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NOTHING RHYMES With **ORANGE**

From her striking hull color to her fishing-friendly layout, this custom Carolina boat is her owner's one-of-a-kind vision.

BY CAPT. PATRICK SCIACCA

She first appeared as a dot on the radar. But in an instant, 63 feet of sparkling, metallic orange streaked up behind my tournament team's boat like a rapidly rising sun. This sun was hot, too, with more than 3,650 hp at her core. And just as quickly as she had risen from the horizon behind me, the blazingly fast battlewagon blew by me and disappeared into the horizon. I knew I had to get this boat on my test list.

It took me several months, but I eventually caught up with the steelster dubbed *Southern Exposure*, a custom-built Jarrett Bay, at the builder's yard in Beaufort, North Carolina. She looked just as hot dockside. Her glittering hull was lit up by the equally orange late-afternoon fall sun, and the trademark Jarrett Bay bow flare, massive cambered foredeck, and tapering lines aft blended together, forming curvaceous yet muscular lines.

PHOTO: SCOTT TWILAC/COURTESY OF JARRETT BAY

JARRETT BAY 63

BASE PRICE | none, custom boat
STANDARD POWER | 2/1,500-hp MTU
10V2000CR M93 diesel inboards
OPTIONAL POWER | 1/1,825-hp
Caterpillar C32 ACERT diesel
inboards

SPECIFICATIONS |
Length overall: 63'0"
Beam: 18'6"
Draft: 5'4"
Weight (dry, approx.): 80,000 lbs.
Fuel capacity: 2,000 gal.
Water capacity: 250 gal. >>>

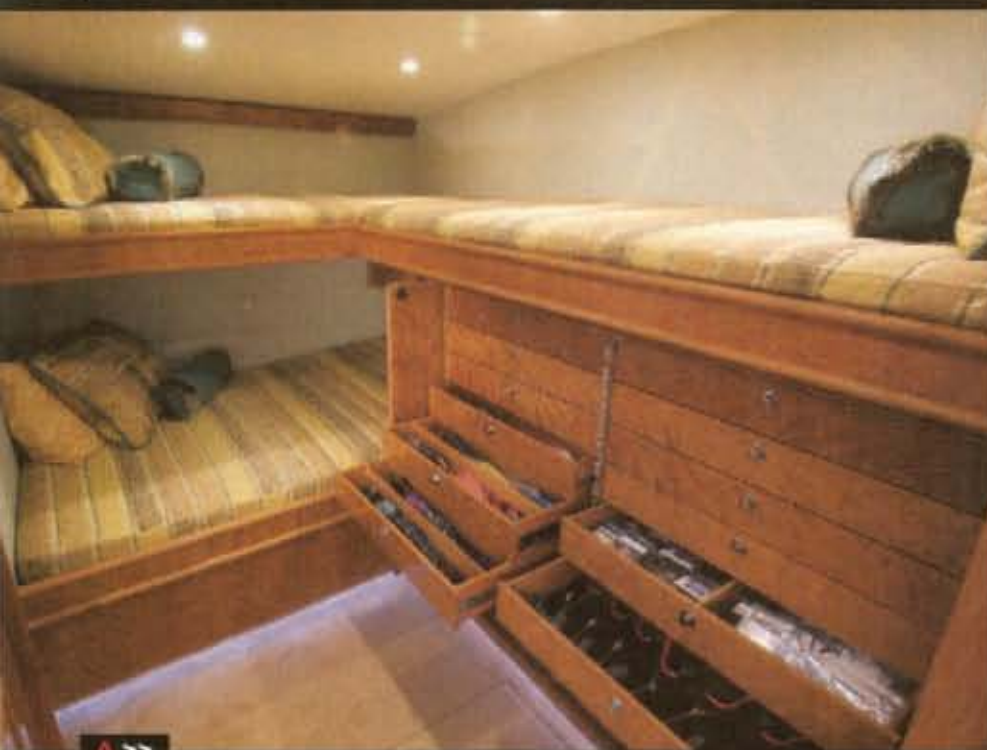


Her exterior lines are supported by a tank-tested hull shape that carries a slightly more convex form in the forward two-thirds than past Jarrett Bays typically have. The design was modified to offer a softer ride overall, while maintaining Jarrett Bay's traditional knifelike, head-sea-splitting entry.

