

ULENDO IV — CONYPLEX



Судостроитель: CONYPLEX

Год постройки: 1994

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United Kingdom

Длина общая: 43' 10" (13.36m)

Ширина: 13' 2" (4.01m)

Мин. осадка: 6' 5" (1.96m)

Крейс. скорость: 6 Kts. (7 MPH)

Макс. скорость: 8 Kts. (9 MPH)

Купить **ULENDO IV — CONYPLEX** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **ULENDO IV — CONYPLEX** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

Lightly used and lovingly maintained example of the hugely capable Contest 43 centre cockpit. This late model also benefits from the bathing platform transom featured on the subsequent Contest 44.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Center Cockpit

Модельный год: 1994

Год постройки: 1994

Страна: United Kingdom

Размеры

Длина общая: 43' 10" (13.36m)

Длина по ватерлинии: 36' 3" (11.05m)

Ширина: 13' 2" (4.01m)

Мин. осадка: 6' 5" (1.96m)

Скорость, вместимость и масса

Крейс. скорость: 6 Kts. (7 MPH)

Крейсерская скорость поворота: 2200 Kts.

Макс. скорость: 8 Kts. (9 MPH)

Макс. скорость поворота: 3000 Kts.

Водоизмещение: 28439.631798 Pounds

Вместимость воды: 163.78667224 Gallons

Объем топливного бака: 89.81849768 Gallons

Размещение

Всего кают: 3

Всего коек: 8

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: GRP

Материал палубы: GRP

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Dick Zaal

Информация о двигателе

Двигатели: 1

Производитель: Volvo

Модель: TMD31B

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

A very rare late and meticulously-kept example of the popular Contest 43 fitted with the bathing platform configuration later fitted as standard on the subsequent Contest 44. Also featuring a twin bunk walkthrough to the aft cabin, this particular example is perfect for family sailors or passagemakers who require good seaberths, or extra sleeping accommodation outside of the saloon.

Construction

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.
- Epoxy treated from new with 4 coats.
- The hull is finished in standard cream Contest gelcoat; pale 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
- Moulded in stern platform with bathing ladder and stainless steel steps

Keel & Rudder:

- Cast iron fin 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 Aquadrive flexible coupling to the prop shaft
- Primary and secondary fuel filtration
- 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: Approx. 1,000 as of June 2014.
- Date of last engine service – September 2013
- Cruising speed: approx 6 knots @ approx 2,200rpm
- Maximum speed: approx 7.5 knots @ approx 3,000 rpm
- Fuel consumption – approx. 6 ltrs/hr at 2,100rpm.

Propulsion & Steering:

- Whitlock Premiere steering pedestal in GRP reinforced polyester with hide covered stainless steel wheel connected to rod-linkage steering system
- Emergency steering on rudderpost by tiller
- 6hp 12VDC bowthruster
- 3-bladed Maxprop propeller

Electrical Systems

Voltage Systems:

- 12vDC domestic systems with 220vAC from shorepower

Battery Banks:

- 1x 12vDC engine start battery
- 3x 12vDC service batteries joined in parallel
- Magnetronic DCC4000 battery control system

Battery Charger:

- Sterling 1220 20Amp battery charger

Alternators:

- 12vDC engine-mounted alternator
- Adverc battery management system

Shore Power:

- 220vAC shore power system

General:

- Wiring for wind generator (no generator currently fitted)

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised fresh water system via 12vDC pressure pump
- Hot water generated by engine-driven calorifier in hot water tank or via 220vAC immersion heater element.

