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## SEATRIAL

BY MIKE WERLING



# DYNA

## 52 LUXURY MOTORYACHT

FEATURE LADEN, PERFORMANCE  
DRIVEN, ENTERTAINMENT READY

**S**itting on the open, uncovered flybridge of the Dyna 52 Luxury Motoryacht while it hustled along at 26 knots under a blue San Diego sky, I almost forgot I was there for work. My first thought was, “Why don’t I do this every day?” Fortunately — or unfortunately — I remembered the whole job thing in time to write down the pertinent information showing on the SmartCraft engine display, before Emerald Pacific’s Will MacIntyre got suspicious.

(BTW, my second thought was, “Boy, I’m glad I put sunscreen on.” My third thought was, “Hmm, I don’t seem to have as much hair for the wind to whip through as I used to.”)

Dyna Yachts might not be a household name in the U.S., but the company

has been around since 1986, building boats in Tainan City, Taiwan, an area known for its boat-building prowess since China’s dynastic days, more than 500 years ago. Dyna has been part of Taiwan’s transformation from an island of small-boat production builders to an

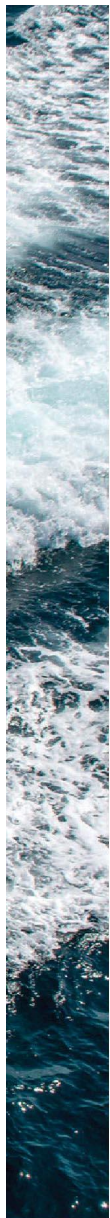
island whose builders are known for their custom and semi-custom yachts. At a media event in Taiwan two years ago, I learned that 27 years ago, Taiwanese builders cranked out 1,700 boats a year; in 2011, the number was 108, but the average value was \$2.2 million — 15 times more than in 1987.

### FUNCTIONAL FEATURES

Dyna opened its doors right on the cusp of that transition period, and since then it has stayed on the leading edge of technological and material advances. Pod drives, joystick controls and LED lights are the obvious new technologies aboard the 52, as are the Garmin touch-screen multifunction displays at both helms, which are easily viewable in bright sunshine, as we found out while conducting our test from the bridge helm. Beyond that, all of the fiberglass is vacuum

photos by Dave J. Stulter





infused, and most of the boat — hull, superstructure and flybridge — is one piece, for strength and rigidity. Where the bridge and the radar arch come together is about the only seam you'll find on the exterior. Going back to strength, the stringers on the Dyna are foam — no wood, no wood rot — and they're glassed in.

Some other features the more detailed among you might notice include air intakes on the inside of the hull, right along the sidedecks, to cut down on salt spray getting into the engine room, and the house windows are flush with the house sides — no frames to disturb the clean lines of the superstructure. Something else sharp-eyed observers may notice is a dearth of through-hulls along the hull sides. That can be attributed to two common drains, one down each side of the hull interior, into which every drain on the

**African cherry wood sets a rich tone for the interior of the Dyna 52. Dark countertops, light upholstery and headers, and unique window shapes combine to create a high-end, dynamic look. A couple of features you won't see right away include fiberglass that is vacuum infused and stringers that are foam instead of wood.**

boat empties. Individual drains are not going to get clogged this way, and there aren't nearly as many holes cut into the sides of the boat.

### **GOTTA HAVE 'EM**

Several features of the Dyna 52 stood out to me as items owners will definitely want. There's no davit on the flybridge, but the swim step is oversized, and the aft two-thirds of it is a hydraulic lift that can easily launch and retrieve a dinghy or a personal watercraft. The door separating the cockpit from the main cabin is a triple slider that locks open in all three positions to let in as much or as little of the outdoors as desired. Each tinted,

gracefully curved section is framed in stainless steel, and when it's fully open, the helm, salon, galley and cockpit become one space. Inside, the cabinets, furniture bases, sole and decorative trim are all a beautiful African cherry that carries belowdecks to all three staterooms, including the full-beam amidships master. Other items that are sure to get plenty of use are the grill (optional) and the sink in a molded-in fiberglass unit on the flybridge and the double sunpad on the bow.

Given that the boat includes a lower helm station, the open flybridge on our test boat seems like a good idea, but owners can get a Bimini or a hardtop, if they desire.





