

JJ MOON — CONTEST



Builder: CONTEST

Year Built: 1993

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 42' 7" (12.98m)

Beam: 13' 2" (4.01m)

Min Draft: 5' 8" (1.73m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 8 Kts. (9 MPH)

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SPECIFICATIONS

Overview

Truly mind-boggling bluewater spec jam-packed into the epic build quality and seakeeping of a Contest hull. Just finishing her circumnavigation and hungry for more adventures.

Basic Information

Category: Cruising Sailboat

Model Year: 1993

Year Built: 1993

Country: United Kingdom

Dimensions

LOA: 42' 7" (12.98m)

LWL: 36' 3" (11.05m)

Beam: 13' 2" (4.01m)

Min Draft: 5' 8" (1.73m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Cruise Speed RPM: 2200 Kts.

Max Speed: 8 Kts. (9 MPH)

Max Speed RPM: 3000 Kts.

Displacement: 28439.631798 Pounds

Water Capacity: 92.4602182 Gallons

Holding Tank: 108.838885424 Gallons

Fuel Capacity: 184.9204364 Gallons

Accommodations

Total Cabins: 2

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Finish: Stainless Steel

Hull Designer: Dick Zaal

Engine Information

Engines: 1

Manufacturer: Volvo

Model: TMD31B

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

Fitted out for serious bluewater sailing, JJ MOON has taken her current owners around the world in safety and comfort. Extensively updated in recent years to include everything from generator, solar panels, wind generator, watermaker, Hydrovane self-steering gear, bowthrustrer, electric sheet winches, SSB, satellite communications, AIS and radar/plotters, she is truly complete.

Priced sensibly for the current market. JJ MOON is the perfect 'turn key' option for anyone looking towards Med'-based cruising, the ARC or any similar big adventure.

Owner's Comments

Following retirement in 2002 we bought JJ Moon to cruise in the Mediterranean. She was a fairly standard 43 so we installed two generous sized holding tanks, a generator, isolation transformer and bimini. She was well suited to the role and we had three very happy years in the eastern Med. based in Turkey. Highlights included the Eastern Mediterranean Yacht Rally in 2004 and a cruise via Croatia to Venice in 2005. Then we met three couples just completing circumnavigations who persuaded us to consider venturing further afield. We realised we had the right boat for the purpose and hoped we had the necessary skills. We converted one of the two water tanks to fuel, installed a water maker and added a Hydrovane self-steering gear as back-up for the autopilot. We sailed from the Canaries on December 31, 2006 and have enjoyed the voyage increasingly ever since. Highlights have included transitting the Panama canal, French Polynesia, two very successful six-month periods in New Zealand and a lengthy spell in Malaysia and Thailand. Thanks to the wretched Somali pirates we returned via the Cape of Good Hope rather than the Red Sea as intended. We probably enjoyed the route more.

JJ Moon has been a comfortable home and a pleasure to own. She sails a little better than many of her solidly built cruising contemporaries and is relatively steady in heavy weather; easy to handle from the sheltered security of the cockpit. Our electric primaries and genoa furling winch make light work of the sheets and foresail reefing. In a three-day gale coming north from New Zealand we plugged on slowly to windward when larger boats were hove-to. The big engine has frequently been useful as has the moderate draft afforded by the wing keel. We have kept her up-to-date, always seeking to replace gear with the best available, and made improvements when opportunities arose. We recently raised the height of the stanchions and guardrails by about 10 cms and extended the solid rails to forward of the cockpit – agreed to be one of the best things we have done. We have tried to arrange things so that if a piece of equipment should fail there is always another that can serve the same or similar purpose.

I can honestly say that in the 10 years since we bought JJ Moon I have not seen, within our budget, another boat that would have suited our purposes so well.

With regret, now that our circumnavigation is complete, we reckon our blue water cruising days are over. We shall down-size, perhaps (whisper it quietly!) to a small motor boat.

Yachting Monthly Dec 1990 Review

Those looking for a capable, large family cruiser or a substantial retirement cruising home will probably find this new model from Dutch builders, Conyplex, on their short list.

The 43 is the second of a new generation of yachts from this yard. While retaining the virtues of a seakindly, heavy displacement hull and spacious, solidly built interior, the company have set out to add better performance, a lighter, more modern interior and a softer, smoother appearance.

