



## BAYLISS 67

**J**ohn Bayliss is a detail freak! No detail, no matter how small, escapes his attention. He tweaks all design features — structural, mechanical, electrical and cosmetic — as close to perfection as possible.

For example, he uses hospital bed actuators to control the trim tabs using push/pull stainless-steel shafts. The shafts run through dripless shaft seals, with spare seals already in place in case one leaks, and the entire mechanical apparatus rests neatly inside the hull.

The varnished engine room access steps hide an ice maker that's encased in polished stainless steel. The steps swivel up on a gas lift for easy access. The superb engine and pump rooms offer ready access to filters, pumps, compressors and manifolds for gasses and fluids. (And all are mounted on chrome or stainless brackets.) I'd characterize the painted surfaces throughout as flawless — even in rarely seen spaces.

*Bud Man*, a 67-footer, features built-in storage lockers along the hull sides for battery banks, filters and other small items. Before I realized the glistening lockers

weren't the hull sides, I wondered aloud just where Bayliss had hidden the batteries and if they could be easily checked or serviced. I should never have doubted the builder's attention to such a crucial element.

On the flybridge Bayliss pointed out something else I had never seen before: a solid aluminum block with bored-out chambers that accept threaded quick-connect fittings to accommodate hydraulic hoses. This nifty innovation allows you to work on the steering or autopilot hydraulics without bleeding the system or cleaning messy drips and spills.

Bayliss set all of the displays on the bridge instrument panel at just the right angle for easy viewing from the helm and covered them with tempered glass. A rubber gasket set into the frame's edge makes the cover watertight and slam-proof since it traps a cushion of air in the compartment every time you close it.

Bayliss installs drains everywhere! He guides water away in channels (bridge and cockpit) and ushers it down to places where it won't drip on or flood the decks.

Inside, the joinery consists of beautiful golden teak veneers cut from the same tree to match grain and color. To take this one step further, each stateroom utilized a single tree to supply its veneers as well.

In the cockpit, gaff and mop lockers offer yet another new wrinkle. Instead of hinging into (and, therefore, impinging upon) the cockpit when opened, the doors slide forward into the cabin sides. Even big flying gaffs fit into these tubes with ease.

Leaving Wanchese, North Carolina, for our sea trial, the boat came onto a plane from trolling speed

easily and quickly. Yes, new emissions standards and controls have gutted response times on *all* new diesel-powered boats, but the Caterpillar ACERT engines and Twin Disc's amazing "Quick Shift" gear boxes are, in my opinion, the best solution available today. (I had not seen Quick Shift gears in such high horsepower ratings before and welcome the addition to the Twin Disc line as much as its competitors must hate it!)

The Bayliss tops out at a whopping 42 knots and cruises at 33 to 34. That represents a mere 1,950 rpm and 68 percent engine load. At that speed, you get an honest 600 nautical-mile range. Quadruple that at displacement speeds!

A stiff offshore wind posed no real test of the Bayliss' sea-keeping qualities. I did find enough chop, however, to realize it had a soft head-sea ride, ran drier than most and backed down controllably at 7½ knots. At 1,700 rpm, it makes almost 30 knots — fully loaded. I topped 42 knots wide open.

If you know exactly what you want and are willing wait for it, then you have to consider a Bayliss. You won't find a more terrific custom builder.

— Capt. Peter B. Wright

### SPECIFICATIONS

LOA	67'
BEAM	19'3"
DRAFT	5'2"
WEIGHT	72,000 pounds
FUEL	2,375 gallons
WATER	450 gallons
POWER	T 1,825 hp diesels
BASE PRICE	Price on request

Bayliss Boatworks  
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