



JARRETT BAY 67 SPORT YACHT

Keeping it old school is the new school

BY CAPT. JEN COPELAND

With over 100 boats delivered since 1986, it's no wonder Beaufort, North Carolina's Jarrett Bay Boatworks founder Randy Ramsey lives by the belief of, "If you want it, we can build it—and service it—anywhere, anytime," when it comes to his company's truly custom products. And with a family of customers spanning the globe, one in particular knew exactly what he wanted, and where he could get it. Armed with a picture of an old trunk cabin Rybovich, the owner of *Privateer*, a 67-foot Jarrett Bay, embarked on a journey that began with a simple meeting and ended with the boat of his dreams.

ALL PHOTOS COURTESY LUKE PEARSON / JARRETT BAY BOATWORKS



+ Check out an extended photo gallery of Privateer at marlinmag.com/jarrett-bay-67.



The throwback trunk cabin design is rarely utilized by a Carolina boatbuilder, but when it is, it not only becomes personal but also very memorable.

At the Palm Beach Boat Show, I was privy to a showing that was as comprehensive as it could get. *Privateer's* Project Manager, Nile Mitchell, had an answer to every question and a reason for every detail. Not only is *Privateer* one of a kind, she is also different from anything else out there. Not one to follow a crowd, this Jarrett Bay goes farther than the crowd.

HULL AND SUPERSTRUCTURE

Each Jarrett Bay is a fully custom construction project built in cold-molded fashion. The bottom consists of three layers of fir plywood for both durability and impact resistance, while Okoume's properties provide the perfect canvas for the sexy curves and blemish-free hull.

Designed and built specifically for *Privateer's* rather tall owner, the need for headroom not typically found in modern sport-fishers was in order. The salon of any ordinary sport boat can accommodate almost all persons of height, but once down the companionway, it can become a real issue.

One of the most interesting features of the superstructure was the hardtop. Because the *Privateer* family likes to have a variety of options—fish, cruise, or just chill out at

anchor in the Bahamas—this hardtop, which is accessed by way of three molded steps that are recessed in the center window frame, was adapted to store kayaks and paddleboards on custom powder-coated cradles for days when exploration is on the agenda.

For the design team, the elevation of one element created a trickle effect: if one came up, it all had to come up. The result: Angles that line up perfectly, flowing in a way that is pleasing to the eye, and the hull is still very much a Jarrett Bay.

PERFORMANCE

On the boat show move-out day, I hopped onboard for a sea trial. As the tide pushed hard into the seawall, the 67 was spot-on responsive and pivoted perfectly on her axis.

Her twin Caterpillar C18 ACERTs propel *Privateer* with impressive performance numbers. At a cruising speed

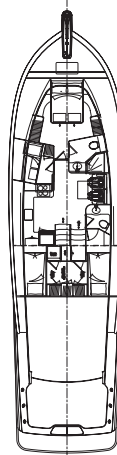
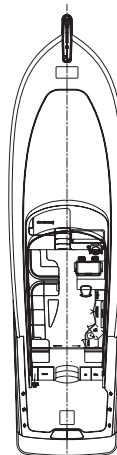
of just over 26 knots pushing 2,000 rpm, she burns a modest 90 gallons per hour, and the best description I can come up with for this ride is smooth and silky.

In *Privateer* you get the best of all worlds: the feel of motor yacht, the solid platform of a large trawler, and the hull performance of a Carolina-made sport-fisher.

INTERIOR AND HELM STATION

The raised overhead of 6 feet, 9 inches and what seems like limitless windows in the interior—upstairs and down—gives the impression of a space where a family can really live with plenty of breathing room, while satin teak veneers fill the 3-stateroom/2-head space with luxury.

As you enter the salon through two massive center-line sliding doors, you find a roomy, naturally-lit space in a traditional nautical look.