...We tested the Contest in a light to moderate 10-14 knot breeze and a smooth sea, which seemed to suit her well.

We bore away on to a close reach in 10 knots of wind true (12 knots apparent) when she made 7 knots. She handled easily and the long winged keel kept her tracking steadily.

Coming on the wind, 10 knots true turned into an apparent strength of 16 knots. Boatspeed held up to 6.5 knots, a very acceptable figure for a yacht of her configuration. More to the point, she maintained a heading of on or just under 30 degrees to the wind.

...She was a very easy yacht to keep footing once you had a feel for her... clearly the hull form is well balanced, even at angles of heel up to 30 degrees.

...In design and construction the Contest 43 is unquestionably a powerful offshore, even deep-sea yacht. The galley and chart table score full marks in this respect, as does the arrangement of the seaberths in the saloon.

...On deck too, she scores well, with easily worked decks, a secure cockpit and rig which could be made very manageable by a small crew.

Once again Conyplex have produced an impressive boat in the pure cruising mould. It may be that her performance and handling will be a bit too steady for the those looking for fast weekend sprints, but across seas and oceans she will have the long legged, easy gait which delights offshore sailors... The interior delights the eye and is practical too.

History of Contest Yachts

Contest Yachts was founded in 1959 by Ed Conijn, who rightly identified a clear market niche in the Netherlands for building first class boats from the latest generation of polyester materials. The first product was an open two-man leeboard boat called the Flying Dutchman, an instant success that served as the basis for the racing class of the same name. Over 600 examples of this enormously popular yacht were eventually built, giving an incredible foundation to Contest Yachts.

Ed Conijn's next brainwave was to recognise and respond to demands for a fast cockpit sailboat. The first Contest 25 ushered in an era of series builds in Holland. Other new designs such as the Contest 27, 29 and 31 HT were unveiled during the 1960s and 70s as the yard became known well beyond the Dutch borders for its passion for innovation. Under the guidance of Ed's son, Fritz Conijn, Contest grew into a yacht builder of global stature. Key highlights include the first yacht without an aft deck area, the Contest 33, which also broke new ground by replacing the helm with a steering wheel. Then there was the Dick Zaal-designed Contest 31HT, over 250 of which were sold.

After the victory of *Australia* in the 1983 America's Cup, Piet van Oosanen, designer of her winged keel, worked closely with Contest to enhance keel configurations and hydrodynamics. As the emphasis shifted from series builds to semi-custom yachts in the 1980s, Contest called in designers such as Georg Nissen and Doug Peterson. Smart teamwork has continued to be a hallmark of the Contest success story ever since as we work with many leading suppliers and create a range of exceptional interiors with wetzels brown partners.

The turn of the millennium saw the third generation of the family take the wheel as Arjen Conijn succeeded his father. Arjen decided to further increase the emphasis on performance and

design, with all the yard's range enjoying a makeover. Very much an evolution rather than a revolution, this process has been coupled with a string of new models.

The launch of the Contest 62CS in 2008 typified the yard's commitment to a no-compromise approach to high quality and craftsmanship, and has more recently been followed up by the even larger 72CS. With a brand-new 42-footer in the pipeline and the first ever Contest motoryacht under construction, the Contest family is set to broaden even further in its scope.

Construction

Overall Measured Length: 43'10" inc. 1'6" w/vane & 1'3" anchor; beam 13'2"

RCD Status: As a yacht constructed and placed in use within EU waters before the 16th June 1998, it is our understanding that she is therefore exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive)

Hull, Deck & Superstructure Construction:

- GRP hull with laminated transverse and longitudinal reinforcements, engine-foundation and to the hull laminated bulkheads.
- The hull laminate is constructed of GRP resin, chopped strand mat (CSM) and woven roving (WR) with an extra anti-osmosis layer of resin and an insulated end-grain balsa wood sandwich.
- The hull is finished in standard cream Contest gelcoat; dark blue stripe, sheer stripe and double waterline
- Substantial teak rubbing strake with stainless steel rub-strip
- The deck & superstructure construction consists of GRP deck with laminated foam profiles, with a laminate constructed of GRP resin, chopped strand mat (CSM) and woven roving (WR) with end-grain balsa wood sandwich, and solid GRP laminate in way of all deck fittings.
- The deck & superstructure is finished in standard cream Contest gelcoat.
- The hull to deck join is achieved by way of bolts and then laminated
- Teak laid decking is fitted to the side decks, coachroof, toerail capping, with screws and sealant.

