

GENERAL

Introduced in the autumn of 1968 as a new class, the CONTEST 30 is following hard on the success of the CONTEST 29 which is now sailing in large numbers in yachting centres all over the world. The principal features of the CONTEST 29 have been retained - high moulding standard, first class interior finish, well planned layout and ease of maintenance. Added to these are the advantages conferred by a new up-to-the-minute hull design by Van Essen, of Flying Dutchman fame. The extra foot of length overall, another 11 inches on the waterline and the 1 foot greater beam, provide a great deal more space and this has been used to advantage. A roomier forecabin and toilet compartment, a semi dinette layout with double berth in the main saloon and an extra inch or two round the galley make an appreciable difference. Up top, the fore deck is roomy and uncluttered and the side decks provide clear access forward.

The underwater shape is modern and fast. With a ballast ratio of over 45%, additional stiffness is given by the wide beam and the bulb keel which places the ballast well down for the maximum effect. The rudder is mounted aft on a skeg, giving maximum control but without the critical conditions associated with a spade rudder.

ACCOMMODATION

The layout consists of two principal cabins separated by a toilet compartment which can be completely isolated from both. The forecabin has two berths with comfortable foam rubber mattresses. Reading lights are provided for each berth, and an insert can be bought to fill the gap between the berths to form a double berth. Ample stowage space is provided beneath the berths enough to take a complete suit of sails.

Next aft is the toilet, dressing room compartment, complete with W.C., washbasin with fresh water supply, lockers and shaving mirror. On the starboard side are 6 drawers and lockers and a wide hanging locker fitted to take the shore going clothes of the entire crew. The translucent forehatch is situated immediately above the compartment, providing light and extra head room.

The main saloon is lined with lockers. On the port side an L shaped settee gives comfortable seating round the table. This settee may be used as a single berth, or alternatively by lowering the table, a 42" double berth is formed. On the starboard side a sliding settee can be used for extra seating round the table and as a comfortable berth. Lee boards are fitted as standard.

Two water tanks each holding approximately 22 gallons are installed beneath the main cabin berths. Also in the main cabin, but abaft the berths is the galley (port) and folding chart table (starboard). The engine casing provides a comfortable seat for the navigator or cook.

Among the many points of detail in the boat are such useful items as a red light over the chart table for night

Contest 30



vision, a pencil holder, a pull-out chopping board for the cook, foot pump for water for the stainless steel sink and a special tray fitted beneath the sole for collecting the sweepings from the cabin.

Down the starboard side there is a long quarter berth with ample stowage beneath.

African mahogany and mahogany faced ply is used below decks, finished in a pleasing matt or glossy varnish. The main cabin sole is in teak.


Holland Yachts *Newport*

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THE DIFFERENCE IS QUALITY

Quality craftsmanship is not a thing of the past.

CONTEST yachts are built in the European tradition with the finest modern materials and workmanship, and present true old world charm to the discriminating yachtsman.

Our minimum standard is Lloyds 100-A1 approved construction.

CONTEST yachts are of the most beautiful fiberglass construction with hand rubbed African Mahogany interiors. They feature plenty of locker space, enclosed head, teak cabin sole, separate headliners and numerous other quality details. Above deck, for our hardware we use 316 stainless steel, a completely corrosion proof material.

Before you decide on your next yacht, inspect the most complete fleet of imported quality sailing yachts in this country.

Base price includes all duties, ocean freight and insurance, paid to West Coast Port of Entry.

Contest

24



LOA	23' 7"
DWL	18' 0"
Beam	7' 6"
Draft	2' 5"
Mainsail	122 sq. ft.
Jib	107 sq. ft.
Ballast	1325 lbs.
Displacement	3600 lbs.
Water	25 gals.
Sleeps four	
Base Price	\$5,900.00

Contest

30



LOA	29' 11"
DWL	25' 0"
Beam	9' 4"
Draft	4' 4"
Mainsail	167 sq. ft.
Jib	205 sq. ft.
Ballast	3500 lbs.
Displacement	9000 lbs.
Headroom	6' 2"
Water	44 gals.
Fuel	20 gals.
Sleeps six	
Base Price	\$11,700.00

Contest

25



LOA	25' 0"
DWL	20' 6"
Beam	7' 3"
Draft	3' 11 ¹ / ₂ "
Mainsail	134 sq. ft.
Jib	105 sq. ft.
Ballast	1900 lbs.
Displacement	4400 lbs.
Headroom	5' 6"
Water	15 gals.
Fuel	10 gals.
Sleeps four	
Base Price	\$7,400.00

Contest

35



LOA	34' 11"
DWL	24' 3"
Beam	10' 6"
Draft	4' 8"
Mainsail	205 sq. ft.
Jib	190 sq. ft.
Ballast	4400 lbs.
Displacement	11,000 lbs.
Headroom	6' 4"
Water	65 gals.
Fuel	10-50 gals.
Sleeps six	
Complete Price	
(Includes working sails, engine, galley, head, and much more.)	
Base Price	\$24,200.00

Contest

27



LOA	27' 4"
DWL	22' 3"
Beam	8' 1"
Draft	4' 1"
Mainsail	145 sq. ft.
Jib	190 sq. ft.
Ballast	2200 lbs.
Displacement	5500 lbs.
Headroom	6' 2"
Water	20 gals.
Fuel	10 gals.
Sleeps four	
Base Price	\$8,900.00

Contest

40



LOA	39' 7"
DWL	27' 8"
Beam	11' 2"
Draft	6' 1"
Mainsail	294 sq. ft.
Jib	315 sq. ft.
Mizzen	62 sq. ft.
Ballast	5900 lbs.
Displacement	17,400 lbs.
Headroom	6' 4"
Price to be announced.	