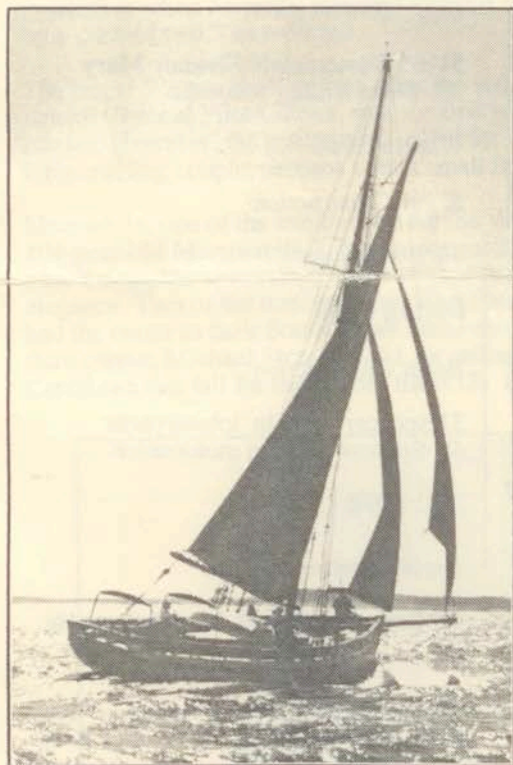


COVEY ISLAND BOATWORKS

Custom Builders: Sail & Power



40' 6" Westernman Iris on sea trials

First 40' 6" Westernman designs launched during summer

First 51' 4" Westernman Under Construction

The evolution of the Bristol Channel Pilot Cutter is well underway.

In the wake of the first two launches of Nigel Irens 40' 6" semi-custom Westernman design this summer, construction begins on a 51' 4" version this fall at Covey Island Boatworks.

The intent of the series is a fast, fine-looking cruising yacht that a small crew can handle in comfort. Wood/epoxy construction provides a high level of durability and low maintenance.

The first 51' 4" semi-custom Westernman, to be christened **Eleanor Mary**, has been commissioned by a North Yorkshire,

U.K. customer. Launch is planned for next spring.

The first 40' 6" in the series, "**Westernman**", built for a British customer, was launched in June. She will overwinter on the American east coast before sailing home next spring. **Iris**, a Westernman 40 commissioned by a Lancashire, U.K., family, was launched two weeks later. **Iris** set sail for the

continued on page three

Cohessence Wins Two Awards at Mahone Bay Festival

The 38 ft. Spencer Lincoln Lobsteryacht finished by Colin and Helen Ray of Peterborough, Ontario, hull supplied by Covey Island Boatworks, was top power boat in the Best in Festival competition at the recent Mahone *continued, with photo, on p. 2*

First Place Blue Ribbon at WoodenBoat Show

Hollandaise 'Excellent' at Mystic

The 36' custom lobsteryacht **Hollandaise**, launched by Covey Island Boatworks in May, won a "Citation for Excellent New Powerboat" at the WoodenBoat Show at Mystic, Connecticut, in June.

The Spencer Lincoln design was built in wood/epoxy for a Baltimore, Maryland, family. The show was sponsored by WoodenBoat Magazine.

Hollandaise was delivered to the show -- and her owners -- by Capt. Douglas Bell, Peter Bell and Covey Island partner Brock Junkin.

Capt. Bell, a mariner of fifty years' experience, has crossed the Gulf of Maine in many types of vessels. After

Hollandaise made the trip at an average speed of 20.85 knots, Capt. Bell, wrote, "The only time I've made the trip faster was in an aeroplane!"

He also said a match lit anywhere on deck at any time would stay dry.

The lobsteryacht is powered by 420 HP Cummins engine with a 2:1 gear box and 5-blade prop. DownEast Boats of Maine took a mould



off the hull to market a production "**Northern Bay 36**".

Bay Wooden Boat Festival. (Cohessence finished 2nd to a Herreshoff sailing design.) The Ray's cruising yacht also won the Bristol Award.

The Rays had been cruising around the Maritimes during the summer, but originally planned to drive to the show from their berth in Halifax.

However, they ran into a former CIB employee who urged them to 'get your boat down to Mahone Bay'. At the show, CIB's John Steele encouraged them to enter the judging.

