

The Big Backyard

A Sampler of Plus-Sized Cockpit Motoryachts

For those with the financial resources and the desire to go big, the upper end of the owner-operated and/or captain-assisted cruising boat market has some very sweet choices. Get into the 60- to 70-foot range and the master stateroom takes on the proportions of a comfortable hotel suite. There's room for visitors, an onboard office suite, crew accommodations and a proper workroom near the engines. The galley can handle a dinner party, the salon can accommodate an expanded guest list, and the top deck will carry a full-sized tender and water toys to boot.

One of the most versatile and popular styles of supersize cruiser is the pilothouse/cockpit motoryacht. These combine the operating ease and sociability of a pilothouse design with moderate drafts, 360-degree deck access to aid smaller crews with line handling, and powerful engines that provide authoritative maneuvering. With cruising speeds that reach into the high teens or low-20-knot range, they can open new horizons and bring more distant ports within the range of a long weekend.

What really sets this design apart from other large cruisers is the aft cockpit configuration. Often divided into a shaded stern lounge and a lower-profile

open cockpit, this rear-deck combination allows for relaxed al fresco dining and entertaining, along with a low-profile "back porch" that is ideal for fishing and water sports.

The four cockpit motoryachts featured here are prime examples of the breed, bringing together performance, comfort and versatility.

Aleutian 70 CMY

Grand Banks' new Aleutian 70 is a raised pilothouse design based on the same Fexas-designed hull as the company's highly successful 64-footer. It marries the best attributes of planning and displacement hulls to provide

either the speed to increase the scope of a weekend cruise or the range to reach far-distant ports of call.

The addition of the 6-foot cockpit aft of the covered rear deck not only creates an open-air recreation platform, but also increases running surface and lift, allowing the 70 to support engine options up to twin 1,440 hp.

With a 2,600-gallon fuel capacity and the ability to cruise in the 20-knot range — or to achieve better than 1 nautical mpg at displacement speeds — the 70 is quite flexible.

From the cockpit forward, the 70's layout and interior mirror those of the 64, and include three staterooms plus crew's quarters with a private entry. The full-width master stateroom incorporates a built-in vanity and settee, an apartment-worthy walk-in closet and an enlarged shower stall. The primary guest stateroom includes a full-sized island queen bed, and, as an option, the third stateroom can be configured as a sitting room or an onboard office.

Crew accommodations are located between the master and engine room, and are accessed by a separate stairway adjacent to the galley and pilothouse.

SPECIFICATIONS

LOA: 70' 2"

Beam: 19' 10"

Draft: 5' 6"

Fuel: 2,625 gal.

Power: Twin 800 to 1,440 hp

Price Range: \$2,570,000 to \$2,740,000

Information: 206-352-0116

www.grandbanks.com



Jefferson 64 Pilothouse CMY

The largest member of Jefferson's Pilothouse series, the 64 provides a three-stateroom layout that allows for a full-width master suite amidships and two comfortable guest cabins. There's also space for crew's quarters or a workshop aft of the engine room, which is accessed through a rear deck rather than the interior.

The main cabin deck uses large windows to provide an all-round view and features an open floor plan that ties the pilothouse and galley into the salon. Standard features include full-sized appliances, air conditioning with reverse-cycle heat, a 15-kw Westerbeke genset with sound shielding, a bow thruster, hydraulic trim tabs, a Glendining Cablemaster system and an Awlgrip exterior finish.

The 64 rides on a hard-chine planing hull that incorporates a half-length keel which extends below the running gear. A number of power options are available from Cummins, Caterpillar and Detroit/MTU.

The most common choice is the Detroit/MTU 60 Series/825 hp. With this power option, the 64 tops out at 23 knots, and will maintain an 18-knot cruise at 1,950 rpm while burning around 50 gallons per hour. At displacement speeds, the boat will cruise at 9 knots while consuming just 8 gph, providing a conservative cruising range in excess of 700 miles.



SPECIFICATIONS

LOA: 64' 5"
Beam: 16'
Draft: 4' 6"
Fuel: 800 gal.
Power: Twin 330 to 825 hp
Price Range: \$1,100,000 to \$1,300,000
Information: 812-282-8111
www.jeffersonyachts.com

Fleming 75

Fleming's original 55-footer quickly gained the respect of the boating community for its world-class construction values and world-girding cruising performance. The 75 is an upsized version of the original that boasts the same meticulous attention to detail and focus on sound and vibration suppression.

Accommodations are spacious — as would be expected from a vessel of this size — but not at the expense of the classic topside lines or working deck space. One design facet that sets the 75 apart from other in this class is the treatment of mechanical spaces.

The 22-foot-long engine room is fitted with a premium fire suppression system, and provides full headroom and walkaround access to the engines and gensets. Forward, an additional 29-foot mechanical room contains batteries and other systems, and allows immediate overhead access to the ship's plumbing.

When powered by twin 800-hp Caterpillars, the 75 will achieve speeds in the 17-knot range, and will cruise in the 10- to 11-knot range while burning 7 to 8 gph, yielding a cruising range of some 2,000 nautical miles. Optional 1,400-hp Cats will increase top speed to 23 knots.

In addition to the 75, Fleming will introduce a new 65-foot model this year. It's expected to combine the best qualities of existing models, and set new standards for a full-sized pilothouse cruiser.



SPECIFICATIONS

LOA: 75'
Beam: 21'
Draft: 5' 3"
Fuel: 3,000 gal.
Power: Twin 800 to 1,400 hp
Price Range: \$3,400,000
Information: 410-280-2368
www.flemingyachts.com

Offshore 72

With five decades of building experience and more than 250 vessels launched, Offshore Yachts can boast a direct lineage to Richard Hunt and the pioneer days of fiberglass construction. The latest addition to the company's line is a 72-foot cockpit motoryacht that embodies all the sea-kindly attributes of other Offshore models.

The William Crealock-designed hull features a solid laminate below the water line for strength, while the topside is cored to reduce weight and maintain a lower center of gravity. The running surface carries 12 degrees of deadrise through to the transom for rough water performance and incorporates a midship keel that extends several inches below the running gear.

The topside profile incorporates the wide side decks, protective bulwarks and large cabin windows that are a hallmark of the company's pilothouse designs. Below, the layout allows for three private staterooms, or allows the third to be converted into an onboard office suite. Crew's quarters and a workspace are located aft of the engine room.

At press time, hull No. 1 of the 72 had just arrived in California, and was undergoing sea trials. Preliminary tests showed that with twin 1,000-hp Caterpillars, the boat was capable of 20-knot speeds with a full load of fuel, and could cruise comfortably in the mid- to high teens. ⚙



SPECIFICATIONS

LOA: 72'
Beam: 19' 3"
Draft: 5' 7"
Fuel: 1,500 gal.
Power: Twin 800 to 1,000 hp
Price Range: \$2,400,000
Information: 619-688-05740
www.offshoryachts.net