

# BAYLISS

## BULLETIN

THE OFFICIAL NEWSLETTER OF



BAYLISS  
BOATWORKS

SPRING '18

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# BAYLISS 64' L O R - A - D I

**LENGTH:** 64'

**BEAM:** 18' 7"

**DRAFT:** 5' 2"

**POWER:** (2) MTU M96L 12V @ 1920 hp each

**TOP SPEED:** 43 knots

**CRUISE SPEED:** 37 knots

**GENERATOR:** (2) 20kw Northern Lights

**FUEL CAPACITY:** 1,900 gallons

**WATER CAPACITY:** 300 gallon single integral tank

**WATER MAKER:** FCI 1,800 gallons per day

**INTERIOR LAYOUT:** Three stateroom, two-and-a-half head,  
Custom tackle room

**BRIDGE LAYOUT:** Center console

**STABILIZATION:** Seakeeper 16



IN EARLY FEBRUARY, WE HAD THE PRIVILEGE OF RELEASING OUR NEWEST BUILD, THE 64' *LOR-A-DI*, TO HER OWNERS. BUILT FOR ACCOMMODATING LARGE FISHING GROUPS, AND CHASING EVERYTHING FROM MARLIN TO TUNA, *LOR-A-DI* IS APTLY SIZED AND NIMBLE.

Like all of our builds, *Lor-A-Di* is built the cold-molded way, with a triple layer of planks and 100 percent epoxy resins. The cabin, bridge and all bulkheads are built with Okoume plywood and Core-Cell A-500 foam.

*Lor-A-Di's* hull is painted Cloud White and paired classically with a black and gold boot stripe and bottom paint. She has a full faux teak package - the transom, toe rail, helm pod, drip molding, and salon door are all faux teak, in order to reduce maintenance.

The flybridge is a custom Bayliss Boatworks center console layout. Further customized, a single enclosure panel surrounds the console, eliminating the need for a full curtain enclosure. The 64' *Lor-A-Di* features a full tower and buggy top, complete with controls. Tackle and gear accommodation is plentiful on the flybridge, in both the forward brow and bench seat.

*Lor-A-Di's* cockpit has plenty of space: the mezzanine area features custom Bayliss Boatworks freezer and refrigerator boxes, drink box, a large ice bin, grill, and copious amounts of additional tackle and storage areas. There is a built-in livewell supply, as well as drains for on-deck livewells; a fighting chair and rocket launcher sits in the center.

The interior is bold and classic. Upon entering the salon, the four-inch teak plank flooring stands out and easily matches the sequenced teak veneers. The true standout is the polished Lemurian blue granite that is installed throughout the upper and

lower levels; it brings a quick flash of aqua shine and color to the interior veneer schemes. A custom L-shaped sofa is featured in the salon area, made in-house by Bayliss Boatworks. The salon is further completed with two bar stools and a starboard sofa. A salon coffee table with an expandable leaf converts to a dining table when necessary. The galley features two SubZero fridges, Miele speed oven and cooktop, and a Viking microwave.

Upon entering the lower level, it is clear the owner's intent for ample storage and guest space. The custom tackle room sits just off the companionway; it is constructed with well-designed and spacious cabinets, drawers, and rod storage.

The three-stateroom, two-and-a-half head layout provides a total of eight bunks for guests. A small day head is situated off the companionway, a convenient feature for fishing trips. Each head features wall-mount fixtures, along with the same Lemurian blue granite installed in the upper level spaces. The forward stateroom features copious amount of concealed rod storage beneath each bunk, in addition to a large hanging locker for guest storage. Bunk details include USB-charging cubbies and personal lights.

*Lor-A-Di* is powered with two MTU M96L 12V engines, each with 1920 horsepower. Her top speed is 43 knots. *Lor-A-Di's* cruise ranges from 32 knots at 1800 rpm (106 gallons per hour), to 37 knots at 2100 rpm (138 gallons per hour). For stability, she is equipped with a Seakeeper 16.





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## LETTER FROM JOHN BAYLISS

**IT NEVER GETS OLD...** Bluewater sportfishing is an experience that very few people in this world are privileged enough to take part in; the thrill of witnessing a 500-pound blue marlin roaring after a teaser all the way to the boat, then devouring the pitch cannot get any better!

Your interest in fishing may have started much like mine did over 50 years ago—with a cane pole and a bobber. That patience we all fostered to get to a bouncing bobber with a freshwater fish on the end has kept us motivated in fishing and has lead us all the way to the marlin and teaser.

Each day, our to-do lists seem to expand endlessly, and it all turns into the infamous hamster wheel that doesn't stop moving. Sometimes it's easy for me to forget the principles and practices in life that that keep me grounded and fulfilled (i.e., the cane pole and the bobber). For many of you reading this, your fulfillment might be sportfishing, too.

