

BOATS

OF INTEREST

Jarrett Bay 67

Bold and Beautiful

By Dean Travis Clarke

The weather didn't seem so bad up in the sheltered area of the Intracoastal Waterway where Jarrett Bay Boatworks lives. But as we idled toward Morehead City and Cape Lookout, it turned out to be one of those days in Beaufort, North Carolina, at the foot of the Outer Banks. The wind blew out

of the most uncomfortable quarter; rain sheeted down from black spaces on the horizon; and the prospect of a very nasty ride loomed large once we hit the inlet and beyond.

Performance

Everything looked rosy as we headed toward the inlet, but once we got there,

things began to change. Even from the flybridge of a 67-footer, facing row after row of eight- to 10-footers can leave one's soul cold with trepidation. To his credit, *Waste Knot's* captain "Pizza" turned to me just before we reached the foothills of the Atlantic and said, "Here you go. She's all yours." Trusting soul!

Nosing through the steep seas at idle speed proved a poor choice. As the sharp entry and flared foredeck dropped over a wave crest, the next one broke on top of the deck. Picking the speed up to about 18 knots made all the difference, and we were gently able to traverse the head seas until we motored past the jetties and into deeper water where we could turn away.

We took the quartering seas on the bow, and the Jarrett Bay easily climbed up to 25 knots in total comfort. The seas were still large, but not as close together, and I found that both running the troughs and drifting beam-to the seas proved comfortable thanks to the boat's wide beam and relatively modest deadrise at the transom. All other performance attributes also met muster, with turns and close-quarters maneuvering offering no idiosyncrasies.

I know lots of purists who claim a boat this size just can't fish effectively. I found no problem whatsoever spinning the boat and backing down straight and true. Add the bow thruster into the mix, and I can't imagine a good captain ever being outgunned by a fish. And cruising speed in this boat considerably outpaces the top speed of many boats. At 2,000 rpm with twin 1,825 hp Cats, you can ghost along at almost 34 knots for more than 500 nautical miles.



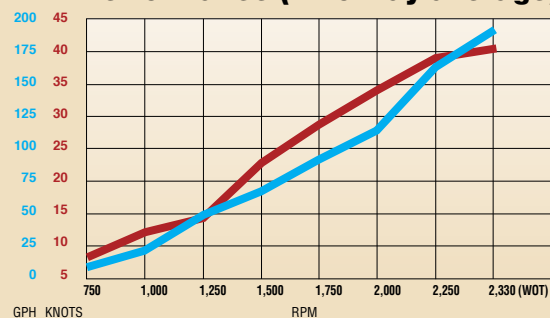
SPECIFICATIONS

LOA	67'7"
BEAM	18'
DRAFT	5'5"
WEIGHT	96,500 pounds (loaded)
FUEL	1,910 gallons
WATER	325 gallons
POWER	T 1,825 hp Caterpillar C32 ACERT diesels
PRICE	On request



Jarrett Bay Boatworks
Beaufort, North Carolina
252-728-2690
www.jarrettbay.com

Performance (Two-way average)



Flybridge

This constitutes one of the most innovative bridges I've ever seen. Starkly clean with instruments hidden in a huge, glossy compartment that lifts on rams, the design lends itself superbly to fishing. The helm affords a terrific view of the cockpit's Release fighting chair and both corners, as well as the forward half of the bow. Looking forward reveals an unusual owner request fulfilled by Jarrett Bay; the forward third of the foredeck sports traditional teak decking across the pronounced crown. Forward of



that fits a removable anchor pulpit for the rare instances when *Waste Knot* anchors out somewhere. Seeing how the pulpit swings out of the anchor locker and simply bolts into place shows just how gifted Jarrett Bay's engineers really are.

Additionally, Jarrett Bay (following the owner's wishes) built in several molded armchairs on the bridge that provide the most comfortable aft-facing seats imaginable. And what I started to notice here on the bridge carried through everywhere aboard: immense storage space.

