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NEW BOATS

- ▶ CUSTOM LINE NAVETTA 26 CRESCENDO
- ▶ SILVERTON 43C
- ▶ JARRETT BAY 32' CUSTOM CENTER CONSOLE



f STEVEN WINNER "This boat has style! From having a Sunday afternoon cruise up the river with ice-cold beverages to steaming straight to Atlantic City for the weekend with ten of your best mates. All class is what this boat has to offer."

LOA: 86'0"
BEAM: 22'9"
DRAFT: 5'11"
STD. ENGINES: 2/1,100-MHP
MAN V10-1100 DIESELS
CRUISE SPEED: 13 KNOTS
TOP SPEED: 16 KNOTS
PRICE: UPON REQUEST

Custom Line Navetta 26 Crescendo

The new Custom Line Navetta 26 Crescendo is the kind of boat that attempts to do it all. And the results are very impressive.

At 85 feet, the Crescendo begins to encroach on superyacht territory, and has all the requisite grace and style that goes along with that status. However she's not just a good-looking boat. She's also got a conscience. That is, the designers at Custom

Line made her fuel efficient so that she has as reduced an impact on the environment (and your wallet) as possible. Custom Line notes that her cruising speeds range between 6.5 and 13 knots depending on your needs. At 10 knots, she reportedly has a range of 1,500 miles and burns just 17.5 gallons per hour.

What's more, the Crescendo—somewhat ironically given the sonic roots of her name—is

extremely quiet. At 13 knots, she registers a whisperish 50 decibels in her saloon, and just 57 decibels at her indoor helm, according to the builder.

Owners who wish to own a Navetta 26 can have a say in many of the nonstructural elements onboard (hence *Custom Line*). At their disposal will be the designers of Ferretti Group's Centro Stile, some of the finest boat conceptualizers in the world. Woods, leathers, and

fabrics, furnishings and lighting, all of these elements are left up to the owner and his design team, so that he can sail off into the sunset aboard a yacht that is unique to him.

The boat also has two Mitsubishi ARGs (Anti Rolling Gyros) that will keep her steady even when there is a decently sized swell. Anyone who has ever been onboard a boat with a gyro system will tell you what a boon they can be, particularly for those predisposed to a touch of *mal de mer*.

The stabilizers will be particularly helpful when the yacht is moored, as will the teak hatch that opens off of her stern, exposing a large garage while simultaneously acting as a large swim platform.

The Navetta 26 Crescendo has style, stability, specificity, and efficiency all wrapped up in one package. And that combination should be pitch perfect to any number of potential buyers.

954-462-5527;
www.ferrettigroupamerica.com

Silverton 43C

LOA: 44'6"
BEAM: 14'11"
DRAFT: 3'7"
STD. ENGINES: 2/370-HP
VOLVO PENTA IPS500S
BASE PRICE: \$657,167



f JAY BUDDY "Canyon fishing and sportfishermen building started in New Jersey and it's good to see Silverton putting out convertibles for a lower-priced alternative in the entry-level sport fisherman class."

Let's just say this about the 43C—it ain't your daddy's Silverton. The builder, which has staked its claim for years on making relatively staid cruisers, really got outside its own box with this build. That's apparent the moment you step foot inside the boat's chic and modern saloon, which has an undeniable New York City-penthouse feel to it. (That's actually the term the company uses in their press release, but I swear when I saw her at the Miami boat show I had the same reaction—before I

saw the release. They really are producing some accurate copy over there in the Silverton marketing department.) The fit and finish throughout is very high quality, and the materials chosen—namely the designer fabrics and omnipresent mahogany—are clean and sleek.

What's more, for a convertible cruiser, the 43C looks almost, dare I say it, sporty. And with a pair of optional, 455-horsepower Caterpillar C7 ACERTs each in her engine room, not to mention the well-proven

hull of their 42, she should really perform much like a sport cruiser too.

Belowdecks the forward master stateroom is notable for its stowage, including a hanging locker, while a port-side cabin should be more than suitable for guests.

Silverton took great care to make sure that this was a boat with an eye on the future. And conversely, this is also a boat on which you should have your eye.

609-965-2300;
www.silverton.com

Jarrett Bay 32' Custom Center Console

Achieving success often means finding something that you really like and sticking with it. But you don't have to tell that to Curtis Strange. Strange, whose 17 PGA tour victories and two U.S. Open championships earned him a spot in the World Golf Hall of Fame, knows a bit about not deviating from preference. Case in point, his new center console, which will be his third boat built by Carolina custom builder, Jarrett Bay.

The boat, which is still under construction, will be able to withstand the rugged conditions off the Carolinas, while also maintaining a draft that can ably navigate inland waterways. To that end, she'll only draw 2 feet 6 inches (engines down) but also have an aggressive Carolina flare.

Strange will have plenty of room to maneuver when



f MICHAEL WINN "Jarrett Bay has merged the classic Carolina flared hull with the efficiency and usefulness of a center console in this refreshing new design."

fishing, since the cockpit is 45 square feet, and he'll also be able to hide from the beating sun overhead thanks to a custom T-top. Flush-mounted rodholders and a 37-gallon livewell help ensure that this boat is fish-ready at all times.

Her powerful, twin 300-horsepower Yamahas are supported by an Armstrong bracket for enhanced performance. That's a good and bad thing for Jarrett Bay. Because the extra space and durability

afforded by the bracket will no doubt make Strange *want* another Jarrett Bay, but he certainly won't *need* one for quite some time. □

252-728-2690;
www.jarrettbay.com

LOA: 32'0"
BEAM: 11'0"
DRAFT: 2'6"
STD. ENGINES: 2/300-HP
YAMAHA OUTBOARDS
CRUISE SPEED: 31 KNOTS
TOP SPEED: 48 KNOTS
PRICE: UPON REQUEST