



# 55CS

THE CONTEST 55CS

BECAUSE THAT'S EXACTLY WHAT SAILING SHOULD BE



‘Impressive performance  
for a globe-trotting cruiser’

YACHTING WORLD



# THE CONTEST 55CS

The option to criss-cross the world's oceans with a small crew, safely and comfortably, benefiting at all times from superior sailing characteristics. This was the philosophy behind the original concept for the Contest 55CS devised by Doug Peterson and developed by Georg Nissen.

Now, from his drawing board comes an updated version with a larger cockpit and new deck layout. Nissen has taken advantage of the latest construction techniques to bring the 55CS right up to date, creating a yacht that synthesises comfort and performance to perfection.

This genuine ocean cruiser is a pleasure to sail and a beauty to behold. She is equally at home, gliding elegantly through tranquil waters or on passage through heavy weather and big seas. Given her immense strength her speed, even in light airs, will come as a pleasant surprise. While the Contest 55CS can easily be handled from the sheltered cockpit by a crew of two, the yacht is spacious enough for eight people to sail in true comfort.

The fact that every Contest is fabulously finished is well-known, perhaps less obvious, but equally important is the thorough evaluation of the latest innovations and the adoption of those that meet our stringent criteria for quality, reliability and useability. The 55CS is built using the vacuum infusion method. This offers a lighter, stronger and stiffer hull, which in turn guarantees excellent sailing parameters. The exceptional performance of the Contest 55CS is further enhanced by her wing keel, designed by Piet van Oossanen, which is fitted as standard.

The 55CS also offers the finest in indoor and alfresco living. Both above and below decks, spaciousness, luxury and privacy are assured. And with a choice of interior options, you can customise the yacht's layout and materials to your own requirements.



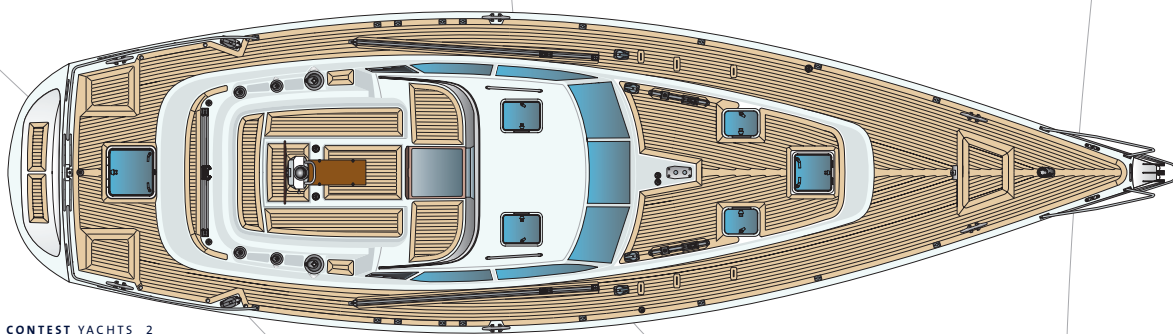


## ABOVE DECK ON THE CONTEST 55CS

The modern deck layout makes it immediately apparent that this is a yacht optimised for sailing by a small crew. The mainsail and genoa are easy to operate from the cockpit at the push of a button, thanks to the electric winches. The balanced spade rudder ensures that the yacht is light and responsive to steer, while the standard bowthruster enhances manoeuvrability still further.

A fixed cutter stay means it is possible to add a storm sail (or staysail) should the need arise. Cruising under engine is no less impressive - the 135 hp Perkins is powerful, exceptionally quiet and smooth.

The graceful superstructure subtly blends into a spacious cockpit where eight people can comfortably dine at the fixed table. Because the Contest 55CS comes with a wing keel as standard, the most idyllic small harbours and anchorages become accessible. There can be few more comfortable ways to discover the world's finest cruising grounds.







