

Boat Report

DYNA45

*In looks, the smallest in Dynacraft's range belies its Taiwanese heritage.
How does it compare with its European competitors?*





Taiwan has become synonymous with sturdy trawler-style craft with upright profiles, large square wheelhouses and prolific use of teak joinery. It would not be unfair to assume that these are the only designs the Republic of China can produce, so it is interesting to come across a Taiwanese craft that is every bit as modern and stylish in concept as anything Europe can produce.

Dynacraft are one of the newest of the country's boatbuilders, formed in 1986. Their earliest boats followed traditional styling, but they quickly saw the international trend towards sharper, more aggressive craft, using modern interiors in light woods. They now produce a range of six models from 45ft to 72ft (14m-22m) catering to this market.

The smallest of the family, the Dyna 45, made its UK debut at last year's Southampton Boat Show, under the banner of the importers Newhaven Marina Yacht Sales. We travelled to Sussex in early May for a sea trial to find out whether the finish and performance lived up to the promise of the exterior.

Design

Designed by Dynacraft's Terry Yen, the 45 features a medium-vee hull with a variable deadrise, 22° amidships decreasing to 20° at the transom.

Clockwise from below left: both toilet compartments have neat mouldings and marble-effect top surfaces. The large and cosy saloon features a six-seater settee to port. There is full 6ft 2in headroom over the aft area of the master cabin. Our test boat had a combined dinette/galley, set four steps down from the main entertaining area. Just aft of this is a sideboard with a cocktail cabinet and icemaker.

Three sprayrails run between 20% and 70% of the hull length, while a broad chine flat with a pronounced down-angle provides planing lift and spray-deflection. A topsides knuckle starts just above the waterline at the transom, and runs up to the bow, meeting the chine at the stem — giving extra strength to the flat panel and further preventing spray from creeping up the sides of the boat.

Above the waterline, the Dyna has a sharply raked stern, a long sloping foredeck and the now obligatory reverse sheer to the transom with its integral bathing platform. At the same time, the





designer has resisted the trend towards excessive curves in the moulding, which can make a boat look bulbous and ungainly.

The result is stylish and striking, and should appeal to customers in many countries.

Accommodation

There is sleeping accommodation for four people in two double cabins, both with en-suite facilities. The rest of the interior has two alternative layouts: either a large saloon and large galley, for the owner wanting to do more entertaining, or with a smaller saloon and a combined dinette/galley, for the family owner. We tested the latter version.

The specification added to the Dyna by Newhaven Marina, to bring it up to what they consider European standards, includes twin steering compasses, VHF, radar, an Eberspächer heating system, electric toilets, Treadmaster non-slip on the decks and boarding sections in the port and starboard deck rails amidships. Furthermore, an intercom links not only the cabins and the helm stations but also the engine room, a feature many of us would appreciate when working down below, out of earshot of the helm.

From the cockpit you enter the saloon via a large sliding stainless steel door. To port is a six-seater L-shaped settee, facing a coffee table, to starboard a three-person seat. The side windows give a good view out when you are seated, and slide for ventilation.

Forward to starboard is a large sideboard containing a television locker, an icemaker and a further large locker, while above is a glass-fronted cocktail locker. To port is an excellent electrical distribution board set in the rear of the helm seat.

Overhead, a perspex handrail running fore-and-aft provides security for anyone moving about the boat in a rough sea, but still looks attractive. Similar practical considerations are the good moulded fiddles around all the shelves, tables and serving piers.

The helm position to port is one step up, a generous single seat facing a vertical wheel. The console is simple in layout, with an inlaid veneered panel containing the engine instruments and gauges, and a mimic panel showing the status of lights and pumps around the boat.

The VHF is located to the left of the wheel, the radar and Microcommander engine controls to the right, with the trim tab switches below. There is ample room for additional electronics. A feature of this area is the ready-use switch panel, a veneered board recessed into the side beside the helmsman's left elbow and angled to give him quick access to wipers, horn, navigation lights and so on.

