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**For high performance  
offshore cruising**

1978



**Contessa 28**



High performance cruising sounds like a contradiction in terms. Cruising implies leisurely wandering. But speed under sail is associated with hard work, discomfort, and a boat that doesn't hold its value.

Those are the usual viewpoints. But let's think about them.

We don't have to go sailing. We do it for fun, not as a means of transport. Therefore, shouldn't a sailing boat be enjoyable to handle? And doesn't that mean responsive? Able to go powerfully to windward? Willing to sail even in the lightest of airs? Doesn't it mean a boat that feels alive and alert?

Jeremy Rogers thinks so, and Doug Peterson agrees. Both of these world class authorities were determined to create a cruiser that will not sag away to leeward as soon as the wind draws forward of the beam, or wallow sluggishly as soon as it drops below Force 3. What they wanted was a real sailing boat.

They called it the Contessa 28.

But a high performance cruising boat is not the same as a racer. It needs to be able to do things which don't concern a racing boat. Like dry out against a wall. Like motor at six knots with plenty of power in reserve.

There must be room to stow all the sails where they are within reach, but out of the way. There should be headroom, even in the heads. There should be seagoing bunks and a gimballed cooker, but the accommodation should also be good for living in at anchor or in a marina.



A cruising boat is usually short-handed, so all controls should be led to the cockpit. But the cockpit should be uncluttered, and there should be room in it for sunbathing.

Finally, a high performance cruising boat needs to be comfortable as well as fast. Its motion in a seaway must be moderate, and it must be kind on the helm.

That's why the Contessa 28 has a 12bhp diesel. Two double berths (six berths in total, three of them seagoing). Stowage for five sails out of sight. Bed-length cockpit seats. Reasonable draft and moderate displacement. An oven. An icebox. Twelve lockers in the main cabin alone, not including the galley.



So much for the cruising element. But what about the high performance?

Most sailing is done in light winds. We meet with calms more often than gales. The Contessa 28 sails fast in the laziest of breezes by virtue of her efficient and generous rig. The engine works efficiently, too, although it will not often be needed. And its folding propeller prevents it from becoming a drag when the wind pipes up again.

As the wind increases, the Contessa 28 continues sailing safely and powerfully. Her slab reefing system is quick to use and can be operated by one person. The mainsail can be reefed while under way, or before hoisting. When reefed it sets perfectly.



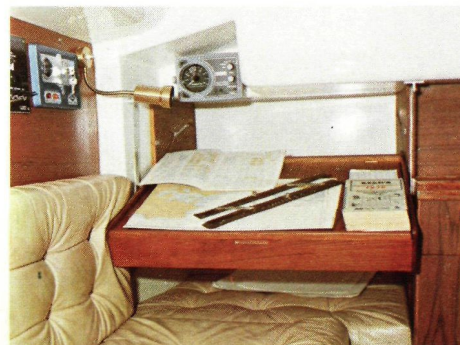
The eight winches have all been selected to enable even the youngest crew members help sail the boat. The genoa sheet winches are self-tailing so that one person alone can wind a headsail in unaided. Both headsail halyard winches (two-speed, of course) are mounted by the cockpit. Two people are all that are needed to handle the Contessa 28, spinnaker and all.

The inventory is comprehensive. It includes a compass, anchor, fenders, warps, main-sail, twin headsail wire halyards, liferaft locker, leecloths and an oven. When you take delivery of a Contessa 28, you can sail or motor away without adding a single thing.

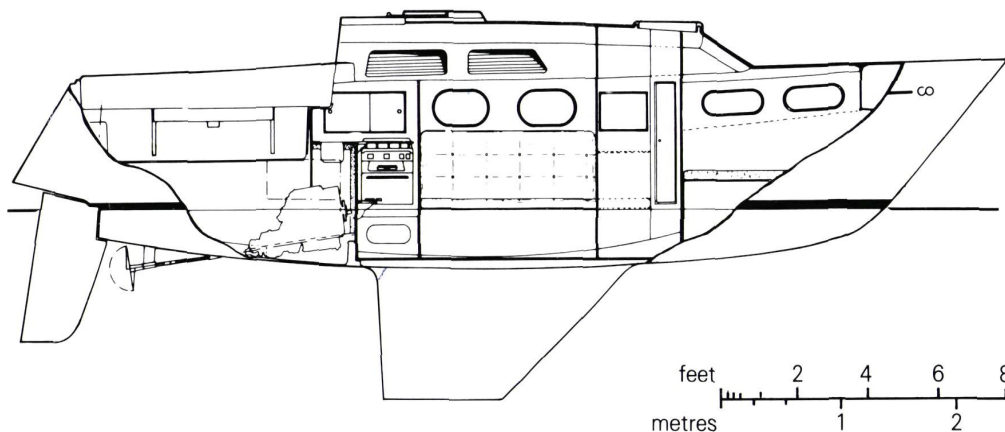


When you do, you will find that she is fast. In that case, you may want to try her out against other boats. The IOR rating of less than 20ft will prove to be no handicap at all.

