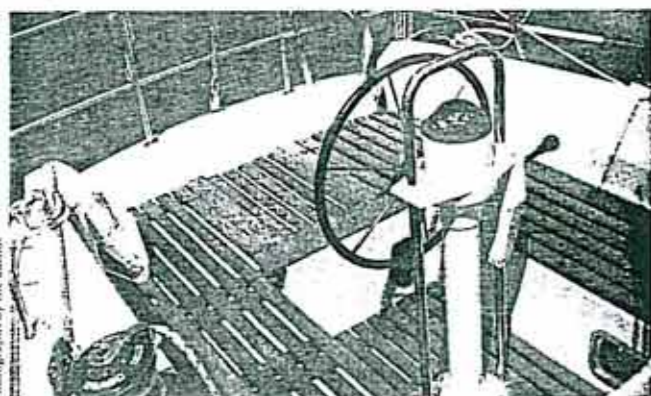


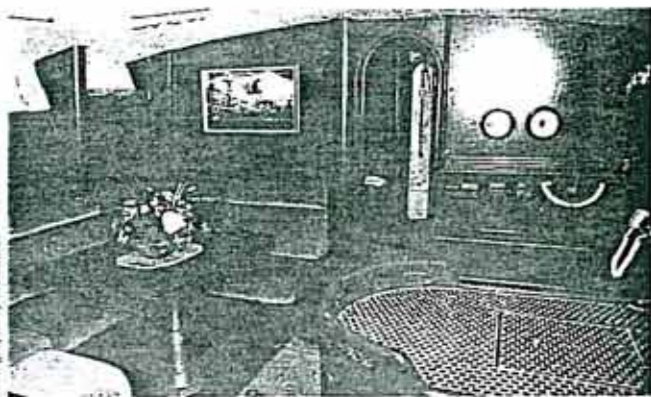
Winged keel is descendant of Australia II's eye-opener.



Slatted seating helps to keep cockpit surfaces drier.



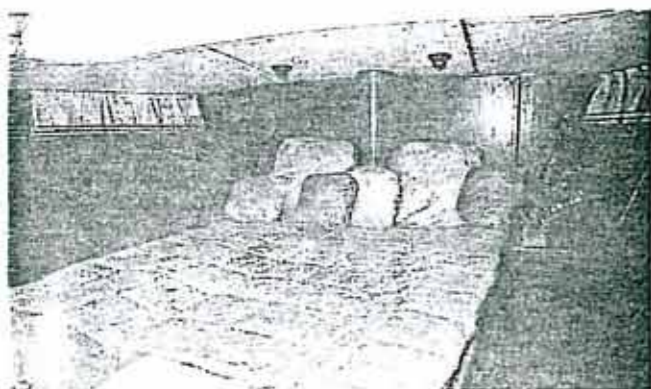
Contest 36 proved close-winded and able on the wind.



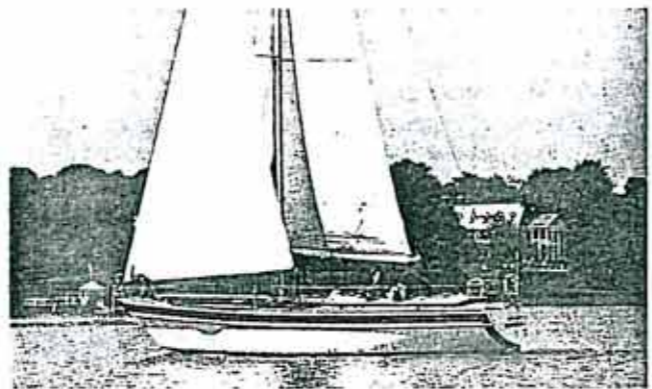
The main saloon is aglow with matte-varnished teak.



The grand nav station adjoins an epicurean galley.



The after stateroom calls one to stay below.



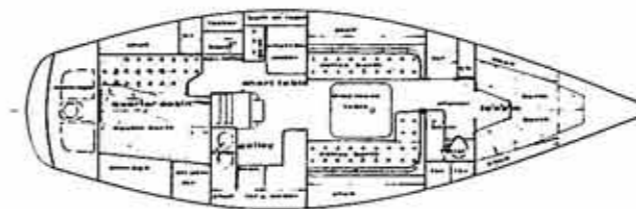
Powerful lines, superb construction.

