

Cruisers Yachts 390 Sports Coupe (2007-)

Brief Summary

Cruisers Yachts turned to their dealers and customers for input when designing this new boat. Comfort and function topped the list of requests and the end result is the company's first closed cockpit design.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Fore deck sun lounge
- Full width integrated swim platform
- Double-wide helm seat
- Generous aft cockpit seating
- Cockpit wetbar
- Integrated fiberglass hardtop
- Real cherry wood interior
- Standard 16,000 BTU air conditioner

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	7.6	6.6	1.7	4.47	3.89	1207	1050	75
1250	9.1	7.9	3.2	2.83	2.46	764	664	80
1500	10.1	8.7	5.4	1.86	1.62	503	437	84
1750	10.8	9.4	8.6	1.26	1.09	339	295	85

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	14.5	12.6	15.4	0.94	0.82	254	221	85
2250	19.7	17.1	17.3	1.14	0.99	307	267	86
2500	24.5	21.3	20.1	1.22	1.06	329	286	84
2750	28.8	25	23.4	1.23	1.07	332	289	88
3000	32.3	28.1	27.4	1.18	1.03	318	277	89
3250	35.2	30.6	33.5	1.05	0.91	283	246	92
3330	37.6	32.7	35.8	1.05	0.91	283	246	92

[View the test results in metric units](#)
cruisersyachts390coupe-chart.jpg

Specifications

Length Overall	40' 2" with swim platform
BEAM	13' 0"
Dry Weight	22,000 lbs (diesel)
Tested Weight	
Draft	39"
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	16 deg.
Max Headroom	6' 6"
Bridge Clearance	10' 0" (w/ hard top)
Weight Capacity	
Person Capacity	
Fuel Capacity	300 gal.
Water Capacity	75 gal.
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	9.9 sec.
0 to 20	
Ratio	2.0:1
Props	22 X 25
Load	2 persons, 1/3 fuel, no water, 200 lbs.of gear
Climate	70 deg.; 87% humid.; wind: 3 Knots; seas; calm

[Learn about the back story of Cruisers Yachts here...](#) Cruisers Yachts 390 Sports Coupe

By Captain John B. Wenz An inevitable design addition for larger express cruisers has been the hardtop. I recently had the opportunity to go aboard and test the Cruisers Yachts 390 Sports Coupe and this is one of the best examples I've seen of this recent design trend.

Cruisers Yachts 390 Sports Coupe Floor Plan

Cruisers Yachts 390 Sports Coupe

Note that the helm seat is independent of the two companion seats.

The Bridge Deck

One of the common features you'll find on all the express models in the Cruisers Yachts lineup is the walk-thru windshield. The 390 Sports Coupe is no exception. The challenge for the designers was to integrate the walk-thru feature into the hardtop and full glass enclosure. Let me be the first to tell you that it's indeed a success; execution of the design is excellent. It both looks and functions very well. A "sunroof" insert slides aft in a pair of heavy-duty tracks and the opening windshield is easy to operate. The hardware looks and feels sturdy and reliable. I get on a lot of hardtop express cruisers and none handle the structures better than Cruisers in my opinion. Please note that the companion seat is large enough for two people and that is separated from the helm seat by a space. I like that because it means you can rotate people at the helm without everyone having to get up in a fire drill of musical chairs.

Cruisers Yachts 390 Sports Coupe Cockpit

Note the two tables – one abaft the helm seat in the cockpit, and the other in front of the companion seat which makes into a settee. Cool!

The other thing I like, and something that sets this bridge apart from most other express cruisers this size, is that the companion seats face forward as they should – and are not a fore and aft bench seat on the starboard side facing the helm. In my book companion seating should be face forward so your friends can help with the navigation and watch keeping. Fore and aft seats on the starboard side are built that way to give standing headroom in the mid cabin below, which thereby compromises the bridge.

Cruisers Yachts 390 Sports Coupe Settee

This is absolutely unique in express cruisers – a companion seat that converts into a settee with the addition of a couple of cushions in the dash. What fun!

Stylish & Innovative

Once you're in the cockpit, you're surrounded by so much glass that you don't feel at all claustrophobic. Air conditioning and heat registers provide climate control, so you can extend your boating season into the cooler months. A couple of adjustable fresh air vents have been fitted into the overhead as well. While underway, the cockpit is quiet and wind-free, even when you have the "sunroof" open. There are also some other clever design features in the cockpit worth looking at.

My Innovation Award Goes To...

The convertible dinette/companion seat is the most innovative bridge deck arrangement I have ever seen, and to my knowledge is unique in the industry. I love it because it is so versatile. By adding a filler cushion on the wide step going to the foredeck on the centerline, then putting in two pedestals and lightweight table tops – presto! – you have a four-person settee adjacent to the helm. What a great place for lunch while underway with the crew helping with watch-keeping chores and switching out to relieve the helmsperson. Or, you have a table for two people facing forward for a proper lunch with dishes and drinks, rather than everything in your lap and a sandwich wrapped up in a napkin. Also the table can double as a nav table or place to rest your cruising guide or log book. As I said, I love this innovation and you'll only find it on a 390 Cruisers Yacht.