- Self-draining cockpit with teak slats on cockpit sole and seats

Keel & Rudder:

- Cast iron fin wing keel externally bolted with acid resistant stainless steel bolts
- GRP rudder blade with stainless steel rudder shaft, full skeg protection

Machinery

Engine & Gearboxes:

- 1 x Volvo TMD31B 4-cylinder turbo-charged diesel engine producing 99hp @ 3,800rpm
- MS4B 1.93:1 reduction gearbox with flexible coupling to the prop shaft
- Separ fuel/water separator
- 12vDC engine room blower
- Fresh water cooling via raw water intake and heat exchanger
- Single lever throttle control at helm pedestal
- Engine control panel in cockpit with rev counter, voltmeter, oil pressure, water temperature and charge alarms

Maintenance & Performance:

- Engine Hours: Estimated 6,650.
- Engine serviced: July 2013
- Cruising speed: approx 6 knots @ approx 2,200rpm
- Maximum speed: approx 7.5 knots @ approx 3,000 rpm
- Fuel consumption – approx 3 litres per hour at 1,750rpm / 4 litres per hour at 2,200 rpm

Propulsion & Steering:

- Whitlock steering pedestal in GRP reinforced polyester with hide covered stainless steel wheel connected to rod-linkage steering system
- Emergency steering on rudderpost by tiller

- Sleipner 6hp 12VDC bowthruster – motor refurbished 2012
- Prop shaft replaced – 2012
- Cutlass bearing replaced – 2012
- Volvo dripless shaft seal replaced - 2012
- 3-bladed Maxprop propeller- overhauled 2012
- Hydrovane self-steering gear – 2006

Electrical Systems

Voltage Systems:

- 12vDC domestic systems with 220vAC from shorepower, generator or inverter

Battery Banks:

- 1x 12vDC sealed lead acid engine / genset / bowthruster start battery - 2013
- 4x 12v DC 100Ah sealed lead acid service batteries joined in parallel to supply 400Ah@ 12vDC – 2013

Battery Charger / Inverter:

- Mastervolt 2000 Combi combination charger/inverter with 100Amp maximum charge output and 2kw inverter output

Alternators:

- 12vDC 65Amp engine-mounted alternator for engine battery charging
- 12vDC 150Amp Balmar engine-mounted alternator for service bank charging – 2011
- Balmar ARS5 alternator boost charge controller - 2011

Generator:

- Paguro 4000 4kw with 12vDC start and 220vAC output - 2012

- Generator hours: approx 520 as of September 2013
- Generator last serviced: August 2013

Wind Generator:

- Eclectic Energy D400 12vDC wind generator with 500w max output, mounted on stainless steel pole and connected to charge regulator - 2008

Solar Panels:

- 2x 80w Victron Energy solar panels mounted to guard rails and connected to charge regulator – 2012

Shore Power:

- Marinco 220vAC shore power system

Isolation Transformer:

- Mastervolt IVET 4.5kva isolation transformer with voltmeter plus softstart. Switch for changeover from 240v/110v

Other Electrical:

- BEP Marine 600-DCM battery monitoring/control system - 2006
- DC panel with fuel & water meters, inverter/charger control and cabin heater control
- 220vAC sockets within cabin areas
- 12vDC socket at chart table

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised fresh water system via 12vDC pressure pump

- Hot water generated by engine-driven Quick calorifier in stainless steel hot water tank or via 220vAC immersion heater element.
- Fresh water manual foot pump in galley.
- Salt water manual hand pump in galley.

