

Cruisers Yachts 39 Express Coupe (2015-)

Brief Summary

The all-new Cruisers Yachts 390 Express Coupe was designed both for entertaining underway and at anchor, as well as to be a comfortable, stylish family cruising yacht. The manufacturer’s goal was to achieve more main deck space and functionality for all sorts of uses -- *and*, provide more space than any boat on the market in class.

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

- Integrated, full-beam swim platform
- Aft-facing storage
- Port and starboard L-shaped seating
- U-shaped seating arrangement for 6 dining
- Standard wet bar
- Helm with double-wide flip-up bolster seat and companion seat with aft-facing lounge
- Galley with 2-burner stove, microwave, refrigerator, freezer and drawer storage

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	3.7	3.2	2.8	1.3	1.13	270	235	69
1000	6.1	5.3	4.25	1.44	1.25	297	258	69
1500	8.6	7.4	7.5	1.14	0.99	236	205	76
2000	10.5	9.1	12.95	0.81	0.7	167	145	78

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	12.2	10.6	19.45	0.63	0.55	130	113	81
3000	15.9	13.8	26.3	0.6	0.52	125	108	83
3500	27.8	24.2	35.7	0.78	0.68	161	140	84
4000	33.9	29.4	47.5	0.71	0.62	148	128	85
4500	39	33.9	62.75	0.62	0.54	129	112	88
4800	42.3	36.8	72.15	0.59	0.51	121	106	89

[View the test results in metric units](#)
cruisersyachts_390eo_testresults2014.jpg

Specifications

Length Overall	39' 0" / 11.9 m
BEAM	12' 8" 3.9 m
Dry Weight	20,000 lbs. 9,071 kg (gas)
Tested Weight	21,365 lbs. 9,691 kg
Draft	45" 1.1 m
Draft Up	
Draft Down	
Air Draft	

Deadrise/Transom	16-deg.
Max Headroom	6' 6" 2.0 m
Bridge Clearance	11'0" 3.4 m (w/ hardtop)
Weight Capacity	
Person Capacity	
Fuel Capacity	230 gal. 871 L
Water Capacity	70 gal. 265 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	21,365 lbs. 9,691 kg
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	4.9 sec.
0 to 20	
Ratio	
Props	Bravo 3
Load	4 persons, 2/5 fuel, no water, 25 lbs. of gear
Climate	69 deg., 62 humid.; wind: 10-12 mph; seas: 1-2

Mission

The all-new Cruisers Yachts 390 Express Coupe was designed both for entertaining underway and at anchor, as well as to be a comfortable, stylish family cruising yacht. The manufacturer's goal was to achieve more main deck space and functionality for all sorts of uses – *and*, provide more space than any boat on the market in class. One of the advantages of being the newest design in class is the opportunity to survey everything on the market and do them one better. With a main deck living and entertaining space of 157 sq. ft. (14.58 sq. m), a seating scheme that can be rearranged depending on the occasion, full standing headroom at the helm and a sleek, very Euro hardtop profile, the Cruisers Yachts 390 Express Coupe has a lot to offer. Clever innovations make the boat quite versatile – much more so than traditional express

designs.

Cruisers Yachts 390 Express Coupe running shot

The Cruiser Yachts 390 Express Coupe has a 39'0" (11.9 m) LOA, with a 12'8" (3.9 m) beam with a draft of 39" (1.0 m) with the sterndrive lower units down. Her dry displacement with gas engines is about 20,000 lbs. (9,071 kgs).

Distinguishing Features

- Large cockpit/aft deck
- Moveable on-deck dinette seating module
- Sleek hardtop with large standard sunroof
- Forward cabin salon for maximum seating
- Sterndrive or IPS pod drive propulsion
- Sleeps 6 in two cabins
- Full beam master with love seat
- Large in-hull windows throughout
- Large engine room

Cruisers Yachts 390 Express Coupe aft deck

This is one of the most innovative – and useful – aft deck/cockpit arrangements we have ever seen in this size and style of boat. The image above is what we might call "cocktail party" mode -- there is plenty of seating, but also lots of open deck for walking around and mingling. Note the centerline passage to the stern.

Cruisers Yachts 390 Express Coupe dining mode

In what might be called "dining" mode, the port seating module slides to the centerline, creating comfortable place settings for six. Add two folding chairs and make it eight. Passage to the stern is on the port side. There is nothing like it on the market in nearly any size yacht.

Cruisers Yachts 390 Express Coupe full beam aft deck

The afterdeck of the Cruisers Yachts 390 Express Coupe is nearly full beam thanks to the foredeck access being to the right of the wet bar in this image.

