



OUT OF THIS WORLD

The fastest deck boat we've ever tested, the Mach F-30 Sport Deck is pure DCB from bow to stern.

THINK OF THE MACH F-30 SPORT DECK from Dave's Custom Boats as a Porsche Cayenne for the water and you won't be far off the mark. No doubt about it, both offer plenty of utility. But both also are targeted at drivers whom performance is every bit—and probably more—as important as utility.

In fact, it was DCB's performance-loving customers who drove the El Cajon, Calif., builder to create the 30-foot sport deck boat, which is based off the Mach F-29 sport catamaran hull.

"Everyone kept coming up to us at the L.A. Boat Show last year saying, 'When are you going to build a bigger deck boat?'" DCB's Bryan Weerheim told us during our 2008 Performance Trials in Parker, Ariz. "But we didn't just want to do another deck boat."

Mission accomplished. We tested hull No. 1, and it's safe to say that the Mach F-30 Sport Deck was anything but "another deck boat." With a pair of fuel-injected and supercharged 900-horsepower engines under the hatch, the boat was nothing short of mind-blowing.

PERFORMANCE

Sure, we knew the Mach F-30 Sport Deck

was a deck boat for the performance-oriented boater simply because it was a DCB. But four high-back bucket seats in the cockpit, rather than the standard two buckets and a bench, reinforced that notion. What's more, all five Mach F-30 Sport Deck models that have been sold to date have been ordered with the same layout.

We certainly wouldn't have had it any other way. With its combined 1,800 hp channeled into IMCO Marine Xtreme Advantage SC drives with 1.25:1 gear reductions, the boat topped out at 140.7 mph. That made it the fastest deck boat this magazine has ever tested.

Of course, that's not the way most buyers would equip the deck boat, nor is it the way we would recommend they equip it. Few drivers can handle, and even fewer need, a 140-mph deck boat.

Our lead test driver, Bob Teague, is a professional with decades of high-performance driving and racing experience. The average model going out the door will be sold with much lower power and a less aggressive setup.

But as a "let's see what this bad boy can do" showpiece, the Mach F-30 Sport Deck was breathtaking.

Just look at the numbers. With its engines loafing at 4,500 rpm, the boat cruised at 110 mph. From a standing start, it reached 114 mph in 20 seconds. Doing its best impression of a guided missile, the catamaran launched from 30 to 50 mph in 3 seconds, 40 to 60 mph in 3.1 seconds and 40 to 70 mph in 5 seconds.

Handling at all speeds was excellent. About the only less-than-stellar quality we could find in the boat was a mild midrange porpoise. However, our test driver, who has driven the Mach F-29 sport cat on which the deck boat is based, believed that to be more a function of the sticky-glass Colorado River on our test day than anything else.

WORKMANSHIP

As expected, the Mach F-30 Sport Deck was built to company principal Dave Hemmingson's exacting standards. That translated to vivid gelcoat graphics and blemish-free mold work. Though conventional layup materials including vinylester resin, multidirectional fiberglass and balsa coring are offered, the vacuum-bagged test model was built with Penske composites, carbon fiber and Kevlar.





TEST RESULTS: DCB MACH F-30 SPORT DECK

TEST CONDITIONS

Temperature/humidity	73 degrees/31 percent
Wind speed/water conditions	1 to 2 mph/flat

HULL INFORMATION

Deadrise at transom	14.5 degrees
Centerline/beam	30'/8"10"
Hull weight	7,500 pounds

PRICING INFORMATION

Base retail with twin MerCruiser 496 Mag HO engines	\$217,950
Price as tested	\$414,500

ENGINE & PROPELLER

Engine	(2) Teague Custom Marine 900 EFI
Cylinder type	V-8
Cubic-inch displacement/horsepower	540/900
Lower-unit gear ratio	1.25:1
Propeller	Mercury Bravo One 15 1/4" x 36"

OPTIONS ON TEST BOAT

Upgrade to twin Teague Custom Marine 900 EFI engines (\$125,000), IMCO Marine Xtreme Advantage SC drives with quad ram steering (\$11,000), standoff boxes (\$10,000), vacuum-bagged layup (\$9,000), carbon-fiber/Kevlar schedule (\$9,000), half cap with stainless-steel rubrail (\$8,000), gelcoat upgrade (\$7,000), dual sea strainers with low water pickups (\$3,000), four-person intercom (\$2,900), epoxy-coated engine hatch with graphics (\$2,700), rear GPS speedometers (\$2,200), billet trim pump and drive reservoirs (\$1,800), custom carpet with logo (\$1,600), fiberglass hardback seats with graphics (\$1,500), stainless tilt helm (\$1,000) and billet navigation and interior lights (\$800).

