

68 LAGUNA – DYNA



Builder:

DYNA

Model:

68 Laguna

LOA:

68' 0" (20.73 m)

Beam:

18' 0" (5.51 m)

Max Draft:

16' 5" (5 m)

Cruise Speed:

25 kn / 28.77 mph

Max Speed:

30 kn / 34.52 mph

Water Capacity:

250 Gallons

Fuel Capacity:

1360 Gallons

Crew Cabin:

1

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

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OVERVIEW

The 68 Laguna from DYNA is a performance-oriented motor yacht in the upscale motor yachts category. Built on a Deep Vee hull using fiberglass construction, she is driven by twin MTU inboard diesel engines that provide assured cruising and lively top-end performance. Presented by Shestakov Yacht Sales with broker Andrey Shestakov.

Selecting a 68 Laguna

Opting for the 68 Laguna prioritizes a blend of pace, onboard comfort, and economical cruising range. She posts a 25 knot cruise (28.77 mph) and a 30 knot maximum (34.52 mph), while an 18 ft (5.51 m) beam adds stability and a 1,360 gallon fuel capacity supports longer passages. The 68 Laguna is well suited to owners who demand a versatile, performance-capable motor yacht. For advice on layouts, options, and availability, consult Andrey Shestakov at Shestakov Yacht Sales.

Features of the Model

- Deep Vee running surface improves seakeeping and contributes to a comfortable ride.
- Twin MTU inboard diesels deliver a reliable balance of performance and fuel efficiency at an approximate 25 knot cruise.
- fiberglass construction with a molded fiberglass deck provides durable, low maintenance surfaces.
- Thoughtful accommodation plan includes a single dedicated crew cabin for operational practicality.
- Classified among motor yachts, this model is aimed at private cruising, entertaining, and use as an upscale motor yacht.

Technical Specifications

- Builder: DYNA
- Model: 68 Laguna
- Class: motor yachts
- Type: motor yacht
- Hull: Deep Vee, constructed in fiberglass construction
- Deck material: Fiberglass
- LOA: 68 ft (20.73 m)
- Beam: 18 ft (5.51 m)
- Draft (max): 16.404 ft (5 m)
- Engines: 2 x MTU, Inboard, Diesel
- Speed (cruise): 25 kn (28.77 mph)
- Speed (max): 30 kn (34.52 mph)
- Fuel capacity: 1,360 gal
- Water capacity: 250 gal
- Crew cabins: 1

Pricing and Ordering

For up to date pricing, lead times, and ordering details for the 68 Laguna, contact Shestakov Yacht Sales. Broker Andrey Shestakov can supply full specifications, review ideal equipment and layout choices for this motor yacht, and assist with inspections and purchase closing.

Questions and Answers

Q: What are the exact dimensions of the 68 Laguna? A: The vessel's **LOA** measures 68 ft (20.73 m), the **beam** is 18 ft (5.51 m), and the **maximum draft** is 16.404 ft (5 m).

Q: What powers the yacht and how fast does it go? A: Propulsion comes from two **MTU inboard diesel** engines, which produce a **cruise speed** of approximately 25 kn (28.77 mph) and a **top speed** near 30 kn (34.52 mph).

Q: What is the hull type and material? A: The yacht uses a **Deep Vee** hull design and is built with fiberglass construction, featuring a **fiberglass** deck.

Q: Which category does this yacht belong to? A: It is positioned as a premium motor yacht within the wider motor yachts market segment.

Q: How do I start the purchase process? A: Get in touch with **Andrey Shestakov** at **Shestakov Yacht Sales** for information on **pricing** , **availability** , and the next steps, including scheduling a viewing and arranging a survey of the 68 Laguna.

Owner Experience Review

Owners and captains operating the 68 Laguna from DYNA characterise her as a capable family cruiser that performs equally well on short weekend hops and extended passages. The salon is airy with wide sightlines, and many yachts were delivered with either a hardtop flybridge or an air conditioned skylounge. Below deck, the layout supports prolonged liveaboard use: a full beam master with a king berth is typically complemented by VIP and guest cabins, and many examples include separate crew accommodation with private access and provisions for a washer/dryer. Owners also value the flexible galley placements (either forward or down), expansive alfresco seating on the aft deck and flybridge, and a hydraulic swim platform suited to launching a tender and water toys.

