 in heated halls, 100 on the hard.

EVERYONE WINS

"It has been a busy season," says Remco, "And as usual in addition to our direct customers, we have been assisting the brokerage teams achieve timely, efficient completions, sorting issues when surveyors have noted and advised certain works required, and this whether pre or post purchase. With our mutual interests, that's MYS, brokerage and customer, we have the willingness and flexibility to squeeze the work into our schedules, in a way less connected shipyards may well not, and where one might have to wait many weeks. The way we work, everyone wins."

MYS is also a repair partner for Nationale-Nederlanden, one of the largest Dutch insurance and asset management companies. Of this insurance work, Remco says, "As well as Nationale-Nederlanden, we deal with a lot of surveyors from other insurers, too, and currently we have three Contest yachts with damaged keels after groundings in for assessment and repair. The good thing is they're built strong, so the repairs are not big! Whenever anybody grounds, there should always be a check, much can go unseen, and we tell our customers always to come by if close by or ask us to visit out on location."

A frequent organiser of yacht transport by road and shipping, MYS can also bring boats back to base, as looked necessary for a yacht that had grounded on the German islands but

managed to reach the mainland and shipyard. "We drove up to inspect the boat and confirmed it was actually safe to return to Medemblik on her own keel for hauling and repair, but had she needed trucking that would have been fine, too. We are very used to that. We help many owners with road transport, particularly when thinking of a season or more in the Med. We take away the headache! It takes a lot of organisation but we know what we're doing and who to use.

"There's a lot of physical work too. Dropping the mast, ensuring the rigging, that's both running and standing, plus through-mast cabling are all sensibly secured and suitably so for reconfiguration. Then to further reduce height and overhangs, there's removing pushpit and pulpit, guard rails, etc, and fully prepping for the logistics company to come in and start loading.

"If heading for the Mediterranean, avoiding the much higher licence and highway costs imposed on big loads transporting through Italy and France, we mostly route through Germany and Austria to Koper on the Slovenian coast from where the yacht can continue on its own keel. The yard team there in Koper has long experience with our deliveries and can be contracted by owners to handle reassembly, commissioning and launch. We've just recently sent two 42CSs down that way and, of course, if owners

choose to route differently that's all organised, too."

CROSSING OVER

And for MYS it's not all about sailing yachts. With so many motor yachts and sloops on the waterways and offshore, the workshops and halls are busy across all types.

"We see a good mix here at MYS, and some with more challenges than others," Remco says with a grin, remembering the extensive task list on a big Princess. "British built and with many parts made and only available in the UK. Even the taps, valves and tiny things, all British brands with no dealers in Europe. Much of what was needed took a lot of chasing down, especially with the difficulties Brexit has created in shipping product into the EU. But eventually through Google and AI identification tools, we found a web shop in Ireland with what we needed, and in Euros!"

That Remco smiles at such a story when others might grimace, well demonstrates the drive at MYS. No matter the task, no matter the trouble, there's always a route through to resolving the issue and getting the owner back on the water, safely, securely and ready for anything. Devotional service could be another tagline.

www.mys.nl



Members of the MYS team gather on the gantry in one of the heated halls, where some of the many mixed sailing and motor yachts worked on return after attention to technical works is completed.



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THE WATCHKEEPER

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 MORE THAN 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 regularly checking every aspect before marking the mast step of each yacht with the final certifying 'LR' stamp.

Conversely, working towards the very much more stringent 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."

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. And certifying this reassurance, Ranko personally punch-stamps the LR insignia into the mast step of each and every Contest yacht before it leaves the yard.

The watchkeeper rules.

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.



SCAN CODE FOR VIDEO





Building dreams together

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.



1ST GENERATION
ED CONIJN
Founder Conyplex, 1959



2ND GENERATION
FRITZ CONIJN
CEO Conyplex, 1976



3RD GENERATION
ARJEN CONIJN
CEO Contest Group, 2005

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.

WHAT BEGAN IN 1959 as a marine engineering adventure, with Ed Conijn recognising 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, and 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 craftspeople 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.

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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.

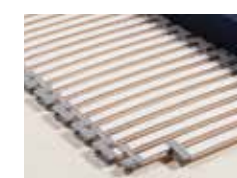
To find out more, come and visit us in our experience centres in Zwaagdijk-Oost in The Netherlands or in Palma de Mallorca where you can try out different mattress qualities, sleeping systems and the various levels of seating comfort available.



MATTRESSES



MATTRESS TOPPERS



SLAT SYSTEMS



FULL MOTION



MARINE UPHOLSTERY

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MEMBER OF THE BOTMAN COMFORT GROUP

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The Axxon Composites team is fully dedicated to the design, production, and marketing of state-of-the-art **carbon fiber masts and booms**.

CONTEXT 076 | 077

**So proud
to equip
Contest Yachts**

Yards apart

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

Axxon Composites uses the **most advanced technologies**, including prepreg carbon, autoclave curing, and female mold manufacturing. Our combination of technical expertise, proven know-how and genuine passion makes our team both highly competitive and truly professional.



sales@axxoncomposites.com
www.axxoncomposites.com



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.

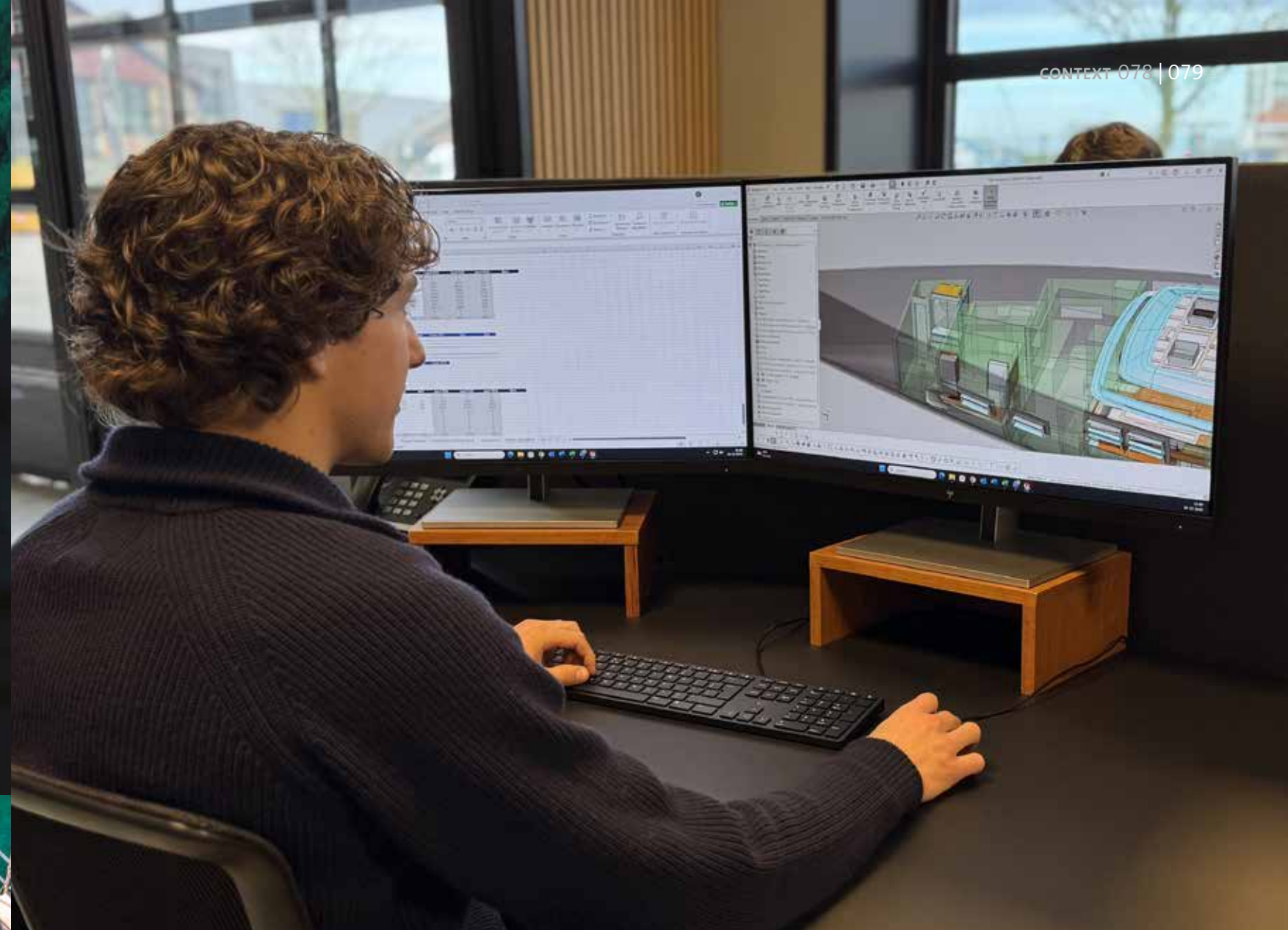
Esthec is not an alternative, it is the solution.



