

Formula 380 Super Sport Crossover Outboard (2021-)

Brief Summary

The Formula 380 Super Sport Crossover fills the gap between the manufacturer's 330/350 Crossover Bowriders and the larger 400/430 SSC and ASC models. The 380 SSC is available with outboard or sterndrive power and continues Formula's open-bow, full-cabin concept.

Price

Base Price

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.6	4	2.4	1.9	1.6	511	444.2	72
1000	6.9	6	5.1	1.4	1.2	366	318.6	74.1
1500	9.3	8.1	9.5	1	0.8	264	229.5	77.4
2000	10.4	9	16.7	0.6	0.5	168	146.2	80
2500	10.7	9.3	26.9	0.4	0.3	107	93.5	79.9
3000	17.5	15.2	38.1	0.5	0.4	124	107.8	86
3500	23.1	20	42.5	0.5	0.5	147	127.4	88.8
4000	33.6	29.2	44.8	0.7	0.7	202	175.9	89.1
4500	43.5	37.8	55	0.8	0.7	214	185.7	90
5000	51.1	44.4	73.7	0.7	0.6	187	162.6	92

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	57.5	50	98.9	0.6	0.5	157	136.5	91.3
5900	63.5	55.2	128.6	0.5	0.4	133	116	94.3

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

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Specifications

Length Overall	38' 11.58 m
BEAM	11'6" 3.5 m

Dry Weight	20,500 lbs. 9,298.64 kg
Tested Weight	22,448 lbs. 10,182.24
Draft	41" 104 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	21°
Max Headroom	6'5" 1.95 m
Bridge Clearance	11'8" 3.56 m
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	22,448 lbs. 10,182.24

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	3.7 seconds
0 to 20	
Ratio	
Props	14.6 x 20
Load	4 persons; 55% fuel; 50 lbs. gear

Climate	78 deg.; 100 humid.; winds: 1-5; seas: 0-1
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By Capt. Nick Martinez

Mission Statement

The Formula 380 Super Sport Crossover fills the gap between the manufacturer’s 330/350 Crossover Bowriders and the larger 400/430 SSC and ASC models. The 380 SSC is available with outboard or sterndrive power and continues Formula’s open-bow, full-cabin concept. For entertaining, the cockpit, helm deck and bow are all on the same level. The fiberglass hardtop has a full-width motorized sunroof. Belowdecks, she sleeps four and has a galley and enclosed head with a private shower.

Distinguishing Features

- Sea chest in engine compartment
- Standard joystick
- Standard air conditioning
- Painted hull
- Triple 450-hp Mercury Racing engines

Major Features

- Standard joystick
- Standard air conditioning
- Painted hull
- Triple 450 Hp Racing Mercury engines
- U-shaped cockpit seating area
- Cockpit galley
- Sleeps four

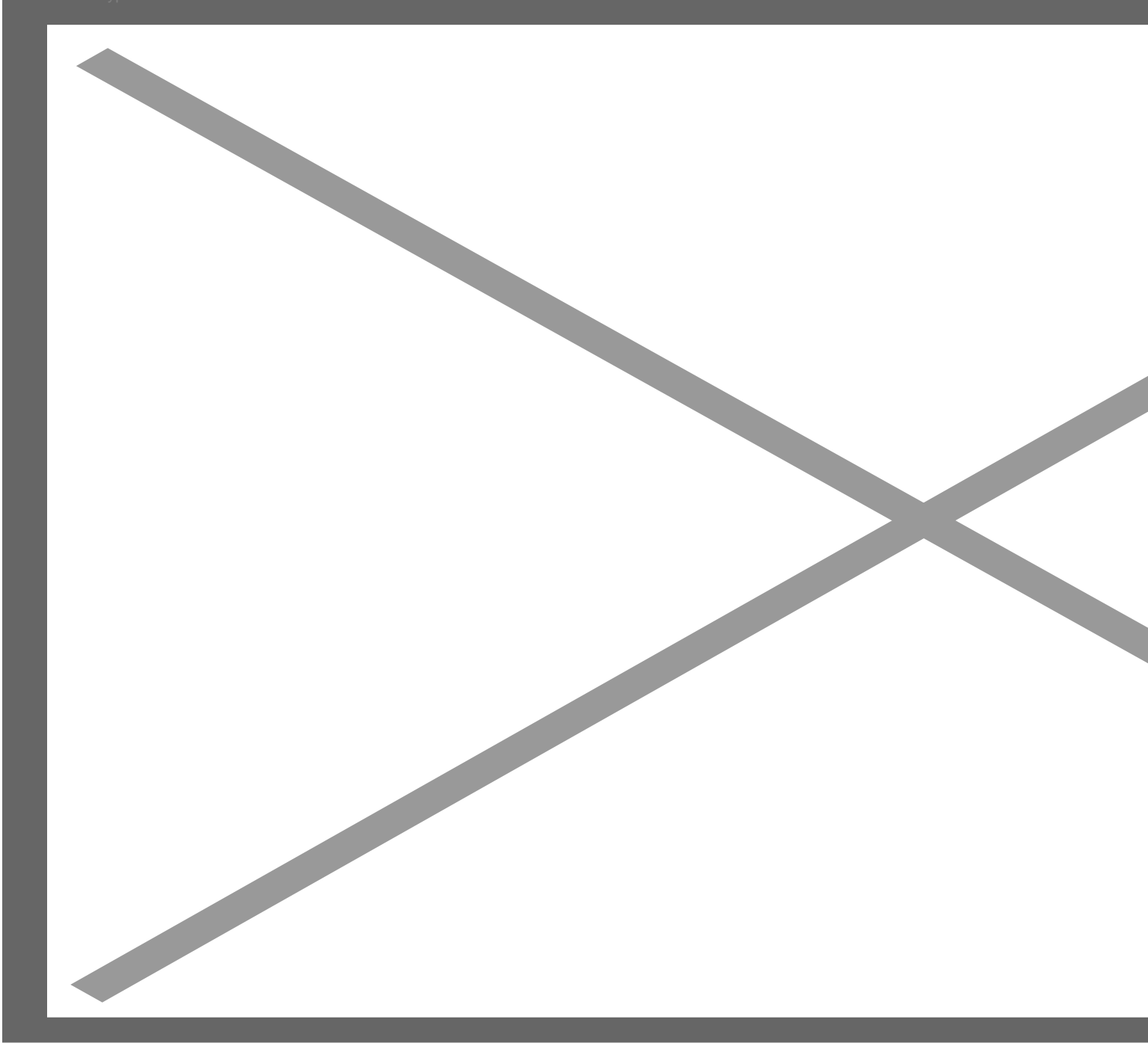
Features Inspection

The Stern

The aft platform on the 380 SSC O/B measures 3’4” (1.01 m) and 11’ (3.35 m) wide. It extends past the outboard engines with a walking space of 22” (55.88 cm) to 14” (35.56 cm) wide and is built into the hull. There are 8” (20.32 cm) pull-up cleats in each aft corner. Compartments to port and starboard house a pull-

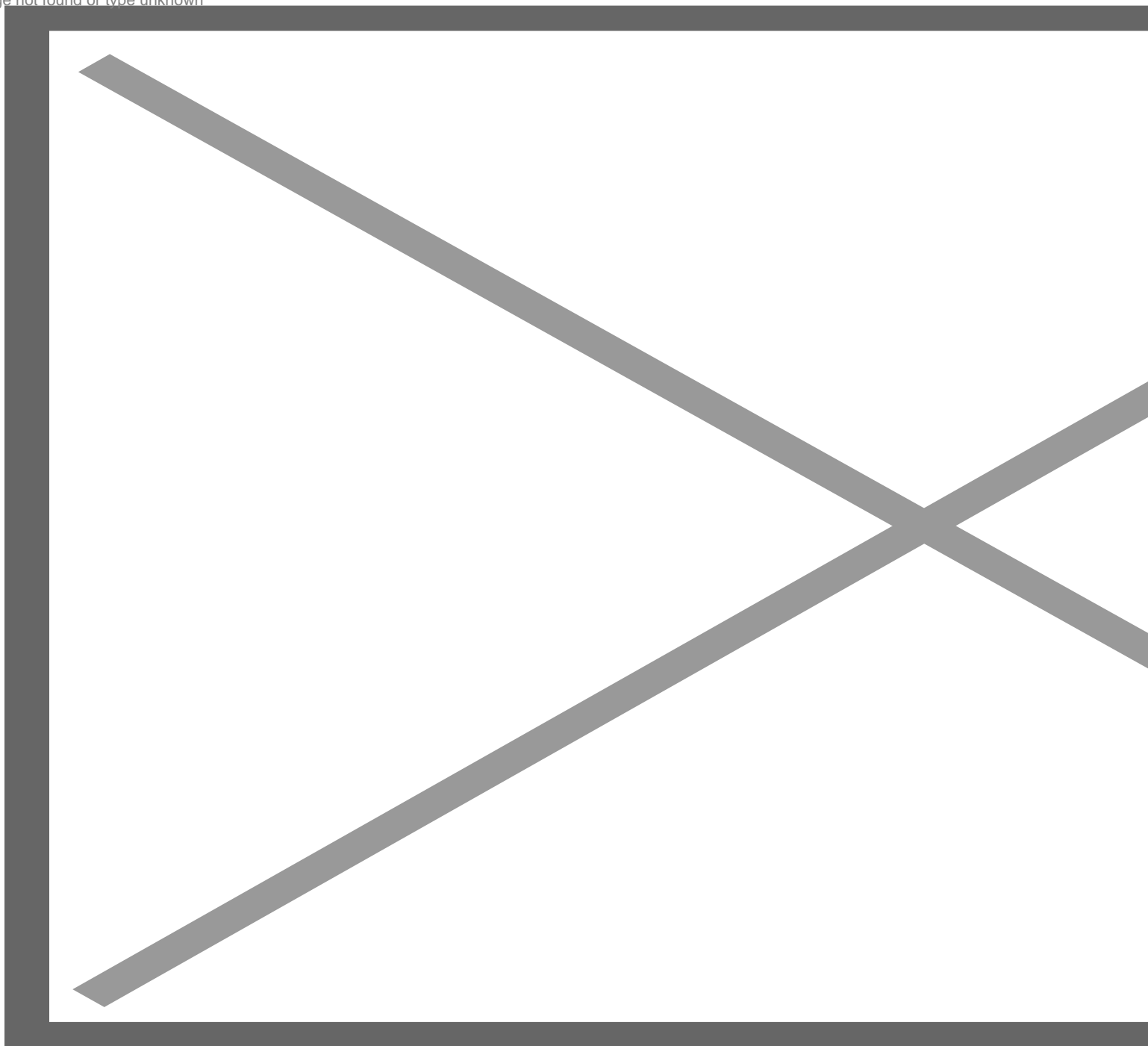
out four-step reboarding ladder.

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Our test boat came with the optional leaning post with six stainless-steel beverage holders.

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The optional Suprax rack system stores paddle boards or surfboards.

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A four-step reboarding ladder is built into the swim platform under a hinged hatch.

