

# Boston Whaler 360 Outrage (2022-)

## Brief Summary

The latest generation of the 360 Outrage takes the line in a new direction with several design styling cues that will define the lineup moving forward.

## 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	3.8	3.3	2.9	1.3	1.2	495	430	65
1000	5.2	4.5	3.8	1.4	1.2	506	439.8	61.6
1500	7.4	6.4	5.6	1.3	1.1	492	428	65.3
2000	9.1	7.9	9.3	1	0.8	363	315.7	68.1
2500	10.9	9.5	15.8	0.7	0.6	258	224.6	69.7
3000	16.9	14.7	20.9	0.8	0.7	301	261.5	73.8
3500	28.6	24.9	30.4	0.9	0.8	352	305.7	81.5
4000	36.1	31.3	34.1	1.1	0.9	395	343.7	82.7
4500	41.5	36	42	1	0.9	369	320.7	82.5
5000	47.5	41.3	53.3	0.9	0.8	333	289.2	83.5

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	52.1	45.3	71.5	0.7	0.6	272	236.3	85
6000	57	49.6	87.3	0.7	0.6	244	212.1	84.4
6400	61.3	53.3	98.5	0.6	0.5	232	202.1	88

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

Boston Whaler 360 Outrage

# Specifications

Length Overall	36' 5"   11.12 m
BEAM	11' 3"   3.43 m
Dry Weight	
Tested Weight	
Draft	32"   81.28 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	15'   4.57 m

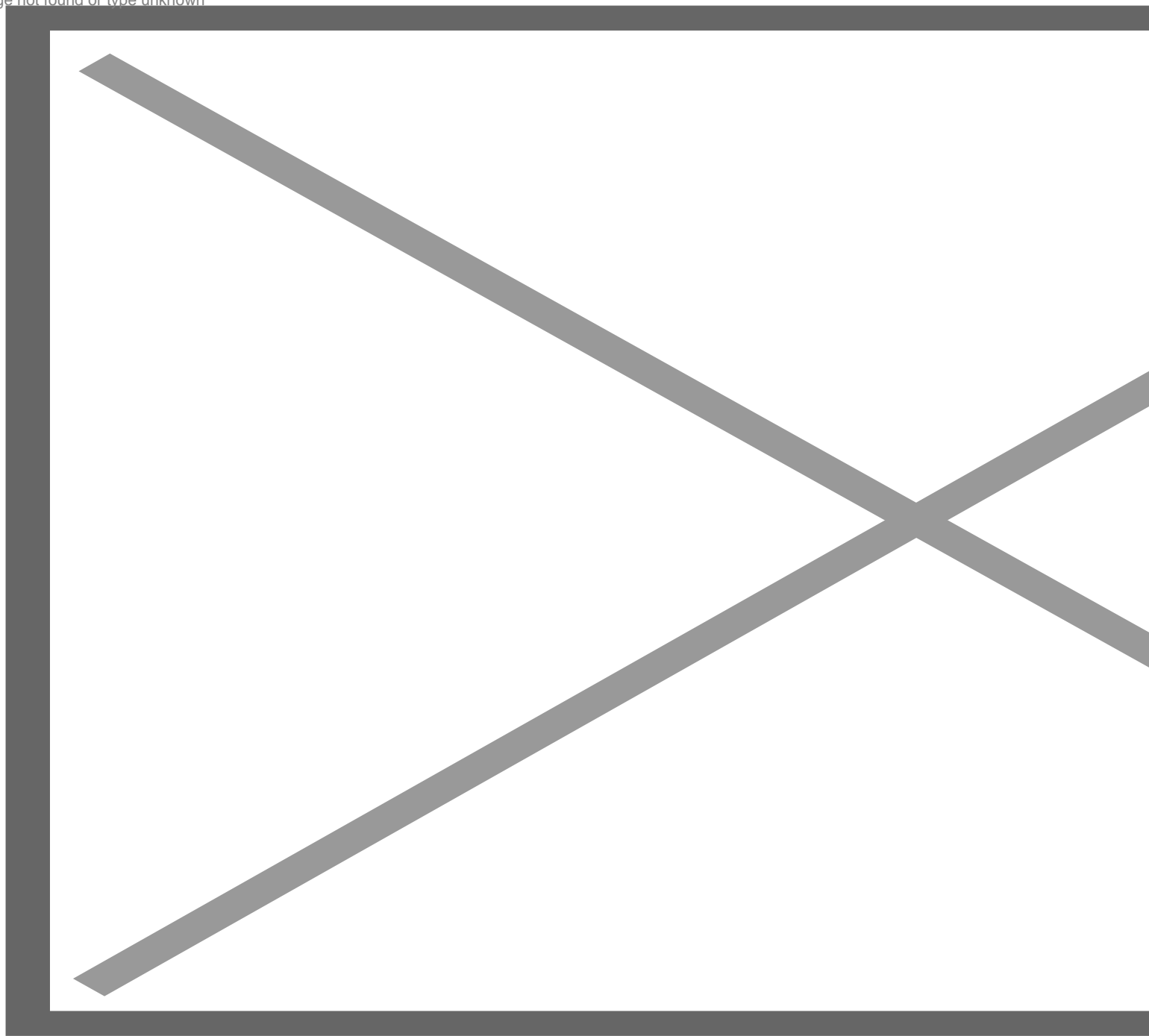
Weight Capacity	5,810 lbs.   2,635.37 kg
Person Capacity	14
Fuel Capacity	415 gallons   1570.94 L
Water Capacity	45 gallons   170.34 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	

Master SR Volume	
Eng. Room Volume	

# Acceleration Times & Conditions

Time to Plane	4.1 seconds
0 to 20	
Ratio	
Props	27.5
Load	3 persons; 115 gal. fuel; 50 lbs. gear
Climate	62 deg.; 100 humid.; winds: 15-20; seas <1

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**The all-new Boston Whaler 360 Outrage is redefining what an Outrage should be.**

## **Captain's Report by Capt. Steve**

The latest generation of the 360 Outrage takes the line in a new direction with several design styling cues that will define the lineup moving forward. She's loaded with forward-thinking enhancements that not only

come from customer feedback but the simple fact that the design team uses the boats they design. They fish on them, they cruise on them, they sleep on them and they know where they have their shortcomings, for lack of a better term, and can then address them at the drafting table. The result can be seen in this finished product and it shows throughout.

## Mission

First and foremost, this is a Boston Whaler, so the 360 Outrage is a fishing boat. But to say it stops there would be a disservice. She's so much more. The builder set out to not only maximize space but functionality. To that end, she can entertain, cruise, weekend, cove and do just about anything in between. With a long list of options, she can be dialed into whatever task an owner has in mind for her.

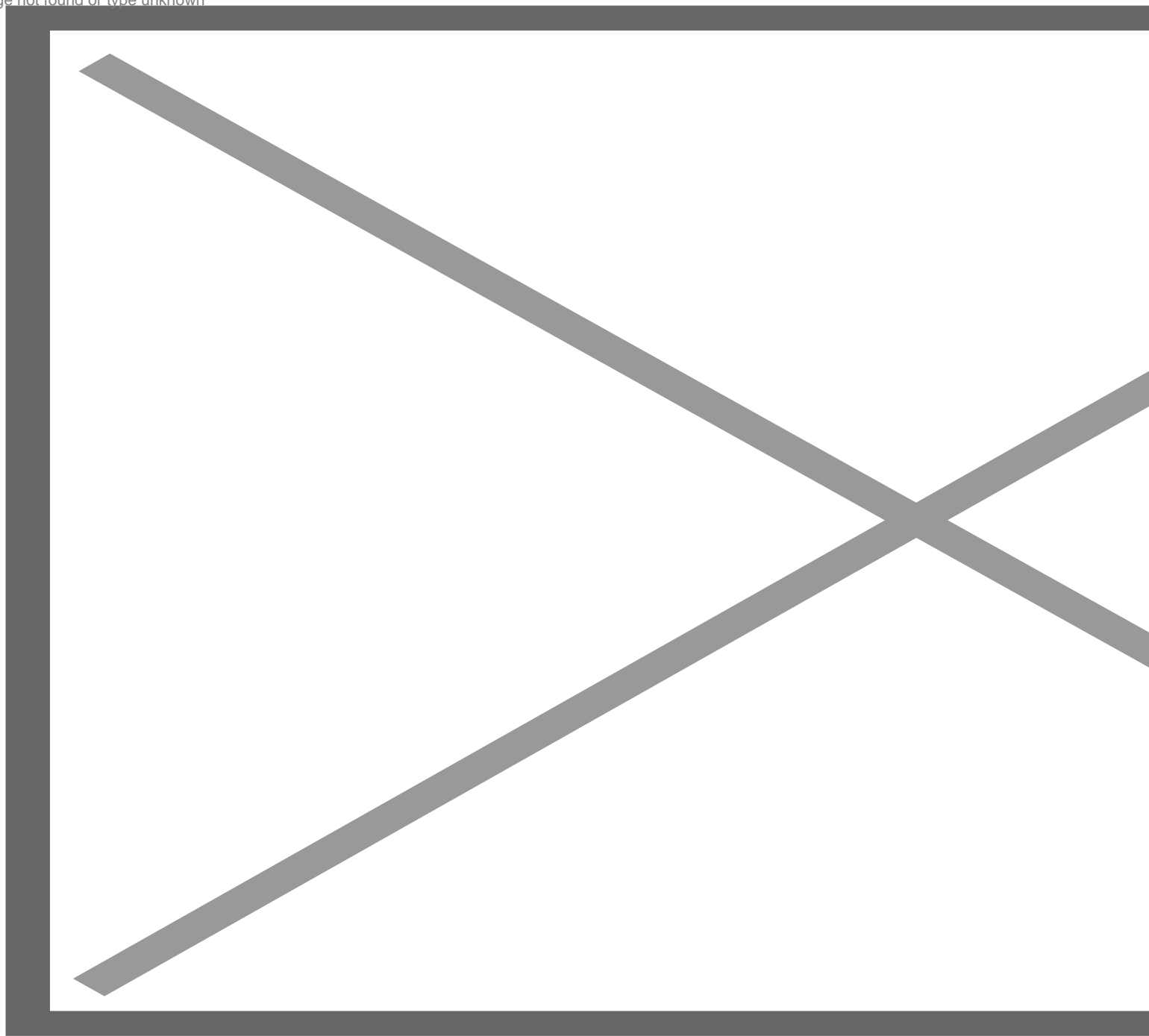
## Major Features (Including Distinguishing Features)

