

COVEY ISLAND BOATWORKS

CUSTOM YACHTS FOR THE WORLD SINCE 1979

23 Burma Rd. PO Box 1539
Lunenburg, Nova Scotia, Canada B0J2C0
902-640-3064 - communications@coveyisland.com

38' Covey Island Lobsteryacht



LOA:	38'-0"	DISPL:	15,000 lb
BEAM:	12'-3"	YEAR:	Refit 2018
DRAFT:	3'-5"		
BUILDER:	Covey Island Boatworks	TYPE:	Lobsteryacht converted to pleasure boat
DESIGNER:	Spencer Lincoln		
		PRICE:	\$250,000 USD
LOCATION:	Lunenburg, Nova Scotia		

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.



COVEY ISLAND BOATWORKS
CUSTOM YACHTS FOR THE WORLD SINCE 1979

Own a true Classic with pedigree “Orion”

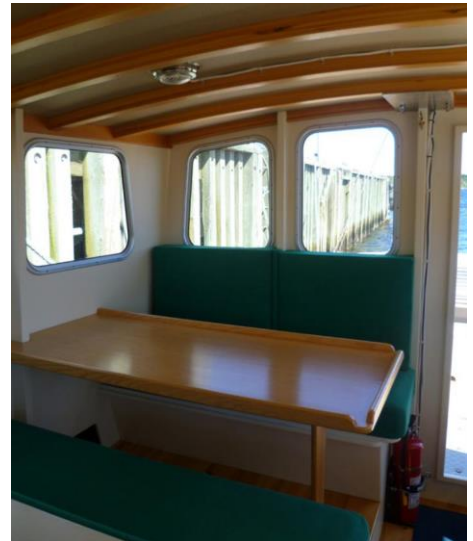
ABOUT THE BOAT

Orion has a unique history – initially built as lobster boat based on one of Spencer Lincoln’s best lobster boat designs, she was converted to a pleasure boat and is as seaworthy and as clean running as they come. Orion’s classic lines and good looks are hard to mistaken for anything other than a true Downeast boat with origins in Nova Scotia.

Lincoln’s influence has carried through to todays Downeast boats or Lobsteryachts. During the late 1970’s and through the 1990’s as the industry adapted to fibreglass and advanced composite materials, his ability to maintain the classic lines and adapt the hull shape and strength to suite the higher HP diesel engines and maintain the sea keeping characteristics, comfort, speed efficiency, were key factors in the success of Lincoln’s designs.

Originally built as one of very few Cold Molded lobster boats, she worked for a living before her fisherman owner retired and sold her. Orion’s new owners recognized in the well proven lines, a fine vessel and gave her a second life by having her completely refitted and converted for pleasure. She was taken back to a bare hull, which was given a refit, then in went a new drive, tanks ,plumbing, electrical, all systems, as well as new decks and cockpit. A new house was built and she was fitted out to meet the needs of the new owners offering the functionality they required (simple and practical arrangement). Orion’s interior and joinery is modest but easily upgraded to whatever finishes her new owner’s would like.

Covey Island has built several Spencer Lincoln Lobsteryachts. We’re proud to share Orion as a showpiece, exemplifying the craftsmanship of our building team. She is a testament to the quality and durability of Covey Island’s cold molded building process, her hull having withstood the tests of commercial fishing and time, but she is now like new and ready for new owners.





CONSTRUCTION

During the refit the hull was stripped back to the bare timber inside and out and all the fittings, decking and pilot house removed. All damaged or suspect timber was replaced and an almost complete rebuild followed. The entire exterior was then epoxied to the usual Covey Island standard, wood/epoxy strip planking on laminated frames.

ENGINE

Orion is now powered by a 4JH4-HTE 130 hp 4-cylinder Yanmar turbo diesel and ZF 30M gearbox with less than 500 hours. She cruises comfortably at eight knots, with a top speed of over ten – compared to most boats her size on the water, she barely sips her fuel.

The Yanmar motor is remarkably vibration free and is mounted on well-designed engine blocks with neoprene type isolation inserts. There is no vibration in the hull ... just a barely discernible hum!

