

BAYLISS BULLETIN

THE OFFICIAL NEWSLETTER OF



BAYLISS BOATWORKS

FALL '17 | WINTER '18

WE THE PEOPLE



VISIT US ONLINE BaylissBoatworks.com

GAMEBOAT 60'

M A M A C



START DATE: Summer 2016
LENGTH: 60 ft.
BEAM: 17' 8"
DRAFT: 4' 6"
FUEL CAPACITY: 1,350 gal.
POWER: (2) MTU 12V2000 M96L @ 1600 hp each
GENSET: (1) 21 kW Phasor generator
WATER CAPACITY: 200 Gallons
WATER MAKER: 1,800 GPD Dometic
HOLDING TANK: 75 gal.
GYRO STABILIZATION: Seakeeper 9

The past 17 months have been an exciting adventure for us, as we've been able to create and introduce the **60' Mama C**, the first of our GameBoat concept.

Truthfully, we've been wanting to do this for a long time. We learned many lessons by fishing our 47' Scarborough, the **Tarheel**, hard in Costa Rica. We are officially the slowest boat in the fleet. We start early and stay late; when we are there, our focus is fishing. The experience that we get from fishing a simple boat is unlike any other: cleanup takes 35 minutes, storage is ample, the interior is easy to clean, throw pillows don't become a chore of removing and re-placing before bed and when we awake. Maintenance is simple—change the oil, slather new bottom paint, tune up the wheels.

These convenient characteristics of the **Tarheel** became the stepping stones that led us to the simplicity and effectiveness of our newest concept: GameBoat.

The GameBoat is not a charter boat, nor a production boat. As far as quality, construction, fit and finish, the GameBoat is absolutely no different than any other boat we've ever built. The only difference with **Mama C** compared to previous builds is her singular purpose to fish effectively. Every single decision we made on this project was somehow related to what's going on behind the transom.

FEATURES

Accommodations: Two stateroom/two head layout with custom tackle room.

Galley: Two Sub-Zero under-counter refrigerator units, two-burner Wolf induction cooktop, and Viking microwave

Salon: Port and Starboard sofa with extensive tackle storage below.

Cockpit: Built-in transom fish box, Two stainless custom mezzanine refrigerator boxes, tackle storage, and large ice bin.

Flybridge: Center console layout with port and starboard bench seats including rod storage.

Speed: Top Speed: 44 knots
Cruise Speed: 32 knots @ 1800 rpm (90 gal./hr.),
38.5 knots @ 2100 rpm (132 gal./hr.)





THE WORD “EMPLOYEE” DOESN’T SEEM LIKE THE RIGHT WORD TO USE WHEN REFERENCING THIS GROUP OF TRUSTED FRIENDS, FAMILY MEMBERS, DEDICATED CRAFTSMEN, AND PROFESSIONAL COMEDIANS.



LETTER FROM **JOHN BAYLISS**

OVER 15 YEARS AGO, six guys and I decided to start building a boat. Before we could blink we had three more boats on order, and some real work to do.

Today, our staff includes a diverse group of talented men and women, totaling over 100 employees. The word “employee” doesn’t seem like the right word to use when referencing this group of trusted friends, family members, dedicated craftsmen, and professional comedians. We all share the same passion for dedication to a craft, pursuit of perfection, delivering a quality experience to our customers, and of course—sportfishing. The sum of the parts always equals the whole, and we feel that we’ve got a pretty good group of parts. Our strength is our people. We’ve been able to grow as we have because of our team.

Every Monday morning, we gather for a meeting in the same shop that we began in 15 years ago. We cover a lot: birthdays, recognition for particularly hardy employees who’ve stuck with us for 10 or more years, customers

visiting the shop soon, and maybe (if we’re lucky) how we did in last week’s tournament. Truthfully, it’s hard to describe the feeling I get when I look around at our weekly assemblage and see faces I’ve seen every Monday for 15 years.

A couple of months ago, we decided to honor some of the people that have been with us for a while, and exemplify the spirit of the company and our unified goals. Thus, the launch of our **WE THE PEOPLE** campaign. You will see faces of our employees in print and online throughout the next year, as we honor their dedication and commitment to the process and the final product.

