

EXCLUSIVE

TESTED ::: Jarrett Bay 67

THE BIG TACKLE BOX

SHE'S A TOURNAMENT-READY, CUSTOM BATTLEWAGON BUILT FOR OWNERS WHO WANT TO CAMPAIGN NON-STOP.

NEED TO KNOW

LOA x Beam:	67'7" x 18'0"
Weight (full):	96,500 lbs. Draft: 5'5"
Tankage:	Fuel 1,910 gal., Water 325 gal.
Std Power:	2/1,825-mhp CAT C32ACERTs
Cabins:	Master, VIP, and 2 guests
Base Price:	upon request

SNAPSHOT::: A Carolina fishing machine you can outfit any way you want.

STORY BY CAPT. GRANT RAFTER /
PHOTOS BY SCOTT TAYLOR

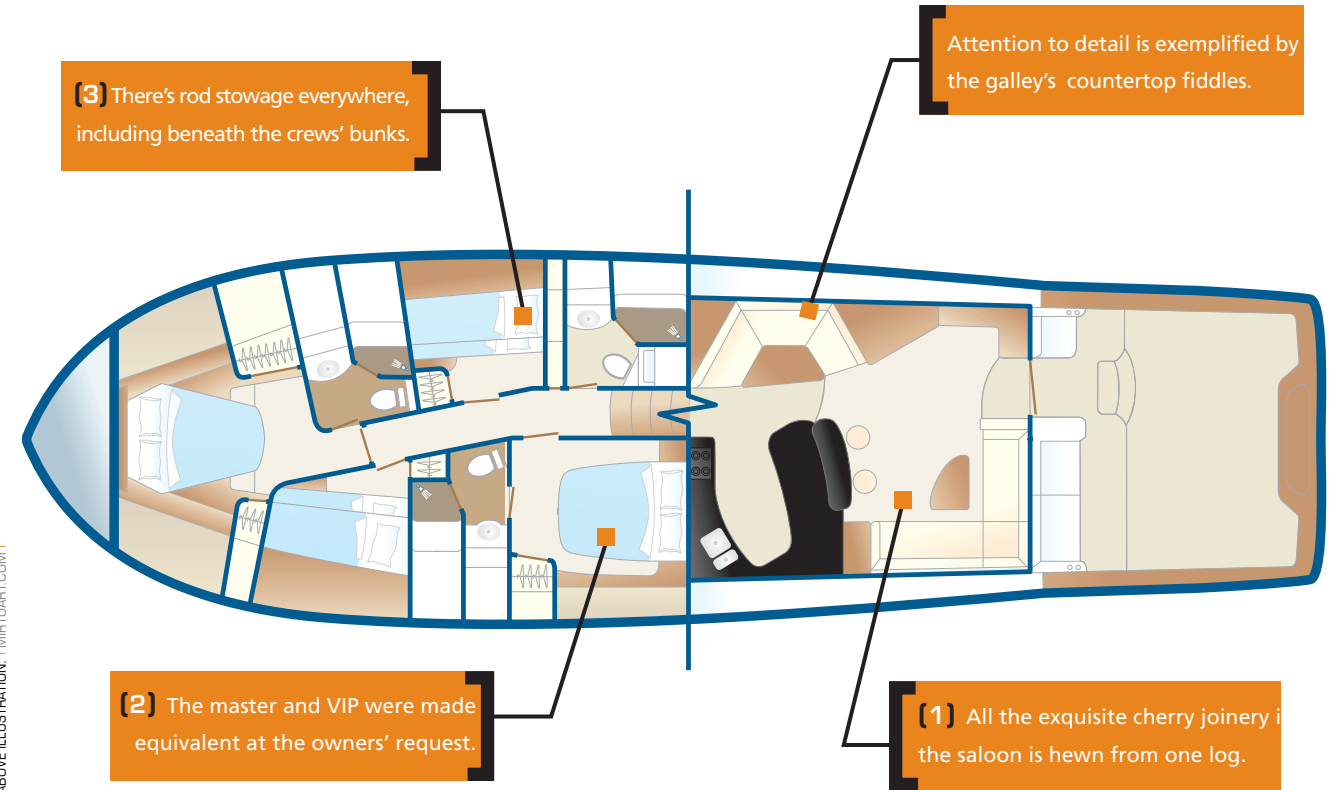


Having enough stowage space while maintaining a luxurious aesthetic was a major concern for everyone involved in the build of Jarrett Bay's latest beauty *Waste Knot*. "The owners didn't want to restock for months at a time, so we accommodated that," explained project manager Gary Davis as we worked our way through the boat at her home port near Beaufort, North Carolina, opening every scuttle and access panel. The 67 was on her way to Mexico the next day so she was fully laden: There were meats in the freezers underneath the mezzanine and beneath the L-shape settee on the flying bridge, and cut-out foam padding under every berth held reels, sinkers, and tackle. A cedar-lined closet at the base of the interior stairs was stocked with rods, while leather-and-ostrich-clad saloon couches hid crates of bottled water, canned food, and more. This boat had been built around the idea that the owners should be prepared regardless of the circumstance, and it showed.