Supporting the hull is Jarrett Bay's cold-molded construction, which starts with fir frames and three layers of marine-grade fir plywood for the bottom. Three layers of diagonally planked okume plywood is used for the hull

2236 rpm (see specifications for complete test numbers). I would expect another half knot or so with a clean bottom under similar test conditions. With this kind of speed, it's no wonder she passed my team's boat like we were sitting still.

Speed is nice, but I was curious to see how she ran in open water. So Jarrett Bay's Capt. Joey Johnston pointed the 63 towards the Atlantic, where the calm ICW gave way to a steep three-foot chop driven by winds in the 20-mph-plus range. The quick chop gave me an opportunity to see



A >>



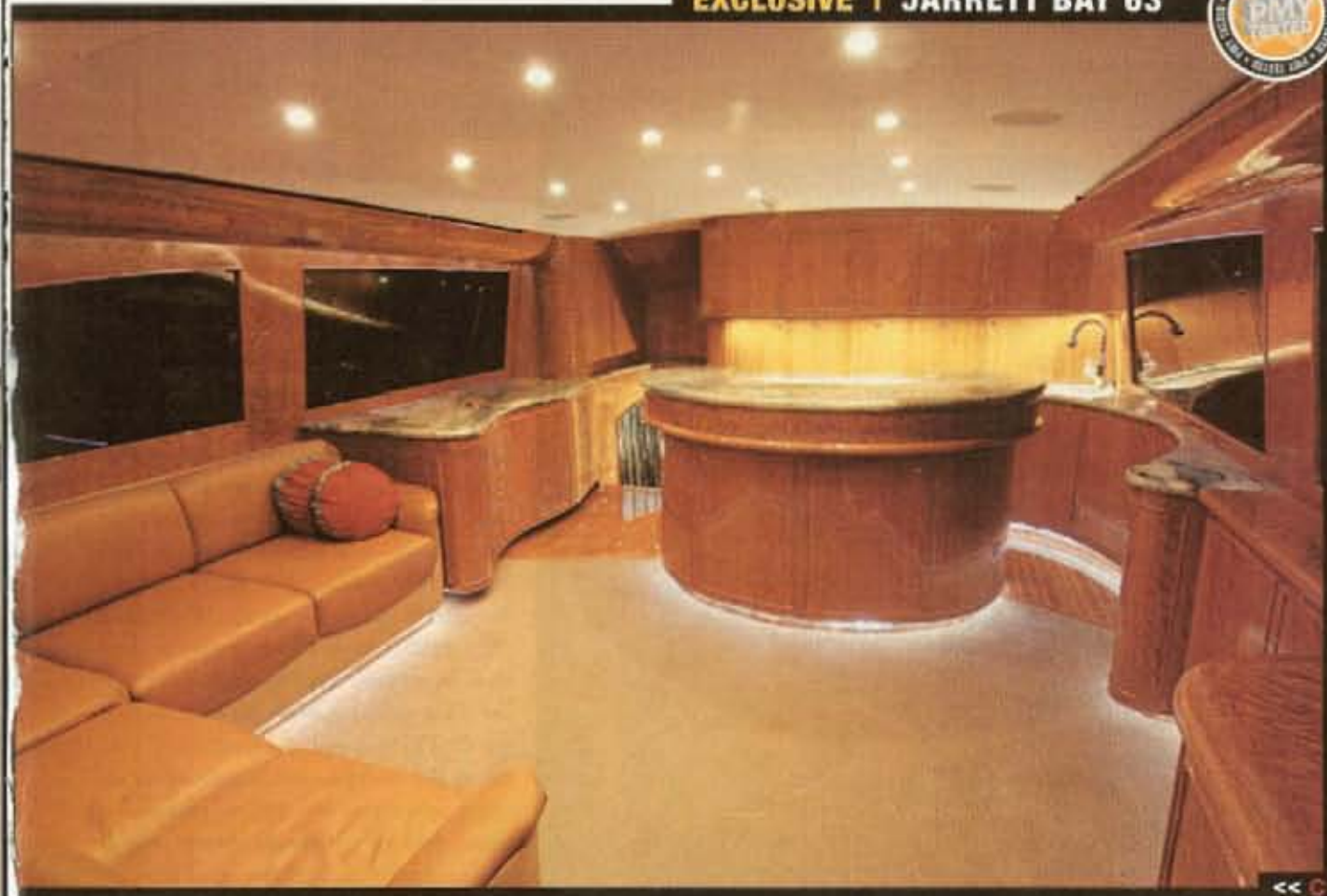
B >>

sides, and fiberglass, in the form of 34-ounce and 18-ounce cloth, is added to the bottom and sides, respectively, along with WEST SYSTEM epoxy. The