I think we all feel very lucky to be able to build boats for a living, and to interface with the customers and vendors that we get to see on an almost-daily basis.

Thank you for supporting us, and giving us the fire to do what we do.



Release MARINE



ALWAYS LEAD, NEVER FOLLOW . . .



BAYLISS 64'

L O R - A - D I



U P D A T E

Lor-A-Di has reached her final months before delivery. Our 64' build now sits clad in final paint, and is fully fit with a tower and hardtop: Lor-A-Di is scheduled to be delivered in early 2018.

Her slick three-stateroom, two and a half head layout is tailored to ac-

commodate plenty of friends and family, along with an added tackle room to make sure she's ready for any eventuality on the rip.

In these final months, electronics are being installed and tested, and custom rod storage is being set and arranged. The base for the faux teak

transom has been laid, as we await final lettering in the coming weeks. Final cabinetry buildout and installations are taking place and systems are being finalized as we begin our first sea trials. Look for all the details of Lor-A-Di's final days on Roanoke Island on both our website and social media.

LENGTH: 64' | **BEAM:** 18' 7" | **DRAFT:** 4' 10" | **POWER:** Twin 1,920 hp MTU 12V 2000 M96L | **GENSET:** Two 20 kw Northern Lights | **FUEL:** 2,000 gal.
WATER: 200 gal. | **LAYOUT:** Three-stateroom, two-and-a-half-head



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BAYLISS 75'



FORWARD FUEL TANK INSTALLATION

UPDATE

Bayliss 75' will be part of a two-boat program, and the owner's second Bayliss hull. Two-boat fishing programs have become quite popular these days, as owners seek more remote destinations in far flung areas. Typically, two-boat programs stash one boat in the Pacific, and save one for the Atlantic/Caribbean.

This 75' build has moved through the paces since her flip this summer. Her

bulkheads, forward fuel tank, and forward sole have been installed. As the winter progresses, we will be focusing on engine installation, interior bulkheads, and cabin installation.

Features will include a natural teak cockpit bulkhead, toe rail, transom, and more. Built for travel to remote destinations, she will be equipped with seven custom stainless refrigerator/freezer boxes, all fabricated by

our crew in-house. The interior layout is designed around a center island galley and very symmetrical, balanced living space. Systems will include a pair of Tier 3 Northern Lights 30 kw generators, a Seakeeper 26, dual 1,000 pound-per-day icemakers, an FCI watermaker, and much more. She is scheduled to launch in late summer of 2019.



LAMINATING CARLINGS



SALON DECK



FAIRING THE BOTTOM





BAYLISS BROKERAGE

WE'VE MADE IT OUR MISSION TO SERVE OUR CUSTOMERS THROUGHOUT THE LIFECYCLE OF THEIR BOAT. TO MAKE OUR COMMITMENT MORE ROBUST, WE CREATED BAYLISS BROKERAGE.

Our goal with this newest venture is simple – be fair. We are striving to find our customers the right boat, the right price, or no deal.

Over the years, we have had many requests for assistance in helping to either locate or sell high-quality yachts. We have the experience to bring the right boats and buyers to the right people.

Today, we are seeing a very active brokerage market in the sportfishing world. It seems that most boats of any quality are selling quickly - quality inventory is low! Therefore, a quality sportfisher tends to bring a higher value during times like this, which is always something to consider if you are on the fence about selling your vessel. Conversely, if you are looking for a vessel, our advice would be to act quickly. With a market like this, quality boats tend to not last long before they are scooped up.

Check out our Brokerage page on our website to see our first listing!



TIPS ON BUYING

- Communicate with your broker and decide exactly what you want, and can afford.
- Once you find a vessel, ask the previous owner or captain to review the vessel's maintenance and usage logs.
- Finding the right marine and engine surveyors is key—hire the best to protect your investment!
- Does the vessel have a full-time captain? Hopefully so.
- If the vessel performs flawlessly on sea trials, and you are positive she is "The One," your broker will assist you in drawing up an acceptance letter and move forward with negotiations.

