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SuperSail World

Supplement to
Yachting World

Adela sweeps to victory in Antigua

Loud shirts order of the day

Five Js gather for St Barths

Bucket full and in fine fettle

Runners, riders, prospects

Hamilton

On board Sir Charles Dunstone's WallyCento

Looking for something smaller?

Eddie Jordan's Oyster 885, the new Contest 72CS

Southern Wind 82 in the pipeline

Charter choice

What's on the market in Antigua







CAN-DO CONTEST

The 72CS is the flagship of the Contest fleet, a premium class cruising yacht from a yard that has always had a big-boat attitude to production-size yachts

Dutch yard Contest have always approached building production-size boats with a can-do attitude. A family-run yard on the IJsselmeer, now in the third generation, they are a low-volume, high-quality outfit building premium class cruising yachts using innovative techniques and top-drawer suppliers. Over the years the yard have honed an 'anything you want' attitude to boatbuilding.

Never has this been more evident than with their largest yacht to date, the 72CS. "We make sailing accessible for smaller numbers on bigger boats," says Arjen Conijn, grandson of Contest founder Ed Conijn. "You see it in our cockpit and deck layouts – how the winches and trimming is organised."

Since Arjen took over the business from his father Fritz over a decade ago, the Contest range has been modernised, with input from designer Georg Nissen, creating new decks and a striking family look signalled by wraparound coachroof windows.

The 72CS is the flagship of this evolution, her sailplan a doctrine in clean aesthetics. Her tall mast is relatively far forward, allowing room for a central cockpit and a sleek, low-profile coachroof, a deck you could putt on and a tender garage built into the transom. To achieve this aesthetic, Magic Trim hydraulics have been used for the genoa cars, along with a hydraulically





The light, airy, peaceful saloon and master cabin reveal her small superyacht status

Dimensions

LOA	21.80m	71ft 6in
LWL	18.99m	62ft 4in
Beam	5.70m	18ft 8in
Displacement	44,300kg	97,664lb
Draught	2.80m	9ft 2in
Ballast	16,500kg	36,376lb

Designed by Georg Nissen/Wetzels Brown
www.contestyachts.com

“ The owner requested a small superyacht rather than a large family yacht. It’s a clever showpiece of the yard’s capabilities ”

furling Code 0 and a removable inner forestay. “All the engineering is calculated pre-build to keep the deck flush,” Conijn explained. “It makes the boat ideal for whatever you want.”

This first 72CS, PH3, has a striking, unconventional interior designed by Gillian Brown of Amsterdam’s Wetzels Brown Partners, who was charged by Conijn to “capture the spirit of the next generation of Contest boat interiors”. Hence core traditional values, including curves and joiner work finish, have been kept, while contemporary design, wood types and furnishings have been added. The resulting symmetrical lines produce a peaceful, inviting interior, with a blend of light and dark oaks.

Brown said that the owner requested “a small superyacht rather than a large family yacht” and explained how they streamlined the joiner work, removing visible ventilation grilles and adding recessed handholds. The choice of light timber and leather panelling result in refreshingly bright cabins.

Having previously owned and cruised a 55CS with his wife and three children, the owner opted for three large guest cabins and a Pullman, as well as private crew accommodation forward, accessed through the portside galley forward of the saloon.

“It’s great to build the first of a series as you don’t have the expense of a one-off yacht, while at the same time you can provide a lot of input,” he wrote in Contest’s in-house magazine. It’s an unusual, but clever showpiece of the yard’s capabilities.

The other five layout options I’ve seen are all more conventional, siting the galley further aft, either in walk-through format to the master cabin, or U-shape abaft the saloon, with three guest cabins and separate crew accommodation in the bows.

Considering her owner’s demands for home comforts for the family, combined with the ability to race in Med regattas, the yard were challenged with keeping weight down. Hence there are some innovative solutions, including the first carbon in-mast furling rig from Hall Spars with carbon rigging.

Although Contest are comfortable building to 80ft/25m, for Arjen Conijn the 72CS represented the right size to build a full-size crew area yet still provide enough space for a family. Although they don’t want to move to full custom one-offs, Contest feel their trump card is their flexibility with interior layouts. Quality and comfort are key for this Dutch yard. Since 1995 they have vacuum-injected all composite parts.

