



**COVEY ISLAND BOATWORKS**

CUSTOM YACHTS FOR THE WORLD SINCE 1979

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# CHANTEY II

## 1989 Covey Island Motorsailer



**\$300,000 USD**

*Launched in July 1989, CHANTEY II was the beloved seasonal home of adventurous owners who spent the next 28 years sailing the Atlantic coast from the Bahamas to the Great Lakes.*

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

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## SPECIFICATIONS

<b>Designer</b>	William Hand Jr	<b>Sail Area</b>	709.80 sq ft
<b>Builder</b>	Covey Island Boatworks	<b>Displacement/Length</b>	2.66
<b>Year Built</b>	1989	<b>Sail Area/Displacement</b>	2.89
<b>Price</b>	\$300,000 USD	<b>Propulsion/Engine</b>	Single 210hp Cummins 6-cylinder turbo diesel, Model 6BT-5.9
<b>Length Overall</b>	47.71 ft	<b>Engine Hours</b>	6979.20
<b>Length on Waterline</b>	43.90 ft	<b>Cruising Speed</b>	7.5 – 8 Knots
<b>Beam</b>	13.69 ft	<b>Cruising RPM</b>	1200-1400 RPM
<b>Draft</b>	5.00 ft	<b>Cruising Fuel Consumption</b>	1.3 USGPH
<b>Displacement</b>	54,400 lbs	<b>Fuel Capacity</b>	500 Gallons
<b>External Ballast</b>	7,700 lbs	<b>Fresh Water Capacity</b>	260 Gallons
<b>Internal Ballast</b>	5,300 lbs	<b>Black Water Capacity</b>	Unknown, 2 large stainless-steel tanks
<b>Trim Ballast</b>	2,000 lbs		

## YACHT DESCRIPTION

CHANTEY II is built to an original 1933 design of William Hand, Jr. who is often referred to as “the grandfather of motorsailers”. This particular design was for the Wheeler Shipbuilding Company and meant to be used by owner, friends and hired hand for offshore sword fishing. A complete set of plans was obtained from the Hart Nautical Museum of MIT and rights to produce one vessel to these plans were negotiated.

The original drawings were followed as closely as possible (re: lines and scantlings) but as opposed to traditional plank on frame construction, modern cold-molded strip-planking materials and techniques were used throughout the hull construction and the interior layout was changed to reflect CHANTEY II’s use as a comfortable long range cruising vessel.

CHANTEY II’s owners stepped aboard for the first time in 1989. Since then, they have cruised extensively all along the US Eastern seaboard, The Canadian Maritimes and The Great Lakes with winters spent in the Bahamas and Florida’s East Coast.

In 2017 CHANTEY II’s owners move ashore to follow a different path in life but CHANTEY II was not forgotten and has remained in the water under careful watch and regular maintenance provided by a professional yacht captain and maintenance contractor.

Today CHANTEY II is now being offered for sale. It is the hope of her sellers that she will become the property of yet another adventuresome couple who will continue her voyages.



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## HULL AND DECK CONSTRUCTION

CHANTEY II is of wood-epoxy strip-planking on laminated frame construction exclusively using WEST System Epoxy throughout the hull construction. Planking, laminated frames and sheer clamps are of Douglas Fir with nominal dimensions as follows: Planking 2" x 2", Frames 2" x 3", Sheer Clamps 6" x 6". Deck Beams are 3" x 3" laminated Pine. Scantlings are very close to the original design, however, the rigid, composite construction produces a much stronger, stiffer, tight and leak free hull.

The hull exterior is further protected from moisture intrusion and surface abrasion by a layer of fiberglass cloth set in epoxy and the hull interior is sealed with epoxy. Sub-Deck/Interior Overhead and cabin tops are of tongue and groove Cedar and further constructed with two layers of 3/4" marine plywood sheathed in fiberglass cloth set in epoxy with a painted smooth and non-skid exterior finish and a bright varnished interior finish. Trunk cabin and pilot house sides are of solid woods (teak and mahogany) along with marine plywood sheathed in fiberglass cloth with a painted exterior finish and painted/varnished interior finishes.

All deck hardware such as stanchions, Sampson post caps, etc. is of bronze construction provided by either ABI or custom-cast by Lunenburg Foundry.

Underwater configuration is that of a full keel with keel-hung rudder and propellor protected in an aperture at end of keel. External ballast is made up of 3 lead castings approximately 8' x 6" x 1' incorporated into the central section of the keel. Interior and trim ballast is of triangular lead castings approximately 4" x 4" x 3" set in the bilge and encapsulated in epoxy which also provides a flat uniform bilge surface which is easy to clean up after any accidental (and inevitable) spills.

## PROPULSION

CHANTEY II is powered by a single 1988, 210 HP Cummins 6-cylinder turbo-diesel, Model 6BT-5.9. This is the low RPM, 12-valve, non-electronic diesel engine that was used in the Dodge Ram trucks of the day. A July 2019 survey records the engine hour meter as reading 59.2 hours and that 6,532 hours should be added to this figure.

The transmission is a Borg-Warner 3 to 1 reduction "Velvet Drive" that enables very efficient operation at an easy cruise of 7.5-8 knots at approximately 1,200 engine rpm (400 rpm at propeller), burning approximately 1.3 gallons per hour.