You may wonder why such a fast and competitive boat was not designed as either a Half Tonner or a Quarter Tonner. It was because level-rating racers tend to date so quickly. Obsolescence is not built into the Contessa 28. Performance and comfort are.







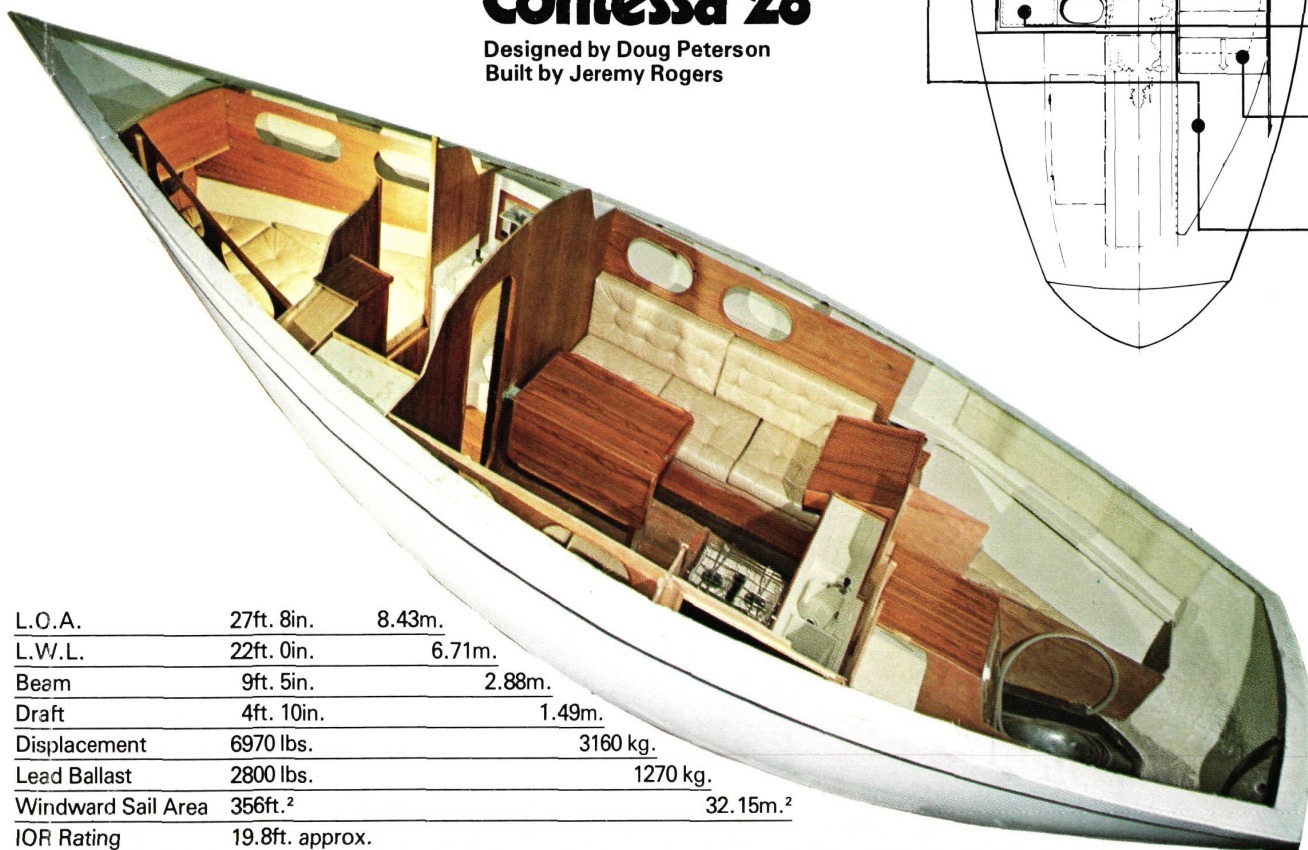
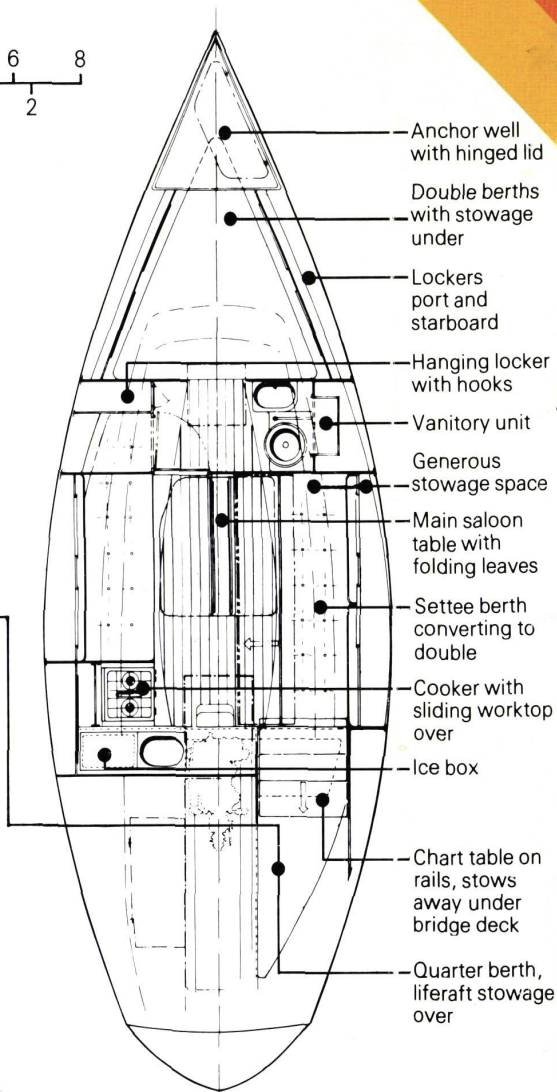
Headroom is carried well forward



