

# CHARISMATIC CRUISER

The semicustom Dyna 68 lets owners choose everything from galley placement to power packages. / BY CHRIS CASWELL







Twin 1,150 hp Caterpillar C18 diesels give the Dyna 68 a top-end speed of 27 knots.



## THE DYNA 68 STARTS WITH SWOOPY EURO STYLING

from Dutch yacht designer Cor D. Rover that highlights dark, elliptical windows in her house and topsides, giving her the look of going fast without moving. She's meant to catch the attention not only of other yachtsmen in the harbor but also of anyone seeking a semicustom vessel with some sizable options. ¶ Sky lounge or hardtop bridge, forward or aft galley, lower helm or none—any engines, any electronics. Clients are free to noodle in whatever ways they want. ¶ In the case of the Dyna 68 that we got aboard, the owner's choices included a sky lounge with a helm, a forward galley, 1,150 hp Caterpillar C18 diesels, four staterooms and a Garmin electronics suite. Whatever the choices, each Dyna 68—built by Dyna Craft in Taiwan—is delivered turnkey, with standard items that are on other builders' options lists, including a Seakeeper 6 gyro stabilizer and a Yacht Controller wireless remote control. ¶ She's a yacht designed with creature comforts in mind too. The salon on the 68 stretches unbroken from the cockpit sliding doors

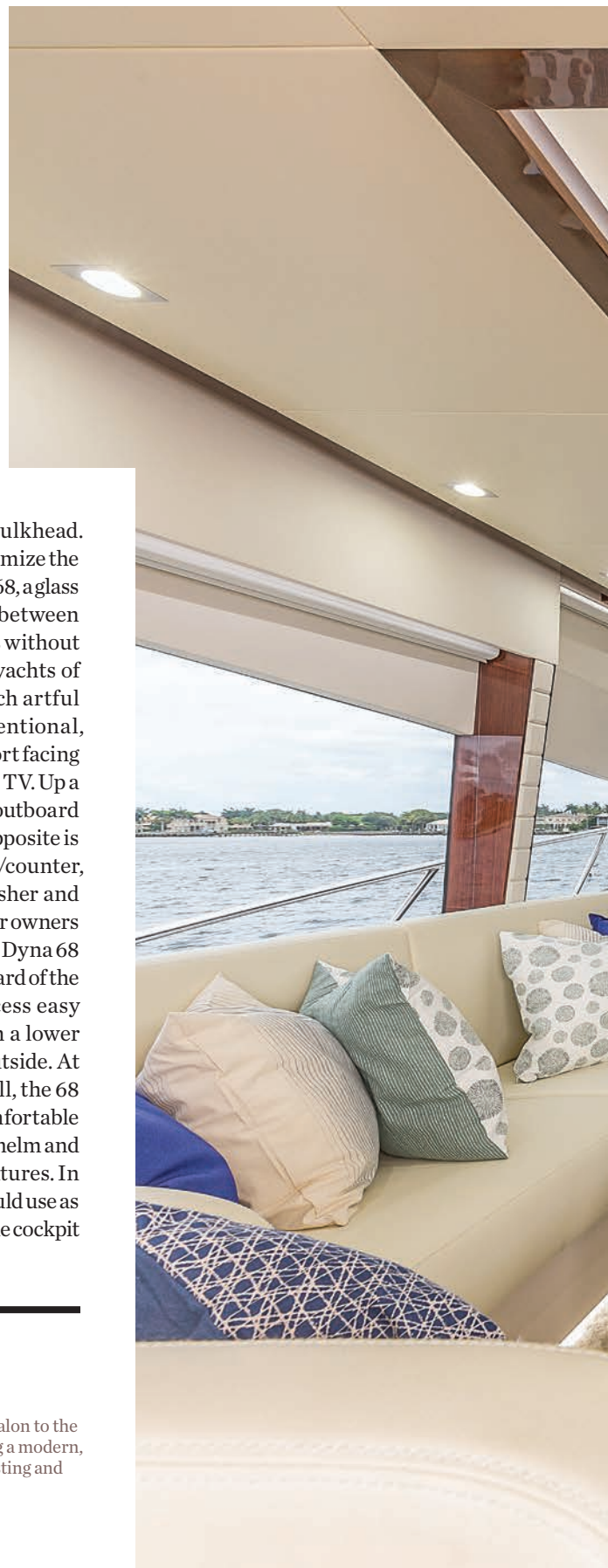
to the windshield with nary a bulkhead. Low cabinetry and seating maximize the view outdoors, and on this Dyna 68, a glass etching marks the separation between the salon and sky-lounge stairs without intruding visually. Not many yachts of this size are delivered with such artful touches. ¶ The salon is conventional, with wraparound couches to port facing a console with a 50-inch pop-up TV. Up a step is a dinette that blends an outboard banquette with loose chairs. Opposite is the galley tucked behind a bar/counter, with niceties such as a dishwasher and full-height fridge. ¶ Where other owners might choose a lower helm, this Dyna 68 had a pantograph door just forward of the galley—to make side-deck access easy for loading provisions or, with a lower helm, for the skipper to hop outside. At 1 inch over 70 feet length overall, the 68 is right on the cusp of being comfortable for owner-operators, so a lower helm and side door might be desirable features. In that case, what other owners would use as crew quarters—accessed from the cockpit