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## **ELECTRICAL**

12-Volt DC and 125-Volt / 30 Amp AC electrical systems DC electrical power is generated by two separate, 130 Amp alternators with one alternator being dedicated to the engine starting bank and the other to the house bank.

Each alternator can be controlled by either an automatic or manually controlled regulator. The battery boxes are sized for 8-D batteries with three batteries in the house bank and one battery in the engine starting bank.

When at anchor, charging is by a (removable) wind generator located on the pilot house roof. AC charging is by Smart Charger. There is no generator as running the engine for ½ hour twice a day easily looks after the charging requirements for normal ship's needs and is the correct time for refrigeration temperature control. When away from shore side, brief AC appliance use is handled by a 2300-watt inverter.

## **FRESHWATER SYSTEM**

There are two 130-gallon tanks located in the main salon bilges. Separate deck fills and plumbing for cross flowing or selection of tank in use. Pressure water system with 12-Volt diaphragm pump down-stream from water filter. Hot water provided by AC water heater or engine heat transfer.

## **SANITATION**

Two (forward and aft) manually operated marine sanitation devices (NSD / toilets). Two large stainless steel holding tanks (forward and aft). Separate deck fittings for pump-out (forward and aft). System plumbed to allow for direct overboard discharge, discharge to holding tanks, transfer of black water from forward to aft holding tank and discharge overboard from aft holding tank by way of macerator pump.

## **INTERIOR LAYOUT AND ACCOMMODATIONS**

Furthest forward is sleeping cabin with berthing for two persons in a full V-berth configuration. Next aft is a passageway to the main salon area with generous storage in drawers and hanging lockers to port and head area with separate shower stall to starboard.





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Continuing aft one enters the main salon with an L-shaped settee to starboard fronted by an adjustable height coffee table and a straight settee to port. Also included in the main salon is a cast iron solid fuel stove/cabin heater.

Companionway stairs lead aft out of the main salon up to the pilot house. The pilot house has generous - sized helm and passenger seating port and starboard with seat backs that can be reversed in direction allowing the helm seat to become one of two seats forward and aft of the pilot house table (to starboard) and allow the passenger seating to face aft when desired. Furthest aft in the pilot house is a door to the outside steering station and companionway stairs leading aft and down to the aft cabin.

Immediately to starboard after descending the companionway stairs is the aft head area with separate shower stall. Continuing aft on the starboard side is a large dining table that can convert to sleeping accommodations for two persons. The port side of the aft galley is dominated by an expansive galley area with large storage lockers outboard. Lastly in the aft cabin is yet another set of companionway stairs leading aft and up to the aft cockpit.

## **ELECTRONICS**

VDO Sum log Back-up log and depth instruments

Icom VHF radio

Icom SSB radio

Icom Ham radio

Icom GPS

Furuno radar

Wagner autopilot



## **SPARS AND RIGGING**

Masthead rigged ketch configuration Spars are deck stepped on custom built tabernacles.

Masts, booms and standing and running rigging all built and / or provided by Hood Yacht Systems Masts and booms of aluminum construction with painted finish.

Hood Stoway main and mizzen mast furling systems.

Hood roller-furling headstay.

Over-sized stainless steel standing rigging with swedged upper terminus and Sta-Lok lower terminals.

Stainless steel turnbuckle adjusters.

All 3 sails (Hood Sailmakers Main, Mizzen and headsail) are furling and easily handled from the exterior helm station by one person.



## **OWNERS COMMENTS ON OPERATING UNDER POWER, SAIL & MOTORSAILING**

### **Under Power**

This mode was used in canals, rivers and the Intracoastal Waterway. With the reduction gearing and large 4-blade prop, typical motoring is at 7.5-8 knots at 1200-1400 engine rpms for an efficient fuel consumption of about 1.3 gallons per hour. CHANTEY II is intentionally (and considerably) over-powered. Under “close to hull speed” cruising, under reasonable conditions only a fraction of the available power is needed, as evidenced by the low fuel consumption. However, the power is there when and if it’s needed either intentionally as in powering into strong head winds or unintentionally as in when you find the inevitable shifted mud bank and need to back off and get back to the matters at hand.

### **Under Sail**

Just plain sailing was a rarity for us unless in open offshore waters or in the expanses of the Great Lakes and/or Bahamas. CHANTEY II is no racer but given a decent wind she will move right along as thanks to her efficient hull form, she is very easily driven. Having the ability to sail (and sail well) is always a great addition and the comfort in knowing you can always get home is very reassuring although we’ve never had to do that thanks to the reliable Cummins diesel. All your sail handling can be done from the exterior helm station (just aft of the pilot house) and this is the place to be also when going under bridges or anchoring.

### **Motor Sailing**

This is what William Hand intended in his motor sailing designs. In calm conditions with some wind, you’ll see a slight boost in speed or a lower rpm. In rough conditions (where there is usually plenty of wind) motor sailing alters the motion from rocking & rolling / side to side to a gentle up and down motion at a comfortable angle of heel. We were twice caught out in the Gulf Stream in 8’ to 10’ seas (due to incorrect forecasts) and found the motion and progress quite tolerable and some long tacks enabled us to keep our course with full sails and a comfortable motion. Your typical trawler motor yacht would have had a tough time. We always felt that CHANTEY II provided the best of both worlds.



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## PHOTOS







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To schedule a viewing please contact  
[sales@coveyisland.com](mailto:sales@coveyisland.com) or call 902-640-3064.