The electronics had been selected for the same reason. The

helm contains a 15-inch Furuno display running the NavNet 3D software (there's also an eight-inch display in the tower). Should this ever fail, there's a stand-alone Northstar 6100i chartplotter to port. Other key features include a DD1 digital depthfinder, BBWx1 Sirius weather radio, FCU-1150 fish-scope, and Simrad AP-28 autopilot. Although all will display things otherwise invisible (the bottom, fish, distant weather, and the rhumb line), perhaps most useful is the FLIR infrared camera, which allows you to spot something else important: the bow. You see, the captain's custom helm seat is a mere 3'9" from the back of the air-conditioned flying bridge. Although this provides great visibility when backing down, the location precludes all but the tallest helmsmen from gazing through the EZ2CY enclosure to the teak-inlaid foredeck (see "Noteworthy," this article). Flicking on the FLIR produces a clear picture of what's on the foredeck, not to mention what's ahead of the boat, even in inclement conditions.

Cameras on the 48-foot hydraulically deployed Rupp outriggers provide a picture of what's happening in the water behind *Waste Knot* just as effectively, thanks in part to a six-zone Elan entertainment system in the interior. It comes with an LCD touchscreen, three XM satellite radio tuners, and one



ABOVE ILLUSTRATION: IMIRTDART.COM |



42-, two 22-, and two 19-inch Toshiba LCD TVs hooked up to a TracVision receiver. Plus there's a four-terabyte hard-drive for movie stowage. The outrigger cameras are linked to the system (as are the Furuno displays), and since each of the six stations is independently controlled, one person can watch a movie while another eyeballs the baits.

However, those aboard may occasionally have to turn up the system's volume, since the twin 1,825-mhp Caterpillar C32 ACERTs produce a considerable growl. At 1000 rpm I recorded 79 dB-A at the helm (65 dB-A is the level of normal conversation), and at WOT I got readings of 77 dB-A in the

VIP and 84 dB-A in the master—this in spite of three inches of 3M soundproofing surrounding the engine room, hand-laid fiberglass-encased fir stringers, and plywood soles covered with plush carpeting to soften the sound. (For the rest of the helm readings, see "By The Numbers" this story).

But although the big V-12s generate some sonance, they're the way to go if you want to get to the canyons well before the pack, which is why the owners opted for them. (*Waste Knot* cruises at a time-saving 39 mph.) Being electronic, the C32s are just as happy at lower rpm levels. Thus they provide these owners the flexibility to choose the pace of a trip, just as





ABOVE: A separate pump room makes for a clean engine room and gives better access to the 21.5-kW Caterpillar gensets.

all that tackle stowage gives them the ability to pick the perfect lure.

I appreciated that the Cats' service points are either on centerline or, like the Racors, mounted within quick reach on the aft bulkhead. The battery banks are outboard of the engines, each molded container holding six Northstar NSB-G-3100 AGM batteries. As for the twin 21.5-kW Cat gensets, they're in a small pump room aft of the ER. The entire layout is clean and well-thought-out. I did note that the lazarette, which houses the steering gear and Jarrett Bay-crafted trim-tab struts, can be accessed only via a 2'8"H x 2'2"W crawl space.

Davis explained that this was done at the request of the owners who wanted the cockpit hatch sealed to ensure that any seawater would be kept out while aggressively backing down. If this were my boat I'd want a secondary means of access here so this space could be better utilized for stowage or perhaps a watertight door with a dead port in the crawl space, in case there were ever an issue with the through-hull fittings.

But the real test of whether a boat like *Waste Knot* is a masterful traveler is not just about having the space to stow a lot of gear nor even about self-sufficiency; it's the ability to take

BELOW LEFT: Naturally, the flying bridge is air conditioned. Also, the helm displays fold down to further protect them from the elements.
BELOW RIGHT: Twin molded-in bucket seats give views forward while one aft-facing seat (not visible) lets you watch the baits in comfort.





ABOVE: These massive Caterpillar C32 ACERT powerplants give the 67 a top speed of more than 45 mph.

her owners where they want to go quickly, comfortably, and with minimal hassle. “The family wanted a boat that was bigger and faster [than their production 55-footer] with a dryer ride,” explained Davis. To achieve the “faster” part, the design team focused on two things: decreasing the bow wave and increasing water flow to the props. Thus the prop tunnels are conical, wider at the mouth and progressively narrowing as they go aft, which accelerates the water reaching the propeller blades, increasing their efficiency.

