



# 50CS

THE CONTEST 50CS

A PERFORMANCE CRUISER IN EVERY RESPECT



‘With an optional winged keel, spade rudder and plenty of sail area, the new Contest 50CS is a sailing machine’

CRUISING WORLD



## THE CONTEST 50CS

The Contest 50CS continues the successful evolution of the Contest range where over the years there has been an increasing emphasis on performance whilst retaining the comfortable sea keeping ability and strength for which Contest Yachts are renowned.

Designed by Georg Nissen her clean lines, simple rig with ample sail area and careful weight saving make the 50CS an extremely easy yacht for a couple to handle while guaranteeing high average speeds on long passages. Discover the Contest 50CS and you'll be surprised by the beauty, sporty character and finesse of this true performance yacht.

### HIDDEN QUALITIES

The quality of the Contest 50CS goes way beyond first impressions. It was built using Conyplex's revolutionary vacuum injection method (see page 10) and we also applied Finite Elements Analysis, an advanced methodology normally used in aviation and space exploration. The result is a stronger, more sturdy and above all lightweight yacht.

Further weight savings were generated by the use of foam-cored partitions. The flatter hull form, the balanced spade rudder and optional wing keel based upon Piet van Oossanen's design, all give another dimension to the sailing performance of the Contest 50CS.

As well as all these high-tech features, simpler more everyday, aspects in the design take full account of your high expectations of a modern yacht.

Birgit Schnaase, known for her fresh design style, has devised two interior layouts. Space, light and comfort are the core concepts of the new design. The beds are long and comfortable, there's lots of headroom and storage space, and the saloon area is extremely inviting. What more could a connoisseur require!



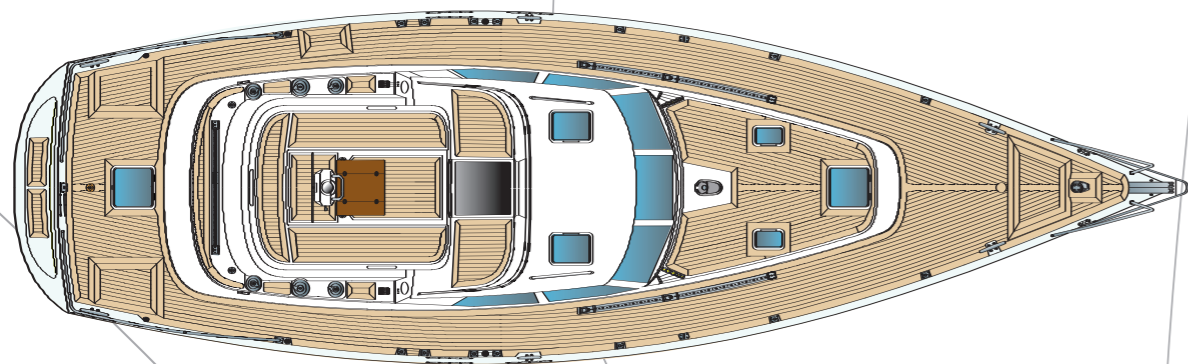


## ABOVE DECK ON THE CONTEST 50CS

The modern underwater hull and sleek design of the upper deck are in complete harmony with each other. Once onboard, you'll immediately notice the spacious and totally clean deck area.

With wide gangways, the halyards led below deck and the complete control option in the cockpit, everything possible has been done to make your yacht as safe and easy to handle as possible.

The excellent performance of the Contest 50CS is due to such features as the modern rig and the narrower sheeting angle of the mast. These guarantee optimal trimming and high speeds, even with a small crew and light wind. In addition, the balanced spade rudder and the 112% foretriangle ensure an extremely manoeuvrable yacht that can tack easily and quickly. The ultra-spacious and well sheltered cockpit is another highlight, with its fixed cockpit table snugly seating six people for dining.







