

ON THE DRAWING BOARD



Bayliss 80

Despite the economic *Sturm und Drang* affecting the world today, certain custom boat-builders have continued to stay busy with seemingly ever-larger new projects. John Bayliss at Bayliss Boatworks is one of those fortunate people. Still basking in the glow of his most recent launch, the 68-foot *Uno Mas*, Bayliss and long-time naval architect Robert Ullberg of Ullberg Yacht Designs recently accepted the commission to build Bayliss Boatworks' largest hull to date. The new behemoth should be ready to splash in 26 months, depending on how involved the final design becomes and, of course, how many midstream changes occur.

Bayliss consistently lives up to its corporate philosophy of "We are limited only by your imagination. If you can imagine it, we can do it." To date, the Bayliss execution has invariably exceeded the dream.

The new Bayliss 80 also represents the first enclosed flybridge yacht to come out of this shop. And one glance at the artist's rendering shows the adherence to Bayliss' desire to curve all lines. Everywhere you look — both inside and out — you'll find beautiful radius curves, soft edges and corners with rounded profiles.

The interior holds five double state-

rooms, each with a private head and shower. At present, the salon plans call for a standard convertible layout and expect quartersawed golden-teak joinery throughout the interior. One of Bayliss' specialties is his use of air-actuated doors and hatches, and this 80 will sport more than 20 of them when completed.

The cockpit will come with the now-obligatory mezzanine seating, with tons of dry and cold storage, a stainless-steel grill, tackle storage, freezers, a bait box and an in-deck ice dump for the Eskimo 60 ice maker. Other cockpit features include air conditioning on the mezzanine level, tuna tubes, three livewells, gaff lockers with air-ram actuators and a cockpit TV monitor. The cockpit plans

SPECIFICATIONS

LOA:	80'
Beam:	21'
Draft:	5'8"
Weight:	125,000 pounds
Deadrise:	12.9 degrees
Fuel:	3,000 gallons
Water:	450 gallons
Generators:	T 38 kW Northern Lights
Power:	T 2,600 hp MTU M94 diesels

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also call for a teak transom, cockpit sole and covering boards.

Moving up to the enclosed bridge (accessible from both inside the salon and the mezzanine deck), the forward helm boasts wraparound seating, a full audio-visual system and a wet bar.

This big girl should be easier to park thanks to a hydraulic bow thruster, though it has yet to be determined whether or not the boat will get ZF's new Joystick Maneuvering System, like *Uno Mas* did. The JMS combines standard running gear with a bow thruster and impressive software to let the captain move the boat sideways, diagonally, forward and backward and spin at the touch of a little joystick, exactly the way new azipod propulsion maneuvers.

Bayliss built his reputation by building exceptionally swift, seaworthy vessels. So despite this 80-footer's acreage, you can expect its dual 2,600 hp turbo diesels to push it across the ocean at a rapid clip. But the attention to detail is what truly sets Bayliss Boatworks apart from the masses. Every new hull exiting this shop impresses all those who board it, each one with more innovation, advanced technology and gorgeous craftsmanship than the last.

— Dean Travis Clarke

