conyplex bv

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CONTEST YACHTS – HINTS FOR USE AND UPKEEP

Contest Yachts are built by Conyplex B.V. at Medemblik, Holland. Conyplex always aim to perfect their boats and the experience in the construction of more than 1,500 ships and the tips from Contest-owners is a great help to reach this. Conyplex wants to deliver you a ship that gives you the opportunity to practise the old sport of sailing in a safe way with the help of the modern technology. These hints will help you to do this from the first day on.
Your boat is identified by a Builders Number engraved on a plate at the rear of the cockpit. Each size has a separate series of numbers starting at '1', so always quote both size and Building Number – i.e. Contest 31 B.N. 56. The year of construction is also a help in correspondence as some sizes and numbers have been duplicated – Contest 25, Contest 29, etc.

GENERAL INFORMATION

1. Putting into service

On receipt of the boat and in the beginning of the season check with the Contest 25, 27, 31 HT and 36 if the keel-bolts are leaking. If necessary turn the nuts. Also the connections of water and fuel-pipes have to be checked and if necessary to be turned carefully. The hydronalium windows are closed with sea-proof rubber and packing and are absolutely water-tight, but in the beginning the screws must be turned carefully.

2. Seacocks

To be checked carefully, also in the beginning of the season after winter-storage. All hull openings, with exception of the gas bottle drain, have screw down wheel valves. Screw clockwise to close. In approximate order, form forward, the valves are as follows:

a.	Toilet	–	sea water inlet
b.	Toilet	–	discharge
c.	Engine	–	water lubricated stern inlet
d.	Engine	–	cooling water inlet
e.	Galley	–	sink outlet
f.	Cockpit	–	two drains

a. b. c. & d. should be closed when the yacht is left.
a. & b. should be closed when sailing, except for use.
c. & d. must be opened before running the engine. These two valves are under the saloon sole in the 29, 31, 31 HT, 33, 36, 38 & 40. They are in the engine compartment, usually behind the engine, in the 27 & 25
e. & f. are usually left open.
The 31 has two extra valves – for the deck scruppers. One of these is usually under the quarter berth.

3. Fresh Water

In the 29, 31, 33 and 36 the standard tanks are galvanised mild steel under the saloon berths. Filled from one side they are connected by a balance line with shut off valve. This valve should be open for filling, closed for sailing or to provide a reserve. It is either under the sole by the W.C. compartment, or at the aft end of the saloon.
The 25 & 27 have plastic bag tanks under the quarter berth, filled frome aft.
The 31 HT has one galvanised tank under the quarter berth, the other one under the port saloon berth.
The 38 & 40 have galvanised tanks under the saloon sole. It is not practicable to fit dipsticke owing to the situation and construction of the tanks.
In the 29, 31, 31HT & 33 the tanks are accessible by unscrewing the berth sliders (four large screws per side). In these boats the breather pipes run up through the wardrobe on one side, and the toilet bulkhead the other (covered by a moulding in the 33). The bag type tanks do not require breathers.
If a shower is installed the filter of the slops has to be cleaned from time to time.

4. Electricity

Each boat has a 12 volt circuit with the battery under the cockpit sole (in locker in 25), charged by the main engine. Distribution is via a switched fused system controlled from the dashboard by the navigators position. A simplified wiring chart is provided with each boat. The master switch, marked 'head switch', does not control engine starting.
When boats have a twin battery system, then the large selector switch provided does control both charging and discharging, including engine starting.
Later boats have 'Hella' interior light fittings; the long lights can be fitted with one or two festoon bulbs and are switched by sliding the cover, the circular lights are rotated to switch on and off.
Mast lights (masthead, steaming & deck floods) are supplied via watertight deck sockets.
Compass wiring is usually available, even if compass has not been ordered. With wheel steering the light wiring is led inside the pedestal.

5. Engine

Please read the makers handbook – the following comments are offered without responsibility.
GENERAL
1) The battery is disconnected during transport; so at first connect the cables to the battery. Check at the same time if the flexible part of the exhaust-pipe is still in line, otherwise this might break.
2) Check if the seacocks of the water lubricated stern inlet and of the cooling water inlet are opened.
3) After 5 hours running check sump oil-level. The stern gland will get some room. This must be reduced by turning of both nuts on the bland. No too much, otherwise the stern-tube runs hot.

