

BAYLISS

BULLETIN



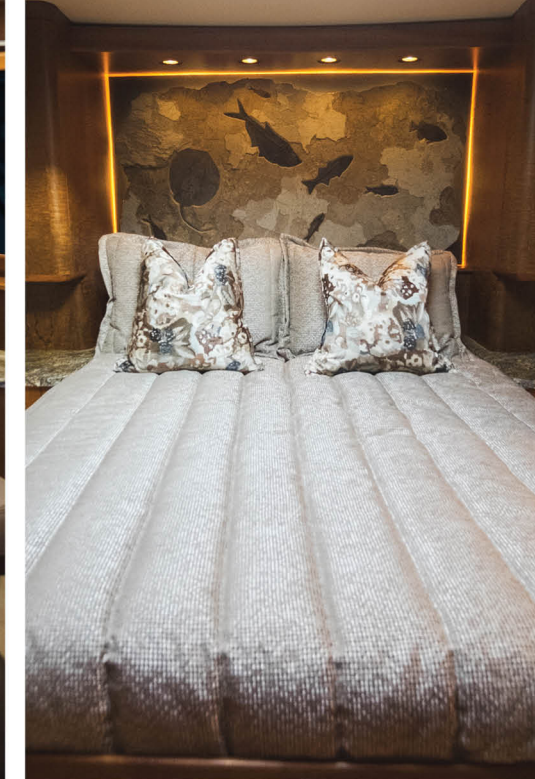
2019



The Newly Christened 75' **BLANK CHECK**

BLANK CHECK

CHRISTENED



This April we had the privilege of unveiling our most recent 75' build. At the owner's request, her name has been kept secret because she was built as a surprise gift for the owner's father. We are very proud to announce that she was christened in April as the new *Blank Check*. We have known the Bayliss 64' *Blank Check* (Hull 10) crew since the 90's, so it was an honor to not only share this project with them, but also to be in on the secret.

We began construction on Bayliss 75' *Blank Check* in February 2017 and she was christened this April, three months ahead of schedule. Her early delivery accommodated additional events, including her debut in this year's Custom Shootout in Abaco, Bahamas. After this tournament, she will head to Bermuda and the Virgin Islands for the summer Blue Marlin season.

Blank Check's shiny exterior is coated in IMRON Cloud White with red and gold boot stripes. Complimenting her flowing lines are a natural teak transom, cockpit bulkhead, salon door and helm pod. Because she will spend most of her life in the tropics, we went with color-matched faux teak accents for the toe rail and drip molding in order to reduce brightwork maintenance. *Blank Check's* anodized and mirror polished tower was supplied by Palm Beach Towers. The tower hardtop, standing platform, and buggy top are all carbon fiber to reduce weight. Her flybridge is a large center console layout with tons of rod storage and refrigeration. The Rupp outriggers are 4 spreader hydraulics, all heavy-duty in order to hold up to rough conditions and aggressive dredge-style fishing.

The general arrangement for this Bayliss 75' is totally custom to her owner's specifications. She has a four stateroom, three-and-a-half head layout with a large center island in the salon. The complete galley features a Viking microwave, Miele Speed oven and cooktop, SubZero refrigerators, a SubZero wine cabinet, and a Hoshizaki ice-maker.

We carefully hand-select the wood for each project, and *Blank Check* was no exception. Over the center island in the galley hangs a stunning re-sawn European Sycamore Burl feature.

All of the veneer for her interior is very unique and was difficult to find, but we managed to get all of it from one log to guarantee perfect color and grain match. Forward in the master stateroom, you cannot miss the lighted fossil-embedded stone art piece over the bunk. Other interior highlights include a well-configured rod storage closet, concealed washer/dryer, salon level dayhead, walk-in pantry, and master stateroom love seat.

The "business" end of the *Blank Check* is the cockpit where the crew and guests will find that the lower mezzanine is loaded with custom BBW stainless refrigeration for storage of drinks, bait, and even filleted tuna or dorado. The upper mezzanine contains tackle-storage on each side as well as a deep stainless freezer for long term bait storage. All of these refrigerated boxes are capable of being run as a freezers or refrigerators at the touch of a button. The upper mezzanine is air conditioned through a custom hidden vent that delivers cool air directly to the crew's backs to keep them alert and ready. Everything in her cockpit area was designed for comfort and efficiency.

Her machinery spaces are worth a look below deck. All surfaces from the bow stem to the transom are glassed, faired, and painted with the same finish as her exterior. The electrical and mechanical layouts for wiring and plumbing are also efficiently run to BBW specifications for ease of maintenance or future additions. Standard on all of our large projects are 100-amp shore power services for each side, custom built BBW distribution panels, Dometic dual chilled water A/C (standard on every boat we build), dual FCI water makers with dockside purification capabilities, a 1000 lb. per day Dometic ice-maker, Imtra Hydraulic bow thrusters and windlass, and our hydraulic emergency pump system that services the three main spaces below deck.

Blank Check's top speed was registered at over 44 knots at completion. This top end speed translates to a 34-37 knot cruise depending on how fast you need to get somewhere. Please visit our website for more details.

LENGTH: 75' | **BEAM:** 20'10" | **DRAFT:** 5'6" | **POWER:** (2) MTU M96L16V @ 2,600 hp each | **TOP SPEED:** 44 knots | **STABILIZATION:** Seakeeper 26
GENERATOR: (2) 38kw Northern Lights | **FUEL CAPACITY:** 2,475 gallons | **WATER CAPACITY:** 400 gallons | **WATER MAKER:** (2) FCI 1,850 gallon per day with DTS
INTERIOR LAYOUT: (4) Staterooms, (3.5) Heads, Pantry | **BRIDGE LAYOUT:** Center console, (2) Freezers, (2) Helm chairs, Side Rod Storage | **CRUISE SPEED:** 34-37 knots



LETTER FROM JOHN BAYLISS

The 2019 fishing season will be a big one for us, and we're excited.

We decided to run our soon-to-be-christened 62' Tarheel as an open book, and we're asking you to join us.

In Tarheel, we've taken what we've learned over 24 builds and distilled it into a boat that we feel embodies our mission. Our timeline was targeted. Our platform, defined.

The 62' Tarheel is an open invitation for you. It's only ours for a short time, but our modus operandi is to have you be an actual part of understanding one of our builds, fresh out of the barn. It's a case of clarity: a way to open up and invite our existing extended family of friends and customers, as well as new ones, to see for themselves.