Innovative Main Deck

The most distinguishing feature of the new Cruisers Yachts 390 Express Coupe is her cockpit/afterdeck. This is where boaters spend most of their time, so this is where the yacht's designers decided to create something remarkably large and functional. There is truly nothing quite like it on the market.

Living Large.

The 390 Express Coupe's 157 sq. ft. cockpit/afterdeck was made possible by means of several design decisions. First, the hardtop's windshield was moved forward 3'6" (1.06 m). By doing this the designers could give the boat full standing headroom at the helm and have far better visibility forward than we find on many Euro designs. Second, instead of running the side decks outside of the afterdeck, it went full-beam with the space available between the gunwales and moved the steps to the side decks forward, just abaft the hardtop enclosure. Thirdly, afterdeck seating has been moved all the way to the rear of the main deck and has eliminated the traditional transom bulwarks that inevitably push seating forward.

Two easy steps up from the swim platform, the main deck is all one level from the transom gate to the companionway steps. With the expansive, one-piece windshield pushed so far forward, this space feels bigger than its actual measurement. Open the sunroof and it seems ever bigger. The flow of the space is comfortable and can be easily rearranged at the aft seating area.

Cruisers Yachts 390 Express Coupe styling

Styling on the new 390 Express Coupe takes her cues from the builder's popular Cantius Series (the angled treatments of engine air intakes and the dunnage boxes aft), as well as the sleek coupe profile that is very Euro in inspiration. Here she is in dining mode.

Cruisers Yachts 390 Express Coupe stern passageway

With the port seating module moved outboard the boat has a classy centerline passageway to the stern, something rarely seen on boats this size.

Two Decks in One

Unique is a word hard to apply to yachts, but we can honestly use it when describing the 390 Express Coupe's afterdeck. Because the port side L-shaped settee can be moved athwartships to create a huge U-shaped banquette with a passage way to the stern on the port side – or be moved outboard to the port bulwarks with the passage way aft on the centerline, this space has versatility we have never seen before on an express cruiser this size.

How it Works.

By the lifting of one locking pin at the deck, on the port side seat, the entire L-shaped assembly effortlessly glides to the center of the cockpit to meet up with the starboard side seating. Once in place, the locking pin engages into the deck and now a U-shaped seating arrangement has been formed, in seconds. There is no visible track or rail in the deck to trip over or get fouled with water and debris. In either position the afterdeck looks as if it were designed that way as nothing looks temporary or improvised.

Dual Entertainment Modes.

With both L-shaped settees pushed out to the yacht's bulwarks, the afterdeck is entered through low transom gates on the center line. For a cocktail party, the table to starboard can be lowered. Some guests will enjoy sitting there with their drinks easy at hand. Others will prefer sitting to port where they can get up and move around more easily to mingle.

Cruisers Yachts 390 Express Coupe wet bar

Forward, just behind the double helm seat, is a standard wet bar with an attractive faux wood lid. This counter can act as a side board during cocktail parties for beverages, ice buckets and the like.

Cruisers Yachts 390 Express Coupe sink and grill

Below the lid on the wet bar console is a sink (covered at left) and an optional electric grill. Below is an optional refrigerator or icemaker.

Cruisers Yachts 390 Express Coupe grill

Every boat this size should have a wet bar console and the 390 Express Coupe has a large one. Note the hatch on the left side for a trash container or an optional icemaker. The snap-in carpet is sea grass.

The wet bar counter is polyethylene faux wood that eliminates maintenance and looks remarkably good due to the realistic grain pattern. This console can be optioned-out to fit each owner's individual life style or entertaining needs.

Al Fresco Dining.

Anyone who has been to waterfront marinas in the Mediterranean knows that Europeans love to have dinner with a large number of friends and family on the aft deck of their yacht with the stern facing the quay. In this way, they can keep an eye out for passing friends and be seen as well by passersby. There, it is a sundown ritual that adds great value to the European boating experience because of the fellowship and bonhomie that good food and wine engender aboard an elegant yacht.

Cruisers Yachts 390 Express Coupe faux wood

This is a close-up view of the polyethylene faux wood counter top. This material is extremely hard and is UV resistant, to say nothing of being waterproof. Using this material eliminates maintenance yet gives the ambiance of real hard wood. Cruisers Yachts has used it both outside and below.

The Cruisers Yachts 390 Express Coupe was made for just his sort of evening-dining scenario. By moving the port L-shaped settee to starboard, and opening the leaf on the all-weather table and the addition of two folding chairs, 8 people can comfortable sit on the afterdeck.

Port Side Access.

Access from the stern is to port between the seating and port bulwark. This makes it convenient for guests to board without interrupting those who have already seated themselves. Typically, it would take a boat at least 50' (15.24m) LOA to seat these many people on the aft deck in comfort for dinner.

