

Formula 380 Super Sport Crossover (2022-)

Brief Summary

Formula’s 380 Super Sport Crossover has enjoyed a long success story for the company. She serves as a welcome transition from the builder’s larger crossover bowrider segment and the now four-boat SSC lineup. But the real beauty is that she’s now offered with the all-new 600-hp Mercs hanging off the transom.

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.

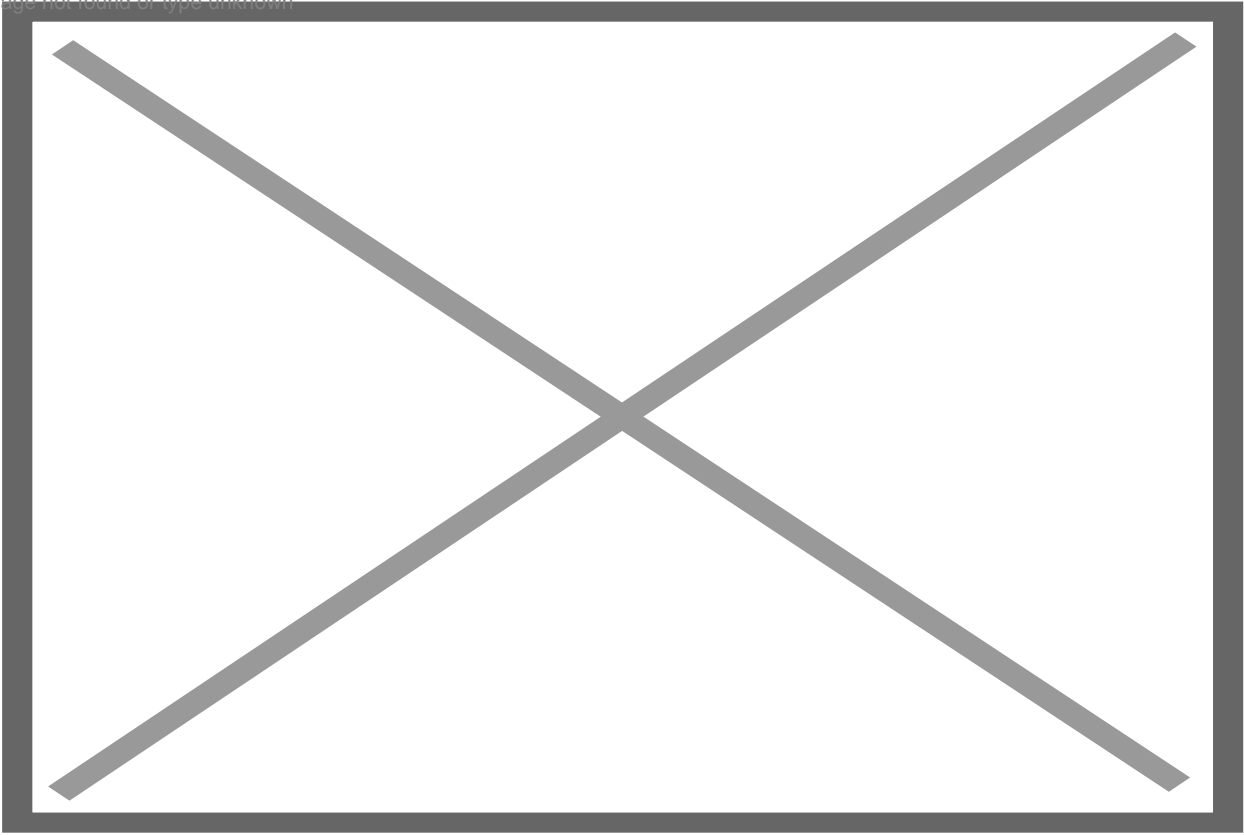
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	3.6	3.1	3.3	1.1	0.9	295	256.5	63.6
1000	4.6	4	4.3	1.1	0.9	286	248.4	65.4
1500	7	6	6.4	1.1	1	296	257	68.5
2000	8.9	7.7	10.1	0.9	0.8	237	205.7	70.8
2500	10.4	9	15.9	0.7	0.6	177	154.1	74.2
3000	15.3	13.3	30.6	0.5	0.4	135	117.6	76
3500	20.5	17.8	34.4	0.6	0.5	161	139.8	81.2
4000	33.8	29.3	42.5	0.8	0.7	214	186.4	84.7
4500	38.1	33.1	46.8	0.8	0.7	220	190.9	86

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5000	45.2	39.3	54.7	0.8	0.7	223	194	86.7
5500	52.7	45.8	82.2	0.6	0.6	173	150.4	88.2
6200	59.2	51.5	100.1	0.6	0.5	160	138.9	92.4

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

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Specifications

Length Overall	40' 7" 12.36 m
BEAM	11'6" 3.5 m
Dry Weight	21,200 lbs. 9,616.16 kg

Tested Weight	23,685 lbs. 10,743.34 kg
Draft	41" 104.14 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	21 degrees
Max Headroom	6'5" 1.95 m
Bridge Clearance	9'4" / 2.84 m 10'4" / 3.14 m (w/ radar)
Weight Capacity	
Person Capacity	
Fuel Capacity	300 gallons 1,135.62 L
Water Capacity	43 gallons 162.77 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	23,685 lbs. 10,743.34 kg
Aft Deck	

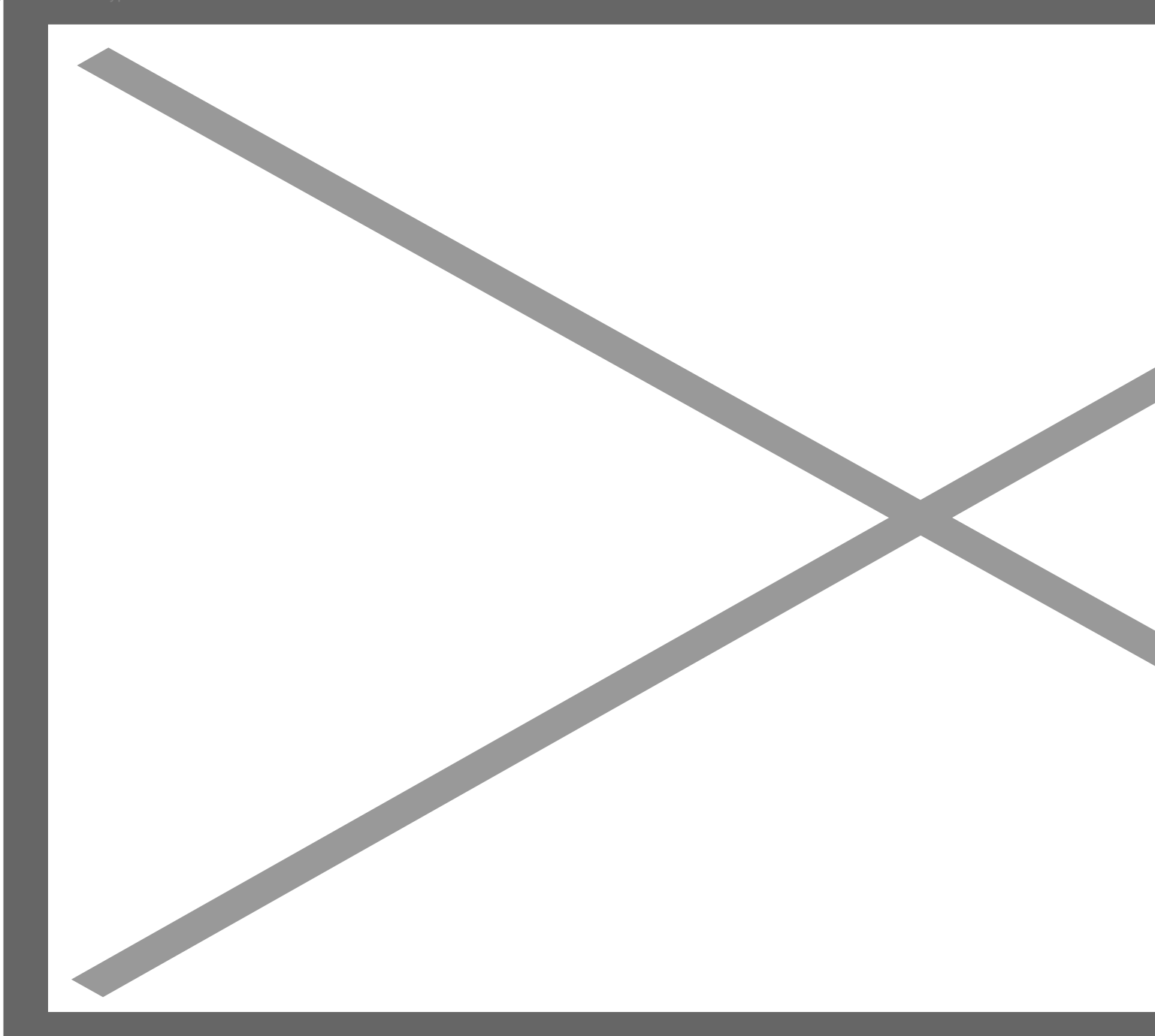
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	7.0 seconds
0 to 20	
Ratio	
Props	Mercury 14.25 x 29p
Load	3 persons; 256 gal. fuel; 43 gal. water; 50 lbs. gear
Climate	91 deg.; winds: 10-15; seas: 1-2

Captain's Report by Capt. Steve

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Formula's popular 380 SSC recently got a shot of adrenaline with the new 600-hp Mercury V12 Verado outboards attached to the stern. Top speed was just under 60 MPH.

Mission

The mission of the 380 SSC is to provide maximum versatility in a dayboat with multiple on-deck social zones while still providing the ability to comfortably overnight four below decks. Her size makes her an easy transition from the builder's 330/350 Crossover Bowriders and the larger 400/430 SSC and ASC models.