Low maintenance
& easy to clean

Esthec

CONTEXT 072 | 079



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 ever 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 eight sailing yachts from 13 to 26 metres long: the Contests 42CS, 49CS, 50CS, 56CS, 63CS, 67CS, 72CS and 85CS, and a 16-metre motor yacht, the Contest 52MC, available in two 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

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.

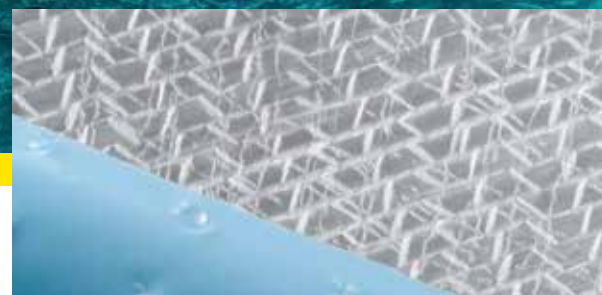


**Advanced
Plastics**



WITH LIGHTNESS ACROSS THE SEAS

MULTIAXIAL FABRICS FOR LIGHTWEIGHT AND
DURABLE MARINE COMPOSITE STRUCTURES



TRUE PERFORMANCE STARTS BELOW THE SURFACE.

Our non-crimp fabrics (NCF) combine lightweight, strength and durability – a reliable foundation for modern yacht construction.

With our self-adhesive **SAERfix®** technology, multi-axial glass fabrics become an even more efficient solution for boatbuilding. It simplifies lay-up, keeps every layer precisely in place and saves valuable production time – without the need for additional spray adhesive.

- ✓ Years of experience in the marine industry
- ✓ Technical support and innovative solutions for the efficient and durable composite structures
- ✓ Global production sites and partner network close to your application

SAERTEX GmbH & Co. KG
Brochterbecker Damm 52
D-48369 Saerbeck, Germany
Phone: +49 (0) 2574-902 0



www.saertex.com

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.

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

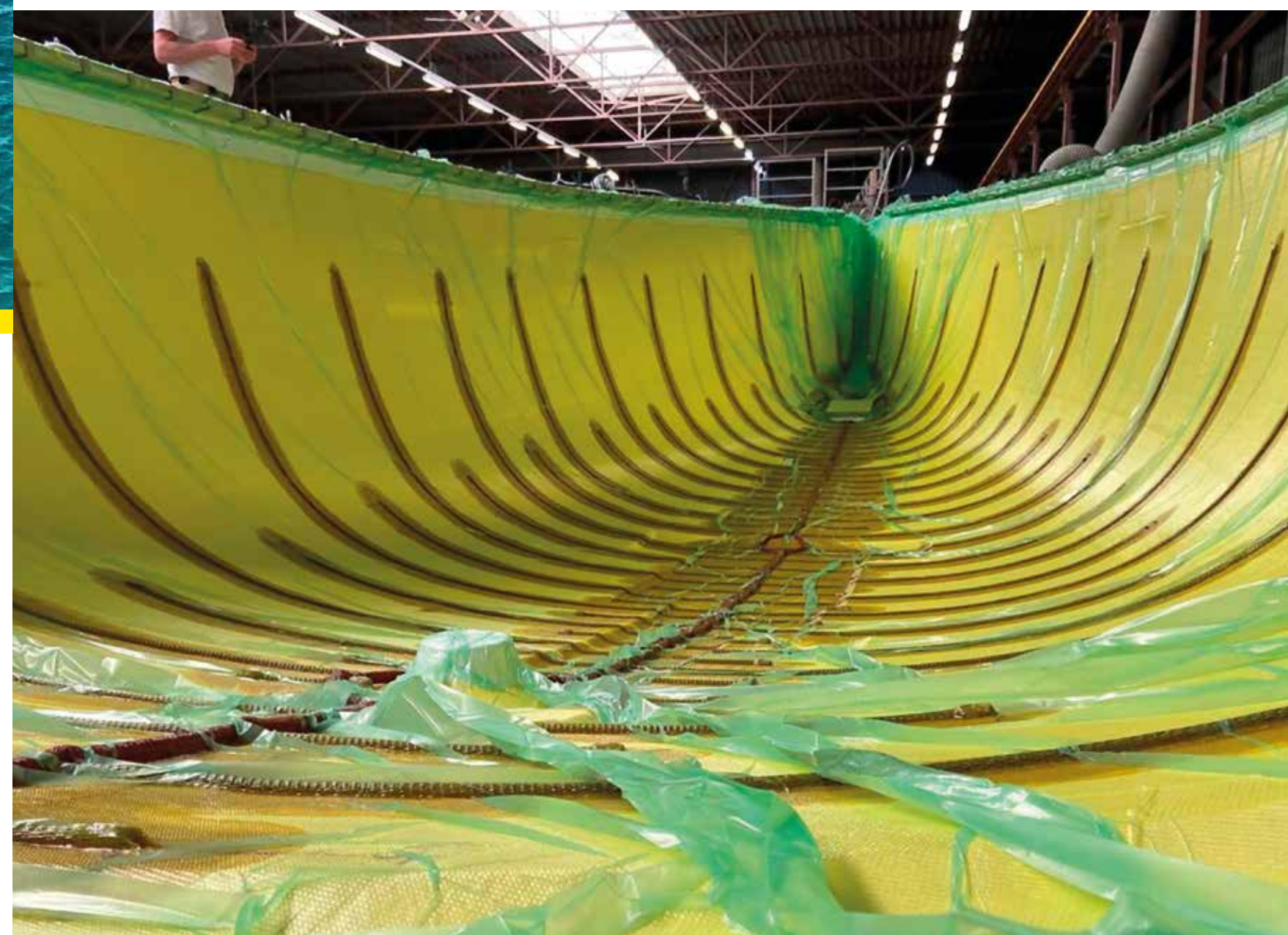
All disciplines are involved from the very first stages: sales and marketing identifying the opportunity in line with yard and client thoughts, and then designers and naval architects, stylists, engineers and build-team leaders taking and shaping the concept to ultimately deliver a yacht new to the range. 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 65+ 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.

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.





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 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

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.

“FIND THE BEST
LOOK TOGETHER WITH
OUR VENEER MASTER”



Want to check out our project?
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- ✓ Specialist in project veneers
- ✓ Choose your favourite veneer
- ✓ Made in Holland
- ✓ Different thicknesses in panels are combinable.

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 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 56CS 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.

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.

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.



Catch the Wind

CONTEST 63CS Foresail Furlers

The legacy of sailing, secured by Bamar.

With almost 50 years of expertise, Bamar stands as the ultimate name in sailing equipment.

Quality, safety, and customization are the hallmarks demanded by the most prestigious shipyards.

That's why Contest Yachts chooses Bamar.

Bamar is being supplied by More Marine BV

More Marine

bamar

RIA

SAILING EQUIPMENT

Pre-assembled sections of sustainable timber or alternative decking are vacuum bonded to the perfectly finished moulding. Hatches, winches, clutches, turning blocks, 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 Xi cruising laminate, UltraX or racier 3Di.

Lewmar supplies primary and secondary winching, and it's Ronstan for tracks and blocks. Headsail furling systems range between Furllex 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. And importantly, the lazarette and rudder compartments have watertight bulkheads so that in the case of damage to the aft end there is no risk of water ingress into the main body of the hull.

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.

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.



Efficient cooling with a green touch

New BlueCool Vx air-conditioning systems



The BlueCool VX-Series from Webasto is the innovative chiller system with variable speed control. The system consists of six modular chiller units that can be flexibly combined. They are available in sizes of 36, 48, 60, 72 and 120 kBTU/h and can easily be combined to create high system cooling capacity. This makes the system ideal for medium-sized boats through to superyachts.



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

Seating is ergonomically well suited, equally comfortable for dining at the robust 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.

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

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

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 is a yacht built specifically for you.

'walks' the entire way through furnishings with cupboards drawers and doors, and all with a satin, hand smoothed 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 of Amsterdam.

Keeping weight down, panelling technique 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!

Color It Your Way

5 yacht types, 121 solid and metallic color shades, and endless color combinations for hull, superstructure, and bootstripe – that's our digital ALEXSEAL color configurator. The perfect tool to choose your favorite color shades.

From now on, there are many chances for a first impression of your new yacht's surface.

Scan the QR code to explore the color configurator →

NEW
Color
Configurator



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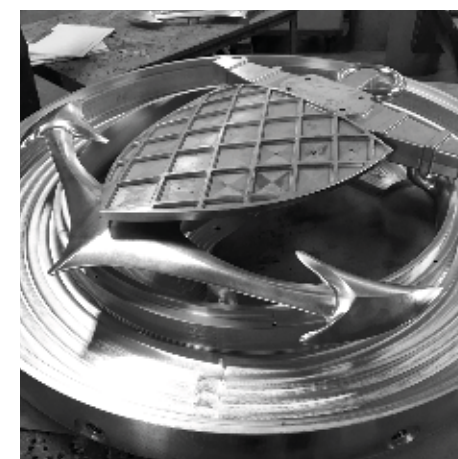
ALEXSEAL®
Yacht Coatings



UNLEASH SUPERIORITY WITH CUSTOM WATERTIGHT DECK HATCHES ON YOUR YACHT.

