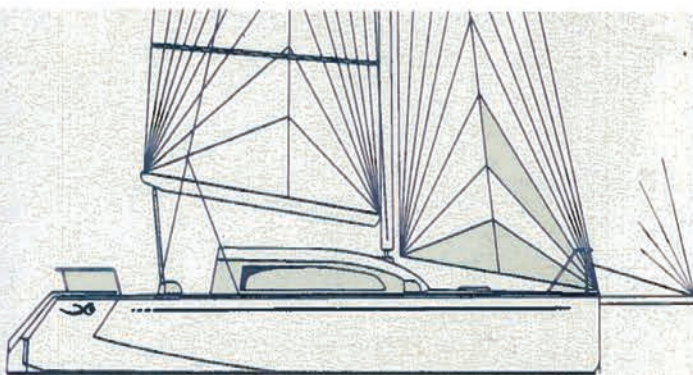




L.O.A. 34'; Beam 24'4"; Beam Folded 12'6";
Beam on Trailer 8'6"; Sail Area 725 sq. ft.;
Draft 5'6".; Draft board up 1'3"

Contour Yachts
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NEW

CONTOUR 34 SC

WORLD'S LARGEST TRAILERABLE TRIMARAN

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Better because you will sail at over twice the speed of monohulls with virtually no heel.

Better because it offers a spacious, comfortable interior.

Better because retractable arms allow for easy trailering and conventional slip usage.

Better because you always have a stable platform for safe sail handling and comfortable entertaining

Better because shallow draft allows you to explore new areas

Better because the single hand deck layout allows you to sail anytime you desire

Call now and see for yourself why the New Contour 34SC is simply a better way to sail. It will put the fun back into your sailing and expand your sailing horizons far into the next millennium.



C. Beadon Design

**SWING WING SYSTEM TO
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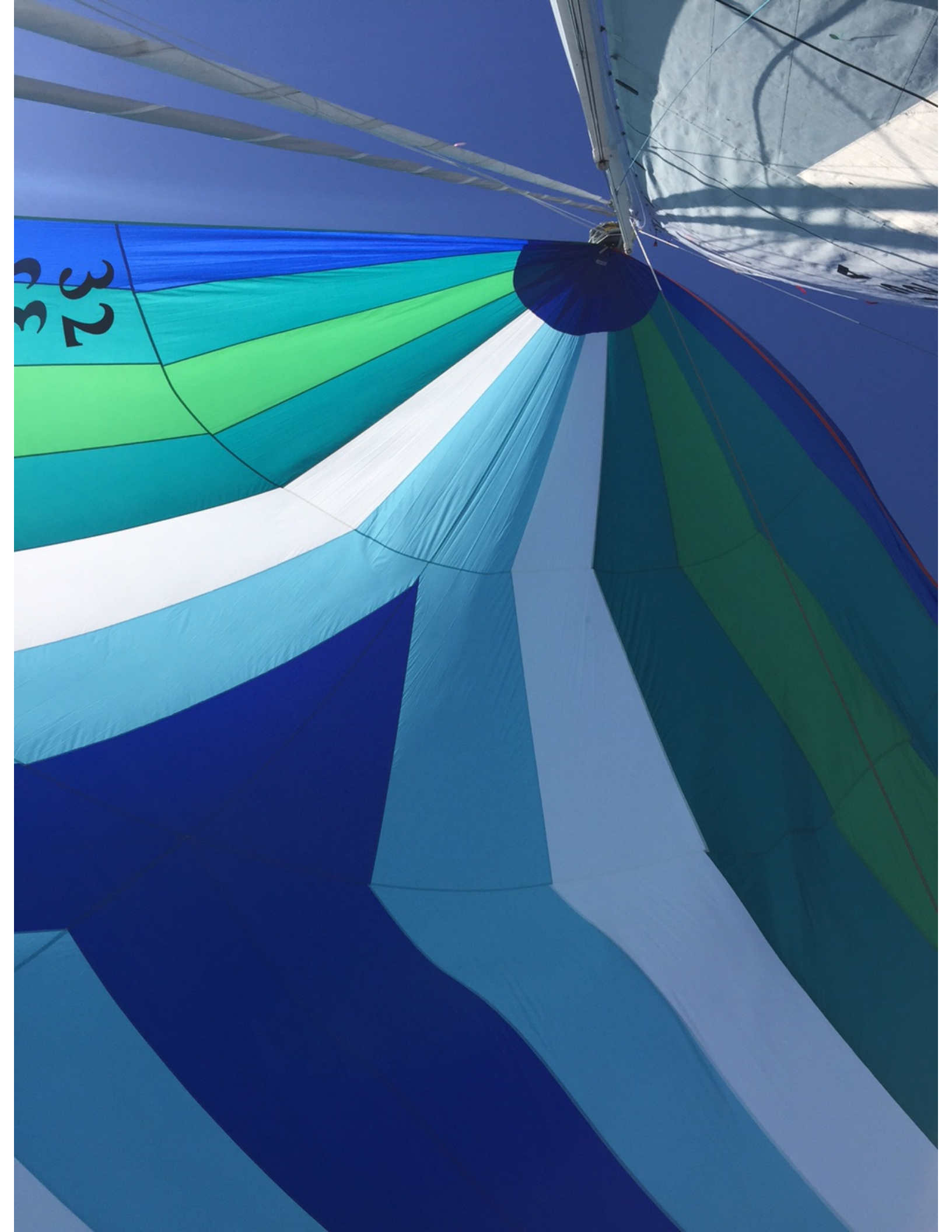
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The Contour 34 SC was easy to spot on a calm Chesapeake Bay; it was the only one moving smartly in the light air.