Major Features (Including Distinguishing Features)

- Sea chest in engine compartment
- Standard joystick
- Standard air conditioning
- Painted hull
- U-shaped cockpit seating area
- Cockpit galley
- Sleeps four

Performance

With the twin 600-hp Mercury V12 Verados turning 14.25 x 29p props and run up to 6200 RPM, the 380 SSC topped out at 59.2 MPH in the 1–2-foot chop on our test day.

Best economic cruise was reached at 5000 RPM and 45.2 MPH. It was at that speed that the 54.7 GPH fuel burn translated into 0.8 MPH and a range of 223 statute miles, all while still holding back a 10% reserve of the boat's 300-gallon (1,135.62 L) total fuel capacity.

Shifting Gears

An interesting characteristic of these engines is that they will shift gears when they get into cruising speed and improve on economy. This is an industry first and it's very cool. Performance is increased while the fuel burn is decreased. In this application, if we accelerate slowly, both engines come up to roughly 4200 RPM at just over 21.2 MPH and 50 GPH. At this point, the engines kick down to 35-3600 RPM as a lower gear shifts into play, the speed bumps up to 24 MPH and the fuel burn drops to just over 48 GPH.

If we shove the throttles, we'll make it up to 6300 and 42 MPH with a 93 GPH fuel burn before she shifts gears and drops to 5300 while continuing to accelerate to 44 with an 81 GPH fuel burn, and she'll continue accelerating from there. So the engines will make the shift at different levels depending on how aggressive the operator gets with the throttles.

Accelerate at average speeds then they will come up to 3900 and drop down to 3200, altogether, and pretty much every time. It's great technology and a huge leap forward. Speaking of aggressive... We reached planing speed in an average of 7 seconds, cruised through 20 MPH in 5.3 and 30 came and went in 9.5 seconds.

Handling

Handling is typical Formula with its solid feel of a much heavier boat. Turns are stable with no sign of falling off and no chine walk. She cut through the chop on our test day with no hull slap or pounding whatsoever.

Docking was another story, mostly a mental one. While the engines were certainly dialed into the joystick perfectly, and the boat responded just fine, there's no getting around the fact that it was just weird to look at the engines and not see them moving in response to the control inputs. They remain stationary while only the lower units move. It takes a little getting used to and the boat responds normally, exactly as it should. There's just that missing ingredient of looking at the engines to have a backup to ensure that everything is working fine.

Engines

The 380 SSC can be powered with sterndrives or outboards.

Sterndrive power includes:

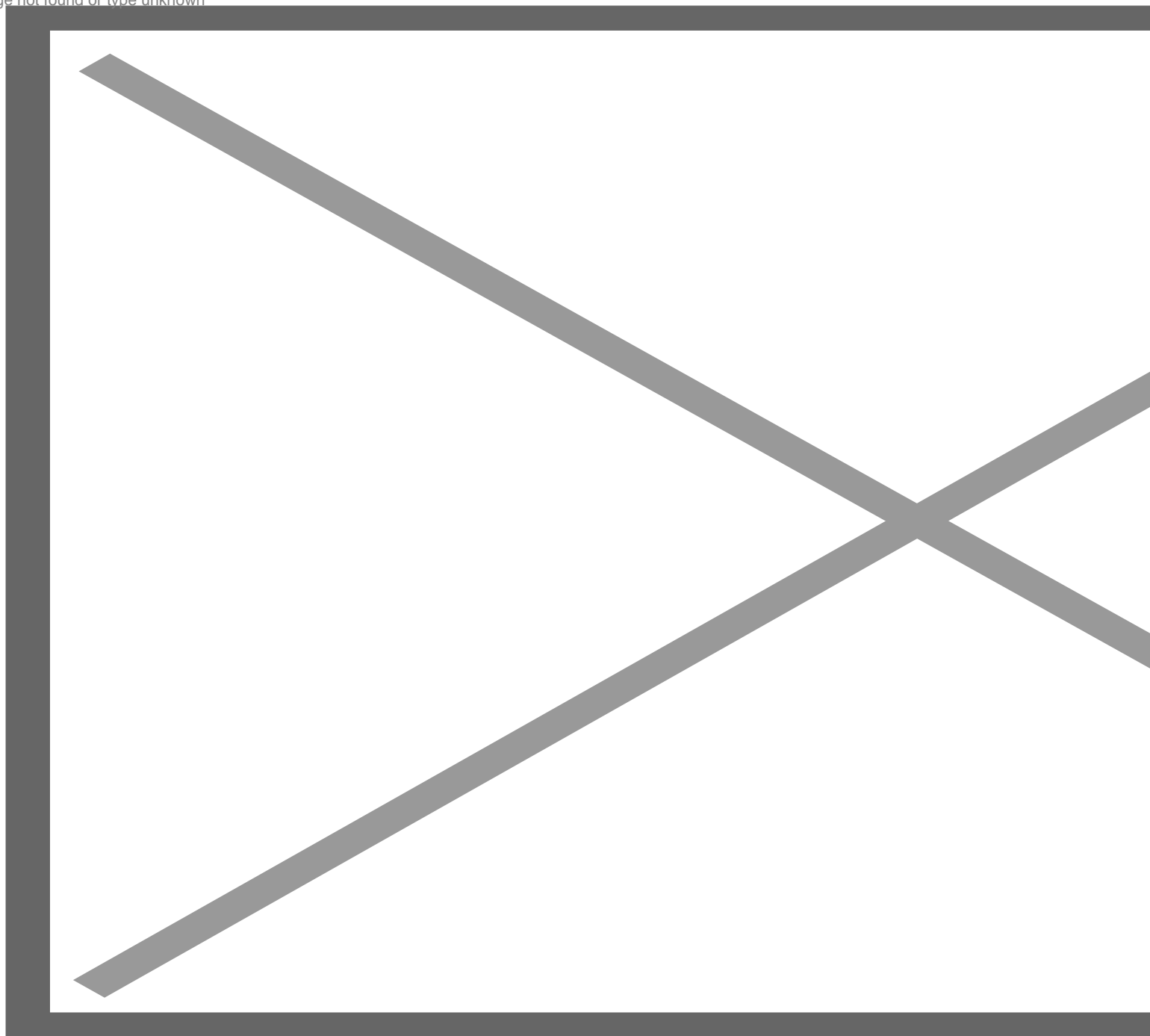
- Twin 8.2L MAG HO ECT 430 Bravo 3 with Joystick Piloting
- Twin Mercury Racing 520 Bravo 3 with Joystick Piloting

Outboard power includes:

- Mercury Triple Verado 350 with Joystick Piloting
- Mercury Triple Verado 400 with Joystick Piloting
- Mercury Racing Triple Verado 400R with Joystick Piloting
- Mercury Racing Triple 450R with Joystick Piloting
- *Mercury Dual Verado 600 with Joystick Piloting**

**test power*

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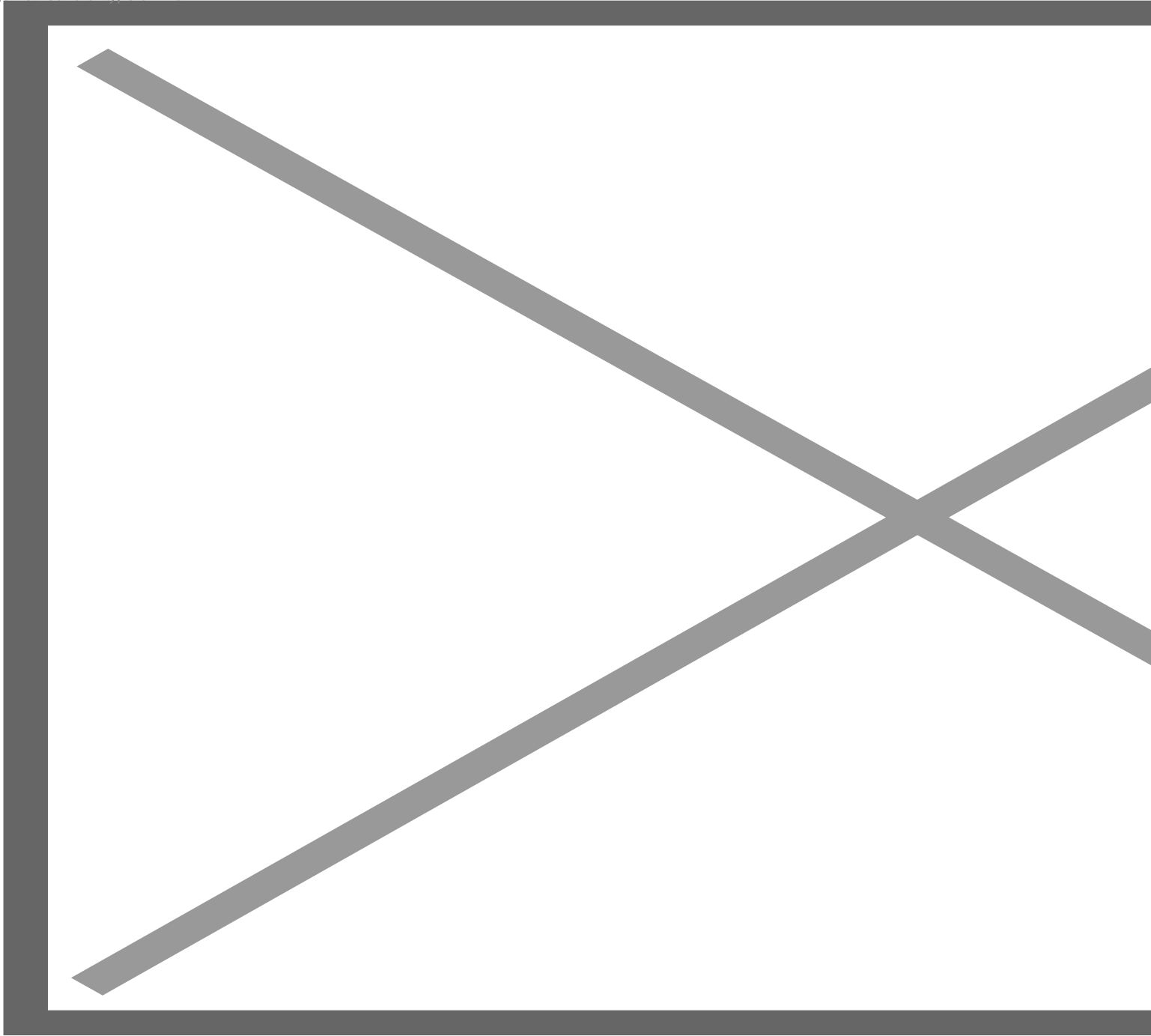


Our test boat was powered by the new twin 600-hp Mercury V12 Verados.