To reduce the bow wave, an indicator of hull resistance, the forward sections immediately abaft the entry are convex, which according to Davis, also sluices water into the tunnels and produces cleaner water both around and behind the boat. The concept, developed in tandem with MTU for an earlier project, seems to have worked; at WOT, my radar gun measured an exhilarating 46.1 mph. But more impressive, she reached this speed within 20 seconds of laying flat the Cat electronic controls, a gentle surge occurring when the turbos kicked in around 1800 rpm (see the acceleration curve at www.powerandmotoryacht.com). Slowing to 1770 rpm (28 mph), she tracked nicely as I put the wheel hard to starboard, creating four to five boat-length circles and wakes that slipped

under our bow without so much as a bump.

Due to the boat’s pressing schedule, my wheel time was short-lived. But even in the time I had, I came to appreciate her maneuverability. Part of this was due to the Cat push-button engine controls that allowed me to kick up the revs in 50-rpm increments. You can use this feature for trolling or just to dial in a specific rpm to achieve optimal fuel burn during long-distance journeys. These controls also perfectly epitomize the carefully selected details that are obvious wherever you look on this boat, from her entertainment system to the navigation electronics to her powerplants to her plentiful stowage spaces. *Waste Knot* gives her owners the option of selecting exactly what they want when they want it. To accomplish all this on a 67-footer that is also a thing of beauty is even more of an accomplishment. No wonder the craftsmen at Jarrett Bay are so proud of her. Davis said it best as he and I watched her neon-blue Ocean LED lights illuminate the water on our night ride back to the dock, “This boat really has got it all.” **PMY**

CONTACT: Jarrett Bay (252) 728-2645.
www.powerandmotoryacht.com/jarrett-bay/

BY THE NUMBERS

rpm	mph (knots)	gph	mpg (nmpg)	sm range	nm range	decibels	trim (degrees)
1000	13.5 (11.7)	23.6	0.57 (0.50)	980	852	79	2.5
1250	16.6 (14.4)	50.0	0.33 (0.29)	569	495	84	4.5
1500	25.9 (22.5)	66.4	0.39 (0.34)	669	582	85	4.0
1750	32.5 (28.2)	93.0	0.35 (0.30)	600	522	86	4.5
2000	39.0 (33.9)	113.0	0.35 (0.30)	593	516	88	4.0
2250	44.6 (38.8)	164.2	0.27 (0.24)	467	406	90	3.0
2330	46.2 (40.2)	187.0	0.25 (0.21)	425	369	91	3.5

PROPULSION: Propulsion: 2/1,875-hp Caterpillar C32 ACERT diesel inboards, ZF transmission with 1.75:1 reduction ratio, 35.5x43.5 5-blade Veem nibrals
CONDITIONS: temperature: 58°F; humidity: 82%; wind: 10-15 mph; seas: 0'-2'; load: 1,600 gal. fuel, 325 gal. water, 12 people, 4,000 lbs. gear. Speeds are two-way averages measured w/ Stalker radar gun. GPH measured with Caterpillar electronic fuel-monitoring system. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation.

NOTEWORTHY

Anchor Stowage

At the owners’ request, teak inlay graces the working area of the strongly cambered foredeck. Providing better traction and a vintage look reminiscent of the 1960’s, it’s a first for Jarrett Bay. But below it is another impressive first. Since the owners rarely anchor out, they opted for a removable pulpit to preserve the vessel’s clean lines (and to keep the anchor out of the way). In-house metal workers devised a solution: The Fortress 55 Danforth anchor sits vertically in a cradle with a plastic bumper on its tip, which allows the closed hatch to keep the ground tackle secure



while underway. When it’s time to set the hook, the entire cradle lifts and swivels into place, so all the crew needs to do is bolt down the pulpit.
—G.R.

THE VITALS

STANDARD EQUIPMENT:

None, custom boat

OPTIONAL POWER: None

OPTIONAL EQUIPMENT ON TEST BOAT:

Cat electronic controls; SeaStar electro-hydraulic steering; 48’ Rupp hydraulic outriggers; Elan entertainment system w/ 3 XM satellite radio tuners, 6-zone controls, and a 4-terabyte hard drive; Awlgripp bilges; 2/Charles shorepower iso-boosters; 2/21.5-kW

Cat gensets; 15" and 8" Furuno monitors w/ NavNet 3D software; Northstar 6100i chartplotter; DD1 digital depthfinder; FCU-1150 fishscope; Simrad AP-28 autopilot and TA/Y1 radio-directional finder; FLIR infrared camera; 2/Icom VHF’s; Super-US 9HD teaser reels; VonWidmann underwater exhaust; GE 4-burner cooktop and convection oven/microwave; 2/crash pumps; Total Fuel Management ES1 fuel polisher; molded-in flying-bridge seats; teak-inlaid foredeck; Ocean LED under-



water lights; 100-gal. livewell; Release Marine fighting chair

PRICE AS TESTED: Upon Request