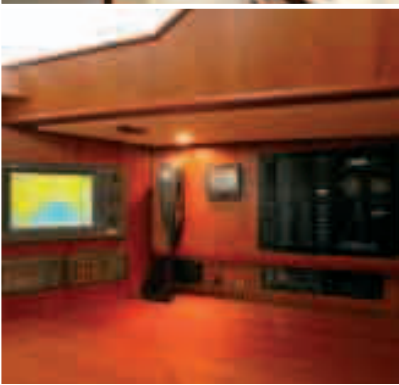


GRANNY MURPHY  
BELFAST



The Contest 55CS comes standard with three cabins. The owner's suite is fitted with a wide double bed and a large bathroom with space for a combined washer/dryer. The primary guest cabin is also remarkably spacious and has its own shower and toilet. The third cabin is fitted with full length twin bunks but can also be turned into a captain's cabin, office space or a workshop – the choice is yours.

When it comes to cooking, the Contest 55CS leaves nothing to chance and caters for the most ambitious culinary demands. The galley has a very practical layout and includes a double sink, large front-opening fridge, capacious freezer and generous working and storage space. All galley surfaces are finished with elegant and long-lasting Corian.





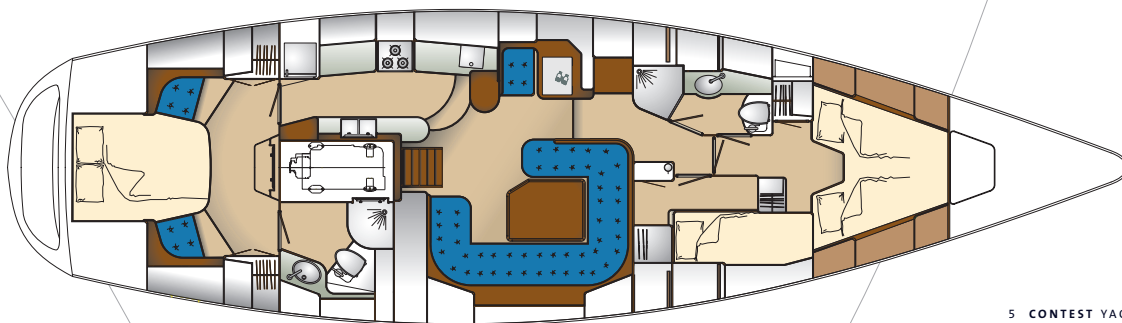
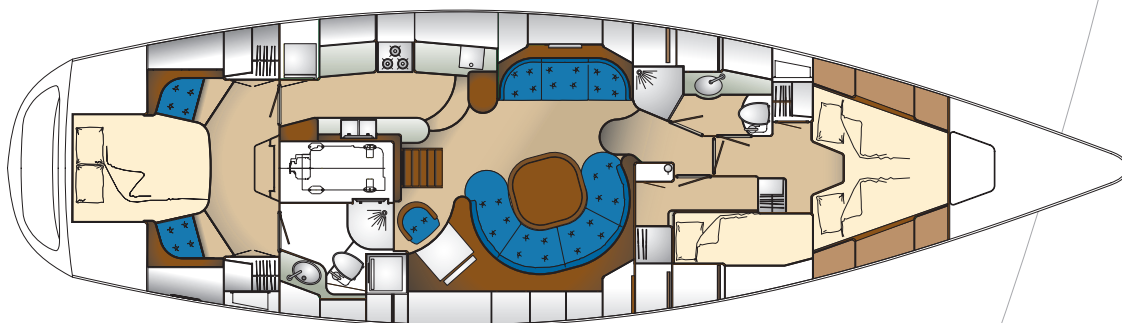


Go below deck on the 55CS and you'll be bathed in light from the double glazed deck saloon. The atmosphere is warm and inviting, and yet a wealth of space is at your disposal. Here is an interior that has been designed to maximise onboard comfort during long periods at sea. You can choose between various layout options, one of which comes from the drawing board of the renowned interior designer Birgitt Schnaase. And this is just one of the ways in which you can ensure that your yacht conveys your personal style.