Boat Inspection Platform

One of the most identifiable locations of the Super Sport Crossover's spotters guide is the huge aft gathering areas. Even with the outboards, there's room for 29" (73.66 cm) wide side platforms that extend 53" (134.62 cm) past the front of the engines. A four-step reboarding ladder is at the trailing edge to both sides and a standup entertainment table is across the front of the engines. Standup paddleboard racks can be placed into the in-deck receivers just ahead.

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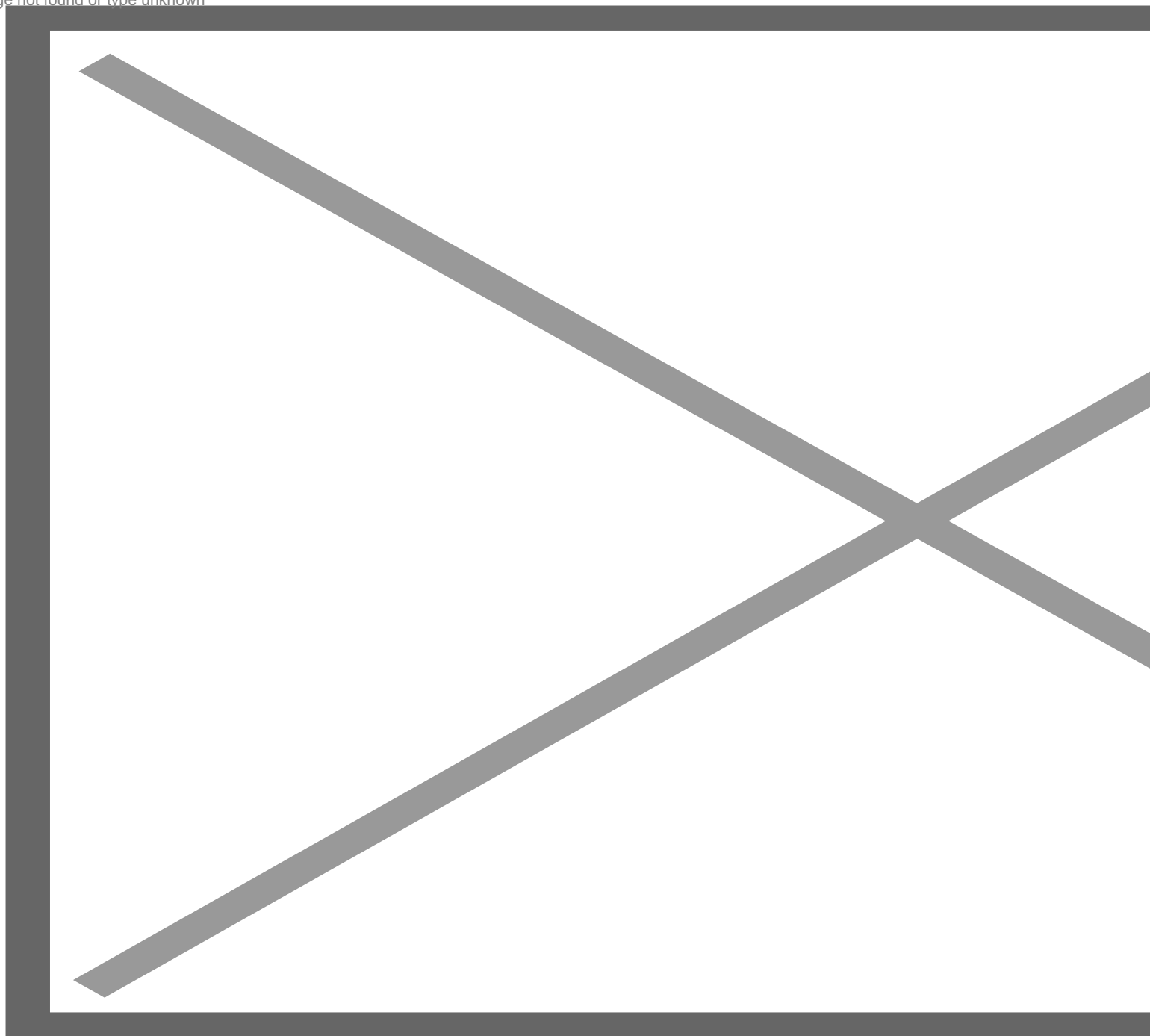


The aft platform is covered in non-skid rubberized matting. Sockets will accommodate racks for holding stand-up paddleboards. A stand-up entertainment table is across the front of the engines.

Ahead and to starboard, there's a lounge with dual seatbacks that can be moved individually and into three different positions. Stainless steel beverage holders are to both sides. Naturally, there's storage underneath the seat and we couldn't help but notice the hatch is held open with support struts, in true Formula fashion. This storage can be optioned out for an insulated cooler or even a refrigerated/freezer box with a digitally-controlled thermostat.

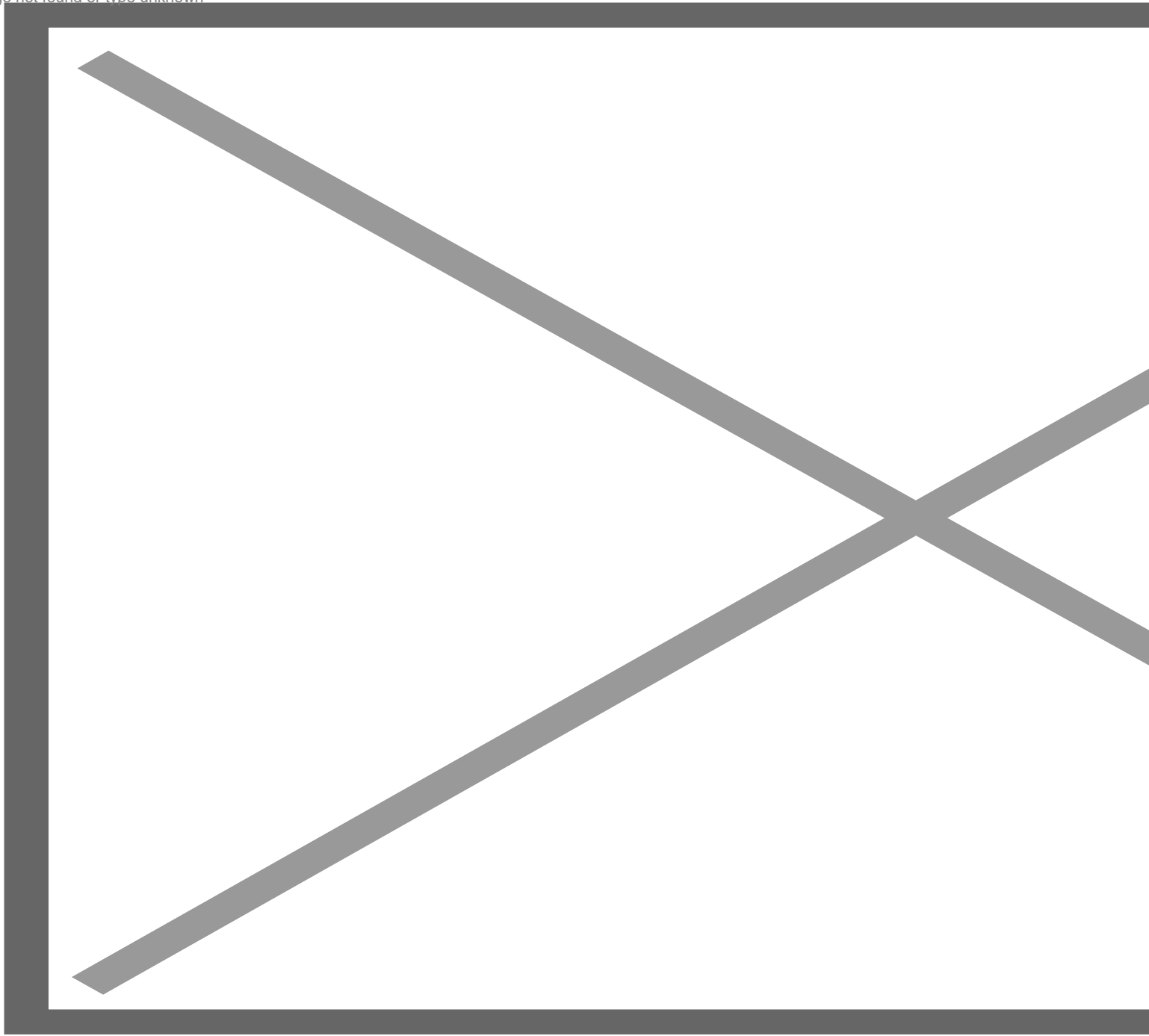
Across to port, there's an electric grill. An optional 78" x 93" (198.12 cm x 236.22 cm) extendable awning brings welcome shade to those long days under the hot sun.