Close Marine Group offers a wide range of weather- and watertight doors and hatches designed for your yacht. Fitted in the deck, superstructure or hull, all our doors and hatches will fit your design perfectly.

For all our high quality solutions:
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Plugs & Moulds

Nedcam, with offices in the Netherlands and Germany, specialises in the production of moulds, models, prototypes and end products based on digital 2D and 3D designs. Using advanced five-axis CNC machines and 3D robot printers, the company offers customised solutions for sectors such as shipbuilding and yacht building, wind energy, defence, transport and construction.

Nedcam is renowned for its expertise in complex 3D shapes, a team of experienced marine engineers and project managers assisting the client in each step of the development- and manufacturing process.

High Precision Tooling

Nedcam's German factory specialises in high-precision tooling, the production of moulds, models, prototypes and end products in aluminium, steel, invar and toolingblock. We are ISO 9001 certified, machine tolerances guaranteed, and our engineers will assist the client with design, installation and operation setup.

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✉ info@nedcam.com
🌐 www.nedcam.com



The range

SAILING YACHTS



42CS



49CS



50CS



56CS



63CS



67CS



72CS



85CS

MOTOR YACHTS



52MC FASTLANE



52MC FLYBRIDGE



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 42CS

MILESTONES:



42CS

Modish, elegant, the bluewater Stradivarius, just some of the praises sung of the Contest 42CS by the world's leading yachting media. No wonder this neat, sophisticated, 13-metre cruiser is a proud *European Yacht of the Year* winner.





Outfitting is first class with vacuum bonded eco-decking, high spec, top brand hardware, and clever design-detailing such as the aft-led sail controls channelled invisibly, internally through the mullions in the coachroof glazing. Choice begins with two key deck plans: Shorthanded and Performance, each version featuring different arrangements from cockpit-floor traveller to coachroof mainsheet, and outboard or in-cockpit winching. A popular option is Contest's trademark central plinth-mounted winch in front of the helm pedestals, abaft the cockpit table.

For the swept back, two spreader rig there are options of aluminium or carbon spars with in-mast, in-boom or slab reefing. And for further eased sail management, there's an Integral retractable bowsprit and tidy, beneath-deck headsail furler. The split backstay can optionally also be hydraulically tensioned.

INTERIOR

The accommodation mood is for the owner to choose, as is which of four cabin-plan variations. Two double cabins aft, or one

double and one single with bulk storage, or workroom space. And in the saloon, a dedicated navigation station or a second shower in the heads. Headroom throughout is generous, stowage plentiful.

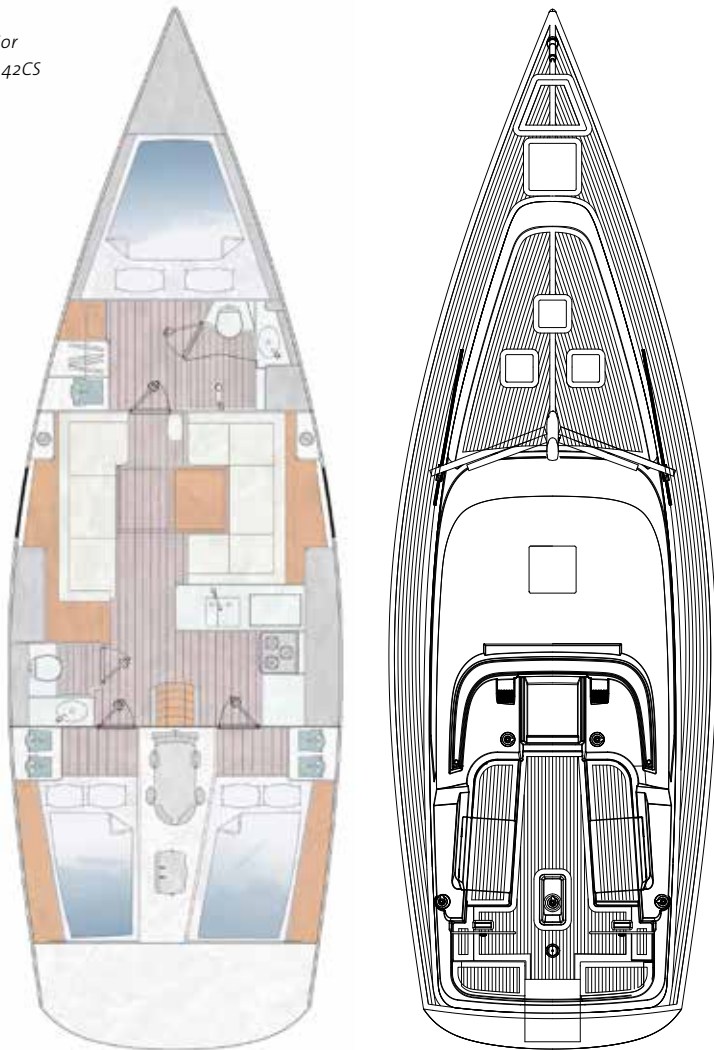
From soft cornered cabinets to upholstered panels and Corian galley top, the finish is lustrous, tactile, complete. The sense of a very much bigger boat. By day natural light fills every cabin, and by night feature-lighting illuminates luxuriously. Fittings and furnish-

ings are all top quality. 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	366lt	96.7US gal
ENGINE, YANMAR	40kW	54hp

Standard interior layout Contest 42CS



As Toby Hodges of *Yachting World* magazine reported, "Here is a model that cleverly represents everything this third-generation, family-run yard stands for – a manageable-sized bluewater cruiser that has the options and attention to detail mastered from building larger vessels. As such, an ideal introduction to the quality produced by time-honoured knowledge and skill. It became obvious pretty quickly why the 42CS won the award. She is a delight to sail and her stiff construction belies her modest 11-tonne displacement."

It is this way, and with broad choice of cabin, deck, and rig arrangements, that the 6+2-berth Contest 42CS is fully capable of safe, comfortable, and fast ocean voyaging, as well as wonderful coastal cruising. Ideal for younger families or couples simply vacationing, or friends and family enjoying the thrills of club and regatta racing in which this yacht excels.

EXTERIOR

The beautiful balance of topside height, sheerline and sleek coachroof presents a timeless, powerful profile. Broad sterned with twin helm stations, the decks and cockpit are wide and particularly easy to walk and work for boat size. The transom also drops down from capping rail height to create a walk-through bathing and boarding platform for eased aft access.





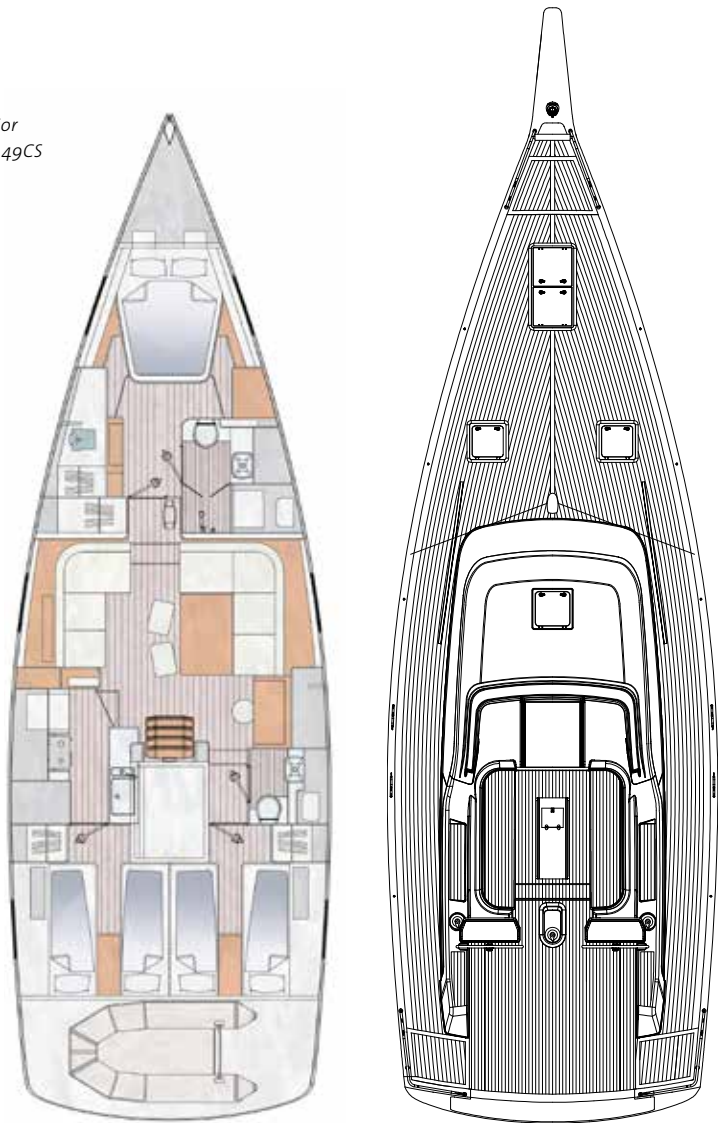
FOR DETAILED
INFORMATION ABOUT
THE CONTEST 49CS

49CS

In the Contest 49CS, our first twin aft-cabin yacht at this length, we have developed something new, different and yet reassuringly consistent with Contest credentials. A natural step up from the Contest 42CS, and equal new step into the Contest range for sailors preferring their master suite forward and family or guest cabins in the back.



