

Jupiter 31 FS

When it was first introduced, the Jupiter 31 Open gained a strong cult following in South Florida for its semi-custom features, sleek looks and notable ride. For the last several years, the business has been owned by the Herndon family. Carl serves as president, wife Tonia runs the marketing and advertising departments, and their son and daughter also play major roles at the company. Together, they have been steadily improving the product while introducing niche models, including a cuddy version two years ago.

Jupiter's latest offering, the 31 Forward Seating, is based on the respected 31-foot hull with a new deck configuration featuring U-shaped forward seating that's sure to please the family

and the weekend fisherman. "We've had requests for this configuration for a while," says Carl. "It's a versatile plan for people who like to cruise and entertain, as well as fish."

Jupiter builds approximately two boats a week; therefore, the attention to detail and fit-and-finish is built into each boat throughout the assembly line. According to Carl, "We are able to really

A WINNING HULL TRANSFORMED INTO A FAMILY-FRIENDLY FISHING BOAT



Fishability

pay attention to each boat and make sure the quality is 'built in' and not 'checked in' at the end of the line. This helps us control costs while being confident we are delivering a boat any owner will be very happy with."

The Jupiter team uses materials commonplace in upscale boats today, such as vinyl ester resin and bi- and tri-axial knitted cloths blended with woven and finish cloth in certain areas. The hullsides are cored with Klegecell for stiffness, while the bottom is solid glass. A one-piece "uni-grid" stringer system is glassed into the boat and all tanks are foamed in placed and sealed with fiberglass.

We tested the new 31 FS off Ft. Lauderdale in one- to three-foot seas, and it performed predictably well. The boat's 60-degree forward deadrise, which transitions to 24 degrees at the transom, provides a nice entry and smooth landing in a head sea. When running downsea, it's full enough up front not to let the bow fall off and dig into the next sea, stalling the forward momentum of the boat, a process that can not only be wet, but very uncomfortable on a long ride.

The reverse chines give the 31 a good deal of lift to aid acceleration and are a large factor — along with the long rake of the bow stem — in keeping the boat dry. We took no spray at all while running in all directions relative to the sea during our test ride, even when turning hard into the breeze at cruise speed.

Our test boat was equipped with a pair of Yamaha 225 four-strokes, which had us cruising easily at 3800 rpm, making 28

knots while only burning a stitch over 16 gallons per hour. With 310 gallons of fuel, that translates into some 19 hours of running time and somewhere near a 525-mile range at a very comfortable cruising speed. The 31 FS will top out at 50 mph turning 6000 rpm, but the fuel burn rises to 39.5 gph.

The forward seats are wide and long enough to lie down on, and each has a fish/drink/storage box under each seat that drains directly overboard. Flanking the console are in-deck lockable storage boxes with PVC tubes that are long enough to hold seven-foot rods. Aft of the leaning post, on the centerline, is a 116-gallon, in-deck storage locker with macerator that can be plumbed as an optional live well.

Access to the lazarette is aft of the storage locker. The former contains the Racor fuel filters, fuel-supply manifold valves and the rest of the bilge gear, including a triple-float-switch, double-pump bilge system. Assembled as a modular unit, there are two large Rule bilge pumps — a main and a back-up — each with its own independent float switch, as well as another float switch mounted higher that serves as a high-water alarm.

In the center of the transom is a 35-gallon live well with a sink (with hose) to port and a storage bin to starboard. Fresh and salt water washdowns, dock water inlet, under-gunwale rod storage and spring cleats are all standard.

The console is large and can host a complete array of high-end electronics in a flush-mount panel behind a removable Plexiglas door.

SPECIFICATIONS

LOA	33' 2"
Beam	9' 6"
Draft	28"
Weight	7,490 lbs.
Water	60 gals.
Fuel	310 gals.
Base price w/ twin four-stroke Yamaha F250 outboards	\$156,340

Inside the console is a head, a small sink and some extra rod storage. An outstanding full-door arrangement inside the console on the aft bulkhead opens with hidden barrel bolts, allowing easy access to the backside of the console, even when offshore. This reveals another level of detail in the Jupiter 31 not to be overlooked — the wiring. Every wire is numbered, color-coded, sized to ABYC standards and combed neatly to the terminal. Unlike other builders that use pre-made harnesses that work in several boats, but won't fit precisely in any, Jupiter makes its wire harnesses in-house, so the wires are fit to each boat and to the custom battery-management system Jupiter employs. The system controls and monitors the one house and two starting batteries. It also has a positive lead designated for electronics so installers can't muck up the underside of the console with unnecessary wires.

With the necessary standard features and a detailed list of custom options to dress the boat to your liking, the Jupiter 31 continues to be a leader in the 30-foot-plus center console field. Its excellent ride, good looks and quality construction make it a very desirable commodity. *Jupiter Marine International, Ft. Lauderdale, FL; (954) 523-8985; www.jupitermarine.com.*