## BELOW DECKS ON THE CONTEST 55CS

A party of eight can relax in style in the saloon, which has room for two loose armchairs should you require. The open navigation area enhances the open-plan below decks set-up, which gives a bright and airy feel. With easy access to the cockpit and the cabins, every aspect of the layout has been carefully thought through. Small wonder that the Contest 55CS is renowned as an ocean cruiser for the most discerning of sailors.

The interior finishing is first-class, reflecting Contest Yachts' formidable reputation for using the highest quality materials. The yard takes care of every area of construction in-house and only employs joiners and shipwrights of the highest calibre. These craftsmen combine a rich experience of boat building with a complete understanding of modern techniques. The ultimate aim is to ensure that you will feel completely secure and at home on board your yacht.

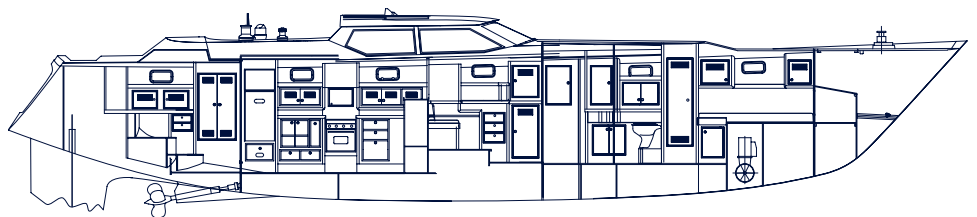
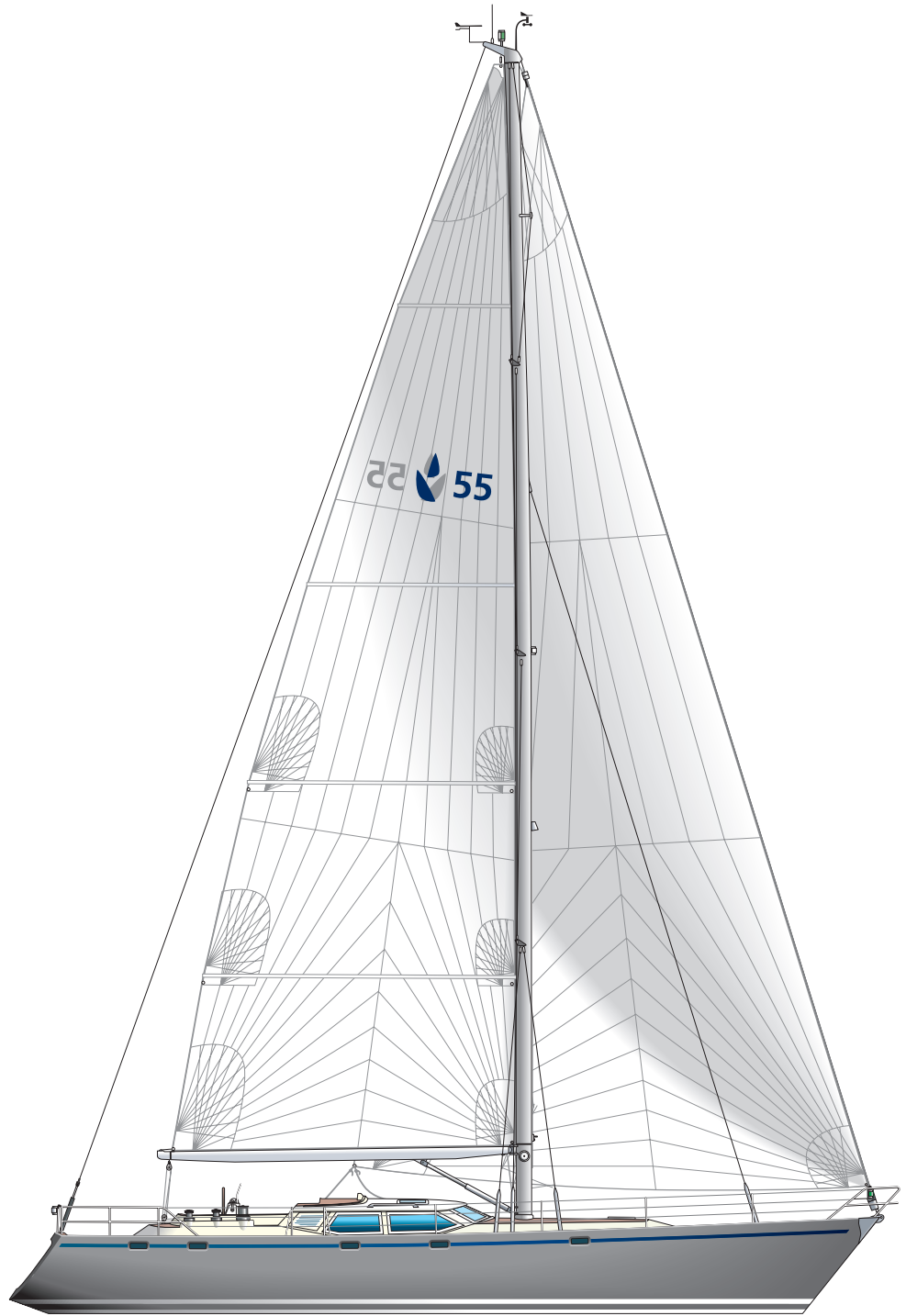