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Just beneath the electric grill, and under a hatch, are the engine flush connections, manual engine trims and battery switches. Below are the shore power connections and city water inlets.

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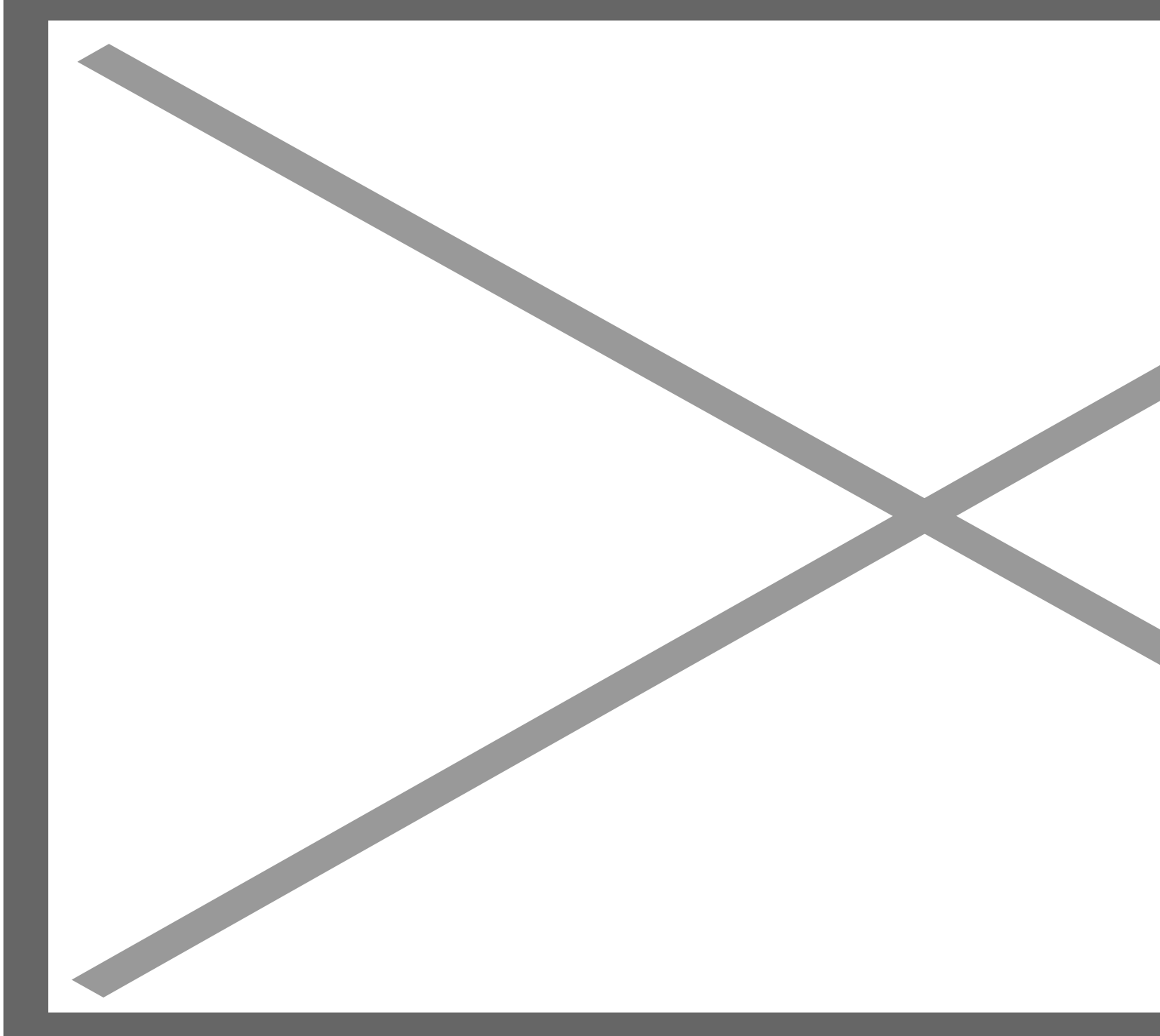


To starboard, there is an aft sunpad with dual individually adjustable seatbacks. Storage is underneath. Notice the upscale upholstery, stainless beverage holders and connectivity to the starboard bulwarks.

Cockpit

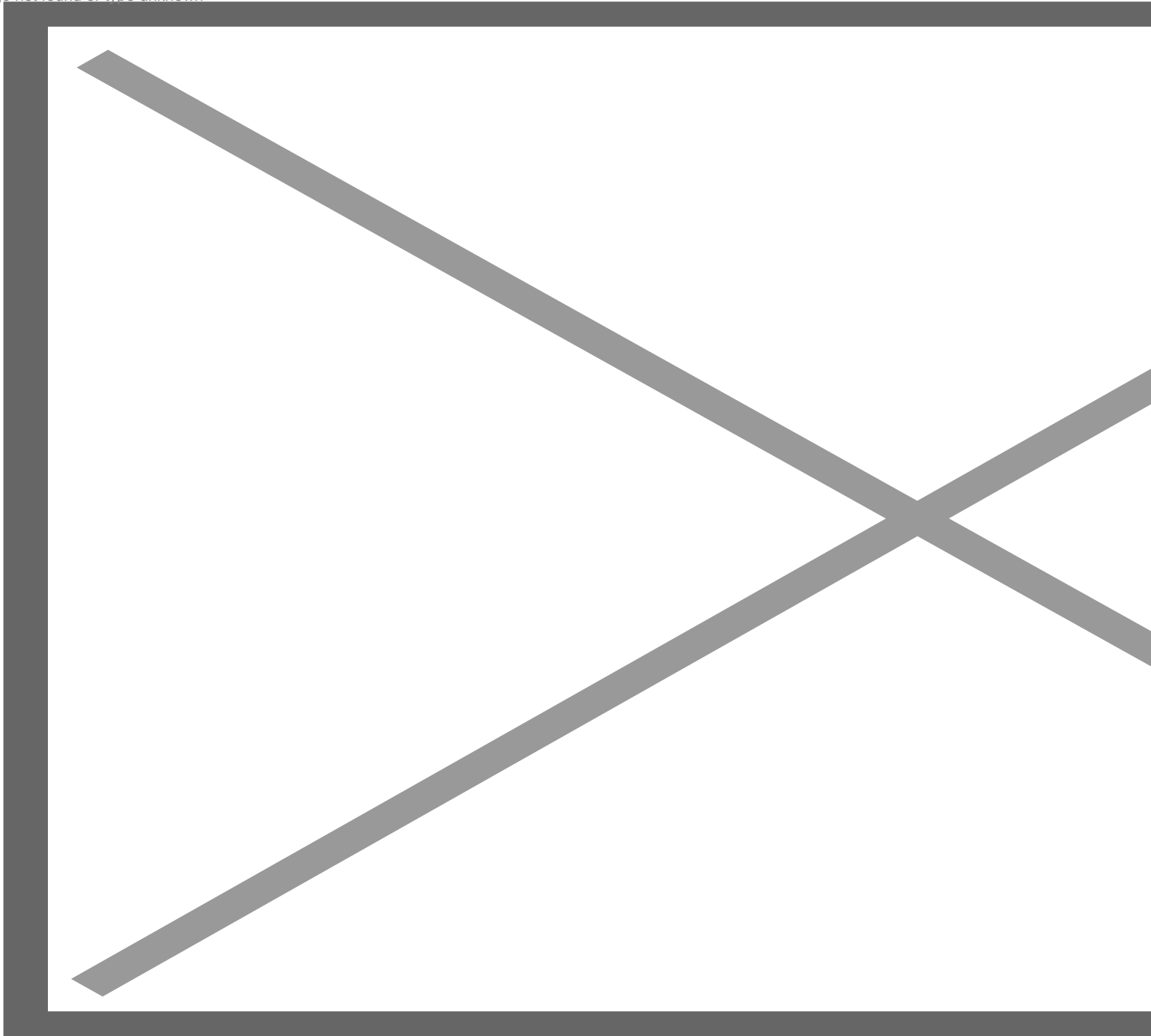
The entertaining continues as we move forward and into the spacious cockpit. There's headroom of 6 ½' (2.09 m) underneath the standard hardtop. Seating begins with a U-shaped settee to starboard. As expected, storage is under all seats with the cushions being hinged. Quality treatments are seen throughout all the upholstery. In addition to the beverage holders, there's connectivity at each seat.

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U-shaped seating is to the starboard side of the cockpit, which creates opposing seating and a welcome social zone.