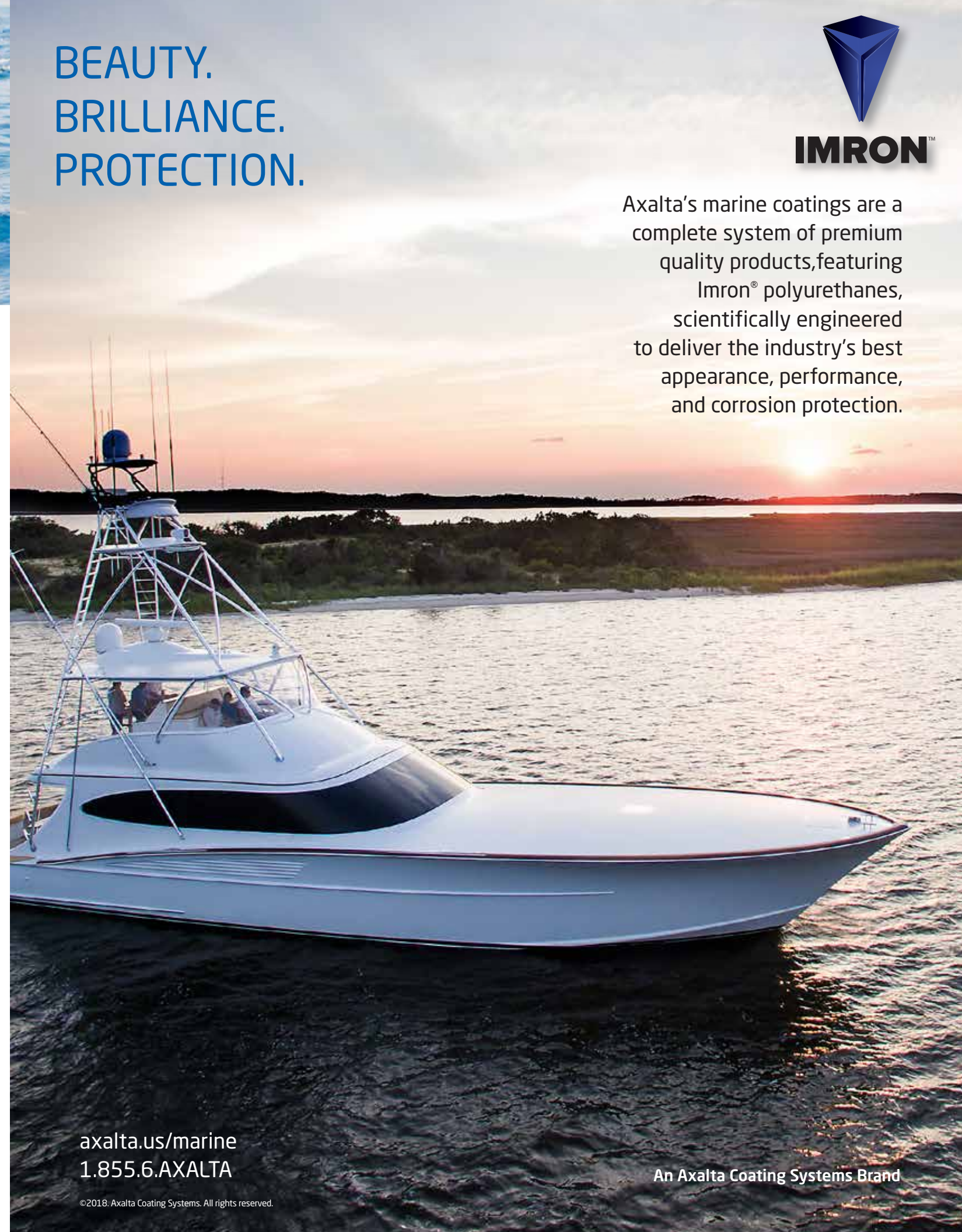
This past March, a generous owner allowed the crew of builders for the recently completed *Mama C* the chance to travel from Wanchese to Costa Rica and fish on the very boat that their hands built. It was remarkable; their reactions and emotions, their contagious enthusiasm with the sportfishing process was complete truth. *Mama C* started as a stack of wood in Wanchese in the summer of 2016. Nearly 16 months later, our crew was floating on her, cruising along at 37 knots, deploying riggers, baits, teasers, and witnessing remarkable creatures drawn to them. The spark of sportfishing was very alive on that trip, and we were all grounded.

“THE SPARK OF  
SPORTFISHING WAS  
VERY ALIVE ON THAT  
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ALL GROUNDED.”

My favorite part of charter fishing was being able to witness someone's first day offshore, and this still rings true today. The novelty of an offshore trip is very real on those days because it is all new—from the first ballyhoo's dip behind the transom to the last rigger's click into the side of the bridge. I'm always thankful that the freshness of someone else's first day offshore rubs off on me, to the point where I'm jolted back to that first tug on my first cane pole.

This edition's note is about keeping the sportfishing experience alive and appreciating the experiences we all get to share as a greater sportfishing community. No matter your involvement in this industry, chasing fish with your friends never gets old—there is always a common bond in this sport. Further, it's our responsibility to impart our love for this beautiful sport to the younger ones that are just beginning.