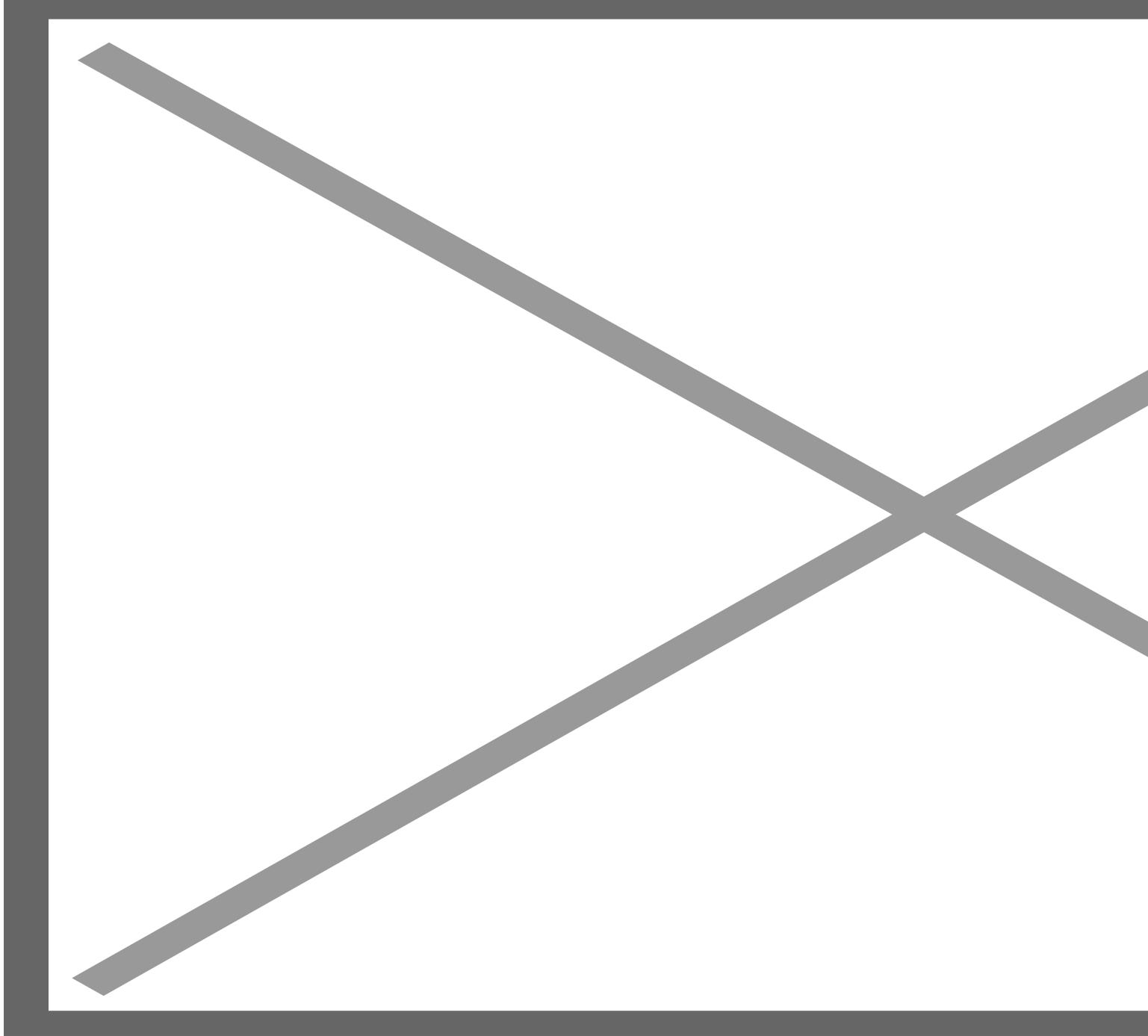
Just ahead of the platform to starboard, there is adjustable aft-facing seating that measures 3'1" (0.94 m) deep with the backrests in "up" position. Push them forward to create a lounge that's 3'10" (1.17 m) long and 5'6" (1.67 m) wide. Underneath the aft seating is a waste-water tank, JL audio speaker and LED prop movement notification light.

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To starboard is a double-wide lounge that has backrests that can be adjusted to face forward or aft.

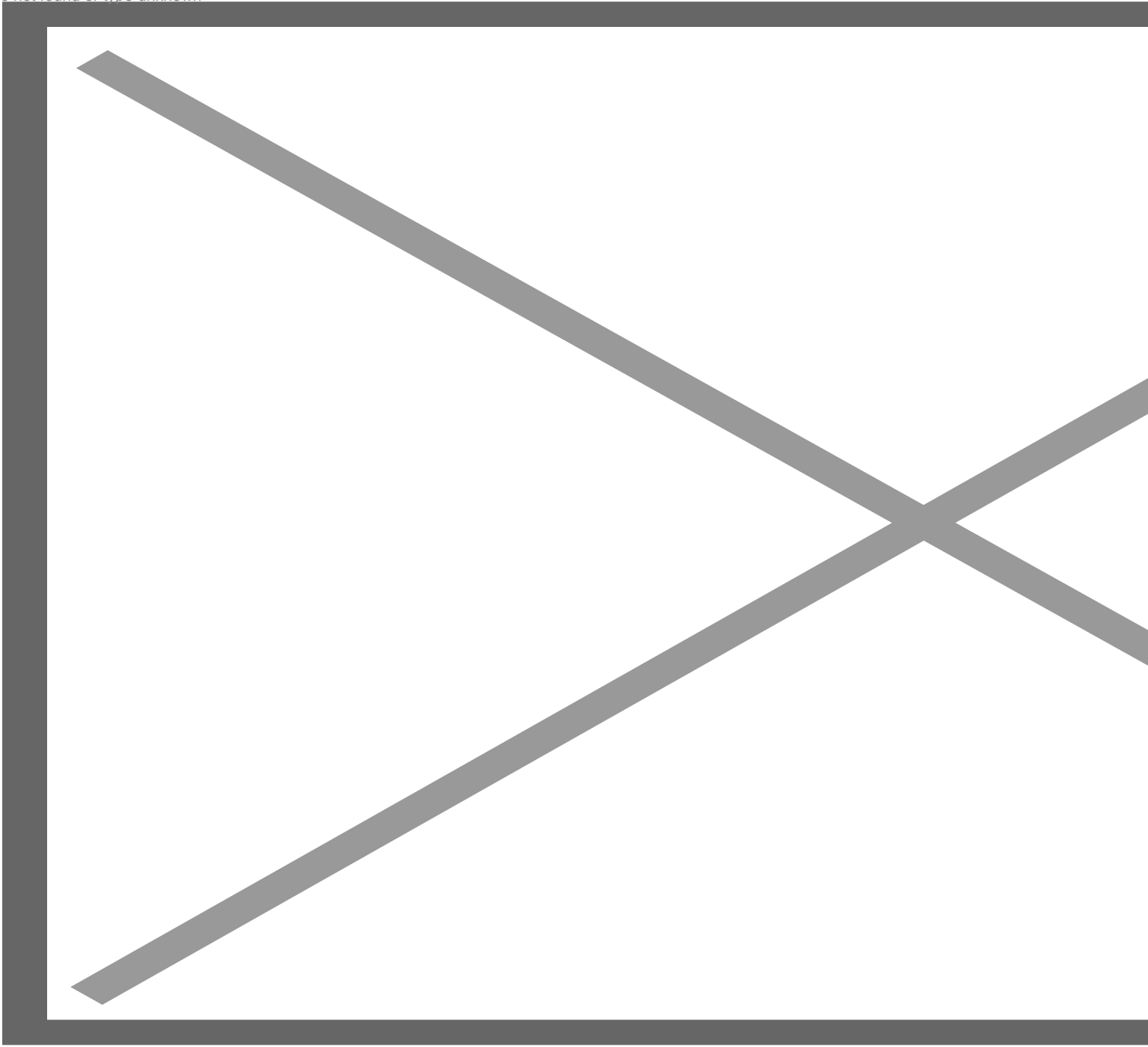
To port side are the shorepower and utility connections, another JL audio speaker and a prop-spinning indicator light. Above that is a locker that contains the battery switches and engine flush connections. On top, there is an electric grill under a black Corian top.

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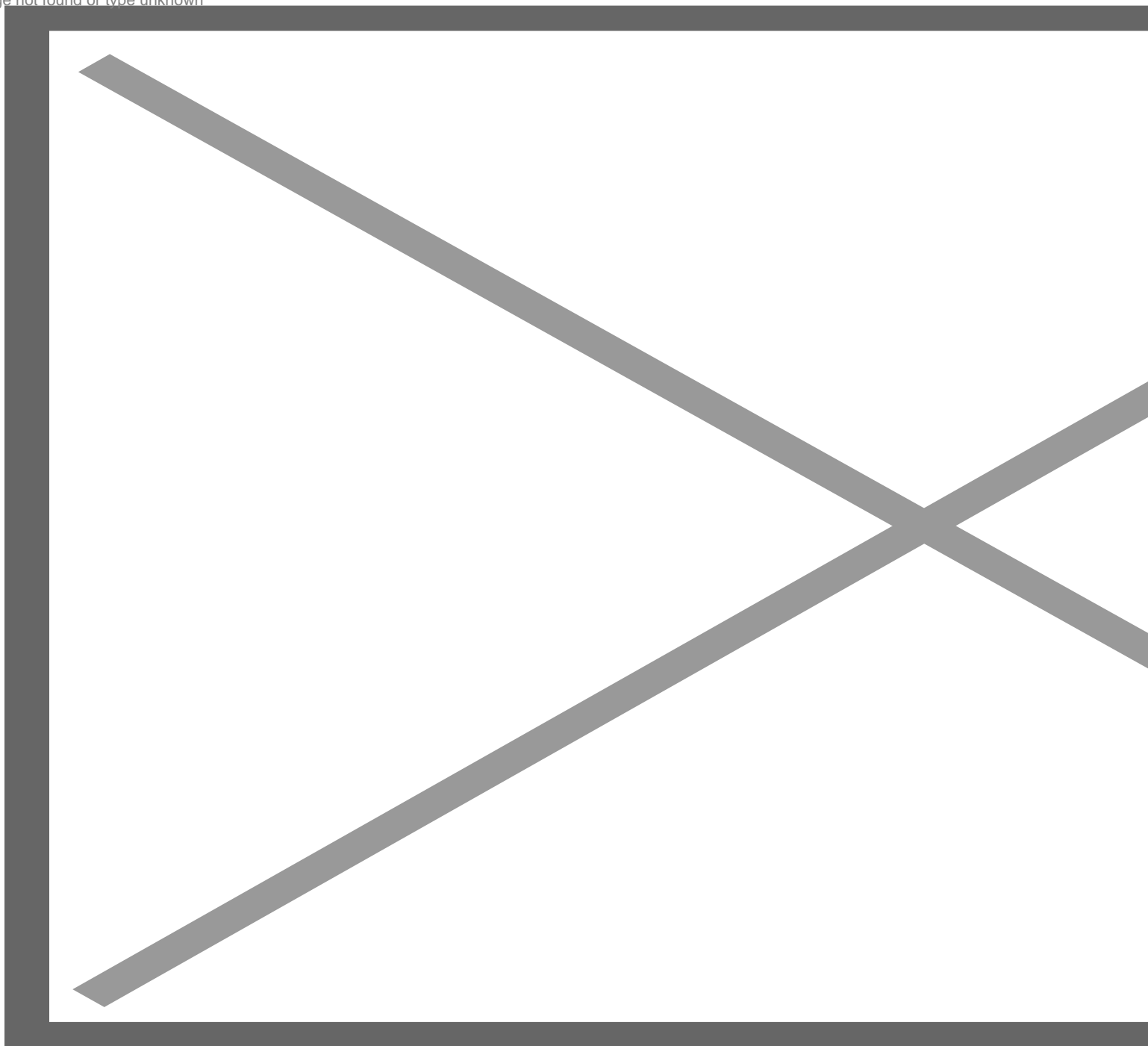
To port are the city-water inlet and courtesy light. On the transom are another blinking LED light for the propellers, two shore power plugs and a freshwater shower. The fuel fill, cleat and rail are to starboard.

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Beneath a hatch to port are the battery switches, circuit breakers and engine-flush connections.

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There is an optional Kenyon 120-volt Electric grill under a hinged Corian cover.