Watermaker:

- Katadyn PowerSurvivor 160E 12vDC watermaker producing approx 26litres per hour - 2006

Bilge Pumps:

- 1x Rule 12vDC 2000 series electric bilge pump in engine bilge
- 1x Rule 12vDC 2000 series electric bilge pump in main bilge
- Manual diaphragm bilge pump under propshaft operational from cockpit

Grey/Blackwater:

- Showers discharge via 12vDC pumps
- Grey water discharges overboard
- Blackwater discharges to holding tanks and then overboard via Henderson manual pumps

Other plumbing:

- Pressurised freshwater cockpit shower
- Pressurised salt water deck wash alongside cockpit with Flojet 4 pump

Tankage

Fuel:

- 700 litres (154 gallons) in 2x stainless steel tanks
- Tank level meter at DC panel

Fresh water:

- 350 litres (77 gallons) in 1x stainless steel tank
- Tank level meter at DC panel

Blackwater holding tanks:

- 2x Tectanks plastic holding tanks (50 litres forward and 72 litres aft) – 2003
- Holding tanks discharge to sea manually via Henderson pumps

Navigation Equipment

In cockpit:

- Raymarine ST7001+ autopilot (2004) with Type 2S linear drive (2003), 400G course computer (2009), fluxgate compass (2005) and rudder reference unit (2005)
- Raymarine ST60+ speed/log display – 2009 (impeller replaced 2006)
- Raymarine ST60+ depth display – 2009
- Raymarine ST60+ wind display – 2009
- Raymarine ST60+ closehauled wind display – 2009
- Silva Type 150 steering compass

At Chart table:

- Furuno Navnet 1834C 10" colour radar / chart plotter with PG500 heading sensor and 4kw 24" (36Nm range) radome closed array scanner – 2006
- Remote control for Navnet plotter
- Raymarine A57D 5.7" colour chart plotter with integral fishfinder – 2011
- Furuno GP-32 GPS display (2007) with antenna replaced 2012
- Raymarine ST60+ graphic multi-display- 2009
- Digital Yacht AIT2000 Class B AIS transceiver – 2012

- Furuno DFAX Fax-207 weatherfax – 1993
- Plastimo Iris50 handbearing compass
- Prosser Weathertrend electronic barometer
- Navtex Metoeman digital barograph – 2012
- Thermometer and clinometers
- FCC clock - 2005

Communications Equipment:

- Simrad RS82 VHF with DSC – 2006
- Standard Horizon HX280E handheld VHF - 2011
- Icom IC-M 10 SSB (1993) with IC-130 automatic antenna tuner (2013)
- Pactor SCS PTC-II USB modem - 2006
- NAL 9522TP Iridium satellite phone with Thrane & Thrane fixed antenna – 2006
- VTronix Shorelink 156 emergency VHF antenna – 2006
- Sony ICF SSW1000T AM/FM/SW world band radio receiver

Domestic Equipment

Galley:

- Twin stainless steel sinks with thermostatic hot & cold pressurised supply
- Tecampix gimballed 3-burner gas cooker with oven – 1993
- Galaxy 220vAC microwave oven - 2011
- 2x top-loading fridge/freezers with 12vDC Frigomatic compressors and keel coolers
- Princess Turbo Tiger 220vAC vacuum cleaner

Heads/Showers:

- Jasbco manual marine heads in heads

- Showers in both heads compartments
- Cockpit shower

Heating & Ventilation:

- Webasto Airtop 5000 diesel-fired hot-air cabin heating with outlets throughout interior - 2003
- Opening deckhead hatches throughout plus opening sideports
- 3x Hella 12vDC fixed bulkhead fans (1x in rear cabin, 2x in saloon)

Entertainment:

- Becker AM/FM radio with CD, Kenwood amplifier and IPOD input
- Speakers in saloon

Lighting:

- Deckhead mounted lights throughout in halogen, LED and incandescent
- Fluorescent light in saloon
- Reading lights in accommodation cabins
- Chart lamp in navigation area.

Accommodation

Summary of Accommodation:

- Two double cabins plus further 2 settee berths in saloon
- All berths including saloon bunks may be fitted with lee cloths or lee-boards
- Teak joinery throughout
- Formica counters in galley and heads
- Cloth upholstery in saloon (2009) and accommodation cabins

- Teak & holly soleboards
- White vinyl headlinings to deckhead in saloon heads and galley areas
- Cloth curtains for side-ports
- Skyscreens for opening hull ports with mosquito nets

Forward Cabin:

- Large v-berth with infill to create comfortable double. Lee-boards beneath mattresses to allow for usage at sea. Stowage beneath bunks. Large hanging locker, cupboard with shelves and further stowage. Access to ensuite heads.

Forward Heads:

- Manual marine heads, sink with pressurised hot & cold water supply and pull-out shower head. Teak grating. Cupboard and mirror.

