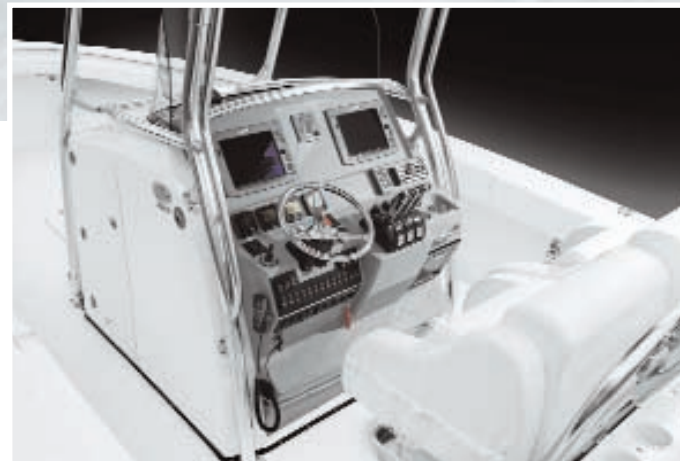


EdgeWater 388CC



This rugged fishing machine prototype gets put through its paces.

BY TOM THOMPSON

The prototype of a new boat is more than a way to prove that all the parts fit together. In the case of the EdgeWater 388CC, it's a real-life demonstration of how rugged the final product will be. I spoke with Peter Orlando and Roger Taylor of EdgeWater Boats about what went into their new triple-engine center console before the company even deemed it ready for sale.

"We spent a lot of time trying to beat it up to see if it would break," Orlando says. The 388CC prototype was launched in February, and when I saw it in May, it had over 100 hours on it. Some of them were hard hours, too, according to Taylor. "I ran it in three offshore fishing tournaments, two of which had seas running 6 to 8 feet," he says. "In these conditions, you find out quickly what rattles, what can break and what needs to be tweaked." Taylor says the 388CC took on 3- to 5-foot seas at 45 mph, and the ride was smooth and dry. With its triple Yamaha 250 outboards, the boat tops out at about 60 mph. It cruises at 40 mph with the engines turning 4500 rpm, resulting in a respectable 1.1 mpg.

The 388CC has a sleek look with a subtle curve to the sheerline that ends in a tumble-home transom. It measures 38 feet, 4 inches overall. The beam measures 11 feet, but the widest point is not amidship as you would typically find on a center-console model—it's at the bow due to the Carolina flare designed to deflect waves for a dry ride. "This boat is made for anglers who want to do everything they can do with a big sport-fisherman but not have the overhead of a large boat and the need for a crew," Orlando says.

All of the tools for serious angling are in the spacious hull. There is a massive 640-quart fishbox in the forward deck, two 500-quart boxes behind the console and a

66-quart livewell in the transom. Coaming bolster cushions run the entire perimeter of the boat, and there's a recessed grabrail along the forward cockpit.

The two helm seats are among the most comfortable I've ever sat on. They feature a wide range of adjustments and, of course, flip up to form a bolster cushion so you can run the boat standing. There is also a bench seat forward of the console and a folding bench across the stern. The entire helm console is coated in gray to cut down on sunlight reflection. There's a pair of 15-inch Raymarine monitors with plenty of room for other electronics. Inside the console compartment, you'll find 6½ feet of headroom. The space has a VacuFlush toilet and sink with a shower head, along with rod and tackle storage.

The ruggedness of the 388CC comes in part from EdgeWater's Single Piece Infusion Structural System. This vacuum-injection process aims to infuse exactly the right amount of resin throughout the hull. This consistency provides precise control of the boat's weight, and the running characteristics don't change, so every buyer gets the same boat.

You can count on the EdgeWater 388CC being ready to take on big water. The company has backed up that claim even before the first hull has shipped to a customer. ⚓

Specs

LOA.....	38'4"
Beam.....	11'
Draft.....	1'10"
Weight.....	9,600 lbs.
Fuel capacity.....	340 gals.
Base power.....	3xYamaha 250 O/Bs
Base price.....	\$279,000

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