And, let's always remember—there is no difference between the bobber and the teaser.



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# GAMEBOAT 62!

## G A M E C H A N G E R

## U P D A T E

*GameChanger* got her two engines in the New Year and is now in the more detailed phases of flybridge and lower level build-out.

The flybridge will be arranged around a peninsula console, and will include a starboard bench seat and two helm chairs. Currently, the cabin and flybridge are in primer, which has really brought this build to life! Both upper and lower level cabinetry buildout is in full swing, which includes

three staterooms, two heads, and a custom tackle/freezer room.

The main components of the mechanical systems are being installed and finalized, from shafts to icemakers and water makers, all while our electrical crew is running wires and cutting panels. The cockpit buildout continues with the installation of the salon bulkhead and cockpit deck, which was finalized in March and April. The lower mezzanine will house

custom insulated drink boxes, bait boxes, and various storage spaces. The upper mezzanine will hold a grill station, tackle, and an ice bin.

This summer, look forward to continued progress on the lower level areas as well as buildout of the cockpit mezzanine. Once the mezzanine is complete, our crew will work on installing the teak deck, and coverboards!

**START DATE:** May 2017 | **SCHEDULED DELIVERY DATE:** Early 2019 | **LENGTH:** 62' | **BEAM:** 18' 2" | **DRAFT:** 4' 10"  
**POWER:** (2) MTU M96L 12V @ 1920 hp each | **GENERATOR:** 20kw Northern Lights | **FUEL CAPACITY:** 1,726 gallons | **WATER CAPACITY:** 250 gallons  
**WATER MAKER:** FCI 1,200 gallon/day with a dockside processor | **INTERIOR LAYOUT:** Three stateroom, two-head, Tackle/freezer room  
**BRIDGE LAYOUT:** Peninsula console, starboard bench seat, two helm chairs | **STABILIZATION:** Seakeeper 16



FLYBRIDGE BUILDOUT IN PROGRESS



BOW DECK AND CABIN IN FAIRING



BOW DECK AND CABIN IN PRIMER



DINETTE BUILDOUT

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# BAYLISS 75'

## UPDATE

The winter months marked great growth for Bayliss 75! She has received most of her main mechanical components - including her twin MTU M96L 16V engines (with 2600 hp each), Seakeeper 26, salon deck, aft fuel tank, and cabin.

Currently, we are in the middle of both upper and lower level cabinetry fabrication and installation. The distinctive upper level center island galley has been fitted, while our cabinetry department works on the finer details of construction and finish on everything from bunks to galley cabinets.

**START DATE:** February 2017 | **SCHEDULED DELIVERY DATE:** Summer 2019 | **LENGTH:** 75' | **BEAM:** 20' 8" | **DRAFT:** 5' 10" | **POWER:** (2) MTU M96L 16V @ 2600 hp each  
**GENERATOR:** (2) 30kw Northern Lights | **FUEL CAPACITY:** ~2,500 gallons | **WATER CAPACITY:** 450 gallons  
**WATER MAKER:** (2) 1,200 gallon/day and dockside treatment system | **INTERIOR LAYOUT:** Four stateroom, three-and-a-half head, Pantry  
**BRIDGE LAYOUT:** Center console, Two freezers, Two helm chairs | **STABILIZATION:** Seakeeper 26

We are looking forward to having the symmetrical and balanced upper level interior layout come together, which is brought together by the center island galley. Our electrical crew continues their main panel runs, all while mechanical crews are continuing connections on the finer details of machinery within the pump room.

The toe rail is installed, and the bow deck is in primer. In the cockpit, our exterior carpentry crew has installed and continues to build out the aft bulkhead and mezzanine, from air chases for cockpit

A/C to the beginnings of housing for seven custom stainless refrigerator/freezer boxes, all of which will be fabricated in-house. The console for the flybridge is being constructed and will be ready for placement and installation soon.

In the months ahead, we will focus on fairing the cabin and flybridge, installation of the console, drip molding, teak deck and coverboards. On the interior, we can expect much progress on the lower level cabinetry (including floors and countertops) as well as electrical runs and hookups.



MEZZANINE BUILDOUT IN PROGRESS



FLYBRIDGE CONSOLE BUILDOUT



LOWER LEVEL CABINERY INSTALLATION WILL CONTINUE



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# BAYLISS 78' BLUE VIEW

## UPDATE

Since the end of last year, *Blue View* has been planked, fiberglassed, faired, primed, and flipped. In March, our crew installed her main bulkheads, and completed the cabin and flybridge assembly.

These current Bayliss owners like the option to travel, fish and entertain anywhere. *Blue View* will feature a four-stateroom, four-and-a-half-head layout, a re-invented master stateroom, and a large custom U-shaped salon sofa. All cabinets will be veneered in high-quality teak

and paired with granite countertops. A custom Bayliss dinette table will be a highlight of the galley area. As with other Bayliss builds, a custom walk-in tackle closet, pantry, and dayhead will add functionality for owners that prepare to travel far and fish long.