It's always a struggle to find the right combination of words that will explain to you, our customers, our friends, and our family, what it means for us to build boats, and why you should care to be a part of it. By reading this letter, you're already a part of it. So this season, we are taking a different tack.

Anyone can run an ad about how wonderful a boat is. Or tell you about the perfection of the lines, the way the sun hits it,

the way it slices thick water, slays billfish, and brings you home ahead of the fleet, mixing drinks and grilling burgers right as you slide into the dock.

But frankly, I can't write or explain to you what it feels like to stand on the bridge, to feel actual acceleration, to create a perfect "puddle" of wake and watch a blue marlin eat the pitch, or experience solitude even when cruising at 38 knots.

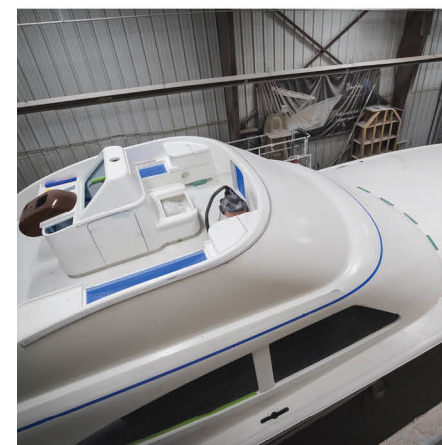
There are only two ways to get a real feel for our boats—experience one or ask our owners and crews.

So for now, we offer no words, no what, no how for the 62' Tarheel. No jargon about systems, or process, or financials, or GameBoat versus non-GameBoat. We won't be running an ad that says, "Meet Tarheel." We'll give you the basic specs, and where the boat will be this summer, but that's about it.

We simply invite you to join us at one of the stops on our 2019 season tour.

2019 TARHEEL TOUR SCHEDULE

- 1. DARE COUNTY BOAT BUILDERS TOURNAMENT**
Manteo, NC
July 24-27
- 3. PIRATE'S COVE BILLFISH TOURNAMENT**
Manteo, NC
August 10-16
- 5. VIRGINIA BEACH BILLFISH TOURNAMENT**
Virginia Beach, VA
August 21-24
- 2. WHITE MARLIN OPEN**
Ocean City, MD
August 5-9
- 4. THE MIDATLANTIC TOURNAMENT**
Cape May, NJ
August 18-23
- 6. FORT LAUDERDALE INTERNATIONAL BOAT SHOW**
Fort Lauderdale, FL
October 30-November 3



START DATE: May 2018 | **SCHEDULED DELIVERY:** Summer 2019 | **LENGTH:** 62' | **BEAM:** 18' 2" | **DRAFT:** 4' 8" | **POWER:** Twin MTU M96L 12V @ 1920 hp each
GYRO: (2) Seakeeper 6's | **GENSET:** (2) 20 kw Northern Lights | **FUEL CAPACITY:** 1,850 gallons | **WATER CAPACITY:** 300 gallons
INTERIOR: (3) Staterooms, (2) Heads, Tackle/Freezer room | **BRIDGE:** Center console

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BAYLISS 78' BLUEVIEW



UPDATE

This Spring, *Blue View* (Bayliss 78') has experienced some major progress, both inside and out. Currently, her cabin and flybridge are in primer and the teak drip-molding and exterior window molding are being installed. The flybridge console is in place while the raised teak deck progresses quickly—a unique feature to this build, which is sure to be a stunner!

The cockpit has been a bustle of activity as well. The deck and coverboards were

glassed, allowing the exterior carpentry crew to turn their attention to building the mezzanine, which is nearing completion. By summer, the teak cockpit deck and coverboards will be installed.

In the engine room, our mechanical crew has completed the hydraulics and they move to installing the holding tank and chiller units. The main components of the mechanical systems are being installed and finalized, from struts to water-makers.

In *Blue View's* interior, upper and lower level cabinetry buildout is now in full swing, which includes four staterooms, four-and-a-half heads, and a custom tackle/freezer room. Our cabinetry crew has completed mock-ups in each space, bringing visual cohesiveness to the lower level.

Follow our progress on *Blue View* and each of our other builds by visiting our website to sign up for the monthly Bayliss E-Bulletin.



START DATE: October 2017 | **SCHEDULED DELIVERY:** Spring 2020 | **LENGTH:** 78' | **BEAM:** 21' 8" | **DRAFT:** 5' 10" | **POWER:** Twin MTU M96L 16V @ 2,600 hp each
CYRO: Seakeeper 30SHD | **GENSET:** (2) 38kw Northern Lights | **FUEL CAPACITY:** 2,700 gallons | **WATER CAPACITY:** 450 gallons
INTERIOR: (4) Staterooms, (4,5) Heads, Tackle room, Dinette | **BRIDGE:** Center console, Port & starboard bench seats, (2) Freezers, Drink box, (2) Helm chairs

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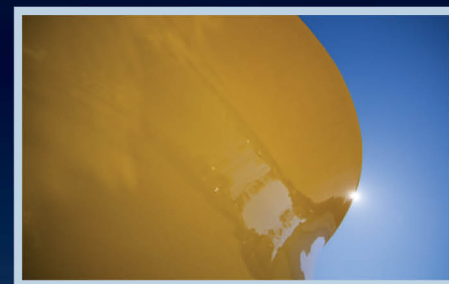
photo: Luke Pearson



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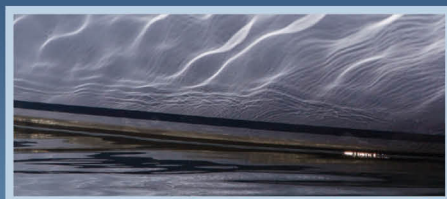
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Providing Solutions