- **Improved storage.** Use of space has been refined and improved throughout the boat, resulting in more usable bow storage, a more organized cabin and a better-designated sleeping space in the V berth.
- **Improved tower access.** Ladder access to the tower is now placed at the centerline rather than on the side and includes a large hatch opening. The access feels much more secure and the style lines of the boat are improved as well.
- **Elevated performance.** The 360 Outrage is well-powered for her size and she handles beautifully with standard triple 300-hp Mercury engines. Options include triple 450-hp Mercury 4-Stroke or twin 600-hp V12 Verados.
- **Generator free.** Advanced e-Fathom technology leverages lithium battery power, eliminating the need for a generator.
- **Cutting-edge technology.** A state-of-the-art helm station with larger electronics, and available joystick piloting deliver effortless command. Digital switching technology empowers remote control of key systems. Available gyro-stabilization ensures comfort in rolling seas.
- **Spacious redesigned bow.** Reconfigured bow seating affords easier access to the ground tackle and improved ability to fish at the bow while also creating a larger sense of space.
- **More personalized cockpit.** The standard Outrage leaning post prep station has been moved to the stern where it could be optioned out for a grill and Corian countertop. Owners no longer have to choose between rear-facing seating and a summer kitchen or deluxe livewell. Cockpit seating is more comfortable and flexible than ever.

# Performance

With the twin 600-hp Mercury V12 Verado engines turning 27.5 prop sets and spun up to 6400 RPM, our speed topped out at 61.3 mph. Best cruise came in at 4000 RPM and 36.1 mph. It was at that speed that the 34.1 GPH fuel burn translated into 1.1 MPG and a range of 395 statute miles – all while still holding back at 10% reserve of the boat's 415-gallon (1,571 L) total fuel capacity. In acceleration tests, she was equally impressive. Average time to plane was 4.1 seconds and she'll hold plane on down to 15.3 mph. We hit 20 mph in an average of 5.4 seconds, 30 in 7.4 and 40 came and went in 10.2 seconds.

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**With the twin 600-hp Mercs, our speed topped out at 61.3 mph.**

## Handling

As for her handling, she has the solid feel of a Boston Whaler. We, unfortunately, tested her in calm conditions in the Intracoastal Waterway so we can't comment on how she handles ocean conditions, but



she's still a Boston Whaler so that speaks volumes. Turns are met with just enough slide to take the hard edge off and this keeps things manageable. With the tower, the center of gravity is higher so there's more lean into the turns but still not an excessive amount. She will drop off speed as she digs her shoulder in, so don't be shy about adding power. I chose to manage the engine trim manually, so I dropped it during the turns and brought it back up in the straightaways. I found that putting it to about the low 20s on the trim gauge got it to about where she wanted to be for optimum running angle.

## Engines/Engine Room

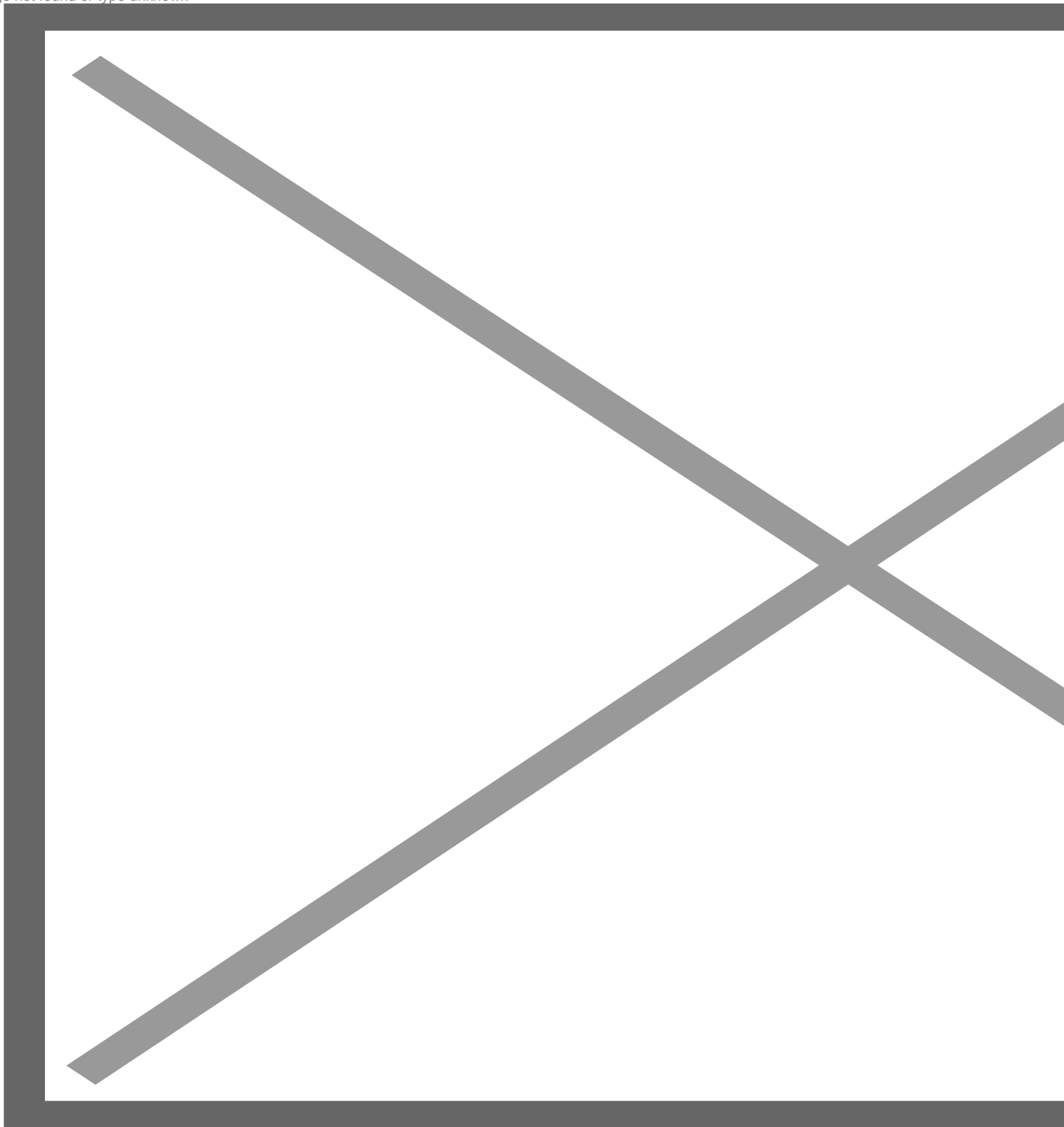
Standard engines for the 360 Outrage are the triple 300-hp Mercury V8s. Upgrades include the triple 400s, 450 Racing or the twin 600-hp V12s on our test boat. All come with Joystick Piloting and electronic steering plus the option for black or white.

## Boat Inspection

### Cockpit Features

The 360 Outrage measures 8'7" x 4'2" (2.61 m x 1.27 m). Fishing features include padded bolsters all around, rocket launches above, 24 rod holders all around the caprails, toerails, cannonball holders, raw water washdown and a freshwater washdown (45-gallon / 170.34 L capacity). There's a 55-gallon (208.20 L) pressurized livewell that includes a bait divider and a 2000 GPH (7571 LPH) recirculating pump. There are two in-deck fish boxes and both are macerated. Outriggers are installed to the sides of the hardtop.