The exterior will feature a full teak package that includes a teak transom, aft bulkhead, toe rail, drip molding, helm pod, dash, and salon door. The flybridge will have a center console layout, teak

deck, as well as port and starboard bench seats.

This summer, we now look towards buildout of the machine tunnel, pump room, and engine room. Each area will be brought to finished conditions, with a topcoat that will match the hull's exterior shine. The next steps will be the fabrication, finish, and installation of the lower cabin decks, which all leads towards the bow deck coming together and, eventually engine installation.

**START DATE:** October 2017 | **SCHEDULED DELIVERY DATE:** Summer 2019 | **LENGTH:** 78' | **BEAM:** 21' 8" | **DRAFT:** 5' 10" | **POWER:** (2) MTU M96L 16V @ 2,600 hp each  
**FUEL CAPACITY:** 2,700 gallons | **WATER CAPACITY:** 450 gallons | **INTERIOR LAYOUT:** Four stateroom, Four-and-a-half-head  
**BRIDGE LAYOUT:** Center console, Port and starboard bench seats, Two freezers, Drink box, Two helm chairs | **STABILIZATION:** Seakeeper 26



BLUE VIEW'S WHISKEY PLANK



CLAMPING THE SHEER GUARD



BLUE VIEW FROM UNDERNEATH



MAIN BULKHEAD INSTALLATION

## MARINE ELECTRONICS INSIDE AND OUT



## JOE DIEFFENBACH,

OWNER OF CUSTOM MARINE ELECTRONICS, SAT DOWN WITH US

TO OUTLINE WHERE MOST GO WRONG WITH MARINE ELECTRONICS,

AND MOST IMPORTANTLY—HOW TO STAY AHEAD OF THE GAME.

The simplicity of man, boat, water, and fish is the reason that most of us are drawn to this industry in the first place; if only it could have remained that simple. The game has changed and in order to remain competitive and surrounded by fish, robust knowledge and thorough upkeep of our marine electronics is an essential piece of the puzzle.



## What's the most commonly misunderstood marine electronic on a boat?

Easily and reliably, the bottom machine. We often find the reasons that our clients aren't seeing fish is because of slight tweaks that could make the difference between seeing opportunity or driving past it. To accomplish the winning combination, the best fishermen know the following factors inside and out: colors, gain, frequency, scroll speed, background, and transducer type.

**COLORS** Knowing the "ins and outs" of your machine's color sensitivity will set you far ahead. It's relatively simple—the higher the color setting, the richer colors appear on your sounder's screen. For instance, different densities of fish will appear as different shades of a color—i.e., a higher density of fish will appear as a darker shade of a color, say red. To intensify these colors further, it's always a good idea to bring up your machine to 75 – 80% above the factory settings on your machine; keep in mind that each machine is set to around 50%.

**GAIN** Like colors, gain is also closely related to the depth of the waters in which you are fishing. Lower your gain when in shallow water (400 feet or less) and raise your gain when in deep water (400 feet or more). Always adjust your gain as your water depth changes drastically. Remember, the better adjusted your machine is, the more fish you'll mark!

**FREQUENCY** There are typically four choices for frequency and these choices always depend on what your needs are, and whether or not your trying to mark pelagics, clouds of bait, or both.

- **200KHZ** Typically a shallow water transducer that provides high definition for marking bait, and even pelagics down to 300 ft.
- **50 KHZ** This is more of a slower, deep water frequency, but it gives you great marks on billfish or tuna at depth - as well as helping you mark depths of up to 6,000 ft.
- **HI-CHIRP** This depends on your machine and your preferences. Hi-CHIRP would be a blend of frequencies similar to the 200 kHz but covers a broader range to give you more definition of your target pelagics, along with the bait. Some captains view this as "too much information," while others really like it. This depends a little bit on your taste, where you fish, what you're looking for and, of course—your machine.
- **LOW-CHIRP** Again, this is equivalent to the 50kHz listed above, but for certain conditions this may give you more definition to differentiate between pelagics and particular bait types.



**SCROLL SPEED** is a quick adjustment. This works in conjunction with picture advance, which is the speed in which the picture is advancing across the screen. If this speed is set too high, it can distort your targets. The user has to figure their personal preference and how they want to mark fish. The best way to get there is to test it out and figure out what speed fits your uses best.

**BACKGROUND** This is otherwise known as "Appearance." All captains have their individual preference on the color of their background screen. Most popular is light or dark blue, while there are others that prefer a white background, or even black. Background color can vary with the sunlight that hits the face of your machine, along with how you have your color settings set up in your sounder. Typically, people will match their background color with their radar screen but again, it's all about personal preference.

**TRANSDUCER TYPE** There's been a lot of research and improvements in transducers in recent years, but to keep this brief, the main two used at Bayliss Boatworks are both Air-Mar: one is the 275 Wide and the other is the Wide 411. The 275 gives you an approximate 20-degree beam width (a lot wider than what used to be available), and the 411 offers up to a 40-degree beam width. Size wise, the 275 is much smaller than the 411, which is about the size of a shoe box. For mounting locations, we always prefer centerline-recessed, in a super heavy-duty fiberglass box, with the face of the transducer even with the keel.