Liferaft stowage is ingenious

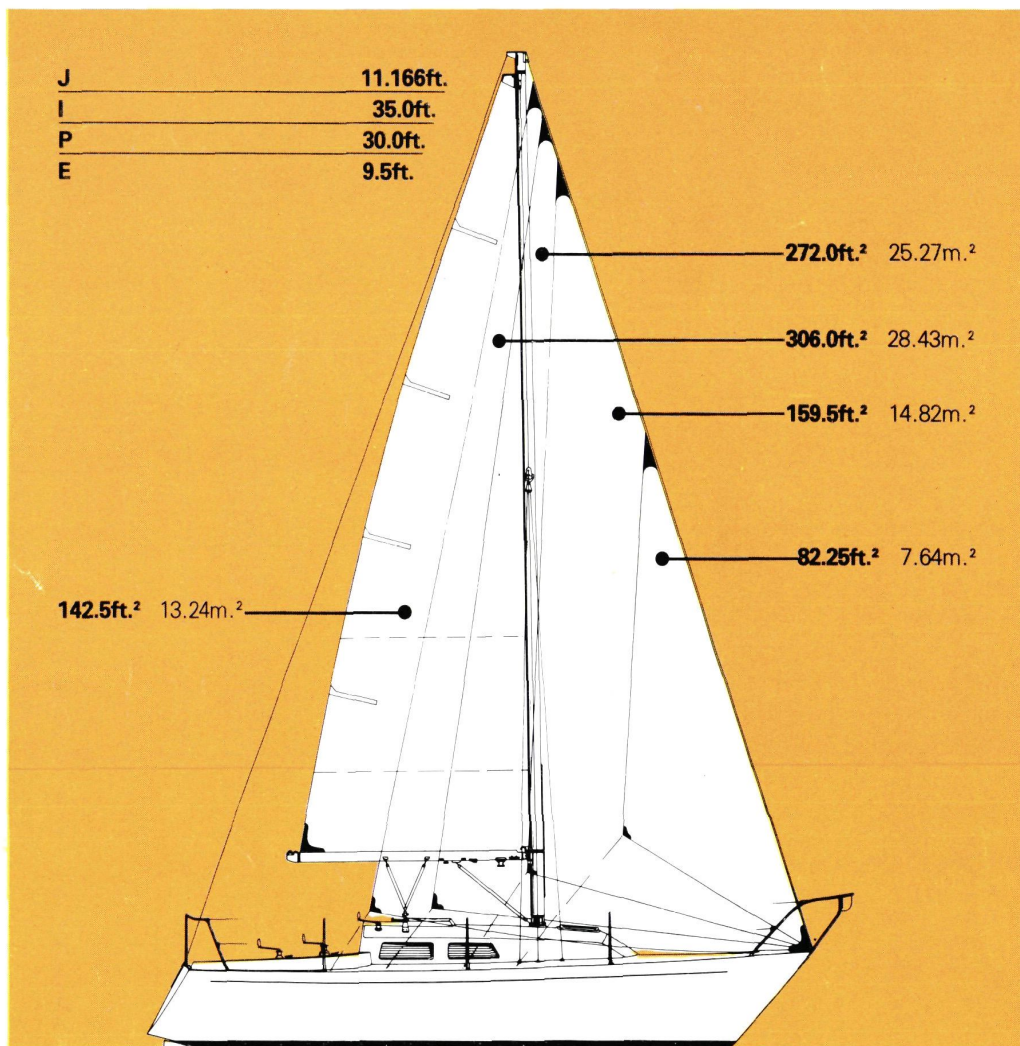
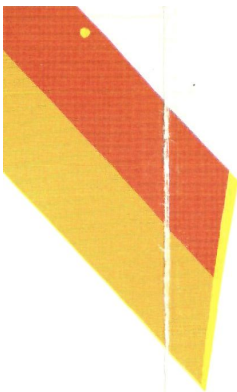
## Contessa 28

