

# Boston Whaler 350 Outrage (2019-)

## Brief Summary

Boston Whaler has filled a gap in the Outrage lineup between the 320 and the 370 with this much-anticipated 350 Outrage. She’s loaded with amenities that speak of her blue water heritage, while at the same time providing comfort features that allow her to seamlessly transition into a family cruiser. One of her most notable features is the almost obsessive lengths Boston Whaler went to regarding attention to the smallest details.

## 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.*

## Key Features

- Large forward lounge
- Versatile bow seating
- Interchangeable leaning posts
- Standard hardtop
- Ergonomic helm station
- Fusion stereo with iPod/iPhone dock
- Cockpit blue and white LED courtesy lighting
- Extended integral swim platform with recessed telescoping ladder
- 23 gal. aerated livewell in aft port corner with clear lid and blue interior

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
550	3.7	3.2	1.48	2.47	2.15	891	775	65
1000	5.9	5.1	3.25	1.8	1.578	648	563	68

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	8.6	7.4	5.85	1.46	1.27	526	458	70
2000	9.7	8.4	10.45	0.93	0.81	334	291	72
2500	11.7	10.2	16.7	0.7	0.61	252	219	75
3000	19.4	16.8	21.15	0.91	0.8	329	286	82
3500	25.7	22.3	26.35	0.98	0.85	351	305	82
4000	33.4	29	32.05	1.04	0.9	375	325	84
4500	39	33.9	39.75	0.98	0.85	353	307	90
5000	43.6	37.9	53.02	0.82	0.71	295	257	91
5500	49.4	42.9	63.3	0.78	0.68	281	244	93
6000	54.3	47.2	89.9	0.6	0.53	217	189	92

[View the test results in metric units](#)  
[Boston Whaler\\_3500Outrage\\_chart.jpg](#)

# Specifications

Length Overall	35' 6" / 10.82 m
BEAM	10' 10"   3.3 m
Dry Weight	10,400 lbs.   4,717 kg
Tested Weight	14,476 lbs.   6,566 kg

Draft	24.5"   0.62
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	23 deg.
Max Headroom	open
Bridge Clearance	15"   4.57 m w/ upper helm
Weight Capacity	
Person Capacity	
Fuel Capacity	400 gal.   1,514 L
Water Capacity	45 gal.   170.34 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	14,476 lbs.   6,566 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	4.3 sec.
0 to 20	
Ratio	N/A
Props	19" Revolution 4-blade out / 20" Revolution 4-blade in
Load	2 persons, Fuel: 3/8 full, Water: 1/5 full, Gear: 50 lbs.
Climate	Temp: 74 deg., Humid: 84%, Wind: 10-15, Seas: light chop

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## By Captain Steve

### ~~Boston Whaler 350 Outrage~~

At 35'6" (10.82 m) LOA and 10'10" beam this new 350 Outrage joins the lineup and sits just under the largest in the now eight-boat strong Outrage Series.

## Mission Statement

The 350 Outrage is designed to be a no-holds-barred offshore fishing machine in order to appeal to the keenest and meanest anglers on the block. But she has a "soft" side, too, and has enough comfortable seating and cruising amenities to keep the family happy on a casual outing.

### ~~Boston Whaler 350 Outrage~~

The Boston Whaler 350 Outrage's fighting cockpit is bigger than it at first appears: (A) Width -- 8'3"; (B) Width to side port side door -- 8'9"; (C) Fore-and-aft -- 5'6"; (D) Fore-and-aft with prep console removed -- 7'3". Max fighting cockpit -- 63 sq. ft. (A typical 50' convertible will have a 122 sq. ft. cockpit.)

# Distinguishing Features

• **Large Forward Lounge.** Just ahead of the console is what may surely be the most popular spot on the 350...a large lounge with flip-down armrests and drink holders nestled into the center armrest. It adds to not only the comfort level, but the good looks of the boat. It even includes massive storage underneath, including room for dive tanks, 5-gallon buckets, removable bins and six fishing rods. It is lockable.

## Boston Whaler 350 Outrage

Ahead of the console is a double-wide lounge seat. Flip-down armrests are to both sides and the center armrest includes drink holders.

## Boston Whaler 350 Outrage

Underneath the lounge seat is plenty of storage that includes dedicated space for six rods and four dive tanks.

• **Versatile Bow Seating.** An optional table at the bow seating area provides an excellent al fresco dining venue. The table lowers to form a full sun pad. The two V-seats have storage underneath that doubles as insulated self-draining fishboxes and effortlessly convert to forward facing chaise lounges.