Step below decks and you'll immediately feel at home in the light and airy atmosphere. Superbly finished throughout, the Contest 50CS exudes comfort and security whether you have the wind in your sails or are quietly moored in a harbour or bay.

The layouts provide for three cabins and two bathrooms, with plenty of privacy for you and your guests. The very finest teak – all from the same shipment to ensure perfect matching and consistency – is used throughout. Strong and attractive materials such as corian, oak and stainless steel are used for the galley, floor and bathrooms.

Perhaps the greatest surprise in the interior, however, is the finer details such as the subtle storage space for the entrance hatches, the extending bar and the enormous storage space under the seating. And we certainly mustn't forget the large and easily accessible technical room, with its array of built-in equipment.

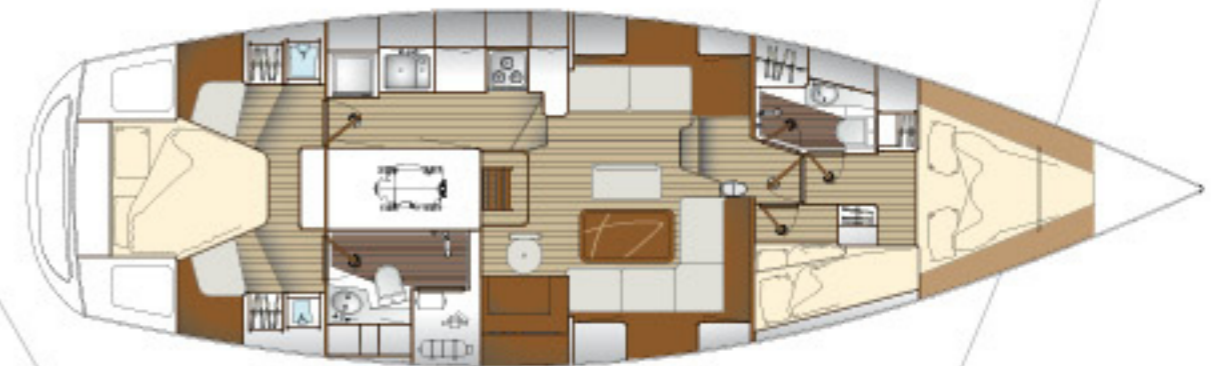
## BELOW DECKS ON THE CONTEST 50CS

Even when it comes to cuisine, nothing is left to chance on the Contest 50CS. Many master chefs would be pleasantly surprised by the space given to modern built-in equipment and the large working surfaces. Meanwhile, the roomy navigation area can be equipped with the most advanced and reliable equipment available.

Regardless of the complete and high quality specification of the standard equipment onboard a Contest 50CS, you always have the option to choose different colours and materials for your interior.