This check-up to be repeated after 20 hours running.
Important: Do not empty the fuel-tank otherwise the engine has to be bled through.
VOLVO PENTA MD1B, MD2B DIESEL ENGINES
Diesel engines. It is not usual to turn off the fuel supply except when attention to the fuel line or filter bowl is required.
Starting: Under the Morse single lever control is a button which should be pulled out. This permits the throttle to be used without engaging gear. Open throttle at least half. Depress cold-start button; this is at the rear of the engine. In the 25, 27 & 31 the builders fit an extension lever to make this more easy – push this lever aft. It may be possible to reach the lever through the cutlery drawer opening to save removing the engine case. Start the engine by turning the starter key (and pushing the white button on older instrument panels). Alow engine to reach the revolutions corresponding to the throttle opening so that the cold-start button automatically rises. Then reduce throttle to approx. 1,000 r.p.m. for a few minutes to allow engine to warm up. Check that charging and oil pressure warning lights have gone out, or that oil pressure is in the green sector if a guage is fitted. After a few minutes reduce the throttle to the neutral position and push in the button under the lever. From now on lever controls both ahead/astern operation and speed. Push forward to engage ahead gear and to increase speed, pull back for reverse. Do not go from full ahead into reverse without a pause to allow engine speed to die down. To stop pull out the stop control.
SERVICE
Check sump oil level daily – unscrew the red knob on the port side of the engine. The instruction book may be vague about the filling point, and in fact you have a choice. The original filling point was via the large nut on the rocker cover marked 'oil' and this may be used. At the rear port side of the engine there is a silver coloured filler cap which now has a pipe leading to the air intake (to return crank-case vapour into the engine), and this may be used as the oil filler.

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Finally you may choose to fill via the dipstick position, either by unscrewing the housing, or by using the sump drain pump in reverse. This pump is in the tool kit.

Check gearbox oil level after prolonged running, and at the beginning of the season. Check belt tension from time to time. Late MD2Bs have toothed starter, but the MD1B and earlier MD2B have a belt driven combined dynamo/starter. The water pump is at the rear of the engine and has neoprene impeller which may be damaged if run dry for any length of time, so it pays to carry a spare. This does not have any greaser.

VOLVO PENTA MD3B

Similar to MD1B & MD2B, except that it has an automatic cold start system.

MARSTAL PETROL ENGINES

Turn fuel off after use. Remember to turn on before starting.

In cold weather choke will be required. Same single lever system as above. Turn key to stop.

VIRE PETROL ENGINE

Turn petrol on, open throttle one-third (see Volvo Penta for a gear lever operation), open choke, turn key to start. The choke lever is on the starboard side of the engine by the air cleaner, at the rear of the carburettor. The engine will probably fire but not continue to run. Close choke and try again, when engine should start. Close throttle gradually to the idle position. To stop, press the white button by the starter key.

This engine works on the two-stroke system and requires oil and petrol. Use 'two-stroke' oil or buy your fuel from blender pumps. The mixture is 3—3½% oil to petrol, say ¼ pint per gallon, slightly higher when engine is new.

U.K. Agents: G. & M. Power Plant Co. Ltd., Whitehouse Rad, Ipswich, Suffolk.

6. Steering

The inner part of the rudder and the rudder stock are stainless steel; the bearings are celoron.

As the rudder stock passes through a tube, there is a greaser which requires occassional attention. Some boats (31) have a remote greaser, whilst other have a grease nipple which requires a grease gun.

With wheel steering, the top gearing should be greased once e season — remove pedestal cap for access.

Wheel steering in the 31, 31HT, 33, 36, 38 & 40is partly by cable, and these cables should be checked for tension from time to time. Older installations on the 31, 31 HT and 33 are by rods and gears. The top gearing to be greased once a year.

7. Woodwork

Exterior woodwork is teak, and is normally delivered in an untreated state. If it is felt that the bright colour should be maintained, then a good teak oil is recommended, rather than varnish.

Interior woodwork is mainly of Sipo, a variety of Sapele. It is coated with two part Polyurethane, gloss or matt, and should not require attention for many years. Clean with soap and water, wiping over with a leather.