At sea the 68 Laguna is reported to handle responsively, with very good slow speed control; bow and stern thrusters combined with a Yacht Controller simplify tight maneuvers and make solo or short handed docking far less

stressful. Laguna family hulls are generally praised for keeping the bow dry and delivering a smooth ride in chop; owners note comfortable motion even in 1–2 m seas, particularly when stabilizers or a Seakeeper gyro are installed. Independent reviews of comparable Dyna 68 configurations cite roughly a 22 knot cruise and top speeds near 27 knots when fitted with twin Cat C18s, accompanied by a solid, quiet onboard feel helped by engine room soundproofing and gyro stabilization.

In terms of maintenance and accessibility, the engine room receives frequent positive feedback: plumbing is typically tidy, shutoffs are labeled, and there is usable space around the mains and Seakeeper for routine servicing. Broker histories for older 68 foot Lagunas show a typical lifecycle of major refits and engine overhauls (examples include 2017 refits noted in listings), plus electrical system replacements, battery/inverter/charger upgrades, new thruster batteries, and teak refurbishment—common items for 1990s era yachts reappearing on the market. Well maintained examples often present as “exceptionally maintained,” with that care evident throughout the vessel.

Pros and Cons

- Flexible, family oriented arrangements — skylounge or hardtop options and a full beam master — make the boat well suited to cruising and live aboard lifestyles.
- Bow and stern thrusters plus a Yacht Controller make single handed or short hand docking straightforward.
- Smooth, quiet cruising is commonly reported; comparable setups show ~22 kt cruise and ~27 kt top with Cat C18 propulsion, often enhanced by stabilizers/Seakeeper.
- Older yachts frequently require age appropriate refit work such as electrical upgrades, battery/inverter/charger and thruster battery replacement, teak renewal, and periodic engine overhauls.

- Equipment, arrangements, and fitouts vary significantly by build year and refit history (skylounge, lower helm, crew spaces, washer/dryer, stabilizers), so buyers should confirm each boat's exact configuration.
- Published performance and comfort figures depend on installed powerplants and stabilization; results will differ for boats without Cat C18s or gyro stabilization.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/...	Gross...
Hard Top Flybridge	60' 0" (18.29 m)	16' 0" (4.98 m)	16' 11" (5.17 m)		
Flybridge 63	63' 0" (19.46 m)	16' 0" (4.98 m)	16' 11" (5.17 m)		
63	63' 0" (19.46 m)	16' 0" (4.98 m)	16' 11" (5.17 m)		
60 Pilothouse Motoryacht	60' 0" (18.29 m)	16' 0" (4.98 m)	16' 11" (5.17 m)		
68 Laguna	68' 0" (20.73 m)	18' 0" (5.51 m)	16' 5" (5 m)	25 kn / 30 kn	

SPECIFICATIONS

LOA:

68' 0" (20.73 m)

Max Draft:

16' 5" (5 m)

Cruise Speed:

25 kn / 28.77 mph

Water Capacity:

250 Gallons

Crew Cabin:

1

Hull Material:

Fiberglass and Plastic Yachts

Hull Configuration:

Deep Vee

Engines:

2

Engine Type:

Inboard

Beam:

18' 0" (5.51 m)

Max Speed:

30 kn / 34.52 mph

Fuel Capacity:

1360 Gallons

Deck Material:

Fiberglass

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY



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060 ASIAPACIFIC



**KHA SHING'S MONTE FINOS
ROB HUMPHREYS DESIGN**

An Ed Dubois-designed 122-footer delivered to an Australian client is being followed at Taiwan's Kha Shing yard (a name that means good reputation) by a completely new 76-88-100 series of their signature Monte Fino line drawn by Rob Humphreys. The first three Monte Finos are under way, and hull one, which is being delivered to a European owner this summer is expected to debut at the Southampton Boat Show in England. The first Monte Fino 100 should be completed late 2009 or early 2010. Humphreys is best known for his racing sailboats, but has recently launched into motoryachts in a big way. He designed the 50 knots+ *Ernis* built by New Zealand's McMullen & Wing and featured in a previous issue of *Yachts International*. Kha Shing delivered 14 yachts to 122' in the last year, including other brand-name boats for long-time American and European dealers. For builds over 80' they are full this year and next, but have some sub-80' capacity next year, so they too report little sign of recession in the upper echelons of the market.

