

SURFING THE BEST FISHING WEB SITES P.68

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NOVEMBER 2005
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BOAT OF INTEREST

F&S 63

Back in the late 1970s, Jim Floyd, an avid small-boat fisherman, decided he wanted to build his own boat. As the owner of one of the legendary Carl Moesly-designed SeaCrafts, he felt strongly that his new, larger boat should embody all the terrific performance characteristics inherent in his SeaCraft. Floyd spent endless hours in the shops of the noted Carolina builders of the time, studying their designs and construction techniques. He began his own experiments to find what he considered to be the optimum



combination of resins and fabrics available. He knew even then that he wanted greater strength without the attendant weight. He eventually finished his first Carolina hull and then fished it hard for the next 10 years or so.

As he continued tinkering and honing his design skills, Floyd built a scale model of his ideal hull, which he then used to build his first F&S, a 59-footer called *Fin-Ally*. Today's F&S boats sport clean, classic lines, and all employ state-of-the-art cold-molding technology.

Then along came a young, well-known Puerto Rican offshore fisherman who desired a boat that possessed something a little more stylish, something that would make a statement amongst the otherwise classic and conservative Club Nautico members. With just an idea in mind, Applied Concepts was contracted to develop a design for this client six months prior to choosing a builder. As the exterior concepts evolved, the client contacted F&S. Floyd liked the radical new GenX styling this boat possessed and was eager to finalize the conceptual design with Applied Concepts.

This first F&S/Applied Concepts collaboration will be sure to grab attention. With his composite-cored construction and incredibly sea-kindly hull — combined with the exterior styling, flybridge, mezzanine and cockpit designed by Applied Concepts — Floyd found a new vision and plans to bring about the next generation of F&S sportfishers. In fact, F&S plans on working with Applied Concepts to provide design services on all its upcoming vessels.

The new 63, built of cold-molded Okume wood and

fiberglass as well as Core Cell composite, utilizes a unique, stepped-hull design. No, not the kind of step found on offshore racing boats like those used by Fountains and Cigarettes. Floyd incorporates longitudinal steps in a variable deadrise design. Sighting down the hull bottom from the stern reveals that the F&S hull offers none of the protruding strakes found on typical deep-V hulls. Such strakes normally provide stability and slow the water as it moves upward from the keel to the chines when the boat drops after a wave. Unfortunately, the strakes also create a slap during that same downward hull movement.

The F&S bottom has "panels," each with a deadrise smaller than the adjacent inboard panel's. As you'd expect, the panels nearest the keel exhibit the sharpest deadrise — for a much smoother landing as the boat comes off a wave.

The longitudinal steps allow the hull to release rather than create pressure, resulting in a softer ride, says Floyd. Additionally, as the hull cuts through waves, the steps cause aeration. Since air bubbles are inherently softer than water and cause less drag, these steps contribute to the 63's soft ride and superior performance. And finally, the steps provide exceptional stability on all points while running.

With a pair of 1,650-hp Caterpillar C-32 diesels, *Bandolera* tops out at an impressive 42.2 knots and cruises all day at 36 knots turning 1,975 rpm.

All parties involved feel that the Applied Concepts/F&S relationship qualifies as a marriage made in heaven. In fact, expect the results of this collaboration to be very apparent in F&S's next few vessels, including its newest project, the F&S 68.

— Dean Travis Clarke

SPECIFICATIONS

LOA	63'0"
BEAM	17'10"
DRAFT	4'2"
WEIGHT	64,000 pounds
FUEL	1,820 gallons
WATER	220 gallons
POWER	T 1,650-hp Cat C32s
BASE PRICE	Price on request

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