Bilge Pumps:

- 2x electric bilge pumps with control in cockpit
- Bilge alarm - 2012
- Manual diaphragm bilge pump

Grey/Blackwater:

- Showers discharge via 12vDC pumps
- Grey water discharges overboard
- Blackwater discharges overboard

Other plumbing:

- Pressurised hot & cold freshwater cockpit shower

Tankage

Fuel:

- 340 litres in 1x stainless steel tank
- Tank level meter at DC panel

Fresh water:

- 620 litres in 2x stainless steel tanks
- Tank level meter at DC panel

Navigation Equipment

In cockpit:

- Raytheon RC530 colour chart plotter
- Robertson AP300X autopilot
- Robertson Dataline speed display
- Robertson Dataline depth display
- Robertson Dataline wind display
- Robertson Dataline wind+ display
- Robertson Dataline waypoint display
- Whitlock Polaris 150 steering compass

At Chart table:

- Raytheon RL70C colour radar / chart plotter display with closed array scanner on mast
- Cetrek C-Net 2000 multi display
- Navtex Nav4 navtex

Communications Equipment:

- Navman VHF7100 VHF with DSC
- Navico LS200 VHF speaker in cockpit

Domestic Equipment

Galley:

- Twin stainless steel sinks with thermostatic hot & cold pressurised supply
- Tecampix gimbaled 3-burner gas cooker with oven
- Top-loading fridge with 12vDC Frigoboat compressor

Heads/Showers:

- Jascbo manual marine heads in heads (aft heads replaced 2013)
- Showers in both heads compartments
- Cockpit shower

Heating & Ventilation:

- Eberspacher diesel-fired hot-air cabin heating with outlets throughout interior
- Opening deckhead hatches throughout plus opening sideports

Entertainment:

- Sony AM/FM radio with CD
- Speakers in saloon and in cockpit

Lighting:

- LED interior lighting - 2013

Accommodation

Summary of Accommodation:

- Two double cabins plus 2 bunk berths in walkthrough to aft cabin and two further 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
- Blue cloth upholstery in saloon and accommodation cabins
- Teak & holly soleboards
- Cream Alcantara headlinings to deckhead
- Cream cloth curtains for side-ports
- Skyscreens for opening hull ports

Forward Cabin:

- Large v-berth with infill to create comfortable double. 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, below and above. Folding leaf table along centerline with two drop leaves. Settee to port, with stowage outboard, below 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. Large cold box. Ample stowage in lockers, cupboards, drawers and shelves.

Walkthrough:

- Aft of chart table with doors at both ends. Twin bunks outboard. Stowage beneath lower bunk. Engine access inboard.

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 (checked 2012)
- Manually adjustable backstay
- Selden ball-bearing battencars for fully battened mainsail
- Stackpack with lazyjacks
- Single-line reefing system with two reefs, controlled at mast
- Towable genoa cars

- 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 Lewmar 58ST 2-speed self-tailing manual primary winches
- 1x Lewmar 40ST 2-speed self-tailing manual mainsheet winch
- 1x Lewmar 44ST 2-speed self-tailing main halyard winch on mast
- 1x Lewmar 40 2-speed halyard winch on mast
- 1x Lewmar 8 single-speed reefing winch on mast

Sails:

- Doyle fully battened mainsail
- Doyle furling genoa
- Spinnaker

General:

- Stainless pulpit and pushpit
- Mid ship gates.
- Bow stern and mid ship cleats
- Stainless steel boarding ladder
- Aluminium framed windscreen
- Teak folding cockpit table
- Fender baskets on pushpit
- Teak outboard bracket

- Stainless steel antenna mast at transom

Anchoring & Mooring Equipment:

- Simpson Lawrence 12vDC windlass
- Plough anchor with chain

Covers, Canvas & Cushions:

- Sprayhood on stainless steel frame
- Cockpit tent
- Cockpit cushions

Safety Equipment:

- 406Mhz Epirb
- Seago Offshore G4 valise liferaft
- 2x Horseshoe buoys with lights
- Danbuoy - 2013

Fire-fighting equipment:

- Fire extinguishers throughout
- Fire blanket at galley

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.

