The family man who likes racing really needs two boats

or the Contessa 32

requirements and the demands
t at all the same thing. One of the
ch succeeds in combining the
e vital to both kinds of sailing is
2.

' of a Racer

ıowever fast, needs to be eligible
ts in which she stands a chance
Contessa 32 *is* fast on all points
she performs well for her IOR
e is more to her than just that.
ıe so popular that a special class
:ated at Cowes Week for her.

elsewhere, the Contessa 32 is
ıne-design racing class. Good
licap or boat-for-boat, is always
Contessa 32 owner.

:sn't suffer from the weakness of
-Half Ton and Three Quarter Ton
tibility to changes of fashion in
ntessa 32 has become a classic
wn time, prompting one com-
te in the yaching press: 'As far
:erned, there do not seem to be
ɔwners who are losers on the
arket. It . . . (the boat) . . . will
ve the IOR itself, not to mention
ere designed specifically to it.'

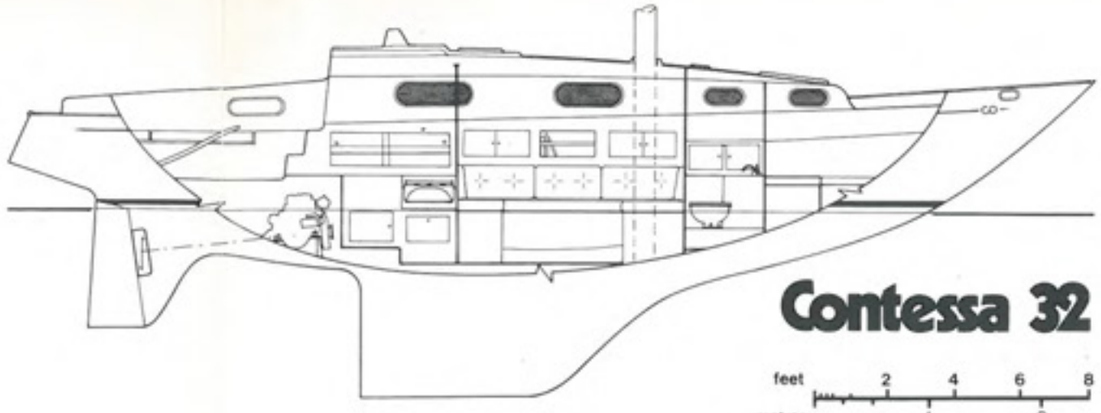
ı why the Contessa 32 is a
ing is the layout, which is the
ience offshore and round-the-
tion to her two-speed genoa
ə other winches, she has a large
chart table, and a cockpit big
rd-working racing crew.

with Cruising

achts are short-handed. And a
ted to a five or six-man crew
worked by a husband-and-wife
:ontessa 32 can, because ease
built into her design. The genoa
halyards are led aft to winches
he forward end of the cockpit.
ɔller-reefing makes it easy to reef
quick to furl the mainsail away.