## What's the best way to keep your marine electronics in tip-top shape?

**UPDATES** Keep your equipment updated! The manufacturer should give you notice of new upgrades, which are usually released every six months. Remember that your marine electronics are computers with software - the manufacturer is continually trying to provide more features and fix bugs.

And, luckily, they make it simple for the end user! It's a good idea to update your charts every few years to acquire any changes to navigation.

All you have to do is go to your manufacturer's website, and they will show charts for specific regions that are available for purchase. The size and scope of the region included in the charts varies, ranging from expansive to relatively small. The charts that are already built-in to your machine typically don't give specific details of areas. Simply download the software and put it on an SD card, which can then be transferred to your machine.

**CLEANLINESS** Believe it or not, this is important! As often as you can, wipe down your electronics with a freshwater-soaked chamois, and follow up with a dry swipe of a microfiber cloth or chamois. Your electronics are happiest if they are left dry!

If you typically store your boat for the winter, make sure your electronics are kept out of the weather. Once removed, protect any connections left on the boat.

**TRANSDUCER CARE** We often forget about our transducer—out of sight, out of mind. Every time your boat is hauled out, make sure you inspect and clean your transducer. A Scotch Brite pad is a good option, or anything else that is non-abrasive, but able to remove barnacle growth. Once your transducer is clean, coat it with non-metallic bottom paint.

## What should I consider before upgrading my equipment?

Before I recommend upgrades, I always like to look at what marine electronics are already on someone's boat. From there, it's important to know how a boat is used. Choosing marine electronics depends largely on what you fish for with your boat, how often you use your boat, and where. And, most importantly, would the owner actually benefit from upgrading to new equipment? The right technology can often help owners get a good return on their investment.

## Any tips on traveling? What should I take care of before I leave the US?

Likely the most important thing we forget while still on U.S. soil is that communication is important. Before leaving your home port for foreign waters, it's always a good idea to bring along a satellite phone. Make sure the phone is activated, and your minutes and data plans are upgraded; your rates will be more expensive if you wait until you reach your destination. Plan ahead, and remember - you'll always use your minutes while traveling!

Lastly, but still super important—don't forget about your EPIRB! Make sure your EPIRB is registered with the Federal Communications Commission (FCC), and that your batteries are up to date.





Mia, nice meeting you last night. About our date...would you like to join me on my boat tomorrow?



✓ 12 sec ago

It has a Seakeeper, right?



✓ 4 sec ago



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# FROM THE BOATYARD

HERE ARE A FEW UPDATES  
FROM OUR MAJOR BOATYARD  
PROJECTS SINCE 2018 BEGAN



## BIG DOG 48' GRAVES

This winter, *Big Dog* has called our boatyard home. Her owners have done it right and invested in a complete repower, along with a list of other repairs and routine maintenance. She will be repowered with (2) i6 - 800CR MAN engines, in addition to getting two new generators, shafts, and outriggers! Once she's finished, *Big Dog* will spend the summer up north, fishing.



## BLANK CHECK 64' BAYLISS

We love when our boats come back home! Originally built as *Man-E-War* (Hull 10), *Blank Check* was here this spring for maintenance coats on her brightwork, along with engine service and some routine fixes. She will now head to the Bahamas and Bermuda for the spring season!





**EL JEFE**  
**58' MERRITT**

Under new ownership, *El Jefe* is visiting our boatyard for a new teak and mezzanine deck, and various other items – from a new grill in the mezzanine to routine repairs on the A/C system and a modification to the mezzanine drain system.



**RELEASE**  
**53' BOBBY SULLIVAN**

A classic and renowned sportfisher from our area, *Release* left our yard with a fresh coat of paint on her hull, which will surely raise the fish this summer. *Release* charter fishes out of Hatteras for the summer, and makes a good showing on the local tournament circuit, as well!



**GLAZED**  
**58' DEAN JOHNSON**

Built in Wanchese by Dean Johnson, *Glazed* is a recent acquisition by owners that are ready to travel far. This winter, this boat has gotten a major facelift, including a new black mask, fresh paint on the transom and bow deck, new teak coverboards, a complete electronics upgrade, and a new hardtop and frame!

**STERLING**  
**66' F&S**

We love retrofitting boats with Seakeepers! *Sterling* is visiting our boatyard to be re-fit with two Seakeeper 9's! While she's here, we will also take care of some paint repairs, maintenance coats, and some routine maintenance on upholstery and mechanical components.



**SEA BOUND**  
**46' WESMAC**

One of our favorite commercial boats from Hatteras traveled north and spent some time with us as the weather warmed. *Sea Bound* was re-powered with a re-manufactured 650 horsepower Mac engine. While she was here, we repainted her hull, too!