A Moveable Feast.

Depending on the formality of the occasion, fresh fish or burgers can be prepared on the optional grill under the wet bar counter, or dinner might come from the full galley below -- or catered, for that matter. Families will like the versatility of the arrangement as well. Perhaps the starboard side seats and table will be used for a light breakfast and coffee in the morning. Lunch may be served picnic-style at anchor or underway in either configuration depending on the number of people aboard. Dinner can be served here or below, depending on weather or whim.

Cruisers Yachts 390 Express Coupe dining table

The dining table has been lowered to create a platform for a filler cushion to form what must be the largest sun pad play pen in class. The seat backs will protect sun bathers from a breeze that might be chilly.

Cruisers Yachts 390 Express Coupe aft seat backs

With the aft seat backs powered down there is room for 4 sun worshipers when at anchor...

Cruisers Yachts 390 Express Coupe sun pads

...or, create his and hers sun pads by moving the port module outboard. There is nothing like it in class.

Sun Bathing Fortissimo

The seatbacks of the two settees can be electrically powered down horizontally to create a huge sun bathing pad. With the addition of a filler cushion, when the two seating modules are together, one giant sun bathing playpen can be created to rival anything available in the Mediterranean no matter what size the boat.

The Bow Pad.

Everyone should get a healthy dose of vitamin D aboard the 390 Express Coupe and not just on the stern sun pad. Like most boats in class, the 390 can be equipped for sunning on the foredeck when at anchor and access there is easy from the aft deck. But, there's more...

Cruisers Yachts 390 Express Coupe bow sun pads

No, Captain Jim isn't laying here to get a sun tan, but rather to show the size of the bow sun pads. He is an even 6' (1.83 m) tall. (Actual measurements: 63" x 82"/159 x 206 cm). Note the thoughtful drink and condiment/sunscreen black container at left. There is another one behind the captain over the galley.

Largest Sunroof in Class:

The hardtop comes standard with a canvas sunroof operated by a control toggle at the helm. At 42 sq. ft. (3.90 sq. m.), it bathes the helm deck in sunshine. The sunroof sits in a channel in the hardtop frame and is retracted by a motorized system that neatly folds the canvas and stows it in the aft section of the hardtop. When the top is opened, it gives the feeling that the entire top has been retracted, like a convertible top on a car, because it goes so far to the edge of the coupe roof. The builder tells us that this is the largest sunroof in class.

Cruisers Yachts 390 Express Coupe frame

The exoskeleton of the coupe frame is another one of the secrets of the 390 Express Coupe's design. Note how thin the structure is, yet it maximizes what boaters want -- sunshine and good visibility.

The portside companion seat is made for sunning as well as lounging in the shade or facing forward. It is fully under the open sun roof and a sun worshiper can sit facing forward or aft. When not in sunning mode, this seat can handle two people comfortably underway – one seated upright facing forward and one in the chaise position facing aft, or sitting upright facing the captain.

Cruisers Yachts 390 Express Coupe chaise backrest

Note the angle of the chaise backrest facing aft. We can't think of a more comfortable place on the boat when riding offshore. A companion can also sit facing forward and help with the piloting of the vessel.

Cruisers Yachts 390 Express Coupe design

To be truly successful, any boat has to be not only practical, but also a thing of beauty. Cruisers Yachts has managed both of those missions by designing a coupe profile that is both sleek-looking and high. Note that the helm and standing captain are centered 50% of the way back from the base of the windshield, not under the windshield header (white arrow) as we see in some Euro-styled express coupes.

The Hardtop Design

The Cruisers Yachts 390 Express Coupe is built for the world market, not just the U.S. For that reason her design, styling and functionality must be accepted all over the planet – and be perceived as attractive by boaters with different cultural backgrounds. Europeans prefer a sleek profile with a windshield approaching the 17-degree rake of the famous Lamborghini Gallardo. While Cruisers Yachts hasn't gone quite that far, the rake of her windshield is about 20-degrees, noticeably less than most American boats her size.

Cruisers Yachts 390 Express Coupe helm head room

There is 6'4" (1.9 m) headroom at the helm with the sunroof closed. Captain Jim is 6'0" (1.83 m) and has an ideal line of sight forward. The hardtop with retracting sunroof is standard equipment on the 390 Express Coupe. Note that the forward support for the roof is relatively thin for this style and type of vessel.

Standing Headroom.

Many boaters all over the world like to stand at the helm of their express cruiser, as well as sit, and for that reason it became imperative that the 390 Express Coupe have both full-standing headroom at the helm with excellent visibility forward while standing. The builder accomplished this feat by moving the windshield 3.5' (1.06 m) forward. In that way, the hardtop of the 390 could have both a sleek profile and full standing headroom.