FUEL SYSTEM and TANKS

Orion has two c.500 litre fuel tanks. The fuel tanks have large inspection plates that can be removed easily (each fixed by about 24 stainless steel nuts) to provide access to the inside.

The fuel system includes a Racor 500MA in-line fuel filter. This enables us to trap and see any moisture and/or debris in the fuel before it reaches the Yanmar filter.

WATER TANKS

There is a very large water tank and a hot water tank in engine room

ELECTRICAL

The electronics are all 12V DC. There are two separate battery banks. One small unit for starting the motor. One large unit for general services. The large unit is trickle charged by a PV (solar panel located on wheelhouse cabin top) when the motor is off.

WINDLASS

Orion is equipped with an Anchorlift windlass with anchor, chain, and rode.

HEAT

The Acuheat marine diesel heater is great for those cold nights or dreary days to keep the cabin and pilothouse warm and cozy at all times.





ACCOMMODATIONS

There are four bunks in the forecabin - two up and two down. The seating and table in the pilothouse converts to a double berth when needed. Lots of windows in house provide great visibility. Bright painted interior with varnished wood trim and clear laminated wheelhouse beams. Large hanging locker with storage under seating in salon. Large dining table and two built in settee benches with dark green upholstery. 2 doors in wheelhouse, 1 at starboard of helm and 1 in aft wheelhouse.



HEAD

Jabsco marine head with holding tank. The head also features a sink and standing shower with hot and cold pressurized water. Solar powered vent installed in ceiling for ventilation.



GALLEY

The galley is equipped with a Force 10 propane range with propane detection system, sea frost refrigeration built into cabinets, sink with pressurized hot and cold water, cupboards and drawers, laminated counter tops,

ELECTRONICS & NAVIGATION

Orion is equipped with a full set of Raymarine electronics (Radar, C71 Chartplotter, Depth Sounder, and VHF). There is also a Polyplanar marine stereo and speakers. Orion is also fitted with a substantially constructed stub mast and boom that carries the radar and supports a tiny staysail. Its main function is to enable lifting of the dinghy on board with ease.



AFT DECK

Large varnished mahogany bench installed on aft deck at stern. An Angelique deck chair made with wood from the original Bluenose II fills the rest of aft deck

PILOTHOUSE

The spacious pilothouse has 16 marine windows which provide an abundance of light while cruising. The pilothouse also feature a large table and surrounding benches just aft of the captains seat.





HISTORY OF THE CAPE ISLANDER

While there may be some debate over who can rightfully claim ownership to the creation of the modern Downeast lobster boat, its history lies on the shores of Cape Sable Island, Nova Scotia, back in 1905 where Ephraim Atkinson, a hardworking boat builder in Clarks Harbour, came up with the design for the Cape Islander.

Since its founding in 1760, the economy of Cape Sable Island revolved around the fishermen: when they were busy and profitable the Island's fish-processing plants and boat building yards flourished. When the fishermen struggled, the whole island suffered. It is therefore not at all surprising that the boatbuilders of the day were forever attempting to dream up new ways to improve the fishing boats. So, it was that Ephraim Atkinson made a complete departure from the existing fishing boat design.

While other builders concentrated on boats propelled by ketch or sloop sailing rig, Ephraim was building stronger and beamier hulls with a deeper keel, designed to be powered by gasoline motors. The result changed the history of fishing boats: with far greater stability and carrying capacity, the fishermen who chose his boats were able to work in worse weather carrying heavier loads of traps and gear and, of course, fish. The boats themselves were so well-built, it wasn't uncommon for a fisherman to use his boat for over twenty years before selling it at a profit to purchase the current Atkinson boat.

In 1938, at the age of 80, Ephraim retired from the boat building industry - but not before selling a Cape Islander to William Frost of Maine, grandfather of famed marine designer Royal Lowell, in the 1920s. This early Cape Islander was the forerunner of what we now know as the Downeast lobster boat.

Today Ephraim Atkinson's grandsons, Bruce and Freebert, are still building Cape Islanders on Clark's Harbour, Cape Sable Island, and while they have moved away from the traditional use of native woods like oak, spruce and hackmatack, their more modern versions in FRP and newer composite construction are as tough and reliable as their grandfather's and can last upwards of 30 years.