UPDATE

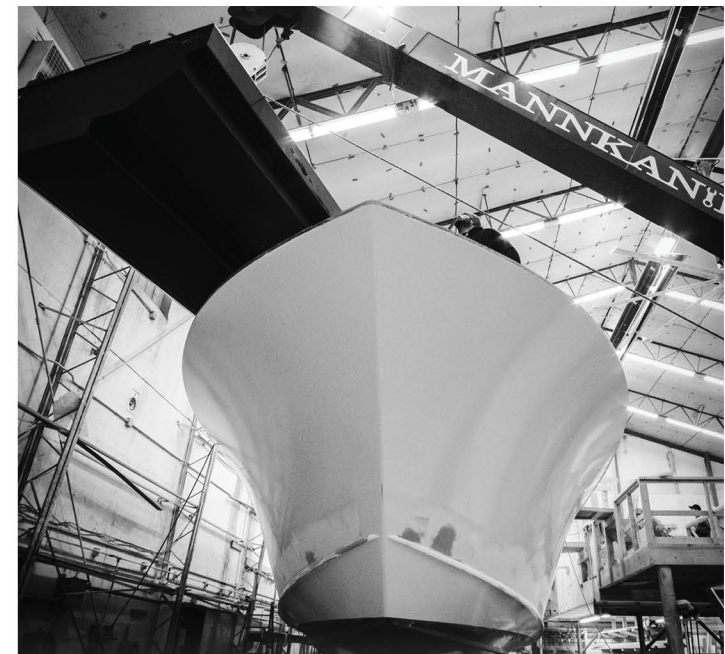
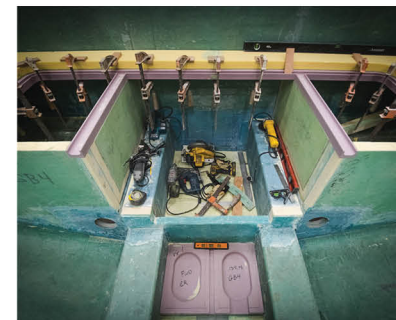
2019 has been a year of extensive development for *Gypsea* (Bayliss 62'). Her flip at the beginning of the year was quickly followed by main bulkhead installation.

After receiving her forward fuel tank in February, our construction team turned their attention to building out the

machine tunnel, pump shelf, engine room, forward sole, and lazarette area. She is nearly ready to be outfitted with her main mechanical components.

At spring's end, she'll receive twin V12 MAN 1550 engines and two 25kw Northern Lights generators. Once these main

components are installed, interior walls begin to go up. Built with fishing as a priority, *Gypsea's* general arrangement will consist of three staterooms, two heads, and a tackle/freezer room.



START DATE: Fall 2018 | **SCHEDULED DELIVERY:** Spring 2020 | **LENGTH:** 62' | **BEAM:** 18'2" | **DRAFT:** 4'8" | **POWER:** (2) MAN 12V's @ 1550 hp each
GENERATOR: (2) 25 kw Northern Lights | **FUEL CAPACITY:** 1,750 gallons | **WATER CAPACITY:** 250 gallons
INTERIOR LAYOUT: (3) Staterooms, (2) Heads, Tackle/Freezer room | **BRIDGE LAYOUT:** Large center console with forward bench seat and storage

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BAYLISS BOATWORKS SYSTEMS: DESCALING 101

WHEN YOU'RE FISHING ON A HOT, HUMID DAY, IT'S HARD NOT TO APPRECIATE THE COOL AIR FILTERING THROUGH THE CABIN. BUT HAVE YOU CONSIDERED HOW YOUR AIR CONDITIONING SYSTEM WORKS AND THE POTENTIAL PROBLEMS THAT COULD ARISE WITHOUT REGULAR MAINTENANCE?

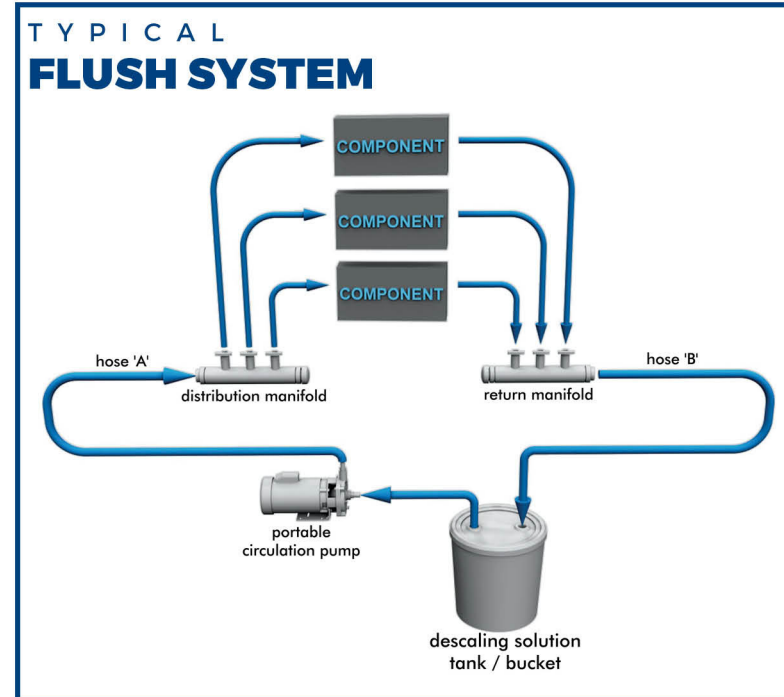
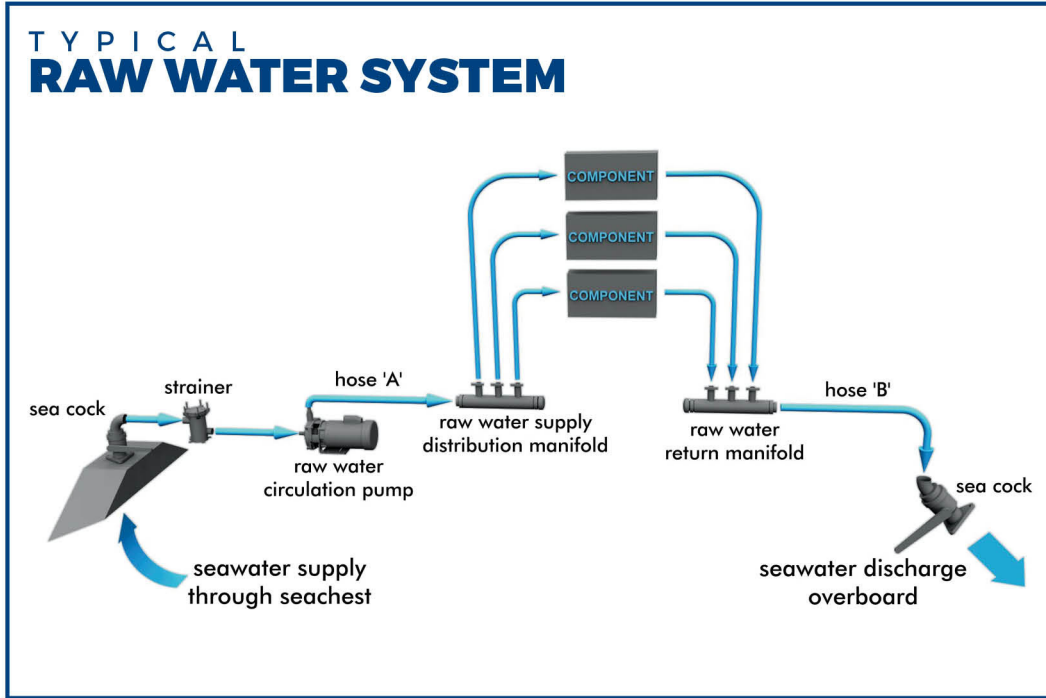
In marine systems, cooling water enters the boat through a hull fitting in the seacock bringing in algae, microbial growth and marine life. Bayliss Boatworks Mechanical Department employees **Colin Noone, Dave Morris, and David Koerperich** walk us through the descaling process—breaking down when it's necessary and why it's important.