Cockpit Seating

Abaft the helm and companion seating is a sink, an optional refrigerator and icemaker. They've even found a spot for a flip-down flat screen TV in the overhead, if you want one there. The helm seat is wide with a flip-up bolster. The seat is pretty high – which I like because of the great visibility – but it will be hard to pop into for someone who is "vertically challenged". In that case all that is needed is a fold down step which a dealer can install. The balance of the cockpit is surrounded by an L-shaped lounge with kidney-shaped, stowable table.

© Cruisers Yachts 390 Sports Coupe Accommodations Plan

The top drawing is of the standard configuration and the bottom one is optional.

Down Below

Below, Cruisers gives you two layout options. If you will use your boat primarily for day cruising and entertaining, then I'd suggest the standard layout. It has plenty of seating for cocktails and lively conversation. If you plan to cruise the boat with another couple or with your family, then you might like the optional layout more. It has a private mid cabin with bulkhead and door. The Flexsteel sofa makes into a sleeper in both configurations.

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Cruisers Yachts 390 Sports Coupe Flexsteel

The Flexsteel sofa makes into a sleeping berth.

There's an angled double berth up forward, which I like far better than the conventional island/pedestal queen bed that most builders provide. I like it better for two reasons: 1) the actual bed is far bigger than most queen beds in the bow which taper at the head and sometimes cheat on the width; 2) it frees up more standing space at the foot of the bunk for dressing and bending over. On the downside, the bed is harder to make up and someone is going to be sleeping on the inside which could be inconvenient for exit when nature calls.

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Cruisers Yachts 390 Sports Coupe Queen Size

Max queen size bed because of the placement along the starboard bow.

Amenities include a therapeutic foam mattress, cedar-lined lockers, and an opening hatch and portholes for fresh air. On the standard layout, privacy for this cabin is provided by a curtain, so calling this a "stateroom" is a stretch. On the other hand, with the curtain open it opens up the salon area. An optional layout includes a bulkhead with a door, however, so there is an alternative if a real private stateroom is a priority. The head compartment is of decent size, and includes a stall shower.

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Cruisers Yachts 390 Sports Coupe Sofa

This sofa is part of the conversation pit in the salon and at night you can pull the curtain and make it into a double bed.

The salon/galley area features an entertainment/TV package, an attractively curved dinette, and appears light and airy as the result of six opening ports and a couple of deck hatches. In the galley you'll find sufficient workspace, an over and under fridge/freezer, and a clever microwave/coffeemaker combination, which I appreciate.

Engine Access

Beneath the electric hatch, the engine compartment and systems are designed and installed using the latest techniques and materials. Beyond the standard Twin Volvo 8.1 Gi 375 HP Gas setup, seven more options include both gas and diesels from MerCruiser, Volvo, and Yanmar. The 390 is also available with Volvo's IPS system. Horsepower options range from 330 up to a pair of 420s. The boat we tested was powered by twin Yanmar 380-hp 6LY3 diesels.

Specifications & Performance

The 390 Sports Coupe measures 40'2" in length, 13' 0" abeam and draws 39" with traditional propulsion and 45" with the IPS gear. Tank capacities are 300 gallons of fuel, 75 gallons of water, and she weighs approximately 22,000 pounds.

 Cruisers Yachts 390 Sports Coupe Still

The cruising canvas combines with its standard 16,000 BTU HVAC system makes the 390 an all-weather cruising boat.

Handling & Performance

Our test included some close quarters work and speed runs in the winding creeks and channels inshore of Atlantic City, NJ. I liked how the 390 Sport Sedan handled around the docks, but keep in mind that our boat was equipped with the optional bow thruster. Call me a sissy if you want, but I've run a lot of boats over the last thirty years and now that they're practical, I think bow thrusters should be standard equipment on boats in this size range, if only as stress-relief for weekend skippers and shorthanded crews. When we ran her up, the 390 reached a top speed of 37.6 mph, and our best cruising performance was at 2750 rpm going 28.2 mph indicating a range of 332 statute miles at 90% capacity. The Yanmars provide a fairly wide cruising "sweet spot" as there was only a .05 mpg difference in the speed range from 24.5 mph to 32.3 mph. So if you wanted to run the boat at 32 mph instead of 28, it only costs you an extra 4 gallons per hour.

 Cruisers Yachts 390 Sports Coupe Run2

The large swim platform is functional for diving and swimming and makes a great dock for tenders arriving from other vessels for a party aboard.