TIPS ON SELLING

- Work with your broker to set pricing.
- Centrally list your boat—you'll have better odds at selling.
- Make sure all vessel and maintenance logs are up to date and readily available.
- Perform any necessary work so a vessel survey will be the best it can be.
- Vessel appearance is critical! Remove or store all personal belongings and thoroughly clean the interior.
- Have the vessel's exterior professionally buffed and waxed.
- Ensure the vessel's bottom and propellers are clean—she should perform at her peak when the sea trial is performed!





MIKE GLAESNER

Our lead broker, Mike Glaesner, brings a wealth of experience and knowledge to the table so that our customers know they are being advised by the right people. Check out Mike's list on page 8 of additional tips you should consider when listing or buying your vessel.



FOR SALE CHASIN TAIL | 67.3333' | 2008 BAYLISS BOATWORKS
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GAMEBOAT 62'



UPDATE

Started in May 2017, GameBoat 62' is taking shape. She was flipped this summer and is now moving past benchmarks, from bulkhead installation to engine and pump room buildout. The machine tunnel is in final paint, and the engine room and lazarette will begin the fairing process soon. This winter, we will see engine and deck installations take place!



START DATE May 2017 | **LENGTH** 62' | **BEAM** 18' 2" | **DRAFT** 5' 1" | **FUEL CAPACITY** ~1,500 gallon | Two aluminum Best Fab tanks

POWER Two (2) MTU M96L V12 @ 1925 hp each | **GENERATORS** One 20kw Northern Lights | **WATER CAPACITY** ~250 gallon single fiberglass integral tank

HOLDING TANK 80 gallon single fiberglass integral tank | **LAYOUT** Three Staterooms, Two Heads, Tackle Room



BULKHEAD INSTALLATION



PUMP ROOM SHELF BUILDOUT



MACHINE TUNNEL IN FINAL PAINT



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FROM THE BOATYARD

HERE ARE A FEW UPDATES
FROM OUR MAJOR BOATYARD
PROJECTS SINCE 2017 BEGAN



BROTHERS PRIDE 54' OMIE TILLET

Built in 1980 by Omie Tillett, the 54' Brothers Pride is a real product of passion and purpose, as seen from the beginning. Her first day off-shore as a finished product yielded three blue marlin, meaning much to her owners who had participated heavily in the build process.

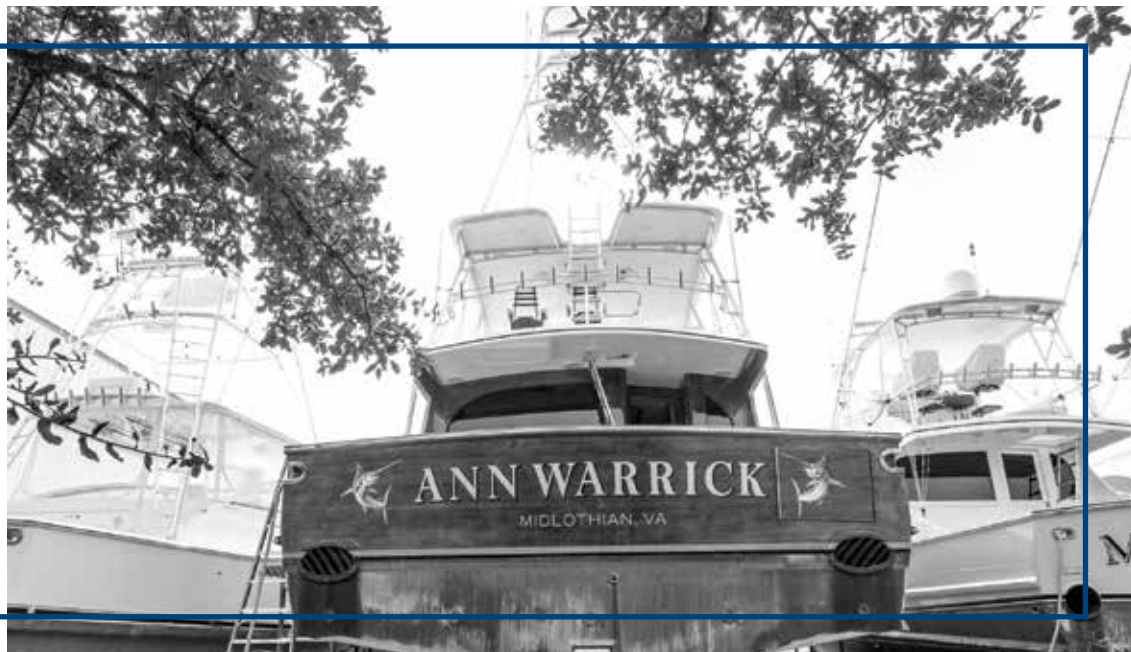
This boatyard project will be a full makeover - fiberglass repairs, a full paint job, and a new hardtop frame are on the list. Sanding has begun on the topsides and cabin, as this lovely flare gets ready to make her way into the paint bay.

