

NYABO — CONTEST



Builder: CONTEST

Year Built: 1994

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 48' 3" (14.71m)

Beam: 13' 9" (4.19m)

Min Draft: 5' 7" (1.70m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

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If you would like to buy a yacht **NYABO — CONTEST** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

NYABO is a much updated later example of the 46 and benefits from the extended transom which features a more modern and hugely practical bathing platform. This particular version was referred to as the 46/48.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1994

Year Built: 1994

Country: United Kingdom

Dimensions

LOA: 48' 3" (14.71m)

LWL: 38' 11" (11.86m)

Beam: 13' 9" (4.19m)

Min Draft: 5' 7" (1.70m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

Displacement: 33951.188348 Pounds

Water Capacity: 184.9204364 Gallons

Holding Tank: 42.26752832 Gallons

Fuel Capacity: 132.086026 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Designer: Dick Zaal

Engine Information

Engines: 1

Manufacturer: Volvo

Model: TMD 31D

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

Built to designs by Dick Zaal, NYABO (meaning 'Fine Lady' in Uganda) is a great example of this extremely well-built Dutch centre-cockpit cruising yacht. Constructed between 1987 and 1999), the Contest 46 offers a very useful 3-cabin plus saloon layout within her roomy hull. Above decks, she boasts fantastic flush forward and aft deck areas and a deep and secure mid-cockpit. Below the waterline, Dick Zaal has worked his magic with an efficient bulbed-fin keel and well-protected skegged rudder. NYABO is a later example of the 46 and benefits from the extended transom which features a more modern and hugely practical bathing platform. This particular version was referred to as the 46/48

With just two owners since new, the current having owned since she was just 4 seasons old, NYABO has always benefitted from updating and improvements and this is reflected within her inventory which shows recently replaced teak decks, new Awlgrip topsides, replacement standing rigging, sails and a top-of-the-range Onan generator. The rest of her inventory is comprehensive to say the least and includes watermaker and air-conditioning.

Purchased by her current owner in Lymington and then taken back to her home port in Ireland, NYABO then left for sunnier climes and cruised the Portuguese and Spanish coasts before working her way through the Med to take in such areas as Croatia, Greece and Turkey. Having enjoyed the delights of warm-weather cruising, her owner is now looking to downsize slightly in favour of a yacht to cruise Irish and Scottish waters.

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

RCD Status: The yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive). Contest Yachts are also delivered with Lloyd's Certificate of Hull Construction.

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.
- Sugar-scoop transom configuration with bathing platform

- Topsides resprayed in Awlgrip dark blue - 2010
- 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
- 15mm teak laid decking is fitted to the side decks, coachroof, and toerail capping – replaced 2010
- Self-draining cockpit with teak slats on cockpit sole and seats

Keel & Rudder:

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

Machinery

Engine & Gearboxes:

- Volvo TMD-31D 100hp 4-cylinder turbo-charged marine diesel engine.
- Volvo MS4A 1:1.93 reduction gearbox with flexible coupling to shaft
- Fresh water cooling via raw water intake and heat exchanger
- 12vDC engine room blower
- Single lever throttle control on steering pedestal
- Engine control panel in cockpit with rev counter, oil pressure, water temperature and charge alarms

Maintenance & Performance:

- Engine hours – 3,267 as of September 2014
- Engine serviced annually prior to winter layup

- Injectors replaced 2014
- Cruising speed: approx 7.25 knots @ 2,200 rpm
- Maximum speed: approx 8 knots

Propulsion & Steering:

- Whitlock steering pedestal in GRP reinforced polyester with hide covered stainless steel wheel.
- Whitlock Mamba rod-linkage steering
- Emergency steering on rudderpost by tiller
- Vetus 12vDC bowthruster with controls at helm pedestal
- Stainless steel prop shaft - 2004
- 3-bladed Maxprop propeller
- Spare fixed blade propeller

Electrical Systems

Voltage Systems:

- 12VDC domestic systems with 230vAC from shorepower or generator

Battery Banks:

- 1x 110Ah 12vDC engine start battery – 2014
- 1x 75Ah 12vDC generator start battery – 2012
- 4x 110Ah 12vDC service batteries joined in parallel to supply 440Ah @ 12vDC – 2010/14
- 1x Sonnenschein 12vDC auxiliary battery for instruments

Battery Chargers / Inverter:

- Victron charger / battery management system - 2010

- 300w 12v/220v inverter

Alternators:

- Engine-mounted 12vDC alternator for charging battery banks

Generators:

- Onan 4kva generator - 2006
- Generator hours – approx 284 as of September 2014
- Generator serviced annually

Shore Power:

- 230vAC shore power system with cable
- Volt and Amp meters for DC and AC currents

Other Electrical:

- 230vAC sockets within cabin areas
- 12vDC sockets at chart table and cockpit

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, via 230vAC immersion heater element

Bilge Pumps:

- Manual bilge pump in cockpit

- Jabsco 1000gph 12vDC electric bilge pump

Grey/Blackwater:

- Showers discharge via 12vDC pumps or via vacuum heads
- Grey water discharges overboard
- Blackwater discharges to blackwater tanks and then overboard

Tankage

Fuel:

- 500 litres (110 gallons) in 1 tank
- Tank level meter at DC panel

Fresh water:

- 750 litres (165 gallons) in 2x tanks
- Tank level meter at DC panel

Holding tanks:

- 2x 80l plastic blackwater holding tanks serving forward and aft heads and discharging via gravity of via deck suction outlets.