Summary

When it comes to 40 foot express cruisers, I can safely say that Cruisers Yachts has a strong entry with the 390 Sports Coupe. The hardtop and full glass enclosure is great, and a long list of factory options keeps the base price attractive while allowing you to fit yours out exactly how you want it. When comparison shopping, be sure to note the 390s long list of standard equipment, much of which – such as the A/C, windlass, automatic fires extinguishing system and remote spotlight – are usually optional on other brands. Finally, as we have been saying for a few months, now is the time to make the deal of a lifetime on virtually any new boat, and that includes the Cruisers Yachts 390. CRUISERS 390 SPORTS COUPE By Captain John B. Wenz

An inevitable design addition for larger express cruisers has been the hardtop. While there are a number of yacht builders with hardtops as optional features, only a few include this feature as standard equipment. I recently had the opportunity to go aboard the Cruisers Yachts 390 Sports Coupe. This, indeed, is a forty-footer with a standard hardtop. With a sliding insert and a full glass enclosure, this is one of the best examples I've seen.

Bow Features Starting up on the bow, what seems to be an acre of deck space can be customized by adding a sun pad, safety rails, and drinkholders. Make anchor work easy by adding an optional windlass to complement the standard roller. The foredeck is surrounded by double stainless steel handrails, so you don't have to worry about the safety of your guests when they're up here. One of the common features you'll find on all the express models in the Cruisers Yachts lineup is the walk-thru windshield. The 390 Sports Coupe is no exception. The challenge for the designers was to integrate the walk-thru feature into the hardtop and full glass enclosure. Let me be the first to tell you that it's indeed a success; execution of the design is excellent. It both looks and functions very well. A "sunroof" insert slides aft in a pair of heavy-duty tracks and the opening windshield is easy to operate. The hardware looks and feels sturdy and reliable.

Stylish & Innovative Once you're in the cockpit, you're surrounded by so much glass that you don't feel at all claustrophobic. Air conditioning and heat registers provide climate control, so you can extend your boating season into the cooler months. A couple of adjustable fresh air vents have been fitted into the overhead as well. While underway, the cockpit is quiet and wind-free, even when you have the "sunroof" open. There are also some other clever design features in the cockpit worth looking at. There's a convertible dinette/companion seat, a sink, and an optional refrigerator and icemaker. They've even found a spot for a flip-down flat screen TV, if you want one here. The helm seat is a double with a flip-up bolster. This area is a little awkward; the seat is pretty high and the deck a little low, particularly for someone who might be "vertically challenged". The balance of the cockpit is surrounded by an L-shaped lounge, and the swim platform is of substantial size.

Down Below In contrast to the stylish and innovative deck design, down below you'll find a fairly typical express layout. There's an angled double berth up forward. Amenities include a therapeutic foam mattress, cedar-lined lockers, and an opening hatch and portholes for fresh air. On the standard layout, privacy for this cabin is provided by a curtain, so calling this a "stateroom" is a stretch. An optional layout includes a bulkhead with a door, however, so there is an

alternative if a real private stateroom is a priority. The head compartment is of decent size, and includes a stall shower. The salon/galley area features an entertainment/TV package, an attractively curved dinette, and appears light and airy as the result of six opening ports and a couple of deck hatches. In the galley you'll find sufficient workspace, an over and under fridge/freezer, and a clever microwave/coffeemaker combination, which I appreciate. **Engine Access** Beneath the electric hatch, the engine compartment and systems are designed and installed using the latest techniques and materials. Beyond the standard Twin Volvo 8.1 Gi 375 HP Gas setup, seven more options include both gas and diesels from MerCruiser, Volvo, and Yanmar. The 390 is also available with Volvo's new IPS system. Based on a little bit of experience with this breakthrough system, I suspect this boat is a very suitable platform and I'd love to give it a try. Horsepower ratings range from a pair of 310's to a pair of 420's. **Specifications & Performance** The 390 Sports Coupe measures 40'2" in length, 13' 0" abeam and draws 39" with traditional propulsion and 45" with the IPS gear. Tank capacities are 300 gallons of fuel, 75 gallons of water, and she weighs approximately 22,000 pounds. Our test included some close quarters work and speed runs in the winding creeks and channels inshore of Atlantic City, NJ. I liked how the 390 Sport Sedan handled around the docks, but keep in mind that our boat was equipped with the optional bow thruster. Call me a sissy if you want, but I've run a lot of boats over the last thirty years and now that they're practical, I think bow thrusters should be standard equipment on boats in this size range, if only as stress-relief for weekend skippers and shorthanded crews. When we ran her up, the 390 reached a top speed of 37.6 mph, and our best cruising performance indicated a range of 332 statute miles at 28.8 mph. She's nice and quiet in the cockpit, there's plenty of fresh air, and the glass enclosure works really well. My only concern is when the 390 is accelerating to plane. As typical of planning hull craft, the bow gets pretty high. Given the cockpit configuration at the helm, visibility is somewhat restricted and you're forced to sit in the helm seat. I asked about my observation, and it sounds like a solution is in the works. When it comes to 40 foot express cruisers, I can safely say that Cruisers Yachts has a strong entry with the 390 Sports Coupe. The hardtop and full glass enclosure is great, and a long list of factory options keeps the base price attractive while allowing you to fit yours out exactly how you want it.