

Boston Whaler 250 Outrage (2014-)

Brief Summary

A 25' center console is a popular size -- not too small, not too big. However, 25' is large enough to go offshore in reasonable conditions and go to, say, the Bahamas, or to Nantucket. In order to get to both of the those places from the continental U.S. one must traverse the Gulf Stream and Block Island Sound, or Buzzards Bay. All of these bodies of water can get nasty fast if there's a wind shift or a summer squall comes through. And that is why -- in essence -- knowledgeable boat buyers are willing to pay what it takes to get a Boston Whaler 250 Outrage.

Price

Base Price \$104237.00

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

- Urethane console visor
- Power steering
- Portable head with pump-out
- Optional molded tempered glass windshield with power actuated vent
- Electronics surface that accommodates two displays (12")
- Transom-mounted rod holders (3)
- Transom door with stainless steel latch
- Integral swim platform with covered telescoping swim ladder with stainless steel grab rail
- Deluxe leaning post with livewell

[Read Boston Whaler's latest issue of Whaler Magazine.](#)

Specifications

Length Overall	24' 6" / 7.4 m
BEAM	9' 0" 2.7 m

Dry Weight	5,050 lbs. 2,291 kg
Tested Weight	
Draft	18" 0.46 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	22-deg.
Max Headroom	open
Bridge Clearance	10' 4" 3.14 m w/ radar
Weight Capacity	
Person Capacity	
Fuel Capacity	172 gal. 651 L
Water Capacity	26 gal. 98 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	
0 to 20	
Ratio	
Props	
Load	

by Captain Steve Larivee

Mission Statement

The 250 Outrage is an ideal size boat for both inshore and offshore fishing and because of its sea-keeping abilities and 18" draft can do both handily. She was designed for anglers, but the fact is that most people use boats like this one for family outings, picnics, cruising, and even watersports, as well as fishing.

A Special Owner

It takes a special kind of boater to appreciate a boat like the 250 Outrage. Typically they are not owned by new boaters, or ones trying to find the longest boat for the buck. Nor are they popular with boaters that have a hard time deciding between a new or used boat. Rather, the 250 Outrage is purchased by someone who has become successful over the years making careful, well-considered decisions.

That is why usually why they can afford this quality of boat.

Distinguishing Features

•

Level Flotation.

Boston Whaler is one of only a couple of other builders which have built their boats over 20' so that they will "float level" if swamped. Virtually all builders of cc boats will say they float if swamped, but what they don't say is only a foot or so of the bow will be above water. When we have asked some other builders why they don't build in this feature, the answer is "the added cost."

•

Remarkable Hull & Deck Connectivity.

Part and parcel of the 250's ability to float level is the way she is built. No boat that we know of is built quit like a Boston Whaler. Essentially, the hull and deck are put together in a clamshell top and bottom mold and filled with expanding flotation foam. This means that the hull and deck are not attached just at the perimeter of the hull as is virtually every other boat in the world, but completely united over thousands of square inches of surface.

Major Features

Below are a number of pictures taken of the 250 Outrage by BoatTEST.com captains at a boat show, which illustrate aspects of the boat that set it aboard from others on the market. Further, we asked our resident testing Captain, Capt. Steve, to take a good look at her and add his observations to the mix of information in this report.

Other things that caught our eye are as follow--

Console

- Molded in foot rests in the console for the skipper and companion.
- Room on the console for 2 12" screens
- Enclosed head with step and portable toilet
- Remote ignition with push button start and stop

Deck

- 4 hawse pipes
- 28" cockpit depth
- 8" cleats
- 6 gunwale-mounted rod holders
- Heavy-duty rubrail
- Integral swim platform
- Stainless toe rails
- Foldaway transom seat

Leaning Post

- Pressurized 40-gal. livewell
- Flip-up bolster on seats

- Seat backs

- Tackle drawers

Engine Options

- Mercury twin Verado 150s through 300s are available.

Mechanical

- 2 bilge pumps
- Several fish boxes/storage compartments with overboard drains
- Recessed trim tabs
- Deluxe SmartCraft gauges

Boston Whaler 250 Outrage

This picture gives a good idea of the size, freeboard, and potential of the 250 Outrage. Check out that hardtop with glass on all three sides. Notice that there are no aluminum pipe frames taking up valuable fishing room.

The 250 Outrage has

redesigned the hull with the intention of giving it a smoother, drier ride. The fully integrated helm console with three windshields and hardtop is

Boston Whaler's continuous evolution of its product line.