Saloon:

- U-shaped settee to starboard with stowage outboard and above. Folding leaf table along centerline with two drop leaves. Settee to port, with stowage outboard and above.

Chart table area:

- Forward facing chart table with chart stowage beneath. Space for navigation instruments. DC panel beneath chart seat. stowage beneath chart seat. lockers for pilot books and wet hanging locker aft of chart seat.

Galley area:

- U-shaped galley Two stainless steel sinks. Gimballed gas stove with cover. Top opening fridge/freezers. Ample stowage in lockers, cupboards, drawers and shelves.

Aft cabin:

- Large centerline double berth with split mattresses. Hanging locker to starboard. Large

cupboard with shelving to port & starboard. Seating to port and starboard and extensive further stowage in lockers, cupboards, drawers and shelves.

Aft Heads:

- Manual marine heads with holding tank. Sink with pressurised hot & cold water supply. Cupboards. Mirror. Dedicated shower cubicle with thermostatic hot & cold water supply. Teak gratings.

Deck Equipment

Rig:

- Selden silver-anodised aluminium alloy spars
- Deck-stepped mast-head-rigged spar with 2 sets of spreaders
- Selden rod-kicker
- Furlex genoa furler
- Cutter inner forestay for staysail
- Checkstays
- Stainless steel wire standing rigging - 2009
- Manually adjustable insulated backstay
- Selden Stowaway innmast furling mainsail system
- 8-part mainsheet system with adjustable track aft of cockpit
- Lewmar deck gear
- Selden aluminium alloy spinnaker pole vertically mast-mounted with adjustable track
- Spinnaker kit with sheets and guys

Winches:

- 2x Andersen 58ST 2-speed self-tailing electric primary winches – 2005
- 1x Andersen 46ST 2-speed self-tailing electric mainsheet / genoa furling winch – 2009

- 1x Enkes 26ASC 2-speed self-tailing manual mainsail outhaul/reefing winch – 1993
- 1x Enkes 26 2-speed manual mast-mounted genoa halyard winch – 1993
- 1x Enkes 22 2-speed manual mast-mounted mainsail halyard winch – 1993
- Andersen 10 1-speed spinnaker pole lift winch on mast – 1993
- Andersen line tender winch for inmast furling on mast - 1993

Sails:

- North Sails radial cut Nordax Radian vertically-battened mainsail - 2013
- North Sails radial cut Nordax Radian 136% genoa - 2013
- De Vries Dacron staysail – 1993
- De Vries nylon cruising chute – 1993 with snuffer (2012)

General:

- Stainless pulpit and pushpit
- Guardrails raised in height over standard and fitted with dyneema in lieu of wire - 2012
- Mid ship gates.
- Bow stern and mid ship cleats
- Stainless steel boarding ladder
- Passarelle
- Stainless steel tender davit

Anchoring & Mooring Equipment:

- Maxwell RC10 1200w 12vDC windlass – 2011
- Radio control for windlass - 2004
- 25kg Delta anchor with 100m galvanised 9.5mm short-link calibrated chain (re-galvanised 2012) - 2003

- 11kgs aluminium Spade 100 Kedge anchor with 5m s/s chain & 50m 18mm anchorplait warp - 2005
- 128m 14mm nylon stern line on stainless steel reel
- Fenders & extensive selection of warps

Covers, Canvas & Cushions:

- Sprayhood on stainless steel frame - 2011
- Bimini – 2012

Safety Equipment:

- Ocean Signal 406Mhz Epirb - 2012
- KHY6 6-man canister liferaft stowed in stainless steel cradle on aft deck - 2012
- Plastimo horseshoe buoys with light – 2012
- KIM OSCAR MOB recovery device - 2006
- Danbuoy - 2013
- Webbing jackstays -2013
- Heaving line
- Crewsaver bosun's chair

Fire-fighting equipment:

- Fire extinguishers throughout – serviced June 2012
- Fire blanket at galley

Note: An extensive on board spares package will be supplied with the yacht.

