

**C R U I S E R
R A C E R**
www.cruiser-racer.com

Buscarons, 6. 08022 Barcelona (Spain)
Tel.: (+34) 934 186 632
Mobile: (+34) 616 420 634
E-Mail: info@cruiser-racer.com

CONTESSA 35 - ODYSSEUS



Yacht Name	CONTESSA 35 - ODYSSEUS	LOA	10.80 m
Model	Contessa 35	Beam	3.5 m
Designer	Douglas Peterson	Draft	2.05 m
Year	1974	Displacement	6.484 kg
Location	Barcelona	Engine	SOLE DIESEL mini 34
Price	Under Offer	Accommodation	7 Berth, 2 Cabin

BROKER'S COMMENT: Classic cruiser-racer.

DESCRIPTION:

Classic cruiser-racer. The Contessa 35 was a very contemporary and competitive IOR racing boat in her day, and many are still seen racing in PHRF fleets today. The Jeremy Rogers Boatyard that built her was renowned for building strong passage-makers like the Contessa 26 and 32, and the 35 was very well built with extra materials to combat the stresses of ocean racing. This boat would make a great club racer or very fast cruising boat.

DESIGN

Builder: Jeremy Rogers

Designer: Douglas Peterson

Shipyard: Contessa Yachts

Design Notes: A Doug Peterson-designed Fast Cruiser We could talk about this Contessa 35 as a modest tribute to the recently deceased American designer Doug Peterson (1945 – 2017). Presented to the public as a prototype in 1974, the Contessa 35 is part of a legendary family of fast cruisers designed by Doug Peterson and manufactured in England at the Jeremy Rogers shipyard. The appreciation that British fans have for the Contessa is enormous. Jeremy Rogers, its builder, even bought back the molds of the Contessa 32 in the mid-90s – after a crisis that made him close the shipyard in the early 80s – to manufacture it again and add units to the more than 800 manufactured at the time. The Contessa 35 that we present, predecessor of its 32-foot little brother, arrived in Spain in 1975 with the name 'Odysseus' to participate in the One Ton Cup IOR that was held that year in Naples. Luis García Meca was its first owner. Years later, the boat was in the hands of the Soldevila family, who renamed it 'Cava' and 'Brut Nature'. In all these years, this Contessa 35 won several Zegna Trophies, Conde de Godó, Barcelona Interclubs, SSM Trophy, La Ruta de la Sal and many others that have been lost in the backroom of memory. The 'Cava' won its Class in the 2000 edition of Les Voiles de Saint Tropez, which brings together more than 200 sailboats every year. To win the regatta, she had to leave behind – among others – an X-332 and a Swan 42, much more modern, which came in 2nd and 3rd. A legendary designer Doug Peterson, designer of almost the entire Contessa range, is an architect who has never lavished himself on large series boats. However, his prestige in the world of competitive sailing is very great. Peterson's designs won – often several times – each and every one of the IOR categories, the Sardinia Cup, the Admirals, the Sydney-Hobart, the SORC or the Big Boat Series, in addition to two America's Cups (America³ 92' , TNZ 96') and various projects for Challengers and Defenders. He also worked on pure cruising projects for the best shipyards, including some specific designs for European builders (Baltic, Jeanneau, Grand Soleil,...).

DIMENSIONS

LOA:	10.80 m
Beam:	3.5 m
Draft:	2.05 m
Displacement:	6.484 kg

ENGINES

Engines:	SOLE DIESEL mini 34
Propeller:	Feathering 2 blades
Notes:	DIESEL: Potencia KW 22.79 INBOARD YEAR: 2005

TANKS

Fuel:	30 l
Water:	160 l

GALLEY

Hot water:	Yes
Coolbox:	Yes
Refrigerator:	Yes
Water system:	Yes
Notes:	ELECTRIC REFRIGERATOR.

