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47' DAVE GERR SHOAL DRAFT *NANCY LAKIN*



LOA: 47'-3"	LWL: 45'-1"
BEAM: 13'-4"	DRAFT: 2'-4"
BUILDER: Covey Island Boatworks	YEAR: 2001
DESIGNER: Dave Gerr, 'Peregrine' design	TYPE: Shoal Draft
DISPL.: 14.5 tons	POWER: (1) 220HP Cummins
SPEED: 9-10 kts cruise, 11kts max	

LOCATION: Galesville, MD

PRICE: \$410,000 US

*Particulars as listed are believed to be correct but not guaranteed.
 It is the Buyer's responsibility to verify, through inspection and survey, the accuracy of this document.*



ABOUT NANCY LAKIN

The 47' 'tunnel drive' Nancy Lakin is a 'Peregrine' design by Dave Gerr of New York City. The motoryacht draws only twenty-two inches and can cruise at 10 knots in two feet of water. Nancy Lakin was built by Covey Island Boatworks in 2001.

A COVERED AFT COCKPIT

Being bigger than *Belle Marie* opened up a whole range of options. Perhaps the nicest of these is that the new design, Peregrine, not only has a large aft cockpit, but the cockpit is permanently covered with a full-headroom canvas awning on a pipe framework. With two built-in box seats and room for a portable dining table, this is one of the favorite locations to take a meal at anchor or to enjoy the scenery on a cruise.



FLYBRIDGE AND DINGY STORAGE AND LAUNCHING

Peregrine also has a small flybridge helm station. This is just workable at this size, on these tunnel-hull boats. There's room at the flybridge (just aft of the wheelhouse) for a full helm station and seating for two. To starboard of the flybridge, on the aft trunk cabin roof, is space for a 10-foot dink, with the same boom/crane launching system that's worked so well on her shorter sister *Belle Marie/Summer Kyle*.



THE REMARKABLY EFFECTIVE STEADYING SAIL

The steadying sail--in spite of its small size--has proven incredibly effective at damping out roll, particularly the snap in the roll. Mike Martin--owner of *Belle Marie*--describes the rig's effectiveness on a rough passage:



We left Urbanna Friday the 22nd with light snow, sleet and thirty-five knots of wind - 0 degrees C. Nasty! The bay had six and eight foot rollers with whitecaps headed the same way we were. Made for interesting steering since the autopilot was completely overwhelmed, but I had the "pleasure" of seeing the GPS register 15-plus knots for thirty seconds at a time as we surfed down ahead of the rollers. Marie kept saying that we'd waited too late in the year to move the boat south. Seas behind us that way we were fairly comfortable. Since the winds were NW and we were headed SSE, the steady sail helped again. I don't understand why more boats don't use them, especially many of the conventional trawler yachts, some of which are notorious rollers. Again, thanks Dave for the insistence on the whole sail package.



SUNROOF, VENTILATION AND AIR/CONDITIONING

Like her smaller sister, Peregrine has a large sunroof/hatch on the center of her wheelhouse, and this--combined with most of the side windows opening--provides for exceptional ventilation. So much so that *Belle Marie*--with an identical set-up--has never been fitted with air/conditioning. Peregrine, however, is equipped with a full two-zone air/conditioning system in addition to her generous natural ventilation.



FORWARD COCKPIT

Also like *Belle Marie/Summer Kyle*, Peregrine has the deep welldeck/cockpit forward. Not only does this make for great comfort and security when handling ground tackle, but this bow cockpit is a favorite place to take in the sights underway. Indeed--in fair weather--Mike Martin often carries the autopilot remote up to the bow cockpit and cons from there.



CABIN ARRANGEMENT

Though Peregrine's exterior styling is similar to *Belle Marie's*, her interior arrangement is somewhat dissimilar. The biggest difference is that--with her greater size--we were able to fit the galley and dining area into the wheelhouse. This we did without sacrificing a good chart table and large helm and instrument console. In this way, the chef and the passengers are always in the middle of the action with a superb view out of the windows all around.



Forward, Peregrine has a large double stateroom with a generous vee-berth. There an ensuite hanging locker and a chest of drawers. Just aft of the forward stateroom is a head to port and a large shower to starboard. Inside the shower is a wet locker, while in the passage there's a floor-to-ceiling pantry for food and kitchen-utensil storage.

The aft stateroom is arranged with two berths port and starboard. The port berth is an extension berth which pulls out to form a double. Forward of this berth is a large ensuite head, and across the way, to starboard, is a generous hanging locker. A stairway on centerline, at the rear, leads up to the aft cockpit. Other arrangements are possible in this cabin, including one with a queen-size berth.



MACHINERY, POWER, AND PERFORMANCE

Power is a single Cummins 220B, driving a 26-inch diameter 5-bladed propeller, which drives Peregrine to a top speed of 11 knots. Cruising speed is between 8 and 10 knots. At 9 knots, Peregrine's 400 gallons of diesel tankage give her a 600-plus nautical mile range, with an 8-percent reserve. At 8 knots, she'll go over 1,100 nautical miles, with an 8-percent reserve. She'll do this burning a bare 2.5 gallons per hour, which is an incredibly efficient 3.2 miles per gallon.

A 4-KW Fischer Panda diesel generator delivers the juice to drive Peregrine's air/conditioning and microwave. Like all these tunnel-drive cruisers, an 80 kgf bow thruster is standard to facilitate docking and maneuvering in tight quarters.



CONSTRUCTION

Construction is of wood/epoxy strip plank sheathed with heavy bi-axial E-glass laid in epoxy--the same as her sister ships the 42-foot *Belle Marie* and *Twombly*, and the 50-foot *Kamarea*. These boats have all proven very rugged and very low maintenance. Peregrine's flat grounding keel, is protected with a 3/8-inch thick stainless steel armor plate. Again, like her other beachable sisters, Peregrine can take ground any time anywhere.

CONCLUSION

Peregrine offers a combination of ultrashoal draft, beachability, and ocean-worthy seakeeping that permits her owner to explore interesting out-of-the way corners where few, if any, conventional trawler yachts would (or could) dare venture.