**INCOMING** A QUICK LOOK AT WHO'S VISITING OUR BOATYARD SOON

**SCYLLA | 64' SPENCER**

Under new ownership, we are pleased to welcome back the new *Scylla* for some big changes this spring! Our crew will be installing a new generator, two Seakeeper 6's, and a bow thruster!



**STACKED UP | BAYLISS 67' (PREVIOUSLY CHASIN' TAIL)**

Otherwise known as Hull 9, and originally built as *Bud Man*, the now-named *Stacked Up* will be visiting us for installation of a Seakeeper 16.



**REEL STEEL | 66' HINES FARLEY**

*Reel Steel* will visit us this fall for an engine repower.

**PESCADOR | BAYLISS 80'**

Originally built as *Dream Time*, our very own Hull 15 will be visiting this spring for the first time since her construction for routine maintenance and various upgrades.

**BOOK NOW TO SCHEDULE FALL AND WINTER WORK! STAY TUNED TO OUR WEBSITE AND SOCIAL MEDIA CHANNELS FOR MAJOR COVERAGE OF THESE BIG JOBS.**







## IS YOUR BOAT READY FOR THE SEASON?

HERE'S OUR CHECKLIST TO MAKE SURE YOU'RE PREPARED!

1. **CONDUCT AN OVERALL CHECK** of the hull and its running gear, including wheels, struts and shafts.
2. **CHECK** shaft and rudder bearings.
3. While your boat is hauled out, **CHECK** to make sure your scoops and screens are clean. **REMOVE** them and paint with an anti-fouling paint before the re-install.
4. **RENEW** your zincs.
5. **CHECK** transducer(s).
6. **CHECK** trim tabs and their function while hauled out.
7. **CHECK** rub rail and sheer guards while hauled out.
8. **APPLY** fresh bottom paint if needed.
9. **CHECK** all through-hull fittings to make sure they are sealed and bonded properly.
10. **CHANGE** oil filters and fluids.
11. **POLISH AND CLEAN** fuel with the proper additives.
12. **FLUSH** (with freshwater) all A/C equipment lines to make sure they are clear. This will eliminate build-up over the season. Add Bromine tablets for preventative maintenance throughout the season.
13. **CHANGE** out all A/C unit filters.
14. **FLUSH** out freshwater tank and system, especially if the boat has been sitting all winter.
15. **ASSESS** overall engine room condition. Make sure various components, from pumps to generators, are in good working condition.
16. **LOWER** your outriggers **AND CHECK** the condition. Check all pulleys, rollers, and change halyard lines.
17. **WAX AND POLISH** the hull.
18. **REPAIR** any dings or bill marks in the hull.

# PASSION

Tournament teams, charter captains, private yacht owners, and fishing fanatics. We're just like you. We love fishing and we get it. Because of our passion, we run our shop differently. We are committed to you and your passions too. We understand that your boat is useless when it's on the hill. We know that your boat's performance is critical every time the engines start. We service props all over the world and our service is second to none. Visit us online, in person, or at the docks. We're always ready to help.



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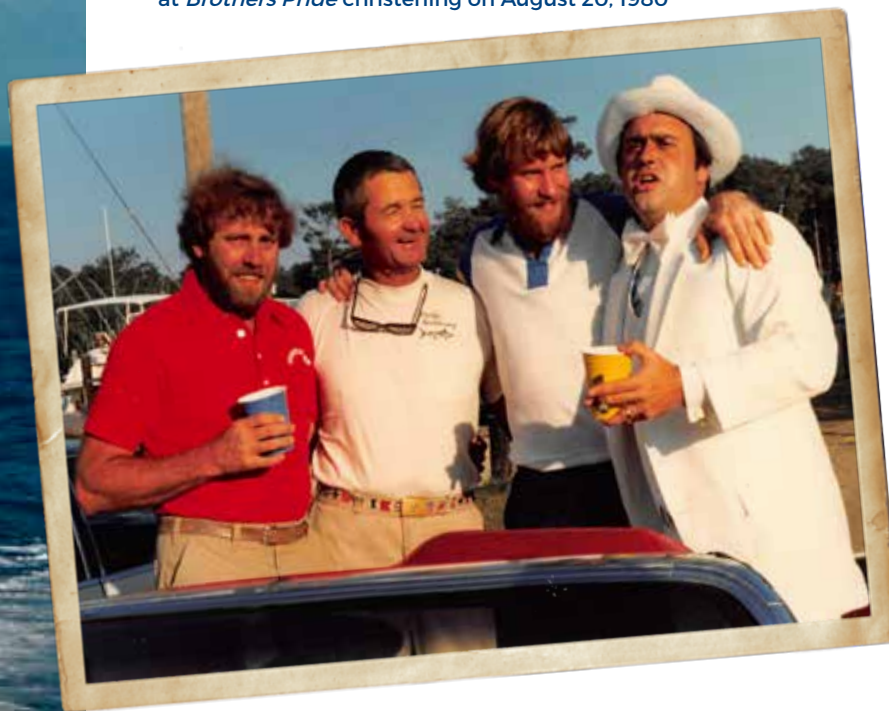


# BROTHERS PRIDE REVIVING AN ICON

THIS WINTER, *BROTHERS PRIDE* STAYED IN BAYLISS BOATYARD FOR THE LAST ROUND OF A THREE-YEAR REPAIR AND RESTORATION PLAN. BUILT IN 1980, IT WAS THE LAST BOAT THAT OMIE TILLET built. WE SPOKE WITH THE OWNER, AL BONNEY, ON WHAT IT MEANS TO CARE ABOUT A BOAT SO MUCH, AND FOR SO LONG.