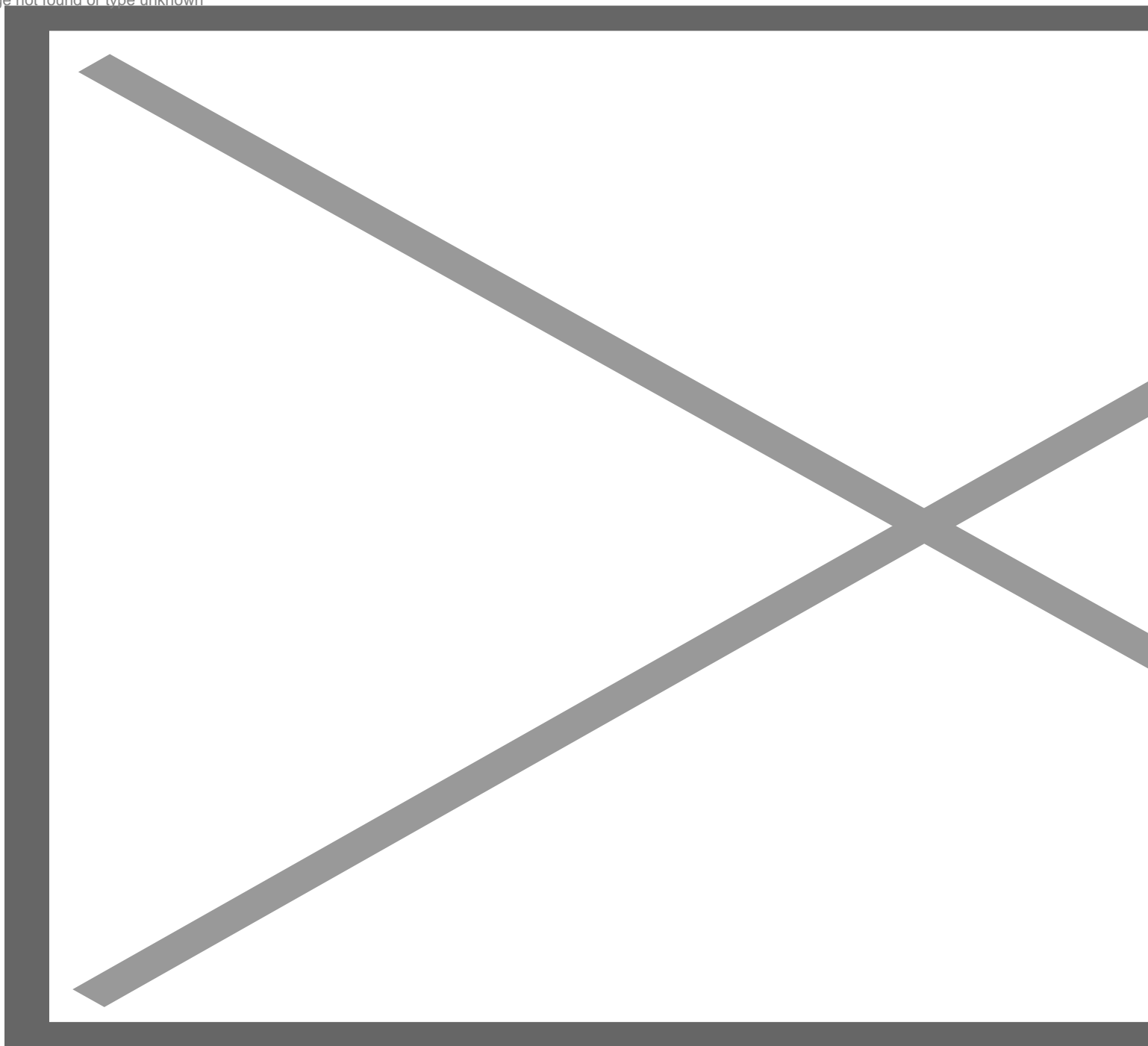
Walking from the aft platform into the cockpit, there is a 6" (15.24 cm) step up. We noticed that is one of the only deck height changes from bow to stern. Walking through a 2'1" (0.63 m) passageway, there is a lift-and-pull glass and aluminum framed gate heading into the cockpit. Just above is the remote control for the

stereo.

Mechanical Space

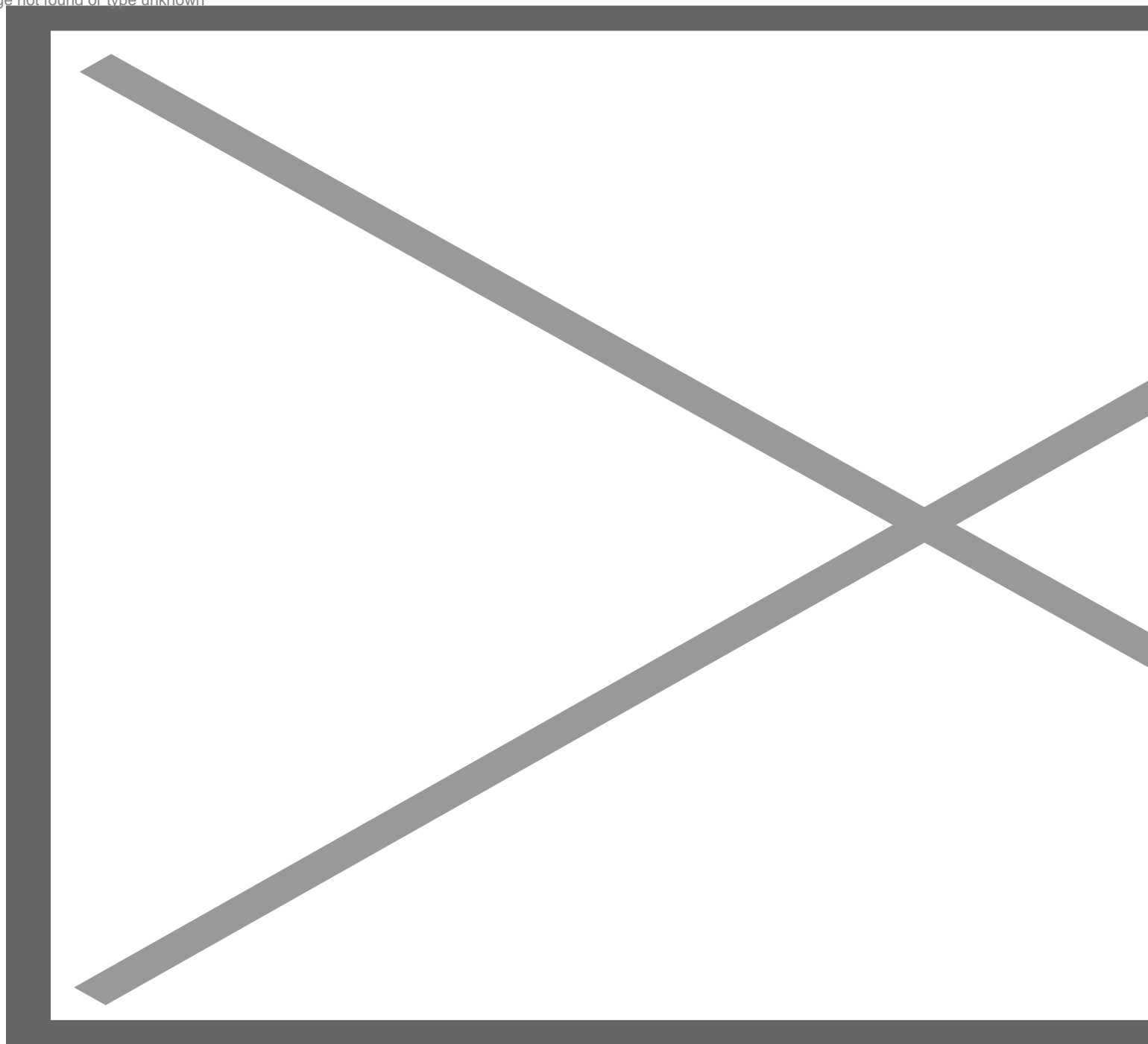
A switch on the helm opens the mechanical room hatch. On the sterndrive version, this would be the engine compartment. In this space are the 7.5-kW gas generator, sea chest for the onboard water systems, Fireboy fire-suppression system and the house and start batteries. The compartment has 3'6" (1.07 m) of headroom and its open format made it easy to move around without feeling cramped. A day hatch provides additional access.

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With the outboard version of this boat, the mechanical locker has plenty of space to maneuver.

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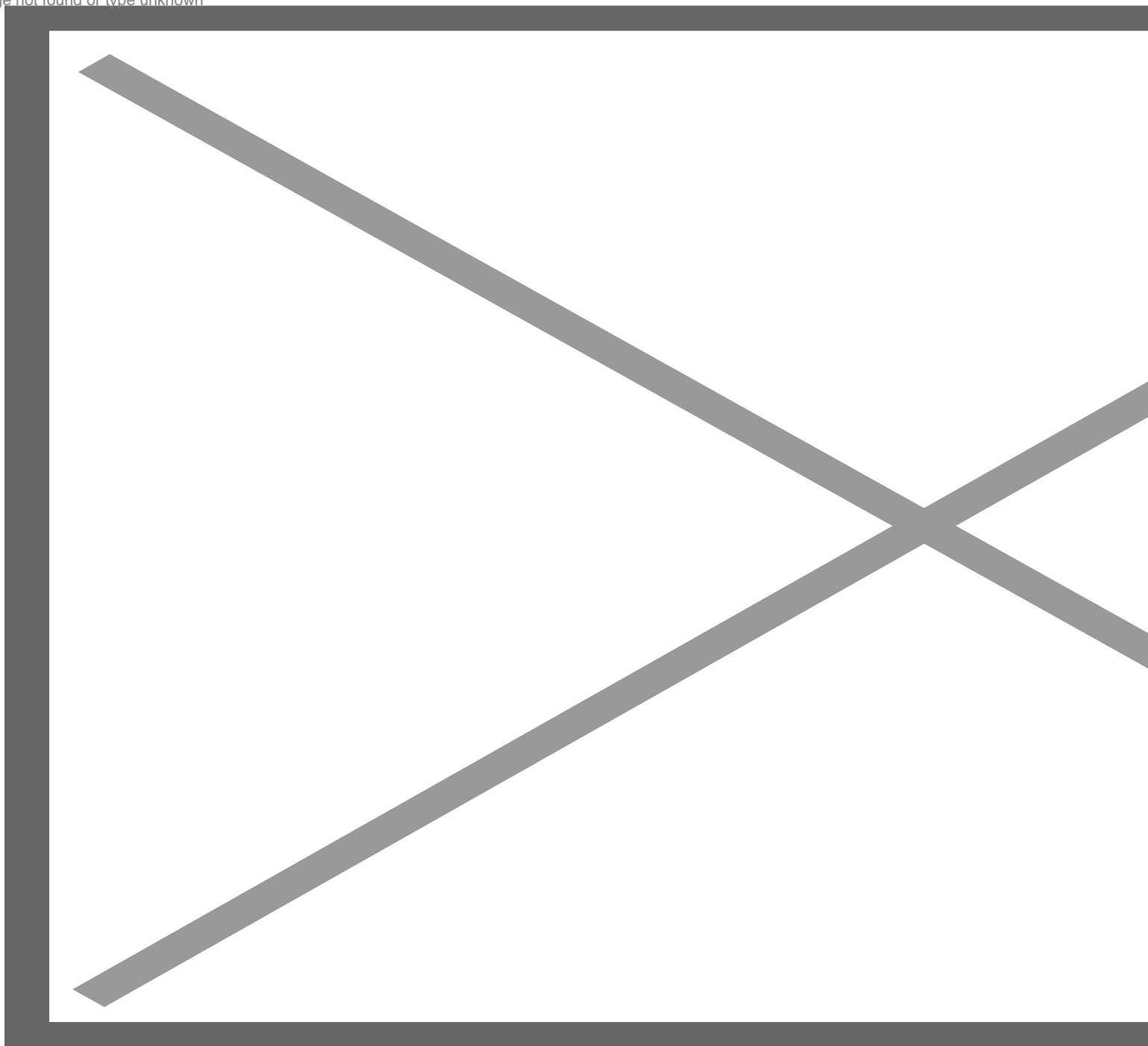


Our test boat came with the optional 7.5-kW low-carbon monoxide gas generator. It is centrally placed for easy access and proper balance.

Cockpit

To starboard, horseshoe-shaped seating has storage underneath all the bottom cushions. In the gunwale openings, we found two stainless steel grab rails, four beverage holders, and USB ports. The double-wide starboard lounge has a backrest that can be set to face forward or aft. A two-part removable table can be lowered and add cushions can be added to create for a sunpad. Kudos to Formula for providing dedicated storage for the cushions.

