

bonadeo's *beauties*

BY MATT DRAPER



I couldn't help but feel a bit of pride as I escorted the young lady down to the docks. I wanted to point out the vessel she'd be fishing from during her photo shoot, and I was sure she'd be impressed. I knew her boyfriend took his fishing seriously and that he had a fine boat, but there was little chance he had one of these.



Tied to a series of pillars was one of the custom 34 footers Larry Bonadeo made ready for our assignment. As we made our way toward the vessel, her eyes widened, the way eyes do when someone sees an exotic automobile for the first time. Not a Lamborghini or Ferrari, but an Aston Martin or Maserati—a vehicle of exquisite taste, not flash.

This day was to be spent pulling a dredge and some ballyhoo along the horizon for sailfish. To increase our chances of hooking up, Larry asked one of the state's most successful sailfish captains to skipper our boat—Capt. VJ Bell. Conditions were 2 to 3 and foggy but would become a solid 3 feet and sunny once land was out of sight. Honestly, I hoped the seas would be a bit rougher. Not that it would have improved fishing or made the shoot with our lady angler

any easier, but because there's a certain thrill you get from experiencing a Bonadeo hull cut through the big stuff. I learned this a few years earlier while doing a review of one of Larry's other boats. To this day, no other V-hull boat I've been on has come close to matching the ride.

ABOUT BONADEO

You could say Bonadeo Boatworks was born out of necessity. After assisting with the building of his 63' sportfish, Larry realized there were techniques and materials out there that could and should be applied in making vessels in the mid-



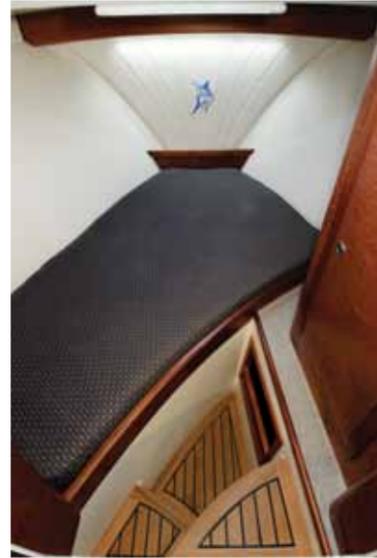
Thick Mahogany toe rail with welded stainless steel rub rails.

size class. He spent the next several years fishing the Atlantic and Pacific Oceans, all the while studying and brainstorming smarter ways to build stronger and lighter boats through the use of advanced engineering and state-of-the-art materials. When the time was right, Larry and his two sons, Tony and Dominic, along with his wife, Denise, opened Bonadeo Boatworks out of a street-side warehouse in Stuart, Florida. His concept—that center consoles in the 30- to 40-foot class could be hand-built out of the finest materials and with exquisite attention to detail—caused a lot of people to take notice. A concept is one thing. A boat that delivers is quite another. In delivering the Bonadeo, Larry successfully carved a niche for himself. It used to be that if you wanted yacht-like quality, you bought a yacht. And if you wanted a really impressive-looking big center console, you bought a boat with a radical paint job, bigger outboards, and more of them. Bonadeo Boatworks fills the void between these two distinctively different worlds.

THE RIDE

As we worked our way to the fishing grounds cruising at a steady 40 mph, I pressed the captain for his





thoughts on the performance of the 34 Cuddy he was piloting. Knowing he's been on, even captained, dozens of the finest fishing craft in the world made his opinion especially important to me. Capt. VJ turned to me and rather matter-of-factly said, "I've never been on a boat under 50 feet

that felt this good. It has the ride and comfort of a much bigger boat. This boat is incredible."