One of Omie's prettiest boats, it's great to see the owner's staunch commitment and investment in getting her back to "better than new" condition! Stay tuned - we will be detailing this project from start to finish.



ANN WARRICK
76' PAUL MANN

A 76' Paul Mann, she is here for faux teak work, engine service, sheer repairs, new teak coverboards and coaming, rebuilding of her bow deck mounted davit, and other routine maintenance items.



EL TEJANO
66' SPENCER

This 66' Spencer is in our yard for some big upgrades. In addition to routine maintenance and engine service, El Tejano is having some major faux teak work completed. The half round, toe rail, salon door, and bow pulpit are all getting faux teak for the first time.



HUNTRESS
61' F&S

This 61' F&S will be getting some serious upgrades this winter. On the list includes a full repower, electronics upgrade, interior upgrades, faux teak helm pod, and a new black mask.





**D.A. SEA
65' PAUL MANN**

This 65-footer built by Paul Mann is preparing for a busy fall in our boatyard. In addition to having both engines rebuilt by CAT, our team will install new generators, two Seakeeper 6 gyros, as well as replace the exhaust risers, steering, icemaker and watermaker. At the end of her stay she will certainly be like new!

**REEL ESTATE
57' JIM SMITH**

A boatyard regular, this 57' Jim Smith is visiting for routine maintenance items, bow deck paint/non-skid, and a new faux teak toe rail.



O F N O T E

SPECULATOR | 80' MERRITT

Routine maintenance

BIG DOG | 42' GRAVES

Full re-power, new outriggers, topside paint

CHESAPEAKE | 61' GARLINGTON

Routine maintenance, salon and electronics upgrades

FIN PLANNER | 58' HERITAGE

Full paint

LIGHTS OUT | 65' BAYLISS

A/C service, routine maintenance items



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IN OUR LAST ISSUE, TIM WALTERS COVERED THE NEW TIER 3 MTU 10V ENGINES, AND THEIR DEBUT IN THE U.S. (AND IN OUR FIRST GAMEBOAT, MAMA C). TIM IS BACK IN OUR FALL ISSUE TO DISCUSS THE MTU CONTROLS AND MONITORING THAT WAS INTRODUCED ALONGSIDE THE NEW M96 ENGINES.

MTU EXPANDS SERIES 2000

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BY TIM WALTERS | MARINE SALES MANAGER, WESTERN BRANCH DIESEL

PART 2

It would not be fair if we didn't mention the new MTU BlueVision | NewGeneration (BVNG) controls and monitoring. When the M96 engine line was introduced MTU also brought to market the new BVNG controls and monitoring. This system is fully integrated into the engine/gear package and fully supported by MTU. With the new BVNG controls, you get all the features you require, as well as a monitoring and control system to operate one of these high-tech fishing machines.

Starting with a single component connection point, we use the Local Operating Panel (LOP) as the center for the system. All cables originate from here. This, of course, feeds the controls and displays. The controls have several control options ranging from full lock up (Cruise mode) to slipping clutches (Troll mode) and even a combination of both (Smart Cruise), where you have total control from maximum gear slip through lockup and then onward to full engine RPM without any buttons or switches to turn on or off.