SAILING pictures by M

Boat Test

many different mold sections during the building process since a unique mixture of strength and light weight is required. The main hull is a composite construction and is reinforced with Kevlar and carbon fiber in high-load areas. It is solid fiberglass in the critical areas where the akas attach. Hull liners add structural support but limit access to the hull.

The displacement is only 4,850 pounds, which helps explain why speeds in excess of 20 knots are common. The rudder is outboard. The centerboard, which is controlled from the cockpit, extends the draft from 1 foot, 3 inches to 5 feet, 3 inches.

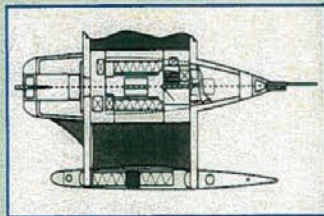
A walk about on deck

The cockpit of the 34 SC has an open transom and comfortably seats four. The helmsperson has great visibility, especially when leaning outboard with the tiller extension. There are rails on either side of the cockpit and most 34s come with a frame for a bimini top. The akas extend inboard to the forward face of a stout bridgedeck, which supports the mainsheet traveler. The genoa track, on the outboard edge of the main hull, allows for very close sheeting angles. Outboard leads on the amas are used for sheeting the asymmetrical chute and when reaching with an overlapping genoa called the screecher. All sail controls, including a single-line slab reefing system, are led to the cockpit. Deck hardware is first-rate, from self-tailing Lewmar sheet winches, to custom, polished stainless blocks by Garhauer, to Profurl roller-furling systems. Contour has not cut any corners.

The rotating, 45-foot mast has double spreaders and is supported by quick-assembly stays and checkstays. A short bowsprit provides tack points for the roller-furled screecher and the spinnaker. The roller-furled, self-tacking jib is stem-fitted and sets neatly inside the screecher. The full-batten main has a large roach and a lot of power but is easily corralled when doused inside lazy jacks. The sailplan, developed with North Sails, is simple but versatile and, like the rest of the boat, well-thought-out.

The interior of the 34 SC is, in some ways, not dramatically different from a performance monohull of comparable length. The headroom, at 6 feet, 3 inches, lends an air of spaciousness, with 10 opening Lewmar Ocean Series portlights and two overhead hatches providing excellent ventilation. The interior is trimmed in cherry wood and the level of finish work is excellent. The arrange-

ment features a large V-berth cabin forward. Farther aft to port is an enclosed head with shower. The saloon has two comfortable 6-foot, 6-inch settees, which convert into sea berths.



The galley is aft, running astride and behind the companionway. When the stainless-steel stepladder is lifted out of the way, it becomes U-shaped. There is a good-sized icebox, a deep sink and a two-burner Origo nonpressurized alcohol stove. The electrical panel is aft to port. The 20-gallon water tank is stainless steel as is the fuel tank. The recommended 20-horsepower outboard mounts on a lifting stern bracket.





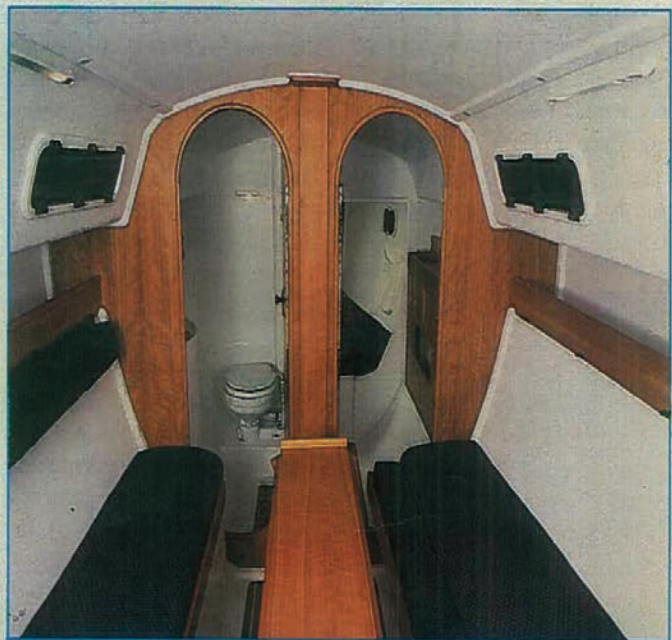
Exceptional performance

I had no trouble spotting the Contour 34 SC on a tranquil Chesapeake Bay near Annapolis: It was one of the few boats moving smartly in the light wind. I stepped onto the starboard ama and joined Rob Lambden in the cockpit. He trimmed the screecher, sheeted the main and we shot toward the outer bay. The performance of trailerable tris always impresses me, especially in light air, and the 34 SC was no exception. In winds of 6 to 8 knots true, we glided along at 6 knots. Rob suggested we fall off and pop the chute, which we did with minimal fuss. Fortunately, a bit more wind sprang up from the west and we sped along with fingertip control, touching 8 knots.

I was curious about its close tacking ability, especially in little wind, so we rolled in the screech-

er and set the self-tacking jib. We came through the wind effortlessly without touching a sheet. Hard on the wind, the big-roach main trimmed high on the traveler and the working jib drove the boat efficiently at less than 40 degrees apparent. The boat sailed flat and moving about the wide side decks of the main hull felt natural, like, dare I say, a monohull. Of course, lounging on your back on the leeward trampoline is something a monohull just doesn't offer.

The fresh-thinking Contour 34 SC offers unique and exciting possibilities for sailors who demand exceptional performance and complete trailerability. With a livable interior and solid construction, the 34 SC is, as Lambden claims, "an offshore yacht that just happens to be a trailerable trimaran."



The spacious cabin of the 34 removes this trimaran from the sail-camping category and puts it into the cruising class. The companionway steps are removable, top, which makes the galley U-shaped. The forward cabin is to starboard of the head, above.

