Helen Ray says they were pleasantly pleased and surprised to win the awards.

The Rays project to finish off **Cohessence** was the subject of an article in *WoodenBoat Magazine*

Employees Buy In

As of September 2 all full-time employees of Covey Island are shareholders in the company.

The company (officially registered as Lunenburg County Shipwrights Incorporated) had been owned exclusively by the four managing partners: Brock Junkin, Colin O'Toole, John Steele and Larry Weagle. Under the new arrangement they each hold twenty percent of the company's shares and a chair on the five-person Board of Directors.

The fifth Director is an elected representative of the remaining employees, who hold the remaining twenty per cent of the company's shares between them. Shipwright Terry Sundbo recently became the first elected Director.

The four managing partners broadened the ownership of the company to promote a fuller understanding of the business side of building boats among employees. ☎



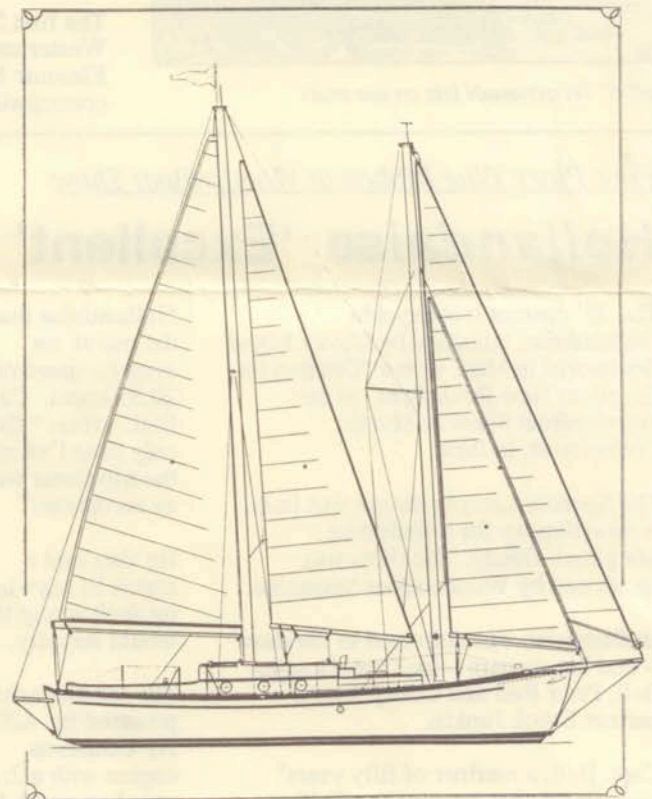
"Starting with a Bare Hull!" in September/October 1994 (Issue #120).

The boat was built for cruising and that is just what **Cohessence** has been doing since her spring '93 launch. Their first summer they cruised extensively in Georgian Bay. The next year they cruised both coasts of Florida, returning home the following spring. Last year they came down the St. Lawrence and overwintered their lobster yacht in Baddeck.

After circumnavigating Prince Edward Island and cruising the Nova Scotia coast this past summer, the Rays have left their boat in Chester, Nova Scotia for the winter.

A feature added since launch is a set of stabilizers (visible in photo above). Helen said they use them only two or three times in a summer 'but we were certainly glad we had them crossing Albermarle Sound in a gale!' ☎