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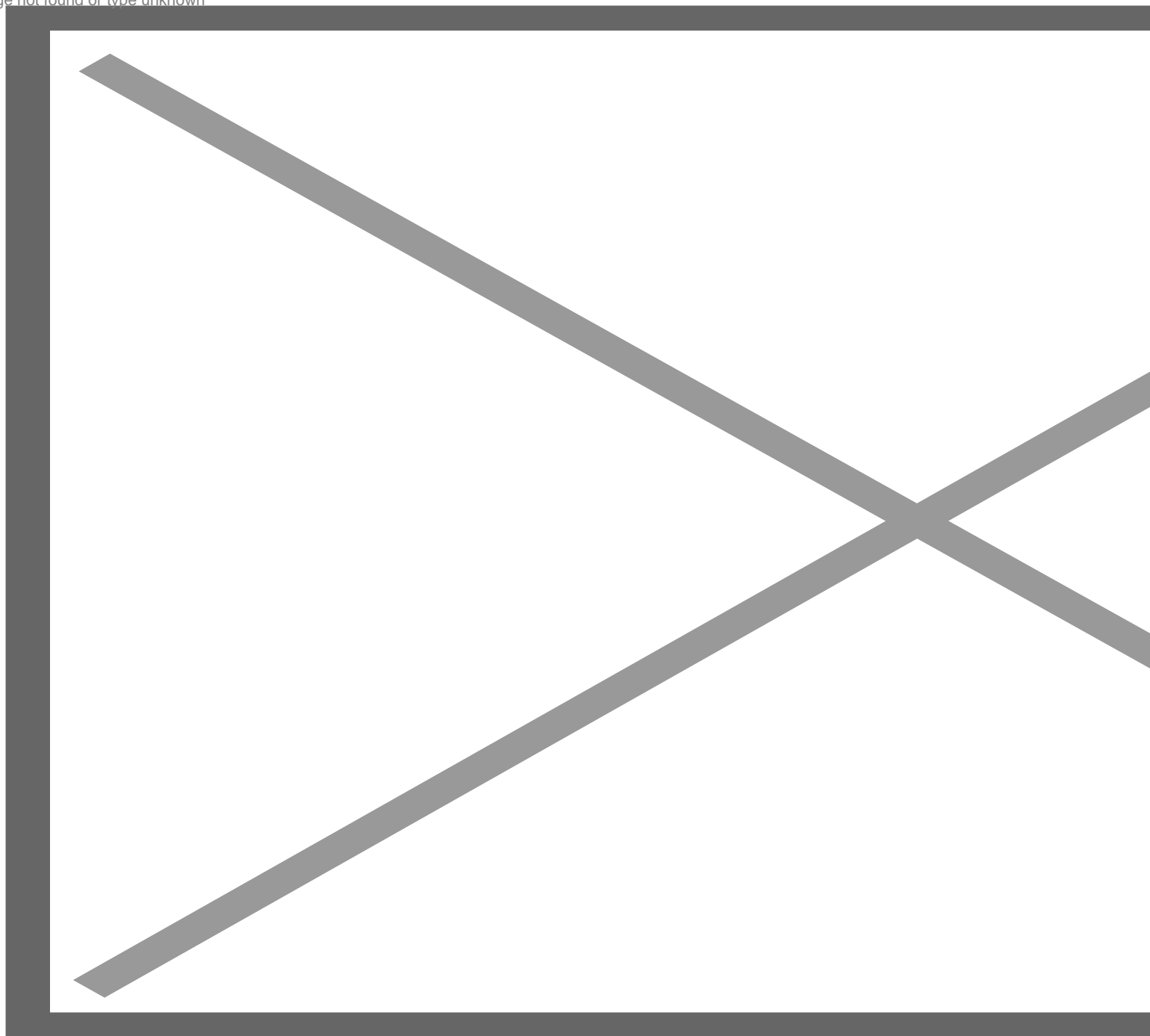


**We have to appreciate Boston Whaler adding the dedicated storage for everyone's best friend, the 5-gallon (18.93 L) bucket.**

## **Cockpit Versatility**

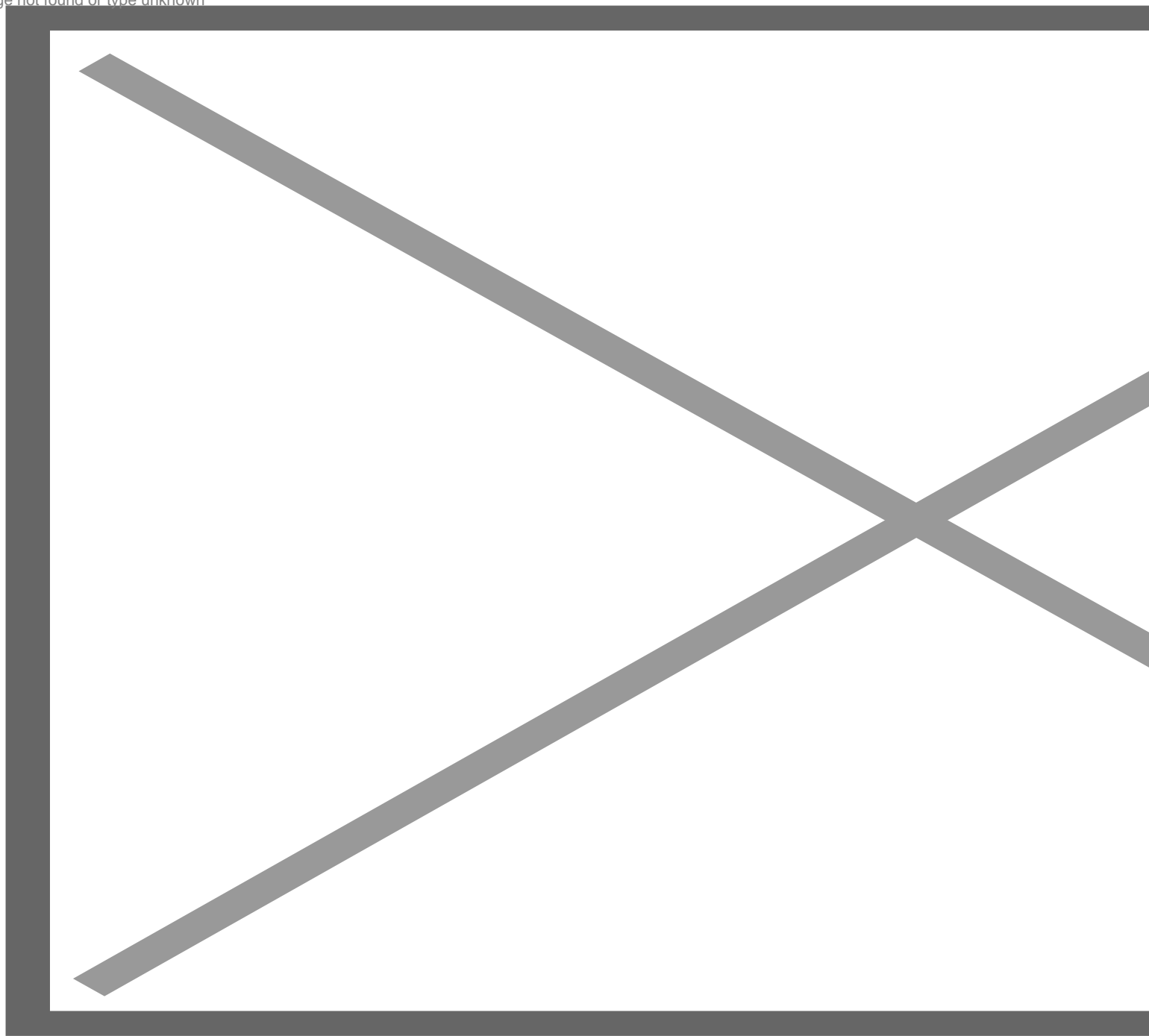
There's also versatility to the cockpit. There's a flip-down transom seat. A pedestal base allows for adding a cockpit table that stores underneath the cockpit deck hatch, right next to where it's needed. Boston Whaler calls that "point of use storage." If the sun gets to be too much, we can extend an awning overhead from the trailing edge of the hardtop. There's a standard dive door to the port hand side and the reboarding ladder stores close by at the transom. Again, "point of use" storage.

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**The dive door is standard on this model. Notice the flip grab rail just alongside. Further back are fresh and raw water washdown connections. At the toe rail are downrigger weight holders.**

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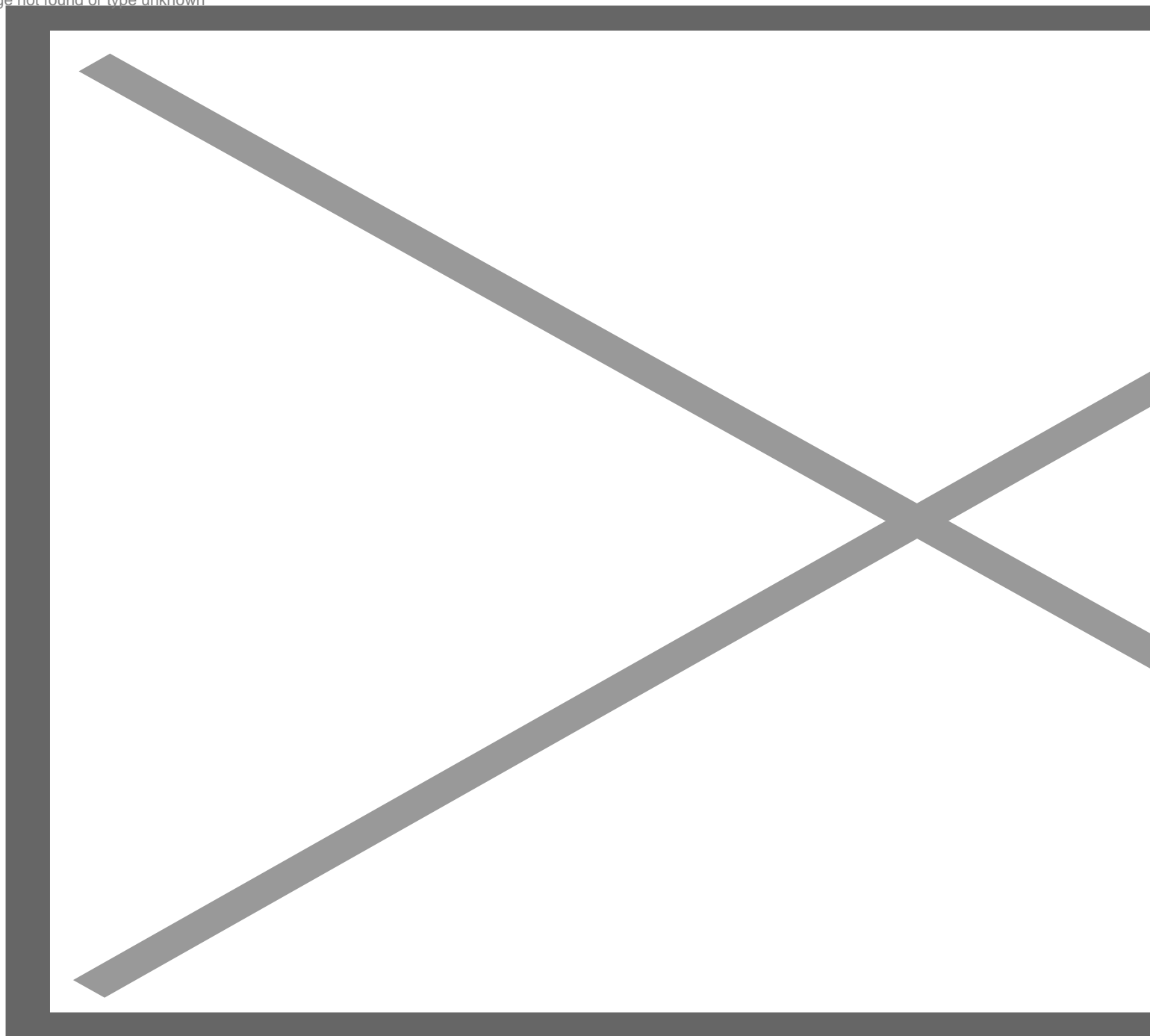
**At the transom, there's a 55-gallon (208.2 L) livewell with a bait divider.**

## **Aft-facing Seating**

Here's a new feature for this model year and one that will come to define future models. Boston Whaler put several clever features into this aft-facing seating area. Let's count them off.