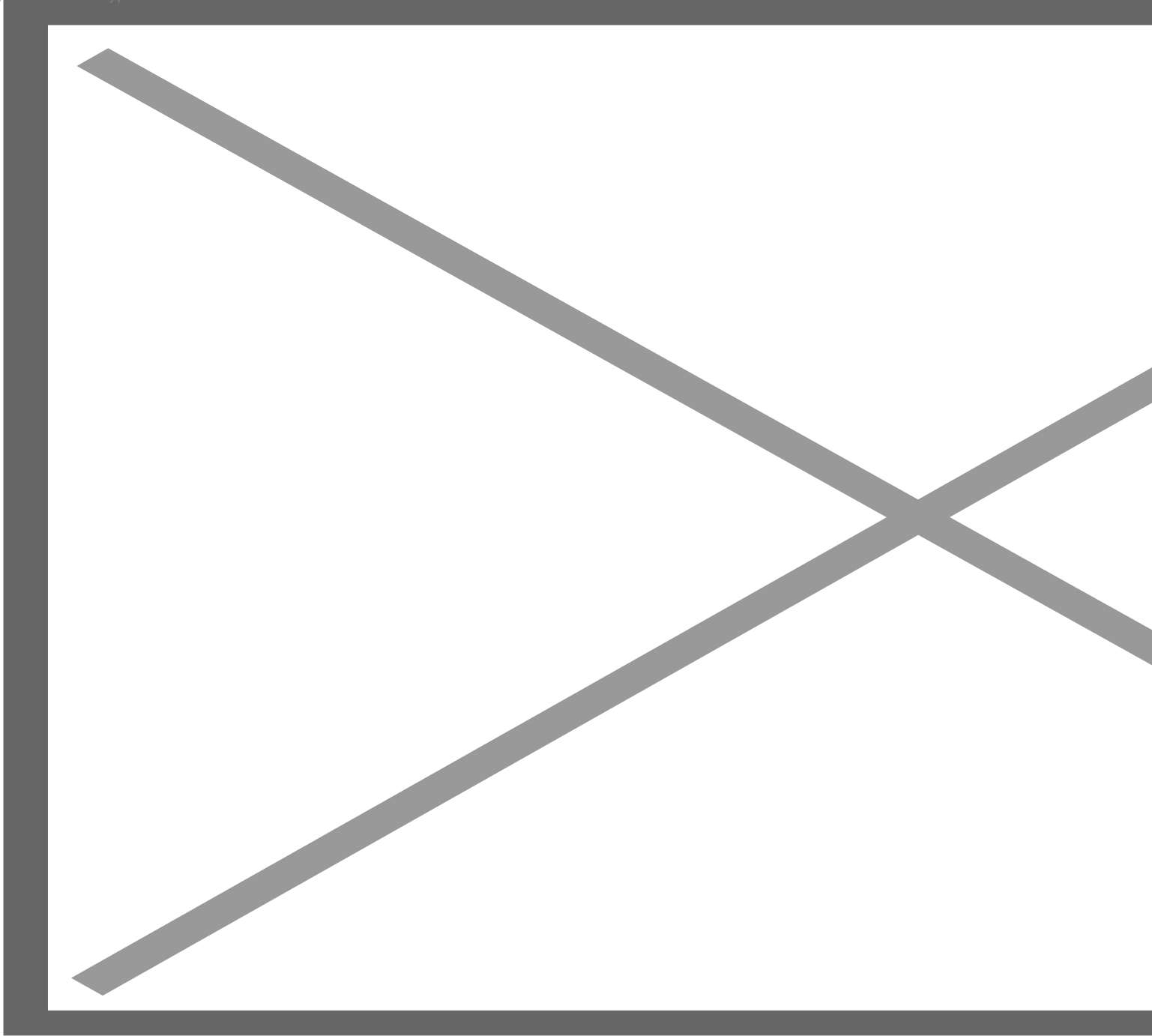
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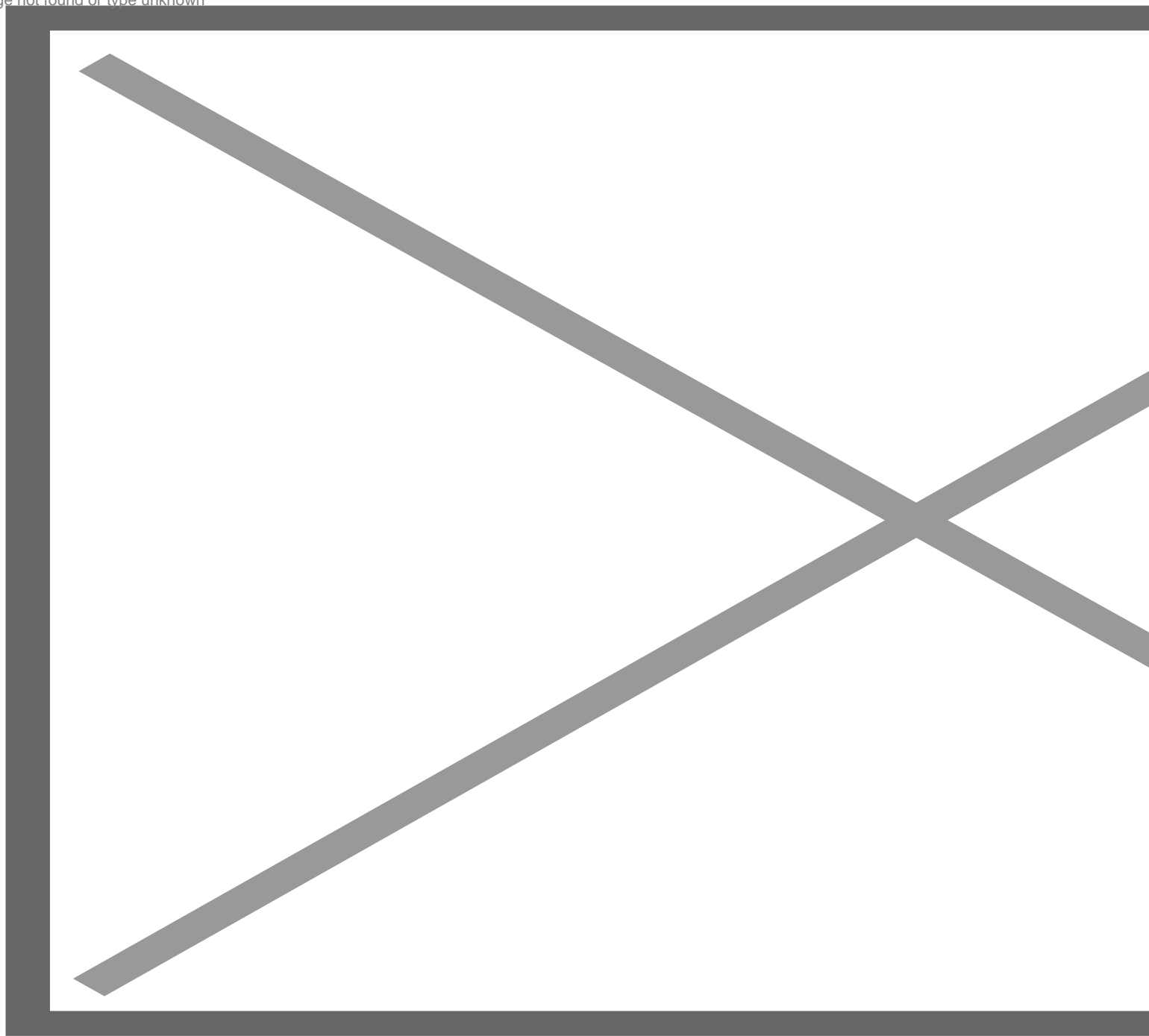
Recessed into the bulwarks are grab handles, stainless beverage holders and connectivity ports. The upscale upholstery treatments continue here as well.

Receivers in the deck will accommodate pedestal tables that have dedicated storage directly under the seating. With two sizes of pedestals, this can be made into another berth in a pinch. Or we can utilize a single table or use both tables... it's all about choices.

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Directly to port, a two-across sofa rounds out this clever social zone with storage underneath.

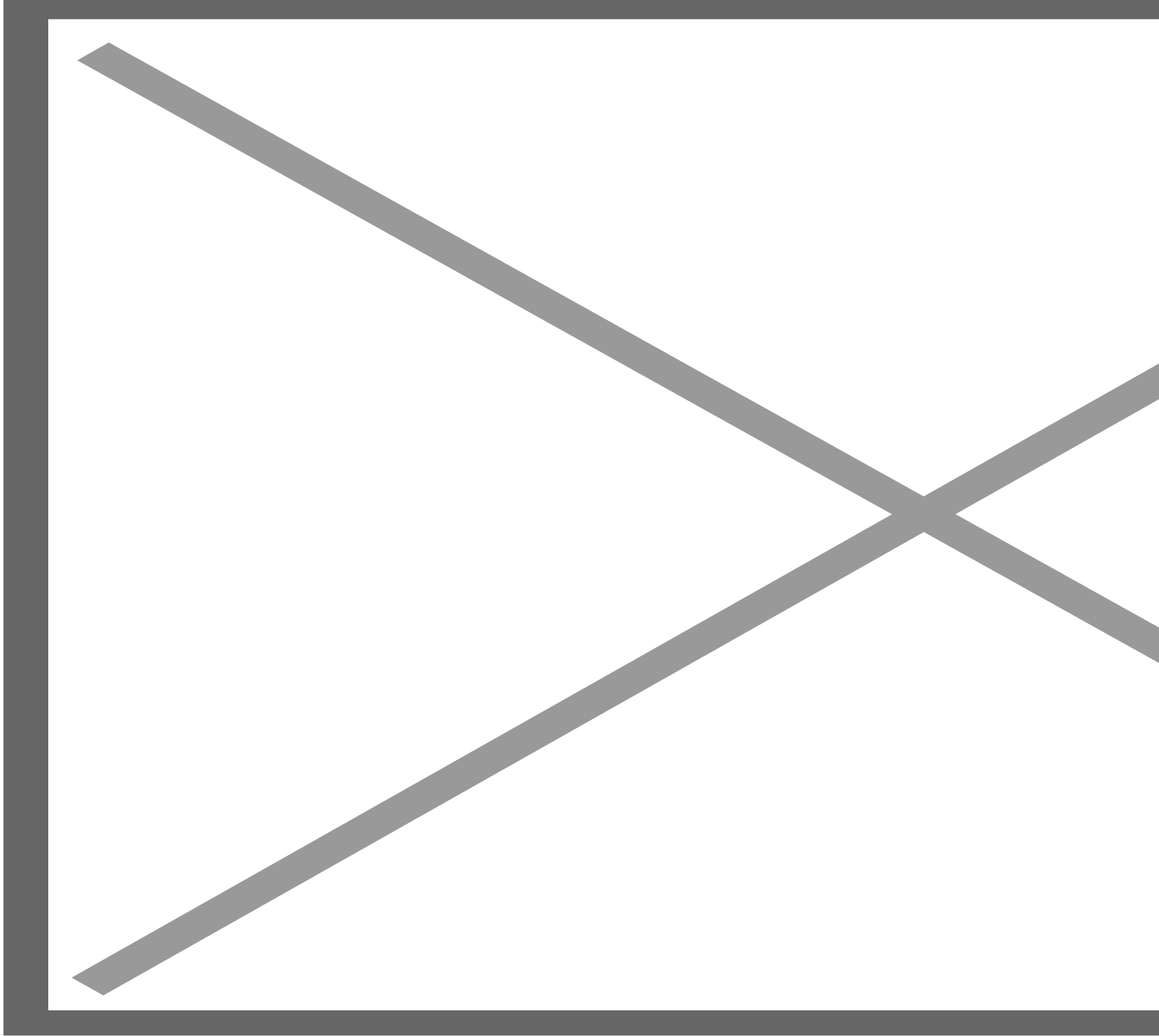


Tables store under the seating. Dual pedestal sizes allow for setting the tables high for dining or low for conversion to a berth.

