

2009 AWARDS FOR PRODUCT EXCELLENCE
SPORT CATAMARAN OF THE YEAR

DAVE'S CUSTOM BOATS *Mach F-32*

Details don't escape the people at Dave's Custom Boats in El Cajon, Calif., at least in our experience with the company's products. From the way they're built and equipped to the way they perform, nothing is left to chance with a boat from DCB. That's why the builder's sport catamarans can command higher prices than its competitors. That's also why the company earned top honors in our Sport Catamaran category this year for its Mach F-32.

With a pair of 1,200-horsepower electronically fuel-injected, supercharged engines from Teague Custom Marine under the hatch, the 32-footer topped out at 164 mph. On our way to that top speed—while running about 120 mph—we found ourselves confronted with a substantial tow-boat wake.

We held our breath for a split second and—nothing. The Mach F-32 danced lightly over the top of the hefty crest. We looked at one another, smiled and shook our heads, and then got on with the run.

A mechanical glitch cut our test time short and we were not able to put the Mach F-32 through acceleration drills. But it did feel capable of quick blasts to big speeds, and when it came to efficiency, the catamaran was an ace.

The boat cruised at 100 mph with the engines running 4,000 rpm. Adding another 1,000 rpm to the engine speed, which was no big strain for the 1,200-hp mills, brought the boat to a steady 130 mph.

A breeze to drive, but a must to respect with the kind of power and speed the Mach F-32 had up top, the cat handled beautifully. It didn't lean out hard in low-speed turns, and it leaned into turns at higher speeds. Tracking at all speeds was flawless.

In a sport cat capable of such big speeds, nothing other than high-back bucket seats for all passengers, not just for the driver and co-pilot, will do. Our test model had five of those requisite bucket seats, as well as oversized T-style billet grab handles between the three rear seats. A pair of distortion-free, acrylic quarter-canopies kept most of the onrushing breeze out of the cockpit.

Useful features were everywhere in the 32-footer. Billet step plates on the gunwales enabled passengers to get into the cockpit without stepping on the upholstery. Heavy billet lids were supplied for the stowage lockers in the gunwales.

The Mach F-32's aircraft-style helm was set up with a full complement of Livorsi Marine instruments along with Latham Marine throttles and shifters.

Of course, the catamaran wouldn't have been a DCB had its workmanship not been of the highest caliber. The vacuum-bagged, composite-built model was flawlessly capped at the bow and stern. For hullside protection, the builder installed a discreet stainless-steel strip. And the boat's immaculate tooling provided a worthy canvas for its head-turning pearlescent graphics.

DCB put on a rigging clinic with the boat's two engines, which were mounted on rail systems through-bolted to the stringers. To keep things orderly, fiberglass fender holders were included in the engine compartment. Billet boxes housed the four Odyssey batteries, and stainless-steel cushion clamps spaced at regular intervals secured the parallel runs of wires and cables.

With a \$600,000 sticker, the Mach F-32 from Dave's Custom Boats certainly doesn't come cheap. But sport catamarans of this caliber never do. 

► For the Performance Report on the Dave's Custom Boats Mach F-32, see "White Hot," February 2009, Page 60.

TEST RESULTS

Centerline/beam
32/79'

Hull weight/fuel capacity
9,000 pounds/150 gallons

Price as tested
\$599,605

Engine
(2) Teague Custom Marine 1200 EFI

Cubic-inch displacement/hp
565/1200

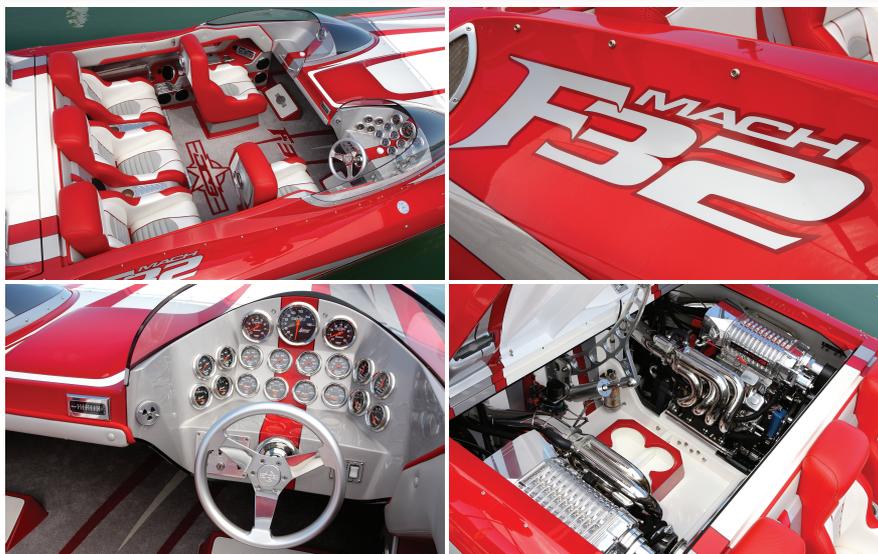
Lab-finished propeller
Mercury CNC five-blade 16 1/2" x 39"

Zero to 20 seconds
NA

40 to 60 mph
NA

Top speed at rpm
164 mph at 6,400

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Clockwise from top left: Five bucket seats made riding in the boat comfortable from any spot. The tooling and gelcoat work from DCB was impressive. Two 1,200-hp supercharged engines pushed the 32-footer to 164 mph. A full complement of Livorsi Marine gauges were installed neatly at the helm.

