



# COVEY ISLAND BOATWORKS

*Custom Yachts for the World since 1979*

## Project Log: Autumn 2005

— Recently Launched —

48' motorsailer ketch **Annie J**  
(L. Francis Herreshoff *Walrus* design)  
for a Connecticut customer.

— Under Construction —

62' Nigel Irens gaff schooner **Maggie B**  
for a US customer.

49' Chuck Burns high performance  
schooner for a west coast (U.S.) customer.

— Launched in 2004 —

59' Starling Burgess schooner **Niñita**  
(Niña design )  
for Hampshire, U.K., customers

27' cutter-rigged sailing yacht **Allegro**  
(Iver Franzen *Full Moon* design)  
for a Chicago customer

— Launched in 2003 —

Covey 41 lobster yacht **Hollandaise**  
designed by Spencer Lincoln

*Herreshoff  
Walrus  
Annie J  
on sea  
trials in  
August.*



## Recently Launched 48' Motorsailer "Can Really Sail!"

**Annie J**, a 48' Herreshoff *Walrus* launched by Covey Island in late summer, has made a grand impression with her ability to sail.

Her Connecticut owner, who ordered the boat primarily for summer sailing in New England waters and Long Island Sound, said, "She is a beautiful boat and

very comfortable even in the most inhospitable conditions and, most important of all, a joy to sail."

Dorian Steele, the yard's logistics coordinator and spar builder who skippered the sea trials said, "Everyone was surprised by how very well she sailed including the boat builders, spar builders, sail makers and sailing crew.

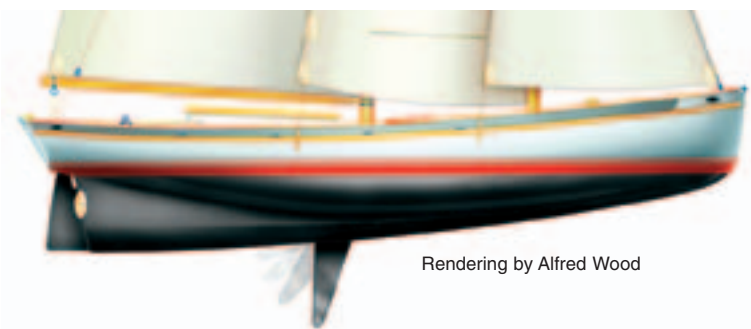
"She sails at a comfortable 8 knots with 15 knots of breeze. The addition of the mule balances the boat very nicely and makes her a comfortable boat offshore."

Sails can be raised or lowered with the push of a button. They roll up inside the booms on furlers controlled by electric winches on deck.

The sails were made by Rolly Tasker in

*continued on back page*

## Launch of 62' Nigel Irens 'Fusion Schooner'



Rendering by Alfred Wood

As this newsletter went to press in November, the last construction steps (final wiring, deck fittings, fine sanding, etc.) were being taken in preparation for launch of a 62' Nigel Irens gaff schooner for an experienced American sailor.

The fast cruising, high-aspect-ratio schooner, ordered with circumnavigation in mind, is the second largest vessel ever

built by Covey Island.

The designer has said that while the boat was inspired by traditional designs, "the objective has simply been to create the kind of efficient and easily maintained vessel that is needed for world cruising."

Her owner describes the project as a  
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## — IN THIS ISSUE —

*Bristol Schooner PaPa  
launched by John Steele*

*Yard wins two  
Export Achievement Awards*

*Brokerage Listings*

## Where are They Now?

David Virtue, the owner of 38' Spencer Lincoln ketch **Aura III** (launched by Covey Island Boatworks as **Annie J** in 1986) reports:

*My wife, Shara Geiger, and I had a wonderful summer cruising the beautiful*



*coast of Maine. **Aura III** is a wonderful, comfortable boat, we love her. Our plan is to hopefully head for the Bahamas and possibly the rest of the Caribbean in her next fall.*

*Among improvements this past year were s/s davits and stern pulpit as well as a complete redo of the electrical system, including a high-output alternator, multi-step regulator, AGM batteries, cabin lighting and new electrical panels. I also added a wood burning cabin stove, new galley stove, new Lavac head and head sink as well as new fixtures in the head and galley.*

*Next is a new headsail. Current projects for next year's launch: redo the pilot-house and saloon sole and install a new fridge system.*

**Aura III** was originally launched as **Annie J** and was previously owned by the Connecticut customer who launched the new **Annie J** (see front page).