Ahead of that is a refreshment center with a sink recessed into the Corian counter. The coloring of the Corian being custom and only offered to Formula, so don't try to run to Home Depot to match it for your new kitchen. At the aft end of the beverage holders, there's a pedestal base for a 32" (81.28 cm) cockpit

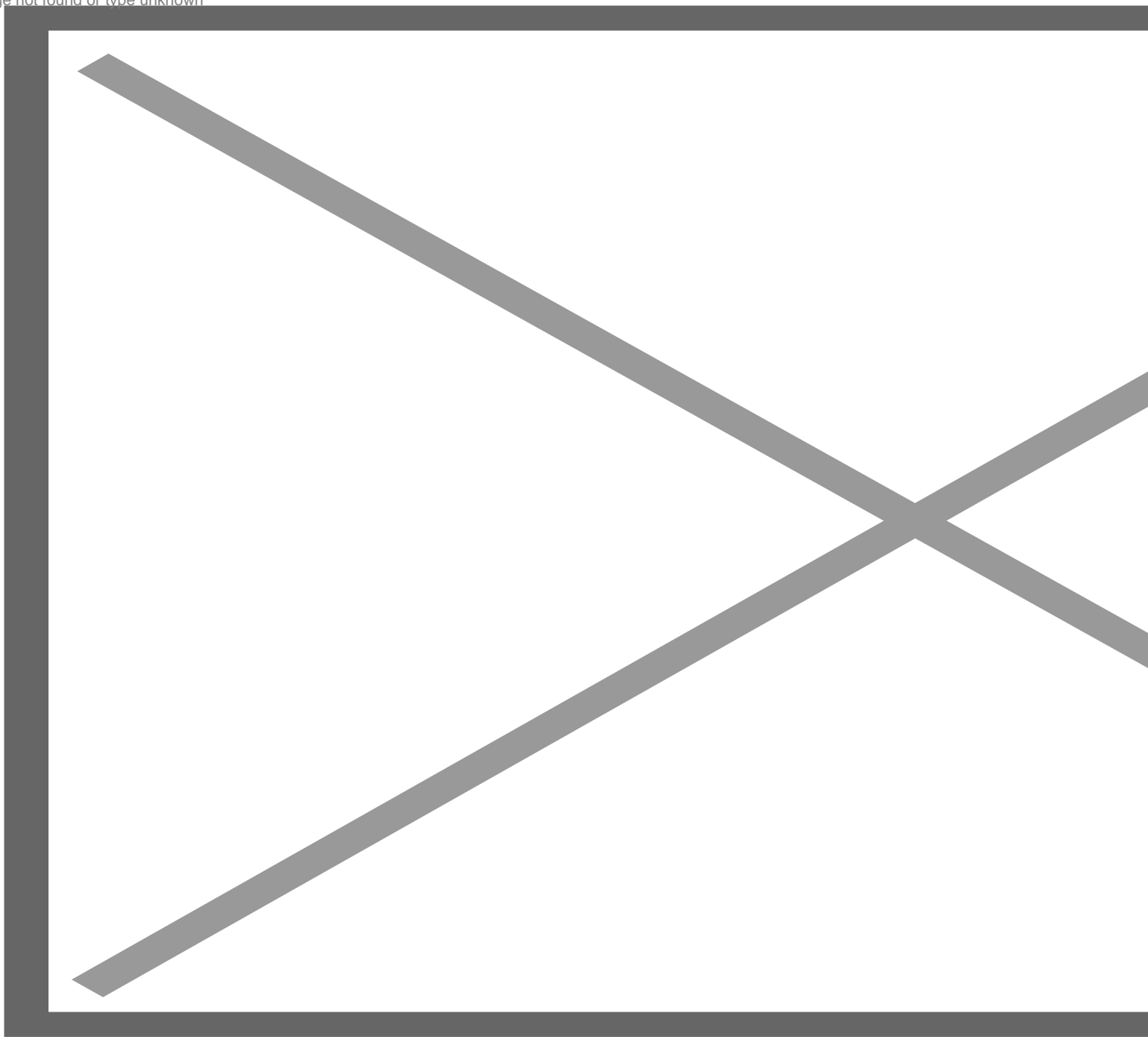
TV. Below is refrigeration and storage. Across and under the helm seat is a 6.7-gallon (25.36 L) pullout carry-on Yeti cooler. At the walkthrough to the bow, there's dedicated storage for a blender, additional storage and dedicated storage for the pedestal TV.

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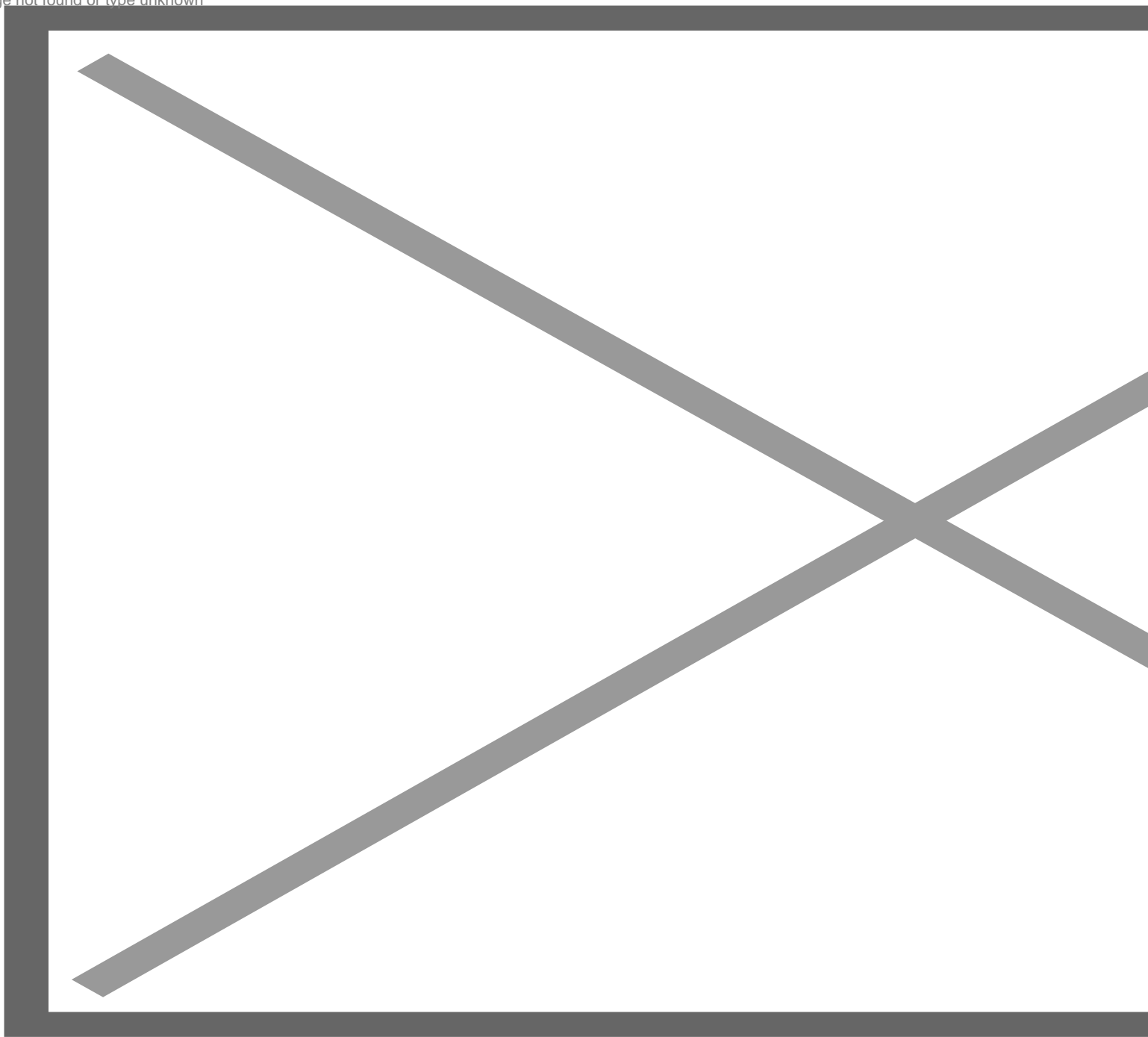
The cockpit is under the protection of the intricately designed hardtop that includes speakers, skylights, courtesy lighting and full-forward glass.

