

BOAT PROFILE DAVE'S CUSTOM BOATS M31 WIDEBODY

logo—and the fiberglass inserts within the upholstered side panels.

The stitching and material throughout the cockpit was new for DCB, and it was superb. The silver, white and black upholstery had a reflective, metallic look to it and the black brows with red stitching on the dash did a great job shading the Livorsi speedos and tachs in front of the co-pilot and driver. The flat-black dash also eliminated any glare in the windshield.

Not that it's a huge selling point for this kind of boat, but the M31 Widebody did have a cabin under the deck that had a small berth forward and two facing love seats that could be converted to a larger berth with a filler cushion. The amplifiers for the Alpine stereo were mounted on the gunwales aft of the bulkheads and the tidy underdash wiring was exposed.

Latham Marine controls came standard on the 31-footer, which included a tilt steering wheel surrounded by the essential gauges, with starboard engine functions to the right and port engine functions to the left. Indicators for the drives were mounted to the right on the gunwale.

THRILL RIDE

Powering the M31 Widebody was a pair of Teague Custom Marine 985 EFI engines connected to No. 6 drives from Mercury Racing with 1.29:1 gear ratios. Each 540-cubic-inch engine featured a 4.0-liter Whipple supercharger and a BAM 1550 dry-sump transmission.

The 31-footer made great use of the power, accelerating from 40 to 70 mph in 6.4 seconds and from 70 to 110 mph in

8.7 seconds. In standing-start drills, the cat reached 51 mph in 10 seconds and 90 mph in 20 seconds. Time to plane was below average at 6.7 seconds, but that's because the boat was set up for top speed with 38"-pitch Mercury CNC five-blade propellers.

With the engines turning 6,100 rpm, the boat reached 150.4 mph on radar. An impressive number no doubt, so were the cruising speeds of 103 mph and 128 mph while turning a relatively tame 4,000 and 5,000 rpm, respectively.

The twin-step sponsons and single-step center pod combined to make the boat feel like it was on rails. Its tracking was good all the time and it turned effortlessly at all speeds.

HAPPY FAMILY

The catamaran's performance and quality of construction came at a price, of course. But for the entire package, a \$627,840 price tag doesn't seem over the top, especially since the engines and drives cost an additional \$272,500 above the boat's \$279,950 base price with MerCruiser 496 Mag HO engines.

Any DCB owner will tell you that the cost to own one is well worth it—it's like being part of a big family. Just ask Hemmingson, who shared the news that DCB is building a 31-footer with two of Mercury Racing's new 1,350-hp QC4v engines.

"The relationships that I've built with customers who turn into really good friends is rewarding," Hemmingson said. "We built this boat for a really great couple—Jeff and April Lamb. This is their third DCB and they are just incredibly blown away with it.

It makes you feel real good when you deliver a product like this and the guy is just doing backflips."

It's tough to imagine any DCB model standing out from the rest of the company's fleet, but the new M31 Widebody found a way to do so. **P**

TEST RESULTS

HULL INFORMATION

Centerline/beam	31'10"/9'10"
Hull weight	8,500 pounds
Fuel capacity	180 gallons

PRICING INFORMATION

Base price with twin MerCruiser 496 Mag HO engines	\$279,950
Price as tested	\$627,840

OPTIONS

Upgrade to Teague Custom Marine 985 EFI engines with Mercury Racing No. 6 drives (\$272,500), Mercury CNC propellers (\$11,000), carbon-fiber/Kevlar schedule (\$10,075), vacuum bagged (\$10,075), gelcoat design upgrade (\$9,950), poker run interior (\$8,995), custom half cap with stainless rubrail (\$8,900), carbon-fiber stiffening (\$4,650), Penske composite board (\$4,650), dual sea strainers (\$3,850), rear speedometers (\$2,250) and automatic fire extinguishers (\$995).

ENGINE & PROPELLER

Engine	Teague Custom Marine 985 EFI
Cubic-inch displacement/horsepower	540/985
Drive/gear ratio	Mercury No. 6/1.29:1
Propeller	Mercury CNC five-blade 16 1/2" x 38"

ACCELERATION

Time to plane	6.7 seconds
0 to 10 seconds	.51 mph
0 to 20 seconds	.90 mph

MIDRANGE ACCELERATION

30 to 50 mph	3.5 seconds
40 to 70 mph	6.4 seconds
70 to 110 mph	8.7 seconds

TOP SPEED AT RPM

Stalker Radar	150.4 mph at 6,100
Livorsi Marine GPS	149 mph

CONTACT INFORMATION

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