

# INSTANT HIT

In every aspect, DCB's Mach F-32 catamaran commanded attention.

**N**ew for 2006, the DCB Mach F-32 completes a trio of finely crafted catamarans that includes a 29-footer and a 34-footer. The builder graciously gave us the first look at the cat for this Speed Roundup. And though this was our first encounter, it might just end up as our favorite in the Mach line from Dave's Custom Boats.

Measuring exactly 32 feet at the centerline, the Mach F-32 felt more like a 36-footer in terms of stability. That's important for a catamaran built to run comfortably—and frequently—at more than 100 mph.

The boat was equipped with a pair of 625-horsepower naturally aspirated engines from Ilmor, 1.35:1 reduction IMCO Xtreme Advantage SC drives and 33"-pitch Hering six-blade propellers. The setup was right-on as the boat topped out at 121.6 mph on radar and felt solid at that speed.

But the best was yet to come. To get every bit of speed out of the catamaran required a bit of a run-up. That meant our lead test driver had to start farther up the Colorado River where there were a few twists. In the hands of our professional driver, the cat raced through those turns, feeling connected and sure all the way even at 115 mph.

Aggressive slalom turns, at lower speeds of course, were excellent. The boat never wandered off-course, and it did not porpoise at any speed.

Based on the Mach F-32's remarkable stability, we're sure the boat could handle more power. Acceleration lovers might want to go bigger, as the numbers with the existing propulsion package were fairly tame. The cat came on plane in 8.2 seconds, reached 67 mph in 20 seconds and took 10.5 seconds to run from 40 to 70 mph.

On the other hand, with the engines turning an also-tame 4,500 rpm, the Mach F-32 cruised

at 99 mph. At 4,000 rpm, the cat loped along at 87 mph. Anyway you look at it, that's efficient.

Such efficiency is expected of a DCB product. So, too, is exceptional custom workmanship. Capped at the sheer line and finished with a stainless-steel strip, the catamaran exhibited flawless tooling and bold gelcoat graphics executed with precision. Not handled in gelcoat, the engine hatch, which incorporated epoxy in its layup, was painted to match the colors of the hull and deck.

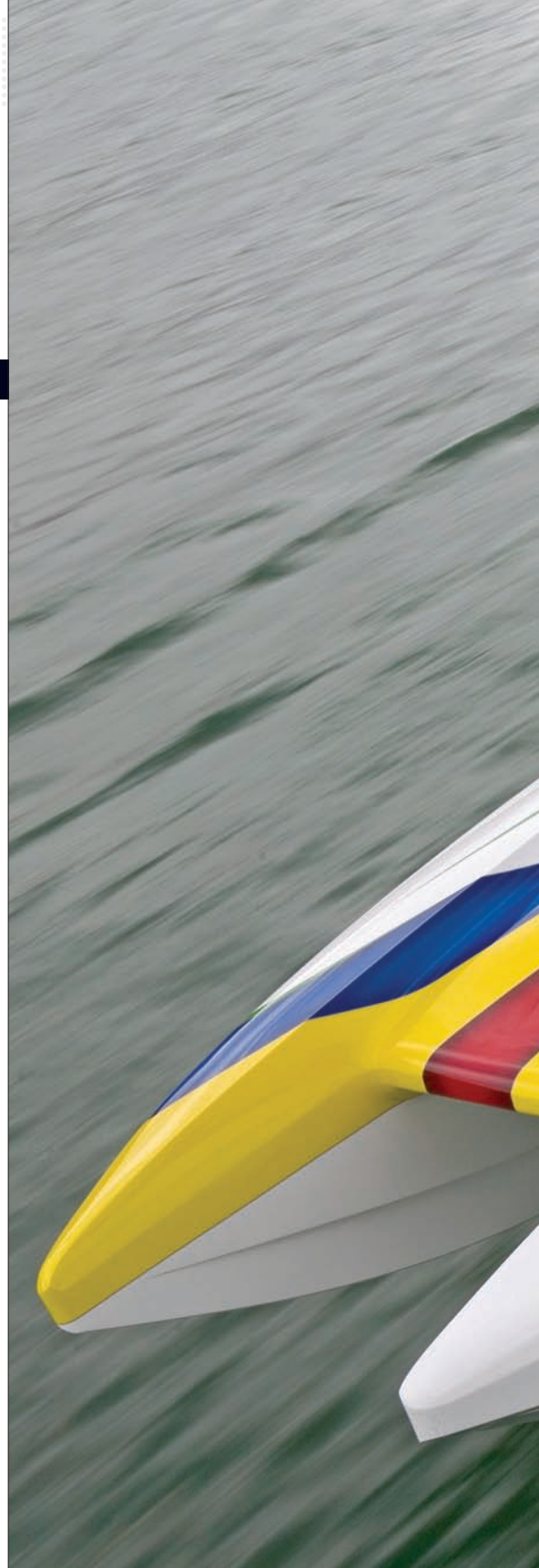
Refreshingly clear acrylic quarter-canopies met the deck without gaps. Lamination materials for the boat included vinylester resin, multi-directional knitted fiberglass and multidirectional Kevlar. Each of the boat's Decolite bulkheads were vacuum-bagged, and its four full-length stringers were capped with Kevlar.

All hardware, right down to the glove box in the co-pilot's dash, was billet. LED lighting was used to illuminate the cockpit, which was outfitted with a bench and two high-back bucket seats. To entertain passengers, the builder mounted a 140-mph GPS speedometer at the observer's spot and in front of the rear bench in cutouts in the gunwale.

Naturally, the helm also had a GPS speedo, as well as a host of Livorsi Marine instruments, Latham Marine throttles and shifters and an IMCO tilt helm for the IMCO quad-ram hydraulic steering system. Both the helm and co-pilot's positions were outfitted with DCB's effective forced-air cooling system.

Other niceties included snap-in carpet in the cockpit and dedicated cooler receptacles, fans, track lighting and love seats in the cabin.

DCB's Mach F-29 and F-34 catamarans are tough acts to follow. Though we need to spend more time in the Mach F-32, the latest offering from the company proved it deserves to be in the Mach lineup.—**MT P**



## TEST RESULTS DCB MACH F-32

Centerline	32'
Beam	9'
Hull weight	8,500 pounds
Price as tested	\$389,605
Engine	(2) Ilmor MV-10 625
Cubic-inch displacement/horsepower	505/625

Propeller	Hering six-blade 15" x 33"
Zero to 20 seconds	67 mph
40 to 70 mph	10.5 seconds
Top speed at rpm	121.6 mph at 5,700
Time to plane	8.2 seconds
Contact	619-442-0300, www.davescustomboats.com

From left: The helm of the Mach F-32 was set up with rows of Livorsi Marine gauges and an IMCO tilt helm. DCB also installed GPS speedometers in cutouts in the gunwale to entertain rear passengers. Ilmor's MV-10 engines pushed the 32-footer to 121.6 mph.

