

# CURVE APPEAL



## SKIN-DEEP BEAUTY AND A SOLID-CORE HEART

**A**s I followed boatbuilder Larry Bonadeo to the launch ramp, I couldn't help but notice how his Bonadeo 34 turns heads. At every intersection on the short drive from his modest boatworks in Stuart, Florida, to the launch-site, pick-up trucks and cars came to sudden stops as drivers craned their necks to get a better glimpse of this center console looming high above the road on its triple-axle trailer.

A boat that has that much appeal on the trailer is bound to get some pretty big compliments on the water. With Tropical Storm Hanna spinning a few hundred miles off Florida's East Coast, I felt kind of guilty asking Larry to bring his boat out for a demonstration. Larry and I had just wrapped-up an hour-long tour of the boat with me poking my head into every nook and cranny as he proudly explained his manufacturing process. Larry's a detail guy: Every bit of electrical wiring is meticulously computer labeled, the looms fastened to the bulkheads every four to six inches and the connectors laid out in an easy to understand color coded array of simple, straightforward engineering.

This boat's outside appearances are strong. Her sheer line sweeps from bow to stern with a grace that photographs don't do justice. Gleaming teak lines the gunwales, adorns the sole and steps, and the steering wheel sits alone on a matching teak helm, elegant, in its presentation—and it's all surrounded by a mahogany toe rail. Bausch American Towers designed the beefy two-inch diameter pipe—painted with Awlgrip instead of powder coating—

that supports the color-matched T-top. "We don't do powder coating," says Larry, "you can't easily repair it. With Awlgrip on the framework, if you get a chip or scratch it can be buffed, painted, and it will look like new with a simple repair."

Standing alongside, I looked down its length; nary a ripple or imperfection in sight. Rap it lightly with your knuckle anywhere along its line and you'll hear a distinct "thud" without any hint of hollowness. "You're hearing the solid infused epoxy glass and tab construction," says Larry, "we build what we consider a one-piece boat with carbon fiber and Kevlar reinforcement."

The hull color is custom, a blend of yellow and white, which softens the appearance without losing the drama. It looks almost like a standard color until it's seen next to a production boat, where the customization becomes apparent.

As we backed the 34 down the ramp at Sailfish Marina just inside the St. Lucie Inlet, another onlooker appeared in a pick-up truck. Larry and son Tony obviously do this a lot as evidenced by their unspoken teamwork in putting the boat in the water. The observer sat in his truck watching, possibly because we were the only one's dipping a boat in this kind of weather, but I could also see that he was mesmerized by look of this boat. As Larry lowered the twin 300 Mercury Verados and we slid into the water, the man finally rolled down

By **ROBB HANRAHAN** – Photos by **CHARLIE CLARK**

his window and yelled, "Nice boat!" To which Larry proudly blushed and in his quiet, reserved way said a simple, "thanks." It was surprising modesty from a big guy whose appearance shows he's no stranger to heavy lifting and whose hands tell the story of a man who works with raw materials everyday as he builds custom center consoles one at a time.

The 34 felt incredibly stable, presenting little motion in the chop as we pulled away from the ramp area. Once clear of the slow-

rock-solid, platform-steady ride.

Although our outing was short, Hanna notwithstanding, the 34 didn't make me feel as though I needed to run for cover, rather it smoothed out the waves and its deep cockpit and sizeable windshield provided cover from the increasing rain. This boat is laid-out for serious fishing with livewell, numerous well-placed rod holders and twin Raymarine e-Series radar/chartplotter/depthsounder units, but the whole



*Clockwise from above. There's room-to-spare in the console's enclosed head, custom lighting frames the T-top, 45-knot top end, and hand-laid steps up to the bow over a V-berth that sleeps two.*



#### SPECIFICATIONS

LOA: 34'  
 Beam: 10'  
 Draft: 22"  
 Gross Weight w/o power: 5,800 lbs.  
 Fuel/Water: 370/50 U.S. gals.  
 Power: 2 x Mercury Verado @ 300 hp  
 Top/Cruise Speed: 45/34 knots  
 Range: 490 nm @ cruise  
 MSRP: \$239,000

#### BONADEO BOATWORKS

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speed zones we hit the throttles and with barely a sound leaped forward up to roughly 50 miles per hour. It's the silence that grips you. The Mercs are quiet engines, but there's not a bit of hull noise. You can hear the water blasting by on either side, but it's coming over the gunwales not through them. The hull banks into hard turns at high speed with grace and tenor. It knows where you're pointing it, and this boat's going to get you there with a

family will ride in comfort and take advantage of the forward compartment complete with six-foot plus berth, television and air conditioning. Depending on the extras you order—and Larry can deliver anything a buyer requests—this boat costs more than a production center console, but that solid feel everywhere you lay your hands combined with the looks of a supermodel may have you reaching deeper into your wallet. 