For additional information, visit www.khashing.com

JADE YACHTS DESIGNS CANNES DEBUT

Jade Yachts makes its Cannes Festival de la Plaisance debut with an impressive portfolio ranging from the sleek Jade Jet 90 to the much larger volume Jade 90 exploration-style vessel and the intriguing Jade 45m (147') ice-classed cruiser. The yard has already built a series of Jade 90s known as Bandidos for Dretman in Europe, but is branching out with its own branding. Memphis Han, the American-educated son of the founder of Jong Shyn Shipyard, one of Taiwan's leading commercial builders with \$400 million worth of vessels currently under construction, says that introducing a superyacht arm is natural extension of the business. "We have considerable expertise in all the shipbuilding trades," he says, "and anyone who wants to see the quality of our private motoryacht finishes is welcome to inspect the Bandidos. Our prices are competitive, and while yards in Europe and America are full, Jade Yachts has the capacity to take on projects immediately, for fairly early deliveries." The Jade Jet 90 is developed from a coastguard cutter that Jong Shyn builds for the Taiwanese Navy. It is stable, strong, reliable and very fast, but smart exterior styling and a range of interior layouts have transformed the vessel into an ultimate sports yacht. Han is also exhibiting in Barcelona this year, and in Dubai early 2009, while making regular trips for discussions with American dealers and clients. It would make sense, he says, to build several ice-classed 45m yachts at the same time, reducing prices to around the \$20 million mark.

www.jade-yachts.com

DYNAMIC DYNA CRAFT PUMPS UP MARKETING

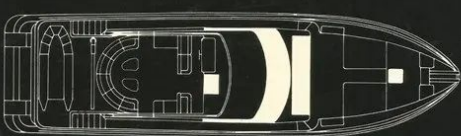
Dyna Craft used to build the finely-crafted, much-in-demand Marlow Explorer Yachts, but now that Marlow has centralized its production in its Xiamen facility on the China Coast, the 23-year-old Tainan yard is putting more effort into marketing its own exclusive brand in Europe, America and Asia Pacific. Dyna Craft is proving to be dynamic indeed, having developed a range of models from 51' to 77' plus 95' to 105' projects currently on the drawing boards. Australian agent Glenn Dickson showed the largest Dyna 77, which he was selling for a competitive \$3.6 million plus tax, at Sanctuary Cove. Exterior styling and interior design are both pleasing, particularly since the yard linked up with a Milan-based design studio called Yankov Delta. Layouts, carpentry, fixtures and fittings are of the highest quality, and when small adaptations are requested, dealers like Dickson and John Berry in the U.S. work closely with Dyna Craft CEO Terry Yen to ensure owners' needs are met. The vessel is configured with master and VIP suites, plus two double bunk cabins and two Vberths. Lounge, dining and general living areas take up the main deck, while the flybridge has generous seating for watching the world go by.