ACCELERATION

5 seconds	35 mph
10 seconds	68 mph
15 seconds	98 mph
20 seconds	114 mph

MIDRANGE ACCELERATION

30-50 mph	3 seconds
40-60 mph	3.1 seconds
40-70 mph	5 seconds

RPM VS. MPH

1000	7 mph
1500	9 mph
2000	34 mph
2500	52 mph
3000	66 mph
3500	83 mph
4000	98 mph
4500	110 mph
5000	121 mph
5500	130 mph

TOP SPEED AT RPM

Radar	140.7 mph at 6,000
GPS	140.1 mph

PLANING

Time to plane	4.6 seconds
Minimum planing speed	NA

FUEL ECONOMY

At 30 mph	NA
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FUEL CAPACITY

	110 gallons
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TEST CONDUCTED AT (ELEVATION) Parker, Ariz. (450 feet)

MANUFACTURER

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WHAT WE LOVED: The combination of mind-blowing acceleration and stellar handling manners.

WHAT WE'D LIKE TO SEE: The boat with the standard engine package to see how it performs with less power.

The entire boat was so expertly capped at the hull and deck joint that it appeared to have been popped from one giant mold. For the sake of dockside practicality, the builder installed narrow stainless-steel rubrails on the boat's hullsides. Supports for the buckets were part of the sole liner, which gave the interior a finished, seamless appearance.

The epoxy-applied, color-matched graphics on the engine hatch represented a \$2,700 option—an attractive upgrade well worth making, at least in our opinion. Twin screw jacks raised the hatch for access to the engines. The motors were installed on solid feet and custom mounts fabricated by DCB.

All four batteries were mounted in billet boxes with step plates. The bilge had a smooth gray finish that looked easy to clean. As for the wiring, it was typical DCB. The wiring was evenly tie-wrapped, arranged in parallel looms and supported by stainless-steel cushion clamps.

INTERIOR

Though the four bucket seats in the cockpit created the interior “wow factor,” the contoured benches in the bow were plush. As configured, each bench could accommodate one passenger facing forward or backward, or two passengers sitting side by side. Accessible from the beach (if you choose to beach it)

were two lockers with soft-sided coolers on each side of the bow walk-through.

For grab handles up front, as well as in the cockpit, DCB used billet pieces in all the right places. Snap-in carpet with the Mach F-30 Sport Deck logo covered the sole. For primary stowage, the co-pilot's and driver's consoles offered serious open space behind gull-wing-style doors.

The Mach F-30 Sport Deck had four Livorsi Marine GPS speedometers with recall. That's right, four—one in the driver's array of Livorsi gauges, one installed in the co-pilot's dash and one on the back of each forward bucket seat. Obviously, the boat was set up for folks who care how fast they're going.

Last but certainly not least, there was DCB's new add-on, two-tier fiberglass swim platform supported by the boat's extension boxes and billet brackets. The platform, which included billet inserts, also can be installed on other DCB offerings.

OVERALL

Though deck boats of the West Coast custom kind are by definition outrageous, the immaculate Mach F-30 Sport Deck from DCB takes it to another level. With 1,800 hp and 140-plus-mph top-end, it certainly isn't for everyone. But it is, without question, a performance-lover's machine. **P**

Clockwise from top left: Twin 900-horsepower engines from Teague Custom Marine got the 30-foot deck boat moving instantaneously. Seating in the cockpit consisted of four high-back bucket seats. DCB designed a new swim platform for the transom. Custom touches included a logo in the snap-in carpet and billet speaker covers.