Cruisers Yachts 390 Express Coupe helm deck

Note the open feeling of the 390 Express Coupe's helm deck under the hardtop. Side windows come up just halfway in order to deflect any wind-blows spray, but the rest is open. Note the sleek pilasters coated in black to be unobtrusive.

Cockpit Enclosure.

Optional canvas and isinglass enclosure is easily installed and removed from the track system that encompasses the whole super structure from the windshield area, aft. When all buttoned up the forward cockpit area can be completely climate controlled. Cruisers Yachts uses durable plastic channels both on the side isinglass windows and on the after curtains as well. We like this system because it makes it easy and quick to install and minimizes the number of snaps. We particularly like the sliding aft isinglass door. Placement of Foredeck Access Steps.

The foredeck access steps have been moved forward, to midships, allowing for a full beam cockpit seating and entertaining area. Transitioning from the cockpit to foredeck is made easy with side decks that measure 10" (25 cm) wide on deck. However, because the cabin sides are angled in as they rise to the coach roof and the safety rails are angled out, there is plenty of hip room for even portly men to pass along this deck. The bow rails are 25" (63 cm) high.

Cruisers Yachts 390 Express Coupe deck steps

These are the starboard side deck access steps. They are one of the secrets of the 390 Express Coupe's large cockpit/aft deck. They are self-draining.

Cruisers Yachts 390 Express Coupe helm

As all of the images in this report show, the helm of the 390 Express Coupe is ergonomically correct. While 6' Captain Jim does not need it, a flip-down platform adds 3" (7.5 cm) of elevation for operators wishing it.

© Cruisers Yachts 390 Express Coupe

The helm console has everything easily at hand and note that both the throttles and the joystick are not placed outboard as we usually find them. We particularly like the placement of the joystick as it is convenient when facing forward or when the captain is standing to starboard facing aft when backing in. Note the stylish, leather-wrapped wheel.

© Cruisers Yachts 390 Express Coupe

Underway going 4000 rpm, note the running angle and visibility forward. Also note that the test captain is standing at the helm and has a good view forward with the sunroof closed. The top of the windshield frame is above his line of sight.

© Cruisers Yachts 390 Express Coupe

This hardtop express has superior visibility from the helm thanks to a single piece windshield and relatively narrow forward roof supports.

The Helm Deck

Helm Seating.

The helm is designed for both the operator and a companion and has a double, richly upholstered seat, with attractive, contrasting stitching. The soft seat slides fore and aft. A foot rest flips down from the seat base and extends a few inches off the deck. Forward in the helm console there is an angled foot rest. All of this makes the helm seating comfortable and practical for both the operator and a companion.

The helm console itself is ergonomically designed with both the throttle and joystick easy at hand whether facing forward or aft. A raised instrument console has room for two navigation screens and is richly detailed in dark , simulated leather vinyl which has classy stitching. The steering wheel itself is stainless steel wrapped in leather and is a work of art. Perhaps most important, the console for the navigation screens is not so high as to impede forward visibility for a short person.

© Cruisers Yachts 390 Express Coupe

This is an unusual throttle and joystick arrangement and is indicative of the out-of-the-box thinking that goes on at Cruisers Yachts. We like the drink holder forward as it is an ideal place for a cell phone.

Full-Front, One-Piece Windshield.

One of the critical areas of yacht construction on an express design such as the 390 Express Coupe is joined where the roof structure meets the upper edge of the windshield. When underway and going through

wakes, we kept an eye on the fixed frame and hardtop super structure to see if it would sway or shimmy a bit when encountering some rough water. That never happened. The hardtop is strong and well designed with the supports in the right places and most important, not particularly intrusive in the line of sight for the operator.

Cruisers Yachts 390 Express Coupe stern

The stern of the 390 Express Coupe is both attractive and practical. ("A") Both stern quarters of the swim platform are angled 45-degrees so as not to hit the dock when departing bow-first. ("B") shows the fiberglass seat module that can be moved to the centerline on hidden tracks. ("C") is the recessed opening for the shore power cord. ("D") is the 10" ss cleat that is positioned to be used in several directions for mooring. ("E") provides a handy place to tie a fender to protect the topsides aft.

Cruisers Yachts 390 Express Coupe seats

Here we see the 390 Express Coupe with the seats in the closed position with the passageway forward to port. Note the absence of track on the deck and the two low-rise steps up from the swim platform to the aft deck.

Cruisers Yachts 390 Express Coupe dunnage boxes

The two dunnage boxes astern are part of the seat moldings and offer good utility. The one to port typically stores fenders and lines, while the one to starboard handles the shore power cord, water hose and cleaning supplies. They are a comfortable place upon which to sit when at anchor.