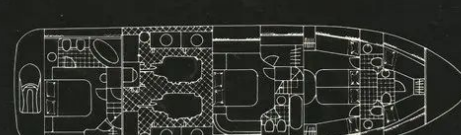


For more information, please see www.dynacraftyacht.com

YACHTS

Dyna 68

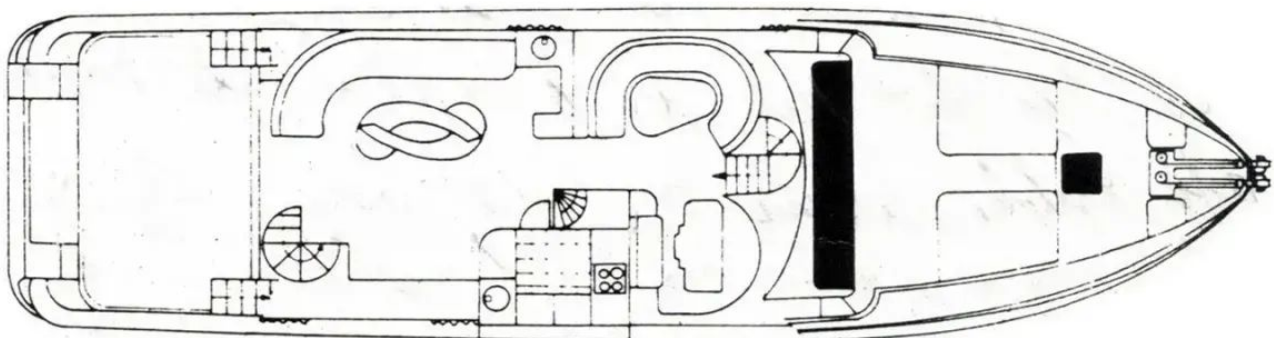
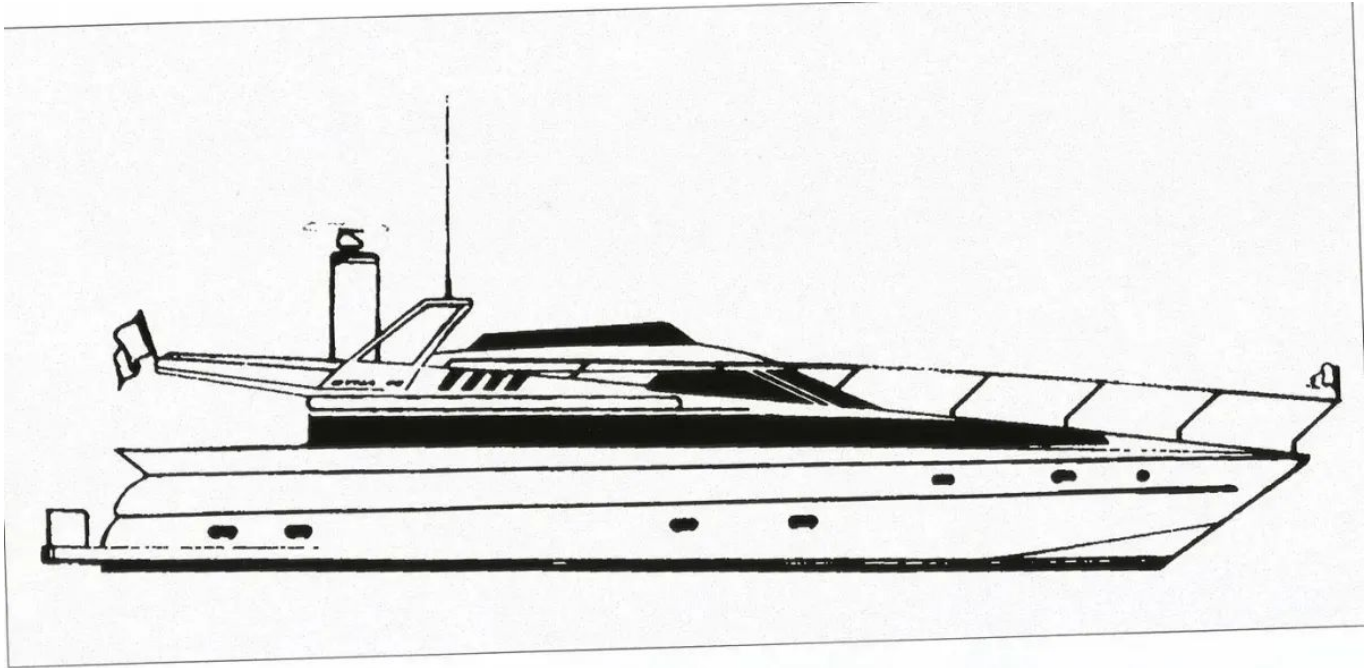





