



# JARRETT BAY BOATWORKS



**Certified Battlewagon!**  
as seen in *Boating Magazine*

## Comparison RoundUp

### Jarrett Bay 58



## Blue Blazes

Pistol-packin' battlewagon.

**W**e're going to be in Palm Beach by three o'clock," the guy tells me. I don't believe it for a second. That's a 60-mile run, and I can see white foam blowing off the top of four-footers. We'd have to top 30 mph while facing a quartering head sea during the entire cruise. I'll run the boat as fast as I feel comfortable with, sure, but as we approach open water, I'm guessing that'll be between 20 and 25 mph.

I'm dead wrong. Easing the throttles forward with nearly 3,000 bhp backing up 59,000 pounds of cold-molded Okume ply and fir encapsulated in epoxy, I tore through the slop aboard the Jarrett Bay. I keep pushing until I feel a minor-league bump, just enough to make me think twice. I look down at the GPS—we're doing 35.4 mph. During the remainder of this run, I pass 14 boats between 40' and 65' running for the same port. No one can touch us.

Serious bluewater anglers searching for a custom battlewagon that can cruise through *Victory-at-Sea* conditions should check out this boat. It's an angling machine with a cabin layout conducive to overnight tuna trips and long-range swordfish excursions. The forward stateroom is stacked with three berths, and a pair of over-unders are set into the companionway, creating a serious crashing arena. That leaves plenty of room for a spacious master suite with a queen berth. Everyone will rest in style, too, because the interior is done in eye-warming cherry. Cabinetry and trim work are as artistic as the cockpit teak work.

The bridgedeck is another strong suit of this boat, with enough seating for 10 on multiple lounges, plus the captain's and passengers' ladder-back chairs. Now poke your head into the console access and look up and aft. See that dash wiring? It's all neatly loomed and supported. Fold back the electrical panel in the salon and you'll see more of the same—wiring worthy of the space shuttle.

That cockpit is equipped in Carolina fashion, with a transom killbox, bait freezer to port, and a six-drawer

## BOATING

### Certified Test Results

#### Jarrett Bay 58

rpm	SPEED			EFFICIENCY			OPERATION		
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	run level
900	10.2	11.7	16.0	0.6	0.7	743	856	1	70
1200	17.8	20.5	40.0	0.4	0.5	521	600	2	72
1500	22.0	25.3	62.0	0.4	0.4	415	477	2	78
1800	30.8	35.4	94.0	0.3	0.4	383	441	2	84
2100	37.5	43.2	122.0	0.3	0.4	360	414	1	90
2350	40.0	46.0	142.0	0.3	0.3	329	379	1	90

Advertised fuel capacity: 1,300 gallons. Range based on 90 percent of that figure. Performance measured with five persons aboard, one-half fuel, full water. Sound levels taken at helm, at 89-A.

#### LOA

58'0"

#### Beam

17'0"

#### Draft

5'0"

#### Displacement (lbs., approx.)

59,000

#### Transom deadrise

12°

#### Bridge clearance

16'10"

#### Minimum cockpit depth

2'2"

#### Max. cabin headroom

6'8"

#### Fuel capacity (gal.)

1,300

#### Water capacity (gal.)

170

#### Price (w/standard power)

\$1,800,000

#### Price (w/test power)

\$2,100,000

#### STANDARD POWER Twin 1,015-bhp

diesel inboards.

#### OPTIONAL POWER Twin diesel

inboards to 2,960 bhp total.

TEST BOAT POWER Twin 1,480-bhp MTU/DDEC 2000 V-12 diesel inboards with 1,458 cid, 5.12" bore x 5.91" stroke, swinging 37" x 44" four-bladed Nibral props through 1.8:1 reductions.

**STANDARD EQUIPMENT (major items)** Transom fishbox; bait cooler and tackle station w/ drawers, sink, cutting board; fresh/raw-water washdowns w/ quick disconnects; 6 gunwale-mounted rod holders; a/c w/reverse-cycle heat; refrigerator and freezer; microwave oven; 3-burner stove; entertainment center w/TV, DVD, AM/FM/CD stereo, speakers; auto fire extinguish system; power-assist steering; battery charger; shorepower w/50A retracting cord; water heater.

**High Points** Ride and seakeeping abilities among the best in its class. Unique cabin layout designed for maximum fishability. Top-end speeds rival kingfish boats. Galley units such as refrigerator and freezer doors are all set in cherry-finished cabinetry.

**Low Points** Engine room entry door doesn't secure open. Be careful while anchoring—the foredeck is cambered and there's no bowrail. Tension reel hatch in flying bridge overhead rattled and required adjustment.

**Contact** Jarrett Bay Boatworks, Dept. B, 530 Sensation Way, Beaufort, NC 28516, 252/728-2690, [www.jarrettbay.com](http://www.jarrettbay.com).

tackle station next to it. One unusual feature seen on smaller boats but often ignored on large ones is a dedicated compartment for a five-gallon bucket under the drink cooler. An ice chipper feeds chilly chunks into another cockpit cooler, but there aren't any fishboxes in the cockpit sole, just lazarette access. With a Jarrett Bay, however, details like this are left to the owner's discretion. If you're buying this boat and you want a couple of coffins in the deck, order them. And you'll be able to run to the canyons and fill them up with sushi, even when rough seas have lesser boats sitting in port. —LENNY RUDOW