

The Restoration of



Bluenose II is something of a folk hero in Nova Scotia; the fact that she's on their license plate is a testament to that. Generations of Atlantic Canadians have grown up with stories of the original *Bluenose* fishing schooner, her Captain Angus Walters and *Bluenose II*.

Bluenose became the world's most famous Nova Scotian fishing schooner, racing victorious - and undefeated - into

history and legends. Fishing schooners became obsolete after World War II, and despite efforts to keep her in Nova Scotia, the *Bluenose* was sold to work as a freighter in the West Indies. Laden with bananas, she foundered on a Haitian reef and was lost on January 28, 1946.

Bluenose II was launched at Lunenburg on July 24, 1963, built to original plans and by many of the same workers who

Bluenose II

built the original. She was built by the Oland Brewery for \$208,600 as a marketing tool for their “Schooner Beer” brand. *Bluenose* captain Angus J. Walters took the helm of the new replica for her maiden voyage.

But time takes its toll. Eventually the vessel needed serious work. In July of 2010 the Province of Nova Scotia awarded the Lunenburg Shipyard Alliance the contract for the complete restoration of *Bluenose II*.

The restoration will be thorough and complete with each of the Lunenburg

Shipyard Alliance’s partners focusing on its area of core competence.

For LSA’s Covey Island Boatworks, this will be the crowning achievement in a history of award-winning boats which includes a long list of exceptional schooners. Among them Ted Brewer’s *Tree of Life*, Starling Burgess’ *Nina*, Chuck Burn’s *Sir Edmund*, as well as *PaPa I*, *Maggie B* and *Farfarer*, all designed by Nigel Irens.



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Covey Island Boatworks will be providing all ten of the spars, standing and running rigging, mast hoops and rig metal work for the schooner *Columbia*, a replica of the 140-foot schooner that sailed out of Gloucester, Massachusetts, in the 1920s.

“We are delighted to be part of the new Columbia project ,” said Covey Island Boatworks president John Steele. “This vessel, and its historic connection to the Fishermen’s Cup Races, to the *Bluenose* and so to Lunenburg, makes it an honour for our company to have been chosen. ” he added.

“This is a very high-profile project, which will showcase the wide range of talent this community has to offer the marine industry. We were chosen because of our knowledge and experience with traditional schooners and also our ability to put such a complex package together in one place.” Mr. Steele noted.

The acclaimed yard was established on Covey Island, one of the LaHave Islands in Lunenburg County, Nova Scotia, in 1979 by John Steele and two partners. The first boats were canoes and kayaks, but all were custom and composite wood/epoxy from the start.

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Soon the yard was building commercial vessels and by 1984 had begun to build pleasure boats.

After struggling with the logistics of shipping and receiving materials from an island, the business moved onto the mainland at nearby Petite Riviere, in 1987. The new plant was a former village store, which was soon expanded for the

construction of the 70' gaff schooner *Tree of Life*, launched in 1991.

Covey Island Boatworks has now built ninety custom vessels, including lobster yachts and shoal draft motoryachts, as well as blue water sailing cruisers.

For Sale: the motor yacht *Trudella*

The motor yacht *Trudella* was commissioned in 2007 and completed in the spring of 2009. Her hull was built in 1938 in Germany.

She is built as a gentleman's heavy cruiser with art deco design features in the interior. She has every conceivable modern design feature including climate control in every cabin, satellite TV, sat phone, sat nav, etc.



She can be viewed at www.mvtrudella.com. Interested parties can contact the agent at bquantum@eircom.net. The asking price is 980,000.00 euros.

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The work on *Bluenose II* is being carried out at the Lunenburg Shipyard Alliance's new facilities, located within the confines of the Lunenburg Marine Railway Company on the waterfront in the beautiful and historic town of Lunenburg, a UNESCO World Heritage Site.

The *Bluenose II* is anticipated to be back at sea for the summer of 2012.

Yet Another Classic Beauty

It's as if the ghosts of Capt. Angus Walters (*Bluenose*) and Capt. Ben Pine (*Columbia* and *Gertrude Thebault*) are roaming around the Eastern Seaboard, trying to set up another great race. While the Covey Island crew is working at getting *Bluenose II* ready for the sea, they get a call from Brian D'Isunia, of Eastern Shipbuilding in

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Panama City, Florida. About twenty years ago, Mr. D'Isunia found a set of *Columbia's* drawings, was captivated by the beautiful lines and decided to build her for himself!

See, *Columbia* raced *Bluenose* in 1923 in one of the most acrimonious series ever sailed for the Fisherman's Cup, a series known for, shall we say, a relaxed attitude to good sportsmanship. She was fast, and though *Bluenose* won, it was pretty clear that given the conditions, she could beat *Bluenose* if any boat could. Unfortunately, she was lost before a rematch could happen.

Mr. D'Isunia was looking for a crew to build his spars, and all the deck gear, rig the boat and build a suit of sails. John Steele at Covey Island crunched the numbers, made a proposal and Covey Island is building *Columbia's* spars.

Small world!

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