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### DAY AND NIGHT

Dyna Yachts and designer Cor D. Rover subtly changed the builder's typical look from the salon to the staterooms on the Dyna 68. The salon has high-gloss dark walnut with lighter soles, creating a modern, bright style. They used a matte finish belowdecks because, they say, it "is the space for resting and sleeping, so matte finish will make people more comfortable."

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70'1"  
LENGTH  
OVERALL  
—  
17'6"  
MAXIMUM  
BEAM



High-gloss walnut helps create a modern feel in the Dyna 68's salon. Note the custom-etched glass.



or transom, with two berths, a lounge, galley and head with a shower—would be a getaway for teenagers, who might even use the stacked washer/dryer. Or not. ¶ The accommodations deck is reached via a foyer that feels like an atrium, thanks to the windshield overhead. The master stateroom spans the 17-foot-6-inch beam with a nearly king-size berth, a pair of seats by a breakfast/vanity table, and more than 6 feet, 5 inches of headroom. There's also an oversize shower and a walk-in closet. From butterfly, stitched-seam seating to supple leather drawer pulls, the master shows off the kinds of details Dyna can build into its yachts. ¶ Forward, the VIP stateroom has a walk-around island berth, hanging lockers and an en suite head with a shower. While all the staterooms can be juggled to fit a client's preferences, the Dyna 68 we got aboard had a pair of single berths in a stateroom to starboard and bunks to port. ¶ Underway, the sky lounge is likely to appeal to guests who want to watch the world pass through 360-degree windows. The helmsman has a Stidd pedestal seat abaft the three-panel windscreen. This Dyna 68 had two 12-inch Garmin monitors along with the Caterpillar engine panel in a line-of-sight, easily scanned configuration. It also had Side-Power bow and stern thrusters, engine-room cameras, and Bennett Marine trim tabs. ¶ With air

conditioning or heat for all seasons, the sky lounge niceties include a wet bar and a J-shaped settee with a table next to the helm. The aft deck provides another sitting and dining area with a curved lounge and table. ¶ Want more sun? The foredeck has a sun pad with access via side decks that have double-welded, stainless-steel rails. The aft deck is for alfresco entertaining with another curving lounge, a table and sun protection from the bridge overhang. ¶ For owner-operators and crew, thoughtful touches include a Maxwell 3500 windlass with a husky stainless-steel bow roller, as well as hidden dock-line lockers in the cockpit, with lines feeding through roller fairleads rather than the usual hawse openings that can chafe lines. The hydraulic swim platform can handle a 1,300-pound tender. ¶ The engine room has tidy plumbing, labeled shut-offs, and room to get around both engines and the Seakeeper. The nearly whisper-quiet interior is a result of sound- and vibration-proofing in the engine room. ¶ With the twin Cat C18s, this Dyna 68 had a top speed right at 27 knots, with a cruise speed of 22 knots. ¶ In addition to being a semicustom build that offers owners a lot of choices, the Dyna 68 is based on a solid foundation of upscale, chic styling and luxurious appointments. ♥

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#### DETAILS, DETAILS

Designer Cor D. Rover says that creating the Dyna 68 included "careful research for quality and refinement, with great attention to the details, luxurious ambience and environmentally friendly materials." Refined touches include luxe door handles by England's Turnstyle Designs and a finish that gives the head's bulkheads a marble look. Galley countertops are solid-black galaxy granite.

IMAGES COURTESY DYNA YACHTS





**1,000 GAL.  
FUEL  
CAPACITY**  
—  
**220 GAL.  
FRESHWATER  
CAPACITY**

The full-beam swim platform raises and lowers hydraulically, and accommodates a tender up to 1,300 pounds.