Cruisers Yachts 390 Express Coupe faux teak material

This faux teak material made by SeaDek is the best imitation teak decking we have ever seen. Its color and texture are remarkably "wood-like", but the material is softer ("A") without being mushy, and feels good on bare feet. All of the "planks" are beveled ("C") on a CNC machine exposing the black ("B") color beneath which simulates traditional Thiokol sealant. But unlike Thiokol, this won't peel out.


The Stern

For years, Cruisers Yachts has built aft decks with moveable seating modules. With the new 390 Express Coupe we think they have finally perfected the concept in the largest moving seat module ever. From the perspective of the stern it looks attractive and natural whether the seats modules are in the port passageway or center-opening position.

The height of the swim platform is close to that of most floating docks, and with the platform extending beyond the bulwarks it is easy to step aboard. Likewise, the two low step risers makes entrance to the aft deck easy for both kids and grandparents. A shower wand is concealed in the port gunwale away from the shore power connector which is in the starboard dunnage box.

Faux Teak.

As noted in the photo above we were particularly taken by the faux teak treatment on the stern storage boxes which is made by SeaDek. The material is Ethylene-vinyl acetate (EVA) which has excellent resistance to UV radiation, in addition to having stress-crack resistance, and a remarkably pleasing texture and feel. Not surprisingly, it costs 25% more than standard vinyl decking, but it seems certainly worth it.

Cruisers Yachts 390 Express Coupe running shot

Here we see the 390 Express Coupe at about 4500 rpm going 39 mph. WOT speed was 42.3 mph at 4800 rpm. Note her 5-degree running angle and clear view forward for the captain.

Performance


We tested the Cruisers Yachts 390 Express Coupe on a sunny day with a 10 knot breeze out of the west and a slight chop in semi-protected fresh water at an altitude of 577' (176 m). The 390 Express Coupe has a 39' (11.9 m) LOA, with a 12'8" (3.9 m) beam, a 16-degree deadrise at the transom, and a total tested weight of 21,365 lbs. (9,691 kgs.).

WOT Speed.

The boat was powered by twin 430-hp MerCruiser 8.2 L Big Block gasoline engines driving through Bravo III sterndrives. The boat was equipped with the Mercury Axius joystick. At wide open throttle we were turning 4800 rpm and we recorded a top speed of 42.3 mph, burning 73.12 gph.

Best Cruise

was found at 3500 rpm where we traveled at 27.8 mph and burned 35.7 gph for a range of 161 statute miles. In the test conditions we had we could let her rip because the ride was so comfortable. At 4500 RPM she went 39.0 mph. Range at best cruise is 161 statute miles which means the 390 was intended for local cruising. Conversely, for those who like to smell the roses, at 1500 RPM she went 8.6 mph and burned 7.5 gph. That gives her a range of 236 statute miles.

Cruisers Yachts 390 Express Coupe running shot


A lot of energy is being expended in this photograph as we hit a 2' wave at full bore. Importantly, upon impact the 390 Express Coupe didn't shake or pound, and her interior joinery was not heard creaking, groaning or in any way complaining about the impact. Her sharp entry cut through the wave and did not pound. We couldn't have asked for anything better.

Handling

The twin MerCruiser 8.2 MAG, Big Blocks had no problem getting the 390 Express Coupe up and on her way when we opened the throttles wide. When getting on plane we were surprised that she only had a bow rise between 8 and 9 degrees. When firmly on plane she had a running angle of 5-degrees and a small amount of trim to the drives got her settled into the groove.

Waves Bow-On.

She was responsive to the controls and stable when maneuvering at speed. We took advantage of our camera boat's wake a few times to see how she would handle the waves. The camera boat was the Cruiser Yachts Cantius 54 45 Cantius and she throws a hefty wake when hooked up and we put the 390 Express Coupe into the wake at a few different angles. Taking the wake on the bow was smooth as the 390 sliced right through them without any jarring (see above image). When we took the wake on the beam, she was stable and well seated in the water, without much roll. When we took her through some confused seas in a tight turn at speed, she quickly settled down, providing a stable experience.

Cruiser Yachts 390 Express Coupe running shot

The 390 Express Coupe comes standard with twin Volvo Penta 380-hp 6.0L gas engines. Our test boat was powered by twin MerCruiser 430-hp 8.2 L gas engines.

A Solid Feeling.

While it does not really come under the heading of "handling", one of the things that we particularly noticed when we were trying to get her to pound was how solid she felt – and sounded. In some boats this size going 39 mph there can be a definite "crash" even in seas as low as two feet, but we did not hear or feel any such thing when we were driving through the photo boat's wake. The windshield stayed dry at all times.