The galley/dinette is forward to starboard, down

Dyna 45

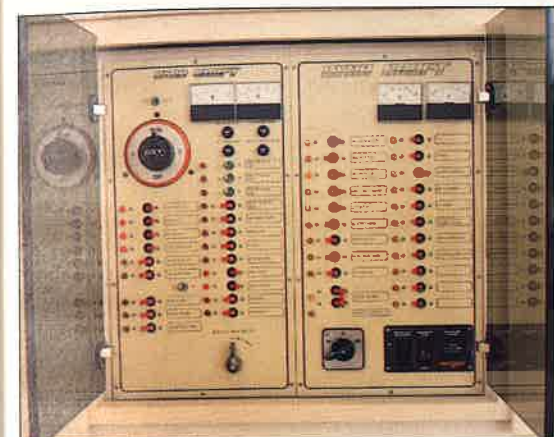
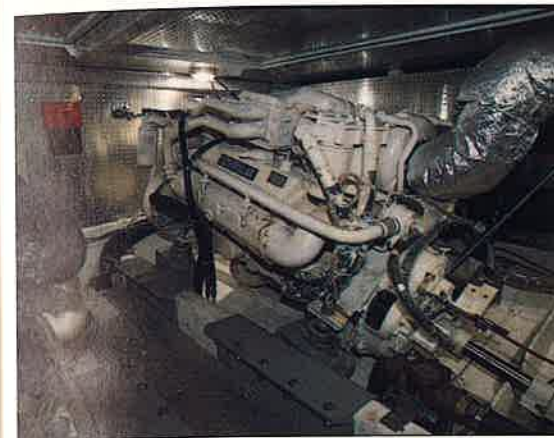
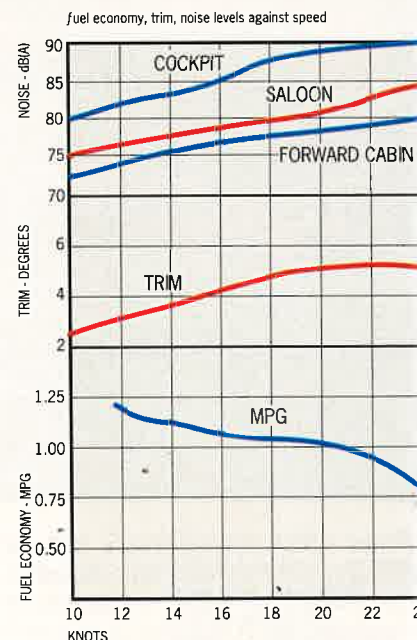
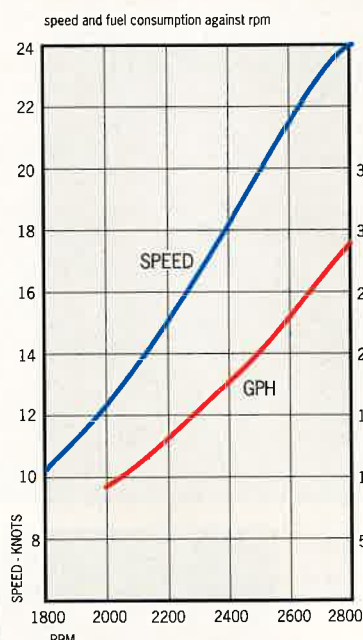
Engines twin Caterpillar 3208T diesels, 375hp at 2800rpm, V8cyl, 10.4lt.

Conditions wind SE Force 3, sea slight. **Load** fuel 50%, water 75%, crew 2.

								sound levels dB(A)			
rpm	knots	gph	lph	mpg	range*	trim	saloon	fwdcab	ckpt	flybg	
1800	10.2	—	—	—	—	2.5	75	72	80	71	
2000	11.8	9.6	44	1.23	327	3.0	77	74	81	75	
2200	14.8	13.0	59	1.14	303	4.0	78	76	82	80	
2400	18.4	17.6	80	1.05	278	5.0	80	78	87	72	
2600	21.6	22.5	102	0.95	256	5.0	82	79	89	80	
2800	23.9	29.0	132	0.82	220	5.0	84	80	91	82	

(*allows 20% margin)

Loa	45ft 4in (13.82m)	Displacement	14.2 tonnes
Beam	14ft 7in (4.45m)	Fuel capacity	333gal (1514lt)
Draught	4ft 2in (1.27m)	Water capacity	100gal (455lt)
Price	£199,750 ex VAT as tested		