## New Boats

# Contest 36

### Specifications

l.o.a.	35'10"
l.w.l.	29'2"
beam	11'8"
draft	4'6", 5'5", 6'3"
ballast	6,475 lb.
displ.	15,969 lb.
s.a.	main, 270 sq. ft; No. 1 genoa, 544 sq. ft.



No armed guards, police dogs, draped curtains: you too can have a winged keel without any of the fuss and feathers surrounding the one on *Australia II* in the Summer of '83, and from the same people who worked on its development in Holland. The Dutch boatbuilding firm of Contest Yachts is offering a winged keel on several of its

cruising auxiliaries, and I sailed recently on the first one to arrive in the United States so equipped. Tom Pfeffer, a Contest sales agent had the Contest 36 at Toms River YC on New Jersey's Barnegat Bay, and we took her out on a day of fresh northwest wind.

Without a "trial-horse" boat to compare notes with, I cannot give scientific data on how much difference the keel made, though I can report that she seemed extremely close-winded and able on the wind, tacked very quickly, and, under power, did extremely tight "figure eights" with the helm reversed hard over to hard over.

The question has been raised of the difficulty of breaking free if the keel grounds in mud or sand. If grounding is at an angle of heel, release of pressure on the sails might serve to break it out with a shovel-like effect, but that is conjecture, as we were not about to run her aground on purpose.

Aside from the keel feature, the Contest 36, which is an updating of the Contest 35 through a reverse transom, is a nicely appointed and comfortable boat with plenty of room due to efficient use of a high freeboard. An after cabin is tucked under the cockpit and has an oversized bunk and its own washbasin. As in so many European boats, the icebox space is a bit limited, but the general appointments and decor are well done. The boat is offered in a masthead or seven-eighths rig; the base price is in the \$90,000 range.

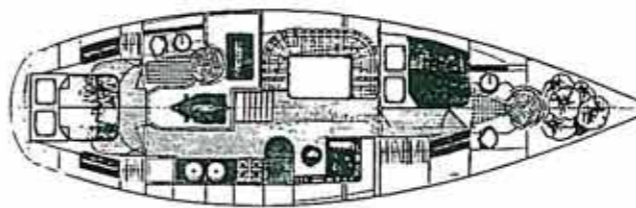
Bill Robinson

For information: Tom Pfeffer Marine, 3 Timberland Drive, Pennington, N.J. 08534.

# Trintella 45

### Specifications

l.o.a.	45'
l.w.l.	35'5"
beam	13'5"
draft	7'2"
displ.	39,650 lb.
ballast	13,200 lb.
s.a.	1,151 sq. ft.



Anne Wever, a former harbormaster, began building quality yachts in 's-Hertogenbosch, Holland, some 30 years ago. His first production featured Lightnings for export to the U.S. Then, in 1970, he introduced a new steel cruiser, built to E.G. van de Stadt's design, and marketed it under the name "Trintel" (after a shoal in the IJsselmeer). The success of the Trintel (Wever sold 12 at its London Boat Show debut) led him to expand production, shift to

fiberglass and add a "la" to her name. Thus the Trintella 42 was born.

Since then Wever has added yachts of 38' and 53' to the Trintella line (see my report on the 53 in *YACHTING*, Dec. 1982), and now the 45. Like her predecessors, the Trintella 45 is a masterpiece of yachtbuilding, constructed to the highest standards and finished to perfection by fine Dutch craftsmen.

In drawing her lines, van de Stadt was not satisfied with merely scaling down the magnificent 53. In order to retain a substantial part of the larger yacht's belowdecks space, the designer gave her much fuller sections aft, to allow in particular for a magnificent after cabin in the Trintella tradition, and to enhance her power in a breeze. A spacious engineroom and nav station are also retained.

The rest of the interior, designed by Dieter Sieger, sets a standard of beauty that all other builders should look to, as does her construction (to Lloyds + 100A1) in solid glass (hull) and sandwich (deck and coachroof).

The 45 I sailed, out of Flagship Yachts in Pt. Washington, N.Y., had an extra-tall rig for Long Island Sound; she was surprisingly agile for a cruiser of her proportions. This is a yacht conceived and realized for luxurious cruising and satisfying performance. With a Perkins 72-hp. diesel, an almost endless standard equipment list, broad decks and an easily handled rig, she will sail you anywhere in comfort and security.

—Jack Somer

For information: Adams, Blair and Associates, 2025 Pennsylvania Ave., N.W., Suite 1111, Washington, DC 20006.