Standard interior layout Contest 49CS



And what cabins these are, they're huge for the 50ft (15.5m) sector. Yet still there's a very impressive tender garage, spacious aft deck, and loads of storage throughout the cabins which enjoy the latest design-styling from the Wetzels Brown studio. It's with naval architects judel/vrolijk & co's balancing of modern topside height and max beam carried well aft, that this conventionally impossible scale of twin aft cabin arrangement with standing headroom throughout has been achieved. And with super performance too, through the full spectrum of heavy and light weather. Dependable in handling and easy to control, sailing nine knots to windward at 30° apparent. And as with all Contest yachts, remarkably quiet below decks under sail and motor.

EXTERIOR

With the Contest 49CS and 50CS sisterships sharing the same hull design and styled coachroof, the similarities are strong. Yet what this dual design has permitted is exceptional. A new approach to interior layout without losing the admired, award-winning practicality and benefits of the central Contest concept, a forward steering position and deep protected leisure cockpit. Achieved again, in the 49CS.

And missing in most other twin aft cabin designs where aft cockpits force helm stations aft into the stern, making for vulnerability, and impinging on headroom below in those cabins.

The Contest 49CS is so different. Twin helm stations, with central plinth-mounted main-sheet winch, are safely forward, with flat, single level expanse of aft deck behind. Great for security, great for beanbag lazing at the back end, too. And also giving top-down access to the huge lazarette, which with opening transom also accommodates the tender, and serves as excellent bathing platform. Steps down fold out of the pushpit which has hinged seating in its corners, lifting to access cleats and fairleads.

Deck detailing and features largely mirror the sistership, as does selection of rig and sail plan. Principally, carbon or aluminium spars, manual or electric winches, and in the integral bowsprit optional below-deck furlers for genoa and asymmetric sails. More will be found reading the 50CS model information - next page. Importantly, though, in this creative, hybrid design interpretation we've retained the genuinely advantageous feature of our long-favoured and famed centre leisure cockpit separated from the steering and sheet handling behind. A unique achievement.

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	16.08ft
DISPLACEMENT	20,900kg	46,076lb
DRAFT STANDARD	2.35m	7.71ft
MAST HEIGHT <i>above waterline</i>	24.60m	80.71ft
MAINSAIL	73m²	786ft²
GENOA 106%	60m²	646ft²
FUEL TANK	700lt	184.9US gal
WATER TANK	700lt	184.9US gal
ENGINE, YANMAR	81kW	110hp

INTERIOR

In conventional twin aft cabin yachts, everything inside at the stern is relatively low. Not so at all with the 49CS. We've good height throughout meaning the keeping of Contest's spacious, high-end equipped, double-sided corridor galley with expansive refrigeration, stowage, and excellent access to service points.

The mirror image aft cabins similarly benefit with generous headroom and standing height walkway between twin beds, also around the optional double bed alternative. The saloon and navigation areas, with hull and panoramic top windows, also remain the same as aboard the 50CS, with forward the super-size master suite.





FOR DETAILED
INFORMATION ABOUT
THE CONTEST 50CS

MILESTONES:



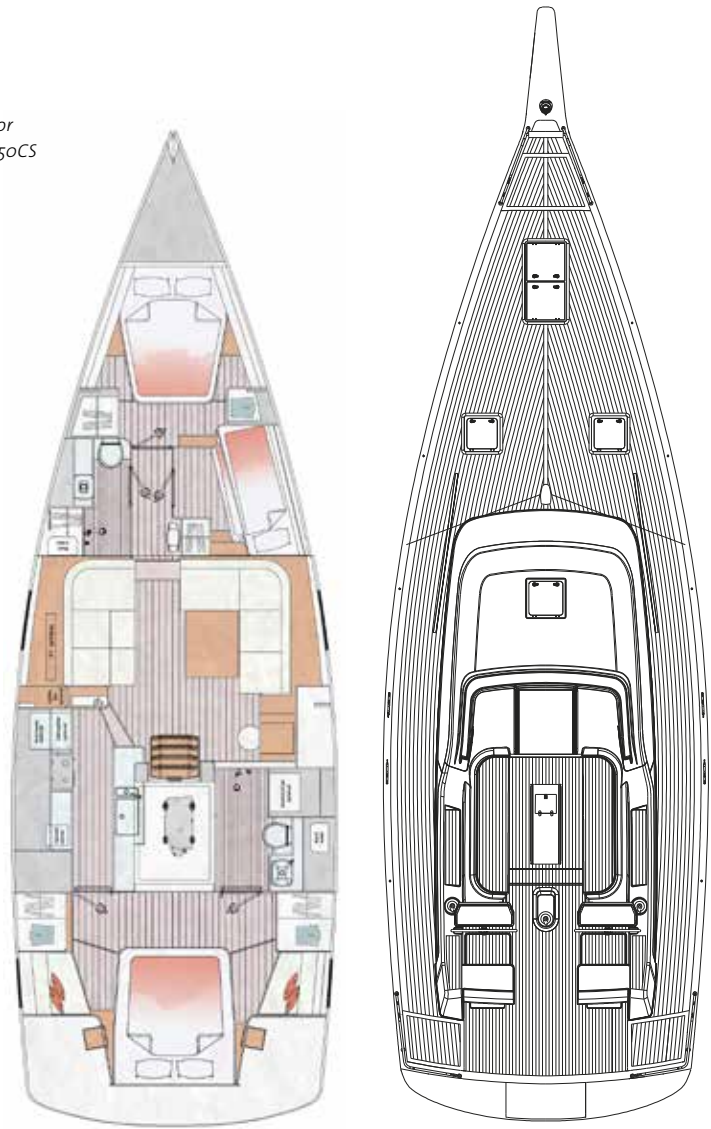
50CS

The 50ft centre-cockpit sector has always been the pumping heart of Contest Yachts. Each model over the years the most popular, for the ever-improving balance of sailing ease, performance and onboard comforts. Two big suites and with 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 most recent 50ft-design from judel/vrolijk opens even more opportunity.





Standard interior layout Contest 50CS



ocean safety. Yet still a 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. Just as aesthetics must work well, the practicalities of yacht operations are paramount.

This has long been the mantra at Contest Yachts and the advanced systems and arrangements here make for much eased handling and management. Sheets, lines and halyards lead unobtrusively to top of the range 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, with sturdy, tall guardrails all around. The flying of asymmetric sails is simplified with the A-frame set-up. The stowage of sails and kit made easy with well-proportioned deck lockers and hatches. All planned to make voyaging always enjoyable.

INTERIOR

With wide beam and broad waterline running through to the stern, the increase in interior volume shows immediately below. The saloon proportions simply exceed convention. Not just because of beam and height, but in length. The extension of the aft master suite far into the stern opens 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. A spacious, tall VIP suite forward has an island berth, and an optional third cabin can be had with bunks or as office or workroom. The master suite aft can have the innovative transom window premiered on the Contest 55CS.

EXTERIOR

The looks are all 'Contest'. Lines evolved as ever from the learnings and leanings of each preceding model while also introducing new thinking. Meaning with this newly configured, deep topsides and beamier deck plan, the Contest 50CS now ably incorporates even more of the styling and detailing of the larger yachts in the range.

Check the low, sleek coachroof sweeping aft into the two-section cockpit with deep-seated and curved-for-comfort leisure cockpit forward. And behind, the twin helm stations framed by surrounding coamings for that extra sense of

True to say, the new Contest 50CS resets the yard's own gold standard at this length. The advanced hull-form achieving so well the three most key modern targets. These are: performance up and down wind, stability for low angles of heel, and huge accommodation. And all accomplished with the inherent sea safety and comfort expected of a Contest. In the newly enabled and scaled deck and cabin plans, this brings also so much more of our larger yacht thinking. Superyacht qualities at 50ft. Also, good sustainable credentials with the option of integrated photovoltaic panels and a range of alternative synthetic teak-style decking.