This gives maximum control over the boat and allows the captain to focus on his work, not buttons or switches. Along with all control options, BVNG offers warm-up mode, custom programmed switches, and synchronization. Synchronization can be done as a handle proximity, or as a single handle control. This is set during configuration by an MTU technician at start-up, based on the captain's choice.

These controls are all supported by a 7" color digital display that is easily seen in full sunlight as well as total darkness. With this display, the user can change the settings at one display and see those same settings in other stations onboard. The display can be chosen to suit the

captain's preference, whether a digital bar graph style to the old-school analog style. Need to connect an engine room camera as well? No problem.

“ THIS GIVES MAXIMUM CONTROL OVER THE BOAT AND ALLOWS THE CAPTAIN TO FOCUS ON HIS WORK, NOT BUTTONS OR SWITCHES. ”

If the captain is inclined, MTU also carries a joystick control system that is fully integrated into the package. This provides close-quarter docking control as well as “Station Hold”, which keeps you on station while waiting for a bridge or, perhaps pulling fish off a wreck. Coming soon is the new “Heading Hold” feature that will keep the boat headed in a certain direction while allowing the boat to drift

along that line. We see this feature to be very useful for drift or kite fishing.

Best of all, the BVNG automation system is covered as part of the MTU Factory and Extended Warranty Program which can be extended up to a total 11 years (some conditions apply).

With these new features and benefits, it is easy to see why MTU is becoming the first choice of power for premier sport fishing and convertible boats worldwide. That makes it easy for the best boat builders in the world to choose MTU when building within this power range. Now, let's install some MTU engines. Tight Lines!



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✓ 4 sec ago



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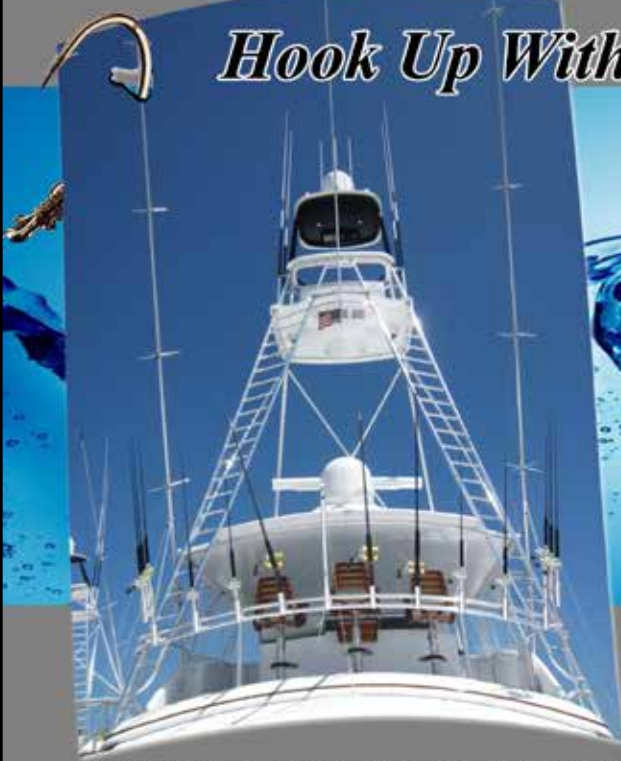


THINKING OF GETTING A SEAKEEPER? ALREADY HAVE ONE INSTALLED?

REMEMBER THAT BAYLISS BOATYARD IS A CERTIFIED SERVICE & INSTALLATION CENTER FOR SEAKEEPER. WE CAN TACKLE ANY SEAKEEPER PROJECT! CHECK OUT THESE RECOMMENDED SEAKEEPER MAINTENANCE INTERVALS FOR YOUR STABILIZER...