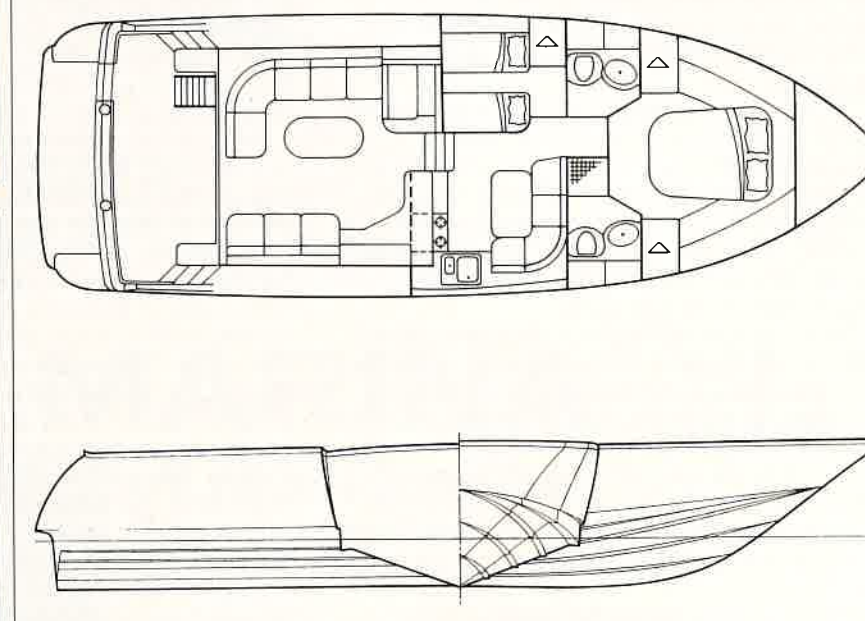
The outside helm (top left) duplicates the controls and instruments of the interior console (left), with a vertical wheel and veneered panels. Above: Caterpillar 3208T diesel, circuit-breaker board and flybridge wet-bar.

four steps from the saloon. Anyone moving straight here from the helm has a potential long drop, particularly if the boat is moving in a seaway, and an extra guardrail would be a useful addition.

The comfortable L-shaped four-seater dinette is served by a well-equipped galley. The American influence on Taiwanese boatbuilding is shown by the all-electric cooking arrangement, with a three-ring hob, a microwave oven and a domestic-sized fridge/freezer powered by the standard 10kW generator. The twin sink is supplied by an elegant mixer-tap. Good storage space is provided by lockers and drawers under the worktop, plus lockers overhead.

Opposite to port is the twin-bedded guest cabin. This has full headroom over 90% of its area, a three-quarter-height hanging locker and a stack of drawers between the bedheads. Its warm feeling is enhanced by deep curtains, matching the material of the beds.

The guest toilet forward is a good-sized compartment, en-suite to the cabin and also with a door from the lobby for day use. A deep basin is set



in an attractive marble-effect top, while the electric toilet is neatly set into a moulded GRP surround. Large lockers over and under the sink take care of washbags and cleaning supplies.

The master cabin, in the bow, has a large central double berth flanked by dressing tables and drawers, plus full-height his-and-hers wardrobes. There is 6ft 2in (1.88m) headroom over the after area. The large en-suite WC features the same marble-effect top, deep sink and moulded toilet plinth, with the addition of a separate shower area.

The interior of our test boat was attractively finished in white stained ash, matched by cream upholstery, with contrasting panels of bird's-eye maple for table-tops, worksurfaces and instrument panels. For the traditionalist, teak joinery is still available as a no-cost option.

Exterior

When we first stepped aboard the 45, our attention was caught by the Treadmaster non-slip on the decks. This is far superior to all the moulded GRP

finishes, which can let you down in the wet, when you need them most. It may take time and money to build in, but it gives confidence to those moving rapidly around the boat in adverse conditions.

At the transom is a large full-width bathing platform. A useful feature here is the freshwater inlet connection which allows you to plumb directly into dockside water supplies and avoids the need for continually topping up the tanks. Another good idea is the full-width stainless steel rail across the back of the platform, for hitching on a tender or windsurfers without cluttering up the mooring cleats. A pull-out boarding ladder is concealed under a hinged lid.

A large walk-through transom door leads from the bathing platform into the cockpit. This is a large open space, with no seating as standard. Lockers in the cabin wings contain the shore supply line and a manual bilge pump, with clearly marked change-over valves to allow you to drain each compartment in the boat.

A large central hatch, with a good rubber seal around it, gives access to the lazaret. Down here you have plenty of stowage room, as well as the 10kW Northern Lights generator, the GRP battery boxes and large GRP engine silencers. We also found an elaborate emergency tiller, with an ornate wooden hand-grip crafted by a Taiwanese worker, though when we tried deploying it we were not too successful.