What is descaling?

Descaling is the introduction of freshwater or environmentally safe additives in to the raw water system. The additive circulates through the system dissolving buildup of microbial growth, algae, grass deposits, barnacles, and any sediment that has been left within your vessel's plumbing.

Why is descaling so important?

Descaling returns the engineered system back to the original designed flow rates, thus restoring the optimal performance of the system and eliminating untimely and costly system failures. "The key to an enjoyable day on the water is preparation," says Colin Noone, our Mechanical Supervisor. "Properly maintained equipment is less likely to fail, and more likely to create a much more memorable experience for everyone involved." Whether you decide to tackle descaling the AC system yourself or you just put it on the list for your next boatyard visit, a couple of hours of maintenance will certainly save you in the long run.



HOW TO FLUSH THE SYSTEM

- OBTAIN** current discharge flow rate (GPM).
- TURN** the power off and close the seacock supplying the raw water pump.
- LOCATE** the raw water discharge. You will need to be able to disconnect where the raw water exits the boat (beware of connections under the water line).
- DETERMINE** how to make a closed loop (inlet of system to outlet of system) Typically, there would be a secondary portable pump for the descaling process. The secondary pump must pull the descaling mixture from your bucket/tank and pump it into the hose removed from the seawater pump outlet, then through the system. Once the descaling mixture flows through the system, it returns back into the bucket/tank from the discharge hose removed for the raw water exit.
- FLUSH** the system through typical flow direction for 1-2 hours depending on the size of your system.
- FLUSH** the system opposite typical flow direction for 1-2 hours depending on the size of your system. **PLEASE NOTE:** Actual time will vary depending on the amount of growth and accessories in the system.
- After flushing the system both ways with descaling agent, properly dispose of the fluid and flush both directions with fresh tap/dock side water until the water returning to the tank is clear.
- CLEAN** the raw water strainer.
- REASSEMBLE** the system and check the flow rate. **REPEAT** as necessary.



GROWTH & SCALE

- Diminished performance
- Higher power consumption due to higher amp draws
- Reduction of equipment life
- Untimely system failure
- Irreversible impacts to equipment components
- Excessive strain on plumbing (more pressure equals more leaks)

WHEN TO FLUSH

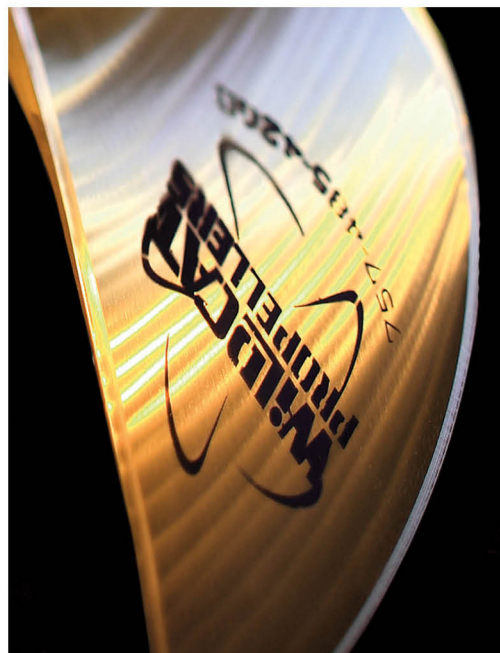
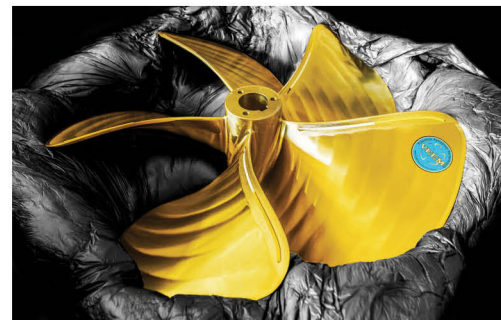
- Common equipment code HPF (High Pressure Fault)
- Visible restriction in the raw water discharge
- Diminished flow rate
- The system has never been flushed
- Noticeable growth in strainer (or even live creatures)

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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FROM THE BOATYARD

HERE ARE A FEW UPDATES FROM OUR MAJOR BOATYARD PROJECTS SINCE 2019 BEGAN



QUALIFIER (57' PAUL MANN)

We're executing some big changes on *Qualifier* in the boatyard, including a rebuild of one CAT C-18 engine, the installation of a new generator, new cockpit controls, and other maintenance items.



LOW BID (61' GARLINGTON)

A boatyard regular, *Low Bid* has undergone several upgrades including a fuel electronics upgrade, gyro install, various paint repairs and maintenance coats to all brightwork.



**LUCKY DOG
(57' BAYLISS)**

Originally built as *Canyon Express*, *Lucky Dog* visited our yard for several exterior and interior upgrades. She received a fresh coat of classic Cloud White paint, and bold pairing of greens on her bootstripe and bottom. She also received a new faux teak toe rail, half round, salon door, and helm pod.



**DOC FEES
(58' JARRETT BAY)**

Doc Fees had a long list of repair items during her stay, including an engine repower with CAT C-12.9, engine room configuration and the installation of a new generator. She also received a new Willy Vac® system in the engine room.