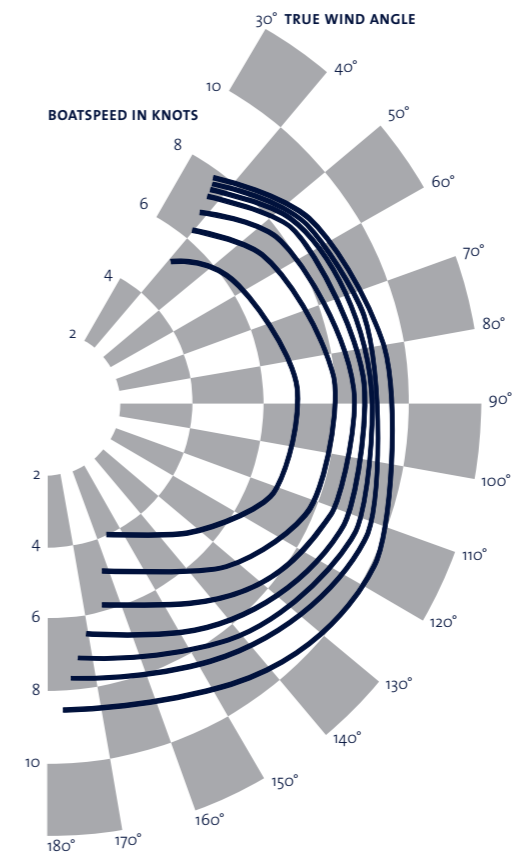
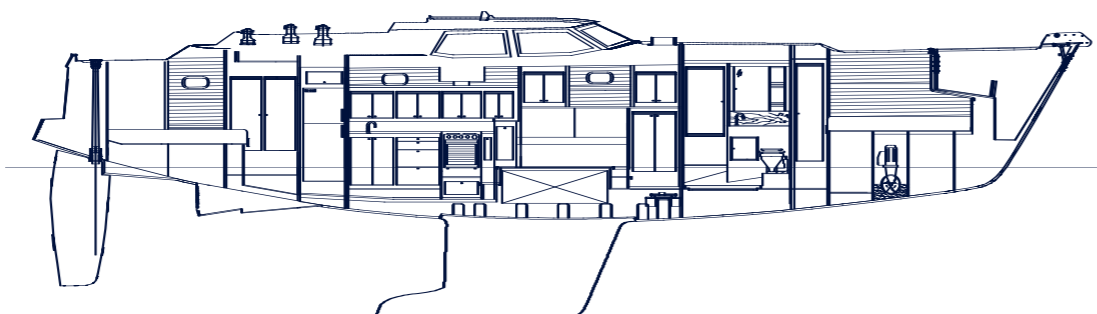
The enjoyment of sailing the Contest 50CS involves more than just the carefully considered technical details and beautifully balanced sailing characteristics. The quality of the finishing and the exceptionally comfortable interior will also tempt you into lengthy stays onboard this spacious performance cruiser.



**DESIGNER'S COMMENT**

"If we can get across just a part of the passion that has been at the heart of the design and construction of the Contest 50CS, I am convinced that each owner will find the years of fun and adventure impossible to resist. This is sailing... This is the life."

Georg Nissen, DESIGNER



► **POLAR PERFORMANCE DIAGRAM**

The diagram shows the exceptional upwind and reaching potential of the 50CS.

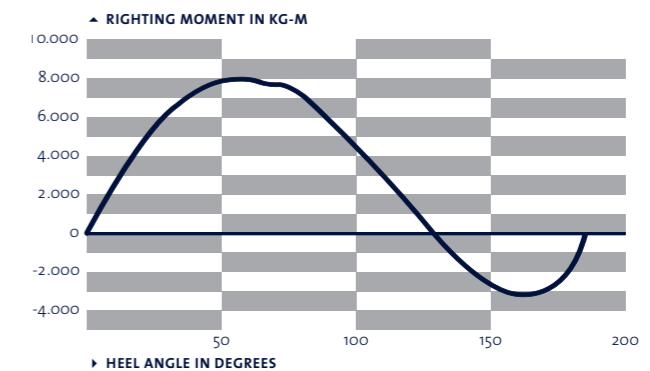
Curves from in- to outside are calculated at 6, 8, 10, 12, 14, 16 and 20 knots true windspeed.

## SPECIFICATIONS CONTEST 50CS

Length overall	14.99 m	49'18"
Length waterline	12.90 m	42'32"
Maximum beam	4.58 m	15'03"
Displacement	17,500 kg	38,580 lbs
Draft bulb keel	2.15 m	7'05"
Ballast bulb keel	6,100 kg	13,445 lbs
Mast height above waterline	22.80 m	74'8"
Mainsail	67.2 m <sup>2</sup>	723 sq ft
Genoa	58.2 m <sup>2</sup>	626 sq ft
Fuel tank	600 ltr	132 imp.gal
Water tank	720 ltr	158 imp.gal
Engine, Yanmar	81 kW	110 hp