The cabin sole is usually of iroko which is left untreated.

8. Maintenance of glassfibre and keel

Maintain by washing with water & washing up liquid. May be polished for greater protection — use a wax polish, but not one with silicones as the later make for difficulties if repairs or painting are required at a later date.

Blemishes may be removed with car rubbing compounds, depending on depth. Deep scratches should be filled with resin (Isopon is universally available if coloured gel coat cannot be obtained).

The cast-iron keel of the 25, 27, 31HT and 36 are covered with an epoxy-paint and anti-fouling. When damaged an epoxy-compound to be used.

9. Sails

The gate to the mast track is designed for the bottom mainsail slide to be put in first rather than the top slide which involves holding the weight of the sail as further slides are inserted.

The tack of the mainsail shackles to the roller reefing gear.

The clew or outhaul should always have at least one turn of line round the boom to avoid strain on the foot rope. There may be a row of eyelets along the foot of the mainsail — this is known as a 'shelf' and by using a lacing the shape of the sail can be adjusted.

The headsails may well have stretch luffs. Again this is a device for adjusting the shape of the sail, and is achieved by tightening the lacing from the bottom of the sail to the tack eyelet.

With the 29, 31, 33, 36, 38 & 40, two tack strops are supplied, the shorter being for the genoa whilst the longer is for the smaller headsails. The tack of the genoa of the 27 and 31HT is fastened directly to the bow fitting, as may be the case with the 25.

Roller reefing is standard. To make this easier, the first few mainsail slides are secured to the sail by a lacing. This should be undone as required when reefing, to avoid having to take the slides from the track.

10. Trimming out the mast

Take your time, much of the speed and performance depend on this. The mast has to be vertical, the forward stays or Baby-stay must be very tight, the head shroud and the backward shroud a bit less.

Important: Check the rigging continuously; in the beginning the ship 'sets' itself and the standing rigging draws out a bit.

11. Maintenance of the Contest in winter

Engine: see instructionbook. Don't forget to drain off not only the engine, but also the water-cooled exhaust and the toilet. Sparking plugs must be taken out and oil poured in the cylinders. Battery to be disconnected. Watertanks to be pumped out. Hotwater-boiler and all waterpipes to be emptied. Teak: can be oiled.

If the ship stays in the water the transducer can be damaged by ice.

12. Guarantee

The Conyplex guarantee applies to the boat as a whole, with the exception of items such as the engine which carry the supplier's own guarantee. The Conyplex guarantee is for a period of six months from leaving the yard (except for winter deliveries when the period starts on 1st. March), and is limited to the cost which the builders would incur of they were carrying out guarantee work themselves. Whilst this is interpreted generously, you should advise the builders or your agent immediately you have any defect to report, and before your instruct any remedial work. The right is reserved to ask you take your Contest to a yard within reasonable distance which has experience of the design and construction of the craft. If you require your own yard to carry out the work estimate must be submitted for approval. If you have any problems over the operation of your Contest or her equipment please telephone or write immediately — there may well be a simple solution, and we always happy to help.

AGENTS:

U.K.: Interyacht, 6 Quay Street, Woodbridge, Suffolk, 03943—3488
U.S.A.: Holland Yachts Inc., P.O.B. 307, 303 Riverside Avenue, Westport, Connecticut 06880, 203—226—4474
Canada: Dutch yachts importers Inc. C.P. 520, OKA, Que, 514—481—9942
France: Conyplex France S.A.R.L., Adresse: Général Marine, 5 Rue de la Manutention, Paris 16e, 1—727—35—00
Denmark: Braae Marin, DK 6000 Kolding, Strandvaenget 12, 05—527533
Sweden: Ulf Landtblom Yachtagentur, Duvnäsvikens Marina, Saltsjöbadsv./Strandpromenaden, Fack 130 11,Saltsjö-Duvnäs, 08—7180500
Italy: Italy Yachts Limited, Via del Portico Placidiano 105, 00054 Fiumicino (Roma), 6—6440314
Italy: Velamotore, Piazza Maria Teresa 3, 10123 Torino, 11—877530
Switzerland: Webra Yacht Agency, Case Postale 2150, 1233 Bernex-Genève, 22—571469