



2007 AWARDS FOR PRODUCT EXCELLENCE

SPORT CATAMARAN OF THE YEAR

Dave's Custom Boats

[Mach F-32]

Sweating the details is Dave Hemmingson's stock in trade. He simply doesn't let anything go—in his eyes, nothing is too small to address. His meticulous attention to detail has been obvious in every Dave's Custom Boats model we've tested.

Combined with DCB's ability to produce hulls that deliver exceptional performance, Hemmingson's dedication to quality—and the ability to instill it in his team—is the key to DCB's success.

The latest model in the DCB catamaran line is the Mach F-32, and it could well be our favorite offering in the lot. The 32-footer was fast, out-handled everything in its class and was built with the kind of precision and sterility not often found outside clean rooms or laboratories.

With a pair of supercharged 800-horsepower engines under the hatch, the Mach F-32 topped out at 138 mph at 5,500 rpm. Best of all was how the catamaran felt at that speed—connected and reassuring. With the engines turning a mellow 4,000 rpm, the cat cruised at 102 mph.

Rounding bends in the Colorado River at that speed was a breeze for professional test drivers Bob Teague and John Tomlinson. Based in South Florida, Tomlinson doesn't have the opportunity to test as many West Coast sport cats as Teague, but he was particularly impressed.

"I took turns at 120 and 130 mph and this boat was just on rails," Tomlinson said.

Despite aggressive 1.26:1 gearing and tall 36"-pitch propellers, the boat came on plane in 6.3 seconds and reached 89 mph in 20 seconds from a standing start. A dart in the midrange, the catamaran shot from 50 to 90 mph in 10.3 seconds.

► For the Performance Report on the Dave's Custom Boats Mach F-32, see "Flying First Class," February 2007, Page 104.

The Mach F-32's composite layup included unidirectional fiberglass, Kevlar and carbon fiber. A study in blue, green, gray and white, the boat's graphics were handled perfectly in the gelcoat. Mold work was spot-on, and though the boat was perfectly capped, it did have a stainless-steel molding strip for added protection at the docks.

What else did we love about the Mach F-32? For openers, the quarter-canopies, which had minimal distortion and were expertly married to the deck. We also loved the high-back bucket seats for the driver and co-pilot, the pushpin-style fender holders/cleats and DCB's tried and true forced-air cooling system for those seated up front.

Did we mention the engine compartment rigging? It was, per DCB standards, flawless, right down to the billet mounts for the engines, parallel wire looms and the regularly spaced stainless-steel cushion clamps that held them in place.

And then there were the "details" that dazzled us, such as angled billet footrests and billet step plates that kept us from having to tread on the boat's immaculate upholstery.

We also loved the three-person bucket-style bench seat, as well as the GPS speedometers installed in the fiberglass backs of the driver and co-pilot seats. Bench passengers enjoy knowing how fast they're going, too.

That's the kind of detail DCB includes in its products. The Mach F-32 didn't just outperform every sport catamaran in its class. It was planned and executed right down to its last indexed screw. And that, as much as the cat's exhilarating performance, made the difference. ♦

TEST RESULTS

Centerline/beam
32'9"

Hull weight/fuel capacity
8,500 pounds/130 gallons

Price as tested
\$414,950

Engine
(2) Teague Custom Marine 800 EFI

Cubic-inch displacement/hp
509/800

Propeller
Mercury Bravo One 15 1/4" x 36"

Zero to 20 seconds
89 mph

40 to 70 mph
7.2 seconds

Top speed at rpm
138 mph at 5,500

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From left: DCB included high-back bucket seats for everyone in the boat. At the helm, Livorsi Marine gauges were mounted in chrome bezels. The Mach F-32 was powered by twin 800-hp motors. The builder finished the cabin with a pair of love seats and removable coolers.