Boston Whaler 250 Outrage

The windscreen mullions serve double-duty by becoming the frames for the windshield and replacing the old system of aluminum tubes supporting the hardtop. This is the SOTA system and is found on the best center consoles.

Boston Whaler 250 Outrage

The aft fold-away stern seat is a comfortable spot while running. Check out the stainless toe rail (at right) for giving that extra edge of safety to grab onto. Note the heavy hardware on the seat and the fact that there are no legs resting on the fiberglass sole. There is 33" (83.2 cm) from the transom bolster to the hand rail on the bait prep console at right. The cockpit is 28.5" (71.9 cm) deep at the transom.

Some Unique Features

The deluxe leaning post with livewell aft has a flip-up bolster and backrest

. The companion seat is stationary. The 40 gal. (151.4 L) aerated livewell is pressurized to keep the bait alive through the chop, and with a clear top window and blue interior, the critters should feel right at home. There's also a trash can. That's an item that's missing from a lot of boats and I never know why. This will prevent any scrap of line and general trash from going overboard from the spot that generates it the most. There's also a freshwater system with 26 gallon (98.4 L) tank and sink at the leaning post.

[Boston Whaler 250 Outrage](#)

Here's the business end of the boat and like everything on the 250 Outrage it is well done. Look at the hand hold, the cup holders for stuff, the gasketed bait well, slots for knives and even a place for pliers.

[Boston Whaler 250 Outrage](#)

Forward of the bait prep counter is a "deluxe" leaning post, or helm seats, however one wants to think of it. The picture above is in leaning-post mode. Note the foot rest for the navigator when the seat is down.

[Boston Whaler 250 Outrage](#)

Now we are in seat mode. These seats are big and plush, but firm. They are just as comfortable as they look -- sort of like the seats in a BMW, not too soft and not too hard. Both bolsters and arm rests flip up.

Optional Hardtop

Of course, the boat I saw, and virtually every picture I've seen of the 250 Outrage, had the optional hardtop (add \$13,196). It includes an electronics box, an integrated tempered glass split windshield, two cockpit floodlights, a single bow area floodlight, two built-in speakers, a dome light, five rod holders, and the requisite life jacket storage.

[Boston Whaler 250 Outrage](#)

Forward of the console is the standard seat and cooler. Note the wide clearance on either side of the console thanks to the absence of large aluminum pipes to hold up the T-top.

There's a second version that includes radial outriggers as well (\$15,260). And man... does all this add to the look of the boat. It's all molded right into the console so there's no fishing room being taken up by bulky aluminum pipes getting through-bolted into the deck. A power actuated windshield vent and optional wiper round out the features.

[Boston Whaler 250 Outrage](#)

A pretty standard console layout except for the black sun-shade visor over the nav screens. Note the powder-coated aluminum T-Top supports that double as hand-holds. Look closely to the left and the right on the gunwales and see the optional "trolling seats" in the fold-away position. When they're down the boater sits facing aft. We are told that these are a Boston Whaler innovation and we like them.

The console itself has plenty of real estate for either dual 8.4" screens or dual 12" units with radar. I also like the fold-away jump seats on either side of the console. These are an ideal place for anglers to sit while trolling. Because they are under the T-top, they may even be in the shade.

The aft seat on the transom can fold-away in a hurry. This gives anglers a comfortable place to sit while speeding out to the fishing grounds. Boston Whaler uses heavy stainless steel hardware to make sure this cantilevered seat can hold even the heaviest anglers. Most center consoles these days have a fold-away transom seat, but some builders cheap-out on the hardware that holds the seat and folds it away.

Boston Whaler 250 Outrage

There is 70" (1.77 m) of headroom in this head under the center console. We like the grill for the shower sump. Note the step at the bottom of the picture. The door to this relatively spacious compartment is a bit tight -- 17" (42.9 cm) wide by 37" (93.3 cm) high.

Power Options...

Standard power on the 250 Outrage is a single 300 XXL DTS Mercury Verado 4-stroke. Because Boston Whaler is owned by Brunswick, all of the engine choices are black.

Twin 150-hp Verados add \$12,718, twin 200-hp Verados add \$21,470, and twin 225 Verados add \$27,028 to the base MSRP. If alternative power is wanted, the boater will have to talk to their Boston Whaler dealer about that.

Based on Boston Whaler's performance numbers, I'd pick the twin 150s option, even if price were no object. Rigged with the 150s the 250 Outrage is said to have a WOT of 44.4 mph (38.6 knots) and a best cruise of 26.8 mph (23.3 knots) and gets 2.27 mpg. Powered by the 300 XXL, Boston Whaler says that the 250 has a WOT of 43.0 mph (37.3 knots) and a best cruise of 24.7 mph (21.4 knots), getting 2.23 mpg. (These are Boston Whaler's numbers, not ours.) While the twin engine set-up is only slightly faster and very slightly more fuel efficient, I like the redundancy of two engines.