**BROTHERS PRIDE
(54' OMIE TILLET)**

**BROTHERS PRIDE
(54' OMIE TILLET)**

Local legend, *Brother's Pride*, visited the yard for annual maintenance including paint repairs, engine service, and propeller reconditioning. We completed a few upgrades as well, including the installation of acoustic foam carpet padding, a new lightbar, and a faux teak helm pod.



**A-SALT WEAPON
(56' PAUL MANN)**

**A-SALT WEAPON
(56' PAUL MANN)**

The exterior of this local favorite was revitalized with a full prime and paint, new teak coverboards, and fresh maintenance coats on all the existing teak.



**REEL STEEL
(66' HINES FARLEY)**

Our yard crew tackled a major engine room reconfiguration on *Reel Steel*. She was re-powered with MTU 12V 2000 engines and received a new generator and two new Sea-keeper 7HD units.



**WAVE PAVER
(77' BAYLISS)**

Wave Paver visited us early in the year for general repairs and maintenance. She has since made her way South for the tournament season.



**REEL ESTATE
(57' JIM SMITH)**

**REEL ESTATE
(57' JIM SMITH)**

On this visit, we focused on several upgrades for *Reel Estate*. She received new sofas in the salon, a new generator, a complete overhaul of her main distribution panel, a shiny new windlass and pulpit, and a full pump room reconfiguration.



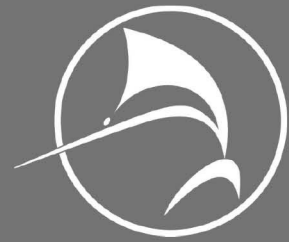
**ANN WARRICK
(76' PAUL MANN)**

**ANN WARRICK
(76' PAUL MANN)**

In addition to routine maintenance, *Ann Warrick* has undergone quite the transformation with the installation of new generators, three new Quick gyros, and an engine repower with CAT C-32A engines. We have also refinished her teak aft bulkhead and applied faux teak finish to all bridge brightwork.



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THE NEXT BIG THING



Over the past few years, advanced sonar systems have become more common on recreational fishing boats. It's clear that this technology is revolutionizing the fishing game. As of March, our boatyard crew has already installed four sonar systems this year, with four more scheduled in the coming months. **Joe Dieffenbach, Owner of Custom Marine Electronics**, takes us through the latest advances in these systems.

How do you choose a sonar system for a boat?

The first step is boarding the vessel to ensure that there is enough space in the engine room for the system components. These are commercial systems, and they take up quite a bit of space.

Is there currently a front-runner in the sonar world?

Everyone wants a Furuno Omni CSH8LMK2 8L right now. With over 420 transducer elements, this system has the capability to reveal 360 degrees around the boat, detecting individual targets or schools of fish nearly a quarter mile away. Searchlight sonars scan the ocean floor in sections, but this system is live and updates the display every 0.54 seconds, while conventional sonar takes 32 seconds to display the full circle. This is actually a commercial system, so it is extremely well-built. So far, I have installed 14 systems, the oldest of which was installed two years ago, and there have been no failures.

What is the ballpark price range for this system?

Including the installation costs, this system will run you between \$110,000 and \$120,000. The Furuno Omni CSH-8LMK2 has been utilized in the commercial fishing world for years but has been widely considered too expensive for recreational or charter boats. Now that people are seeing how successful they are, sport fish yacht owners are finding these systems to be a worthwhile purchase. With their rapidly growing popularity, there is currently a two to three-month waitlist for new Furuno Omni CSH-8LMK2 orders.

What is the learning curve for those who aren't experienced in marine electronics?

Because the Furuno Omni CSH8LMK2 updates the entire display (360 degrees) with every transmit cycle-this system is extremely easy to operate, with a little dealer-training. Also, Furuno can be commissioned for more one on one training-once the system is installed.

Does sonar really change the game that much?

Having one of these systems certainly gives crews a better chance than without. The Furuno Omni CSH8LMK2 allows you to see what's around the boat, not just what's underneath. If a fish is moving through the water column, you're able to lock on a target and track it which has given anglers a huge technological edge.

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THE WORLD

IS GETTING SMALLER



SPRINGTIME IN THE WORLD OF SPORTFISHING USUALLY SIGNIFIES A MIGRATION TO WARMER WATERS. WE SAT DOWN WITH LAUREN HARTMAN, SALES MANAGER FOR THE EAST AND WEST COAST DIVISIONS OF SEVENSTAR YACHT TRANSPORT, TO DISCUSS HOW TRANSPORT SERVICES ARE MAKING THE MIGRATION PROCESS EASIER THAN EVER FOR YACHT OWNERS.

Each year, Sevenstar transports approximately 1,500 vessels to more than 100 ports in 40 countries, and that number continues to grow. Within her seven-year tenure, Hartman says that she has helped to coordinate the transport of everything from jet-skis to a 60-meter luxury yacht.

“No location is off limits,” says Hartman. “We can now transport boats of any size to practically any place in the world, subject to operational limitations.”

For yacht owners and crews who don’t have weeks to devote to a transatlantic voyage, yacht-shipping provides a faster, easier alternative. In addition to saving time, yacht-shipping also significantly mitigates the risk of wear and tear during an ocean voyage, saving precious engine hours and time spent on repairs and re-paints once the yacht reaches its destination.

Based in Palm Beach, Florida, Hartman is responsible for coordinating departures from the east and west coasts of the United States. She covers voyages from Palm Beach, Florida to Costa Rica, Mexico, and British

Columbia. Aboard the shipping vessel, a voyage from Florida to Golfito, Costa Rica takes about seven days; a voyage from Florida to Ensenada, Mexico takes about two weeks.

In 2013 the Spliethoff Group strengthened Sevenstar’s presence in yacht transport with the addition of DYT Yacht Transport (formerly Dockwise Yacht Transport) and their fleet of submersible vessels. Once a year their float on-float off vessel makes a trip to some of the world’s most sought-after fishing locations.

So where are the fish biting now? Apparently, the Canary Islands and Cape Verde are currently two of the top destinations for incredible fishing.

For sportfishing yachts, Hartman says that Los Sueños, Costa Rica is still the most desirable destination, though Cabo, Mexico is growing in popularity as well. Sevenstar has also added a monthly voyage to Las Palmas, Spain from Savannah, Georgia. “Our cargo ships take this route on a regular basis so it’s very easy to accommodate a yacht or two and it has been popular,” says Hartman.