38' Steve Killing schooner currently under construction



Next Twelve Months

Construction Timetable

Fall 1997

Launch

48' Herreshoff ketch **Kelly B.**

Begin Construction

51' 6" Westernman **Eleanor Mary**

38' Steve Killing schooner

Winter 1998

Begin Construction

40' Westernman

Spring 1998

Begin Construction

31' Spencer Lincoln lobster yacht

40' Spencer Lincoln motorsailer

Fall 1998

Begin Construction

48' Dave Gerr tunnel drive motoryacht

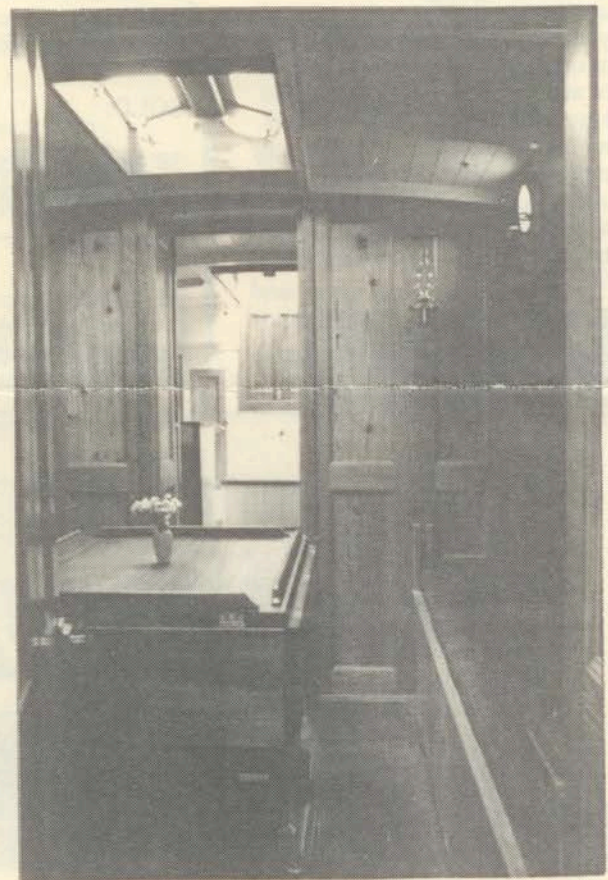
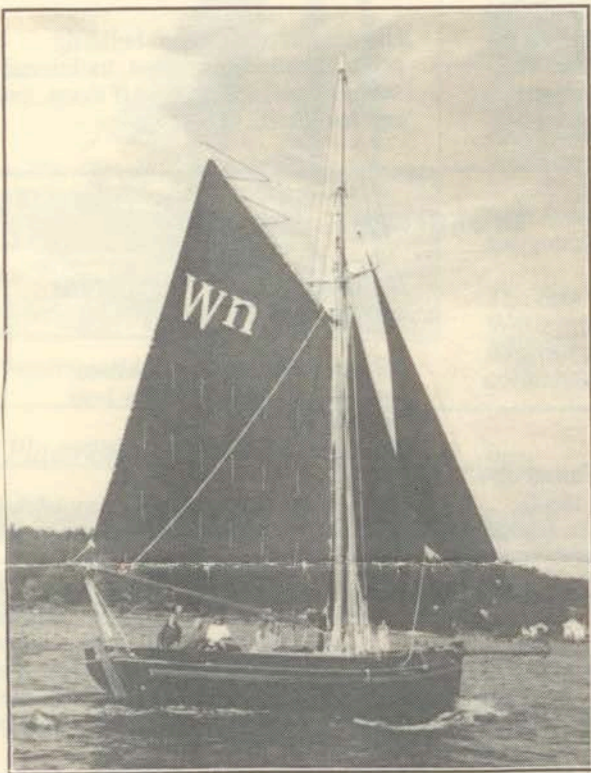
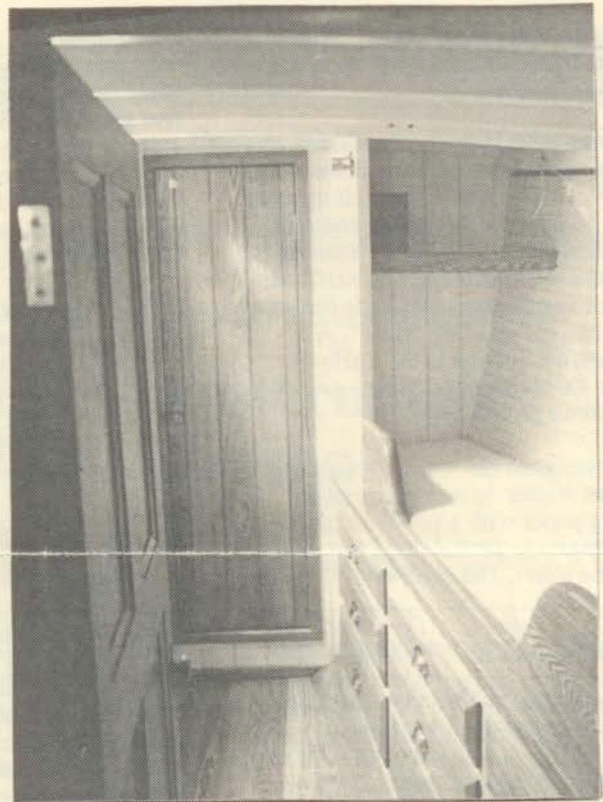
*First 50' 6" WesternmaN
continued from front page*

British Isles in October. By early November she had reached the Azores. Her delivery skipper, John Simpson, reported making the passage in 16 days at an average of 150-160 kn. per day.