Navigation Equipment

In cockpit:

- Raymarine E7 Hybrid Touch colour chart plotter with AIS integration - 2013
- B&G Network autopilot
- Furuno radar scanner mounted to mast
- B&G Wind display (new masthead unit 2014)

- Wind speed display
- Boat speed display
- Whitlock Polaris steering compass on binnacle

At Chart table:

- Raymarine SL631 chart plotter with various electronic charter for English Channel, France, Spain, Portugal and the Med'
- Furuno radar display on rotating mount
- Digital AIS 2000 Class B receiver
- B&G Network multi-display
- Clock & barometer
- Nasa Marine Navtex

Communications Equipment:

- Shipmate RS8400 VHF with DSC
- Extension handset for VHF in cockpit
- Icom ICM2i handheld VHF

Domestic Equipment

Galley:

- Twin stainless steel sinks with thermostatic hot & cold pressurised supply
- Gimballed 3-burner gas cooker with oven & grill - 2011
- 220vAC microwave oven
- Front opening Frigoboat 12vDC refrigerator - 2012
- Top opening 12vDC Isotherm ASU deep freeze (can also be used as a fridge)

Heads/Showers:

- Jasbco & Vaculav manual and 12vDC vacuum flush marine heads in heads
- Showers in both heads compartments
- Washing machine in aft heads

Air-Con, Heating & Ventilation:

- Cruisair 220vAC reverse-cycle air-conditioning system
- Opening ventilated deckhead hatches

Entertainment:

- Radio/CD player with speakers in main saloon
- Amplified TV aerial at masthead

Lighting:

- Deckhead mounted halogen lights throughout
- Reading lights in accommodation cabins
- Chart lamp in navigation area.

Accommodation

Summary of Accommodation:

- Two double cabins and one twin cabin
- Teak joinery throughout
- White laminate counters in galley and heads
- Cream leather upholstery in saloon
- Teak & holly soleboards
- Champagne Alcantara headlinings to deckhead

- Champagne cloth curtains for side-ports
- Blinds for opening deckhead hatches with flyscreens

Description of layout:

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.

Port Bunk Cabin:

- Twin bunks with hanging locker stowage at forward end and further stowage in lockers and cupboards.

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 port with stowage beneath, outboard and above. Dining table. Two individual seats to starboard with stowage beneath, outboard and above.

Chart Table:

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

Galley:

- Linear galley to port in walkthrough to aft cabin with L-shaped counter at forward end. Twin

stainless steel sinks, each with wooden chopping board covers. Gimballed gas stove with cover. Top opening fridge/freezer and front opening fridge. Ample stowage in lockers, cupboards, drawers and shelves. Engine access inboard.

Aft Cabin:

- Large centerline double berth. 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. Sink with pressurised hot & cold water supply. Cupboards. Washing machine. 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 inline spreaders
- Adjustable rod-kicker adjustment
- Furlex genoa furler
- Stainless steel wire standing rigging – renewed 2010
- Manually adjustable backstay
- Removable inner forestay for No.4 jib
- Selden 12vDC electric inmast-furling mainsail system – 2012
- Antal adjustable mainsheet track aft of cockpit
- Easyblock 2-speed mainsheet system
- Lewmar genoa tracks and cars
- Spinlock & Rutgerson jammers

- Spinnaker track on mast for vertically-stowed carbon fibre spinnaker pole
- Spinnaker kit
- Stainless steel protective cage for radar scanner

Winches:

- 2x Lewmar 58SEST 2-speed self-tailing electric primary winches in cockpit
- 2x Lewmar 40ST 2-speed self-tailing manual cockpit winches
- 1x Lewmar 44ST 2-speed self-tailing electric mainsheet winch
- 1x Lewmar 44ST 2-speed self-tailing manual halyard winch on mast
- 1x Lewmar 40ST 2-speed self-tailing manual halyard winch on mast
- 1x Andersen 10 1-speed winch for spinnaker pole track uphaul
- 1x Selden line-tender winch for inmast furling system

Sails:

- Dacron in-mast furling mainsail – 2012
- Elvstrom Dacron furling genoa – 2005
- Dacron hank-on No.4 jib setting on removable inner forestay
- Dayglow orange trisail
- Cruising chute with snuffer - 1998

General:

- Stainless pulpit and pushpit
- Guardrails replaced 2005
- Mid ship gates.
- Bow stern and mid ship cleats
- Bow fairleads

- Stainless steel boarding ladder
- Folding varnished teak cockpit table
- Passarelle with hand rail for aft boarding

Anchoring & Mooring Equipment:

- Stainless steel protective bow plate
- Stemhead fitting with twin anchor rollers
- Simpson & Lawrence 12vDC electric anchor windlass
- 60lbs Delta anchor with 50m galvanised chain
- Fortress anchor with 1m chain and 35m warp
- Grapple anchor with warp reel
- Fenders & warps