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	16.08ft
DISPLACEMENT	20,900kg	46,076lb
DRAFT STANDARD	2.35m	7.71ft
MAST HEIGHT <i>above waterline</i>	24.60m	80.71ft
MAINSAIL	73m ²	786ft ²
GENOA 106%	60m ²	646ft ²
FUEL TANK	700lt	184,9US gal
WATER TANK	700lt	184,9US gal
ENGINE, YANMAR	81kW	110hp





FOR DETAILED
INFORMATION ABOUT
THE CONTEST 56CS

56CS

New for 2026 and premiered at the Düsseldorf show, the 17-metre Contest 56CS is a fabulous evolution of the *European Yacht of the Year* winning Contest 55CS – such an extraordinary performer at every level, that the determination of her creators for any successor was ‘why lose that dynamic’.



And so, the new model Contest 56CS brings all that brilliance forward, to astonishing effect, now incorporating the latest, constantly developing ideas coming out of Contest's super-close collaboration with naval architects judel vrolijk & co, Wetzels Brown for interiors, and Lloyd's Register for the world's best quality surveillance.

With the yachting community's ever-increasing emphasis on interior accommodation space, styling and comforts of home, this new model brings many enhancements both inside and out. Importantly, though, at Contest we achieve this without compromise to performance, safety and sea sense. And we have additionally gone to new lengths to show just how aesthetics and practicality really can make perfect partners. Topping this list, consider the newly introduced optional hardtop bimini. So much more than a simple shade, it's another fine example of the extraordinary design and engineering at Contest yachts.

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>	26.60m	87.27ft
MAINSAIL	91.80m²	988ft²
GENOA 106%	74m²	797ft²
FUEL TANK	835lt	220.6US gal
WATER TANK	706lt	186.5US gal
ENGINE, VOLVO PENTA	110KW	150hp

EXTERIOR

First, though, looking below the deck line, the hull of this new Contest is essentially still that of the award-winning 55CS, except with now new, big, double-decker hull windows for the master cabin aft, drawing even more daylight into the super-sized suite. In the stern, a repositioning of the integral, telescopic passerelle has enabled a wider and taller

transom garage door for eased access and a larger tender, while above there is a new, central axis, half-deck as on the Contest 63CS, bringing new lower overall profile without compromising the height of that garage and lazarette. Forward, the integral bowsprit now has its forestay furler as well as the Code 0's incorporated into the structural stainless-steel A-frame within the body making for a smart, lowered profile, and protection for the workings from the elements.

The honour of biggest eye-opener by scale goes, though, to the optional hardtop bimini, with its multi-function role described by Contest's lead engineer as a highly complex development.

INTERIOR

Introductions below deck range from tiny details like a specific location for corkscrew – yes, that level of detail – through ceiling-inset rainfall shower heads, to the big things such as our new style, radiused, vertically ribbed timber for the main bulkhead and forward walkway. And adding to that combination of super aft suite, midships bunked cabin and forward guest suite, there is now the option to have a fourth sleeping cabin. Increasing fixed berths from six to eight, this also provides additional, good practical sea berths close by the companionway for night or short-handed passaging. An impressive and thoroughly refreshing arrangement.

LEFT BELOW:
Standard three-cabin
interior layout.

RIGHT BELOW:
Optional four-cabin
interior layout.





FOR DETAILED
INFORMATION ABOUT
THE CONTEST 63CS

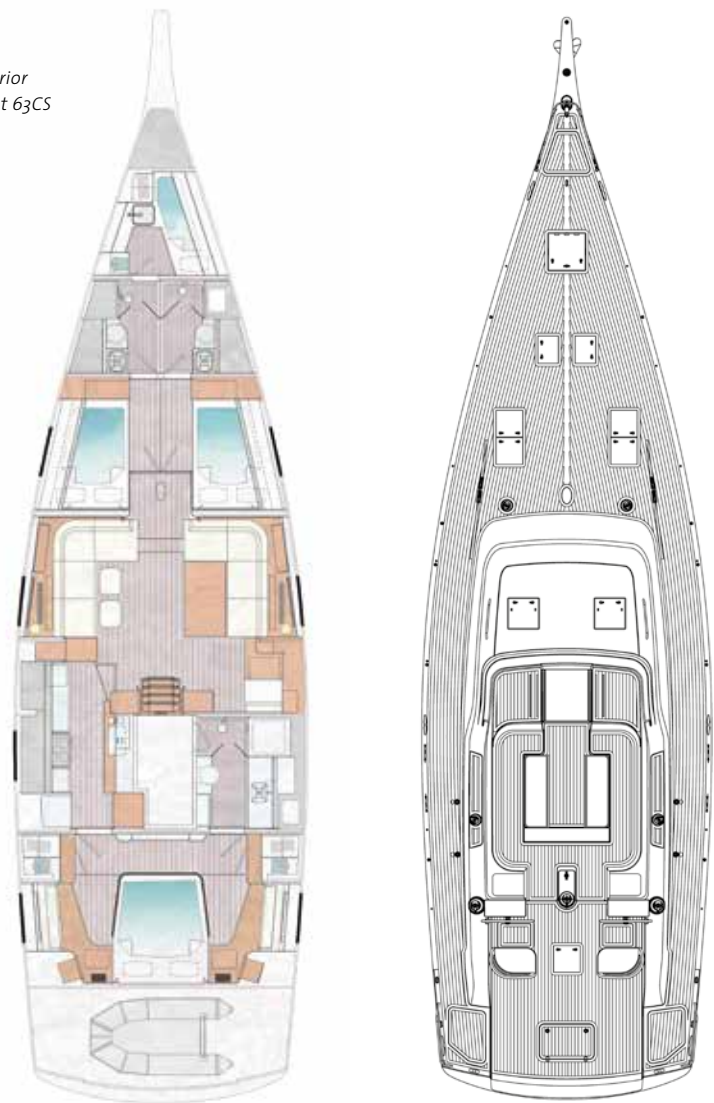
MILESTONES:



63CS

Big, beautiful and so easily self-managed. The new 19-metre Contest 63CS is the absolute must-have 60+footer! Designed for hassle-free high performance in the lightest to heaviest weathers. She's the yacht that turns heads when sailing into the bay. Drop-dead gorgeous with graceful, well-set, balanced lines from top pedigree naval architects judel/vrolijk & co; interior styling by superyacht stars Wetzels Brown; and the Contest guarantee of the highest standards in composite construction and contemporary outfitting.

Standard interior layout Contest 63CS



Add to that, full Lloyd's Register inspection and certification. Then consider the rare at this size inclusion of two identical, half-beam, VIP double guest suites forward of the saloon. And these are retained even when opting for a four- in place of three-cabin configuration. The fourth cabin, too, can be either a double guest suite or bunked crew cabin, if you'd prefer an extra hand. Not necessary, just another option. The key to the Contest 63CS is that an extra paid crew is just not essential.

EXTERIOR

Although in the 'mid-sixties' sector, this yacht is still 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. It's about smart sailing with simple but sophisticated short-handed sailing systems. The option of carbon or aluminium rigs and the choice of in-boom or in-mast reefing. In-boom for more performance sail shape, and that's from full sail to reefed. In-mast for even speedier, simpler reefing.

And for even more ease there's the option of self-tacking jib. This simplicity in operation is core to the Contest short-handed and owner-driven philosophy. And the Contest 63CS is so responsive. Feeling like a big boat yet with the ease of a dinghy. Gliding over the water at nine knots upwind easily, with fingertip steering and so secure. Matching wind and boat speeds in lighter breezes. And so easy to sail with clear sight lines and everything to hand at the helm stations, again meaning no need to go forward. So simple.

The deck and cockpit arrangements introduce another neat Contest innovation: twin helm seats that can be set to swivel, which with handily stowed folding table transform the enormous aft deck into another great shared social space for relaxing, chatting and enjoying a sundowner. Bring out the beanbags and enjoy this lazing space, too. Open the pushpit guard rail and fold down the steps to the lowered bathing platform and launch the

tender from its transom garage. And through the revealed aft-facing hull window, wave to those in the master suite!

INTERIOR

With higher profiled topsides and broader beam, judel/vrolijk's new hull form for the 63CS is a gift to Contest interior design partners Wetzels Brown. These two new identical half-beam VIP suites forward of the mast. A wider saloon space. And similarly enlarged master suite aft.

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

The perfect interior proportions to move to the next level in creating light airy spaces, with more hull windows, hi-tech LED lighting, soft colour palette. And feature bulkheads, curved ribbed wood or vertical, irregular leather panels, loosening the feel of space and symmetry. Modernity refreshed.



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 67CS

67CS

“A sensational new 67ft semi-custom model,” said *Yachting World* of this 20-metre judel/vrolijk & co design, adding, “Contest’s practical, methodical approach is of superyacht standard and ensures owners have the ability to fault-find and maintain the boat easily. In terms of quality, the 67CS is perhaps the most impressive new yacht under 80ft in production today.”





Evolved styling retains a timeless low deckhouse profile with a generous sail plan on a rig offering a variety of combinations with code sail options flying from integral bowsprit, and with in-mast or in-boom furling for mainsail.