Al Bonney, Omie Tillett, Larry Bonney, and a friend at *Brothers Pride* christening on August 20, 1980



Thirty-eight years ago, Albert Bonney got a call from Omie Tillett at 5:30 a.m. on a November morning—he needed a deposit for a boat, because the lumber had arrived.

It had taken a few years to convince Omie to build a boat for Al and his brother Larry, but this phone call made it official. Years earlier, Al Bonney came to know Omie Tillett during the build of the famous Temptation, when he began visiting his boat shop on Roanoke Island. This turned into a dual captain and mating gig on the Temptation for Al and his brother, where her stellar first year fulfilled a certain promise for greatness that seemed inherent in Omie's boats: she caught three blue marlin her first day, and 200 white marlin her first year.

Once Omie laid the keel on *Brothers Pride*, Al and Larry moved to Manteo and were a part of her build crew. A mere ten months since that early morning phone call, the Bonney's christened *Brothers Pride* on August 20, 1980. She went straight to Oregon Inlet.

At the time, she may have been just another sportfisher. Today, we know her to be the last boat that Omie Tillett built, along with a collective project where many famous sport fishermen were a part of the build process – many men who set the bar high in both sportfishing and character.

The next 14 years of *Brothers Pride* life followed a certain cadence: three specific points in time ruled her movement from Hatteras to Rudee Inlet over the course of a year. Mid-April marked the beginning of her fishing season in Hatteras, July 3rd (the Bonney's mother's birthday) marked her move to Oregon Inlet for summer fishing, and Labor Day marked her northern migration to Rudee Inlet, where the white marlin season continued until the fish moved on. For the winter, she spent her time under-shelter in Great Bridge until the weather warmed and prompted her migration south, back to Hatteras – the pattern began once again.

Along this repeated seasonal migration, *Brothers Pride* established a reputation. "Omie builds his boats with that hum," Al chuckled. Indeed—*Brothers Pride* fished well, often, and was an installment of local fleets between Oregon and Rudee Inlets. She fished tournaments and placed well, excelled at catching blue marlin, and most uniquely – she remained a centerpiece of the Bonney family, even thirty-eight years later.

Humbly, Mr. Bonney places *Brothers Pride*'s allure to blue marlin as a product of his crews' propensity to fish for them more often than other species. As a sportfishing community, we know differently—a distinct combination of pedigree and an unending level of commitment from the Bonney family creates a special environment behind the transom that repeatedly calls a special class of fish towards them.

Today, she's no longer a charter boat, but run by the Bonney's all-family, multi-generational crew that loves to fish. Traditionally, we know that boats have a special way of showing us when the time for extensive repairs are necessary. In 2015, *Brothers Pride* was ready, and nearly 35 years after her launch, the Bonney family began a series of segmented upgrades and repairs.

The first year, she was repowered with C-12 CATs and got a full engine room upgrade, including livos boxes. She also received new wheels, shafts, seacocks, spray rails, and bridge console, as well as a trim tab re-work. Once the first round was done, she got back to fishing.

As the weather cooled again in the following season, the water tank, thru-hull fittings, struts, steering, were replaced, and the lazarette area was repaired and repainted. We also added rudders and rudder tubes, a rudder shelf, and a trim tab rework.

While these upgrades were necessary, Al wondered whether the change to bottom gear would result in decreased action behind the transom. He laughed, "I told John not to change her hum too much, it was just fine like it was." Her first day fishing post-bottom gear changes proved that the hum was still there.

At 7:15 a.m., Al's youngest grandson was hooked up to his first blue marlin, at 300 pounds. He caught him by 7:30. The hum of Brothers Pride, along with the left short rigger and Pink Express was an attractive scenario, yet again.

*Brothers Pride* christening on August 20, 1980





First delivery of lumber for *Brothers Pride*. Roanoke Island, November 1979



*Brothers Pride* under construction

With mechanical upgrades complete, the final set of repairs remained—bringing the exterior back to life. Bayliss Boatyard began sanding the hull and topside in last fall. Various fiberglass repairs were made, as the hull was slowly brought back to a fair surface. With a smooth exterior in place, primer and top-coat brought the hull back to a new level of shine. The toe rail, half round, rocket launcher, and salon door were all turned to a faux teak surface. Finally, new outriggers, a new hardtop frame, and significant upgrades to the existing hardtop finalized the exterior repairs.