### *Westernman Iris Sold for Salvage*

Westernman 40 **Iris**, designed by Nigel Irens and launched by the yard in 1997,



has been sold for salvage.

A recent survey reported rot in the deck, the hull below the mast step and in the

hull outboard of the propane locker.

Responding to the situation, Covey Island president John Steele said, "Although the survey may have suggested the problems resulted from inappropriate materials and methods, we are not convinced that this alone is the cause," he said.

"The same materials and methods have been used on almost all our boats. Over the years we have inspected many of them. Several vessels much older than **Iris** had been very poorly maintained. To date we have not seen any with such problems. The obvious question: If the problems were due to materials and methods why just this one boat?"

The yard offered to carry out the required repairs at cost if the vessel were returned to Nova Scotia, but the owners decided to cut their losses.

All other Westernman owners have been made aware of the situation.

### *Eleanor Mary Continues to Race*



**Eleanor Mary** owner David Darbyshire reports a summer of sailing off Brittany, with plans for exploring the Mediterranean next summer "with my son and whatever crew we can gather for the voyage."

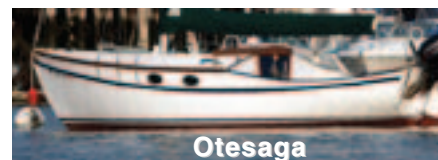
**Eleanor Mary** finished first in her division at in the Spirit of Tradition Class at the America's Cup Jubilee in April. The class comprised boats built since 1960 using modern materials and techniques but designed along classic lines. Race winners were presented with gold sovereigns from 1851 by single-handed sailing star Ellen MacArthur, MBE.

**Eleanor Mary**, built to sail training

standards, has participated in youth sailing races such as the Association of Sail Training Organisations (ASTO) Small Ships Race at Cowes in 2004. She finished third overall and second in class (to **Jolie Brise**) among nineteen starting boats. The event was open to monohull sailing vessels up to 120ft in length with at least half the crew aged 15-25.

### *Otesaga: An Early Boat Reappears*

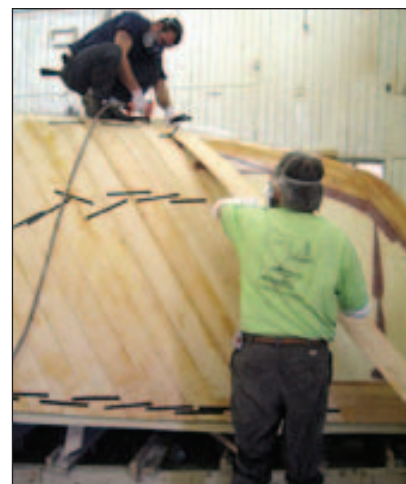
A year ago "Gabe" Boucher reported the whereabouts of the second boat ever built by the yard. However, that was only the



beginning. After buying the 21' Roger Long sloop, he has carried out an extensive refit and created a website (jeep97.com) on the history of the boat including his own recent efforts. The site includes Long's drawing as it appeared in *WoodenBoat* magazine in 1977; images of the boat after she was launched in 1979; a record of her owners, home ports and sailing activity; and a log (with photos) of his refit.

## Construction Images on the Web

Follow the progress of Covey Island construction projects on a weekly basis by visiting "Current Projects" on our website: [www.coveyisland.com](http://www.coveyisland.com)



*Reece Baird (left) and Terry Sundbo install a layer of cedar planking for 49' schooner Sir Edmund.*

## In the Spotlight

Covey Island boats continue to attract attention in the boating media. *SAIL* magazine's Flagship section (sent only to owners of boats over 40') ran a feature article "Elsie: Blending the Best of Two Worlds" in June, and reported on construction of 62' Nigel Irens **Maggie B** in August. *Soundings* carried the article "A Classic in Search of a Good Home" on **Elsie** in their August In Depth section. In Canada, *Atlantic Boating News* ran an article on **Maggie B** in their September issue titled "Fusion Schooner Taking Shape at Covey Island Boatworks."