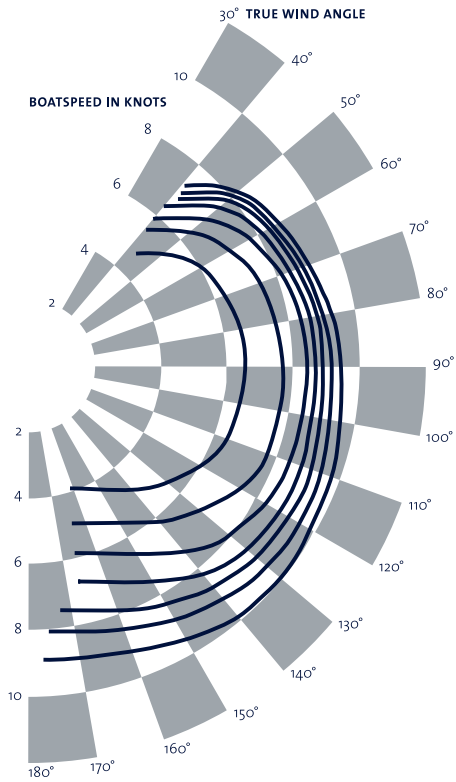
#### DESIGNER'S COMMENT

The Contest 55CS was developed by our office on the basis of a Doug Petersen hull. Thus we were able to develop a yacht with all the characteristics of a genuine Contest: perfect use of space and absolute comfort together with excellent sailing performance. Those are the primary characteristics of this blue water cruiser, already proven on many Oceans.

The Contest 55CS is a yacht of which not only the new owner can be proud of, but also we, as designers, and the yard as builder.

Georg Nissen, DESIGNER





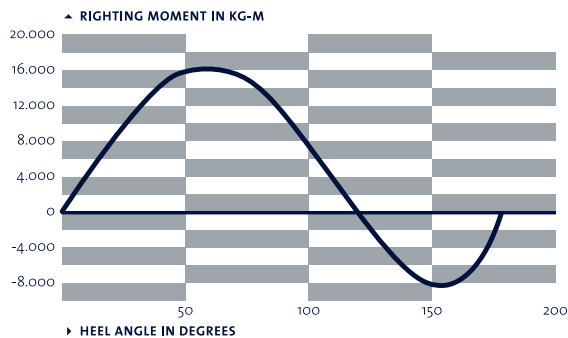
► **POLAR PERFORMANCE DIAGRAM**

The diagram shows the exceptional upwind and reaching potential of the 55CS.

