

BOATING

& SHIP'S SYSTEMS

Jarrett Bay 48 Express

More Than Just a Pretty Face

By Capt. Peter B. Wright

Marilyn B might just be the prettiest boat ever built by Jarrett Bay Boatworks. At least that's what a few of the folks who actually built the boat say — but they could be a little biased.

Jarrett Bay takes great pride in how their boats

look, so when a senior staff member said lovingly of the 48 express, "The proportions just came out really right," I knew before ever stepping on board that the boat would be gorgeous.

Solid Construction

Since I hadn't visited

the Jarrett Bay yard in a couple of years, I asked Vice President Dew Forbes to show me around before we went for a run on the new beauty. Having grown up on and around wooden boats, I reveled in the smell of sawdust and the fragrance of fir. But the plank-on-frame construction that I witnessed during my last visit had changed dramatically.

Instead of using solid pieces of timber cut from a single tree, the stem, a massive structural hunk of wood, and the beefy longitudinal stringers were constructed of laminated Okoume marine plywood. Both were stronger and lighter than a solid wooden piece hewn from a single massive tree trunk would have been, and the strips were easier to bend to the gracefully curved shape the stem required. Laminated strips of fir formed the less-curved sheer, chine and engine stringers.

The strength-to-weight ratio of the cold-molded hulls Jarrett Bay builds makes them far superior to the wooden boats of my youth.

In the big boat shed I could see the details of seven sportfishers in varying stages of construction and

could peruse elements of the Marilyn B that would be hidden under interior furnishings and surface finishes on the completed vessel. Along with the frame-like "stations" of the jig were several permanent structural bulkheads that remain integral parts of the finished boat. These four heavy-duty, solid bulkheads provide the major load-bearing and watertight structures in the hull.

Coming aft from the all-important stem, a collision bulkhead forms the back wall of the anchor locker. Next, two engine room bulkheads, one immediately forward of the machinery-filled space and one at the aft end, tightly seal off the engine compartment. All electrical wiring, fuel and hydraulic hoses, fresh- and saltwater piping, air passages — everything that needs to pass from one compartment to another does so through conduits or tubing designed to keep seawater out.

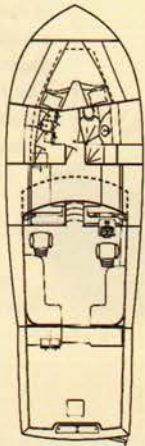
All the above are standard, even required, bulkheads in most boatbuilding codes. However, the bulkhead that separates the fuel tank compartment from the aft lazarette is not. But it's a good idea anyway. Most damage from an unplanned grounding happens to the running and steering gear. Propellers and rudders, along with their supports, are among the elements most often damaged on high-speed planing boats — and Jarrett Bay builds boats that run at speeds unheard of just a few years ago. These solid, waterproof bulkheads should keep any damage to your running gear from becoming a major catastrophe.

My first look at the Marilyn B as I walked down the dock confirmed that she was indeed a good-looking boat. She had love-

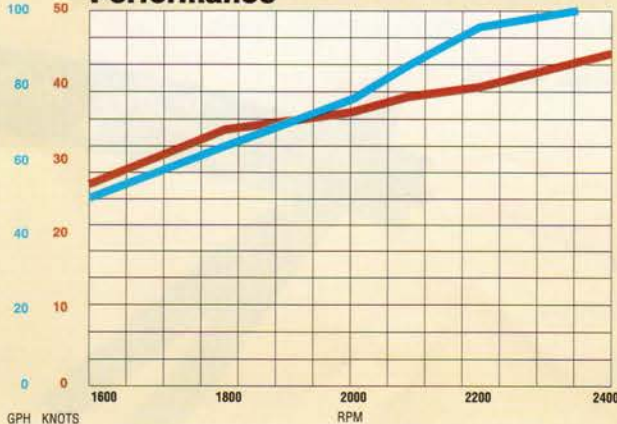
SPECIFICATIONS

LOA	48'
BEAM	16'
DRAFT	4'6"
DEADRISE	N/A
WEIGHT	45,000 pounds
FUEL	740 gallons
MAX POWER	T 1,000-hp Cats
BASE PRICE	Upon request

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Performance





ly proportions with a generous raked tumblehome that I admired. Tumblehome, a graceful curve up and in from the waterline, not only looks good, but also is a functional style element that, in my opinion, should be found on all but the smallest boats that aspire to be sportfishing machines. This slight inward curve on the 48 allows you to clear the cor-

ners of the cockpit with a rod in the fighting chair — something you should find on any serious sportfishing vessel. As a good ol' Southern boy might say, "This dog can hunt!"