## Covey Island Receives Export Growth Award from the Nova Scotia Boatbuilders Association

The industry association representing most of the fifty full-time boatyards and marine service companies in Nova Scotia awarded Covey Island Boatworks the Export Growth Award at its annual conference in Halifax in September.



In presenting the award to yard president John Steele, Tim Bennett of the marine

equipment company Stright-MacKay praised the yard on its very high percentage of export orders "primarily from the U.S. but also from the U.K. and the Caribbean."

In 2003 Covey Island competed with all Nova Scotia manufacturers to win that year's "Export Achievement Award for Product Development." The yard was chosen for the competitive advantage of its composite wood/epoxy building technique: the wood provides structural strength and beauty while the combination of epoxies ensures low maintenance. The award was one of five Nova Scotia Achievement Awards issued annually in five categories by the Canadian Manufacturers and Exporters and by Nova Scotia Business Inc., a crown corporation that promotes sustainable, value-added growth.

## Lunenburg County Export Achievement Award

In October the yard received the 2005 Export Achievement Award at a Business Excellence Awards event sponsored by the five chambers of commerce/boards of trade in Lunenburg County. Supervisor Larry Weagle accepted the award on behalf of Covey Island.



## Would You Like to Stay On Our Newsletter List?

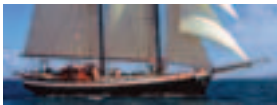
If you recently contacted the yard for information, we have put you on our newsletter mailing list for about a year (two or three issues). We don't share this list with anyone.

If you would like to continue to receive the newsletter beyond the two issues, you need to contact us (see bottom of front page) to keep the 'subscription' going.

The newsletter is also available through our web site.

## COVEY ISLAND BROKERAGE

### - LISTINGS -



For sale: 70' Ted Brewer gaff schooner **Tree of Life**. Launched by Covey Island 1991.

A proven circumnavigator and racer. Asking US\$1,450,000. Visit [www.coveyisland.com/tree.html](http://www.coveyisland.com/tree.html)

For sale: 57' Herreshoff Bounty/Tioga **Elsie**. Launched by Covey Island October, 2002. Available for viewing at Annapolis, MD. For sale by 'countdown auction'.



Visit [www.coveyisland.com/elsie-auction.html](http://www.coveyisland.com/elsie-auction.html)



The Concordia 33 Double-Headsail Sloop **Whistler** Launched by Covey Island Boatworks in 1985.

Available for viewing in Essex, MA. Asking US \$48,500.

Visit [www.coveyisland.com/brokerage.html](http://www.coveyisland.com/brokerage.html)

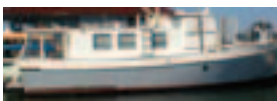
For sale: 48' L. Francis Herreshoff motorsailer ketch **Kelly B**. Launched by Covey Island 1997. Available for viewing in North Carolina. Asking US \$425,000.

Visit [www.coveyisland.com/brokerage.html](http://www.coveyisland.com/brokerage.html)



For sale: 38' Spencer Lincoln lobsteryacht **Cohessence**, hull built by Covey Island, professionally finished by owners, 1993. Available for viewing at Peterborough, Ontario. Asking US \$160,000.

**SOLD**



For sale: 42' Eldredge Mannis trawler **Jasmine**. Launched by Covey Island Boatworks in 1986. Sea kindly and able. Asking US \$119,000.

**SOLD**

For sale: 38' Spencer Lincoln lobster boat **Orion**. Launched by Covey Island 1984. Very able, efficient and seaworthy hull built with clear, Sitka Spruce. Proven workboat that could quickly be converted to a lovely cruising vessel.

Asking US \$45,000. Visit [www.coveyisland.com/brokerage.html](http://www.coveyisland.com/brokerage.html)



### Launch of Schooner (from p. 1)

"fusion schooner" for its combination of traditional design and modern technologies.