STEP-BY-STEP: SHIPPING YOUR YACHT ABOARD A SUBMERSIBLE VESSEL

1. Client works with a Sevenstar representative to choose a ship date and destination. Hartman recommends booking at least three months in advance.
2. Sevenstar sends the client a check-list in order to gather preliminary information (photos, docking plans, vessel size, displacement weight, and value).
3. Once this information is gathered, Sevenstar sends the client a contract and insurance form. Yacht insurance policies will not cover the yacht during shipping, so cargo insurance is calculated into the Sevenstar’s pricing. The cargo insurance covers the yacht from the time the slings go on to the moment it is back in the water at its destination.
4. When the forms are returned and a down payment is made, the slot is considered reserved.
5. The compiled information for each yacht is sent to Sevenstar operations and one of the corresponding 20 load masters who are based throughout the world. Sevenstar begins creating custom-made cradles for each yacht.
6. A few days before the yacht ships, crews should secure the yacht to withstand up 70-knot winds (although it is not likely the shipping vessel would encounter winds of this speed).
7. If the yacht will be connected to power aboard the shipping vessel, one crew member is required to ride along in the event a problem does arise (such as breaker pop). This crew member may wash down the yacht or make repairs, but due to liability reasons, they are not permitted to stay aboard the yacht but rather within the cabin on the shipping vessel.
8. 24 hours before the ship date, Sevenstar gives each client a loading time and location (port or starboard).



Sailing schedule

Westbound Florida to North America West Coast and Japan

3rd April - 15th April: MV Leopold Staff
Port Everglades, FL - St. Thomas USVI - Golfito, Costa Rica - La Paz, MX - Ensenada, MX - Victoria BC - Yokohama

10th May - 30th May: MV Donaughracht
Port Everglades, FL - Golfito, Costa Rica - La Paz, MX - Ensenada, MX - Victoria BC - Yokohama

Eastbound North America West Coast to Florida

25th March - 30th March: MV Dijkgracht
Ensenada, MX March 28th - Golfito, Costa Rica April 6th - Port Everglades April 13th

25th March - 10th April: MV Donaughracht
Victoria, BC - Ensenada, MX - La Paz, MX - Golfito, Costa Rica - Port Everglades

Do not forget to book the return transport for your sport fisher from Golfito to Florida!

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9. For “float-on” loading, clients arrive at their scheduled times, and professional divers go in the water to secure the slings on each yacht. During this time the crew is permitted to shut things down aboard the ship.
10. Tender service delivers each crew back to shore where they have the opportunity to watch the yachts being lifted and secured before the vessel departs.
11. Clients are updated each Monday, Wednesday, and Friday throughout the voyage regarding the whereabouts of their vessels. Contact information for an agent at the destination port is relayed. Clients are also given the option of satellite tracking the shipping vessel via Marine Traffic’s website.
12. The “float-off” unloading process is similar to the “float-on”. At least 24-hours in advance, clients are given a time and location for their yacht unload. A team of divers along with a Sevenstar loadmaster, carefully unloads each yacht and the crew is delivered aboard via tender service.



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A piece of equipment that we are starting to see more and more of is the Willy Vac® system, designed and built by Bill Wallace in South Carolina. The Willy Vac® is essentially a wet dry vacuum that can be used on just about anything; bilge water, engine coolant, sea strainers, even a stopped-up head. It will work even when completely submerged, so it can function also as a back-up bilge pump.

"It sure makes my life easier," says Dale Lackey, captain of the new Bayliss 62' Game Changer. "We use it for everything when it comes to clean up, especially after a thorough engine room wash down." Comments like these from various crews encouraged us to begin offering this system on our new boats. We sat down with Bill Wallace to provide our readers with better insight on the Willy Vac® system.



A game-changing idea

Bill Wallace has always had a knack for making things work better. He first got a taste for it when he was just a boy helping out at his family's service station in Pawley's Island, South Carolina. As he grew up, assisting his cousin with repairs on cars, trailers, and RV's quickly evolved into an appetite to learn more about mechanics, and after high school he attended Nashville Auto Diesel College. After graduating, Wallace opened his own business, Wallace Marine Service, in Charleston, SC. At the time, he was maintaining 11 boats, most of which were sportfish boats.

Wallace spent a lot of time in the engine rooms of these boats. After cleaning sea-strainers, replacing water pumps, and rinsing the engine room down after fishing, he would use a shop vacuum to clean up the water, pour it into buckets, and haul it up to dump out. The bigger the boat, the more trips he took. This became time consuming, back-breaking labor so Wallace began developing a system which would make things easier.

In 2014, the first Willy Vac® prototype was installed on three boats within the same week: a 51-foot Monterey, a 35-foot Cabo, and a 55-foot Viking. The Monterey is still going strong with the original prototype and the Cabo and Viking have recently had new Willy Vac® systems installed.

"It is a lifesaver—really one of the best things I've ever put in my boat," says Bucky Morris, the owner of Major Motion, the 51-foot Monterey which received one of the very first Willy Vac® prototypes. To date, the Willy Vac® system is installed on approximately 250 boats.

A one-man production line

When asked about the production process, Wallace laughs. "I am the production process," he says. While he does outsource the fabrication of some parts to a friend who operates a CNC machine, Wallace assembles and paints each unit himself. He is very keen on maintaining the quality and durability, so he likes to have his hands on each unit from start to finish.

"Making a lot of money isn't my passion," he says. "I want to make a product that helps a mate and captain in their day to day life and I know that this machine does that because I've been in the trenches."