Performance

And she can run, too. On our trip back to the dock, Forbes ran the boat at an easy 32-knot cruise. "Hey, Dew," I said, "put her

in the corner for a moment, please, if you don't mind." I inadvertently took a step-and-a-half back as Forbes pushed down the throttles and *Marilyn B* accelerated to maximum rpm. She was so quick to respond that even though I expected the acceleration, I still momentarily lost my balance. This boat topped out at 42 knots, plenty of speed to get you anywhere fast.

Earlier in the day when I had my turn to play with the controls, the boat responded favorably to the twisting, turning and hard accelerations in both forward and reverse that I put it through to simulate maneuvering on a billfish. Jarrett Bay spaced the prop shafts far enough apart to make her quite agile with the rudders centered and using only the throttles to

turn. Even with only one engine in gear, the rudders turned the boat efficiently in either direction. With the brisk northerly wind we had on the day, her bow tended to blow in the wind — as does any boat with a high, shapely bow — but holding her steady or spinning in either direction with the rudders and gears was no problem. Using both the steering wheel and rudders to maximum advantage, and in concert with gear and throttle changes, the 48 danced nimbly on the water and brought a smile to my face. I'm sure that I would enjoy fighting a nice big fish on this boat.

Interior

If I have been slow to comment on the *Marilyn B's* layout and interior it is not because of any lack of cabinetry or woodworking excellence or because of poor design. Her owner is an experienced boat owner who knew exactly what he wanted and where he wanted it, and spelled it out in great detail. Jarrett Bay then produced a truly custom boat of which both the owner and the builders should be proud.

The quality of the finish impressed me greatly.

Moldings and joinery could be seen, but only rarely could the meeting of any two pieces of wood be even slightly felt. I never found any gap or misconnection, even in out-of-the-way and hard-to-see moldings — again, very impressive.

Engine Room

I actually started my inspection in the engine room, which, along with the control stations and cockpit, represents the most important part of any boat to me. I got a good feeling about the engine room with my first glance. Crew access the machinery via an entry through the lovely teak deck planking. A pair of unusual, but very efficient and easy-to-use, steps, one to port and one to starboard, allowed you to descend quite comfortably.

I also liked the three-bank battery setup. There were separate battery banks for port engine start and starboard engine start, and a third bank for all the house systems. This is a system I would feel comfortable fishing with anywhere in the world.

The engine room also sported some very efficient-looking air intakes and spray separators that use a large metal grillwork and a gauze filter material to keep out moisture and debris.

ON THE DRAWING BOARD

Legend 37

People say that once you have boating in your blood, you can never get rid of it. That certainly seems the case with Scott Gerber, the president of Legend Yachts. Never heard of Legend? Well, the company is new, but the knowledge base and expertise of its work force go back quite a ways.

Gerber started as an owner's project manager on a 61-footer at Garlington. From there he founded Predator Yachts, where he designed and built the Predator 35, at the time the most advanced (and expensive) 35-foot inboard sportfishing boat in the world.

After Predator sold to Egg Harbor, Gerber took a retirement installment, but he has returned to try once again to take quality boatbuilding to another level.

Construction

Legend builds the 37's hull, deck and stringer system of preimpregnated epoxy with a Kevlar/carbon fiber-hybrid laminate created especially for Legend. All parts from top to bottom also feature a Core Cell HT 500 composite core. Gerber claims that a cored bottom done correctly is stronger than a solid-glass bottom. The use of preimpregnated epoxy laminates eliminates any shrinkage, allowing tolerances to be measured in thousandths of inches. Postcuring (baking) aligns the epoxy molecules in a way that produces a hull stronger than one twice as thick and at a fraction of the weight.

Running Surface

Legend incorporates a very aggressive prop tunnel system — nearly half the diameter (depth) of the propellers — that allows a shaft angle of less than 8 degrees and, consequently, an extremely shallow draft. A variable-width lifting pad (22 inches at the widest point) runs along the entire length of the keel on centerline for the aft half of the hull. This proven lifting surface supports the displacement of the vessel at cruising speed, thus reducing drag and friction. Interestingly, thanks to its 3-inch vertical surface, the pad also acts as a roll stabilizer that helps while drift-fishing or slow-trolling.

