

**THE WORLD'S 100 LARGEST YACHTS** When Desires Trump Practicality  
A Look Back: The Last 30 Years of the PMY 100 / What Will \$600 Million Get You?

# POWER & MOTOR YACHT

No. 1 Azzam at 591 feet

**8**  
**WAYS TO MAKE  
YOUR BOAT  
MORE ENERGY  
EFFICIENT**

**Tested**

**AUSTIN PARKER 64 FLY S**

**DYNA 60**

**GRAND BANKS ALEUTIAN 55**

**WIDER 32**

AUGUST 2015 \$5.99 US \$7.00 CAN



0 8

Display Until August 18, 2015



# Social Study

DYNA YACHTS' NEW MODEL LOGS IN TO A CROWDED FLYBRIDGE MARKET WITH A FRESH TAKE ON THE AMERICAN CRUISING LIFESTYLE.  
BY ANDREW PARKINSON

LOA: 63'10"  
BEAM: 16'4"  
DRAFT: 5'3"  
DISPL.: 61,730 lb.  
FUEL: 700 gal.  
WATER: 180 gal.  
TEST POWER: 2/715-hp Cummins QSM11 diesels  
OPTIONAL POWER: 2/850-hp Caterpillar C12.9s, 2/800-hp MAN R6s, 2/1,000-hp MAN V8s, 2/900-hp Volvo D13s  
TRANSMISSIONS: ZF 325-1A, 2.037:1 ratio  
PROPELLERS: 4-blade ZF 32 x 32.5  
GENERATOR: 17-kW  
WARRANTY: Structural 3 years; 1 year "bumper-to-bumper"  
BASE PRICE: \$1,800,000  
PRICE AS TESTED: \$1,849,500 approx.





Big hullside windows (above left) brighten up the amidships master. The aft galley (opposite) is convenient to the cockpit (top) and dinette (bottom).

There's a degree of gumption involved any time a builder decides to squeeze yet another model into a market segment that's already bulging at the top. Such an endeavor requires a steadfast investment of time and money, and even then, the odds are heavily stacked against. Triple that for an outfit like Dyna Yachts. The 30-year-old Taiwanese boatbuilder may be better known internationally, but is hardly a household name in North America. To win here, you must bring something new to the table. And that's exactly what Dyna Yachts appears to have done with its new 60-foot offering, in the form of a comfortable flybridge sport cruiser with a fresh take on space and volume for less than \$2 mil.

Be warned: If you're an introvert, tending to shy away from social settings and human interaction in general, you can stop reading right now. *Really*. Turn the page. This is not the boat for you. Representing the builder's first European-inspired motoryacht concept, the Dyna 60 packs some nice surprises, among which the most immediately recognizable once aboard is the surplus of wide-open spaces for social gathering and entertaining. I'll stop short of saying it's a party boat, as that would be an injustice to the sophistication and elegance of the vessel, but I've been on a lot of midsize flying bridge cruisers in my time, and I can't recall a single one of them with a layout as practical for entertaining as the Dyna 60.

Stepping into the deckhouse from the afterdeck through a set of three-panel stainless steel sliding glass doors, a full-service galley immediately greets you aft on the starboard side, complete with high-quality Miele and Isotherm appliances, and a modern center island featuring tempered glass floating over a Corian countertop. Earlier that day, I was referee to a friendly dockside debate with some colleagues of mine, both avid cruisers, about the trendy galley-aft concept we've seen popping up on the nautical landscape of late, and whether or not it will succeed in the American market. If the "pro" argument is a winning one—and I believe it is—then consider the Dyna 60 as Exhibit A. With a nod to the European alfresco lifestyle courtesy of a large dining table sheltered on the aft deck by an extended flying-bridge overhang, the layout likewise satisfies an American social norm, where we throw parties in really big houses, yet all the guests seem to congregate in one place—the kitchen. It's not hard to imagine such was the intention in conceiving this particular layout for the Dyna 60—aimed at a North American audience, mind you—and what the saloon area may lack in seating it more

than makes up for with natural light and a 360-degree view thanks to large windows.

Inside, the essence is modern European, with satin-finished teak cabinetry, leather seating, and lots of glass. Hand-laid surface finishes are a soothing transitional blend of old-world craftsmanship meets modern technology. Utilizing seemingly every inch of her 16-foot 4-inch beam, the general feel is airy and open, with plenty of room to entertain a large guest list. If you miss the seating, Dyna offers another layout option, in which the lower saloon gets a settee and sofa. The tradeoff is a smaller galley forward on the starboard side abaft the helm. Both layouts offer a forward dining area to port with wraparound seating and craftily disguised chairs.

Belowdeck accommodations include three staterooms, crew's quarters aft, and plenty of stowage. The full-beam master amidships is well appointed, with a king-size berth, a separate sitting area with a teak table, generous through-hull windows, hanging lockers, and en suite head. A second head serves the starboard guest stateroom and the forward VIP, which has a king-size berth and a round hatch in the overhead. Both heads have separate enclosed showers. Underneath the afterdeck and accessed off the hydraulic swim platform, the crew's quarters—generously sized for a 60-footer—consist of two single berths and a head with a shower, the idea being to accommodate either a captain, or more likely a couple of kiddos.