► **STABILITY CURVE**

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





# STANDARD FEATURES CONTEST 50CS

## HULL & DECK

- Vacuum infused GRP hull and deck.
- Hull and deck in sandwich with end grain balsa.
- Solid laminate in structural areas.
- Vacuum infused GRP structural bulkheads in sandwich with foam core.
- Vacuum infused GRP longitudinals in sandwich with foam core.
- Outer hull laminate in isophthalic resin as extra anti osmosis layer.
- Two year warranty.
- Gelcoat: white.
- Stripe and waterlines: dark blue.
- Antifoul: 2 layers of Awl- star Black.
- Lead performance keel with bulb.
- Balanced GRP rudder with aluminium rudderpost and JEFA bearings.
- Deck lockers and anchor locker in GRP with white gelcoat finish and aluminium hatches.
- 6 scuppers on deck and 3 in cockpit with outlet on waterline to avoid watermarks on hull.

## DECK LAYOUT & EQUIPMENT

- JEFA steering pedestal (rack and pinion system) with tandem spoke 1100mm steering wheel and leather grip.
- Stainless steel 316 stem head fitting with two rollers.
- Stainless steel 316 guard rails 62 cm high with 2 wires.

- Suunto compass including cover.
- 12 mm vacuum glued teak deck, including bathing platform, toe rail capping, cockpit seats, cockpit sole and teak trimming around the cockpit.
- Stainless steel 316 bathing ladder with steps mounted on stern.
- Stainless steel 316 hand rails on cabin roof.
- Stainless steel 316 anti-chafe rails below mooring cleats.
- Stainless steel 316 gateway amidships stanchions.
- Stainless steel 316 mooring cleats; two cleats with two fairleads forward, two cleats amidships, two cleats aft and two fairleads on stern.
- Lewmar low profile aluminium deck hatches.
- Gebo portlights and windows in hull.
- Gebo thermopane windows in coach roof.
- Harken deck fittings.
- Lewmar self tailing winches throughout.

- Foldable chain plate on deck for (optional) removable cutter stay.
- Lewmar V4/V5 electric anchor winch, including up and down switches on deck.
- Halyards led back to cockpit (under deck) with Harken organizers and Spinlock rope clutches.

- Two yellow lifebuoys in stainless steel 316 supports fitted on push pit.
- Self bailing gas bottle locker in deck (port side) with one JSP SST bottle 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 yellow lifebuoys in stainless steel 316 supports fitted on push pit.
- Boat hook in aluminium stowed on lower shroud.

- Aluminium emergency tiller.
- Double anchor rollers.
- 25 kg Delta anchor with 50 m galvanized 10 mm anchor chain.
- Anchor chain marked each 10 m.
- Six fenders with lines.
- Four 20 m 16 mm mooring warps.
- Two 25 m 18 mm mooring warps.

## MAST & RIGGING

- Selden keel stepped, sloop rigged.
- Windex.
- Back swept spreaders.
- Standing rigging in Dyform.
- Slab reefing system.
- Reefing lines led aft to the cockpit.
- Selden batten-car system.
- Genoa furling system, Furlex 400S, with line lead aft to cockpit.

- Main sheet 12mm, with 2 self tailing winches on either side of the cockpit.
- Barbarossa backstay tensioner.
- Genoa sheet 14mm, with 2 self tailing winches on either side of the cockpit, situated within reach of the helmsman.
- Selden Rodkicker, line lead aft to the cockpit.
- Genoa halyard winch on mast.
- 3 colour and anchor light.
- Deck light switch on pedestal.
- Cockpit light (in boom).

## SAILS

- Mainsail, in Nordac, fully battened, 2 reefs with lazy jacks, by "North Sails".
- Furling Genoa in Nordac, by "North Sails".

## INTERIOR

- Modern styling.
- Comfortable seating.
- Sliding couch.
- Seat with retractable backrest. (Backrest also acts as support in seaway)
- Second position next to salon table for navigation seat.
- Dedicated storage space for washboards.
- Wet locker with drainage for stowage of wet oilskins.
- Trotter box in wet locker for extra berth.