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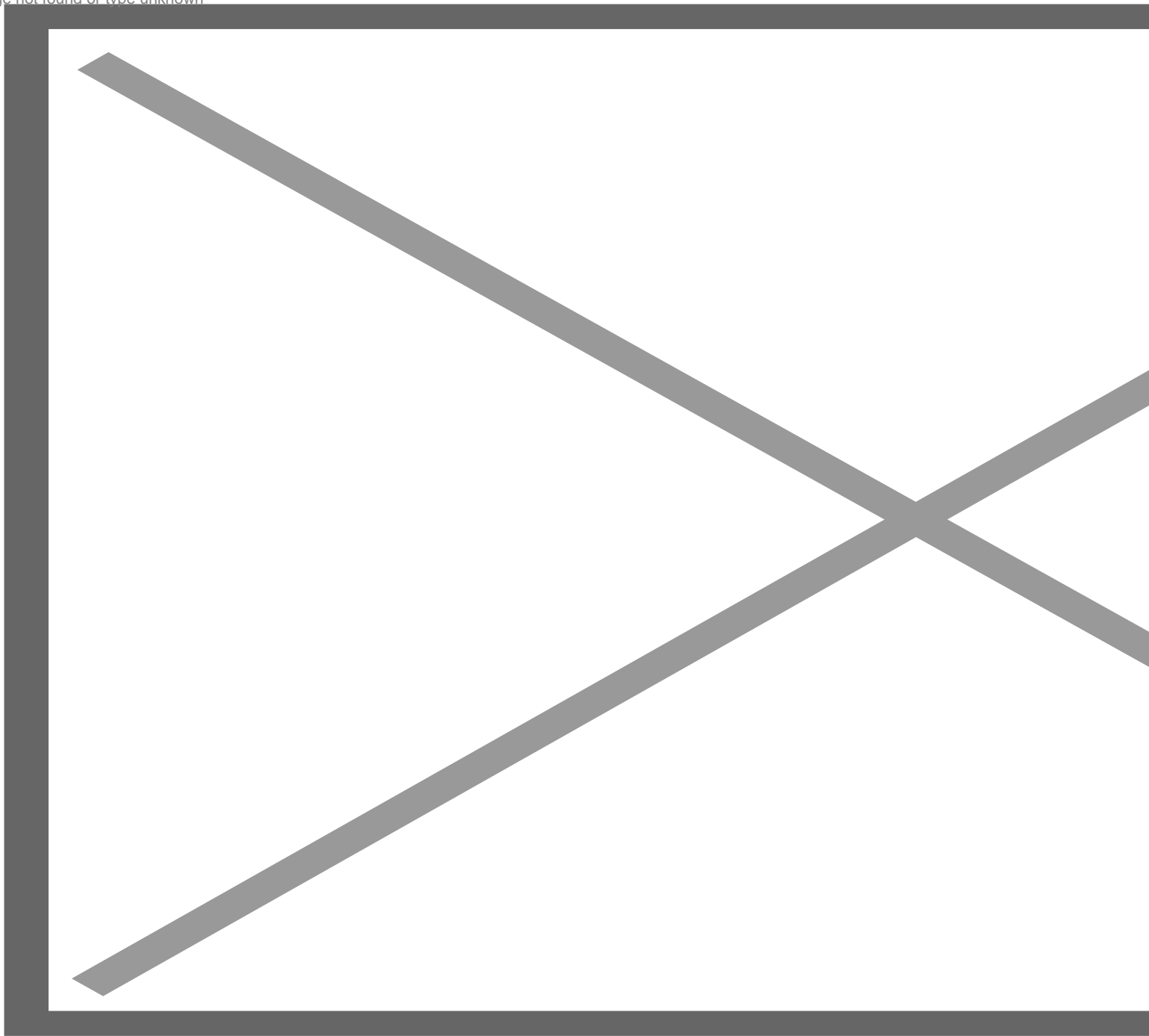
The refreshment center is a supplement to the grill located at the aft platform.

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Under the helm seat, there's a pullout carry-on cooler.

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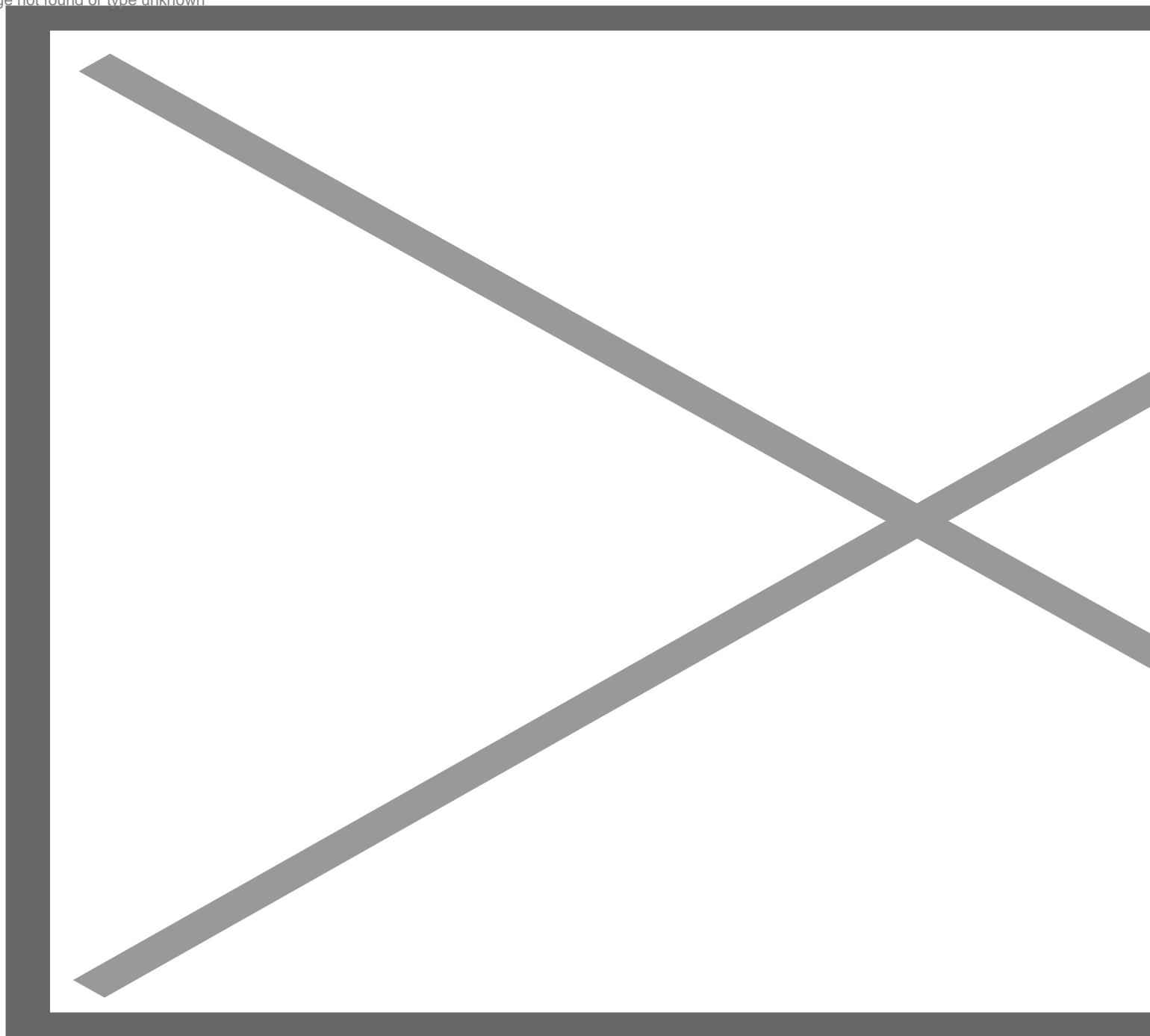
A switch at the helm lifts the aft cockpit seat to expose a mechanical room. Inside there are batteries, chargers, the generator, fire protection, the sea chest providing water for the air conditioning and the generator and all bilge pumps.

Bow

The walkthrough to the bow can be closed off with a Lexan door below and a large sliding glass piece above. This slider is a clever solution to having a large, hinged glass piece that would be unruly and hard to handle.

The bow is sure to be one of the more popular social areas on the 380 SSC. Seating wraps nearly all the way around. Pedestal tables can be added and lower pedestals can convert the entire area into a sunpad. Speakers, beverage holders and grab handles are recessed into the surrounding padded bolsters and there's a separate stereo remote. Stanchions mount into the full-length grab rails to support a bow sunshade. Fully forward there's a hatch over an electric windlass leading to a through-the-stem anchor.