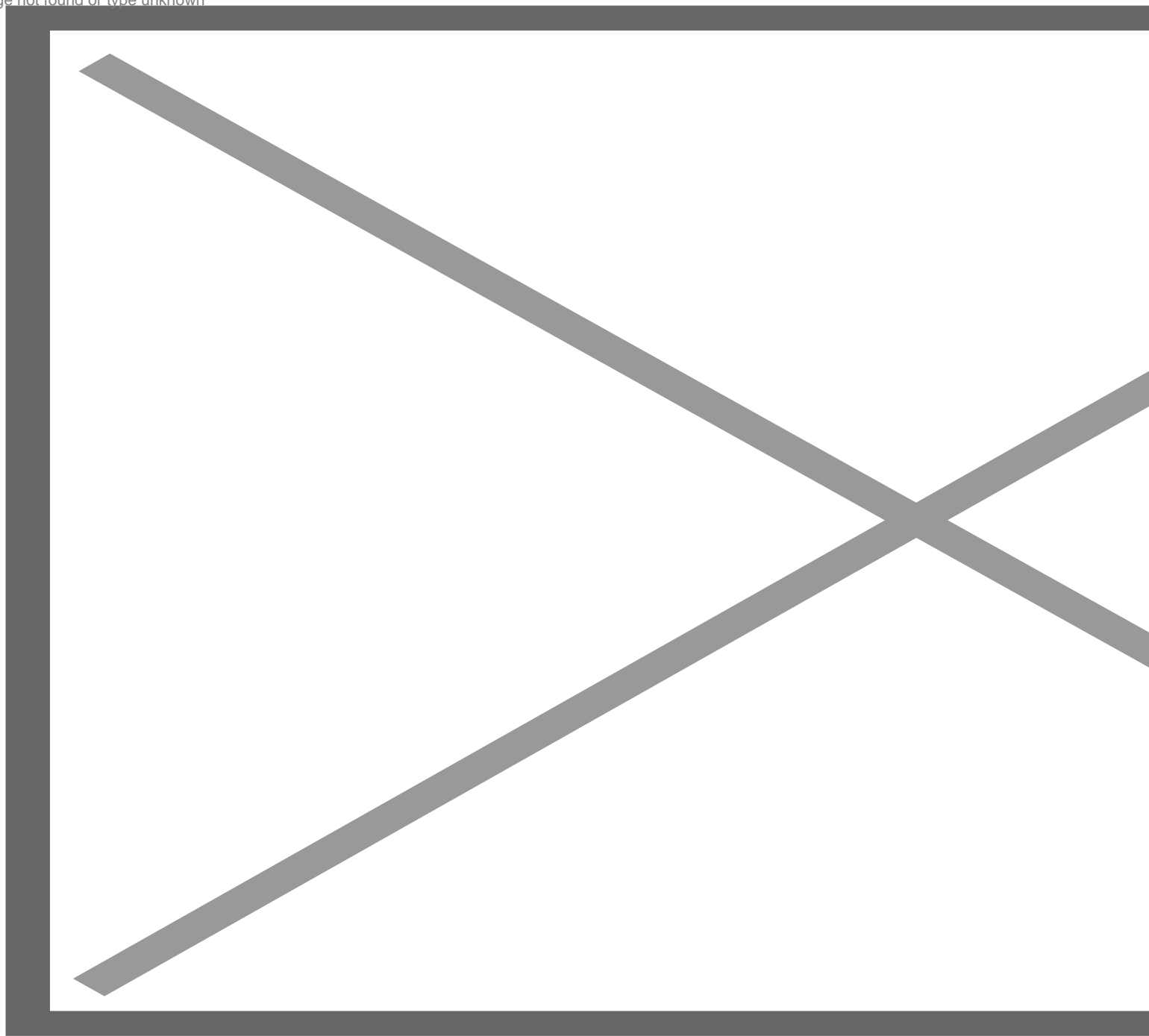
1. For starters, it's remarkably comfortable and convenient. It's a welcome location whether underway or just dining at the cockpit table.
2. The center armrest serves double duty as nonskid steps leading up to the center hatch in the tower. This is a huge upgrade. Usually, we're going up those awkward ladders to the side that takes a contortionist to utilize. This is much smarter.
3. Next, pull a side pin and pull the seatback aft. That transforms it into a working surface with a SeaDek top, which is an extremely clever feature.
4. If a customer opts for the summer kitchen and transitions away from fishing, this seating location isn't the area that gets sacrificed. This clever and functional area remains and the transom area is what transitions. Out goes the 55-gallon (208.2 L) livewell and the flip-out transom seat in favor of a grill, a sink, refrigeration and ice maker. And Boston Whaler will still include a 25-gallon (94.64 L) livewell.

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**The aft-facing seats are remarkably clever. There are even charge ports at the center armrests. Those armrests double as steps to the tower helm.**

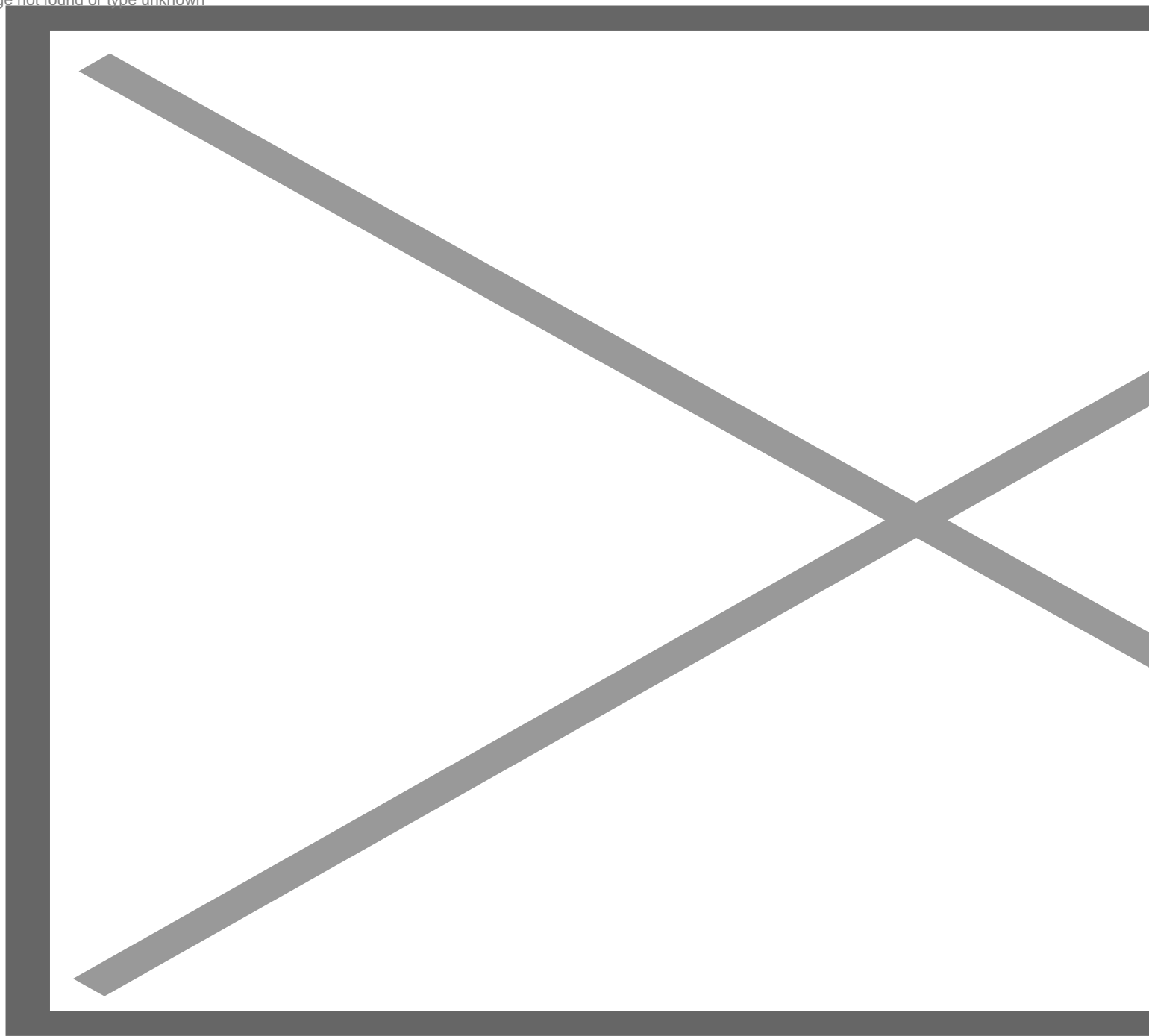
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**The seatback converts into this working surface with integrated beverage holders.**



