

COVEY ISLAND BOATWORKS

*Custom Yachts
for the World since 1979*

WESTERNMAN BASE SPECS

LOA: 40'-6"

BEAM: 12'-7"

DRAFT: 6'-6"

LWL: 37'-0"

DISP: 44,000 LBS.

BASE: \$750,000 USD.

23 Burma Road,
PO Box 1539
Lunenburg NS
B0J 2C0

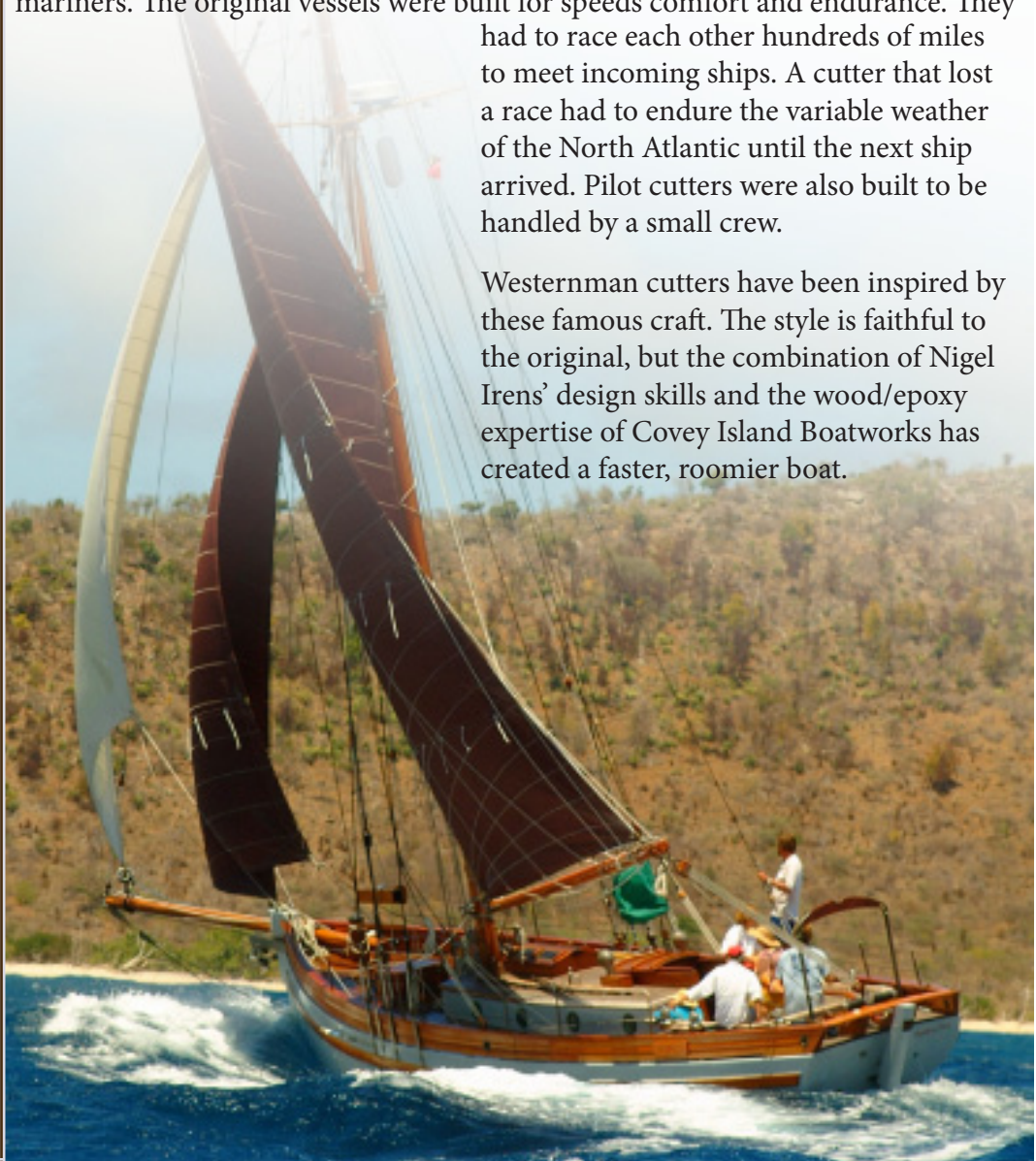
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www.coveyisland.com

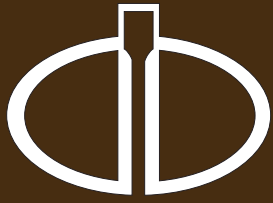


The 40' Westernman

The Westernman is the elegant result of a proven design, an eminent designer, and an acclaimed boatbuilder. The requirements of turn-of-the-century Bristol Channel Pilot Cutters are the same requirements sought by modern cruising mariners. The original vessels were built for speeds comfort and endurance. They had to race each other hundreds of miles to meet incoming ships. A cutter that lost a race had to endure the variable weather of the North Atlantic until the next ship arrived. Pilot cutters were also built to be handled by a small crew.