Bill's Willy Vac® Maintenance Tips:

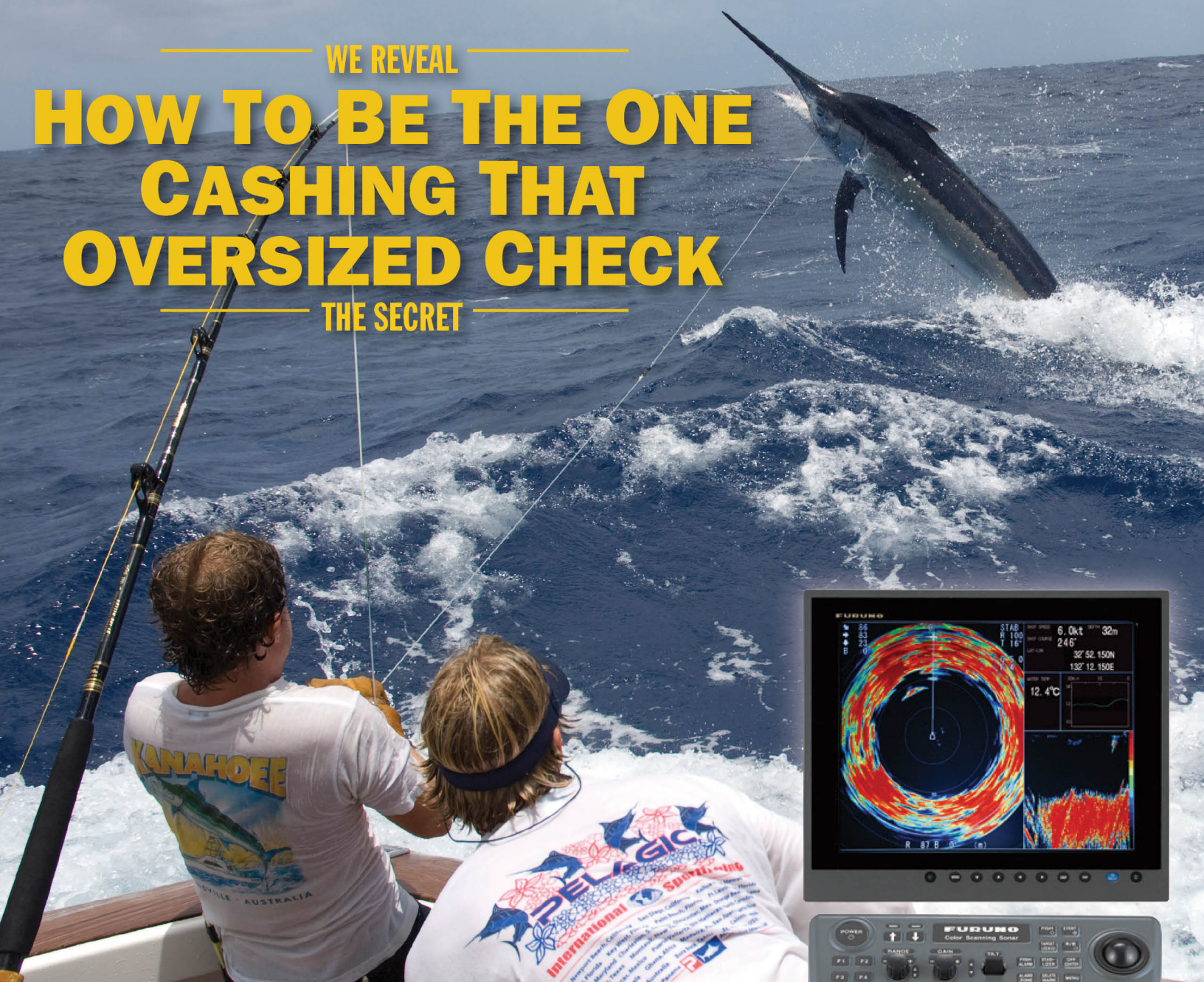
1. **USE** it often. The system doesn't like to sit for extended periods of time with salt water inside.
2. **RUN** fresh water through the system when you can. The Willy Vac® maintains a certain amount of water at the bottom of the machine- this should be fresh water.
3. **KEEP** the strainers clean. There are two strainers—a basket that catches 90 percent of the debris and a strainer just below the basket.
4. **REPLACE** the pumps. There are two pumps that will need replacing every two years. One sucks the water in and the other pumps it out. Wallace recommends replacing these two every two years when the boat goes into the yard for other routine service.

If service is needed and the boat isn't in the yard, the new Willy Vac® models can easily be serviced by the captain or mate in a matter of a few minutes without any special tools.

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CHOOSING, TUNING AND MAINTAINING AN OUTRIGGER SYSTEM WITH RUPP MARINE

IN THE LATE 1970'S, OUTRIGGERS WERE HEAVY CONTRAPTIONS WITH COMPONENTS THAT WERE NEARLY IMPOSSIBLE TO REPAIR OR REPLACE. AN AVID SPORT FISHERMAN, MICKEY RUPP RECOGNIZED THE DEMAND FOR A USER FRIENDLY, EASILY SERVICEABLE OUTRIGGER. BY 1980, HE HAD DESIGNED AND PATENTED A VARIETY OF PRODUCTS THAT ADDRESSED THESE ISSUES.

Rupp has had an interesting business trajectory. He founded Rupp Manufacturing in Mansfield, Ohio in 1959 and by 1970, the company was a leading force in the powersports industry, manufacturing and selling more than 70,000 minibikes and 35,000 snowmobiles per year. Rupp attributes much of his success to a "curious and innovative nature." He sold the company in the mid 1970's and moved to Florida where he quickly developed a passion for sport fishing. Rupp Marine was founded shortly thereafter.

A rapidly changing industry

Ron Karpanty, Vice President of Sales for Rupp Marine and son-in-law to Mickey Rupp, has seen some significant changes in the sportfishing industry over the years. Cleaning out his file cabinets recently, Karpanty came across hand drawn prints from iconic boat builders in the 1980's. He says that what stood out most was the fact that not a single boat was over 60 feet long.

"So, the most obvious change we have had to contend with over the years is the increase in boat size and speed," Karpanty says. "With that change comes the demand for larger, more rugged outrigger systems."

Rupp Marine utilizes the latest solid modeling programs, in-house 3D printing and other rapid prototyping techniques to create systems that can withstand the harshest tournament fishing conditions, while simultaneously offering the comfort and safety of pushbutton outrigger deployment.

Choosing a system

For custom boats, Rupp Marine provides the builder with computer generated solid models to present the customer with an accurate representation of how the system will look and function on the boat. They also take into consideration where and how the customer will fish, to further refine the product offering.

For retrofits or replacement systems, Rupp Marine references their database of previously sold outrigger systems. If the customer doesn't know what they need, the employees at Rupp Marine can quickly present them with a variety of options which will fit their boat based on similar past installations.

Hydraulic vs. Conventional Outriggers

Rupp Marine offers both hydraulic and conventional systems for boats ranging in length from 18-feet to well over 100-feet. Their hydraulic outrigger systems have hydraulic power units, custom aluminum cylinders, and patented locking mechanisms. Though the cost is considerably higher than a conven-

tional outrigger setup, the obvious benefit is a push-button or remote-control deployment and retrieval of the outriggers.