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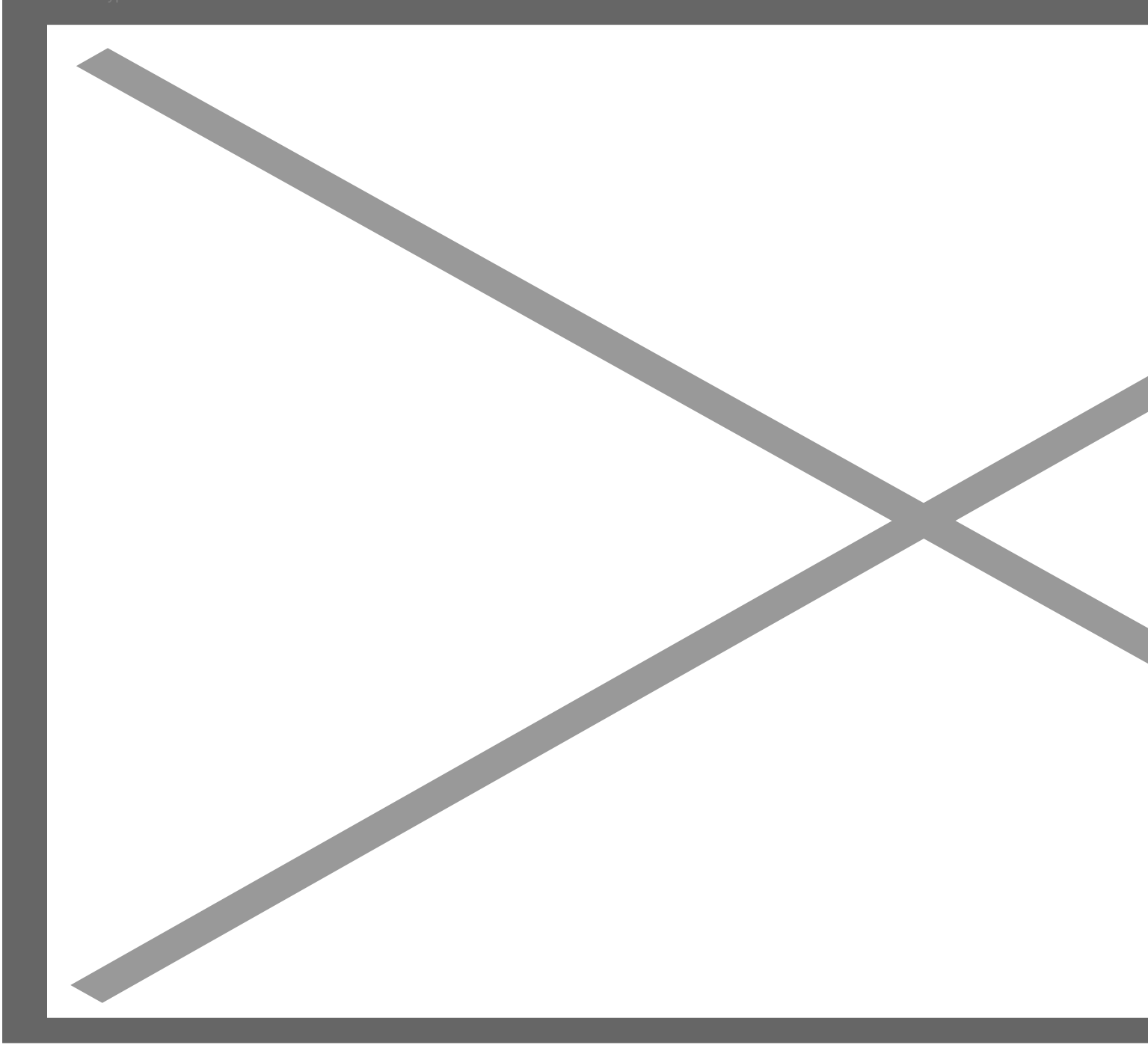
With the Corian table out and up, there is plenty of room for passengers to enjoy a meal or drink.

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There is dedicated storage for the cockpit tables in the base of the starboard lounge.

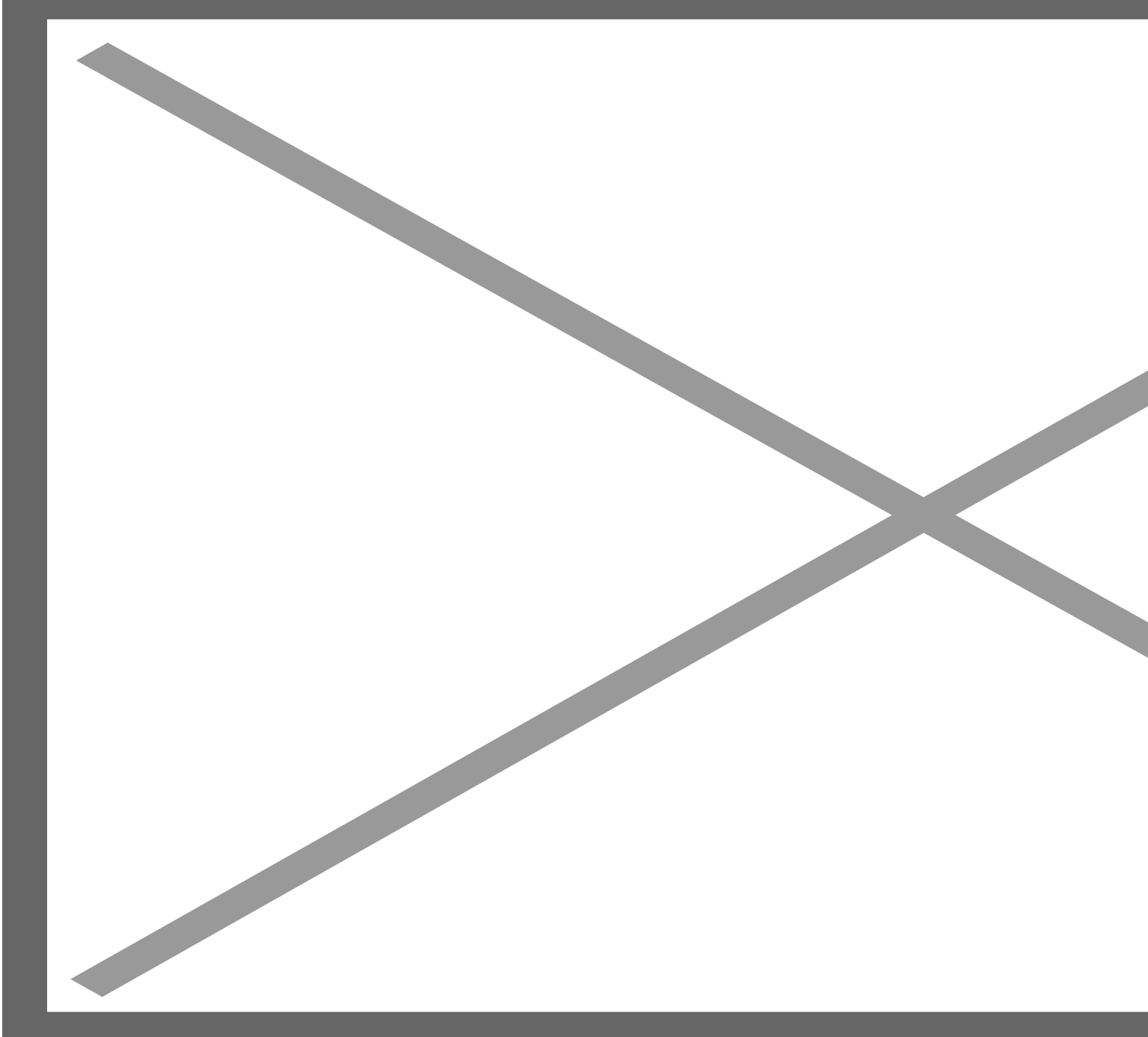
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To port, there is seating for three with USB connections and two beverage holders in each gunwale opening.

Just forward, an entertainment center has a Corian top, four beverage holders, a sink with slide-away cover, and outdoor bottle rack. Underneath are a 3-cubic-foot refrigerator, three storage drawers, a wastebasket, a paper towel holder and a fire extinguisher. For safety, a rail wraps around the entertainment center.

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The entertainment center comes standard with a Corian countertop that has good space for food preparation.

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On the port side, the forward-most compartment has dedicated storage for the optional TV that installs in the entertainment center next to the cup holders.

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Overhead, six JL audio speakers, three courtesy lights down the center and stylish details come standard in the 380 SSC O/B.

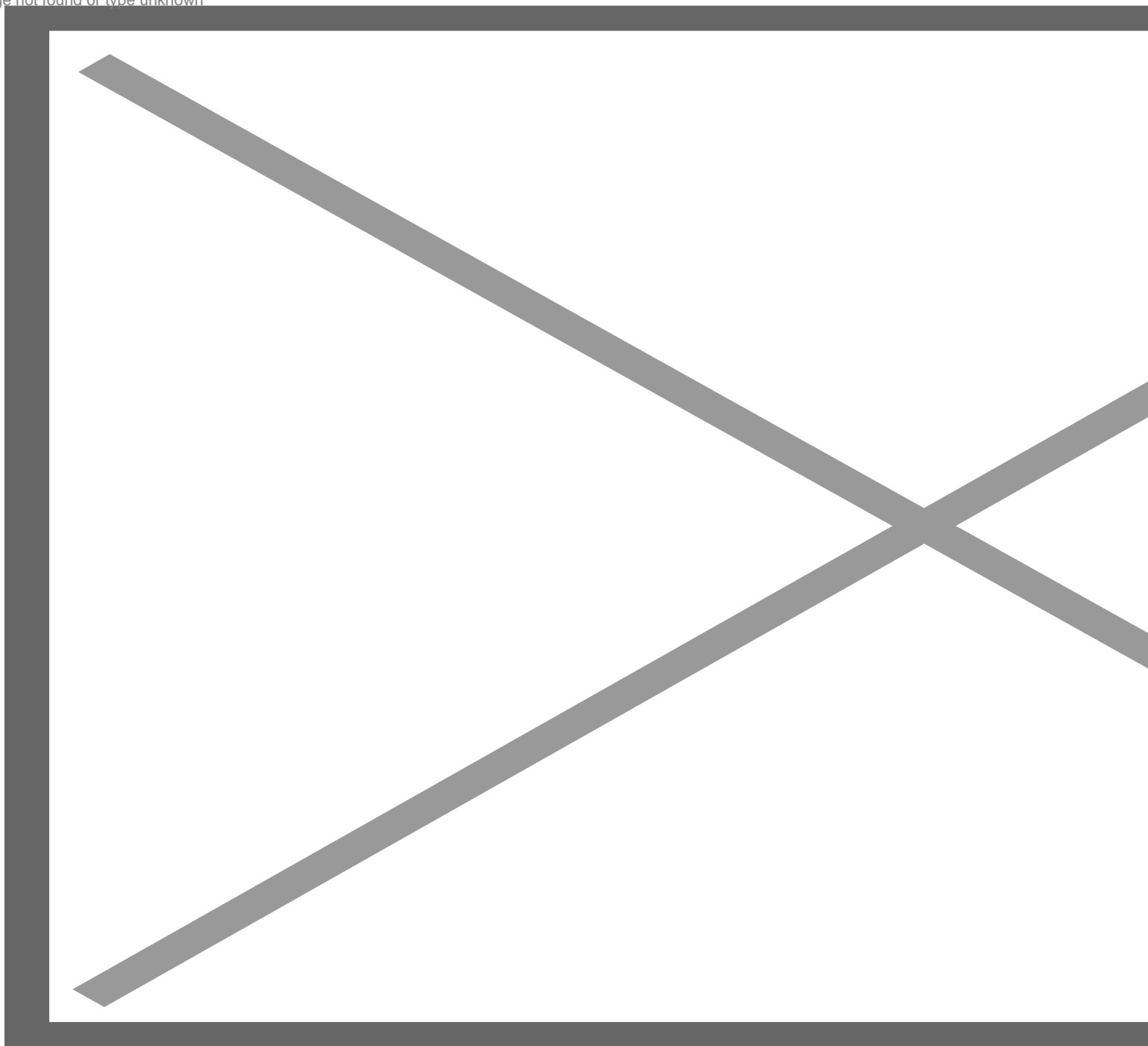
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The motorized sunroof is more than 7' (2.13 m) wide and there are two manually retractable sunshades.