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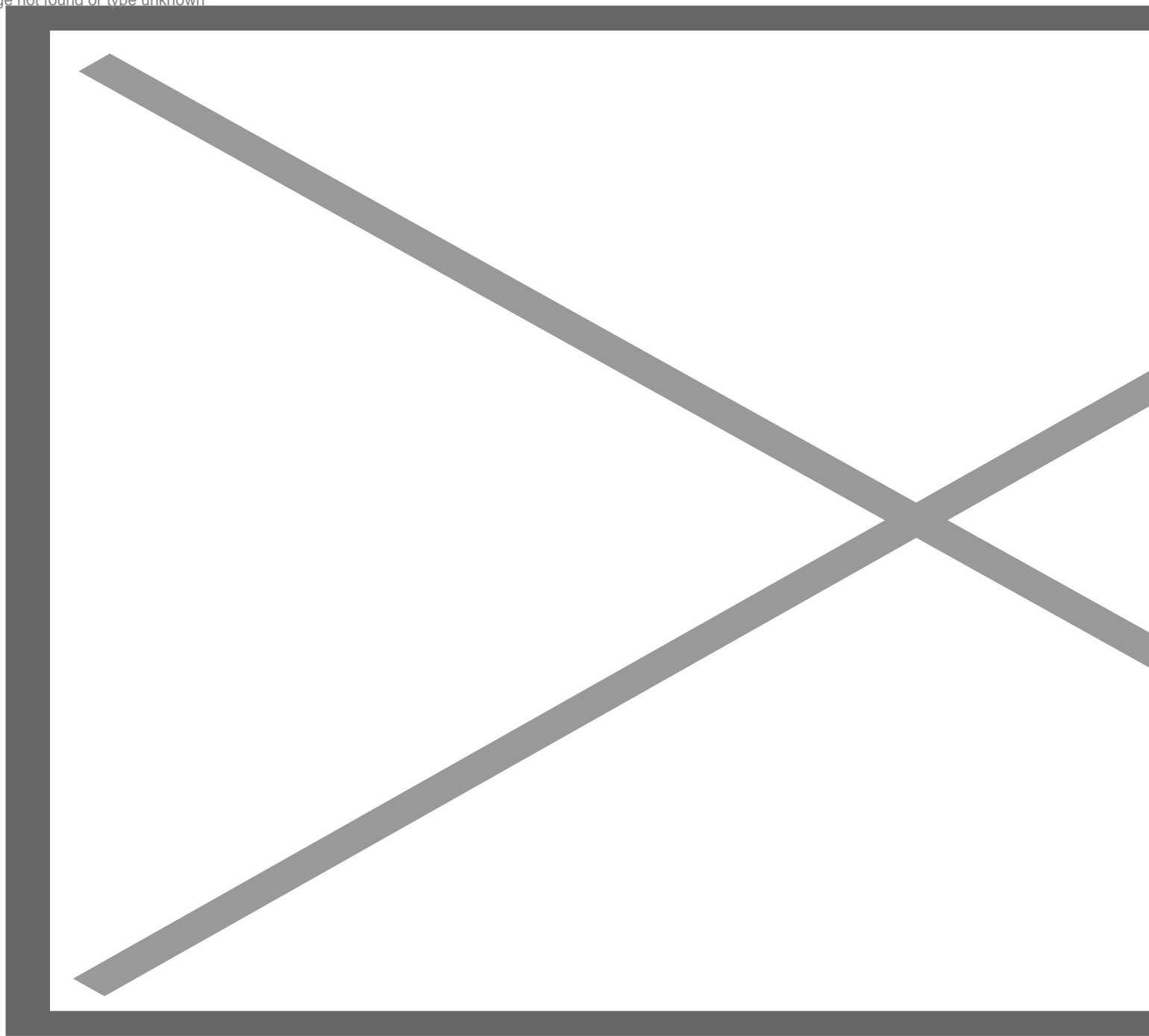
**In the center of the cockpit deck is a mechanical room where all of the mechanical components on the 360 can be accessed in one convenient location. Items such as the bilge pumps, water pumps, macerator pumps, even the lithium-ion batteries for the Fathom system. Notice the table storage under the hatch.**

## **Bow**

At the bow, there's a large sun lounge with a flip armrest to both sides and to the center. The center one also includes integrated beverage holders. There's a latch to the forward end that releases the entire cushion to access the storage underneath. This storage also includes dedicated storage for the bow table and its two pedestals, one for dining and one to convert to a sunpad.

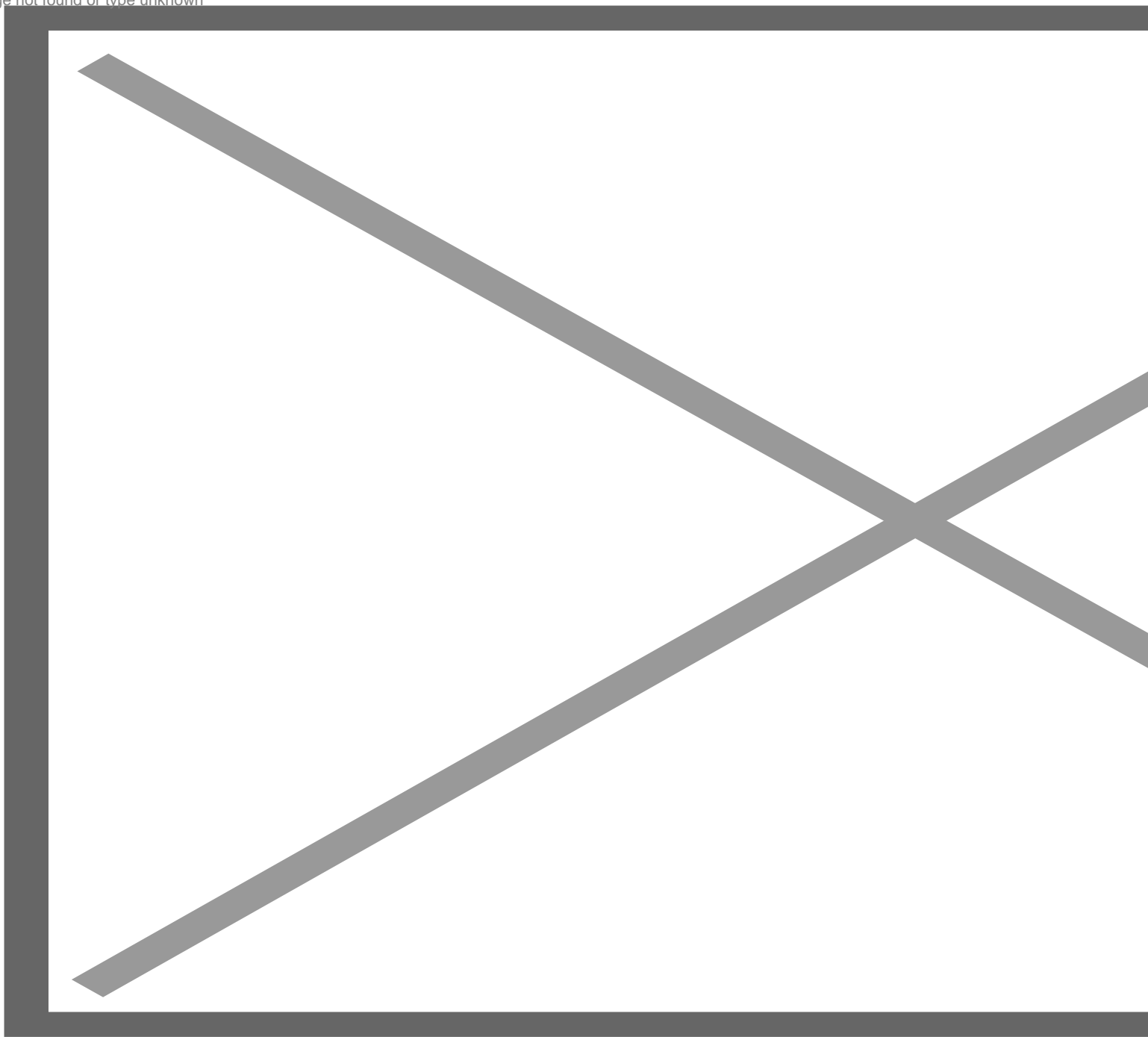
There's a fish box in the deck and it's macerated. The switch is right at the port bulwarks. The V-seating converts to chaise lounges by lifting the seatbacks. Storage is underneath. There are recessed areas in the bulwarks that have speakers and connectivity. The rails are recessed below the caprails instead of being mounted on top of them. With the table removed there's easy access to the forward bolster, making it easy to work when chasing down a fish. Equally easy is working the ground tackle that is now waist-high.