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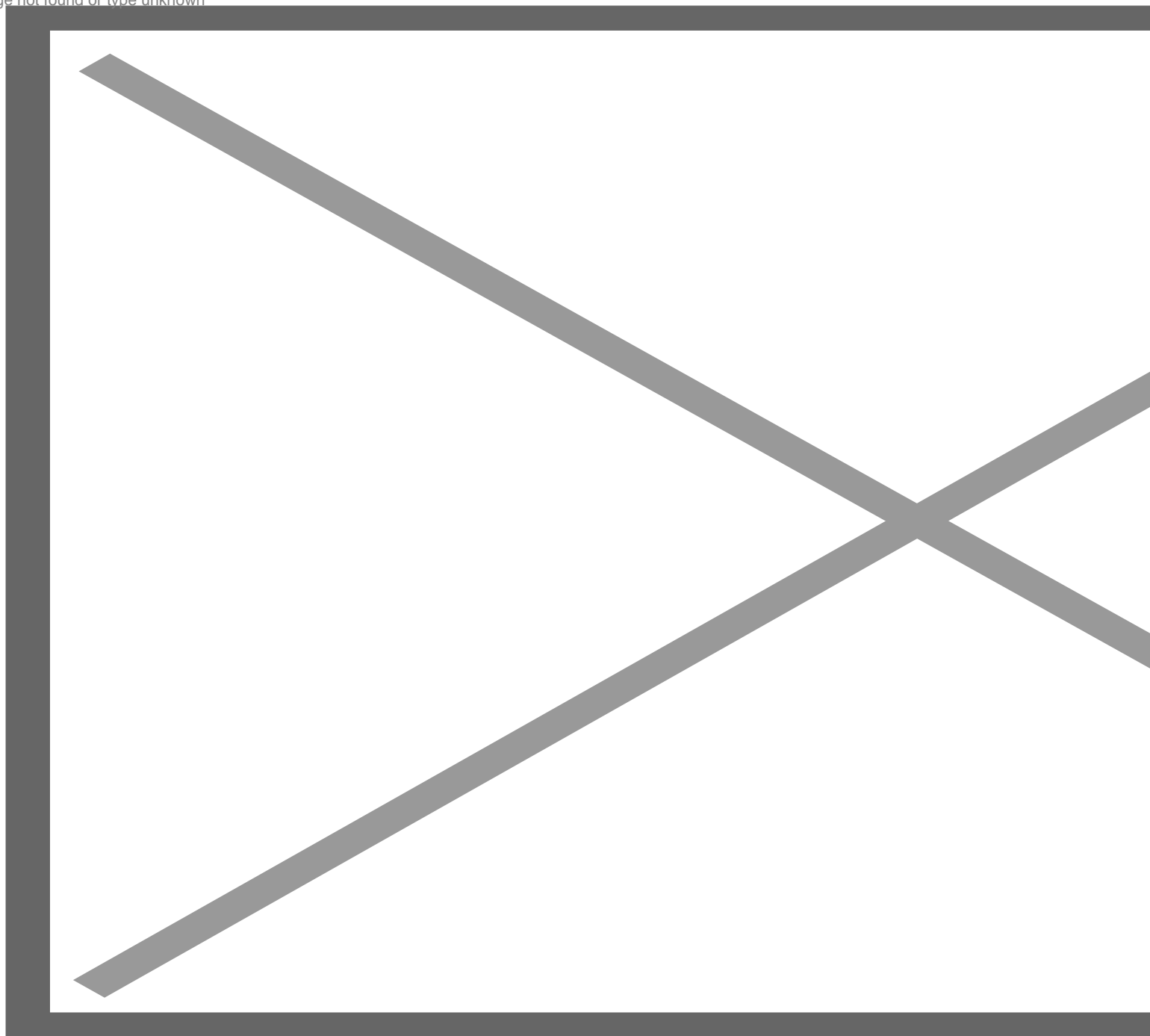


The bow of the 380 SSC is sure to be among the most popular social zones of the main deck. It can convert to a sunpad or be shaded as desired.

Helm

The helm is as much an operational station as it is a social one. The captain sits well to starboard behind dual 16" (40.64 cm) screens that integrate with the engines, so we won't see any gauges at the panel. There is a separate dedicated VesselView display to port, however. Comfort is a key factor so, among the highlights, we have a controller for the forward displays accessible from the seated position and Formula included a Dometic climate control pad for regulating the temperature at the helm. It's connected to the 18,000 BTU air conditioning system. Additionally, the side window is hinged from the back and opens from the front, so it acts as a scoop to draw air in. The seating accommodates three, each with individual flip bolsters. I also like how the phone holder is an inductive charger. Nice touch there.

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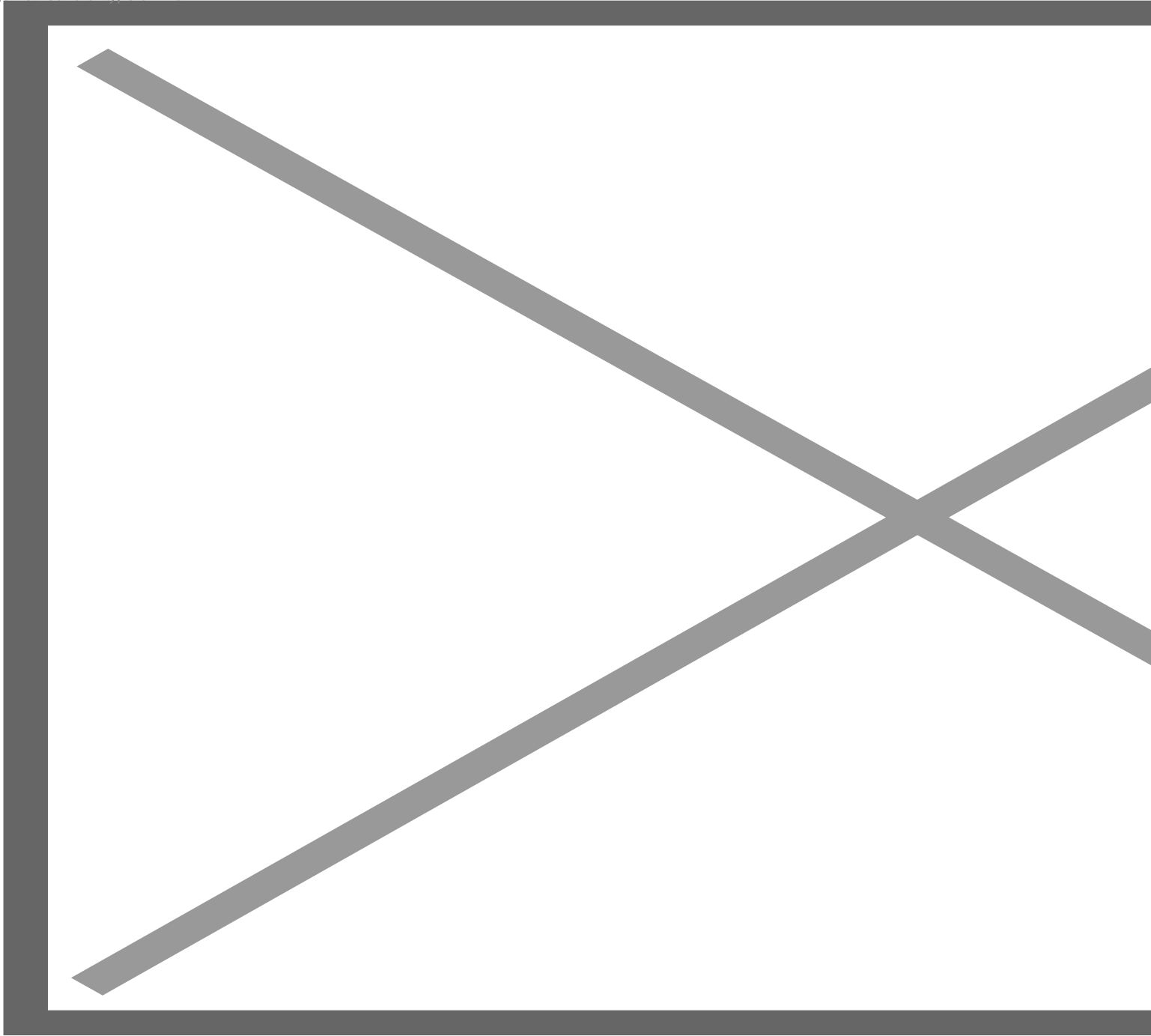


The “glass dash” helm is centered around dual Raymarine displays. Notice how the basic compass has not been left out of the equation.

Cabin

The cabin is accessed from a sliding door to port of the helm. Headroom down below is 6'6" (1.98 m). A dinette is fully forward and convertible into a berth by first lowering the table and then lifting the forward seatback to extend the size of the berth to a full 75" (190.5 cm). There's dedicated storage for the table just above the leg space. The area receives plenty of natural light with soft tones adding to the bright feel of the open space.

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The modest cabin is comfortable and well-lit from windows to the sides and front.

A modest galley is to starboard with a microwave over a sink, which is recessed into the Corian counter and under a sliding cover. Storage is beneath the microwave and beneath the sink. A 32" (81.28 cm) TV is to the aft bulkhead. Directly across is a refrigerated drawer with the vessel's main electrical panel right alongside.

Head

To starboard of the entry is the head that includes an electric flush toilet, sink, Corian counter, hull side window, mirror and separate shower wand.

Mid-cabin

Behind the entry stairs is the mid-cabin and this offers more privacy with a pull-across curtain. At 30" (76.20 cm), what it lacks in overhead clearance it makes up for in comfort and spaciousness. The berth measures in at 79" x 60" (200.66 cm x 152.4 cm). There's a 32" (81.28 cm) TV to the port bulkhead. A hullside window is to starboard with a privacy shade. Hinged entry steps would make the entry to the cabin more accessible and this is something we'd like to see Formula consider.

Options to Consider

- FLIR M332 Marine Thermal Camera
- Satellite TV system
- Portable Keurig coffee maker
- Central Vac System
- 7.5kW Westerbeke Gas Generator
- SeaKeeper 3 Gyrostabilizer
- Cockpit Stereo
- Vacuum Head
- Gray water system
- Owner's Safe
- Bow LED docking lights
- Fender clips
- VHF Radio
- Underwater lights
- Remote control LED searchlight

- Vinyl decking on platform and full decking

Price Range

Visit [here](#) for up-to-date pricing.

Observations

This is not a boat for everyone. Formula makes upscale boats and, as such, they are priced accordingly. But for those who demand quality and the best in attention to detail, Formula Boats is the place to go. Aside from getting first-class attention when buying your new Formula, the company has a dedicated staff to attend to your purchase before, during and after you take delivery of your new boat. It's customer service on a whole new level. And that's the Formula difference.