



TEST RESULTS

TEST CONDITIONS

Temperature/humidity	68 degrees/34 percent
Wind speed/water conditions	3 to 5 mph/flat

HULL INFORMATION

Deadrise at transom	NA
Centerline/beam	35'4"/10'
Hull weight	9,000 pounds

PRICING INFORMATION

Base retail with twin MerCruiser 496 Mag HO engines	\$319,950
Price as tested	\$557,135

ENGINE & PROPELLER

Engine	(2) Mercury Racing HP700SCi
Cylinder type	V-8
Cubic-inch displacement/horsepower	502/700
Lower-unit gear ratio	1.35:1
Propeller	Hering five-blade 16 1/2" x 40"

OPTIONS ON TEST BOAT

Upgrade to Mercury Racing HP700SCi engines and NXT¹ drives (\$144,950), Hering propellers (\$12,500), carbon-fiber/Kevlar schedule (\$11,375), vacuum-bagging (\$11,375), gelcoat design upgrade (\$9,950), poker run interior with billet handles (\$8,995), custom half cap with stainless-steel rubrail (\$8,900), Penske composite board (\$5,250), carbon-fiber stiffening (\$5,250), dual sea strainers with crossover (\$3,850), gelcoat engine hatches (\$3,250), Mercury SmartCraft VesselView Race Edition system (\$2,795), blue-printed running surface (\$2,495), Phase 1 stereo system (\$1,995), cockpit cover (\$1,295), GPS passenger speedo (\$995), billet front LED nav and interior lights (\$795), 40-amp charger (\$775) and DCB billet stereo cover (\$395).

ACCELERATION

5 seconds	12 mph
10 seconds	22 mph
15 seconds	42 mph
20 seconds	57 mph

MIDRANGE ACCELERATION

30-50 mph	5.9 seconds
40-60 mph	7.9 seconds
40-70 mph	12 seconds
70-100 mph	10.9 seconds

RPM VS. MPH

1000	9 mph
1500	11 mph
2000	38 mph
2500	51 mph
3000	61 mph
3500	82 mph
4000	96 mph
4500	110 mph
5000	122 mph

TOP SPEED AT RPM

Stalker Radar	131.1 mph at 5,450 rpm
Livorsi Marine GPS	132 mph

PLANING

Time to plane	17 seconds
Minimum planing speed	25 mph

FUEL ECONOMY

40 mph	NA
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FUEL CAPACITY

180 gallons

TEST LOCATION (ELEVATION)

Lake Havasu City, Ariz. (480 feet)

MANUFACTURER

Dave's Custom Boats, Dept. PB, 1468 N. Magnolia Ave., El Cajon, CA 92020, 619-442-0300, www.dcbrcing.com.

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DCB M-35 WIDEBODY



Mercury VesselView Race Edition screen to the left of the wheel handled diagnostic information, while the fuel gauges for the two 90-gallon tanks were to the right.

A silver Isotta steering wheel was set on a tilt helm from IMCO Marine. Matching throttles and shifters were in the starboard cutout—a perfect location according to our test driver.

At the co-pilot's spot to port there was a Monster GPS gauge, and to the left was a stereo with a heavy-duty billet cover. The test boat came with an upgraded stereo system, which included an amplifier and additional speakers. There was a locking glove box in the gunwale for stashing wallets and cell phones—a second glove box was on the driver's side.

DCB finished the area off under the deck by essentially creating a large V-berth. The underside of the deck was covered in a fabric and the workmanship was spot-on.

Passengers sitting in the rear buckets will appreciate the billet grab handles between the seats to hold onto while the boat is moving. The owner will appreciate the billet steps so the passengers won't be stepping on those seats getting into the boat.

WORKMANSHIP

The quality of workmanship goes far beyond fit and finish. While something might look good, it has to be practical and it has to work. Take the wraparound

acrylic windshield from Pacific Windscreen that was supported by a heavy-duty billet bracket. The clear view was enhanced by the top of the dash that was painted matte black to reduce any glare.

To showcase the Mercury Racing engines and the rigging, DCB built custom hatches with large acrylic windows. The engine compartment transom was painted to match the boat and a carbon-fiber panel with the DCB logo was situated in the center of the floor, which only added to the eye candy.

It goes without saying, but the rigging was meticulous. Every wire or hose our inspector saw was well supported. Batteries were in billet boxes and even the fire extinguisher was color-matched.

The owner opted to cap the bow and transom area, but left a stainless-steel rubrail to protect the gelcoat graphics. Pushpin-style cleats with fenders that were stored in bow lockers also will do the job.

And for a boat that will spend all of its time on a lake, DCB installed a billet swim platform on the stern with a pull-down ladder.

OVERALL

The M-35 from Dave's Custom Boats is a showpiece when it comes to appearance and rigging. But the sport catamaran also has to deliver in the performance category. Few boats can run 132 mph and look as good in the process. **P**

WHAT WE LOVED: The rigging—the crew at Dave's Custom Boats put on a clinic from the underdash wiring to the engine installation. No small detail was overlooked by the Southern California company.

WHAT WE'D LIKE TO SEE: A second Mercury Racing VesselView Race Edition system for the co-pilot's spot to port—the dash area felt a little bare for a high-dollar catamaran like the M-35 Widebody.