SPECS

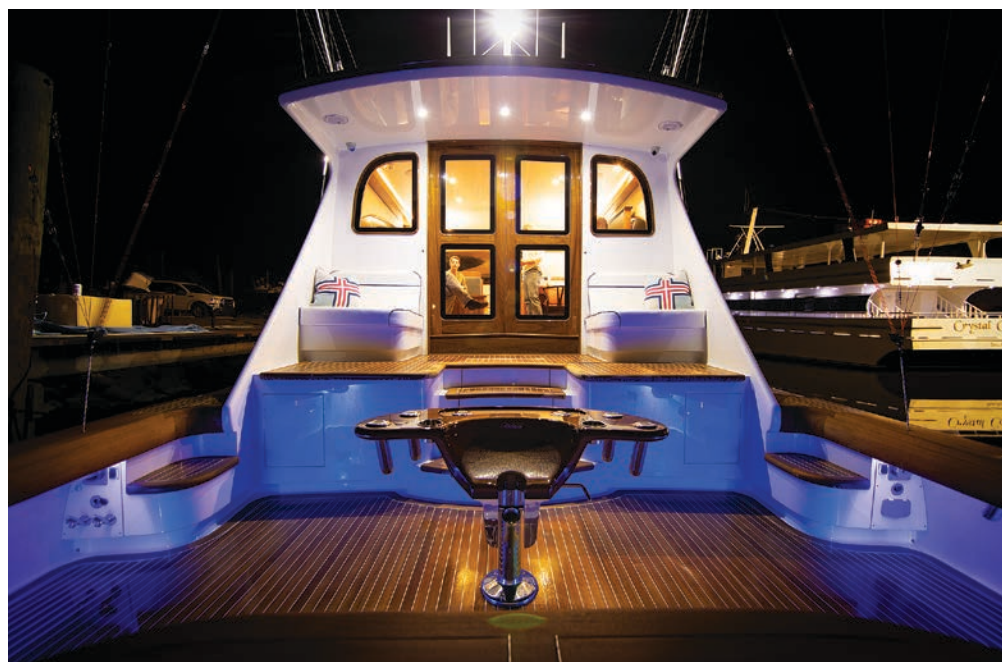
LOA: 67'3"	BEAM: 18'2"	DRAFT: 4'9"	DISPL: 64,000 LB.	FUEL: 1,320 GAL.	WATER: 200 GAL.	POWER: TWIN 1,136 HP CATERPILLAR C18 ACERT
GEARS/RATIO: TWIN DISC/2:01	PROPELLERS: VEEM—32 DIA. 41 PITCH	CLIMATE CONTROL: DOMETIC	PAIN: TOPSIDES—ALEXSEAL; ANTIFOULING—PETIT			

Wide-plank teak and maple floors complement the port side navy blue lounge. To starboard, a long teak cabinet runs the length of the salon—housing bar essentials, an ice machine, and a small stainless-steel sink—ending at a captain's chart table just aft of the helm station.

A large, double Stidd helm seat is mounted atop another teak cabinet opposite a cream-colored U-shaped navigator's lounge, and the visibility offered at this owner-operated helm does not disappoint.

Down the stairs, the galley opens up with over 7 feet of clearance and the wide-plank maple sole brightens it even more. A full standup refrigerator occupies the aft bulkhead, and along the port side, an L-shaped galley offers plenty of prep and cooking area. Every extra bit of galley space that was not already part of existing storage was fashioned into one; like the sweet breakfast nook laying to starboard.

An inviting portside guest room, a large, casually refined full-beam master with en suite head sits mid-level, and the VIP is all the way down and aft, where a washer and dryer hides behind its clever cabinetry. Both heads



are huge and flooded with natural light, thanks to the generous trunk windows.

COCKPIT AND ENGINE ROOM

The 136-square-foot cockpit is super-clean, rendering a stage for all kinds of water activities. The built-in swim platform provides easy access in and out of the transom gate to either launch the water toys or go for a swim.

A huge, double-lidded transom box means there is also plenty of fishing to be

had aboard *Privateer*. The cockpit is styled like a sport-fisherman, complete with teak deck, covering boards and rocket launcher.

A centerline-split mezzanine creates ample tackle storage, refrigeration and deep ice bin; classic white cushions piped in navy adorn two lounges that flank the solid teak salon doors, and the LED under-gunwale lighting keeps the cockpit lit well enough for passengers to move around safely at night.

With the many components and systems living in the engine room, the owner insisted they all be accessible. Instead of the boat being built around them, Jarrett Bay obliged with 6 feet, 6 inches of headroom, and every major system can be reached for repairs and replacement if and when the time comes. It's refreshing to see a builder who steps outside the box like this.

The vessel's powerplants generate close to 2,300 horsepower and the list of

modern systems is virtually endless: dual Caterpillar C2.2T generators, Seakeeper 16 gyro stabilizer, livewell system, Caterpillar/Twin Disc/BCS hydraulic bow thruster, and 24-volt electric cockpit outlets.

One particularly inventive feature is a salon subfloor with two removable access panels that allow small systems, such as pumps and air-conditioners to be passed through easily, and if needed, the larger panel can be removed to accommodate bigger items, like generators and engine components. To say not a stone was unturned when laying out this Jarrett Bay is an understatement.

Nostalgia and performance are the key elements in this exclusively designed 67-footer. From a distance, *Privateer's* magnetism draws you in, finding yourself trying to peek in the windows, wondering what exactly lies inside this sleek and modern American beauty. Now you know. 🦞