## Boston Whaler 350 Outrage

## Boston Whaler 350 Outrage

Bow seating easily converts from an al fresco dining area to a sun pad, to a casting deck, and by lifting the aft ends of the seats they convert into dual chaise lounges. The synthetic maintenance-free teak on the optional bow table, is a new, special version that runs 40-degrees cooler than the traditional synthetic material we usually see.

• **Interchangeable Leaning Posts.** It almost seems to have become a misnomer to continue to call these seating consoles "leaning posts" as their features morph into full-blown functional areas, but we don't make up the terms. In this case, the standard version is dedicated to fishing with every amenity needed to fulfill the task, including control of all fishboxes, spreader lights, and livewell lights. If more time will be spent with the family than the fish, then a "summer kitchen" option with a Kenyon electric grill and optional refrigerator will serve nicely.

## Boston Whaler 350 Outrage

Under the hardtop is lifejacket storage, handles to deploy outriggers are to either side, two rocket launchers mounted to the supports at both sides and LED spreader lights just above. The long panel just above the spreader lights is the cover for the retractable awning.

## Boston Whaler 350 Outrage

Here's the sunshade in the deployed position.

• **Ergonomic Helm Station.** On these larger center console boats, our vertically challenged test captain is not shy about being vocal when he can't see the bow beyond the panel. He always argues that a platform should be placed behind the helm to elevate him, just a little higher. Apparently Boston Whaler got the hint and included a flip-down panel that adds 6" (15.24 cm) of height to the operator, but here's the thing... at 5'8" (2.67 m) he didn't need it on the 350 Outrage! He actually found the ergonomics of the helm to be so dialed in that it was more comfortable to use without the platform. And even the wheel and controls fell right into his hands from this position. What's more, it's a center-mounted helm, so the observers to the port and starboard are able to be active participants in the navigational chores, such as standing radar watch and chartplotting.

### Boston Whaler 350 Outrage

A 6" (15.24 cm) high platform flips down from below the helm seat to give the operator a little more visibility.

• **Attention to Detail.** Here is an area where so many builders forget that people are going to be onboard. The little details, that mean nothing when seen alone, can start to get irritating when they combine with one another. Boston Whaler went to great lengths to see that this 350 Outrage stays well clear of that problem, and this is indicative of a boat that is made by people who use boats, and not just card-carrying naval designers.

## Styling

Styling plays an important part of this 350 Outrage. Her high topsides give her the ability to handle the seas that tend to buildup offshore. Her gently sloping sheer line gives a pleasing grace to her masculine physique, and her narrow entry leading to a wide flared bow adds buoyancy to run inlets when the winds blow against an outgoing tide. And it all comes together in a package that we think has killer good looks.

## Performance

Now let's take a look at the performance. Triple 250-hp Mercury Verado engines come standard on the 350 Outrage. Our test boat was fitted with the optional 300-hp Mercury Verado 4-strokes all interconnected with stainless tie-bars. The two outside engines were turning 19" propellers while the center engine had a 20", all were stainless four-bladed Revolution 4s (cousin of the legendary three-blade Tempest Plus).

### Boston Whaler 350 Outrage

The 350 Outrage reached a top speed of 47.2 kn and had a best cruise range of 326 nautical miles.

Her top speed came in at 6000 rpm and 47.2 kn. At that speed she was burning 89.9 gph giving her a range of 189 nautical miles. Best cruise came in at 4000 rpm and 29 kn. That speed reduced the fuel burn to only 32 gph which the 350 Outrage could keep up for 11 hours and 12 minutes and 326 nautical miles. We reached planing speed in only 4.3 seconds, accelerated to 20 mph in 6.9 seconds and 30 mph in 11 seconds.

## Handling

With the helm protected on three sides, the ride remained comfortable at all speeds with very little wind making its way back to the helm. Even on our 80-degree test day I didn't feel the need for the forward window vent. On acceleration the 350 Outrage has a 12-degree bow rise which does cause a loss of visibility to the horizon until she reaches planing speed (4.3 seconds). Once up on plane, bring the trim up to about the 7% indicator to put her at her optimal running angle.

### Boston Whaler 350 Outrage

The 350 Outrage has a 12-degree bow rise on acceleration which brings the bow up above the level of the horizon until she reaches planing speed.