For Bayliss Boatyard manager Judd Beatty, the last three winters of transformation on *Brothers Pride* have been pretty special. “After many conversations with Al about the different aspects of *Brothers Pride*’s upcoming repairs and history, it didn’t take me long to realize the quality of person I had met,” said Beatty of Albert Bonney. “People like Al and his family don’t come along every day, said Beatty, “and boats like *Brothers Pride* are one in a million.”

After three winters of heavy lifting, extensive planning, and purposeful commitment, *Brothers Pride* was re-christened on April 6, 2018.

Over the course of this restoration, many have asked—why the name, *Brothers Pride*? For Al, the secret to the name is embedded in the boat itself. “Everyone that worked on this boat from the very beginning took great pride in what they were doing,” he said, “this was and is a group of brothers that take pride in what they do, even in the repairs.”

*Brothers Pride* will spend her summer at a few local tournaments, and fun fishing with her family—just like she’s supposed to.



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## HOT POINTS: **BRIGHTWORK AND HOW TO MAINTAIN IT** BY JUDD BEATTY

**WHETHER YOU'VE WORKED ON A BOAT, OR YOU OWN ONE YOURSELF—IT'S EXCEEDINGLY CLEAR THAT THE MOST IMPORTANT PART OF BOAT OWNERSHIP IS KEEPING AHEAD OF ITS MAINTENANCE. READ ON AS OUR BOATYARD MANAGER, JUDD BEATTY, OUTLINES THE BEST MANAGEMENT PRACTICES FOR KEEPING VARNISHED SURFACES SHINY ALL YEAR LONG.**

In the case of brightwork, an ounce of prevention is truly worth a pound of cure. We recommend bi-annual maintenance coats to our boatyard customers with brightwork. Always keep an eye on your current wood finish.

### **THE "BURNTHROUGH"**

Once burnthrough shows itself on brightwork and exposes raw wood, stripping and refinishing is the most logical way to restore the woods' finish to like-new conditions. As you'd guess, the cost to strip and refinish wood finish is much more expensive than keeping up with regular maintenance coats.

### **WHY DOES BURNTHROUGH OCCUR?**

It's pretty simple, the less product protecting the teak, the more likely burnthrough will be. Burnthrough is usually a result of too much sanding in between build up coats, or a lack of maintenance coats throughout the year.

### **HOW SHOULD YOU MAINTAIN YOUR BRIGHTWORK?**

We recommend maintenance coats (2-3 per session) on your brightwork twice per year. Many of our boatyard customers visit twice per year, and brightwork maintenance coats are as essential to seasonal repairs as engine service.

### **EMBEDDING PROTECTIVE METAL**

One essential but often-overlooked step is to make sure that a boats' chafe gear, rub rail, and all other protective metal is properly bedded and sealed. While an extra step, this insures that any fastener penetration does not work against you by wicking water beneath the finish. When wood begins to hold water, the discoloration begins – darker spots turn black and tend to travel under existing finish. Before you know it, you're dealing with a refinish situation – a situation that a few simple, preparative steps could have prevented.

### **ARE THERE ALTERNATIVES TO MAINTAINING BRIGHTWORK?**

These days, there is an alternative to the bi-annual maintenance that comes along with bright-

work: faux teak. This has become extremely acceptable and palatable as a clear wood finish alternative. The artists who apply the faux finishes have just become better and better at their trade. If you have limited time and funding for brightwork maintenance, it's a very viable alternative.

### **ASK YOURSELF...**

Is there enough build-up to prevent burnthrough in the summer months? When was the last maintenance coat applied to the exposed and varnished wood surfaces on your boat?



WORKING ON A NATURAL TEAK TOE RAIL



IS THERE A BETTER CHOICE?

To create a faux teak surface on your boat, the cost is nearly the same as stripping and refinishing brightwork with a clear wood finish. The true difference lies in the long-term maintenance of the surface: faux teak is paint and can be treated as such. Just as you would maintain your hull's surface, a faux teak surface can be maintained in the same way – no need for twice per year maintenance coats, and no potential for burnthrough. We recommend one maintenance coat per year on faux teak, but it certainly isn't necessary. Many of our customers choose to go the faux teak route, only after realizing that continued maintenance required of brightwork is not a realistic option for their program.

ARE YOU THINKING OF TURNING SOME OF YOUR EXISTING BRIGHTWORK INTO A FAUX TEAK SURFACE? CURIOUS ABOUT THE PROCESS?

Many owners are doing just that these days, and it's a relatively easy process. First, the existing clear wood finish has to be stripped. Next, the wood is brought up to primer so that the faux teak graining process can begin. After repeated layering with different shades of brown – to simulate the wood effect, we finish with several clear coats for protection. Unlike brightwork, if you have a damaged spot on faux teak, you are only responsible for repairing, matching and blending that singular spot. As explained above, burnthrough or a damaged spot on brightwork can mean an entire refinish of the surface, depending on the severity.

At the end of the day, your choice of brightwork or faux teak depends on you and your teams' commitment to continued maintenance, as well as what the logistics of your fishing program will allow. Whatever your choice, there are proper ways to manage both, and it pays to protect both surfaces correctly!



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