The schooner has a moderate draft and carries a centre board. The simple rig includes a boomless and overlapping foresail.

The owner is an experienced racer who teaches month-long seamanship courses at an Outward Bound School in Maine and holds a US Coast Guard ship Master licence. He was looking for a boat to sail around the world with his son, who recently graduated from college.

He was already aware of the 70' (LOD) gaff schooner **Tree of Life**, launched by Covey Island in 1991, when he visited the yard with a friend during construction of 47' shoal draft motoryacht **Nancy Lakin**. His research included correspondence with Nigel Irens, whose long list of credits includes the Westernman designs built by Covey Island.

After considering and visiting a number of yards the owner chose Covey Island as best able to build a seaworthy boat with personality.

## 56' Bristol Schooner PaPa Launched in September



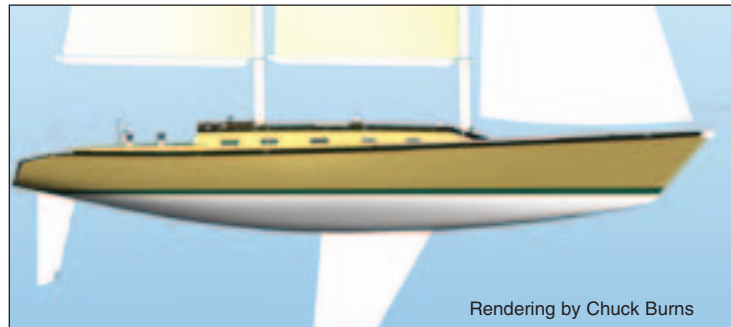
**PaPa**, a 56' Bristol Schooner, was launched on September 19th from Covey Island president John Steele's property on nearby Bush Island.

Although the schooner slid easily out of the building last summer to allow the masts to be stepped, the final slide into the Atlantic was far from easy. That phase took two days, required a bull dozer, an excavator and the assistance of two dozen friends and family.

John reports: *The launch was tremendous.*

## Work Underway on a Cold-Moulded Hull for a 49' Chuck Burns High Performance Schooner

Planking is complete on the cold-moulded Port Orford cedar strip/ CoreCell™ hull of a 49' Chuck Burns high performance schooner for a west coast American customer.



The boat will be christened **Sir Edmund**, after Sir Edmund Hillary.

The boat is very similar to **Sir Isaac**, an earlier Chuck Burns design for the same owner. The hull has a deeper keel for better windward performance.

Changes to the rigging include moving the foremast two feet further forward and flying the foresail with a high roach like America's Cup boats.

A sail drive replaces a strut and propeller arrangement for the engine.

Mr. Burns, who represents the owner, said Covey Island was chosen for the project after the search was narrowed to 'five capable builders'. Although price was important, the main consideration was 'When can you finish?' "We went with the best schedule, not the lowest bidder."

The order evolved from discussions begun at the Maine Boats & Harbors boat show in Rockland last summer between Covey Island shareholder (and former director) Brock Junkin and designer Burns.

Mr. Burns, who is based in New Hampshire, has been visiting the yard frequently during the project and is looking forward to sailing off Nova Scotia's Atlantic shore. He and the owner once sailed **Sir Isaac** from San Francisco to Australia via Hawaii and Fiji and then from Japan to San Francisco.

Once the new schooner is launched, her owner intends to return to blue water racing as soon as possible.

### Can Really Sail (from p. 1)

Thailand, while the aluminum spars are from Forespar in California.

The hull was constructed in composite wood/epoxy for strength and low maintenance.

**Annie J's** owner had previously owned a 38' Spencer Lincoln pilothouse ketch of the same name (now **Aura III**) built by Covey Island in 1984 (see "Where Are They Now," p. 2).

*It would not have happened without all those folks coming together and putting their collective backs and minds to it.*

*Thanks to everyone. The final midnight run over to La Have once she finally floated under the full moon with a load of friends and family will remain a highlight of the building experience.*

Now that **PaPa** is afloat work continues on the rig and systems. Plans for next summer are yet to be made, but a cruise to Newfoundland is a likely prospect.