SUB-SYSTEM	TASK		RUNNING [RUN] HOURS	CHRONOLOGICAL PERIOD
BRAKE SUB-SYSTEM	BRAKE SERVICE			
	Change	Hydraulic Oil Flush	1000	Annually
	Inspect	Brake Bushings	1000	Annually
	Replace		2000	As Needed
	Inspect	Hydraulic Cylinders & Hoses	1000	Annually
	Inspect/Replace	Hydraulic Accumulators	1000	Annually
COOLING SUB-SYSTEM	Check/Replace	Zinc Anode	150	3 Months
	Zinc inspection and replacement is as needed dependent on usage, geographical location, and other environmental conditions.			
	Inspect	Heat Exchanger	150	3 Months
	Replace	Heat Exchanger	2000	Or As Needed
	Check/Fill	Coolant Level - Glycol	150	3 Months
		Clean/Descale Heat Exchanger	1000	Annually
Change	Cooling System Flush - Glycol	1000	Annually	
ELECTRONICS SUB-SYSTEM	Inspect	All Electrical Connections, Cables & Components	1000	Annually
MECHANICAL & FOUNDATION	Inspect	All Mounting Hardware/Bolts	1000	Annually
ADDITIONAL MAINTENANCE SCHEDULE FOR SEAKEEPER 26 & SEAKEEPER 35				
MECHANICAL & FOUNDATION	Inspect	All Mounting Hardware/Bolts	1000	Annually
	Inspect	Isolation Bushings, Pins & Clips	1000	Annually
	Inspect	Clevis Assemblies (4), Bushings, & Pins/Clips if needed	2000	—

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**Gregory Poole
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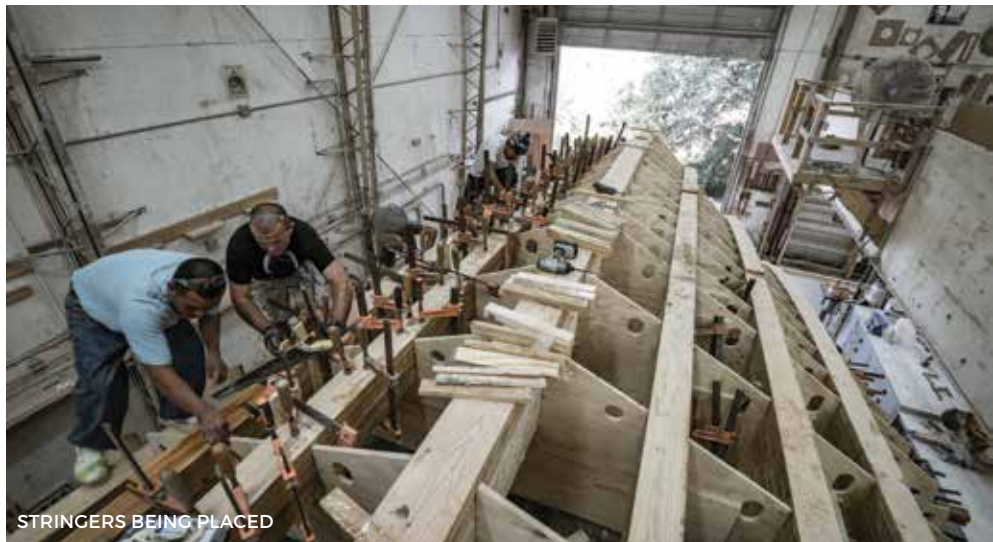
INTRODUCING BAYLISS 78'

- LOA:** 78'
- BEAM:** 21' 8"
- DRAFT:** 5' 10"
- DISPLACEMENT:** 150,000 lbs. (at fishing weight)
- WATER:** 450 gallons
- FUEL:** 2,700 gallons
- CYRO:** Seakeeper 26
- ENGINES:** 2 MTU M96 16V
- INTERIOR:** 4 Stateroom, 4.5 Heads, tackle room, U shaped Sofa, Dinette, Two air-actuated Pullman bunks
- EXTERIOR:** Teak mezzanine, Center console flybridge w/ bench seats

In October, we began construction on Hull 24, our newest 78-footer. This build will feature a totally new and re-invented master stateroom layout, teak mezzanine, and center console bridge design. Look for delivery in the spring of 2020.



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WAVE PAVER Bayliss 77'