Sets of three moulded steps port and starboard lead up from the cockpit to the side decks. These are a good width, 12in (250mm), and easy to walk forward on, even with fenders in your hands. The solid guardrails have lower wires, and telescopic opening sections to enable you to board amidships. Inboard rails, on the cabin sides, give further security when moving forward.

The coachroof forward has a recessed sunpad, with low rails around it. On the foredeck, an electric anchor windlass is concealed under a hatch. This also gives access to the chain locker, which has no room for anything but the anchor cable.

The cleats are substantial 12in (250mm) stainless steel items, not only aft and forward but also a pair amidships on each side — so much more practical on a large boat than just having one each side for springs.

Another good feature is the stainless steel rubbing strip round the gunwale, valuable for taking any knocks when coming alongside piles, and offering some protection to the GRP and gelcoat.

A ladder from the port side of the cockpit leads up to the flybridge. This has a good layout, with a U-shaped seat aft that will take up to six people comfortably, around an oval table and conveniently served by a wet-bar.

The helmsman's and navigator's substantial swivelling command chairs face a fully equipped console to port, which has engine instruments and controls duplicated from the interior helm, plus a locker to port for the VHF and intercom. The dashboard is finished in maple veneer but, with water creeping underneath it and staining the edges of the wood, this obviously does not survive the rigours of the English climate too well.

Engines

Power comes from a pair of 375hp Caterpillar 3208TA diesels driving conventional shafts. They are mounted under the saloon.

Routine access is via a restricted hatch at the

forward end of the lazaret, which you have to crawl through, though once inside the space and headroom in the engineroom itself are good. For major work, you need to remove the large hatches in the saloon sole.

Huge Racor fuel filter/separators are located on the aft bulkhead, easily reached for changing or draining, with changeover valves to allow the engines to run from either tank. Similarly substantial sea-inlet strainers are mounted inboard, easily reached for cleaning.

We were pleased to see shields over the stuffing glands, to prevent grease or water from being thrown about. Perforated aluminium is used to cover the sound insulation on bulkheads and overheads. Aluminium treadplate floors between and around the engines give a professional finish to the compartment, helped by the colour-coded piping for all services.

Sight-glasses in the sides of the fuel tanks provide a valuable back-up to often imprecise fuel gauges.

Handling and performance

The Microcommander electronic controls, which give silky-smooth, lightweight throttling and gearshifts, both on the flybridge and in the saloon, are a dream to use. At first you tend to over-apply them, expecting the resistance of mechanical controls, but you quickly adjust to this.

From then on, manoeuvring around the marina holds no fears. Big rudders and positive steering help with low-speed handling, which continues as you head for the open sea.

Opening the throttles brings an easy response, the boat lifting onto the plane with little apparent hump-speed or threshold, and happy to run at anything from 12 knots up to the 24-knot maximum, at which the Cats are purring at 2800rpm. Comfortable cruising settings are 20 knots at 2500rpm, and 16 knots at 2250rpm.

Fuel consumption at these speeds was 29.0gph (132lph), 20.0gph (90lph) and 13.5gph (65lph) respectively, giving fuel efficiency of 0.82mpg, 1.0mpg and 1.10mpg, and a range (with 20% margin) of 220, 265 or 290 miles.

Sound levels at maximum speed were 84dB(A) in the saloon and 91dB(A) in the cockpit, reducing to 81dB(A) and 88dB(A) respectively at 20 knots. Whilst these figures are not high, the noise at full speed was a harsh one, and it was more comfortable to be up on the flybridge.

Handling at speed is excellent. One of our test days threw up a nasty steep Channel chop, which would have taxed any fast boat, but the Dynacraft took it well.

Driving into the seas, it cut through them cleanly at 20 knots, and even with a Force 5-6 wind off the bow surprisingly little spray came aboard. Beam onto the seas there was minimal rolling, while downwind the boat tracked a straight course, with the steering still giving sufficient control to handle any quartering waves.

Conclusions

Externally the Dynacraft looks as good as anything Europe can produce. Inside, it makes less use of available space, and its finish is less exotic, than some of its competitors, but it still has a simple and practical layout, backed up by excellent seakeeping, and sufficient performance. □

Builders

Dynacraft, 33 Gong-Yeh Road, Kuan Tien Industrial Zone, Tainan Hsien, Taiwan, Republic of China.
Tel: (886) 6 698 7608.
Fax: (886) 6 698 7307.

Suppliers

Newhaven Marina Yacht Sales, The Yacht Harbour, Newhaven, East Sussex BN9 9BY. Tel: 0273 513881.
Fax: 0273 611530.