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70' TED BREWER GAFF SCHOONER *TREE OF LIFE*



LOA: 93'-0"	LWL: 58'-0"
BEAM: 18'-6"	DRAFT: 8'-6"
BUILDER: Covey Island Boatworks	YEAR: 1991
DESIGNER: Ted Brewer	TYPE: Cruising Sailboat
DISPLACE.: 72 tons	POWER: (1) Caterpillar 3208N
FUEL: 600 Gallons	WATER: 600

LOCATION: Newport, RI

PRICE: \$895,000 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.*



ACCOMMODATIONS

Accommodation plan provides berths for 12 below deck in four staterooms and an elegant study that would ably serve as an additional guest cabin. Owner's quarters are aft and of grand scale with a full beam stateroom, centerline queen berth, and private head with bath ensuite. Stowage is extravagant with pilot berth/ stowage areas to each side, nine large drawers and full-sized hanging lockers. Light and ventilation is enhanced by opening ports to each side and augmented by four large transom windows and a private companionway.



Machinery access is available via the passageway forward in a generous space with the luxury of all-side access to all components. Sound attenuation is carefully engineered with soft mounts, double bulkheads and "Soundown" insulation. To the outboard side of the passageway is carefully organized storage.



Galley is situated to port at the companionway. All cabinetry and trim is varnished rock maple, blonde in finish. Careful utilization of space provides food storage and workspace suitable to a large compliment of guests. Gimbale stove with four burners, grille and oven is outboard, fueled by LPG. Refrigeration and deepfreeze are holdover style using Sea Frost components with exterior gauges. Bread locker and toaster oven are opposite to starboard above an additional workspace. Proper galley attributes include both stainless and Corian countertops with high fiddles, deep double sinks with separate disposal sink, integral stainless dish draining area, securely latched lockers with fitted spaces for galleyware, and most importantly, a location on the vessel's axis.

Forward of the galley to port is a comfortable circular seating area with a large flat-screen TV outboard (see AUDIO & VISUAL). Cabinetry to either side conceals the ship's liquor and wine locker with appropriate space for glass and stemware. Opposite to starboard is the dining area, which would comfortably accommodate as many as 12 when fully extended. Entertainment and home theatre components are also tastefully concealed.



A passageway forward leads to all guest accommodations with two double berth staterooms to starboard, each with hanging and drawer storage and ensuite sink and vanity. To port is the ship's office with bookshelves, computing, communication and writing space. This stateroom would also serve well as a Skipper's cabin. Next forward is an enclosed head with separate shower area.

Forward in the spacious foc'sle are four berths. This area has easy deck access and can be configured for crew when appropriate. Chain locker and additional forepeak storage can be accessed from this space.



Interior fit and finish aboard TREE OF LIFE is to an exceptionally high standard. Hawaiian koa, found only on the world's finest yachts, was hand selected and bookmatched for bulkheads, cabinetry and trim from the forward passageway through the main saloon to the aft cabin. Guest quarters forward are finished in varnished mahogany and teak. Soles throughout are mahogany. The hand rubbed, raised panel koa finish in the main saloon and dining area, coordinated upholstery and tasteful artwork creates a climate of warmth and refinement. Ten bronze opening ports and a traditional butterfly hatches provide light and ventilation. Interior photos taken aboard TREE OF LIFE would be a desirable addition to any coffee-table book on classic yacht interiors.



The deckhouse is one of the many appealing features of TREE OF LIFE: it provides all-weather comfort for the helmsman and of the ship's guests, while allowing good sightlines for sail trim and navigation. Finish is in the same varnished koa that is utilized throughout the interior with such elegance. A traditional mahogany wheel is trimmed in elkhide. Aft of the helm is a raised benchseat; to starboard is a full-length watch berth.



Navionics and engine gauges are attractively mounted, flat chart storage is abundant, lockers and shelves provide storage for the cruising guides and volumes appropriate to a world cruising yacht. Polished brass Chelsea barometer and shipstrike with 6" bezel are mounted aft. A proper wet locker allows the below-deck accommodations area to remain dry in inclement weather.

An exterior helm station is situated immediately ahead of the deckhouse with an additional set of engine gauges and single lever control.

AUDIO & VISUAL

- Fujitsu 20" x 30" flat screen TV
- Samsung VCR (Pal, Secam and NTSC compatible)
- Phillips DVD player
- Yamaha amplifier RX-V620 driving surround sound system
- Clarion CD/tuners in each stateroom



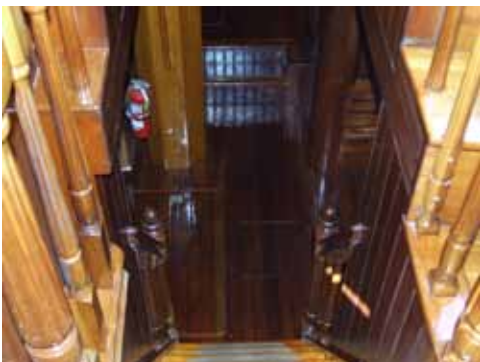
MECHANICAL DETAILS

- Caterpillar 3208 N diesel auxiliary
- Racor 900FG fuel filters with switch-over valves
- Dry exhaust system by Soundown
- Hydraulic shaft brake
- Kobelt single lever controls, polished brass housing
- Engine driven Johnson pump: deck washdown and damage control
- SRC watermaker 600 gal/day - 24 OV.
- MarineAir air conditioning: three 16,000 BTU units, one 12,000 BTU unit; four zones
- Espar forced hot air heat.
- Galley-Maid water pressure system
- Rule 5000 submersible bilge pumps (4)
- Jabsco bilge pumps w/ remote pick-ups (3)
- Edson manual bilge pump
- CO2 fire control system w/ remote switch/lever
- Tank Tender system monitors all (10) tanks: fuel water, grey and black.
- Isotemp stainless water heater, 15 gal., 220V (new 2004)
- Bauer Jr. dive compressor - 220V volt
- Reverso oil change system: engine & generator