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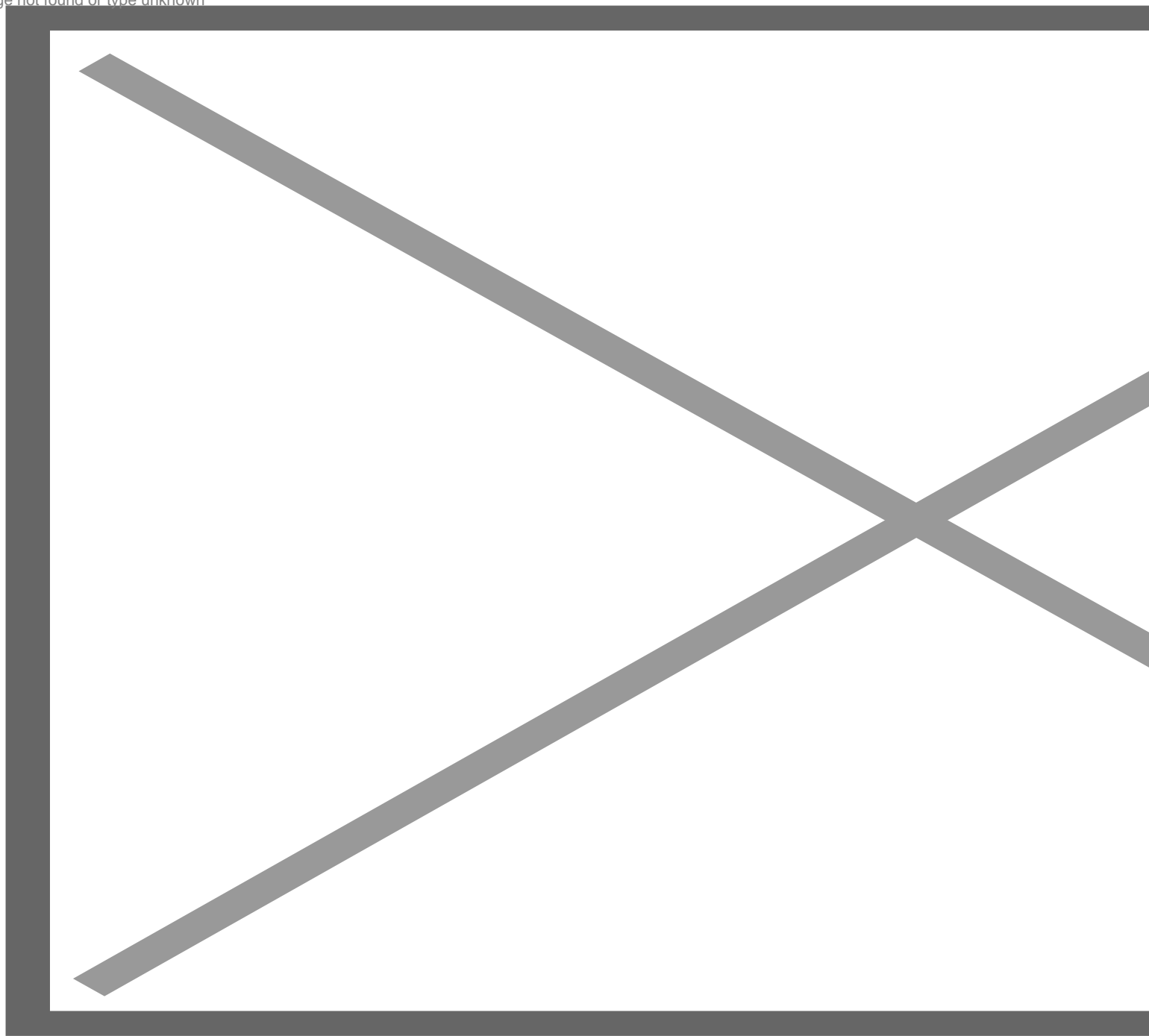
**The bow seating starts with a lounge ahead of the console. Two V-seats are just ahead.**

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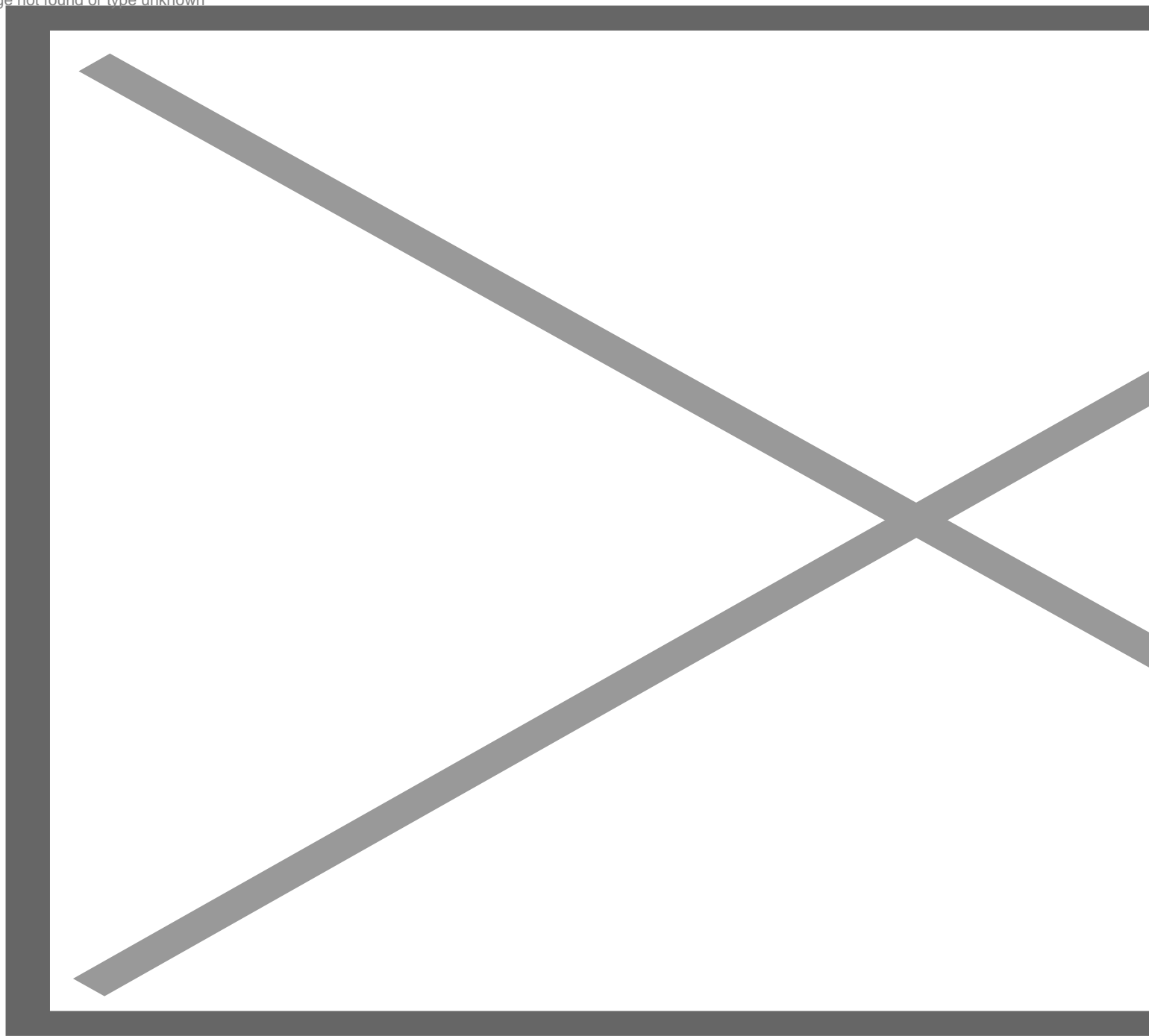


**A table can go between the forward seats and it stores under the lounge just behind.**

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**Lowering the table and adding a cushion allows for converting the area into another sunpad.**

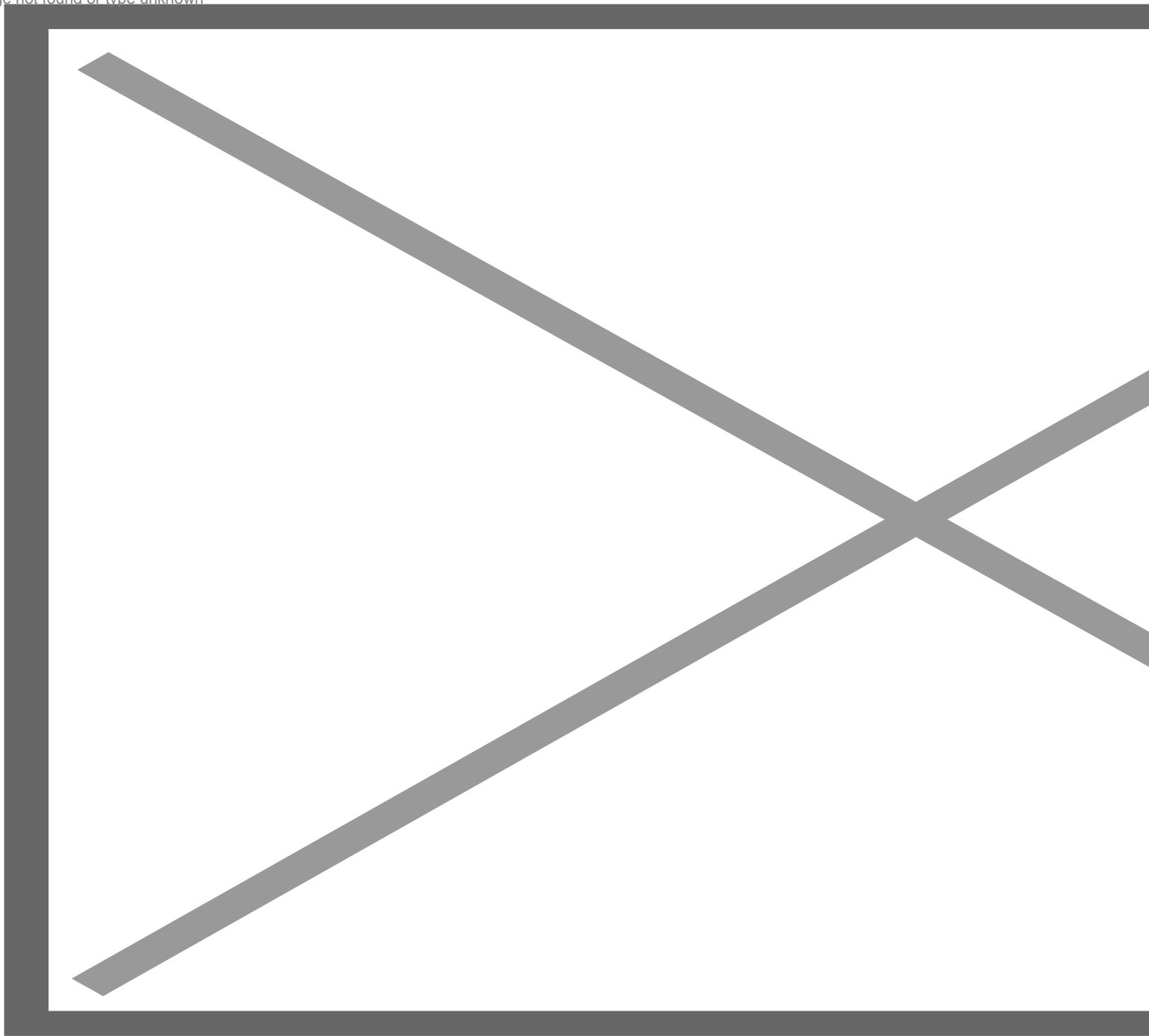


**There's a hatch at the foredeck that lifts with a turn and lock latch. Underneath is a Quick windlass leading to a through-the-stem anchor roller. A remote control is right over to the side. There's a freshwater washdown and easy access to the rode. The hatch is finished on both sides and is held open by a gas-assist strut. When closed there are two 10" (25.40 cm) pull-up cleats and additional rod holders.**

# Tower Helm

On the left is a 12" (30.48 cm) SIMRAD display. The compass is right in line with the steering wheel. There's a Mercury JPO (Joystick Piloting for Outboards) joystick on the right-hand side and the latest generation of the DTS (Digital Throttle and Shift). Underneath there's a storage compartment and a footrest underneath the console. The seat is doublewide. Above is a Sunbrella cover supported by the buggy top.