Designed by Doug Peterson  
Built by Jeremy Rogers



L.O.A.	27ft. 8in.	8.43m.
L.W.L.	22ft. 0in.	6.71m.
Beam	9ft. 5in.	2.88m.
Draft	4ft. 10in.	1.49m.
Displacement	6970 lbs.	3160 kg.
Lead Ballast	2800 lbs.	1270 kg.
Windward Sail Area	356ft. <sup>2</sup>	32.15m. <sup>2</sup>
IOR Rating	19.8ft. approx.	





**General Construction:** Glassfibre hull and deck. ● Self-draining cockpit. ● Glassfibre headliner with air-space. ● Lead ballast encapsulated in keel. ● Glassfibre rudder and hinged tiller. ● Teak cockpit seats and door slats. ● Four windows.

**Spars and Rigging:** Silver anodised mast stepped on deck. Silver anodised boom with slab reefing system. Silver anodised spinnaker pole with mast track and slide. Kicking strap. ● Stainless steel 1 x 19 wire standing rigging, with stainless steel rigging screws. ● Internal main halyard. Interchangeable genoa and spinnaker wire halyards with Terylene tails. ● Main sheet, genoa sheets, uphaul and downhaul for spinnaker pole, all in colour-coded Terylene. ● Main sheet traveller mounted over hatch housing.

**Winches:** Eight, by Lewmar. Two No. 30 self-tailing genoa sheet winches. Two No. 7 spinnaker sheet winches. Two No. 16 two-speed halyard winches on coachroof. No. 7 main halyard winch on mast. No. 6 reefing winch on boom. Two 10in (250mm) handles and one 8in (200mm) handle to fit all winches.

**Sails:** Mainsail and staysail, complete with bags, insignia and number.

**Deck Fittings:** Stainless steel pulpit and pushpit with stainless steel stanchions and double guardrails. ● Four alloy mooring cleats. ● Two alloy fairleads. Two cockpit cleats. ● Gebo alloy forehatch. ● Stainless steel stemhead fitting. ● Ventilator in coachroof. ● Diaphragm bilge pump in cockpit. ● Anchor well with hinged lid.

**Below Decks:** Interior woodwork is in teak-faced ply with teak cappings. ● Cooker with oven, grill and two burners, in gimbals. Removable work surface over. Glassfibre sink with freshwater pump. ● Freshwater tank, approximately 16 gallons capacity. ● Icebox ● Gas bottle, with stowage for spare bottle. ● Foldaway chart table with stowage for charts and almanacs. ● Battery stowage under quarter berth. Drop-leaf saloon table. ● All bunks covered with 4in foam-filled cushions. Starboard berth converts to double. Single quarter berth to starboard. Leecloths on saloon berths. ● Lavac WC in heads with hanging locker and general stowage opposite, and vanity unit over. Washbasin with freshwater pump. ● Double berth in forecabin, with stowage under and lockers port and starboard.

**Engine:** Petter AC2WM "Mini Twin" 12hp twin-cylinder lightweight marine diesel with 2:1 reduction gear and reverse. Folding two-bladed propeller. ● 10-gallon fuel tank. ● Remote throttle and gear control. Remote stern gland greaser. Water-cooled exhaust system. Electric starting.

**Electrical:** Two 12-volt batteries. Glassfibre battery box. Cut-off switches. Alternator. Switchboard with circuit breakers. Navigation lights to comply with international regulations in force at time of delivery. ● Lights in forecabin, heads, main cabin, and over chart table and galley. ● Compass light.

**Sundry:** Bulkhead compass. ● 20lb plough anchor with two fathoms chain and 20 fathoms nylon warp. Two mooring warps. Three fenders.

**Colours:** White hull, Birch Grey deck. Boot top stripe and cove line in choice of Signal Red, Oxford Blue or Deep Brunswick Green. ● Upholstery in Zephyr Beige. ● Plastic laminate in galley Silverweave. ● Antifouling is included in the specification.

Specification is subject to alteration without prior notification.

## Contessa 28

Built by Jeremy Rogers



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