Curves from in- to outside are calculated at 6, 8, 10, 12, 14, 16 and 20 knots true windspeed.

# SPECIFICATIONS CONTEST 55CS

Length overall	16.75 m	55'0"
Length waterline	13.55 m	44'5"
Maximum beam	4.65 m	15'3"
Displacement	24,800 kg	54.56 lbs
Draft winged keel	1.95 m	6'5"
Ballast winged keel	8,870 kg	19,559 lbs
Draft bulb keel	-	-
Ballast bulb keel	-	-
Mast height above waterline	24.9 m	81'8"
Mainsail	66.9 m <sup>2</sup>	719 sq ft
Genoa	94,6 m <sup>2</sup>	1,017 sq ft
Fuel tank	1,000 ltr	220 imp.gal
Water tank	1,000 ltr	220 imp.gal
Engine, Perkins	99 kW	135 hp





# STANDARD FEATURES CONTEST 55CS

## HULL & DECK

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

## DECK LAYOUT & EQUIPMENT

- JEFA steering pedestal (rack and pinion system) with tandem spoke 1.100 mm steering wheel and leather grip.
- Suunto compass.
- 12 mm teak laid deck, including bathing platform, toe rail capping, cockpit seats, cockpit sole and teak trimming around the cockpit.
- Stainless steel 316 stem head fitting with two rollers.
- Stainless steel 316 guardrails 75 cm high with 3 wires.
- Stainless steel 316 bathing ladder with steps mounted on stern.
- Stainless steel 316 handrails on cabin roof.
- Stainless steel 316 anti chafe rails below mooring cleats.
- Stainless steel 316 gateway amidships stanchions.
- Stainless steel 316 mooring cleats; two cleats with two fairleads forward, two cleats amidships, two cleats aft and two fairleads on stern.
- GEBO aluminium deck hatches.
- GEBO portlights and windows in hull.
- GEBO thermic windows in coachroof.
- LEWMAR deckfittings.
- ANDERSEN self tailing winches throughout (genoa winches electric).

- LEWMAR Sprint 3000 electric anchor winch (max. pull 1.360 kg), including up and down switches on deck and remote control in cockpit.
- Self draining gas bottle locker in sidedeck, one Campinggaz gas bottle type HR907 including gas regulator valve, space for second bottle in locker.
- Fixed teak cockpit table (foldable) with stainless steel 316 support and canvas cover.
- Flagpole with stainless steel 316 support.
- Two white lifebuoys in stainless steel 316 supports fitted on push pit.
- Boat hook in aluminium stowed on lower shroud.
- Aluminium emergency tiller.
- Double anchor rollers.
- 40 kg Delta anchor with 50 m galvanized 12 mm anchor chain.
- Anchor chain marked each 5 m.
- Six fenders with lines.
- Four 20 m 16 mm mooring warps.
- Two 25 m 18 mm mooring warps.