BOATS

OF INTEREST

You'll find custom rod-and-reel racks under the seating in addition to dry storage and deep-freeze storage — all up on the flybridge. And of course, no self-respecting offshore boat goes anywhere these days without multi-colored LED lighting.

Interior

At 67 feet, the salon on *Waste Knot* seems even larger than you'd expect. The owners take their children along and travel far afield, so living space takes on added importance. The dinette seats five adults or more children very comfortably. Add the breakfast bar with its gorgeous stone counters, and this area becomes livable rather than just an entertainment space. Belowdecks you'll find sleeping accommodations for eight, storage in the bilge, and cabinetry under the berths, in closets and other places that I've never even seen before. In fact, since this family travels extensively and for long periods of time, Jarrett Bay waited until the boat was fully loaded (and boy, is it!) before it painted on the boot stripe. And what a testament to the hull form and design team that with all the loaded weight, *Waste Knot* still cruises at speeds at which other boats can only hint. Another interesting (and sensible) feature finds the washer/dryer occupying dead space behind the starboard, midship toilet rather than in the companionway as on so many vessels.

Engine Room

I always appreciate standing headroom in an engine compartment. I also like having what I consider important items, e.g., crash-pump valves, routine maintenance points, stuffing box adjustments, fuel



gauges, etc. on centerline or easily accessible. The Jarrett Bay 67 boasts all of these features — and right where they belong.

I also believe that noisy machinery should be kept away from the forward engine-room bulkhead to help keep the living quarters quieter. The twin 21.5 kW Caterpillar generators reside in a separate pump room between the engine compartment and the lazarette.

Cockpit

Aboard *Waste Knot*, the obligatory mezzanine holds more storage than I dreamed possible. You won't find an iota of unused dead space here — or anywhere aboard for that matter. Shortly after my sea trial, the boat left to spend a couple of months in Isla Mujeres, Mexico. Shortly after it returns, it heads to Bermuda to fish the summer tournaments there. Yes, this boat *travels*, and it provides all the storage it will ever need to fulfill that mission.

Design and Construction

Consider this: The designed draft of *Waste*

Knot hits five feet, five inches. That means those shallow island harbors suddenly become accessible to this 67-footer! You can thank its conical prop tunnels for this skinny-water capability. Not only do they lower the shaft angle for shallower draft, but their design also increases the speed of the water past the props, improving speed and efficiency. Combine that running surface with the strong yet lightweight cold-molded construction; high-speed stainless-steel rudders; cone-shaped prop nuts; and a sterile bottom devoid of thru-hull protrusions, fairings and the like; and you get a large boat with the speed and economy of a smaller vessel. But honestly, you'd never know about all the advanced technology by just looking at *Waste Knot*.

At a glance, the signature Carolina bow flare, aft tumblehome that curves in numerous directions at once, and the gleaming Alexseal-coated topsides and cabin give this boat the look of a timeless classic.

Whenever I visit Jarrett Bay, my mind boggles at all the potential.

You could easily become overwhelmed by the infinite possibilities available to you from this company's talented artisans. There's simply no limit to what these masters can build for you.

EQUIPMENT

- Sea Star electro-hydraulic steering
- Rupp 48-foot hydraulic outriggers
- Elan entertainment system w/ 4-terabyte hard drive and six zone controls
- Alexseal-coated topsides and cabin sides
- Twin Charles shorepower Iso-boosters
- Furuno NavNet 3D on multiple 8- and 15-inch monitors
- Furuno FCU-1150 sounder
- Northstar 6100i chart plotter
- Simrad AP-28 autopilot
- Taiyo RDF
- FLIR camera system
- Twin ICOM VHF's
- DD1 digital depth sounder
- Miya Epoch Super-US 9HD electric teaser reels
- VonWidmann underwater exhaust system
- Total Fuel Management fuel polishing system
- Ocean LED underwater lighting
- Release Marine fighting chair