NAVIGATION INSTRUMENTS

Electronics:	RAYMARINE
GPS:	YES
VHF:	PRONA V
Automatic pilot:	Yes
Compass:	No
Plotter:	NO
Radar:	NO
Notes:	Radio beacon: SATELLITE 406 406,025/121,5 mhz (e)

DECK EQUIPMENT

Deck hardware:	LEWMAR
Hatches:	LEWMAR
Winches:	ANTAL

SPARS & RIGGING

Sails:	Head sails:5 A set of racing sails. Dacron mainsails transport reefs. small transport ganova largest kevlar regatta without rivers. greatest quantum regatas a loop light genoa medium-heavy genoa genoa 2 jib 3 ior jib major of layer tormentin light spinnaker regatta heavy spinnaker regatta asymmetric spinnaker old light spinnaker. complete set regatta main quantum and rest tack sails. Polyester Jibs: Yes Major Polyester: No
Rigging:	Cable
Mast:	ALUMIUM
Boom:	ALUMINIUM
Vang:	YES
Running Rigging:	DYNEMA
Spinnaker pole:	4
Tuff luff:	YES
Furling system:	NO
Notes:	Rigging: Masthead, halyards and complete ropes, 5 winch handles, hydraulic backstay, pole, babystay and low trim burses Rig type: sloop with burdas Ballast: movil spinnaker simetric: 4

ELECTRICAL

Batteries:	2
Battery Charger:	Yes
Generator:	NO
Notes:	12V Batteries: 2 service batteries 75 and 115 A. and one 77A for the engine.

SAFETY

CE Registration: YES

Fire-extinguishers: YES

Epirb: YES

Liferaft: FOR 6 PAX

Notes: life jackets: 6 Hand Flares: - 6 Parachute rockets: 6 Floating smoke signs:
2 Raft on deck: NO

CONSTRUCTION

Keel: iron without bulb.

Notes: 2-blade adjustable propeller

ACCOMMODATIONS

Berths number: 7

Cabins number: 2

Shower: Yes

Air conditioning: No

Heating: No

Notes: the port and starboard sides are bunk beds

EXTRA NOTES

TV: No

Radio CD: YES

Speakers Cockpit: Yes

Swimming ladder: YES

Image Gallery

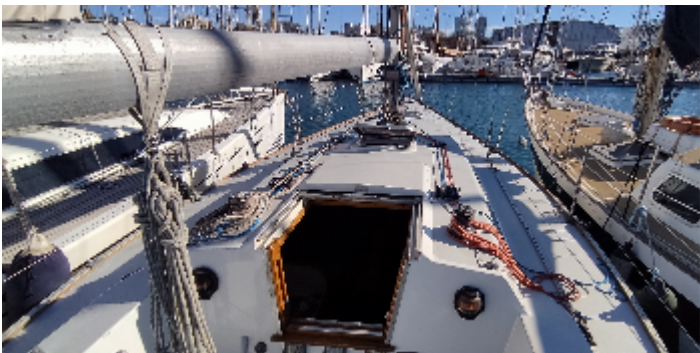


Image Gallery



Image Gallery



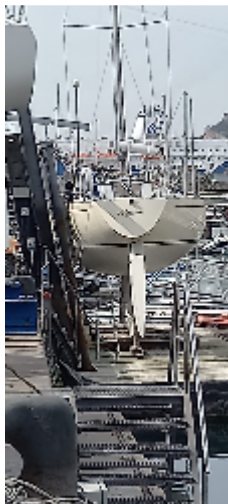
Image Gallery



Image Gallery



Image Gallery



Cruiser-Racer offers the details of all vessels in good faith but cannot guarantee or warrant the accuracy of this information or warranty the condition of any vessel and the details do not constitute a part of any contract. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. All vessels are offered subject to prior sale, price change, or withdrawal without notice.

Cruiser-Racer provides professional yacht conveyancing and legal transfer of title for all yachts as per the ABYA Code of Practice with all deposit payments and final balance payments processed through secure dedicated client accounts solely for that purpose.