Covers, Canvas & Cushions:

- Sprayhood mounting to alloy-framed windscreen
- Bimini on stainless steel frame
- Sun-awning extending aft from mast to end of boom
- Blue vinyl cockpit cushions

Tender:

- Neptune 2.70m semi-rigid inflatable – 2014
- Mercury 5hp 2-stroke engine
- Teak outboard bracket on pushpit

Safety Equipment:

- 6-man canister liferaft stowed on dedicated cradle aft of cockpit – serviced 2014

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- Horseshoe buoy
 - Danbuoy
 - MOB lifesling
 - Radar reflector
 - 12v gas solenoid
 - Intruder alarm system
 - Safe under seat in aft cabin

Fire-fighting equipment:

- Fire extinguishers throughout

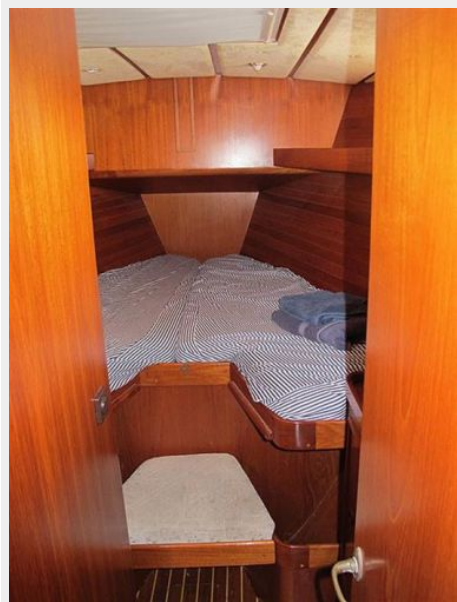
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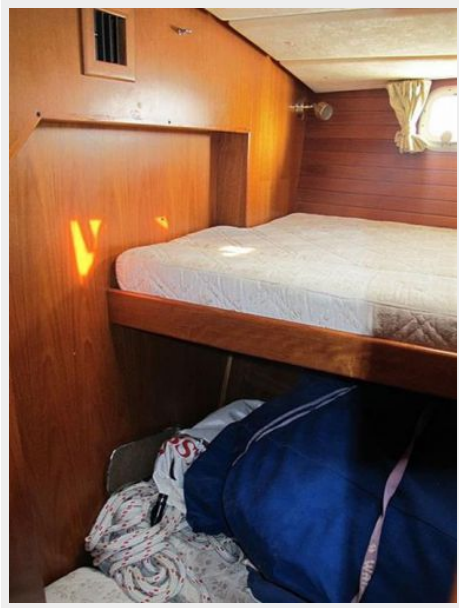
Owner's personal belongings.

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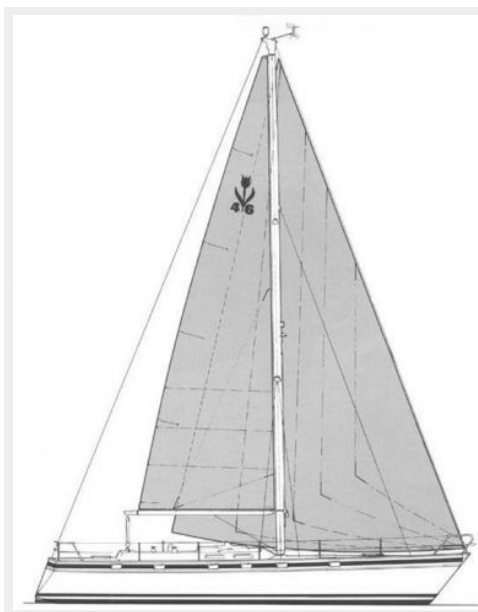
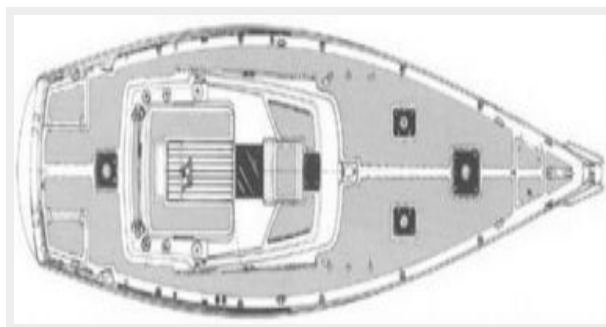
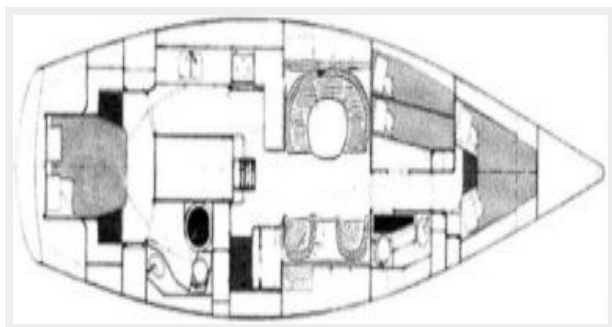
PHOTOS











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