But the grand appeal of this boat isn't what's belowdecks; it's the allure of everything above, from the foredeck sunpads with adjustable backrests, to the teak afterdeck with covered table and bench seating, to what I propose is one of the nicest surprises of all on the Dyna 60—the flying bridge. A lot of builders claim to offer seating for eight, nine, ten guests on the flying bridge. Few actually deliver. The Dyna 60 does, in the form of comfortable seating for ten. Set on a cantilevered platform providing enough strength to carry it far aft, almost to the transom, the arrangement offers two wide bench settees with Sunbrella covered cushions (optional) and a table. A sunpad for two is adjacent to the helm, which sports a two-person bench seat and a full helm instrumentation, including a pair of large Garmin multifunction displays. A wet bar is standard; the Kenyon electric grill is an upgrade; and the sun is free should you decline the optional hardtop. To boot, Dyna employs a triple connection method on the flying bridge to ensure strength and durability, while eliminating any visible seam between the seats and fiberglass cab-







Get a comprehensive look at the Dyna 60 in photos and video @ [www.pmymag.com/aug2015](http://www.pmymag.com/aug2015)

*A pantograph door offers quick access to the side deck to simplify docking, and is a seamanlike addition to this nicely appointed helm station.*

inets. I must award points for the high bulwarks—a feature often overlooked, but on a boat so primed for entertaining, it's nice to see safety being taken into account.

For all of the lovely social space onboard, you might expect the tradeoff to be the performance of a Winnebago. Fortunately, the Dyna 60 packs a decent punch below the waterline too. A pair of 715-horsepower Cummins QSM11s gave our test boat an economical 18-knot cruise burning around 47 gallons per hour at 2000 rpm. We recorded just south of 23 knots on the top end, but to the boat's credit, choppy sea conditions didn't allow us to see what she's capable of on a calmer day. We're told 25 knots is the magic number, which of course may vary with other engine package options including Caterpillar, MAN, and Volvo. Her deep-V hull sliced through the waves cleanly and showed noteworthy stability through the rpm scale. She's a pleasure to drive—responsive to the touch, with good cut and minimal slippage on the corners, which by all estimates demanded only a 50-yard turning radius at cruise. However, with my 6-foot frame I had to duck a bit to see the horizon while running the boat standing up at the lower helm, but I've no complaints about the plush twin Siena leather pilot seats—an option well worth the nominal price upgrade. The helm comes equipped with a full array of instruments and electronics presented on anti-glare LED screens, and while the owner is free to choose his package, the Garmin displays on our test boat fit the bill nicely.

Seven true feet of headroom awaiting us down in the man cave (otherwise known as the engine room) was a lovely surprise, causing me to reconfirm out loud, "This is a 60-foot boat, right?" The layout is straightforward and with easy access for the daily engine room checklist. Pipes and wires are color-coded and are installed where they can be easily accessed for inspection and repair, with cable holders to prevent loosening, and name plates to identify function. Every Dyna arrives preconfigured to handle American systems. I was impressed to see each air-conditioning unit occupying its own

real estate, so the units are a breeze to service (no pun intended). All hatches and bilges were clean and well lit.

As with any new offering in the crowded flybridge arena, I'd be lying if I said I wasn't skeptical at the outset of this boat test. I certainly wasn't going to give in easily, as I've seen far too many of these babies come and go in the market over the last decade. But there's a lot to like about the Dyna 60, not least of which is the obvious thought given to how the next generation of cruisers might actually use a boat like this. With the 60, Dyna made it easy for me to envision the cocktail parties I'd host around the open-air aft galley, the weekend adventures up on the flying bridge I could enjoy with our kids—even the father-son bonding time we could spend working in the engine room. The Dyna 60 is a boat made for the modern American yachting lifestyle. And if you're short on friends to help you use her, it shouldn't be very hard to meet a few when you bring her into the marina. □

**26 North Yachts, 954-900-9988; [www.dynayachts.com](http://www.dynayachts.com)**

RPM	KNOTS	GPH	RANGE	dB(A)
750	7.0	3.5	1,260	59
<b>1000</b>	<b>9.1</b>	<b>7.2</b>	<b>796</b>	<b>62</b>
1250	11.8	13.1	567	64
<b>1500</b>	<b>13.0</b>	<b>22.8</b>	<b>359</b>	<b>67</b>
1750	14.4	33.0	275	70
<b>2000</b>	<b>18.1</b>	<b>47.0</b>	<b>243</b>	<b>71</b>
2250	21.6	64.5	211	73
<b>2400</b>	<b>22.9</b>	<b>72.0</b>	<b>200</b>	<b>73</b>

**TEST CONDITIONS:** Air temperature: 70°F; humidity: 70%; seas: 2-4'; load: 350 gal. fuel, 100 gal. water, 4 persons, safety gear only. Speeds are two-way averages measured w/ Garmin GPS display. GPH taken from Cummins display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.