resin-saturated glass helps provide a lightweight yet solid structure. The 63 still comes in at a healthy 80,000 pounds, but several similar-size and -powered fiberglass sportfishermen I've been on have averaged about 5,000 to 10,000 pounds more. That weight savings directly translates into performance.

Even with a dirty bottom, which prevented her engines from turning their full-rated 2300 rpm, the 63 managed to effortlessly cruise along the lake-flat ICW at 42.2 mph at 2000 rpm and top out at 48.2 mph at



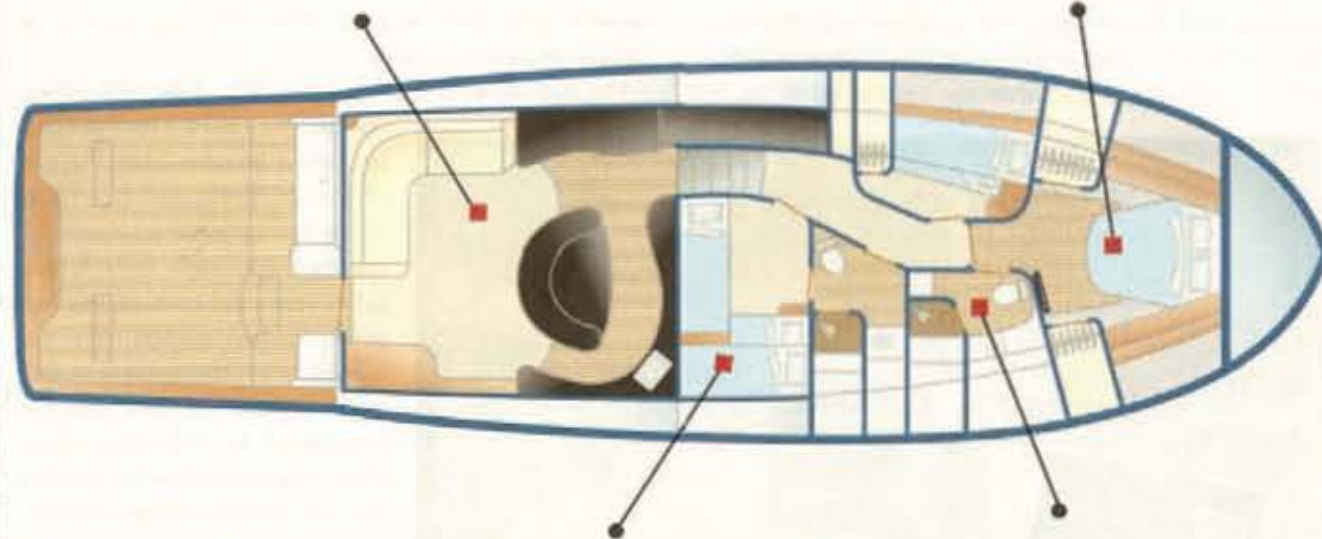
D >>



C >>

C >> All of the 63's interior wood came from one log, to help provide a uniform look.

D >> The master features backlit onyx countertops, which add a warm and sophisticated feel to this space.



A >> This owner, a hardcore angler, had 17 drawers put here to provide plenty of stowage for lures, hooks, and leaders.

B >> That's a Headhunter MSD. The shower door sports engraved glass.