Long horizontal hull windows provide a visual balance for tall topsides that create in the interior good headroom and underfloor space for technical and mechanical equipment. The deck plan centres on Contest's familiar dual cockpit arrangement with forward, deep and well-upholstered guest area. And aft the working area with its twin pedestals, central plinth-mounted mainsheet winch, the automated sail handling controls and navigation displays. Extensive stowage includes an enormous lazarette and tender garage with space also for dive compressor, sports kit and water toys.

For shade and protection from wind and blown spray, the robustly engineered bimini and sprayhood provide not just shelter but sturdy support and firm handholds for crew on the

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	131m²	1,410ft²
GENOA 111%	102m²	1,098ft²
FUEL TANK	1,590lt	420US gal
WATER TANK	988lt	261US gal
ENGINE, VOLVO PENTA	129kW	175hp

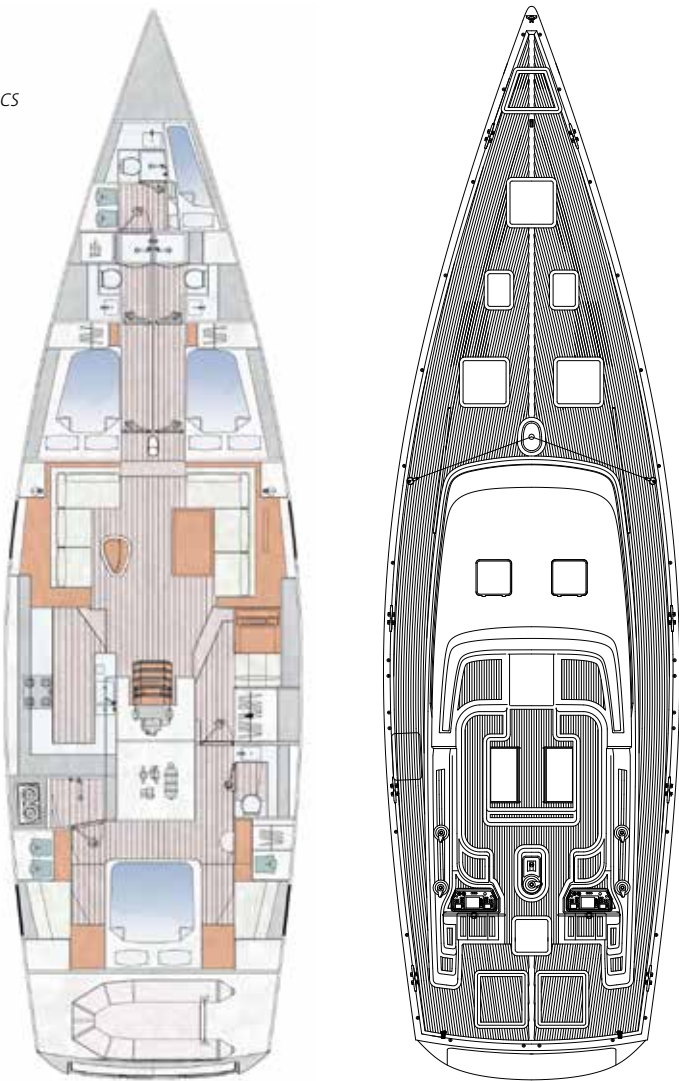
move. And all are designed for serious sea-work yet cleverly easy to demount and neatly stow. It's all in the detail, and back to seemingly smaller things, even the louvred grills in the aft edge of the sleek coachroof window-line are specifically engineered for the frequency-driven ventilation system which optimises temperature and airflow while minimising noise.

INTERIOR
Down below, the 67CS is a truly calming yacht. Quiet and peaceful under sail, motor and at anchor. All courtesy of the superyacht standard

of engineering and noise and vibration management. Invisible comforts. Just a part of the attention to detail that makes all the difference, and a very fine yacht.

The interior plan is based around master suite aft, two further suites forward, with optional additional bunked cabin, and a choice of two galley arrangements, corridor or wraparound. A dedicated, standing-height technical room ensures best protections and eased maintenance for heat sensitive electronics.

Standard interior layout Contest 67CS



We agree. The Contest 67CS is both a delightful design and a delight to sail and live aboard. The first of our judel/vrolijk collaborations, the famed Contest descriptor of 'all-weather' sailing now extended further. Into light-wind performance. For Mediterranean-style sailing as well more classic bluewater voyaging. And a new structural approach reduced displacement, increased stiffness and opened interior volume for greater accommodation. All big wins.

And with a choice of carbon or aluminium rig, the yacht can be tuned specifically to intended purpose. As can the interior with optional arrangements from master cabin forward or aft and for three to five sleeping cabins for family and friends. There's the option, too, of a crew cabin, either forward or midships, meaning charter can also be added into the mix.

EXTERIOR
Fast with simple control both upwind and down, the 67CS is remarkably stable and easily sailed by short-handed crew. Ideal for making light equally of short or long voyaging, and regatta eventing too. The versatile accommodation for up to five cabins includes the option of master suite forward or aft, and galley, with crew also if required, either end.





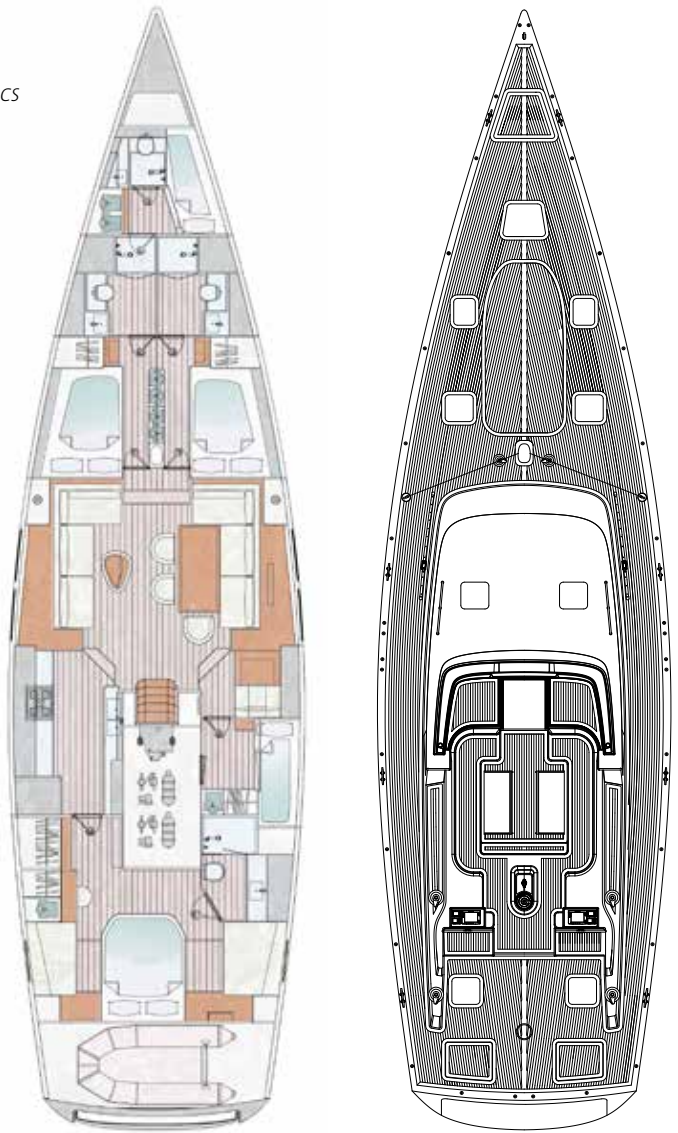
FOR DETAILED
INFORMATION ABOUT
THE CONTEST 72CS

72CS

A remarkable yacht, the Contest 72CS was first conceived for a superyacht-experienced owner seeking the same technical and luxury standards in a smaller, 22-metre, family orientated yacht. With outstanding engineering and specification for length and interior volume, a truly exceptional four-cabin 70-footer.



Standard interior layout Contest 72CS



the option of a tender-well on the foredeck that further doubles as water filled tub or tabled leisure cockpit for foredeck drinks and dining. Sail control at the twin helm stations is finger-tip automated and the feel at the wheel delights with light, direct response

Forward of the helm and pedestal working area, the guest cockpit stays calm, completely free of all sheets and lines. Simple pleasures. Dining at the two tables folding out to span the cockpit's width. The exceptionally comfortable, beautifully upholstered seating with formed back rest and curved ends to recline into. Endless detailing extending from deck-fridge to clever bimini and sprayhood hideaways. Inset LED lighting in the boom overhead for charming evening atmosphere. A superyacht inventory and inspiration without compromise to either racing or bluewater cruising performance and operation.

INTERIOR

With anything from two to five sleeping cabins, the interior really is to owner specification and purpose. Whatever the plan, the detailing is to the finest of Dutch modern traditions. The attention to noise and vibration control simply extraordinary. Silence almost absolute underway and at anchor.

Customisation of cabin plans so extensive. Four suites arranged as wished. Additional crew quarters if required. Creating a media lounge in place of guest cabin. Custom fashioned fixings and fittings. A vented technical room cooling electronic systems. Access service points throughout. Ultimate flexibility.