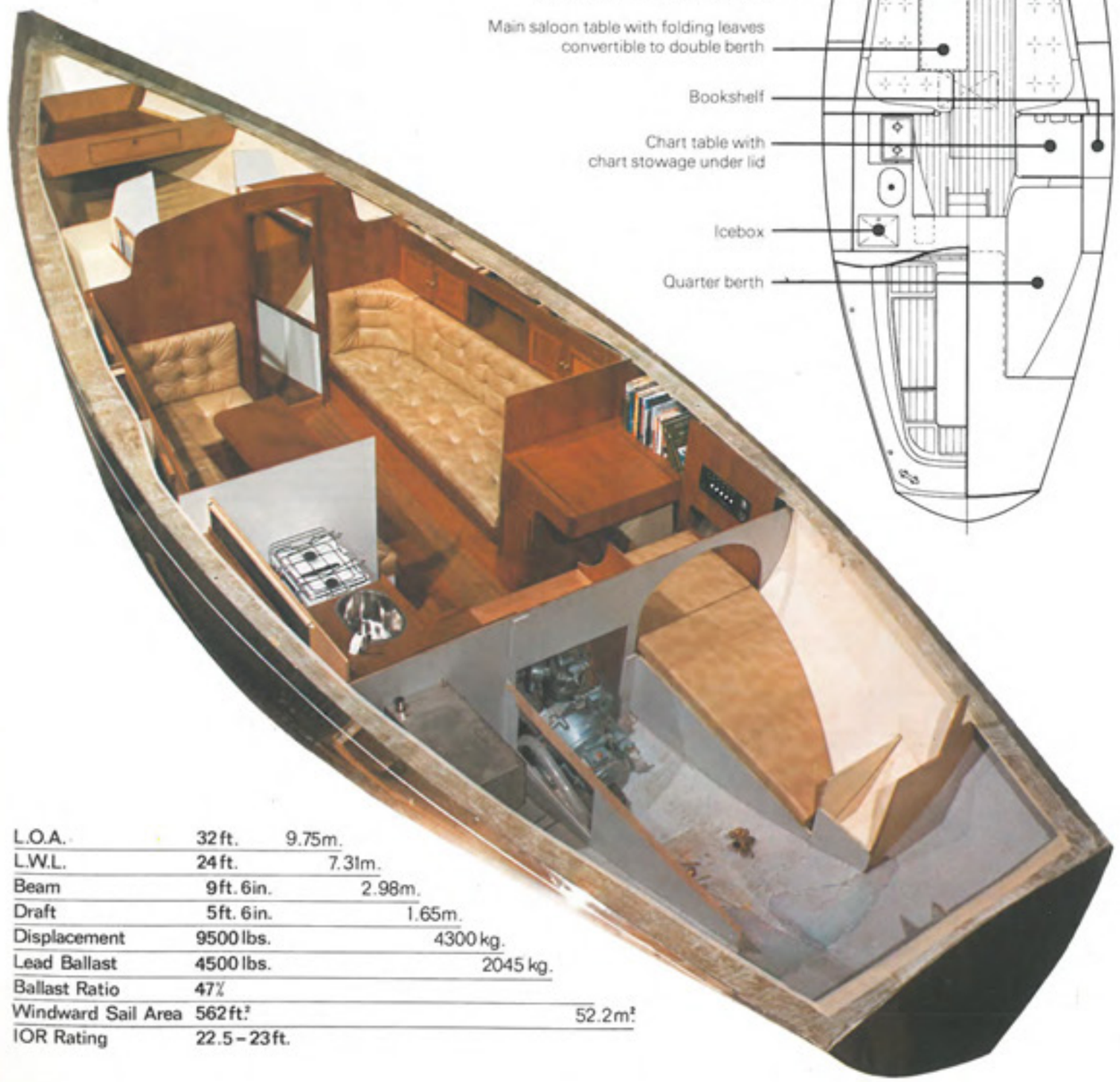
Cruising Priorities

Some features, unimportant for racing, come high in the list of cruising priorities. A diesel, for example. Good looks are important, too. The cockpit and accommodation should be as practical in harbour as they are at sea. The rudder should be protected by a skeg. The keel should be long enough to take the ground. Displacement should not be so light that a few extra items of equipment are critical. The galley should be well-planned. There should be bookshelves, thick bunk cushions, and fine joinery. The Contessa 32 has all these.



Contessa 32

feet 2 4 6 8
metres 1 2



L.O.A.	32 ft.	9.75m.
L.W.L.	24 ft.	7.31m.
Beam	9 ft. 6 in.	2.98m.
Draft	5 ft. 6 in.	1.65m.
Displacement	9500 lbs.	4300 kg.
Lead Ballast	4500 lbs.	2045 kg.
Ballast Ratio	47%	
Windward Sail Area	562 ft.²	52.2m².
IOR Rating	22.5 – 23 ft.	

The Cruiser/Racer Concept

Many requirements are common to both cruising and racing. Good quality fittings are essential for safety and efficiency. We don't skimp. And finally . . . something which is sometimes overlooked . . . the boat should be a pleasure to sail.

The Complete Boat

The Contessa 32 really *is* the complete boat. The price includes items which are so often listed as extras: three headsails, for example. Diesel engine. Backstay adjuster. Anchor, fenders and warps.

High Standard of Construction

The Contessa 32 is built of the finest materials under the supervision of Lloyd's. The hull and deck are glassfibre, and the ballast is lead. Wherever you sail her, you will find her strong enough to look after her crew, as the 300 existing owners have already found. Of these, some race, and some cruise. Most, though, are families who like to do both, and consequently need a Contessa 32.