- Light oak floor.
- Teak joinery with matte varnish finish.
- White painted and matte varnished teak side panelling.
- Bticino switches.
- Bulkhead mounted switches for ceiling lights in each compartment.
- Padded headboard in aft cabin.
- Hotel switches for ceiling lights in aft cabin.
- Bticino 230V sockets.
- Chrome fittings throughout.
- Teak doors 30 mm with chrome fittings and anti-rattle door locks.
- Upholstery and curtains; colour to choice. (Class A = standard)
- Lee cloths in every berth.
- Automatic lighting (set period) when opening companionway hatch.
- Transparent chart holder on top of sliding companionway hatch.
- Red navigation light above chart table.
- Teak pencil and divider holder.
- CORIAN colour "Linen" worktop in galley with 2 CORIAN sinks.
- Design taps.
- Dedicated drawer with cutting board.
- 36-set of Contest Yachts porcelain crockery stowed in teak fittings.
- CORIAN colour "Linen" tops in each head with moulded CORIAN washbasins.
- Extensive mirrors in both heads.

- 24-set of drinking glasses and bottle stowage in bar.
- Garbage bin under companionway stairs.
- Separate shower compartments in heads.

## SYSTEMS

- MARINER 3-burner gas cooker with oven fitted on gimbals (stainless steel).
- Refrigerator with stainless steel doorfront.
- Pressurized hot & cold water; tank capacity 720 litres.
- Electric water tank level meters fitted on the main switch panel.
- Boiler stainless 316 40 litres with double exchanger to engine and heater (optional) and 230V element.
- Mixer taps in galley and showers.
- Two manual-flush seawater toilets.
- Waste water tank 75 litres aft head standard; waste water tank 45 litres forward optional.
- Grey water system with collection tank and automatic discharge by pumps (no filter needed). Showers and sinks connected to grey water with automatic discharge.
- Automatic bilge pump in keel sump with manual override.
- Central discharge in engine room to reduce number of through hull fittings.

- Three foam fire extinguishers 2 kg.
- Flexible hose for connection to grey water pump to remove water from any location on the boat.

## AC/DC SYSTEMS

- 24V system on board.
- Dedicated technical area next to aft shower area for switches and fuses.
- 4 x 85 Ah service batteries.
- Starter battery: Gell type, 54 Ah, 830A Cold Crank Capacity.
- 230V shore power connection, including cable 25m with CE connector, and Isolation Transformer.
- All sea cocks under waterline are grounded.

## ENGINE

- YANMAR 4JH4 HTE 81 kW (110 hp) 3200 rpm 4 cylinder turbo-charged diesel engine.
- Indirect cooling.
- KM4A mechanical gearbox with 2.63:1 reduction.
- 12V/80A and 24V/75A alternator.
- Separate main switch to enable service battery to be used as starter battery.
- Single lever gears throttle control on steering pedestal.
- Engine panel fitted in cockpit including rev. counter, oil pressure-temperature- and charge alarm.

- Fuel tank capacity 600 litres.
- Electric fuel tank level meter fitted on the main switch panel.
- Sump on fuel tank with drain pump.
- Water-cooled exhaust with double water lock.
- SEPAR water separator and fuel filter.
- Acoustic and visual "water in fuel"-alarm.
- Stainless steel propeller shaft with thrust bearing and homokinetic coupling. Stern tube with water lubricated bearings.
- Engine room insulated with combined drone- and sound absorbing insulation.
- Engine room ventilation by electric ventilator and via double natural ventilation grills.

## DASHBOARD

- Alarms for: Water in boat, Running bilge pump, Water in fuel, Battery level, Black water tank aft cabin.
- Switch for navigation lights on engine/ sailing.
- Indication lights for function of navigation lights.

## OWNERS MANUAL

## CERTIFICATION

- The boat is CE certificated category A (unlimited ocean voyages).
- Lloyds certificate on hull.



# CONTEST YACHTS: OVER 50 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 50 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 50 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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