

Back Cove 29 (Not in Production)

Brief Summary

The Back Cove 29 combines classic styling and contemporary amenities with a “Down East” design. She comes standard with an open bridge and bimini, or you can customize her with an optional hard top and enclosed bridge.

Price

Base Price\$154500.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Bow thruster
- Long L-shaped settee in the cockpit
- American cherry and ash woodwork in the cabin
- Convertible V-berth
- Galley complete with large refrigerator, microwave, and good counter space
- Westerbeke generator

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	6	5.2	0.7	9.15	7.96	1236	1075	70
1250	7.4	6.4	0.9	8.22	7.15	1110	965	70
1500	8.3	7.2	1.6	5.16	4.48	696	605	74
1750	9.4	8.2	2.8	3.42	2.97	461	401	78
2000	10.3	8.9	3.8	2.7	2.35	364	317	70

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2250	13.9	12.1	5.1	2.73	2.37	368	320	81
2500	17.6	15.3	6.3	2.79	2.43	377	328	82
2750	19.5	16.9	7.7	2.53	2.2	341	297	84
3000	22	19.1	9.5	2.32	2.01	313	272	86
3250	25	21.7	11.7	2.13	1.85	288	250	86
3500	28	24.3	14.6	1.96	1.67	259	226	87
3775	31.6	27.5	17	1.86	1.62	251	218	88

[View the test results in metric units](#)

[Back Cove 29+ chart.jpg](#)

Specifications

Length Overall	29' 6"
BEAM	10' 5"
Dry Weight	10,000 lbs.
Tested Weight	
Draft	30"
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	16 deg.
Max Headroom	6' 1"
Bridge Clearance	8' 0"
Weight Capacity	
Person Capacity	
Fuel Capacity	150 gal.
Water Capacity	30 gal.
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	6.0 sec.
0 to 20	
Ratio	2.04:1
Props	20 x 22 4-blade
Load	Load: 2 persons; Fuel: 7/8 full, Water: full, Gear: minimal
Climate	Temp: 78 deg.; Humid: 75%; Wind: 10 knots; Seas: calm

A Classic Design is Revived

Modeling a traditional lobster-boat, the Back Cove 29 captures the essence of Maine boatbuilding while keeping maintenance to a minimum, at a price below the custom or semi-custom competition. The curved stem, reversed transom, gently sloping trunk cabin, and high windshield are unmistakably “Down East,” yet the only exterior teak is a small accent strip on either cabin side. The boat somehow captures its salty charisma with surprisingly little impact on Burma's rainforests.

Cockpit Layout

While offered with an open bridge and bimini, the boat we tested had an optional hard top and enclosed

bridge. Oversized steps up from the cockpit and wide side decks make it easy to move from stem to stern. A high bow rail, hand rails mounted on top of the hard top, and vertical stanchions beneath the back of the hard top provide a sure grip the whole way. With eight mooring cleats and an efficient anchoring set-up the boat is easily managed by two people.

Inside the sheltered enclosure the opening center windshield and overhead hatches let in plenty of fresh air. The long L-shaped settee on the port side is fitted with removable back rests, making a great place to lounge with a good novel. The Todd helm chair sits atop a storage cabinet on the starboard side, and an optional second Todd chair is offered for the port side. While the wide side decks steal some space from inside the bridgedeck, there is ample seating for four or five under cover, with room for more on two large removable seats aft in the cockpit corners. Even with the aft seats inserted the cockpit is quite spacious, and the stern cleats are positioned so the seats do not interfere when docking. The boat is even quite fishable. In fact, it more closely resembles Hemingway's Pilar than any of today's modern sportfishermen. The stern platform includes a recessed swim ladder, and there is a hot and cold fresh water shower just inside the transom, but I was a bit surprised the boat is not fitted with a transom door.

Stepping Below

The interior is also a careful blend of traditional and practical. American Cherry and Ash woodwork is balanced with white gel coat for warm but open feel. Back Cove incorporates minor design nuances for easy housekeeping such as the clean, unbroken surfaces of the solid-surface countertops and backsplashes. The teak and holly cabin sole adds to the interior's yachty feel, but it is bordered by fiberglass with radiused corners, so there are no nooks or crannies to collect dirt. Also designed for easy upkeep, the head is mostly fiberglass and Corian, with just enough wood trim to satisfy the Maine craftsman building the boats. The cabinet doors below the vanity are made from StarBoard rather than wood, particularly important since the head also becomes a shower.

The 29's amenities are just right for two people. I generally don't like V-berth / table conversions, but Back Cove got this one right. The table pedestal is gas-assisted, so the table raises and lowers effortlessly, with no extra parts to manipulate. The forward section of the V-berth hinges open – complete with pneumatic lifts – to store the filler cushion that covers the table. The bed is long enough that it doesn't even have to be completely unmade; peel the sheets up toward the bow and there is plenty of room for a cozy meal.

Meal Time

The galley includes a large refrigerator, plenty of counter space, and a microwave. To preserve the perfect morning quiescence of a secluded anchorage yet still enjoy a hot breakfast, Back Cove thoughtfully included a combination electric or alcohol stove. Anticipating that the boat might become an overnight haven from the world, they also left out one all-to-common accessory, a television set. The 3.8kw generator is just large enough to power the air conditioner or provide hot water and run the galley, but not both simultaneously. The small Westerbeke is exceptionally quiet, mounted in a sound shield in the engine room.

Engine Access

A large hatch in the bridge deck lifts, providing good access to all of the morning checkpoints on the single

Yanmar diesel. It is a bit tight on either side of the engine though, particularly when accessing the Racor primary fuel filter – tucked beneath the deck just outboard of the transmission. The secondary fuel filter, air conditioning pump, and service items on the front of the engine are accessed through a small hatch in the cabin behind the companionway stairs, which I felt could be larger. Most of the ship's equipment, such as sea strainers and the main DC electrical panel are quite easy to service, and a company representative said they are adjusting the engine compartment layout on future boats to provide better access to the items mentioned.

Handling and Maneuverability

A single inboard engine can be intimidating around the dock, but Back Cove installs a standard bow thruster which makes the boat quite easy to maneuver. At the end of our test run backing the boat into the slip was a piece of cake even though the wind was blowing across our bow. Once the boat was lined up and moving backwards, we made adjustments with the bow thruster to “steer” the boat right into the slip. On a boat this size, it is often easier to handle a single engine boat with a bow thruster than it would be with twin engines and no bow thruster. With only one lever and a steering wheel, a single engine is also more intuitive. Steering was responsive but not too quick, which is sometimes a problem on single-inboard boats as they tend to have fairly large rudders. All-in-all, the boat was quite pleasant to run.

Whether holed-up in a secluded anchorage in Maine, snorkeling sapphirine waters of Exuma, or being pampered at a full-service resort marina, the Back Cove 29's blend of classic and contemporary will be right at home. For yachtsmen with a penchant for traditional boats and uncomplicated cruising, this may be the perfect couple's weekend.