ELECTRONICS

- Furuno Radar model 1832
- Simrad Robertson AP 22 autopilot
- Raymarine GPS Chart Plotter
- Furuno weatherfax model 207
- Magellan GPS (two, handheld)
- ICOM VHF
- ICOM VHF's (two, handheld)
- ICOM SSB model M800
- EPIRB 407 (registered frequency)





ELECTRICAL SYSTEM

- Electrical system design allows for 12 to 15 hours of “quiet ship” utilizing inverters and large alternators and a deep-cycle battery bank. Full electrical schematics available.
- During the 2000/2001 refit, the shorepower system was modified to accept all worldwide power possibilities from through 50 to 100 amp, 50 or 60 cycles: supply of on-board connectors will suitably adapt.
- Northern Lights 12 KW genset in sound-shield, approximately 3700 hours.
- Master 12V / 220V/110V-60 cycle control panel with thermal breakers, behind Lexan doors
- Pilothouse sub-panels for all deck and navigation components
- Dual Heart Interfaces - 2500 watts each
- Dual alternators charging separate banks from the main engine with Quad-Cycle system.
- Two battery banks: six (6) two volt (2V) deep-cycle batteries in each bank, dedicated engine start and generator start 12V batteries with emergency cross-over switching.

SAILS AND RIGGING

Spars are laminated western white spruce with booms and gaffs of clear fir. Spars are varnished, excepting the topmast, which is white. Sail area of 4320 sq. ft. includes:

Lower:	Uppers:
Main	Main topsail
Foresail	Fore topsail
Staysail	Jib topsail
Jib	Fisherman
Balloon jib	Gollywobbler

All sails were new in 2000 by North using Oceanis cloth. Absolutely no maintenance is currently required on any sails.

Sail-handling hardware is primarily traditional with varnished ash Dauphinee blocks, laminated luff hoops and solid bronze belaying pins. Winches are built by Harken with bronze drums. Staysail and foresail trim to travellers. Standing rigging is 1x19 on the forestays, 6x9 galvanized, hand spliced on the shrouds; ratlines run to the fore and main cross-trees, baggywrinkles at chafe points. Conscientious selection of rigging spares.

DECK EQUIPMENT

- Novarania yacht tender w/ 30 hp Honda 4-stroke outboard
- Two Givens 8 man liferafts - each with “abandon ship” valises including watermaker and EPIRB.
- Trinka 8’ sailing dinghy
- Two 180 lb. CQR’s with 200’ of ½” high-test chain & 300’ nylon rode
- (1) 140 lb. CQR
- 200 lb. Paul Luke fisherman storm anchor
- Maxwell 3500 hydraulic windlass
- Port and starboard cat heads
- Stern dinghy davits with teak grating platform between
- Main boom gallows
- Teak dunnage boxes aft of deckhouse



- Bulkheads with mahogany caprail
- Scuba tank compressor
- Marquip passarelle with hardware for either sidedeck or transom mount.
- Green Sunbrella covers for all exposed, deck-stored equipment such as passarelle, rafts, MOM's, etc.

CONSTRUCTION DETAILS

TREE OF LIFE was built by the highly adept Covey Island Boatworks of Canada, one of the world's foremost yards in advancing the science of wood/epoxy boatbuilding.



Centerline structure, laminated frames and strip planking are all of carefully selected, clear Douglas fir (no longer easily available), saturated and glued with West epoxy. Hull is glass and epoxy sheathed utilizing three layers of 10 oz. E-glass. For collision protection, a layer of Kevlar was glassed into the exterior laminate from station 5 to the bow. Decks are of similar clear fir, laid over double plywood skins, which are also glassed and epoxy saturated. Hull ceilings are of Alaskan yellow cedar. For collision protection, the hull is double planked from station 5 forward with laminate of Kevlar between the two hull skins. Ballast is 24,000 lbs. external lead with an additional 8,000 lbs. cast internally into the bilges and 1,000 lbs. as trim ballast.



The entire structure of TREE OF LIFE is remarkably strong. She has sailed in all oceans of the world in all conditions and shows no sign of movement, fatigue or even crazing. Topsides were re-painted with dark green Awlgrip in 2002 and show none of the seam exposure that is typical of wooden boats. She will likely outlive her next few owners.

COMMENTS

TREE OF LIFE has sailed over 80,000 trouble-free miles, visiting every ocean on the planet. The design by Ted Brewer and execution by Covey Island Boatworks and Alexandria Boatworks has resulted in the creation of a contemporary classic. She has proven to be fast (1st place at Antigua Race Week, Classic Division, 1st overall in 1997 New Zealand Tall Ships Race), easily maintained, exceptionally comfortable and both strong and safe. She receives compliments in every port she visits. TREE OF LIFE has fulfilled all of her second owner's expectations over the last four years. It is now time for a new owner to steer her toward his dreams.