Cruiser Yachts 390 Express Coupe running shot

The hull of the 390 Express Coupe is all-new and has been designed to handle both IPS pod drives or sterndrive propulsion.

Hull Design.

The hull was designed by Donald L. Blount and Associates, which is one of the most respected naval architects in the recreational boating business. Blount and Associates have designed thousands of hulls from 20' all the way up to superyachts. In fact, some of the fastest large yachts ever built have been Blount designs. This naval architectural firm has also been on the forefront of designed hulls for IPS pod drive boats. While the 390 Express Coupe we tested had sterndrives, diesel Volvo Penta IPS pod drives are available as an option and the hull has been specially designed for them.

Cruisers Yachts 390 Express Coupe running shot

We like colored hulls but in this case, the black hull has the added advantage of making the dark-tinted hull side windows hard to see from a distance.

16-Degree Deadrise.

As noted above the bottom has a 16-degree deadrise at the transom. This is an important number as its not as deep as some in class which means that she should be more stable at rest and be more fuel efficient and, perhaps, slightly faster. Remember, the 390 is not an ocean racing powerboat which will be coming completely out of the water, so for that reason she does not need a deep-V in the stern. This is a detail consumers should understand when buying a yacht of this size and type.

Engine Options

- Standard:
 - **Gas:** Twin; Volvo Penta V8-380CE, 380-hp, DuoProp, EVC, with Joystick Control.
- Optional:
 - **Gas:** Twin; MerCruiser 8.2 MAG, 380 hp, Bravo 3X stern drives, Axius Joystick Control, SeaCore Anti-Corrosion System
 - **Diesel:** Twin IPS Volvo Penta 370-hp or 435-hp engines.

Cruisers Yachts 390 Express Coupe salon

The salon of the 390 Express Coupe is in the bow which is highly unusual for a boat in this size range. The first advantage of this arrangement can be seen here – there is room at the table for six people.

Cruisers Yachts 390 Express Coupe salon

Seen here in cocktail or dinner mode, the forward salon is roomy, bright, and at the same time, cozy. The table adjusts to become a platform for two lower berths.

Cruisers Yachts 390 Express Coupe filler cushion

With the table lowered to provide a platform for a filler cushion that makes the lower berths large enough for most anyone. The Pullman berths are the seat back and easily snap into place and are supported by two stainless steel supports. The Pullmans are 23" (58 cm) wide. A privacy curtain pulls across this sleeping area.

Cruisers Yachts 390 Express Coupe wrap around seating

The wrap-around banquette-style seating is comfortable and there is room at the pointy end for two. The forward hatch serves double duty providing light and a breeze when the A/C is not on.

Accommodations

Virtually all express coupes in this size range have permanent island berths forward, and a mid-cabin above the companionway and a galley and settee with table, galley and head in between. The only question is whether the settee is to port or starboard. Cruisers Yachts has another solution, and after seeing it, we wonder why this hasn't been created more often in this size express.

Entertaining Below.

Bearing in mind that one of the primary missions of this boat is entertaining, this builder quite rightly decided that a lower settee with table that seats three comfortably was not very functional, in addition to me just more me-too. What it has done was to simply banish the concept of an island berth – which in this size range is often high, narrow, and impractical – from the boat.

A banquette seating booth around a faux wood table that creates a convivial atmosphere, or a romantic venue, or whatever the occasion demands. Think Russian Tea Room, Sardi's, the Brown Derby, or a local waterside snuggery with low light and high times. Putting the salon in the bow of a boat is not a new concept, and it has been done for years in smaller powerboats and in sailboats this size quite effectively. So, the concept has already been proved. Now, Cruisers Yachts will prove it in a 39-footer express coupe. There are several things going on in the bow that add utility that are worth mentioning. First, the seating is comfortable with inclined back rests rather than straight ones. Second, The banquette seating includes a comfort seat on the centerline in the bow making it possible for five or six people to have lunch or dinner here with adequate elbow room.

Cruisers Yachts 390 Express Coupe windows

One of the most welcome features of the 390 Express Coupe are the large windows in the bow of the boat. They not only look out to the sides, but to a surprising extent, they also look forward. They are huge as far as bow windows go in this size of yacht.

In the hull sides, there are four safety glass windows that are remarkably large. This is one of the distinguishing features of the boat. In our test boat they were half obscured because of the Pullman berth arrangement, but without that option they are huge and – make sitting below while underway a whole new experience. One of our crew sat below while running out to the testing grounds and was amazed at the amount of visibility forward.

Cruisers Yachts 390 Express Coupe walnut joinery

Joinery is walnut and the 390 Express Coupe has much-needed storage space above the windows. These cabinets are expensive to make and install, which is why some boats don't have them. The rich wood tones also warm up the boat making it more yacht-like.

