



38' (11.58m) 2003 Regal Commodore 3880
Long Beach New Jersey United States



OVERVIEW

\$129,727

Manufacturer:	Regal		
Engines:	2 Volvo	Hull Material:	Fiberglass
Engine Model:	GX II	Cruise Speed:	
Engine HP:	420	Max Speed:	
Beam:	13' 0"	Cabins/Heads:	1 /
Max Draft:	3' 3"	Fuel Type:	Gas/Petrol
Water:	80 G (302.83 L)	Fuel:	252 G (953.92 L)



Data Sheet

Category: Motor Yachts
Condition: Used
Model Year: 2003
Beam: 13' (3.96m)
Max Draft: 3' 3" (0.99m)
LOA: 38' (11.58m)
Cabins: 1
Sleeps: 4

Fuel Type: Gas/Petrol
Deadrise: 18°
Hull Material: Fiberglass
Hull Shape: Modified Vee
Air Conditioning: Yes

Dry Weight: 18360 lbs
Fuel Tank: 252 gal (953.92 liters)
Fresh Water: 80 gal (302.83 liters)
Holding Tank: 40 gal (151.42 liters)
Builder: Regal
HIN/IMO: RGMLB079B203

Engines/Generators

Engine 1

Volvo
GX II
Inboard
420HP
313.19KW
Fuel: Gas/Petrol
Hours: 862
Hours Date: 09-19-2023
Year: 2003
Serial #: 46065519
Location: Port

Engine 2

Volvo
GX II
Inboard
420HP
313.19KW
Fuel: Gas/Petrol
Hours: 865
Hours Date: 09-19-2023
Year: 2003
Serial #: 4670652
Location: Starboard

Generator 1

Kohler
7.3E
3600.00RPM
Hours: 345
Hours Date: 09/19/2023

Summary/Description

The Regal Commodore 3880 has an innovative sedan bridge design that uses the full breadth of its 13-foot beam below decks. This provides six feet, five inches of headroom throughout the entire salon and creates the appearance of a yacht of substantially larger in size.

The Regal Commodore 3880 has an innovative sedan bridge design that uses the full breadth of its 13-foot beam below decks. This provides six feet, five inches of headroom throughout the entire salon and creates not just the appearance of but the actual interior space of a yacht of substantially larger size. This one has been well taken care of is turn key ready for her next owner. If you are looking for a nice family cruiser, you owe it to yourself to check this one out.

Probably the biggest innovation incorporated into the Regal 3880 is that she's built around Regal's cutting edge Oceanrac hull design. Oceanrac hulls are designed as prisms to reduce the friction between the water and the hull. The angle of deadrise is constant from the stern to the point where the bow section of attack is increased slightly for a cleaner entry. The result is a hull that achieves excellent top speeds, greater fuel economy and slides effortlessly onto the plane without the stern digging in and the bow rising to obscure the view of the skipper.

The props of the 3880 are also recessed into the hull in mini tunnels. This reduces the hull's draft and shaft angle. This also helps the hull to rocket onto the plane, achieve a higher top-end speed and deliver better fuel economy. The hull's reduced drag and water friction also means you won't need as much power to propel her.

Recent Updates:

New Manifolds and Risers - April 2023

New raw water pump on port engine - April 2023

New eisenglass front three panels - 2023

New Sunpads on Bow deck - 2022

New Windshield Sunshade - 2022

New Dinette Cushions - 2021

New Nautickflor Flooring throughout Salon and Galley - 2021









