Helm

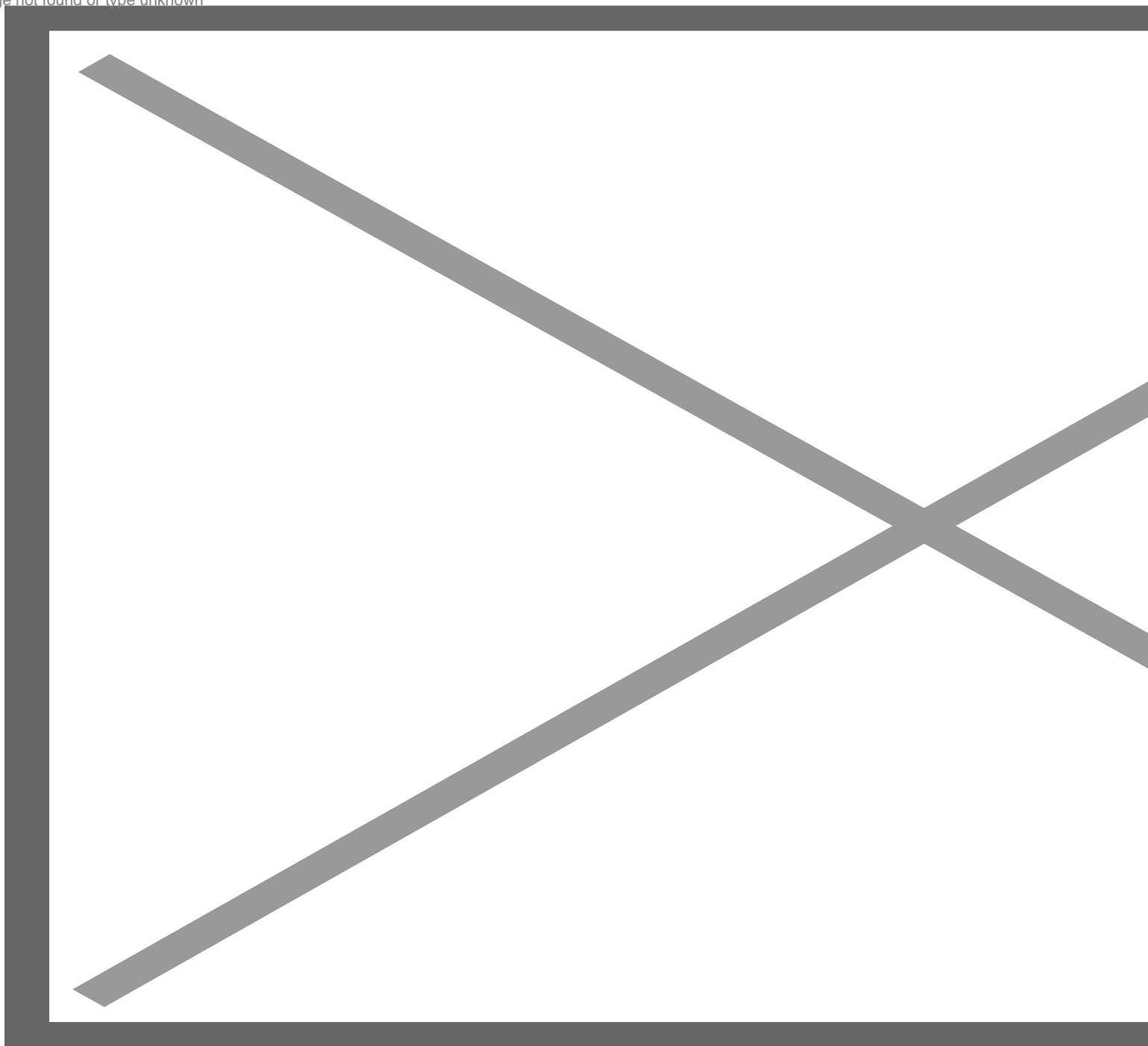
The helm to starboard with the compass in line with the steering wheel. The dash panel is available in charcoal or mocha to knock down glare. Our test boat had dual 18" (45.72 cm) Raymarine multifunction displays that provide control of all onboard systems. Simply touch a zone of the boat to make adjustments. Below on the port side is the 7" (17.78 cm) Mercury VesselView engine-monitoring screen.

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To the starboard side of the tilt steering wheel is a Scanstrut cellphone holder that is also a wireless charger.

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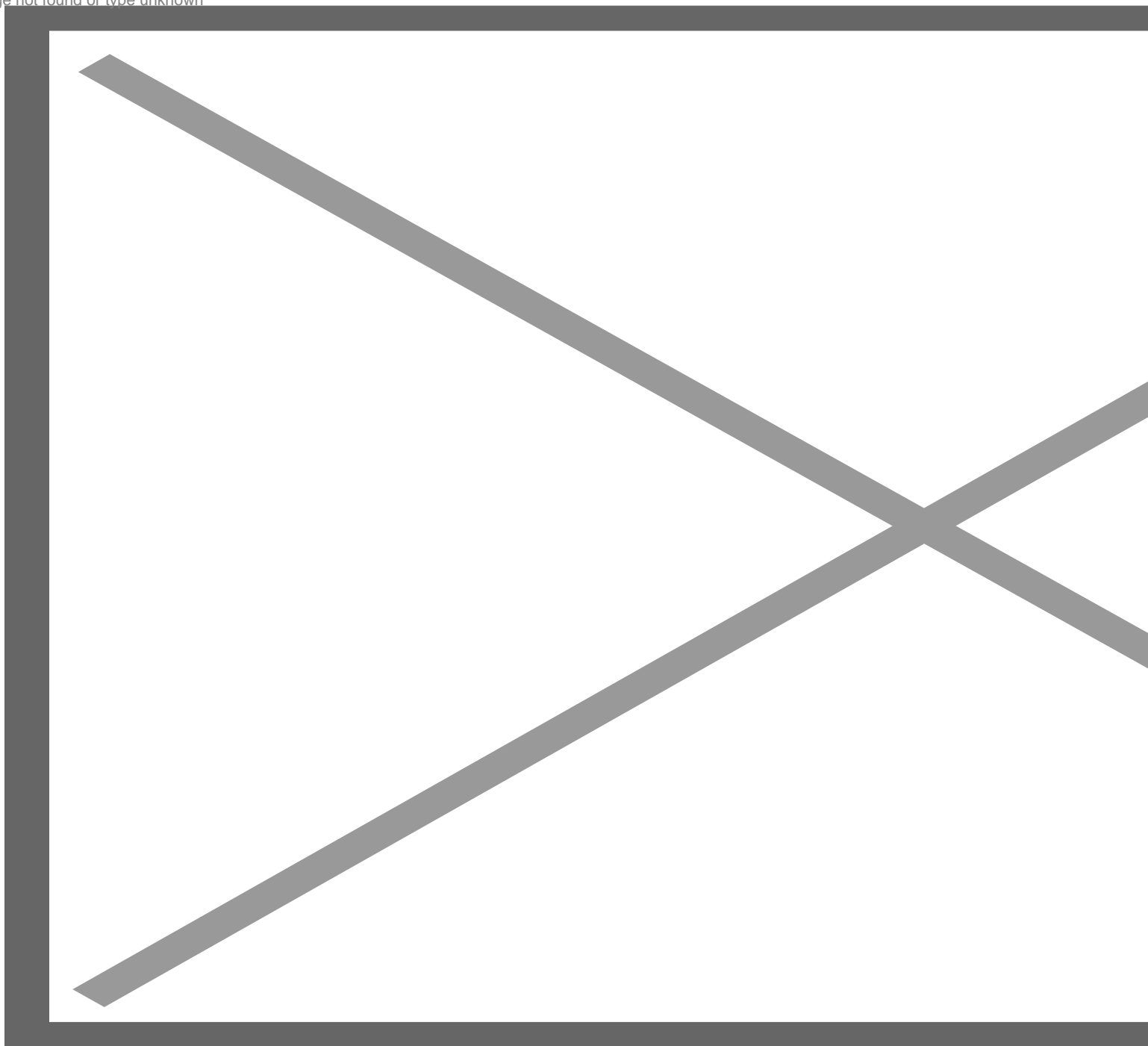
The Mercury joystick, Bennett hydraulic trim tab buttons with LED indicator the remote control for the MFDs, and the Mercury Digital Throttle and Shift control binnacle are all in line to starboard.

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An optional 35-quart (33.12-L) Yeti cooler pulls out from the base of the helm seat.

There are angled footrests forward on the console, and the captain and two companions travel on seats that have individual foldup bolsters. With the bolsters up, there is space for even portly captains to stand. The windshield header meets American Boat and Yacht Council standards of height - it is above eye level for almost everyone when standing.

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This padded tray above the stereo has space for a tablet, smartphone and inductive charging for both, plus USB and auxiliary plugs to the side.

Bow

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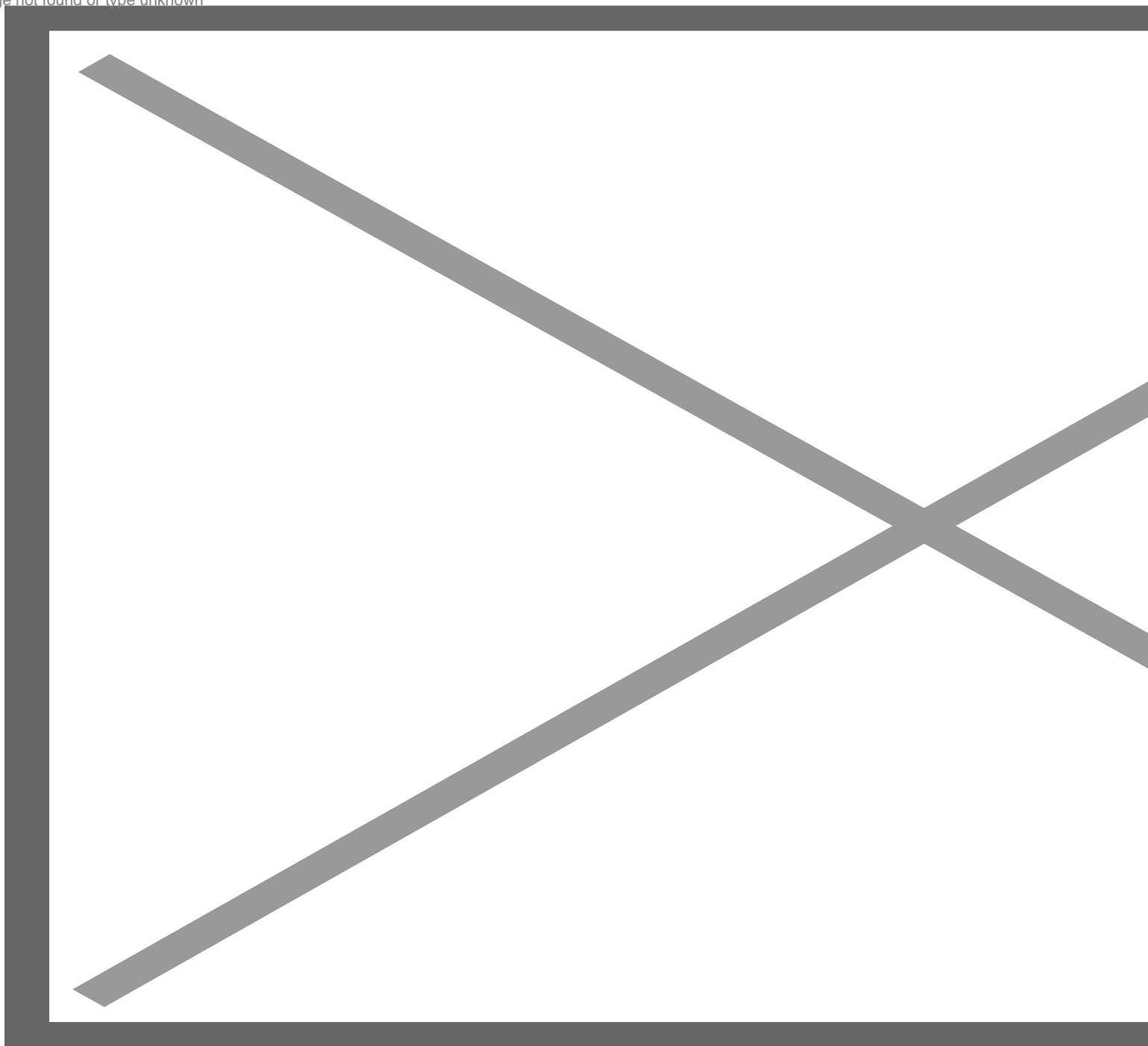


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The bow passage to port closes with an acrylic airdam and tempered glass windshield that easily slide out of the way.