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The tower helm is well laid out and easily accessed from an aft hatch. Be sure to turn off the radar from below first.

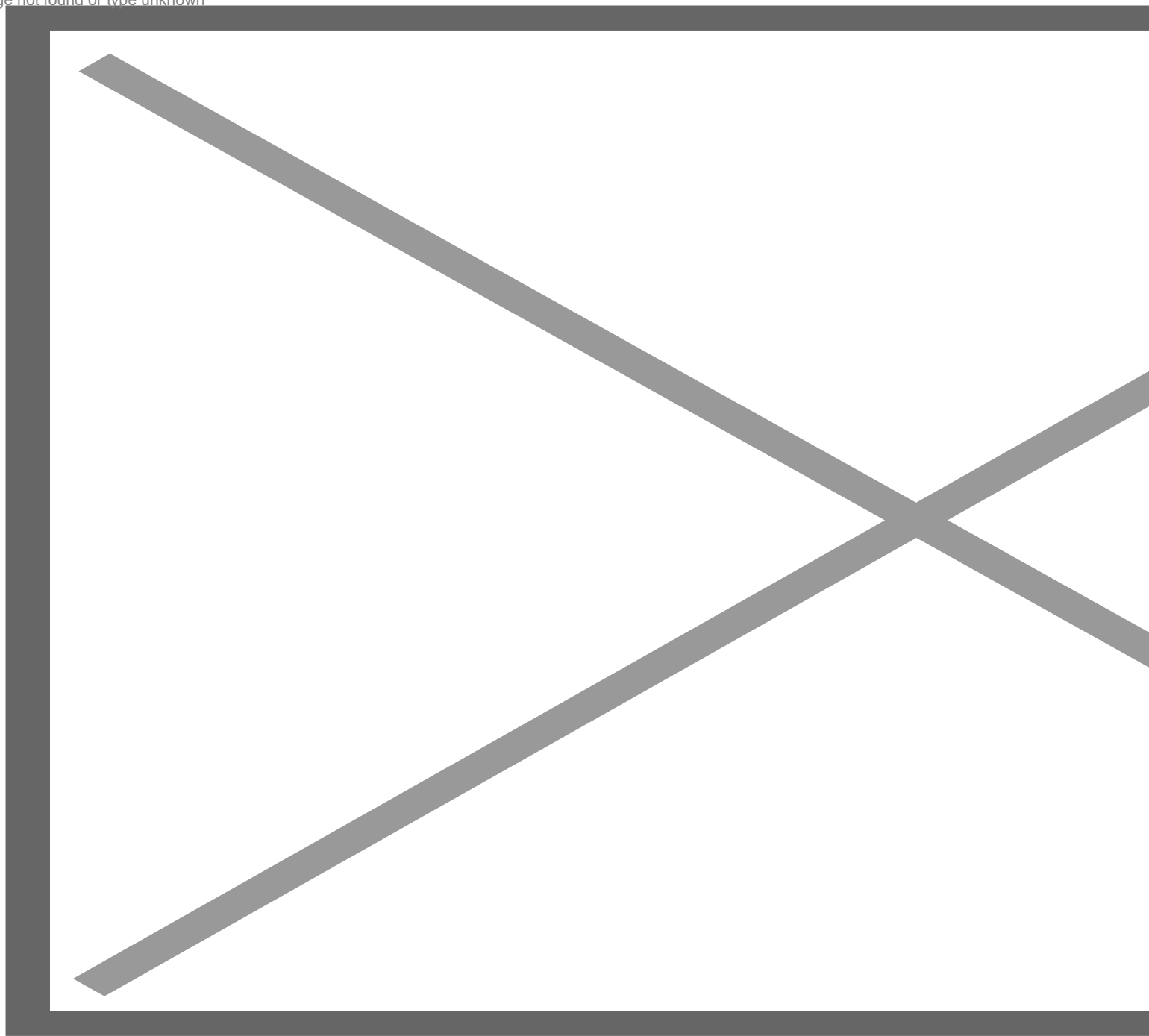
## Lower Helm



Up above there's an e-box, the Seakeeper gyro panel and a SIMRAD VHF radio. The windshield has an electrically actuated vent at the top. Electrical switches go across the top of the panel and then two glass-dash multi-function screens are from SIMRAD. Even though we have a glass dash panel there's also have a physical volume knob for the stereo. On the right are Lenco trimtabs, the third generation DTS (Digital Throttle and Shift) from Mercury and the JPO (Joystick Piloting for Outboards) joystick. The helm seats are adjustable fore and aft mechanically, not electrically, so they're not going to fail years down the road. Below there's a flip-down panel to elevate the operator another 6" (15.24 cm).

There are tracks at the hardtop level so we can enclose this whole area. To the starboard side of the helm seats is a refrigerated drawer. To the starboard bulwarks is the main electrical panel with the battery switches and ignitions.

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The lower helm features dual screens making up the glass dash concept.

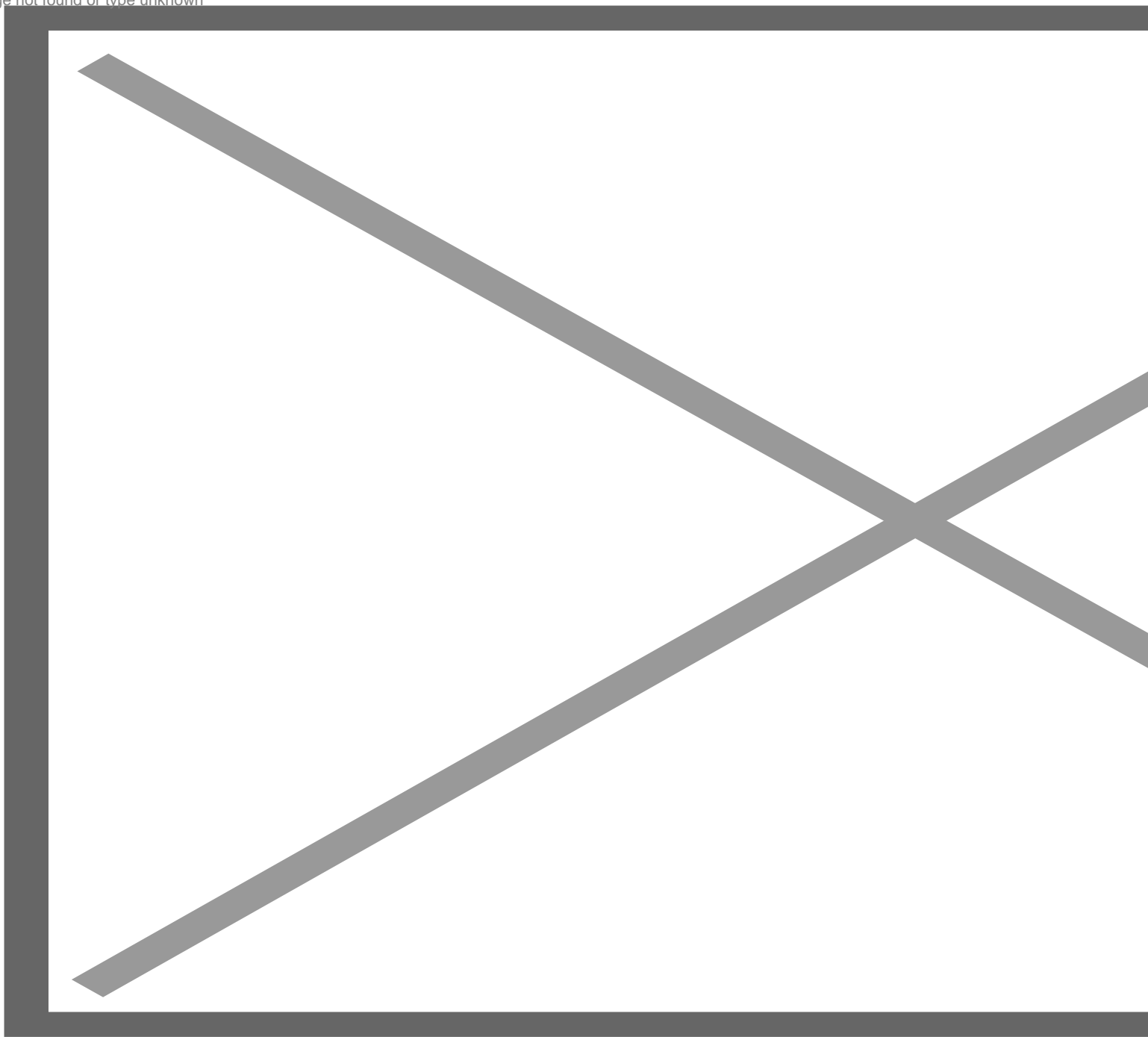
## Cabin

For getting into the cabin Boston Whaler, took a page from the yachting community and made what is, in effect, a watertight door and it's also lockable. It's a simple latch and then articulating hinges bring it ahead

and to the side of the console. To close, just bring it over and it slams shut. It's a very elegant solution.