Windows on the World.

Imagine sitting there for dinner in an anchorage and being able to watch the latest arrival, and the anchoring fire drill while munching on lunch or dinner, or sitting there curled up with a good book during a summer rain shower.

Our test boat had all walnut joiner work, doors and bulkheads. This dark wood gives the interior an elegant look and feel. Above the windows were walnut cabinets port and starboard which put the bow flare to good use. The deck in the test boat had walnut Amteco vinyl decking which is used these days by many of the top quality boat builders. It is much easier to maintain and less costly to repair than real wood.

The table, just like the one on the afterdeck is made of a specially-made hard resin that has wood grain that is difficult to tell from the real thing. The whole boat is intended to be low maintenance and it starts right with the faux "wood" tables. Of course, this table lowers in order to make a large V-shaped bed. Our test boat was fitted with port and starboard optional Pullman berths. The bed platform are the seat backs which swing up. It is in this configuration that a family, or even an extended family can do some fun summer cruising. For example, mom and dad can sleep in the mid-cabin, and the four kids, or two kids and their friends can all sleep forward. An alternative scenario is a 390 Express Coupe owned by the grandparents. Four grandchildren, or children and grandchildren can sleep forward as the baby boomer grandparents sleep aft. We like all of the possibilities the Pullmans provide, with the only downside being they partially cover the forward windows.

© Cruisers Yachts 390 Express Coupe
Cruisers Yachts 390 Express Coupe storage compartments

Captain Jim prepares to access storage compartments under the stair treads. Note the door in the background that leads to the mid-cabin master stateroom. The bulkhead and door are optional.

Mid Cabin Master Stateroom

Our test boat had the optional aft bulkhead installed which gives privacy to those in the mid-cabin. However, we can understand why a cruising couple or a young family might want the whole boat open below. In this case the companionway stairs will be a "lily pad" design that keeps the boat open, making it appear larger.

© Cruisers Yachts 390 Express Coupe
Cruisers Yachts 390 Express Coupe stateroom

Upon entering the master stateroom, one sees the love seat on the starboard side. We measured 6'10" (2.20 m) of head room by the door and closet, and 6'2" (1.87 m) in front of the 50" (1.27 m) wide settee. These are important dimensions for a 39-footer, where typically mid-cabin overheads are limited.

© Cruisers Yachts 390 Express Coupe
Cruisers Yachts 390 Express Coupe master stateroom design

The master stateroom has been carefully designed to maximize headroom where it is needed (at the entrance and where changing clothes). There is a fair amount of storage, including some under the bed.

Cruisers Yachts 390 Express Coupe fabrics

Cruisers Yachts offers a wide assortment of patterns and fabrics with which to decorate the master stateroom. Note the walnut bulkheads and the large window to the left.

Cruisers Yachts 390 Express Coupe bed clearance

There is 34.5" (.87 m) of clearance over the bed, plenty high enough to sit up reading in bed, for watching TV, or looking out the port and starboard windows.

The Master Stateroom

On the test boat, the mid-cabin had its own optional bulkhead and privacy door. Upon entering we found full standing headroom by the door (6'10"/2.1 m) and 6'1" (1.85 m) in front of the love seat on the port side. Beside the bed the headroom drops down to 51" (1.30 m) which should not be a problem since changing clothes will be done in front of the love seat.

Queen Bed.

Once again the builder has made use of the large windows in this full-beam master cabin, and again the space is filled with light. But now the owner and companion can prop themselves up in bed (the overhead is 34.5"/.87 m) and look out the windows to the outside seascape. The bed itself is a full-size queen, 60" x 80" (152.4 x 203.2 cm).

Cruisers Yachts 390 Express Coupe night stand

The port side night stand has a solid surface so no worries about rings from perspiring glassware.

Cruisers Yachts 390 Express Coupe electrical panel

The ship's electrical panel is handy to the captain. Note the lights that automatically come on when the doors are opened to illuminate the panels.

Cruisers Yachts 390 Express Coupe galley

The galley is a typical-size for this class of yachts. The exceptions are her large hull side window and overhead skylight which floods the area with light.

Cruisers Yachts 390 Express Coupe walnut joinery

The walnut joinery gives the 390 Express Coupe an elegant feel. We like the privacy bulkhead and door behind the captain that leads to the master.

The Galley

The port side galley has a two-burner glass stove top with a refrigerator below and a microwave oven above. Forward the counter lowers slightly and there is a round, deep stainless steel sink with trash container below. Above the counter are relatively deep cabinets, all finished in the same dark walnut. All of the doors and joiner work had a satin matt finish that was remarkably executed. The reason is that the doors and panels are not only sanded and carefully varnished, but they are then placed in a special oven where they are cured. This is one of the techniques that make Cruisers Yachts joinery so attractive.