There is an argument for going with just a single 300 besides price -- less noise. Unfortunately, Boston Whaler does not publish noise readings so we do not know if the single 300 is quieter than the twin 150s. Noise considerations aside, the real trade-off between these two engines is subjective: The added get-home capability of twin power vs. a single and the \$13k savings in initial cost. I'll let the boater pick that one. As far as the large twins go, they are faster at both WOT and best cruise and burn more fuel, says Boston Whaler, top speed being 56.3 mph (48.9 knots) with twin 225 Verados. I don't need to go that fast and when it's

rough one can't go that fast without beating up the boat and oneself anyway. So, who needs it?

Boston Whaler 250 Outrage

The access hatch to the pump room in the cockpit has two gas assist struts. We see lots of "best practices" here: gasket on hatch lid, color-coded hoses, drains on hatch gutters (out of sight), separate screw-off inspection plate for fuel tank connections.

Boston Whaler 250 Outrage

While all good builders put double hose clamps on all below-the-waterline thru-hulls, few builders use the protective plastic chicklets on the often sharp ends of the hose clamp bands.

Pricing

The Boston Whaler 250 Outrage has a base MSRP of \$104,237, plus dealer prep, taxes, etc. with the 300-hp Verado. If one is inclined to check off every option, including everything that isn't needed, the price can reach a max of about \$190,000. But why would one want to do that?

I would want to have options that amount to about \$26k for things like a console cover, VacuFlush toilet, deluxe T-top, premium package, and some other "necessities." In addition to that the boater can add whatever electronics makes them happy. So, the MSRP is probably looking to be about \$150k, plus taxes.

Boston Whaler 250 Outrage

A lot of thought has gone into this integral molded fiberglass outboard motor bracket. The outboard surfaces are flat for standing, and note the flat "stepping stone" in the middle for helping one get to the other side. The stern cleats are canted inward which means that mooring lines are intended to cross the stern to the opposite side.

"Swamped Capacity"

Boston Whaler is the only builder that I know of that publishes its "swamped capacity" for each boat. It states that the "swamped capacity" of the 250 Outrage is 2,890 lbs. (1,311 kgs.). That means that it will hold that much weight and still float level when swamped. I think that actually the "level flotation" claim is even more important because a boat that is swamped, no matter how many people it is holding, will easily capsize because of the free surface effect of the water in the hull.

When a boat capsizes, particularly in cold water, level flotation offers the only possible hope for avoiding hypothermia. While it is unpleasant to think about the ultimate boating disaster, the fact is that Boston Whaler has made its reputation on this very scenario, so I don't mind bringing it up. That unpleasant mental image has been the primary ingredient of Boston Whaler's secret sauce since its founding in the 1960s. It is the reason that Boston Whaler has been the best-selling center console in its class for decades.

Ironically, after all of these years, while salespeople for a number of other builders will say that their boats float level, only one or two other builders make the level flotation claim in print, the only place that it counts. And it is that simple concept which founder Dick Fisher came up with in 1960 that has seen this brand successfully through good times and bad. For the last 20 years or so the Brunswick Corp. has owned Boston Whaler, and it has steadily gotten better over that period. Today, its boats can go toe-to-toe with nearly anything in the marketplace on quality, fit-and-finish and performance.

Boston Whaler 250 Outrage

Nothing unusual here, but everything is done with terrific fit-and-finish. The depth of the cockpit at the right side of the picture from the sole to the rail is 33" (83.2 cm).

Boston Whaler 250 Outrage

The trim tabs on the 250 Outrage were not an afterthought. Note that the actuating ram is nestled in its own molded in compartment, and the tab itself comes off the bottom of the boat right below the transom bracket.

Recommendation

The 250 Outrage is a finely finished boat that has most of the fishy amenities one could ask for. It is well built, performs on a par with other boats in class, and has a sterling reputation as noted. Like a lot of things in life, making the right decision in boat buying is largely a matter of avoiding a mistake. If one can afford the 250 Outrage, it is not a mistake, in my opinion.

At something on the order of \$150,000 the 250 Outrage is expensive compared to other good boats on the market in this size range, but in my opinion the premium being paid for the brand name, its level flotation, and its potentially faster sale on the used boat market, makes it a vessel well worth serious consideration.