Westernman cutters have been inspired by these famous craft. The style is faithful to the original, but the combination of Nigel Irens' design skills and the wood/epoxy expertise of Covey Island Boatworks has created a faster, roomier boat.





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FROM THE DESIGNER

Asked why reviving designs from a century ago makes sense today, Westernman designer Nigel Irens has the perfect answer.

“The relatively heavy displacement of these boats makes for greater comfort at sea – especially in the long-range cruising context. The original boats evolved to an appropriate displacement based on the materials available and the experience of the builders,” he explains.

“In choosing heavy displacement today, the extra weight is available to increase ballast ratio and build a structure with a reassuringly high margin of safety. The low levels of maintenance needed for hulls built using epoxy resins bears no comparison to that normally associated with traditionally built wooden boats.”

Born in Bristol, Irens is very familiar with the old pilot cutters and races them every year.

The first transatlantic crossing of a Westernman, the Covey Island-built 40-foot Iris proved a good test of endurance. Encountering force eight winds from Nova Scotia to the Azores, the vessel made the passage in 16 days at an average of 150-160 kn. per day.

AN ACCLAIMED BUILDER

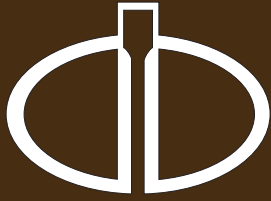
Covey Island Boatworks of Nova Scotia has built an international reputation on a wide range of well-crafted composite wood/epoxy boats, from elegant cruising yachts that sail the oceans of the world to sturdy commercial vessels that fish the North Atlantic.

The hull of each Westernman is built of laminated marine-grade wood and epoxy, sheathed with xynole and epoxy.

Wood, still one of the best boatbuilding materials, offers beauty, strength and inherent durability. Appropriate use of epoxy sustains and intensifies these qualities by forming a vapour barrier over and between the wood.

Moisture can neither penetrate nor circulate through the hull. The wood remains dry, maintaining maximum strength and durability, paint does not blister, and rot is not a problem.





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BASE SPECIFICATION: 40' CUTTER

This cutter is built by Covey Island Boatworks using composite wood/epoxy methods to a design by Nigel Irens Design. Construction is to the highest standards throughout. The specification below is for a complete, "ready for sea" base boat. Owners are welcome to request modifications to this specification to better suit their particular requirements. The Westernman design is available in length up to 51'.

DIMENSIONS: LENGTH: 40' 6" (on deck)

LWL: 37' 0"

BEAM: 12' 7" DRAFT: 6' 6"

DISPLACEMENT: 44,000 lbs.

BALLAST: 21,000 lbs. external

CONSTRUCTION: All structural wood is kiln-dried (below 15% moisture), no. 1 grade and is sealed, laminated and sheathed with 2-part marine epoxy.

PLANKING: 1 1/2" strip plank Douglas Fir.

SHEATHING: 3 layers of 4 ounce Xynole cloth set in epoxy.

FRAMES: 2 1/4" sided x 1 1/2" moulded Douglas Fir, 16" on centre.

SHEER CLAMP: 4 1/2" sided x 4 1/2" moulded Douglas Fir.

BACKBONE (KEEL): 10" sided x 6" moulded Douglas Fir.

FLOORS: 4 x 3" sided Douglas Fir.

SOLE FRAME: 1 1/2" X 3" Douglas Fir at 16" on centre.

DECK BEAMS: 2" sided X 3" moulded Douglas Fir, 16" on centre.

DECK LAYUP: 1 layer 4 ounce Xynole cloth set in epoxy over 1 layer 1/2" thick marine-grade wood plywood over 3/8" thick x 2 1/2" wide T&G Pine

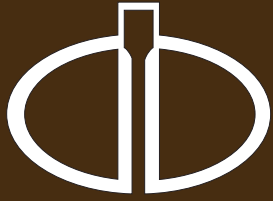
HOUSE BEAMS: 2" sided X 2" moulded, 16" on centre.

HOUSE TOP: 1 layer 4 ounce Xynole cloth set in epoxy.

LAYUP: 2 layer 1/2" thick marine-grade wood over 3/8" thick x 2 1/2" wide T&G Pine

HOUSE SIDES: 1 layer 10 ounce E-glass set in epoxy over 3/8" marine-grade plywood over 3/8" Mahogany plywood.

COCKPIT WELL: 1 layer 4 ounce Xynole cloth set in epoxy over 1 layer 3/4" thick marine-grade plywood. Note: Cockpit seat backs clad with



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1/2" vertical Mahogany staving

BALLAST: External casting of 21,000 pounds cast lead, ballast bolts to be 10 x 1" 316 Stainless steel

FINISH: Owners are invited to discuss finish preferences for their cutter.

EXTERIOR: Hull, cabin top/sides and decks to be painted in Owner's choice of pale colour w/ 2 part polyurethane paint, semi gloss finish. Note: gloss finish or dark colours available as extra. Exterior mahogany rail cap, hatches and trim to be bright finished w/ choice of 3 coats Norwegian Varnishing Oil or 3 coats varnish.

