

PURSUIT DC 365

Yes, you can have it all.

BY CAPT. TOM SERIO



PHOTOS COURTESY OF PURSUIT

I was chatting recently with a build-captain friend about a refit project he is heading up. He noted that the owner has been requesting a number of changes to the plans, as he wants to build the best and most up-to-date yacht possible. My friend, in summation of our conversation, stated that he is in the “yes business;” yes, he will realize the owner’s wishes the best he can and, yes, he will deliver the owner’s dream yacht.

This “yes” concept came to mind when I stepped aboard the new Pursuit DC 365 Dual Console. Pursuit must have the same mantra as my friend because it appears they thought of everything when developing the DC 365.



Best in class

Yes, those are hullside windows, thanks to the lower cabins. Yes, that's an integrated hardtop/window frame with sunroof and 3.25-inch tube framing that adds rigidity and style to the structure. Yes, those are triple Yamaha F300s hanging on the transom.

Having been on Pursuit boats before, I was trying to be a bit more critical and look for issues on the DC 365. The problem was that I really couldn't find anything to take issue with. Pursuit continues to build its line of Dual Consoles — as well as the Offshore, Center Console and Sport lines — with a focus on innovation and comfort through a maddening dedication to building the finest craft in their classes. The fact that Pursuit engineered the DC 365 with so many features to make her a true utilitarian vessel is a testament to the boatbuilder's heritage and building prowess.

By the numbers

Starting with the powerplants, the triple Yamahas produce 300 hp each, offering instant response and impressive speed when pushing the 17,000-pound hull. We ran inshore taking several reciprocal speed readings, and this package can get you out and back fast or leisurely. At 2500 rpm, we toiled around at 12.2 mph (10.5 knots, 16 gph combined), upping the ante to 35.21 mph (30.6 knots, 34.5 gph) at 4000 rpm. Wide open was an exhilarating ride at 52.8 mph (45.9 knots, 78.3 gph) at 5800 rpm.

Pursuit's hull design includes two lifting strakes per side (one half way, the other almost the full length) and wide chines, keeping spray at bay and adding stability. Noteworthy is the invert on the "V," creating a flat area at the transom, which adds top-end lift and delivers clean water to the center outboard prop.

It is what it is

On deck, the DC 365 can be what you want it to be. As a cruiser, the deck offers padded fold-down bench seating across the transom and along the port side. Add in the aft-facing bench with under-freezer box and flip-down

backrest for access to the tackle drawers. In-deck fish and storage boxes keep the catch fresh and supplies dry. Fold up the seats for a roomy fishing deck with four gunwale and five transom rod holders, a 28-gallon transom baitwell and a transom door to pull in the big ones. A molded entertainment center to starboard has a hot/cold sink, Corian countertop, electric grill, cutting board and fridge/freezer, so your catch can go from hook to cook.

Access the 8.0 kw Fischer Panda diesel generator through the center deck hatch; here you'll find a 23-gallon tank, strainers, batteries, fuel filters and dedicated spaces for the swim ladder, stern anchor and cockpit table.

Up one step is the helm deck, with a combo bench/lounge seat to port. Pursuit paid attention to details here, including diamond stitching, side padding and an armrest. Across from the portside lounge is the twin bench helm seat with bolster and armrests. The seat swivels 90 degrees so you can join the group or take in a new view. Included is a molded-in footrest that folds down to create a standing platform for those vertically challenged.

When looking at the starboard helm, it's apparent that this is a thinking man's helm. First, the molded fiberglass helm unclips and tilts for easy access to wiring. There's room for dual 16-inch Garmin GPSMAP 7616 chartplotter displays (Pursuit likes the Garmin array of electronics, or pick your own), Yamaha engine display (all three motors on one screen, perfect!), bank of 24 rocker switches, bowthruster and more.

There are also a couple of pads on the face of the helm that help to protect your knees from banging when in heavy seas. Yes, Pursuit thought of that, too!

Look into my consoles

The magic is in the dual consoles. The starboard helm console has a step-down complete head with sink, vacuum-flush head with 22-gallon holding tank, vanity and skylight. And, yes, it also has a shower/toilet stall and full-height linen closet with a bifold door that doubles as the shower door. A 6-gallon water heater is standard.

Across in the port console is a mini cabin with both a forward and aft berth area, perfect for a quick snooze or overnight on the hook. Pursuit maximized the space by adding in a leather bench settee, 28-inch LED TV, vertical/horizontal rod storage, cedar locker, reverse cycle heat/AC and hullside windows. There's even a microwave oven.

Don't say it

There is one "No." Do not call the DC 365 a bowrider, despite the center bow seating area. According to David Glenn, marketing director for S2 Yachts, Inc. (builder of Pursuit and Tiara Yachts), they prefer to refer to it as "luxury lounge seating." And it's more than just a few pads in a circle. Pursuit created an oasis with oversized forward lounge seats, complete with armrests, drink holders, 12V outlet and two USB plugs. Storage underneath the starboard seat includes dedicated dive tank space. The seats wrap around the front with center filler cushion to create a giant sunpad.

Other niceties on the DC 365 include a starboard-side boarding gate with clip-in boarding ladder for water access, 3-hp bowthruster, Lenco trim tabs, center window and bow door with floor drain. Add in outriggers, electric retractable

cockpit sunshade, Yamaha Helm Master joystick controller, autopilot and other options for a tricked-out ride.

In case you're alone and fall overboard, a very cool emergency four-step telescoping ladder pulls out of the hull's transom. This makes so much sense that every boat should have one.

Keeping all of this together is a vinyl ester resin, hand-laminated hull with an infused structural stringer grid system and a beefy 5-ply transom with Pursuit's patented Transom Reinforcement Grid. Pursuit is so sure of the DC 365's construction that they throw in a five-year hull, deck and blister-free warranty.

Final thought

With all this packed into a 37-foot hull. You would think the profile would be clunky and overstuffed. Well, Pursuit did a yeoman's job ensuring the DC 365 is as sleek at the docks as it is blowing through an inlet. With a raised sheer forward that remains unbroken until the transom, and a raked windshield coupled with tapering side windows, the DC 365 has a chopped appearance that is indicative of a lean, mean cruising/fishing machine.

If there ever was a boat that you could say "Yes" to, it's the Pursuit DC 365. ★

PURSUIT DC 365

SPECIFICATIONS

LOA: 37'11"
 Beam: 12'
 Draft: 3'1" / 2'2"
 Weight: 17,000 lbs.
 Fuel Capacity: 326 gals.
 Water Capacity: 42 gals.
 Power: 3 X Yamaha F300 Outboard Engines
 Base Price:
 Contact dealer
 PURSUITBOATS.COM

DEALERS

South Shore Marine
 SOUTHSHOREMARINE.COM
 419-780-8516

Walstrom Marine
 WALSTROM.COM
 231-526-2141

West Michigan
 Yacht Sales
 WMYACHTSALES.COM
 616-855-7600



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