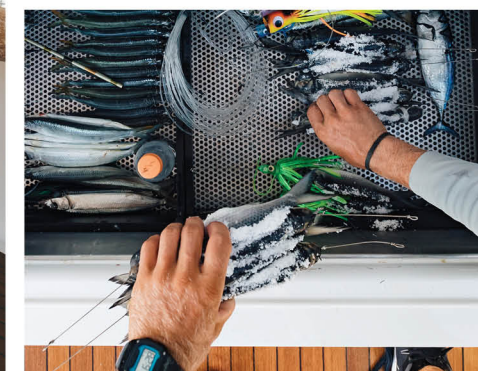
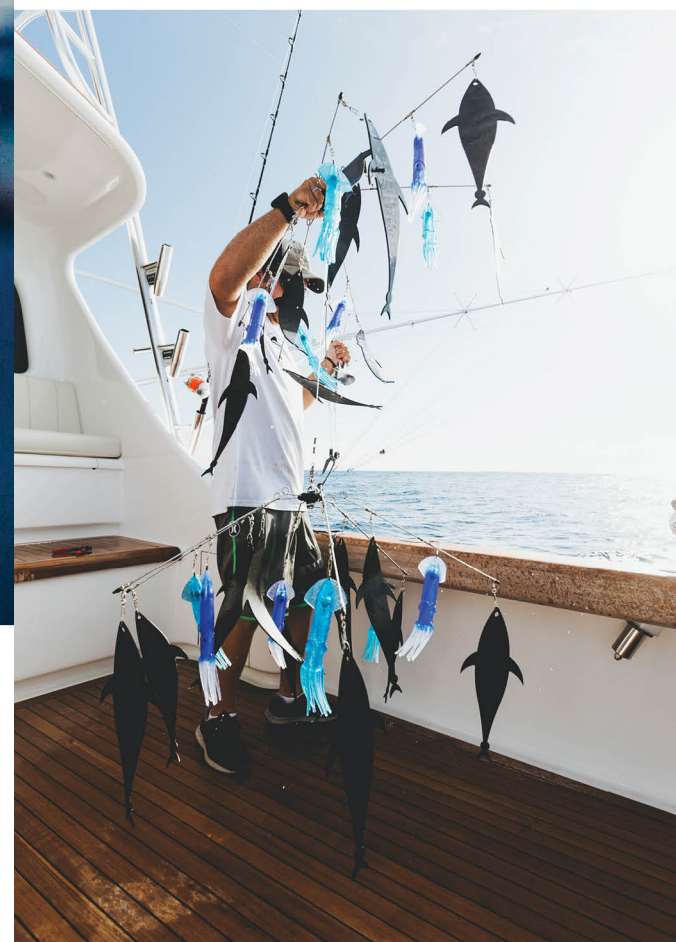
"Larger outriggers, multiple helm stations, advanced electronics, and complex control systems all require the captain's attention," says Karpanty. "Rupp Powerriggers provide a safe and easy way to deploy and retrieve the outriggers by allowing the captain to remain at the helm."

Caring for your outriggers

The anodic coating on the outrigger isn't so different from the brightwork on the boat. Karpanty recommends a fresh water rinse, cleaning with mild detergents, followed by an application of protectant. This should take place regularly and after each use. Often overlooked, the hydraulic cylinders should be extended and rinsed when possible, occasionally applying a coating of marine lubricant to the inside sleeve. Tuning should also be performed anytime the outriggers are removed from the boat.

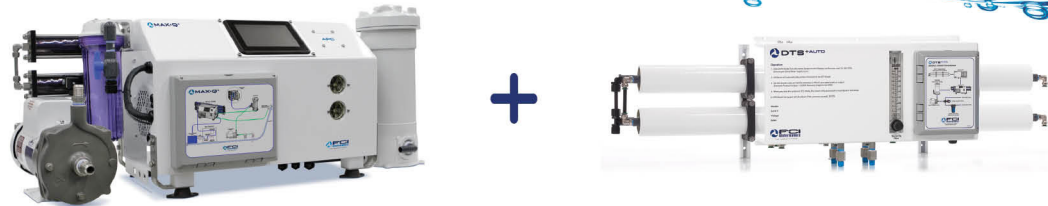
"Outrigger tuning is kind of a catch all phrase, but we use it to mean the practice of removing the outriggers and checking the cable tension, taking time to replace worn or missing bushings and visually checking cables for signs of wear," says Karpanty.

For the recreational program this is usually recommended at least once a year, but tournament programs may require more frequent tuning. Karpanty says that tuning is also a good time for those with hydraulic outrigger systems to inspect thru-hull connections and fittings for signs of leaks, while at the same time checking hydraulic oil levels and changing the filter.





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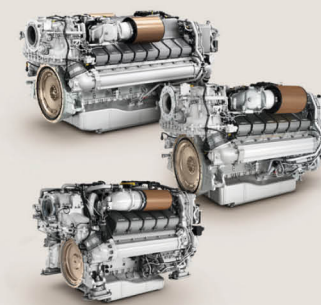
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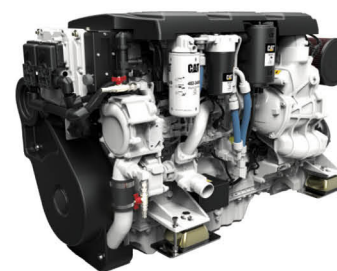


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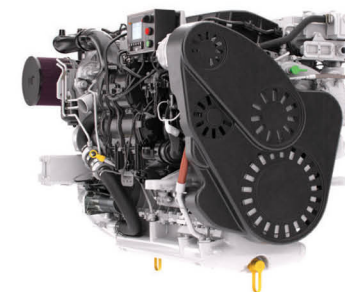
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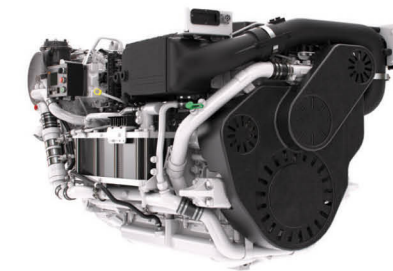
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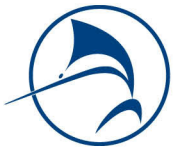
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