General Construction: Hull and deck moulded in glassfibre under the supervision of Lloyd's. All materials used are approved by Lloyd's. • Glassfibre inner head-lining with air space. • Self-draining cockpit. • 2026kg (4,468 lbs) lead ballast encapsulated in keel. • Glassfibre rudder with stainless steel stock and hinged tiller. • Teak exterior woodwork comprising toerail, cockpit grating, cockpit seat battens, door slats, grab rails. • Eight toughened glass windows in alloy frames.

Spars and Rigging: Gold anodised alloy mast stepped on keel. • Boom with through-mast roller reefing. • Spinnaker pole, spinnaker track and slide. Main boom vang. • Stainless steel 1 × 19 wire standing rigging. Stainless steel rigging screws. • Backstay wheel adjuster. • Internal main and genoa halyards of stainless steel flexible wire with Terylene tails. • Main sheet of 32mm (1 ¼in) Terylene. Genoa sheets of 38mm (1 ½in) Terylene. Terylene uphaul and downhaul for spinnaker pole.

Winches: Two Lewmar C40 two-speed genoa sheet winches. Two Lewmar C8 spinnaker sheet winches. One Lewmar C8 spinnaker halyard winch. One Lewmar C8 main halyard winch. One Lewmar C25 two-speed genoa halyard winch. Two 254mm (10in) winch handles and one 203mm (8in) handle to fit all winches.

Sails: Mainsail, No. 2 genoa, staysail and storm jib complete with battens, insignia and number, sail bags and mainsail cover.

Deck Fittings: Stainless steel pulpit and pushpit with 610mm (24in) stanchions. Double safety wires, PVC-coated. • Four alloy mooring cleats. Four alloy fairleads. Four cockpit cleats. • International mainsheet roller traveller fitted on bridge deck. • Gebo alloy forehatch. • Stainless steel stemhead fitting with drop-nose pin. • Three ventlights in coachroof. • Diaphragm bilge pump fitted in cockpit. • Anchor well.

Below Decks: Interior woodwork is mahogany Marine Ply with mahogany cappings. • Galley fitted with stainless steel sink, fresh water pump, Argyll cooker in gimbals, one 2.7kg (6lb) gas bottle, insulated food locker, stowage for plates and mugs, two drawers. Good locker space under cooker. • Glassfibre fresh water tank in bilge • Chart table with hinged Formica top, chart stowage under. • Lockers for books to starboard, with battery stowage under. • Quarter berth forms navigator's seat. • Main saloon: Formica faced folding table, offset to port, lowers to form double berth. 100mm (4in) thick foam-filled bunk cushions, and padded back rests mounted on locker fronts. Roomy lockers behind. Single 2m (6ft 6in) berth to starboard with lee cloth and 76mm (3in) foam cushion. • Toilet enclosed by PVC screen and sliding door. Lavac marine WC mounted on Formica base. Teak grating to form floor. Large hanging locker opposite. • Forecabin: two 2m (6ft 6in) berths slung on removable Terylene with 76mm (3in) foam bunk cushions. Stowage over feet.

Engine: Perkins 1.36M single-cylinder diesel. 2:1 reduction with reverse gear. • 45 litre (10 gall) fuel tank. Remote throttle and gear control. Water cooled exhaust system. Electric starting.

Electrical Installation: 12 volt system with two batteries, alternator, cut-off switch, glassfibre battery box, and fused switchboard. Port and starboard navigation lights on pulpit. Stern light on pushpit. Masthead-light. Combined deck/steaming light. Two berth lights in forecabin. One overhead light in toilet compartment. • In main saloon: two berth lights, one overhead light, and one chart light.

Sundry Equipment: Two 24m (80ft) nylon warps, 38mm diameter (1 ½in). 9m (5 fathoms) galvanized 8mm (5/16in) chain. 36m (120ft) nylon warps, 38mm diameter (1 ½in). One 11.3kg (25lb) plough anchor. Three plastic fenders.

Colours: A wide range of gel-coat colours is available. Anti-fouling is included in the specification.

Specification is subject to alteration without prior notification.

Contessa 32

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