To future owners this brings virtual custom build at fractional cost. The nature of wide-ranging options spanning almost every element of this extreme semi-custom build. Bulkhead positioning almost the only constraint.

A defining, high priority of the superyacht is silent running. Banishing noise and vibration. In the Contest 72CS, everything imaginable both above and below deck has been engineered to this end. Specialist acoustic engineers focusing not only on installations within the hull, but on deck and above to sailing hardware. Reducing transfer and transmissions to astonishing effect.

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. Below-decks arrangements vary from full-on inclusivity with open galley to complete owner privacy with forward crew quarters and enclosed galley.

EXTERIOR

Quiet running marked only the heart of requirements. The brief continued through technical inventory to the very nature of operation and intended style of sailing. Evolving the Contest family characteristic of low, sedan-style coachroof with dark-tinted,

raked, wraparound windows topping neatly sheered hull lines. Softly curved mouldings blending with rectilinear profile to appear sprightly and robust. All matching perfectly performance sailing whether bluewater cruising or racing regattas. Achieving both very successfully.

Beneath the range's signature dual cockpit arrangement for ease of short-handed sail control and operation, there is an extra-large garage for super-sized tender. And to keep this space as bosun's store only if required, there's

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	133m²	1,432ft²
GENOA 111%	129m²	1,389ft²
FUEL TANK	1,700lt	449.1US gal
WATER TANK	1,018lt	269.5US gal
ENGINE, VOLVO PENTA	169kW	230hp



85CS

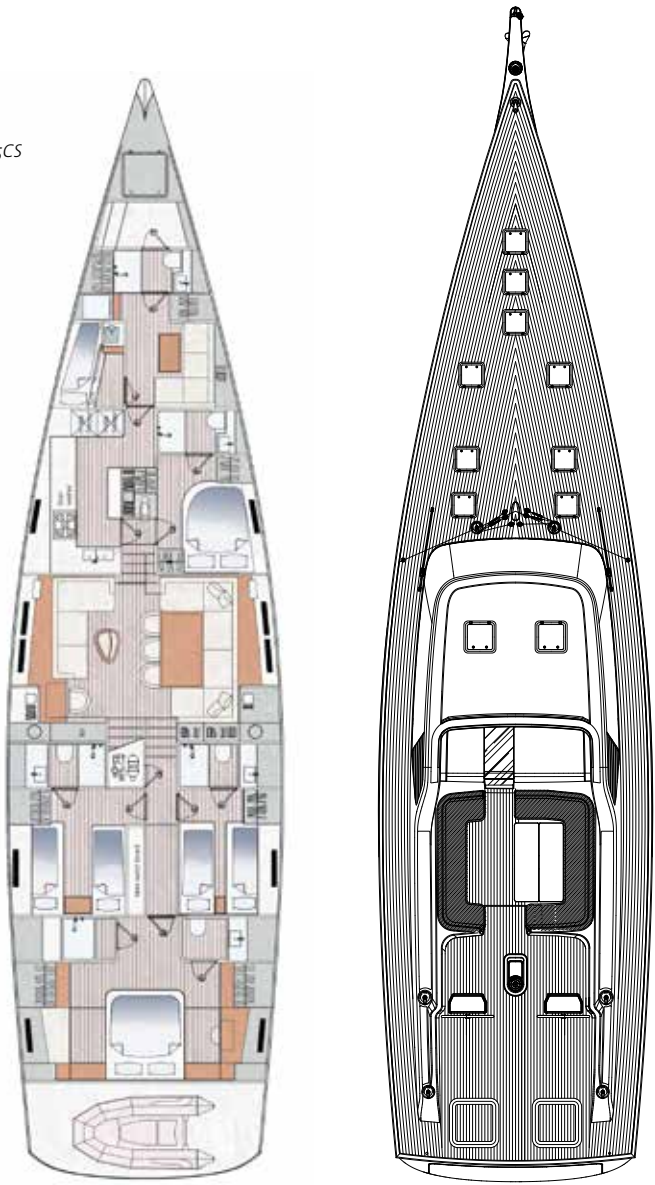
At 26 metres, the Contest 85CS with Lloyd's Register certified hull, and accommodation for up to ten with the option of expansive dedicated crew quarters, is a yacht set to take the world in its stride. Very capably, very comfortably, very securely. *Yachting World* magazine succinctly sums this as, "The detailed thought and practical experience that has gone into the conception, design and construction is on a scale that one rarely has the privilege to witness."



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 85CS



Optional interior layout Contest 85CS



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 globe and enjoy sailing's high society.

Indicative of the extraordinary levels of customisation, there are eight principal plans for the accommodation. Multiple versions of deck detailing. Rigs at this superyacht threshold are likely all carbon but choice remains, including reefing method, sail plan and sail type. And as said, that's just the beginning. Where to end is the owner's prerogative.

EXTERIOR

With the Contest 85CS recognisably extending the signature theme first introduced with the Contest 67CS, this step up in size and profile shows the powerful judel/vrolijk hull form even more clearly. The near-plumb bow and fine entry talk of swift, tight upwind performance. The combination of wide beam aft with distinct soft aft chines, and the integral carbon A-frame bowsprit with internal furlers for asymmetric sails, speak of fast, stable downwind sailing. So, no compromise there. And while ready for the worst of weathers, this is a design with exceptional light wind credentials.

For the rig loads experienced on yachts this size, sail handling is hydraulic with manual back-up, all operated from the twin helm stations which separate working crew from guests enjoying their leisure in the forward cockpit area. The generous seating for ten and more, all ergonomically formed and upholstered for deep, secure, comfort. The large table for dining also lowering for conversion to sun lounger. The decks are wide, uncluttered, with well-placed handholds and tall, sturdy guardrails that make transiting fore and aft simple and safe.

The transom garage door and extending passerelle are hydraulically operated also, and with the option of having the aft bulkhead moved forward, there's the choice of longitudinal as well as transverse stowage for even bigger tender. And space is such, the tender can be stowed with outboard on. Alternatively, on the foredeck a tender-well doubling as spa bath and lunch cockpit can be

specified. The keel is of stainless steel and lead for performance profile yet cruising draft. The rudder is carbon too for performance and also keeping weight out of the stern to allow increased stowage in the large lazarette. .

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. On-board service and maintenance is also eased with dedicated, full standing-height technical room and excellent working space in other mechanical areas.

There is a full ship's management system, monitoring virtually every function, and including redundancy for key componentry. Then for that final superyacht qualification, the counter measures against noise and vibration have entered a whole new realm, employing the most extensive preventive technologies and techniques yet.

MAIN DIMENSIONS

LENGTH OVERALL	25.82m	84.71ft
LENGTH OVERALL INCL. BOWSPRIT	26.79m	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	188m²	2,024ft²
GENOA 111%	142m²	1,528ft²
FUEL TANK	2,500lt	660.4US gal
WATER TANK	1,500lt	396.3US gal
ENGINE, VOLVO PENTA	201kW	274hp





FOR DETAILED
INFORMATION ABOUT
THE CONTEST 52MC

52MC

FASTLANE

A standout boat in so many ways, the Contest 52MC is a spectacularly effective design. Especially so as she is Contest Yachts' first ever motorboat in this league. The yachting press love her looks and her handling. They say she astounds. Her innovative, half-planing hull riding as though on rails, tracking straight and staying flat right through the tightest of turns, trimming perfectly with power options from twin 350hp to 550hp diesels.





Attaining this praise, the Contest 52MC presents a newly optimised hull form equally capable of high speed, deep-sea passage making, and slow-paced cruising through inland waterways with absolutely minimal wake or water disturbance. Achieving both with near unbelievable fuel economy. And defying the conventions of traditional planing, displacement and semi-displacement principles, each compromised as they are at one or other end of the performance curve.

The creation of longstanding design partner Georg Nissen, acclaimed design-engineers Vripack, and the yard's own in-house design team, the 52MC is also available in Fybridge version as well as Fastlane. Interior layouts are extensively customisable too.

EXTERIOR

First sight positions this innovative motor cruiser perfectly. The sleek sedan style deck saloon. The purposeful high bulwarks, topped with both capping and raised handrails. Proportions and scale projecting prowess and deep-sea capability. Stepping aboard through the integrated sidedeck gates or the passage transom walkways, the deck plan immediately impresses. The spacious, protected cockpit with meticulously upholstered seating around an expanding dining table that converts to sizeable sunpad. The transom garage for tender beneath. The merging side decks.

Walking to the bow is simple and secure in the protection of the tall bulwark and handrail. And with the pop-up cleats in the capping rail, rope-work is all managed at a convenient height with no stooping. Anchor work in the bow is similarly eased with a neatly engineered, concealed automated system. Deployed, this also keeps the chain away from the plumb bow. Docking itself is simplified, too, with joystick control delivering point-and-go parking, which can even be completed

single-handed, the neat cantilevering side door being positioned within the pilot's arm's reach of the midships cleat.