Исключения

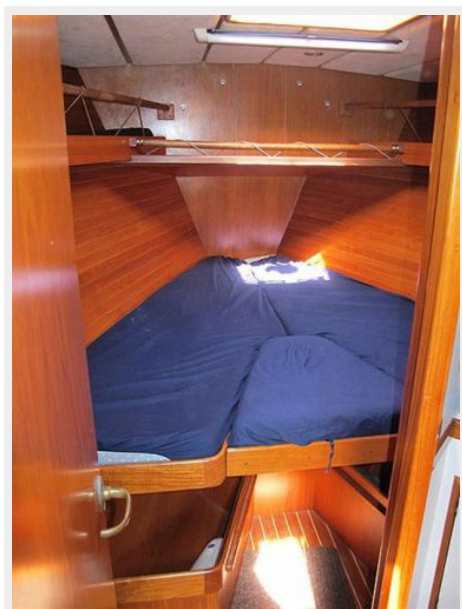
При продаже яхты исключаются личные вещи владельца.

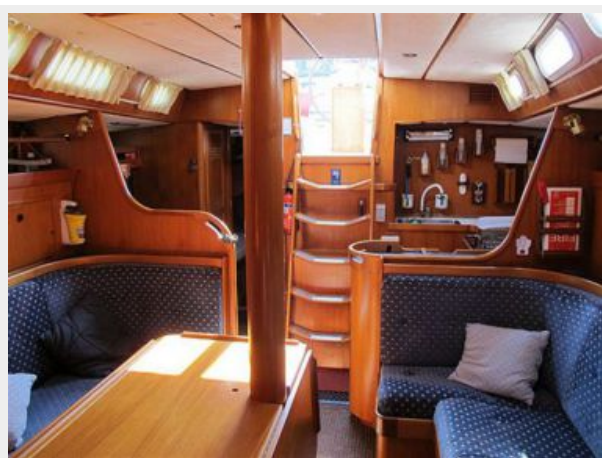
Отказ от ответственности

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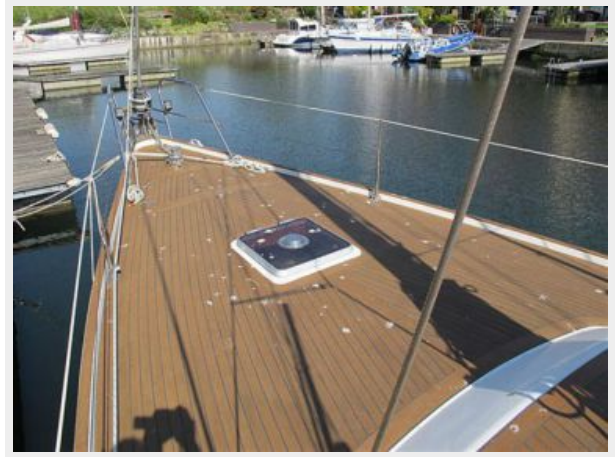
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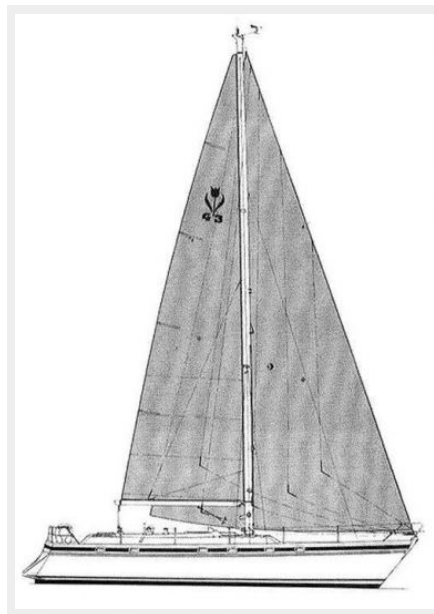
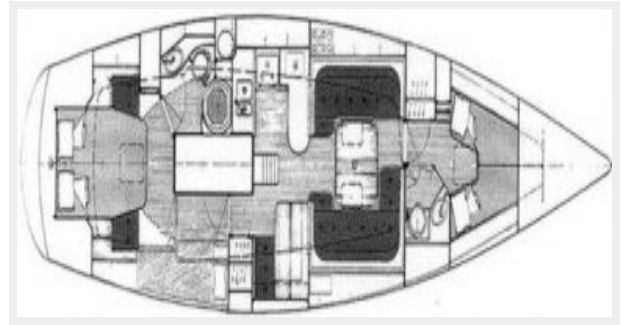












КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрыто**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004