PHOTOS: SCOTT TRAYLOR/COURTESY OF JARRETT BAY; TECHNICAL ILLUSTRATION: WWW.MIBT3ART.COM

RPM	WHP (CRUISE)	WHP	WHP (MAX)	SEA RANGE	WHP RANGE	DISTANCE	TIME (CRUISE)
1800	13.8 (12.0)	76.0	0.53 (0.46)	955	831	84	2.5
1250	21.1 (18.3)	48.0	0.44 (0.38)	791	688	85	4.5
1500	29.8 (25.9)	68.0	0.43 (0.38)	700	678	87	5.0
1750	36.4 (31.6)	98.0	0.37 (0.32)	662	576	91	5.0
2000	42.2 (36.7)	113.6	0.37 (0.32)	669	581	92	4.0
2250	46.6 (40.5)	162.0	0.29 (0.25)	518	450	93	3.5
2234	48.2 (41.9)	190.4	0.25 (0.22)	456	396	94	3.5

CONDITIONS: 52°F humidity, 57% wind, 15-20 mph; sea: 2-4' chop; fuel: 2,000 gal. fuel, 250 gal. waste, 4 people, 1,000 lb. gear. Speeds are two-way averages measured w/ Shallow water gun. GPH taken from Caterpillar MPD display. Range: 50% of advertised fuel capacity. Distances measured on A scale. 8.5 dB is the level of normal conversation.

STANDARD EQUIPMENT:

none, custom boat

TEST ENGINES:

2/1,825-mhp Caterpillar C32 diesel inboards

TRANSMISSIONS/

RATIO: Twin

Disc/1.74:1

PROPS:

34 1/2x45 4-blade S&S medium cup

STEERING:

SeaStar hydraulic

w/ power assist

CONTROLS: Sturdy electronic

OPTIONAL

EQUIPMENT ON

TEST BOAT: 5/barrel

chairs on flying bridge;

Rupp hydraulic

outriggers; electric

teaser reels; teak

helm and companion

seats; EZ2CY flying-

bridge curtains; video

camera in engine

room, pump room,

and cockpit; custom

teak helm pod;

custom flying-bridge

hardtop w/ Bausch-

American piping; onyx

counter and nightstand

top in master state-

room and master and

guest heads; 2/21.5-

kW Caterpillar gensets;

10/tuna tubes; Re-

lease offset fighting

chair w/ rocket

launchers and bait

tray; electric saloon

entry door; 1,800-gpd

Sea Recovery

watermaker;

3/Headhunter MSDs;

cherrywood throughout

saloon and accom-

modation area; central

vacuum; wainscoting in

companionway; granite

countertops in galley;

cherry and holly sole in

galley; pull-out two-

burner electric cooktop

PRICE AS TESTED:

price on request

When the big-fish action heats up, the mezzanine rod holders allow you to clear lines quickly.

down into the chop, some spray got past the umbrella effect offered by the boat's flare. If I dialed the tabs back to half, however, my test boat provided a bone-dry ride. U-turns at cruise speeds took a couple of boat lengths; her moderate heel to inboard was confidence-inspiring.

Some of the cool custom features of this flying-bridge helm layout include the pop-out plotter (See "Gear Onboard: Plotter Ram," this story) and the five barrel chairs for guests. The chairs offer a different aesthetic from the standard benchseat. They're angled so when the 63 is running, most people face forward. There's one to starboard that favors the cockpit view, which offers an extra set of eyes on trolled teasers and baits. And even though they're barrel chairs, there's an abundance of stowage beneath for the owner's numerous (and

wickedly large) flying gaffs.

The 63 is first and foremost a fishing boat, and that gaff stowage just hints at how hardcore this owner is about his sportfishing. There's also the autopilot in the teaser-reel compartment over the helmsman's head that allows the owner to back down on a fish while he's facing aft and use the autopilot to maneuver.

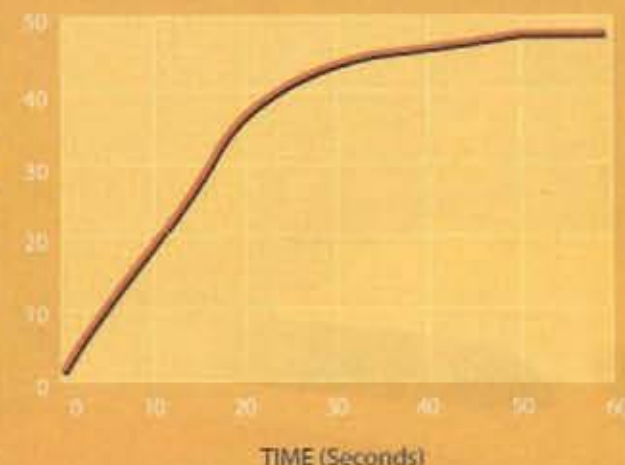
The helmsman also has a great view of the all-business cockpit from here. This fish-fighting space benefits from the vessel's 18'6" beam and has room below the optional teak sole for no fewer than eight in-deck tuna tubes (essential tools of the big-game, live-bait angler), plus two more tubes in the in-transom fish-box compartment. The area was completed by a Release offset chair that can handle the owner's massive 130-pound-class, grander-

The 63's Caterpillar marine power displays are easily variable thanks to their cubby-like cutouts. Flanking the overhead electronics box, there's gaff and rod stowage available under those barrel chairs.