Back aft, the permanent transom platform extension rises and falls to serve as over- or sub-sea bathing and launch platform, the transom opening to reveal a large garage with capacity for toys and big tender. An automated passerelle also extends at the press of a button. Engines and main

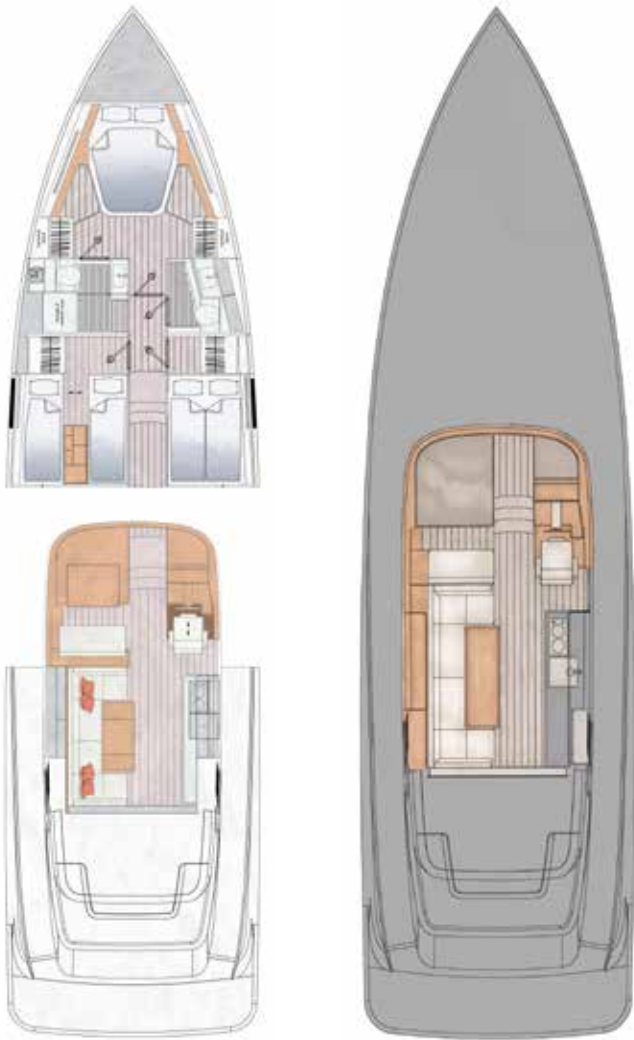
machinery are concentrated inside amidships for optimal centres of effort and gravity. This weight distribution smoothing the transition up onto the plane without a hump. So, at whatever stage or rate of acceleration, the outlook is always level, never blocked by a rising bow.

INTERIOR

Moving inside, the deck-level saloon with wraparound glazing provides an exceptional outlook for helm and guests with comfortable dinette and observation seating forward. Adding to relaxation, extensive sound engineering and inherent stiffness of the vacuum-infused hull ensure the 52MC is unusually quiet when running.

And as fit for a mini superyacht, there are so many options to interior finish and layout, with a multiple choice of materials and cabin configuration between: upper galley, three cabins and two heads; or two cabins, two heads and lower deck galley. And the quality throughout as expected excels, this being a Contest.

Standard interior layout Contest 52MC



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	16,600kg	36,596lb
FUEL TANK	1,800lt	475.6US gal
WATER TANK	700lt	185US gal
ENGINES, CUMMINS	2x224kW	2x300hp
MAXIMUM HEIGHT <i>above waterline</i>	2.88m	9.45ft



FOR DETAILED
INFORMATION ABOUT
THE CONTEST 52MC

52MC

FLYBRIDGE

A standout boat in so many ways, the Contest 52MC is a spectacularly effective design. Especially so as she is Contest Yachts' first ever motorboat in this league. The yachting press love her looks and her handling. They say she astounds. Her innovative, half-planing hull riding as though on rails, tracking straight and staying flat right through the tightest of turns, trimming perfectly with power options from twin 350hp to 550hp diesels.





joystick control. The stylish, ergonomic furnishings and the full outdoors experience whether piloting at speed or dining and reclining.

Then go back to first boarding, through the bulwark's integral sidedeck gates, or the passage transom walkways, and the deck plan immediately impresses. The spacious, protected cockpit with meticulously upholstered seating around an expanding dining table that converts to sizeable sunpad. The transom garage for tender beneath. The merging side decks and safe, secure walk to the bow, with pop-up cleats in the capping rail, making rope-work more convenient with no stooping. The neatly engineered, concealed automated anchoring system.

Back aft, the permanent transom platform extension rises and falls to serve as over- or sub-sea bathing and launch platform. The transom opening to reveal a large garage with capacity for toys and big tender. Plus an automated passerelle extending at the press of a button. Engines and main machinery are all concentrated inside amidships for optimal centres of effort and gravity. This weight distribution, smoothing the transition up on to the plane without a hump. So, wherever on

board, and at whatever stage or rate of acceleration, the outlook is always level.

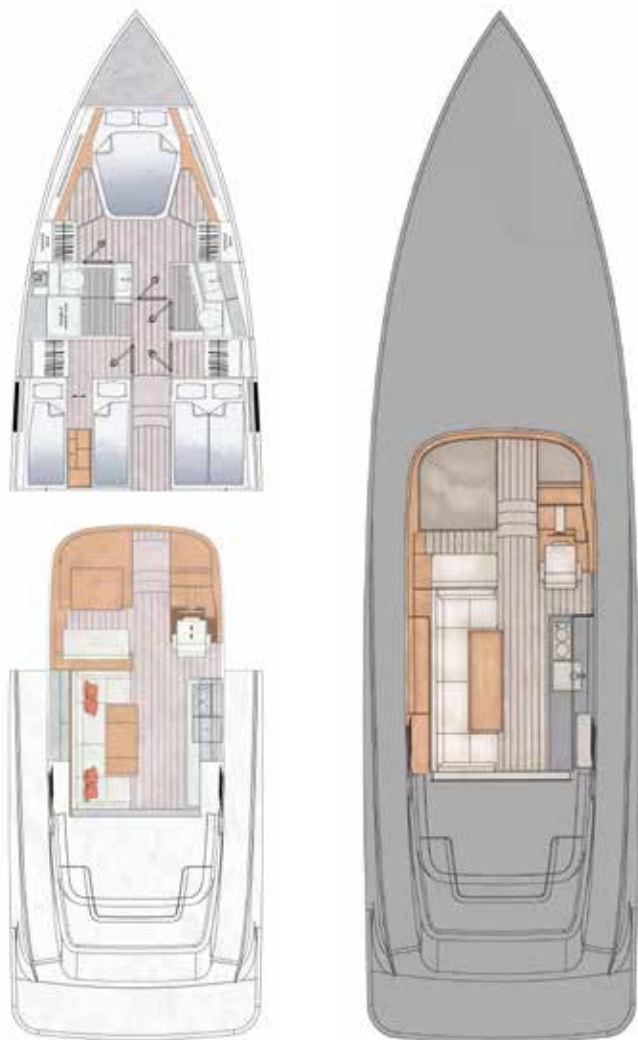
INTERIOR
Moving inside, the deck-level saloon with wraparound glazing provides an exceptional outlook for helm and guests with comfortable dinette and observation seating forward. Adding to relaxation, extensive sound engineering and inherent stiffness of the vacuum-infused hull ensure the 52MC is unusually 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	16,600kg	36,596lb
FUEL TANK	1,800lt	475.6US gal
WATER TANK	700lt	185US gal
ENGINES, CUMMINS	2x224kW	2x300hp
MAXIMUM HEIGHT <i>above waterline</i>	3.74m	12.27ft

And as fit for a mini superyacht, there are so many options to interior finish and layout, with a multiple choice of materials and cabin configuration between: upper galley, three cabins and two heads; or two cabins, two heads and lower deck galley. And the quality throughout as expected excels, this being a Contest.

Standard interior layout Contest 52MC



Attaining this praise, the Contest 52MC presents a newly optimised hull form equally capable of high speed, deep-sea passage making, and slow-paced cruising through inland waterways with absolutely minimal wake or water disturbance. Achieving both with near unbelievable fuel economy. And defying the conventions of traditional planing, displacement and semi-displacement principles, each compromised as they are at one or other end of the performance curve.

The creation of longstanding design partner Georg Nissen, acclaimed design-engineers Vripack, and the yard's own in-house design team, the 52MC is also available in Fastlane version as well as Flybridge. Interior layouts are extensively customisable too.

EXTERIOR
Complementing the secure ride, the 52MC Flybridge's extra wide walk-around decks and high bulwarks with sturdy handrails reinforce the design intent of absolute seaworthiness. Take in the extra detailing: the deftly integrated side boarding gates to either side, the cantilevering pilot's deck door, and it's a beguiling aesthetic. Then add to this the flybridge made extraordinary by its combination of eye-pleasingly low, sleek sportster lines. Its commanding view and



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