Gerber computer-designed all underwater appendages to be hydrodynamically efficient before CNC-machining them out of stainless steel. A flush-intake, dual-entry sea chest on the centerline of the lifting surface supplies the engines and generator with cooling water. The unique intake design produces positive water pressure in the sea chest at cruising speed to



Jarrett Bay designed and built the system in-house.

Every owner and every skipper have personal preferences. I noted the raw-water inlet strainers on the air conditioning and the genset, but wondered aloud why the main engines relied solely on external

strainer plates. That's the way the owner wanted it, said Forbes. You get exactly what you request in a true custom boat, but I, personally, would prefer easy-to-clean inline strainers for the main engines — and Jarrett Bay would eagerly provide them.



Interior

As you'd expect with any custom yacht, the owner chooses the décor. From a functional and flawless gel-coated surface to a yacht-quality finish using sequential exotic wood veneers with European leathers and gold-plated fixtures, Legend does it all. I was particularly impressed with the lack of dead space: Every space has access for storage. Speaking of access, you're not likely to find a boat easier to service and maintain.

Legend owners choose from two deck configurations — an express and a walkaround. The express sleeps four, and includes a full galley, stand-up shower, head, and a dinette that actually seats four adults. Though the walkaround provides less living space, it still offers plenty of comfort. Standard equipment includes the luxuries considered essential on a boat like this one: video and DVD recording, flat-screen plasma TVs and a bone-shaking stereo system.

Deck Arrangement

The Legend 37 boasts all-custom hardware in your choice of polished and anodized or chrome-plated. The company will even put the boat's name or your initials on the hardware for you. As you'd expect, the Express seats more people on the helm deck — nine to be exact — and every seat affords an excellent 360-degree view of the horizon. With over 100 square feet of open space, the cockpit easily accommodates a large fighting chair.

Just looking at the line drawings and renderings of the Legend 37, you'll instantly know that this ain't business as usual. Whether it's the metallic silver hull sides or the black, carbon-fiber toe rails and helm pod that give it away, you'll know hull No. 1 is

improve water-pump performance. Not a single hole gets drilled through the Legend's hull after lamination. All water enters via the sea chest and exits through a drain collection system that empties into the scuppers below the aft deck. The propeller shafts run through shaft tubes, and the trim tabs and bonding zinc are set flush inside pockets within the hull.

The Engine Room

Gold! That's your first impression upon entering the engine compartment. A lack of gelcoat or paint on the laminate exposes the golden Kevlar. You might think this a dangerous gamble for a boatbuilder, but *au contraire* — Legend's construction process results in such a clean, void-free lamination that the company wants you to bask in the golden glow. You also see nary a wire, cable, or hose anywhere as Legend runs all cabling through a double-walled system within the stringers. Engine and fuel hoses feature stainless-steel braid construction, and all plumbing fixtures are anodized and color-coded. Finally, a pair of Delta T demisters and reversible blowers keep salty mist out of the compartment, as well as pressurize the space while underway for maximum engine performance.

SPECIFICATIONS

LOA	36'5"
BEAM	12'
DRAFT	2'6"
WEIGHT	10,000 pounds
FUEL	450 gallons
WATER	40 gallons
MAX POWER	T540-hp diesels
BASE PRICE	Upon request

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unique. I find something truly intriguing about such a masterful blend of traditional lines and next-century technology. Though I've yet to run it personally (but you can bet I will), rumor has it that it will cruise in the high-30-knot range and top out at well over 40 knots.

—Dean Travis Clarke

Please see my article on page 68 to find out why I was so pleased with the transducer installation on the *Marilyn B*. Any fathometer is only as good as its transducer installation, and the recessed, flush-mounted setup was exactly what I would have specified.

In direct contrast to what you'd find on most express boats, I could easily see the entire bow and cockpit area while standing at the helm.

The full tower featured large, easy-to-climb rungs, and you don't have to be some sort of contortionist

to gain entry into the tower buggy. I noticed a slick little magnetic device to keep the fold-down seats up there from banging loosely when not in use.

The cockpit was clean and tidy with a minimum of refrigeration, again at the owner's behest. A fish-

erman who knew what he wanted found some men who could give it to him. If you know exactly what you want, and even if you don't, Jarrett Bay can build you a boat to love and enjoy.

As they say in Carolina, the Jarrett Bay 48 Express is one nice rig!