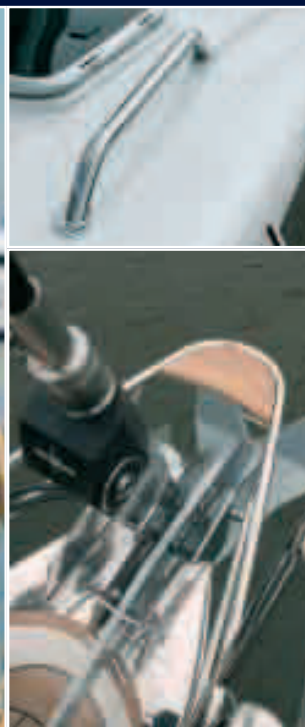
## MAST & RIGGING

- HALL SPARS, keel stepped, sloop rigged in AWL-grip white finish.
- Three sets of spreaders.
- Standing rigging in Dyform.
- Fixed cutterstay (sail and or furling gear optional)
- Slab reefing system.
- Reefing lines at dedicated reefing winch at the mast.
- Frederiksen 200 BAT Car system.
- Genoa furling system, Reckmann RS 2000, with line led aft to cockpit.
- Main sheet 12 mm, with 2 self tailing winches on either side of the cockpit.
- Genoa sheet 18mm, with 2 electric self tailing winches on either side of the cockpit, situated within reach of the helmsman.
- Solid kicker system.
- Holmatro hydraulic back stay tensioner (manual).
- Deck and boomlight.
- 3 Colour masthead light.
- Genoa halyard winch on mast.
- Spinnaker halyard winch on mast.

## SAILS

- Mainsail, in Nordac, fully battened with lazy jacks, by 'North Sails'.
- Sailcover for mainsail.
- Furling Genoa in Nordac, by 'North Sails'.





#### INTERIOR

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

#### SYSTEMS

- FORCE 10 3-burner gas cooker with oven fitted on gimbals (stainless steel).
- Refrigerator 115 l in stainless steel with front door.
- Top opening coolbox in GRP with foam insulation in galley work top (cooling unit optional).
- Three foam fire extinguishers 2 kg.
- 36-Set of Contest Yachts porcelain crockery stowed in teak fittings.
- 24-set of drinking glasses and bottle stowage in bar.
- Owners manual.
- Pressurized hot & cold water; tank capacity 950 litres.
- Electric tank level meter is fitted on the main switch panel.
- Boiler stainless 316 40 litres with double exchanger to engine and heater (optional) and 220V element.
- Mixer taps in galley and showers.
- Two manual-flush seawater toilets.
- Waste water tank 50 litres aft head standard; waste water tank 50 litres forward optional.
- Two shower stalls with electric drainage pump with filter.
- Electric bilge pump in keel sump.
- Pump (24V) for draining galley sinks.

#### AC/DC SYSTEMS

- 24V system on board.
- 200 Ah service batteries.
- Starter battery: Gell type, 85 Ah, 830A Cold Crank Capacity.
- 220V shore power connection, including cable 25m with CE connector, earth trip switch and 2 sockets in galley.
- Battery monitor with:
  - Voltage
  - Running Amps
  - Amp. Hours
  - Capacity Ah and procentual
  - Adjustable optical alarm for capacity.

#### ENGINE

- PERKINS M135 99 kW (135 hp) 2600 rpm 6 cylinder turbo-charged diesel engine.
- Indirect cooling.
- Twindisk hydraulic gearbox with 2.39:1 reduction.
- 24V/70A alternator.
- Single lever gears throttle control on steering pedestal.
- Engine panel fitted in cockpit including rev. counter, oil pressure- temperature- and charge alarm, start and stop buttons and fuel gauge.
- Tank capacity 950 litres (stainless steel 316).
- Sump on fuel tank with drain pump.
- SEPAR water separator and fuel filter. Acoustic and visual 'water in fuel'- alarm.
- Watercooled exhaust with double waterlock.
- Stainless steel propeller shaft with thrust bearing and flexible coupling.
- Stern tube with water lubricated bearings and maintenance free waterseal.
- 3-bladed fixed propeller in bronze.
- Engine room insulated with combined drone- and soundabsorbing insulation.
- Engine room-ventilation by electric ventilator and via double natural ventilation grills.





# CONTEST YACHTS: OVER 45 YEARS OF PASSION AND PERFORMANCE

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

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

## CONTEST YACHTS & QUALITY

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

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

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





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

#### CONTEST YACHTS & PRODUCT DEVELOPMENT

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

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

#### CONTEST YACHTS & SERVICE

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

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

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

Arjen Conijn and Marcel Borgmann, directors Contest Yachts



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







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