



# deuces

## JUPITER 38

### SPECIFICATIONS

LOA: 38'2"  
BEAM: 10'1"  
DEPT: 16 inches aft, 1'8"  
DISP: 8,273 lbs.  
FUEL: 330 gal.  
PRICE: \$179,900 (MSRP) \$234,620  
CALL 1-800-4-A-JUPITER (478-4388)  
J/Boat: www.j/boat.com





# R treys?

The new Jupiter 38 proves a perfect platform for a comparison of two outboard packages.

**BY JOHN CLEMANS**

**FULL THROTTLE:** This offshore hull will do 50 mph at the top end when powered by twin 300-hp Yamaha outboards and H1 61 mph with triples on the transom.

3 yamaha 300-hp  
HPDI outboards

RPM	MPH	GPH	29.4
400	5.2	4.6	66
800	8.1	6.1	73
1000	10.2	9.8	77
2000	17.2	17.4	77
2500	18.3	18.1	82
3000	20.8	24.0	85
3500	22.6	29.2	87
4000	24.4	37.5	92
4500	26.4	49.4	94
5000	25.5	56.1	93
5500	27.2	63.9	94



2 yamaha 300-hp  
HPDI outboards

RPM	MPH	GPH	30.4
600	4.1	3.9	66
1000	7.1	4.9	72
1500	9.2	6.3	72
2000	10.9	10.1	75
2500	13.8	16.2	75
3000	17.9	18.0	78
3500	20.9	27.8	82
4000	24.9	37.2	85
4500	29.8	50.9	86
5000	28.8	58.1	89
5500	29.8	64.9	90
5600	32.9	75.6	90

# You just expect Carl Herndon to build a boat anglers will love. If a man who headed both Blackfin and Bertram doesn't know fishing, who

does? Now at the helm of Jupiter Marine in Ft. Lauderdale, Fla., Herndon holds to the same principles on which he founded Blackfin: Build a solid, seaworthy, single-purpose boat whose construction, components and styling offer angling convenience and dependable offshore performance. The latest incarnation of this philosophy is the Jupiter 38, an open center console that offers both twin and triple outboards and provides a perfect platform for a comparison of these two power packages.

"Ten years ago, who'd have thought we'd be building thirty-eight-foot outboard center consoles!" asks Tod Albrecht of Jupiter's customer service and engineering departments. He might easily have added, "And who'd have thought they'd run like rabbits with only two engines?" Don't think it's because the 38 is light. Herndon has always believed that nothing battles big waves better than weight. With twin Yamaha 300-hp HPDI outboards, the new Jupiter, despite its 12,000-plus-pound loaded weight, tops out at over 50 mph—unprecedented for a twin-outboard 38. Maybe an SKA fanatic would complain about losing a few precious angling minutes at that clip, but for most of us, that's hold-onto-your-hat and don't-turn-your-head-with-sunglasses-on speed, and it makes the addition of a third engine seem unwarmed. And yet there's something magical about that 60-mph mark—which is what the 38 is capable of with three 300-hp Yamahas. Bring on the kingfish.

I drove the 38 with twin and then triples and, for the most part, without counting, I'd have been hard pressed to tell which one I was on. The controls, of course, differ. A Teleflex 6000i controls the three engines with two levers—or with just one in a "sync" mode. The center engine "slaves" to the port lever when both levers are in forward, and it remains in neutral when one is in forward and one is in reverse. It can be shut down when returning to the dock for slower speed and twin-engine maneuverability.

Steering both boats was smooth and effortless, with the twin version a bit more responsive. Both cornered like dirt bikes, holding fast in tight, high-speed turns, but the twin-engine 38 felt more like a sports car, tacking and coming out of turns more quickly and riding higher in the water. In three- to five-foot seas the triple-engine 38 dropped more heavily off waves; the twin-engine boat felt more buoyant and maintained a flatter attitude. Hydraulic performance tabs leveled the triple boat, while the twin boat sported Lencos.

Both boats were surprisingly stable for their 24-degree transom deadrise. Centerline fuel tanks lower the center of gravity, giving the 38 an even better ride and noticeably less roll than the proven Jupiter 31. Cutting through and coming off waves, the 38's soft, solid ride is a testament to Herndon's deep-V expertise and naval architect Donald Blount's input.

The Jupiter 38 is one of the simplest yet most sophisticated boats on the market, incorporating every conceivable fishing necessity seamlessly into its clean, sleek design. Wherever you look, what you need is there, and it's done the right way. Every hatch has a molded liner; pull-up cleats and running lights make the bow snag-proof; forward fish boxes have flat floors for storage convenience; recessed nails provide security, yet keep the bow clean; nonslip surfaces are beneath the bow cushions, whose backrests are slightly angled for comfort; hatches are gasketed, gasketed and ram-secured.

Also executed to perfection are the massive center-insulated dry storage/fish box with room for a week's worth of ice and the 53-gallon, gasketed live well (another great storage space). Rod and tackle storage, bait-prep station, wiring, dash arrangement and pump access all get high marks, as do the fold-down aft bench, the transom door and swim platform, the head, battery placement and the electrical panel. PFDs are held along the hull's sides by bungee cords. Gunwales are high and nicely padded. The side storage compartments could use better drains and a step is needed for easier boarding. Also, I prefer a pulpit to a through-hull anchor system, although this allows the boat to fit in a shorter slip.

The Jupiter 38 takes the center console concept to new heights. Who knows how high it will go. Ten years from now we may have 48s with four 400s. For now, the 38 is proof that today's twins can push a lot of boat. Cruising speed with triples is almost 10 mph faster, but miles per gallon is about equal. Would I want the triples? No. But I know guys who would. ☺



**BATTLE STATION:** The helm seat bait-prep center serves the expansive cockpit with a 53-gallon live well, freshwater sink, cooler, tackle drawers, rod holders and trash bin.