The cutter encountered winds of force 7 and 8 all the way, but Simpson said the vessel handled very well. "She sails herself to weather when correctly trimmed and can easily be handled by a crew of two," he reported.

The larger WesternmaN design, after the size of the original Bristol Channel Pilot Cutters, was the first model offered to the market. However, the market also called for a smaller version for a cruising couple, perhaps with a small family.

Meanwhile, one of the inspirations for the WesternmaN series, 104-year-old *Marguerite T.* was recommissioned in April after a complete restoration to her turn-of-the-century elegance. Two of the three owners, John Steele and Peg Greer had the cutter as their South Shore home this past summer. The third owner, Michael Strzalkowski, is sailing her to the Caribbean this fall for the charter trade. ☐



Images of the two 40' 6" WesternmaN designs launched this past summer (clockwise from upper right): Foreward cabin of *Iris*; Saloon of *Westernman*; and *Westernman* on sea trials.

Meet the Shipwright: David Holmes

"It's just a work boat," says David Holmes modestly of the 15' 3" skiff he launched in June.

Like other CIB shipwrights, David takes a break from building boats at the yard by.... designing and building boats on his own time. But unlike some of his colleagues, he is not interested in the work as a side business. The skiff was built for family trips with wife Pam and their one-year-old Lab "Bear". A favourite destination is the LaHave Islands for clamming and for hand-lining groundfish.

David designed his 'cheap, tough boat' over last winter on an old computer printing paper with a board on his lap as a drafting table (so he could watch tv at the same time). The skiff was

Subscription Policy

Our newsletter, published at least twice a year, is automatically mailed to owners of CIB boats and other CIB customers; designers; media representatives; local mariners and other interested neighbours.

In addition, anyone who makes an inquiry about Covey Island services — or signs up for the newsletter at a trade show or at the shop — will receive the newsletter for a year. If you are in this category and would like to continue to receive the newsletter beyond this period, please write a note to Newsletter Editor, Covey Island Boatworks, Petite Riviere, Nova Scotia, B0J 2P0. ☐

Visit our web site:

fox.nstn.ca/~covey

constructed at a workshop in Dayspring (near Bridgewater) with five sheets of 3/8" exterior grade plywood. The sheets forming the keel were scarfed together — planed to a feather edge and joined.

By June the boat still needed oar lock and a little paint, but David said, "I built it to use it. So into the water it went." The skiff is powered by a 25 hp. Mariner engine.

David comes from an old Shelburne (Nova Scotia) Loyalist family oriented to fishing and the sea. His immediate family moved to Lunenburg where he attended elementary school at the Academy — and first tried his hand at boatbuilding. With some friends he took a box that was being used for mixing cement, added sails and launched the result into Lunenburg Harbour. The family later moved to Bridgewater where he attended Bridgewater High.



David worked as a shipwright at Snyder's Shipyard in Dayspring for twelve years, but left when the focus changed from traditional wood construction to repair. He came to Covey Island basically because "the yard was building boats."

His upcoming personal building projects include a 'robust, traditional' sailboat, perhaps a 25' gaff sloop, and another skiff. ☐

— Brokerage —

SOLD:

38' Spencer Lincoln custom lobster cruiser **Compass Rose** (CIB, 1986)

FOR SALE:

38' Spencer Lincoln ketch **Tamarugo** (built as **No Problem**, CIB, 1983). Currently located in Bermuda. Images of **Tamarugo** reside at our web site at

fox.nstn.ca/~covey/sail.html and
[~covey/gallery6.html](http://fox.nstn.ca/~covey/gallery6.html)

35' Spencer Lincoln V-bottom semi-displacement lobster boat **Speedy D.** (CIB, 1986)
Home port: LaHave Islands, NS

'Brokerage' services by Covey Island Boatworks are provided only to owners of boats constructed by the yard.



Stop the Presses! - 48' Herreshoff ketch **Kelly B.** launched October 18.