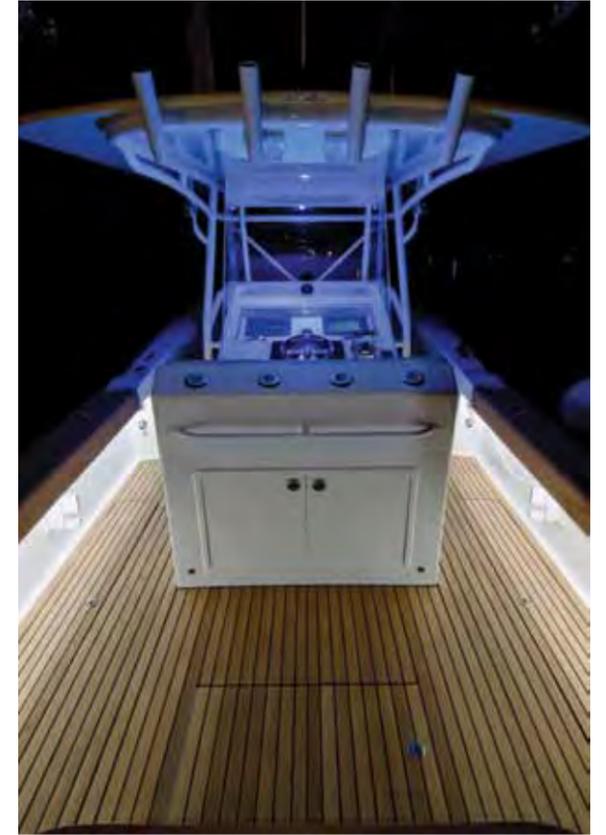
That was pretty much the answer I was expecting to hear. The solid, non-jarring feel is truly unusual for a V-hull of this size. I could see that the model who accompanied us on

this photo shoot looked puzzled, as she braced herself for several impending impacts that never materialized. The reason for the boat's

adeptness in taking the waves lies not only in its hull design, but also in the painstaking hull manufacturing process that has made the Bonadeo name synonymous with excellence.

BONADEO'S BOTTOMS

The manufacture of the boat starts with weeks of conceptualizing, involving both the naval engineer and the prospective owner. Once the design is perfect on paper, only then can the job of constructing the hull begin. Bonadeo's signature process involves cold-molded vacuum bagging and resin infusion, utilizing epoxy resins, Kevlar, carbon fiber, bi-



axial fiberglass and composite cores. The composite cross-linked structural foams available today allow Bonadeo to produce lighter, stronger vessels with positive buoyancy, even in the 60-foot class. The result is an unyielding, iron-tough hull with zero shutter or vibration during wave impact. It's also extremely resistant to abrasion and penetration, and because it weighs less, it's more fuel-efficient. With a pair of Mercury Verados purring behind you, you'd have to go sailing to experience a quieter ride. All you hear is the water sheeting off the bow and splashing back

to the sea. Bonadeo attributes the clean release of water to the sharp entry and uninterrupted, super-smooth, modified-bell/waveform hull design sucking onto the surface of the water—much like a large sportfisher, but much lighter and faster.

ABOVE THE WATERLINE

The difference between a Bonadeo boat and others isn't

just in the way the high-tech hulls perform. Larry Bonadeo's love of organically flowing lines and forms, functionality and glass-like surfaces, borders on the obsessive. No details are left to chance and no space goes unused. Every





surface, whether molded glass or exotic inlaid hardwood or veneer, is immaculately polished and begs to be touched. There is no vessel

more attractive in its class that I am aware of.

The 34 Cuddy we fished from was a fully loaded example of Bonad-

eo's craftsmanship. The console's interior featured Pommele Sapele veneer cabinets with Sapele hardwood trim, a custom sink, Sapele



and Maple hardwood flooring, a day head and LED accent lighting. The plush cabin included custom Teak steps and flooring, a 20-inch Samsung LED TV, Sapele hardwood trimmed shelving, a double bunk with storage underneath, and a cedar closet. The helm's electronics suite included two Raymarine E120's, Raymarine 64-mile radar and color sounder, Smart Craft by Verado, Simrad auto pilot, Clarion stereo and much more. Fishing appointments included two rod lockers, Teak combing, covering boards and decks, custom tackle center, eight Release Marine rod holders, Rupp Top Gun outriggers, fish boxes with pumps, and LED lighting throughout.

There is a great deal more worth mentioning, but space does not permit. And amazingly, Bonadeo's pricing is competitive with other mid to high-end boats in this class. For more details, I urge you to visit BonadeoBoatworks.com.

LAND HO

The day didn't see us loading the boat with fish, but our model managed to put the breaks on a couple of keepers, as evident by this issue's cover. As they say—and "they" are usually the folks who didn't catch anything—it's not just about catching fish, but spending a great day on the water. Well, when you're cruising in a Bonadeo, it's hard to imagine a better way to go. 

BONADEO 34 CUDDY SPECS

- Length - 34 feet
- Beam - 10 feet
- Draft - 23 inches
- Fuel - 325 gallons
- Water - 50 gallons
- Max Power - 700 hp
- Cruise - 42 mph
- Top End - 54 mph
- Weight (loaded wet) - 11,600 pounds