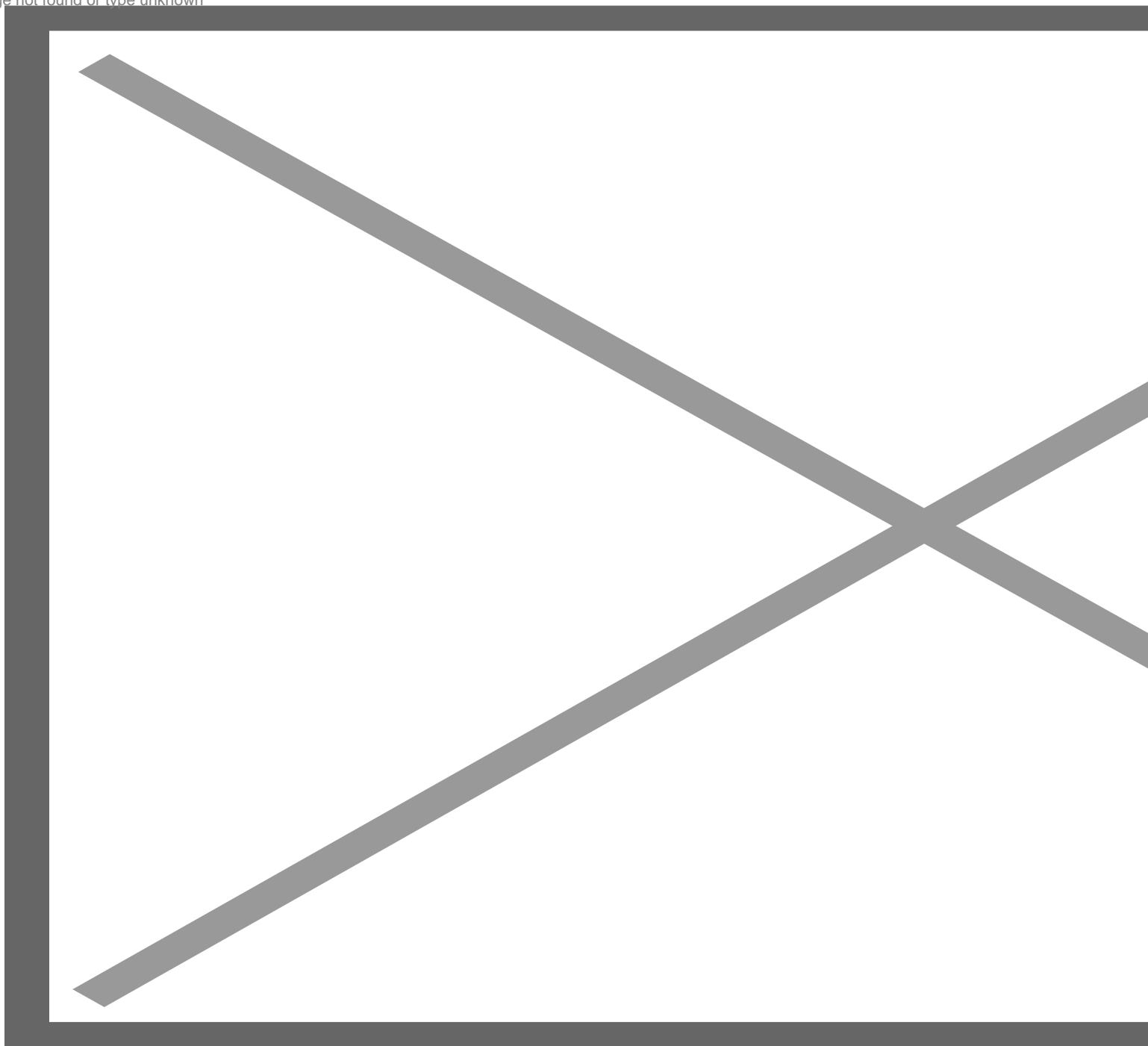
The bow has U-shaped seating that can accommodate three comfortably. Mirroring those in the cockpit, gunwale openings have cupholders, rails, and more USB charging outlets. There is storage underneath all hinged bottom cushions including a dedicated table rack to starboard. The table legs plug into two sockets in the deck and the tables can be positioned for dining or lowered to create a lounge with filler cushions. There is also an optional bow awning with a stainless-steel frame. Plugs in the bowrails are removable and replaced with the shade stanchions.

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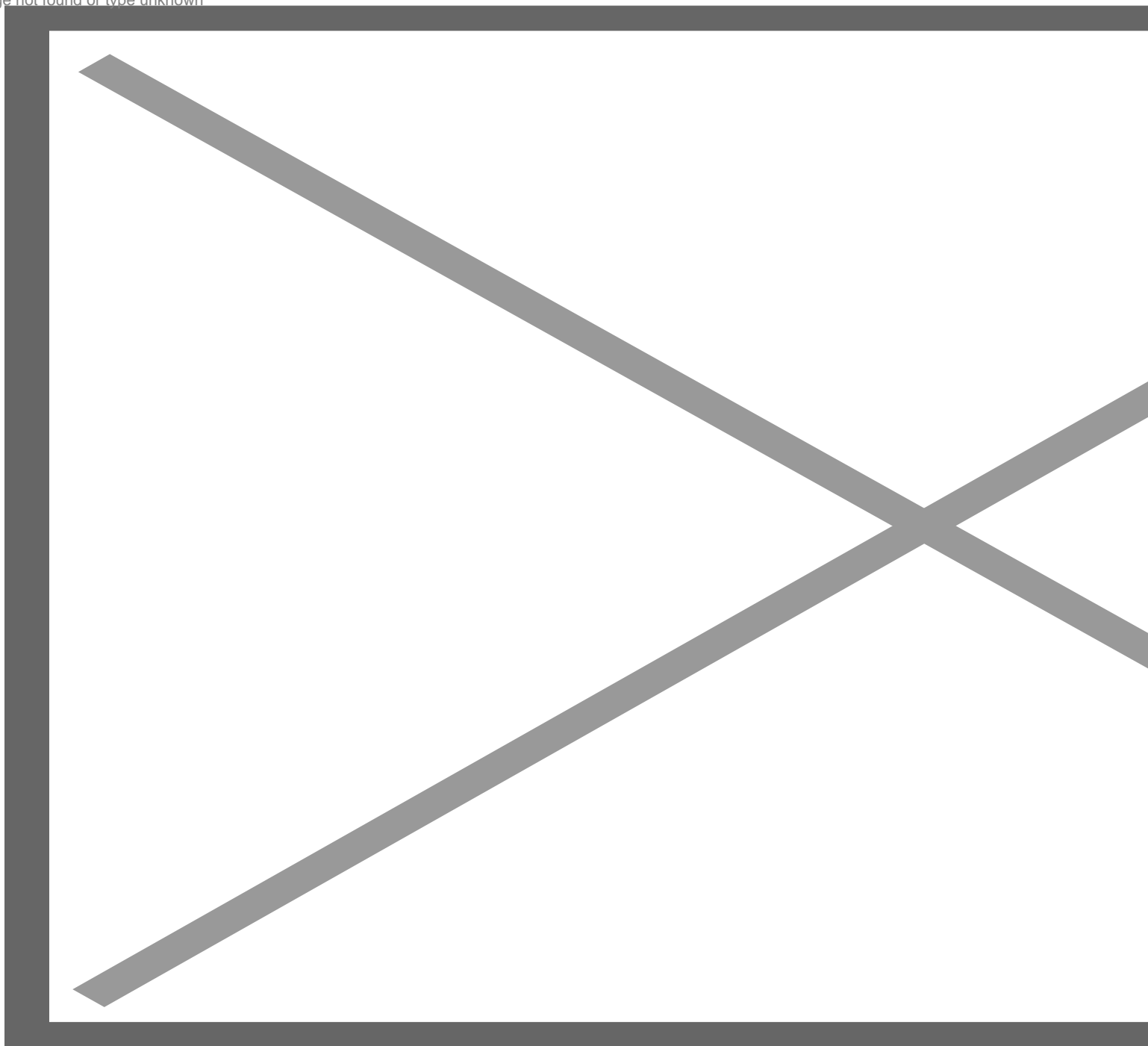
Just as the rest of the boat, in each gunwale there are beverage holders, JBL speakers and USB connectivity.

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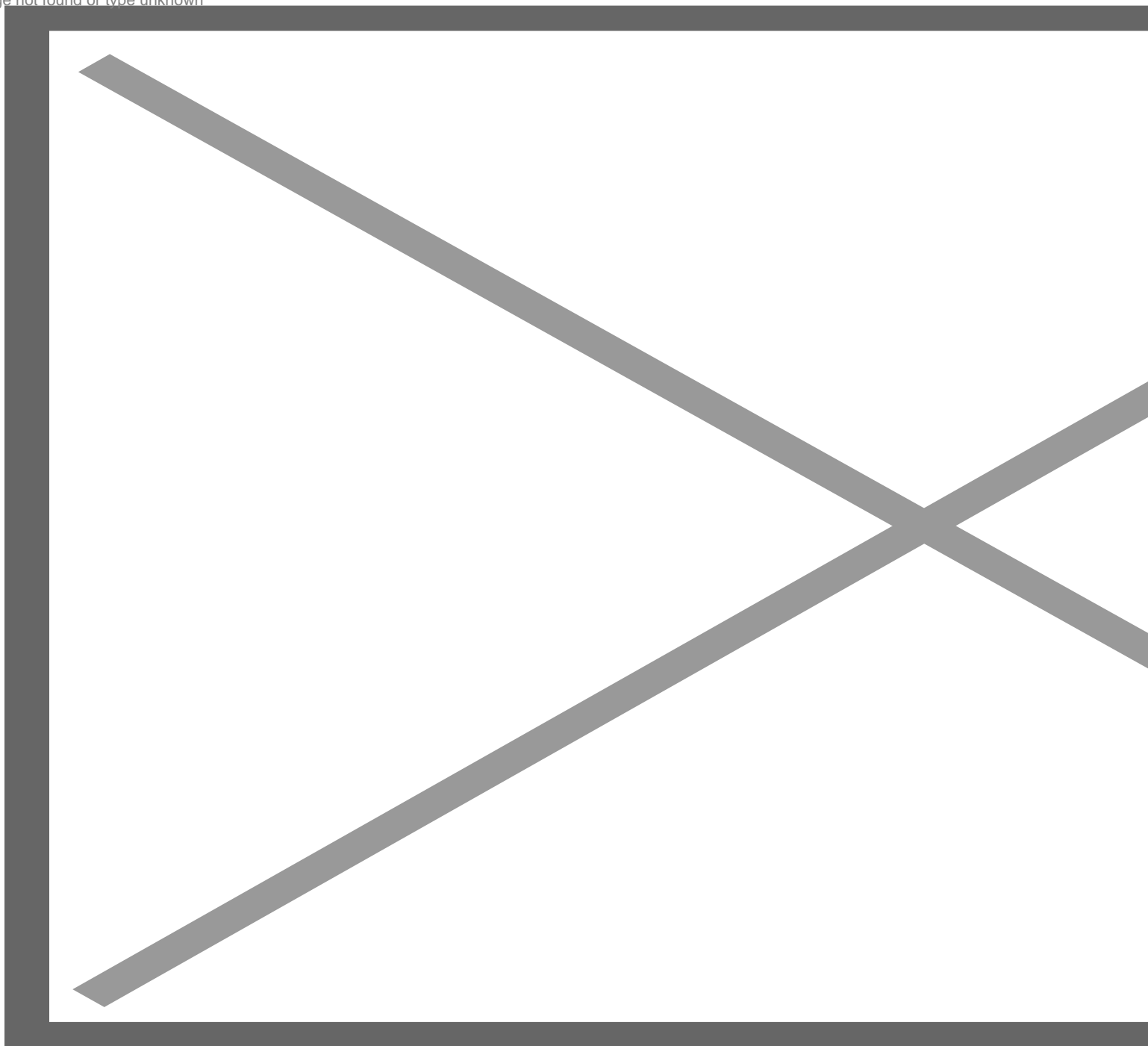
There are dedicated sockets for the bow-shade plugs under the port bottom cushion. Just like the rest of the boat, all hatches are finished on the inside.

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The table stows under the starboard bottom cushion, and notice that the hinges hold it up so two hands can be used to retrieve the table sections.