INTERIOR:

All interior bulkheads, doors and joinery are of Nova Scotia pine Cabin soles to be Nova Scotia Ash or Oak, varnish finish. Inside of hull to be painted and sealed above bunks w/ pine. Interior woodwork to be painted w/ varnished trim (three coats). Countertops are finished in Corian.

STEERING: Ash tiller

POWER/DRIVE:

'Lister Alpha 45' 4 cyl. 45 h.p. diesel w/ 2.14:1 reduction gear Flex mounts and coupling 1 1/4" diameter shafting type 316 Stainless Steel. Wet stern tube w/ outside cutless bearing, drip free inside stuffing box 18" diameter 3 blade propeller. Heat exchanger, fresh water cooled, wet exhaust, 3/4" engine-only raw water inlet w/ strainer. Single lever 'Morse' control in cockpit. Engine room sound insulated

FUEL: 100 Imp. gal. in 2 stainless steel tanks Neoprene fill, supply, return and vent lines

ELECTRICAL: 2 - 12 volt Surrette deep cycle batteries

1 - 'Guest' 4 way selector switch

1 - 30 amp distribution panel w/ condition & load indicators

All wire is marine grade, neoprene covered, tinned copper

Running lights to International Regulations

6 - Brass dome type cabin lights

6 - Brass bunk lights

3 - Strip lights

1 - Engine room light

1 - Chart light

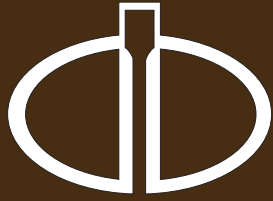
PLUMBING:

120 Imp. gal. Stainless Steel fresh water tankage

35 Imp. gal. Stainless Steel holding tank

Manual fresh water pump at head and galley sinks

Manual raw water pump at galley sink



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Galley & head sinks stainless steel
Hot & cold pressure water to shower and galley sink

Heat Exchanger type water heater
1 - 'Blake' Lavac marine toilet, discharge to holding tank or overboard

Raw water manifold via 1 1/2" thru hull w/sea cock & strainer

Whale plumbing fixtures and piping

OPENINGS:

Opening Mahogany Skylight over main saloon
Mahogany companionway slider and doors
1 opening Mahogany fore deck deck hatch
8 Opening bronze ports in cabin sides
2 Cowl vents

CABIN FITTINGS:

'Tasco' 3 burner Galley Range
Ice box w/ drain
4 Gimballed brass oil lamps
All cabinet hardware to be brass/bronze (hinges, knobs, latches, etc.)

DECK FITTINGS:

1 - Black Locust or Nova Scotia Oak bit at bow to carry bowsprit
Black Locust or Nova Scotia Oak pin rails and cavels on stantions
Bits, cleats, fairleads, etc. as per rig/layout
Bronze 'Simpson Lawrence' Sprint 3000 electric anchor windlass
Jiber on main sheet
12 Stainless steel stantions & cord life line w/ gate p&s

RIG:

Laminated, hollow Douglas Fir pole mast, boom, gaff and bow sprit
Stainless steel mast fittings. Galvanized standing rigging, parcelled and served w/ deadeyes. Running rigging as per design, 3 strand low stretch Dacron

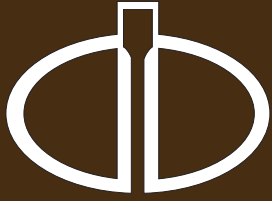
Main, staysail and Jib winches at cockpit. Topsail sheet / mainsail reefing winch at mast. Bronze rod pins for belaying.

SAILS:

Main, staysail, working jib, spitfire jib, jib headed topsail.

GROUND TACKLE:

40 fathoms 3/8" galvanized chain
40 fathoms 3/4" nylon rode
60 pound Galvanized plow anchor
Stainless steel anchor roller at bow
Chain locker to be lined w/ poly sheeting
Teak chafe strips on deck for anchor chain



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SAFETY:

- 2 - 'Rule' 3700 12-volt bilge pumps
- 1 - 'Whale' "Gusher 30" manual bilge pump
- 2 - 5 pound type ABC fire extinguishers
- 1 - Automatic engine room fire extinguisher system
- 1 - Automatic fume detector/propane shut off system

OPTIONS:

Please note: This is a semi-custom vessel, built on order. Owner's input to the layout and specification is welcomed. The layout, finish and equipment may ALL be altered. Pricing for options below supplied on request.

Some possible options/changes include:

- Layout above and below decks
- Dark hull colours
- Alternate woods for the interior joinery, doors and trim, etc.
- Interior / exterior finish
- Laid wood decks / cabintop
- Wheel steering
- Dodgers, awnings, winter covers
- Choice of auxiliary engine
- Alternate propeller
- Additional, alternate ground tackle
- Life Raft
- Safety equipment
- Refrigeration
- Cabin AC / heating system(s)/ Fireplace
- Electrical upgrade
- Electronics
- Stereo
- Plumbing upgrade, water maker
- Sail inventory, alternate sailmaker
- Rigging, blocks, leather work
- Upholstery
- Galley Kit
- Linens, bedding
- Fancy ropework, leathering, carving, etc.
- Dinghy
- Offshore delivery

