



## Center of Attention

Thoughtful design packs the Jupiter 38' Forward Seating with storage and fishing room. **BY KARL ANDERSON**

**T**he new Jupiter 38' Forward Seating integrates the best traits of the company's very popular 31-footer with some practical new ideas that make this a very desirable center-console boat. From the crisp sheer to the familiar stern and console, the boat fits the Jupiter image.

The clean appearance of the 38' caught my attention immediately, particularly the uncluttered work

areas and detailed fit-and-finish. This is a big center console and the design is executed very well. Built out of three pieces — hull, deck and ring deck — the 38' has a great deal of interior space. This construction method also creates a very strong structure and offers accessible storage. Her glass-encapsulated, solid-foam stringer system and Divinycell-cored hull sides also help to strengthen the boat.

The Jupiter 38' I tested was rigged with twin two-stroke 300-horsepower Yamaha HPDI outboards. As I pushed the throttles up, the boat rose to plane smartly and with much less aceration and motor slip than other boats in this class that I have run, confirming that the Donald Blount hull is an efficient running

### SPECIFICATIONS

LENGTH	38' 2"
BEAM	10' 1"
FUEL	320 gals.
WATER	60 gals.
MAX HP	900
BASE PRICE	\$212,970
<small>all from two-stroke 300-hp Yamaha HPDI outboards</small>	



The Jupiter 38<sup>®</sup> is a spacious and stable fishing platform.

surface. Rigged with the twins, the boat is not a super-fast performer, but it gives a very predictable, stable and comfortable ride. She handles well at speed, responding to the wheel and to throttle adjustments. Her deep-vee cut through the chop and swells with a soft touch, very quietly with no thumping, rattles or squeaks. The 38<sup>®</sup> cruised at 4,000 rpm making 35.5 miles per hour and burning 28.1 gallons per hour.

As I pushed the boat up to 4,500 rpm, the fuel burn increased to 35.8 gallons per hour while her speed moved up to 41 miles per hour. At 5,000 rpm she clipped along at 45 miles per hour, burning 45 gallons

per hour. Her wide-open speed was right at 50 miles per hour while burning 58.6 gallons per hour, a respectable speed for twin engines. I look forward to running the triple-engine four-stroke boat to compare the performance with the fuel burn. The beauty of this boat is that it will do well with either the twin- or triple-engine configuration. The boat can be rigged with twin or triple 300-horsepower Yamaha HPDI outboards or triple four-stroke Yamaha F225 or F250 outboards.

The 38<sup>®</sup> has a neat setup forward with U-shaped seating and two large, lockable rod-storage compartments that drain overboard under the seats. Unique to this design are handrails and drink holders on the seat level tucked under the ring deck, a very practical feature and a smart use of space. Her anchor locker on the foredeck is easy to access and is also available with an optional concealed windlass and spare anchor storage.

There are five in-deck storage boxes including two 104-gallon macerated fishboxes in the cockpit, two lockable six-foot storage boxes on each side of the console with rod racks and one 14-cubic-foot compartment forward of the console. For easy cleaning, the boxes have double-sided hatches that are sealed with gaskets, closed with positive-locking hatch pulls and surrounded by large gutters. These compartments are all insulated so that any or all can be fishboxes, drink boxes or ice bins. Port and starboard under-gunwale, concealed side lockers store life jackets and other safety gear. At the transom, a large storage locker is available when the optional stern bench seat is not installed.

A walk-through transom door offers access to the large swim platform and engine well that can

carry either twin or triple outboards. The Jupiter 38<sup>®</sup> has a 53-gallon live well in the combination leaning post. The leaning post also has a tackle-prep center with plenty of storage in tackle drawers and a fresh-water sink.

The console has a step-in head compartment with a fresh-water sink, shower, dry storage, rod racks and an optional electric head. Entry is gained through a door on the port side. The console also houses a dedicated battery-storage compartment and full access to the backside of the dashboard, easing maintenance of electronics and wiring.

The helm has the wheel offset to port with a glove box to starboard and a large area for flush-mounting electronics behind a lockable cover.

Of the over-35-foot center consoles that I've tested, the Jupiter 38<sup>®</sup> is at the top of the list for its comfortable ride and solid, quiet feel. I really liked the way she came to plane effortlessly and was able to maintain a slow to mid-range cruising speed without falling off plane or struggling to keep water coming to the propellers — a negative characteristic shared by many larger outboard boats. With its functionality, good ride, notable fit-and-finish and fine-tuned construction practices, the Jupiter 38<sup>®</sup> is sure to be hit with folks that enjoy a well-executed center console. **Jupiter Marine International; (954) 523-8885; [www.jupitormarine.com](http://www.jupitormarine.com)** —



The leaning post has a live well, sink and plenty of storage.