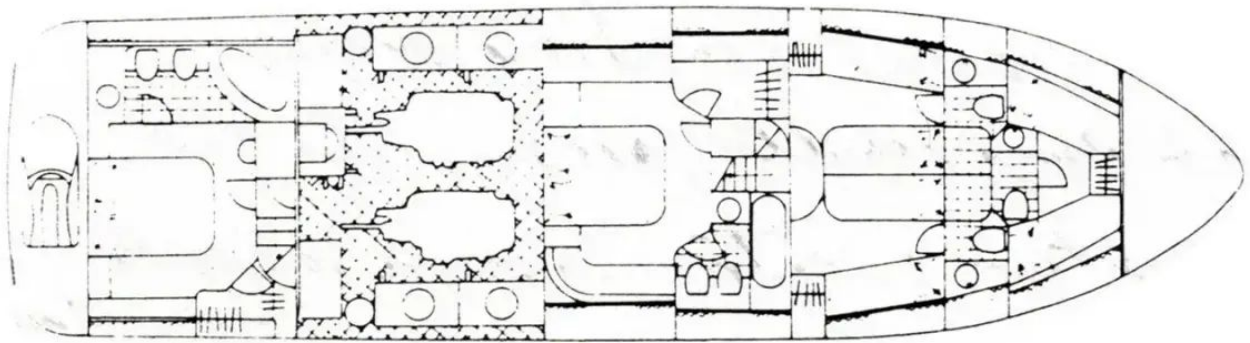
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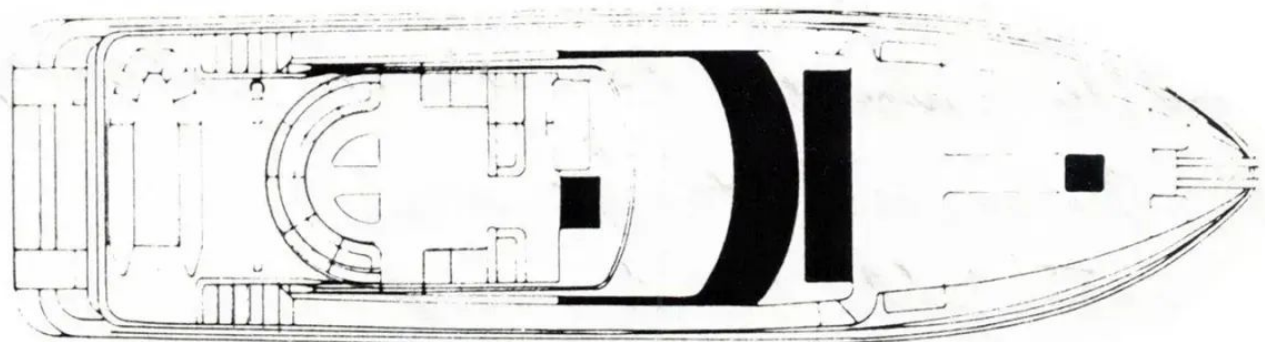
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LOWER DECK



MAIN DECK



UPPER DECK

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

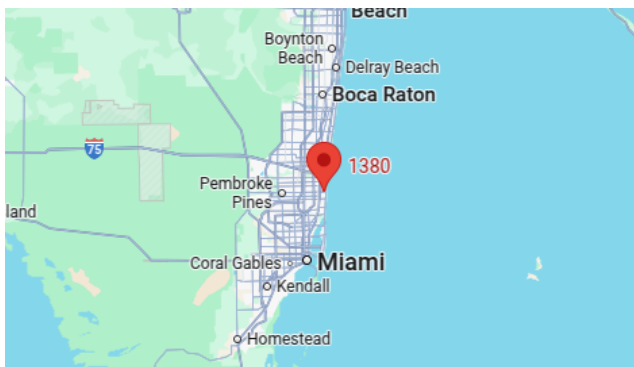
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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