Exclusions

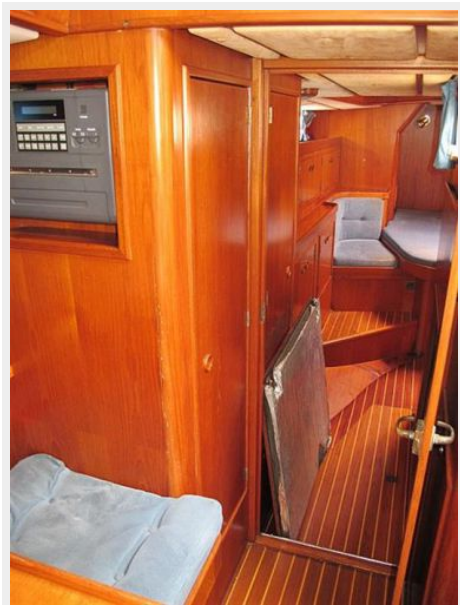
Owner's personal belongings.

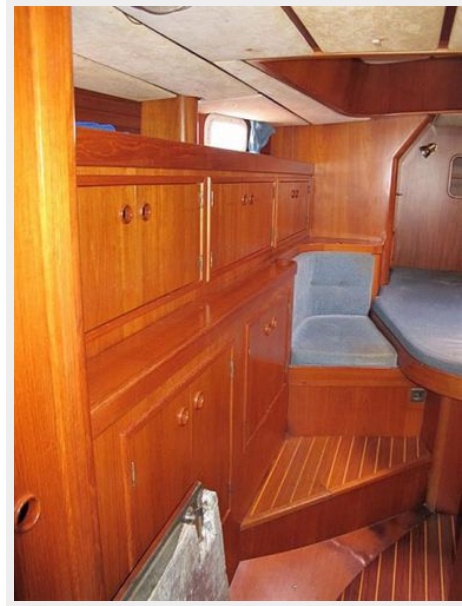
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PHOTOS

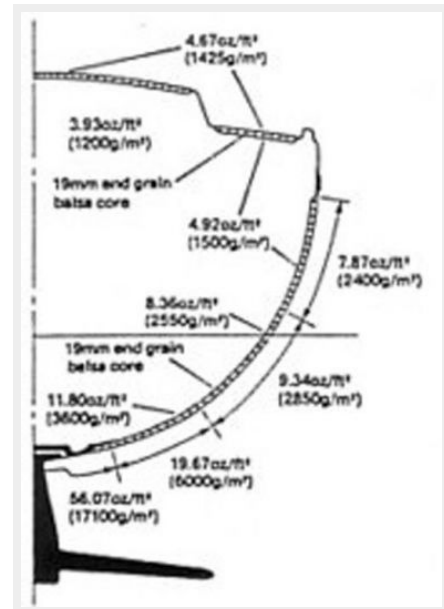
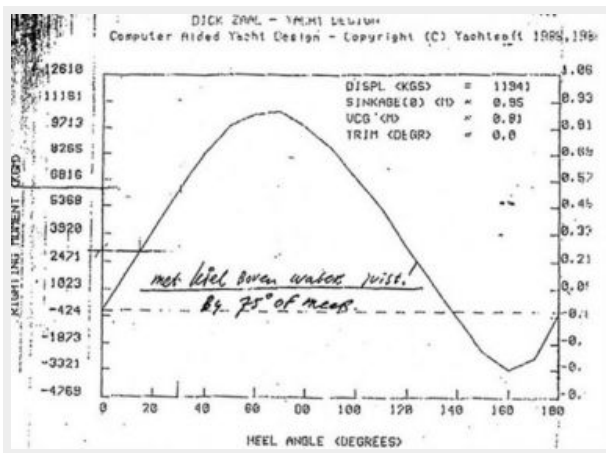


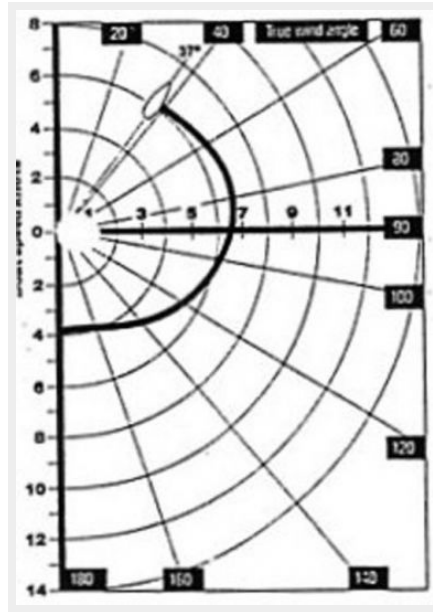












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