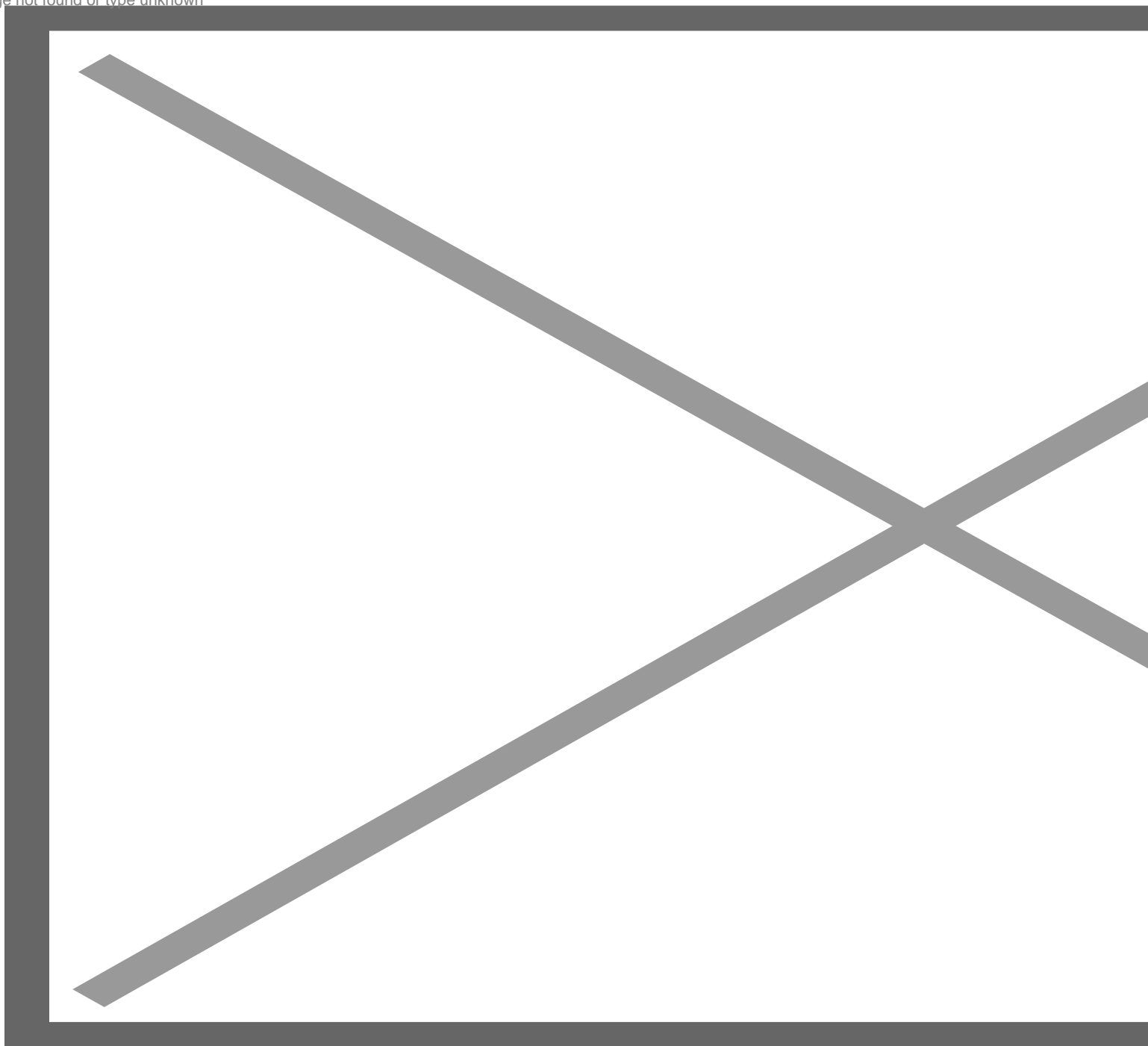
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A standard Lewmar windlass with a chain break, a polished stainless-steel through-stem anchor and a quick connect for freshwater hose are beneath the hatch in the foredeck.

Cabin

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A companionway hatch to the port side of the helm leads to the cabin below.

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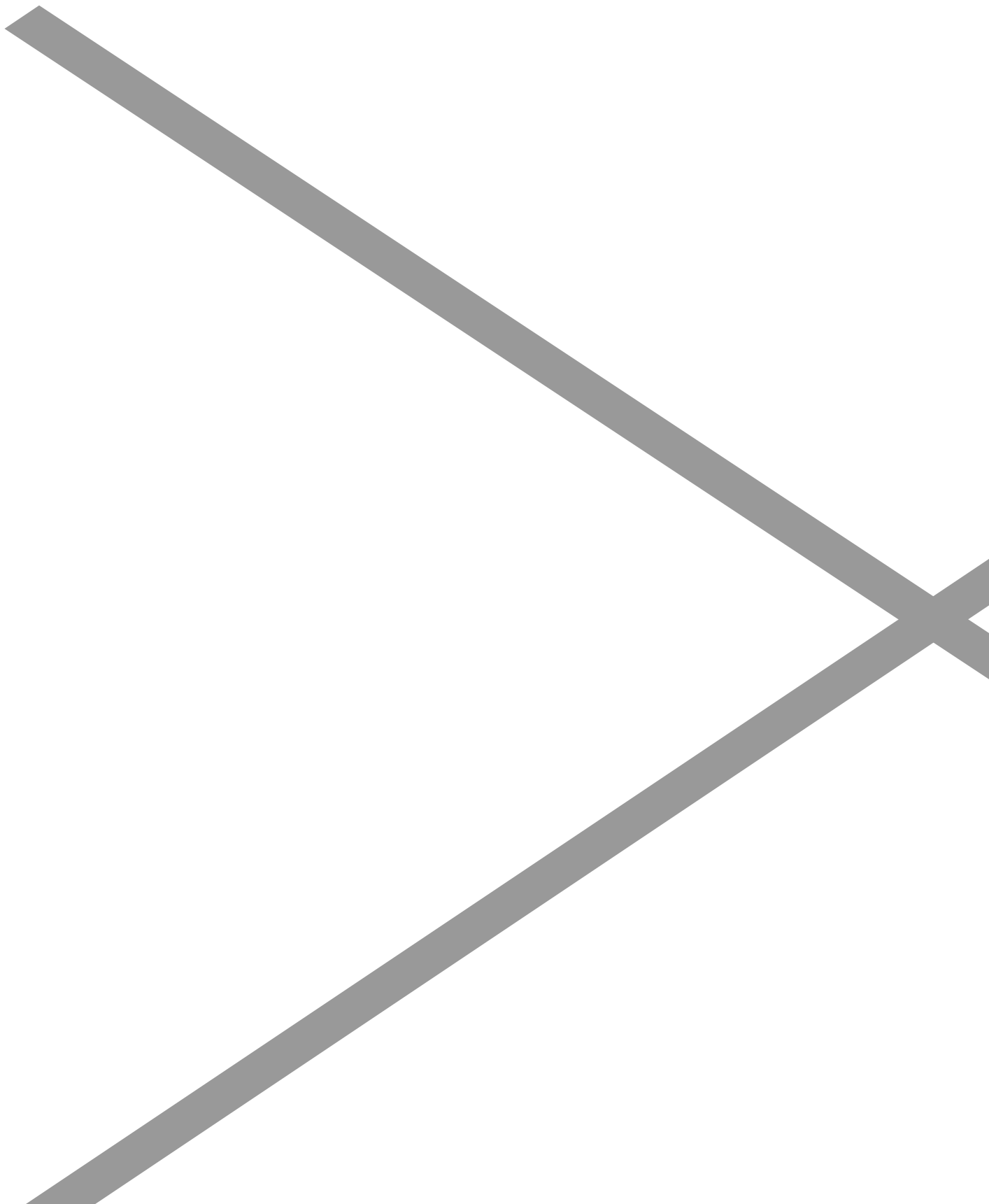


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A conveniently located grab rail to port makes it easy to descend the cabin stairs.

In the bow, the Ultraleather dinette lounge wraps around a table that can be lowered to create a berth and a hinged section of the padded bulkhead extends forward to add leg space for sleeping. The bow window lets in light and can be covered by a filler cushion for privacy.

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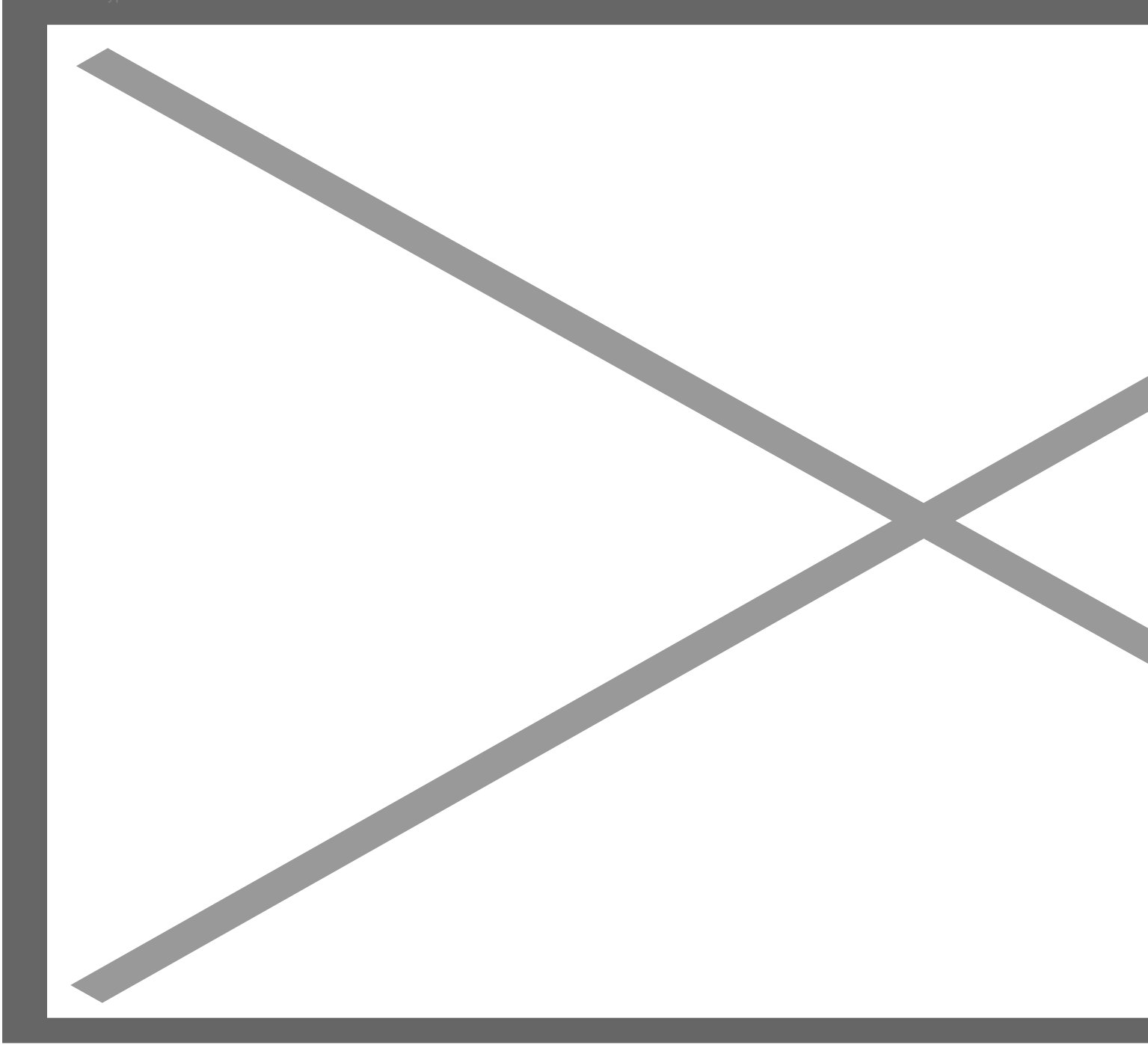


In the 380 Super Sport Crossover's bow, the dinette is finished in Ultraleather upholstery. The dual-height table is available in Open-Grain Walnut, Open-Grain Driftwood, Open-Grain Ravenwood, Open-Grain Sunbleached Gray or high-glass Wenge wood.



