

BOAT PROFILE DAVE'S CUSTOM BOATS M31 WIDEBODY

MIGHTY IMPRESSIVE

It's hard to believe, but Dave's Custom Boats outdid itself with the new M31 Widebody.

STORY
JASON JOHNSON

PHOTOS
ROBERT BROWN



Clockwise from top left: The M31 Widebody's cockpit featured six individual bucket seats. Twin 985-hp supercharged engines rocketed the catamaran to 150 mph. Custom billet touches included grab handles and step plates to get in and out of the boat. Surrounding the tilt helm on the dash were Livorsi Marine gauges with black bezels and silver rims.

With all three of the M31 Widebody models built so far by Dave's Custom Boats on hand at the Desert Storm Poker Run in Lake Havasu City, Ariz., owner Dave Hemmingson and the rest of the DCB team were busy showing off the new boats and providing demo rides to potential customers.

Luckily the *Powerboat* Test Team got its hands on the new 31-foot, 10-inch catamaran with a 9-foot, 10-inch beam. Even better, our test boat was the most powerful M31 from the El Cajon, Calif., builder.

Equipped with a pair of electronically fuel injected, 985-hp big-blocks, the boat was mighty impressive, to say the least. The little brother of the M35 Widebody, which has electrified the Test Team both times we've evaluated one since its debut in 2009, the 31-footer that seats six had Hemmingson about as energized about one of his boats as we've ever seen.

"In my opinion, the Widebodies are phenomenal," said Hemmingson, who started DCB in 1987. "What I love about the M31 is that it is a 31-foot boat that rips through the bumpy water like a 33- or 35-footer, but it turns like a 20-something-foot boat. And it's incredibly stable—the faster you go, it just seems to lock and load. It honestly feels like it is capable of going 180 mph with no big deal."

Seeing eye to eye with the owner, both of our test drivers—Bob Teague and John Tomlinson—appreciated the catamaran.

"The thing that is incredible about this boat is it handles so well you don't realize you're going 120 or 130 mph," Teague said. "It slaloms perfectly at all speeds and goes across everything with ease."

WELL BUILT

Using a carbon-fiber/Kevlar schedule with carbon-fiber stiffening, the hull and deck were vacuum bagged and double bonded. The attractive 31-footer was decorated with impeccable gelcoat work that featured two shades of glistening gray along with red, black and white accents. The mold work was top-notch and the black powder-coated stainless rubrail helped protect the hullsides.

Also flawless was the wraparound windshield from Acrylifab. The perfectly clear one-piece windshield was installed neatly with a support bracket in the center. In typical DCB fashion, the custom hardware throughout was remarkable. From the see-through acrylic engine hatches that lifted manually to the billet step plates and grab handles in the cockpit, which included four rear bucket seats and two buckets up front with the seat bases built into the floor, the attention to detail was unmatched.

For those riding in back, DCB installed Livorsi Marine Monster gauges in the high-back bucket seats, which included fiberglass inserts painted to match the boat's graphics. Also matching was the carpet—embroidered with the M31. continued ▶