



JARRETT BAY 63

Connoisseurs of the Carolina custom-boat industry have long cherished Jarrett Bay for the fine craftsmanship, outstanding performance, beautiful sweeping flare and rolling tumblehome that made the southern Outer Banks builder famous. With the launch of its recent 63, however, much has changed. While the gracious curvy appeal still persists, a modern, swept house, rounded radius corners and sleek new lines make the 63 not only fashionable but breathtakingly beautiful.

Performance

Running through Beaufort Inlet proved instantly that this big beast really roars. A strong outgoing tide pushing against 30-knot winds stacked up breakers. Taking each swell head-on, the sharp entry parted the waves with ease while the recently redesigned and slightly rounded running surface yielded a soft and predictable follow-through. I took it out of gear and sat abeam of the seas. It

exhibited a moderate roll moment with gentle transitions for such a washing-machine ocean. Pushing it into reverse, I toggled back and forth on the throttles, swinging up- and down-sea. This 63 will certainly have no problem chasing billfish. Back in forward, I dialed in the trolling valves to find a clean, organized wake.

Once we snuck back inside the inlet, I opened up the twin 1,825 hp Cat C32s, reaching a top-end just over 41 knots at 2,560 rpm. Pulling back to 1,950 rpm, she purred along a hair over 35 knots, burning 106 gph at a 67-percent load.

Flybridge

Dual electronic consoles rise on rams, providing unhindered access to the three large navigation screens. Space-saving, easy-to-read recessed engine gauges mount at a slant in the overhead. Stepping forward of the console, a huge lounge area features six well-cushioned, molded bucket seats, a full settee, an icebox and numerous molded drink holders. A large slide-in gaff locker

along the starboard side holds a number of full-sized flyers ready for use at a moment's notice.

Engine Room

I reveled in the standing room between the engines. Heading aft, the increasingly popular finished tunnel provides dry storage as well as access to rudder ports, steering linkage and a clean, organized pump room up forward. Twin Caterpillar generators, one per side, sit outboard atop a set of organized tool drawers. Jarrett Bay encloses every pump and system in a lidded compartment. I

couldn't find so much as a single vagrant wire.

Interior

The 63's salon boasts an abundance of unique "Blue Louise" granite atop the large dual-level center island galley. Jarrett Bay employs glossy cherry veneer and wainscoting everywhere. Belowdecks, clear onyx countertops with soft backlighting set the mood. The three-berth, two-head layout features an over/under to port, an over/under crew's quarters to starboard and a master forward.

A massive lure locker with nearly 20 drawers occupies the majority of the space in the crew's quarters. I also consider the open-air, vertical rod locker that holds upwards of 20 fishing rods and reels without any disassembly a real breath of fresh air.

Cockpit

Cockpit storage abounds (especially in the mezzanine) with numerous insulated bait boxes, a big ice bin and a stand-up rigging station. The builder cleverly places eight tuna tubes under a pair of hatches in the roomy teak deck. Another pair of tuna tubes on each side of the transom box features fishing-line slots in the lid so you can store rigged live baits.

—Jon Meade

SPECIFICATIONS

LOA	63'
BEAM	18'6"
DRAFT	5'4"
WEIGHT	80,000 pounds
FUEL	2,000 gallons
WATER	250 gallons
POWER	T 1,825 hp Cat C32s
PRICE	Price on request

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