Cruisers Yachts 390 Express Coupe head

The starboard side head has a large window – one of eight in the 390's hull side.

The Head

Across from the galley is the head with full standing headroom. It has two main features rarely seen in 39' (11.9 m) boats: 1) A remarkably large window just above the counter wash basin, and 2) a separate shower stall with bi-fold glass doors and top-grade stainless steel hardware. The solid surface counter is white and the cabinet joinery work is of the same walnut that we see throughout the boat.

Cruisers Yachts 390 Express Coupe shower

We like seats in shower stalls as they allow the shower to be used underway. The shower deck is pitched so that water will always run toward the drain. Sounds like an obvious thing to do, but we've seen our share of those that don't.

Cruisers Yachts 390 Express Coupe engine stairs

The stairs from the after deck to the engine room are over the optional generator and are easy to negotiate.

Cruisers Yachts 390 Express Coupe engine room head room

Headroom in the engine room is greatest on the centerline between the beams at 56" (141 cm) moving up to 44" (111 cm) outboard. Captain Jim at 6'0" (1.83 m) and 200 lbs. (90.9 kgs.) had no trouble getting around in it.

Engine Room

The engine room is reached through a hatch in the afterdeck and an inclined ladder that is easy to negotiate. As we entered the engine room the first thing that we noticed was how much extra room there was. Our test boat was equipped by twin MerCruiser 8.2 L sterndrives, so the engines were up against the transom. Because the boat has been designed to also handle Volvo Penta IPS pod drives which require that the engines be placed farther forward, that extra space was now available for other things.

Cruisers Yachts 390 Express Coupe fluid fills

Fluid fills and filters are located at the front of the engines within easy reach.

Cruisers Yachts 390 Express Coupe thru hull

We like the location of the thru-hull for the raw water generator cooling at the foot of the steps. There are only two thru-hulls in the boat other than the sterndrive lower units. Access to the other one is forward in the master stateroom.

Engine fluid checks were handy and fills as well as filters were at the front of the engine within easy reach. The optional Kohler "Ultra-Low CO" 7.3 kW generator was mounted under the ladder. This is a catalyzed generator and therefore is safe from carbon monoxide. All battery switches are also at the bottom of the ladder.

Cruisers Yachts 390 Express Coupe anchor

Through-the-stem anchors keep a muddy mess off the deck, but be sure to get the optional washdown bib to be able to clean the smelly muck off the chain and rode.

Cruisers Yachts 390 Express Coupe plow anchor

We like the through-the-stem plow anchor and so does Cruisers Yachts as they make a stainless steel one, and the windlass standard equipment. The washdown bib at right is optional.

Additional Standard Equipment

In addition to the equipment already mentioned, there are several other items of importance as standard —

- 16,000 BTU A/C
- Cockpit carpet and wet bar
- Hotwater system, 11 gallons (41.5 L)
- Trim tabs

Cruisers Yachts 390 Express Coupe hull

Where are the 8 side windows? With this black hull they are almost impossible to see, even up close.

Cruisers Yachts 390 Express Coupe side windows

There are two side windows in the picture – but we can only faintly see one. The reflection in the hull is the concrete dock with a covering plate.

Options to Consider

- Wet bar refrigerator, icemaker and grill
- Colored hull

- Aft deck/cockpit table
- 7.3 kW generator (for A/C and grill)
- Anchor washdown

Cruisers Yachts 390 Express Coupe running shot

We think the Cruisers Yachts 390 Express Coupe is a lot of boat in 39' (11.9 m).

Observations

When it comes to entertaining, the 390 Express Coupe has a compelling story both in terms of versatile seating for cocktail parties and dinner both on deck and below. When it comes to sunning, she is without peer. The seats on the stern will be a welcome place for adults to sit when children or grandchildren are swimming off the stern. Everyone will like the sunroof, even if it is only to close it up for shade.

Below, the 390 Express Coupe is about as commodious as they come in this size. We particularly like all of the large windows as it makes being below so much more fun. The separate shower stall, the love seat in the master, and its considerable headroom are all a bonus in a 39-footer. For those with big families the Pullmans are a wonderful sleeping solution. Grandparents should consider this option as kids will love it. Otherwise, we could do without them in favor of getting full benefit of the four large forward-facing windows.

Her Performance Speaks for Itself.

The joystick plus the performance numbers make a compelling case for the gas sterndrive engine options. Most Europeans, of course, will want diesel, but the boat won't go as fast with them.

Overall

We think that Cruisers Yachts has succeeded in building a 39' (11.9 m) express cruiser that is big and has a lot of utility. In fact, we think that most people will need nothing bigger for day boating and local cruising.