JARRETT BAY 63

SPEED (mph)



TIME (Seconds)

GEAR ONBOARD

PLOTTING RAM >>

The owner of *Southern Exposure* likes to pilot her from the comfort of the centerline Release helm seat without having to get up too much to fiddle with the electronics. But sometimes standing at the wheel and trying to adjust a plotted course line on the vessel's optional Furuno display can be tough, so this owner requested an electrically adjustable ram that actually brings the display to his helm seat. At the flick of a switch, the plotter is literally within fingertip range, and changes can be made without having to take his hands off the wheel and eyes off the road, so to speak. —P.S.



Even with a dirty hull, the 80,000-pound 63 plotted quickly and continued to accelerate strongly all the way to her top speed of 48.2 mph (41.9 knots), which she hit in less than 30 seconds.

* Acceleration based on average of 4 reciprocal runs.



Left: The engine room sports more than 6'5" headroom. Right: Above the tool drawer is one of two 215-kW Caterpillar gensets onboard.





Left: A cambered foredeck helps any water that gets past the flume to run right off. **Right:** Hope the helmsman likes company. The large lounge and barrel chairs provide seating for about ten guests up here.

marlin-catching tackle. Those baseball-bat-like rods and winch-like reels need to be cleared quickly in the event of a hookup, so the builder created custom rod holders under the mezzanine seating. You simply move the gear from the gunwale rod holders to the ones here, which keeps the deck clear and extra lines out of the way. Everything was measured so the rods clear the flying-bridge overhead when placed in the holders.

The 63's fierce speed, fishing-friendly cockpit, and flying-bridge layout are balanced by an interior arrangement that is upscale, warm, and spacious.

The owner wanted the interior to flow, so Jarrett Bay started with contouring every countertop, piece of trim, and cabinetry. Radiuses rule onboard this vessel, and the cherrywood that adorns the cabinetry all came from one log to provide a uniform look. The rich, high-gloss finish is sharp and helps set off the centerline island galley, which sports a pattern of green-hued granite. A kidney-shaped island has deep, form-fitting drawers under the counter. And even though the island takes up a good piece of real estate, the saloon's 6'10" headroom, the vessel's 18'6" beam, and house-length side windows keep the space feeling wide open.

One of the coolest parts of the 63's interior is the continued emphasis on fishing. Down the companionway steps to port is custom-fit stowage for every rod onboard (see "Spotlight On: Rod Stowage" this story), while immediately across in the guest stateroom are 17 drawers for lure and hook stowage right beneath the bunks.

"We build our boats around our owner," Jarrett Bay president Randy Ramsey told me at last year's Fort Lauderdale International Boat Show, and this boat sure illustrates that

philosophy. From the backlit onyx countertops in the forepeak master and heads to the clever touch of placing the diesel fuel fills by the steps leading down into the engine room, she's truly the vision of an experienced owner.

If your dream is to own a one-of-kind blazing blur that rips by the competition, catches fish all day, is first back at the weigh-in, and looks good the whole time, then this builder will be expecting your call. ☎

Jarrett Bay Boatworks ☎ (252) 728-2690. www.powerandmotoryacht.com/jarrett-bay/.

SPOTLIGHT ON | Rod Stowage >>



This owner loves to fish and does a lot of adventure angling, which means the fishing gear has to go somewhere for those over-the-road runs. To be sure all of the gear travels safely yet is at the ready, Jarrett Bay built this stowage area that is to port as you come down the companionway from the saloon/galley area. The rod room is built to handle the owner's seven 130-pound-class rods and reels, four 80-pound outfits, 11 dink rods, and several 25- and 50-pound rods and reels as well. In total more than two dozen rods and reels call this space home.

—P.S.