



OPEN-AIR WORTHY

Protector Boats' 38 Center Console is stable, seaworthy and fun to run.

By John Wooldridge

SOMEWHERE along the coast of Maine, it hit me why the Protector's sleek RIBs are so much fun in all kinds of water. They're built solidly in the extreme-sports haven of New Zealand. Today's powerful outboards allowed Protector to keep this vessel's true deep-V hull shape from stem to stern, enhancing the overall ride. (Older models would have flatter aft sections.) A commercial-quality Hypalon tubular collar reduces roll and adds stability, buoyancy and safety, making it capable of major adventures from a large yacht. **• ONLY ON THIS BOAT:** The 38 CC is laden with top-flight standard equipment including teak decks, a



bow thruster and twin 350-horsepower Yamaha outboards. **• WHOM IT'S FOR:** Adventurers will gravitate to this boat. So will large-yacht owners and captains who prize its multifunctional capabilities. **• PICTURE THIS:** You and six friends take off on Friday to run from, say, Boston to Acadia National Park in Maine for a long weekend, complete with lobster rolls and some bed-and-breakfast time. The Yamahas can push the 38 CC to 51 knots, and it cruises at 32 knots, yielding 1.4 mpg. Getting you there and back safely is Protector's mission. Having fun along the way is in the DNA too. **•**

Take the next step: protectorboats.com

LOA
38'0"
BEAM
11'8" (INFLATED)
DRAFT
2'1" / 1'3"
(ENGINES DOWN/UP)



ENGINES
2 x 350 HP
YAMAHA
FUEL
220 GAL.
DISPL. (w/ ENGINES)
12,760 LB.

With 58 degrees of deadrise at the stem and 18 degrees at the transom, the 38's deep-V hull is made for open water.



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PRESTIGE 680



When elegant design and old world craftsmanship are merged with cutting edge engineering and manufacturing technology, the result is a Prestige.



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