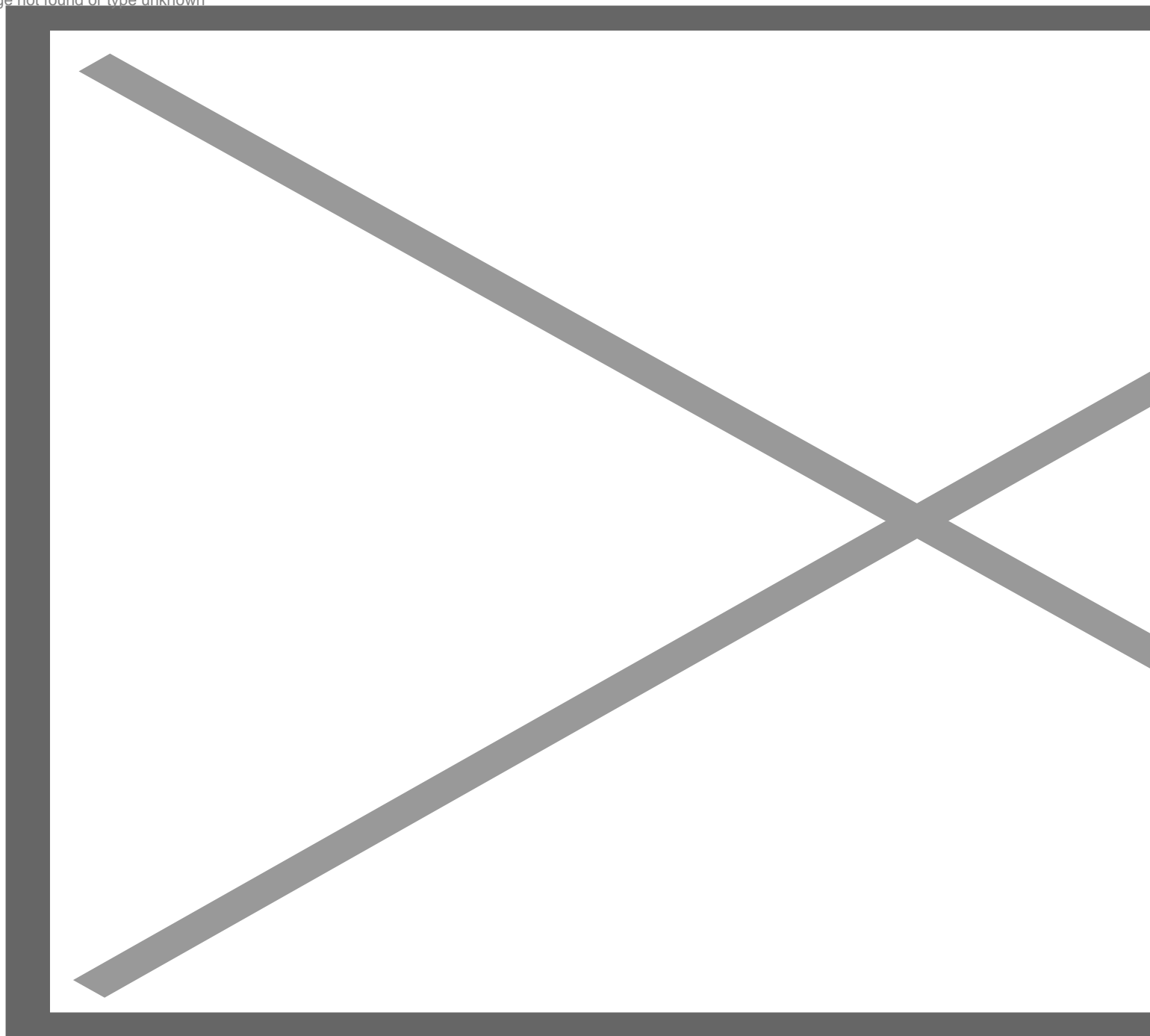
There's a lot to like in this cabin/head. Firstly, the overhead clearance is 6'4" (1.93 m). The Corian counter has a sink recessed into it with a pull-out sprayer making this a wet head. There's a circular hatch leading to trash receptacle below. There are flip-out rod holders and we can flip out the base supports so the rod holders are going to be stored vertically up to the 6'4" (1.93 m) overhead height. To the port side are reel holders with the rods running forward horizontally and the forward area converts into a berth.

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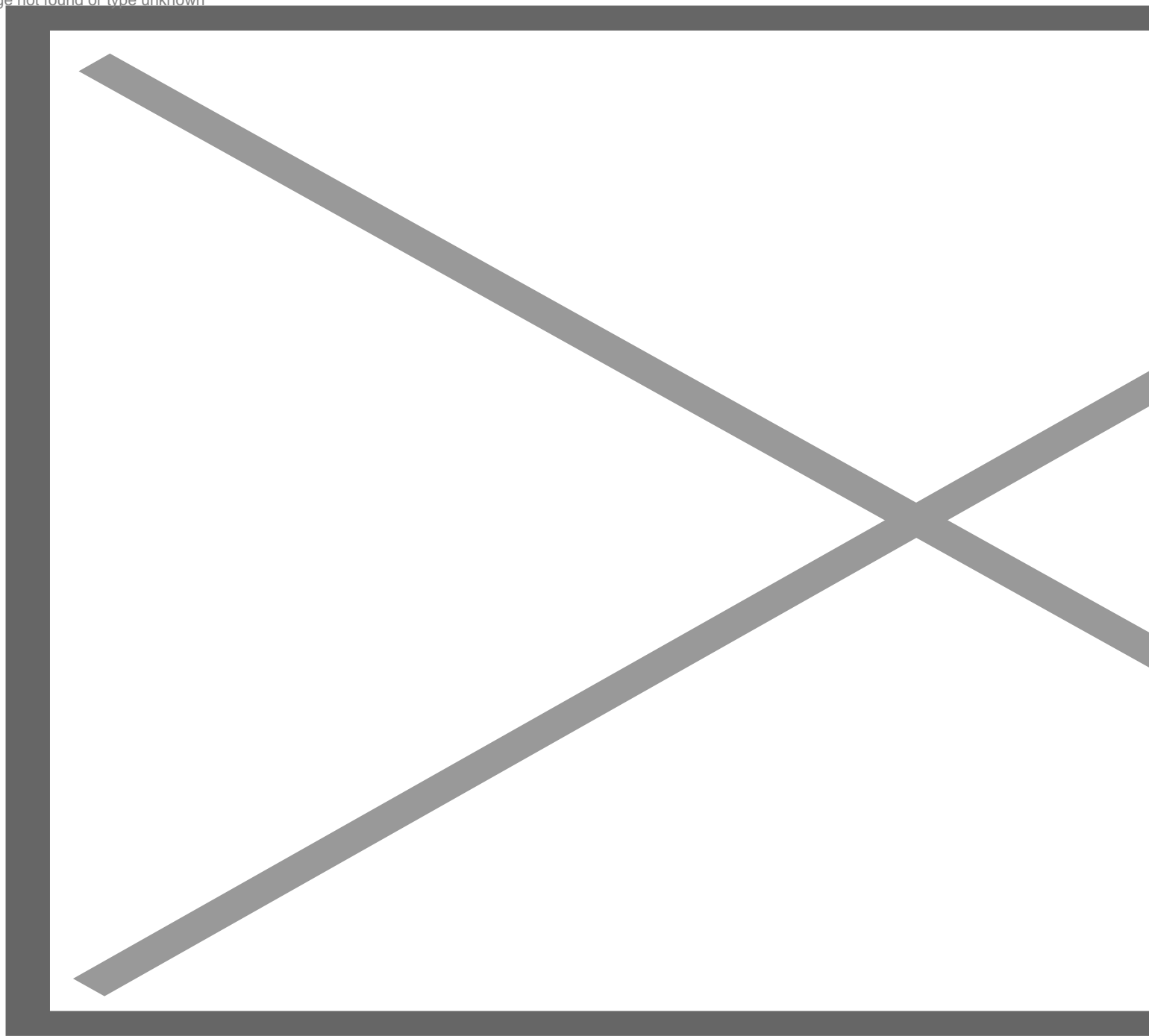
**There are vertical rod holders under the counter and horizontal reel holders to the far bulkhead. Next to the sink is a trash receptacle.**

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**The forward area converts to a berth that has an overhead clearance of 26" (66.04 cm). Opening portlights provide ventilation.**

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A panel at the aft bulkhead opens to access the main breakers and the controls for the vessel's Fathom system. That's the system of lithium-ion batteries that take the place of a generator. It can run all of the electrical systems, including the Seakeeper gyro, all day long – maybe even longer – and it's all controlled by this panel.

## Options to Consider

- Deluxe transom prep station (replaces transom fold-away bench seat)
- Countertop - Solid surface
- Cutting board
- Grill - Electric 120 -V
- Freshwater sink
- Grab Rail – stainless-steel
- Lighting – LED accent lighting under countertop edge
- 16" (40.64 cm) SIMRAD NSO evo3s additional display electronics package
- 19" (48.26 cm) SIMRAD Electronics / Navigation Package
- Chirp Sonar With 3D
- Radar – Open Array
- Automatic Identification System
- FLIR Thermal Night Vision with Pan, Tilt and Zoom
- Theft Deterrent W/First Mate and Remote Connectivity System
- Inverter Package
- Generator
- Gyroscopic Stabilizer

## Observations

There are three major boxes that are checked with the 360 Outrage – technical enhancements, design improvements seen throughout and most importantly the ability to take a well-equipped base boat and improve it to the level that makes everyone happy. Moreover, there are so many improvements to this model that she'll define the brand for years to come.