## PERFORMANCE

Fly-by-wire steering means the Dyna 52 handles nicely and reacts quickly to helm commands. Going from lock to lock is one-finger easy (I'll let you choose the finger), and the pod drives relish the opportunity to dig in and get aggressive, so there wasn't any skipping or shuddering and just the right amount of sporty inward lean. Not that

fuel-efficiency line is pretty consistent across the speed spectrum, thanks to the pods and today's highly efficient diesel engines.

## SLEEP TIGHT

Depending on your view about how many people a yacht should entertain, dine and sleep, you'll love the below-decks configuration, or you won't, but you should. Three staterooms inhabit an area made larger by the use of pod drives. The VIP is forward: island berth, hanging locker, overhead hatch and hull windows for light. The guest cabin has twin single beds that form an L, but overhead bunks can be added, so the room could sleep four.

Amidships is the master. The retreat. It has standing headroom. The queen berth runs athwartships, leaving room for a linear head to port that includes a vanity and sink in the middle, with a full shower aft and a room for the toilet forward. It's separated from the stateroom by a frosted-glass slider. There is storage under the vanity and overhead, in cabinets and drawers below the flatscreen TV, and in a hanging locker near the berth. Three vertical rectangular windows in each hull side — above the sink and the head of the bed — and four opening portholes let in lots of light and air. I sat in the master while MacIntyre ran the boat at cruise speed, and the water racing by the windows was soothing and pretty cool at the same time.

## GATHERING POINTS

If it's a slow-cruise day, the social spaces aboard the 52 are up to the task.

## Tester's Opinion

➔ The Dyna 52 would be a good fit for island trippers in California or the Northwest, habitual entertainers and couples looking to move up (or down) in size. Given the accommodations, boaters looking for a weekend condo on the water would be a good fit, too.

you'll have occasion to go slaloming through the water often, but you might be able to impress the dolphins a little when they come to play.

The Zeus pods that make the Dyna such fun to drive are connected to a pair of Cummins QSC 480 hp diesels, which we cranked up to 3300 rpm, netting us a 26.4 knot top speed. Fuel burn at top speed was right at 50 gph. Cutting back to 3000 rpm yielded a speed of 21.5 knots and a fuel burn of 40 gph, for a no-reserve range of almost 270 knots — about 310 miles — out of the 500-gallon tankage. Pulling back a little more, to 2500 rpm, yields slightly less range, 260 knots, at a speed of 14.5 knots and a fuel burn of 28 gph. Even slowing down to 10 knots, 2000 rpm, only increases range by less than 10 knots over 3000 rpm, so the

## ➔ SPEC BOX

LOA 55 ft., 5 in.  
BEAM 14 ft., 10 in.  
DRAFT 4 ft.  
DISPLACEMENT (DRY) 38,600 lbs.  
FUEL 500 gals.  
WATER 120 gals.  
ENGINES Twin Cummins QSC, 480 hp  
PRICE \$1,349,000

### STANDARD AND OPTIONAL EQUIPMENT

Dyna works with each owner, so consult the builder or dealer.

### BUILDER

DYNA YACHTS, Tainan City, Taiwan;  
dynayachts.com

### WEST COAST DEALER

EMERALD PACIFIC YACHTS-San Diego;  
(619) 497-2993; emeraldpacifyachts.com

The cockpit has a bench settee against the transom with a table, and there is room for a couple of chairs opposite it. The salon, in the forward part of the main cabin, has room for at least eight people, with a bench settee to port, aft of the doublewide helm seat, and room for five on a C-shaped settee wrapped around a dining table. The entire area is surrounded by windows, from the one-piece windshield to the Egyptian cats-eye forward window to the bullet-shaped aft window to the previously mentioned aft door. Between the cockpit and salon is the fully functional and equipped galley, on the same level as the cockpit and two steps down from the salon.

While the flybridge doesn't necessarily mirror the main salon layout, its capacity does. The doublewide helm seat is to starboard, and there is a large sunpad to port, with room for a couple of sun worshippers. Aft is a C-shaped settee around a fiberglass table, for a little action. Add the optional grill and ice-maker to the wet bar, and crank up the tunes on the waterproof speakers, and you've got the makings for a day in the open air. Provided you have enough sunscreen. ☀