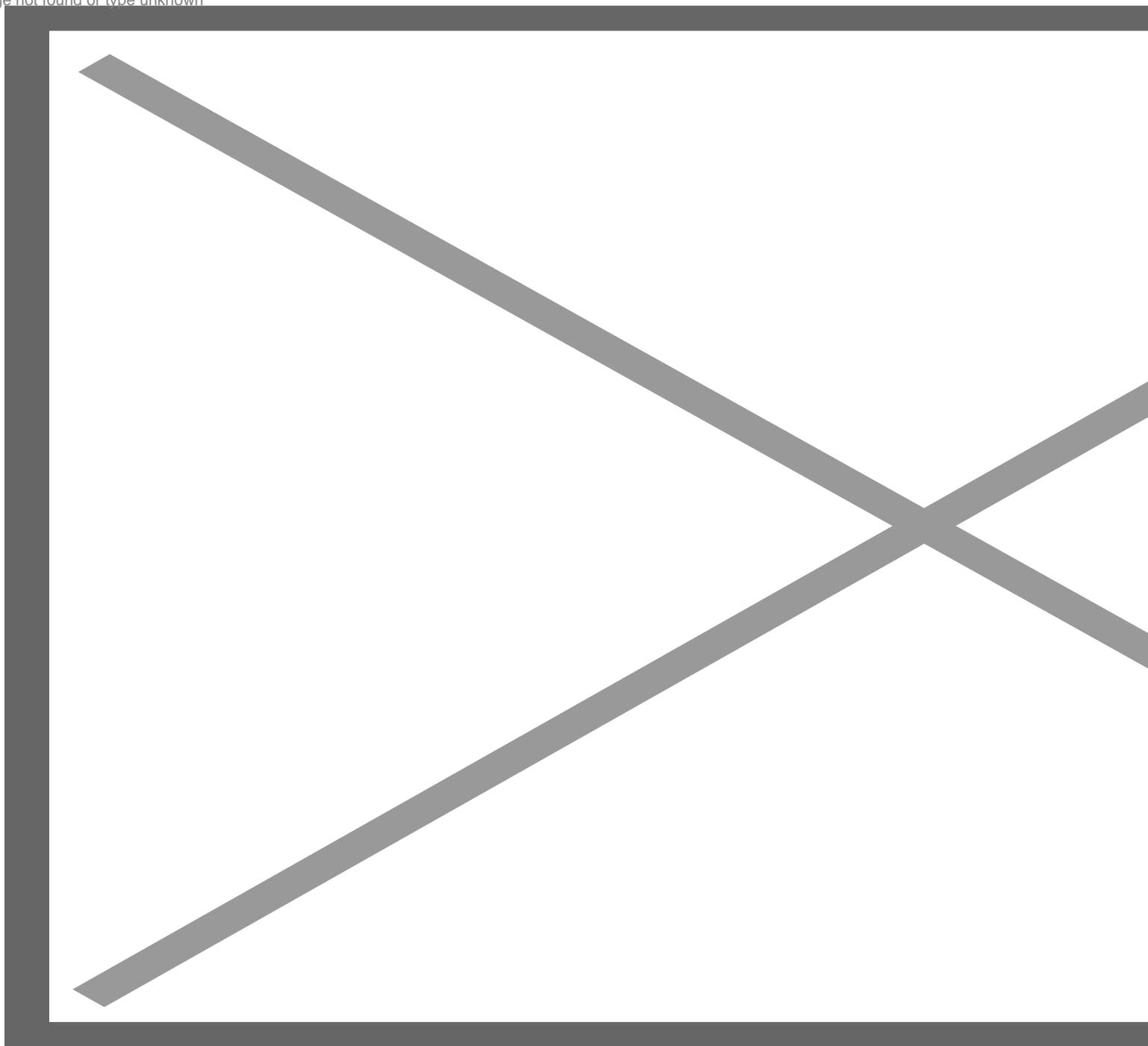
With the table lowered and cushion inserted, this forward area becomes a berth.

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Outboard of the steps, the main electrical distribution panel is easily accessed.

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Forward, there's a drawer-type refrigerator as well as a pull-out pantry.

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To starboard, the cabin galley has a Corian countertop, a molded sink with a Moen faucet and a slide-away cover, a microwave oven and optional TV.

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The aft stateroom comes with a privacy curtain, a queen-sized memory foam mattress and courtesy lights overhead. The optional TV is at the foot of the bed.

Head

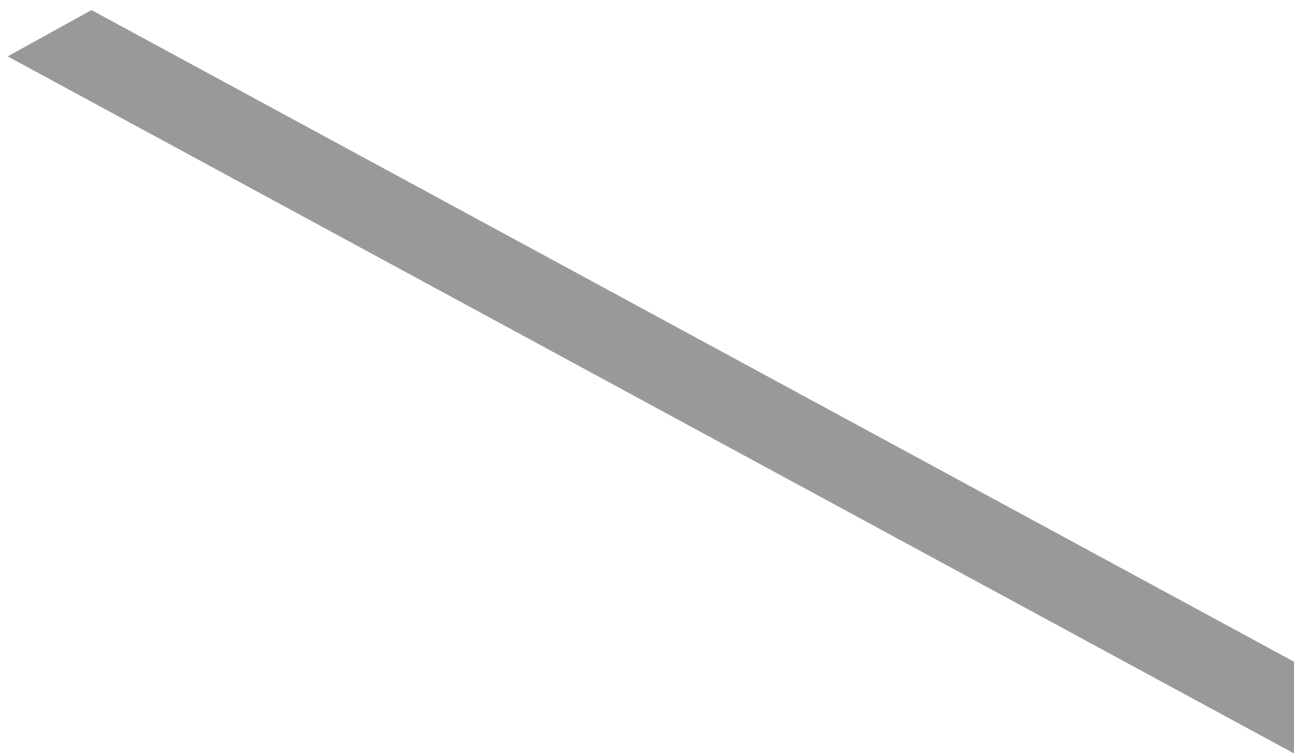
The a stand-up wet head is aft and includes a shower, a Moen faucet and a porcelain VacuFlush toilet with a 37-gallon (140.06-L) holding tank.

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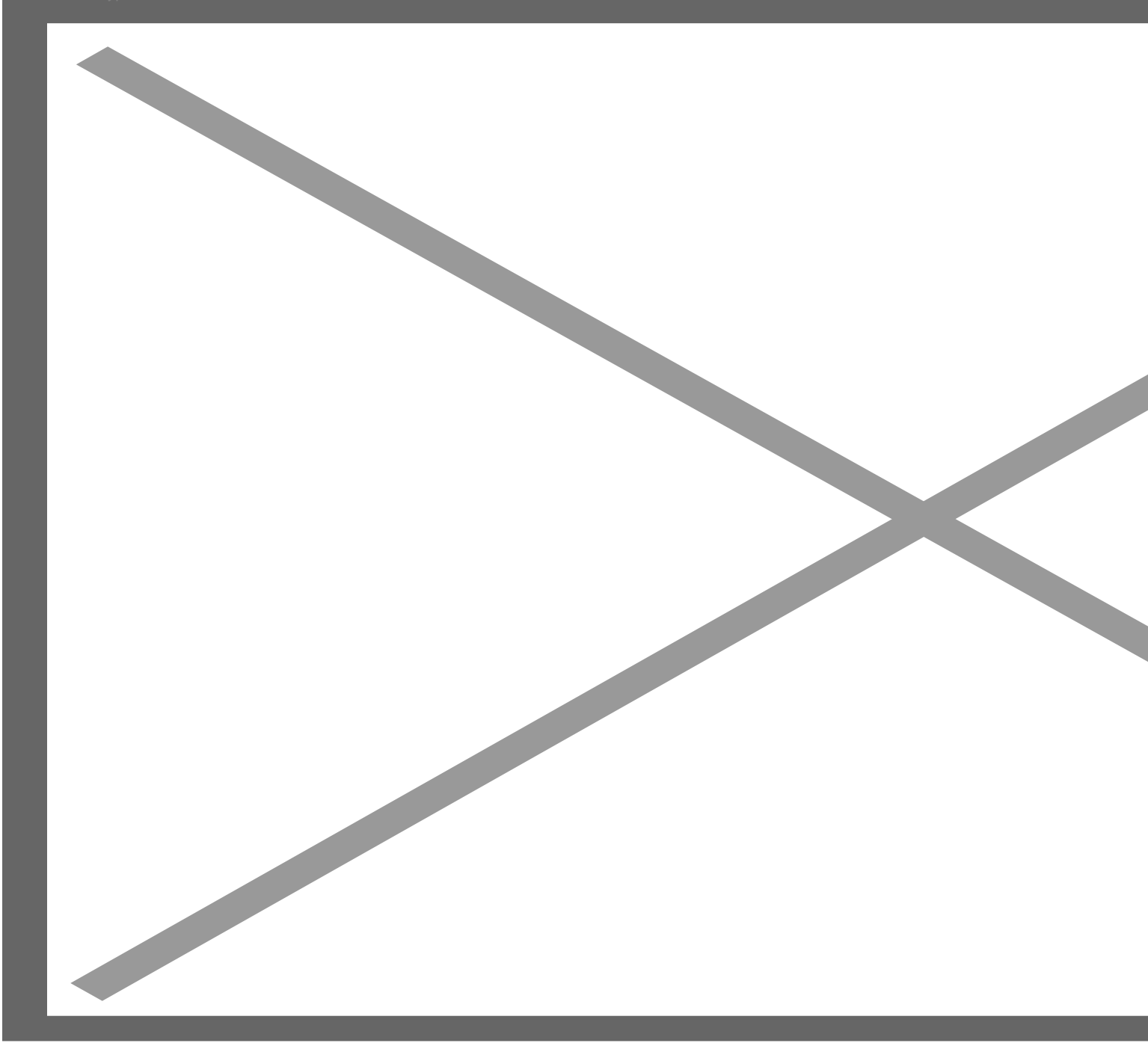
The head is all molded fiberglass, which makes it easier to clean up after a shower.

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There are storage compartments above the head sink with pull tab locks.

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Under the sink is a storage compartment with a dedicated spot for the wastebasket and toilet paper roll holder.

Performance

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Triple Mercury 450R engines can be painted to match the 380 SSC's hullsides.

The Numbers. Our test boat measured 38' (11.58 m) long with an 11'6" (3.5 m) beam. With four people, test equipment, 165 gallons (624.59 L) of fuel and 21 gallons (79.49 L) of water, we had a test weight of 22,448 lbs. (10,182.24 kg). The boat rides on designer John Adams' twin-step bottom and was powered by Triple 450-hp Mercury Racing 450R outboards.

Top Speed. Running in 2 mph (2.21 kph) winds and high humidity, we wound up the engines to 5900 rpm and hit a top speed of 64 mph (102.99 kph). Best cruise was at 4500 rpm where the boat ran 43.50 mph (70.01 kph) and burned 55 gph (208.19 lph). That gave us 0.7 mpg (0.29 kpl) and a range of 186 statute miles (299.33 km) with 10% of the boat's 300-gallon (1,135.62-L) fuel capacity in reserve.

At 600 rpm, the boat ran 4.0 mph (6.43 kph) and burned 3.4 gph (12.87 lph), which resulted in 1.6 mpg (0.68 kpl). At 1000 rpm, she ran 6.0 mph (9.65 kph) and burned 5.2 gph (19.68 lph), producing a mpg rating of 1.2 (0.51 kpl).

In acceleration tests, the boat planed in 3.7 seconds, ran through 20 mph (32.18 kph) in 9.2 seconds and through 30 mph (48.28 kph) in 15.8 seconds.

Observations

This boat is part of Formula's Super Sport Crossover line that the company says meets its customers' needs as far as price to size ratio. She's a family day boat that can also be used for overnighting and has the attention to details we are accustomed to seeing from Formula, including hatches finished on the underside and a fully gelcoated mechanical room. Formula Flex lets owners customize the 380 SSC and the performance with the triple outboards lives up to the company's stellar legacy.