It was nice not having to worry about synchronizing the three engines as most operations utilize a single lever. But, if using the both levers there's still a sync feature, then SmartCraft's Shadow Mode will cause the center engine to mimic the starboard engine. The 350 had such a solid feel that we found it difficult to keep holding her back to her best cruise speed. She was just as comfortable at 4000 rpm as she was at 6000 rpm so it's probably best to set the speed and let her run.

### Boston Whaler 350 Outrage

The 350 Outrage leans 17-degrees into the turn, but it only feels like that much from the upper control station.

## Paying Attention to Details

So this is still a center console boat, and we all are intimate with the layout. So rather than do a step-by-step walkthrough, let's address a more pertinent factor-- Part of what makes this new 350 Outrage so spectacular is how closely Boston Whaler paid attention to little details that can really haunt an owner/operator over time. As we all know, little things add up. One may not be bothered by a simple thing such as an ignition key right at knee strike level, but add that to a few other nagging things, and you have a boat that causes buyers' remorse. It's in this attention to detail that Boston Whaler excels and eliminates troublesome idiosyncrasies on this 350 Outrage. Let's go over some key examples.

# Rigging Station

When raising the lid at the rigging station, the cutting surface is immediately accessible. If the optional grill is ordered there is a micro switch that will automatically disable the grill eliminating the risk of melting or catching anything on fire.

## Boston Whaler 350 Outrage

## Boston Whaler 350 Outrage

Underneath the cutting surface, to the right is an optional electric grill. The livewell is in the center with a sink just to the left. Above the livewell are control switches for anything to do with fishing... Livewell power, macerator pumps, spreader lights...etc.

All storage drawers on the leaning post have stainless steel slides, gaskets around the perimeter, and these, along with all boxes, have small drain holes to evacuate any water that still happens to get inside. There's a 110 V AC outlet located on the side of the leaning post in case there's a need for an appliance, be it a blender for margaritas or even an emergency pump, and it has a waterproof cover. There are four rod holders across the back of the leaning post. On the port side, there's a drawer with the boater's best friend... a 5-gallon bucket integrated into it. This can be optioned out to have storage for additional fishing tackle, or if buyers opt for the summer kitchen leaning post you can choose a refrigerator in this position.

## Boston Whaler 350 Outrage

How's this for convenience? A dedicated spot for the 5-gallon bucket integrated into the rigging station. Over to the starboard side there's a standard 65-qt (61.5L) Yeti cooler, integrated in. That can be optioned away in favor of stainless steel refrigerated drawers and storage compartment. The awning system has two key features that Boston Whaler worked with SureShade to adapt. There are D-rings that are integrated into the canvas that catch onto hooks as the shade opens to keep the canvas from flapping. And the bows are also curved so any rain that lands on top will not pool up on the canvas itself.

## Boston Whaler 350 Outrage

Lots of details in the aft quarters. A) Flush mounted hawsehole is combined with a drink holder. B) Quarter mounted livewell. C) Stainless speaker grilles. D) 10" (25.4 cm) cleats mounted below the gunwale keep a snag-free caprail. E) Holders for downrigger weights. F) Access hatch for the livewell. G) Dual 2" (5.1 cm) deck drains to either side of the cockpit. H) Swing out grab handle for the hullside dive door.

## Boston Whaler 350 Outrage

The dive door is easy to open and close, and swings inward for safety.

## Boston Whaler 350 Outrage

The two in-deck fishboxes have optional freezer plates to keep the ice from melting and the catch sufficiently cold.

# Helm

Above the helm there's the usual canvas lifejacket bag that allows for quick and easy emergency access. There are flip-down armrests, which we like better than flip-up by the way, on either end of the seats, and all seats have flip-up bolsters. Under the seats there's an access hatch that gives access to the circuit breakers as well as access to the valve for the leaning post livewell and maintenance access to the power steering pump. There's a 12V receptacle located on each side of the dash. There's a switch for activating four blue Amphibious Pro LED lights aft, and for attracting fish, there's three green Amphibious Pro lights that point straight down from the hull bottom.

## **Boston Whaler 350 Outrage**

Boston Whaler went with a center mounted helm which places observers at navigational positions to both sides. Notice Mercury's Theft Deterrent System (TDS) key fob below the wheel.

## **Boston Whaler 350 Outrage**

The tower helm station is a little more Spartan but equally functional. The moving map display can be swapped out for a SmartCraft display.

## **Boston Whaler 350 Outrage**

Three-across seating at the helm features flip-down armrests and individual flip-up bolsters. The windshield system on the boat has bonded curved glass which is not only aerodynamic, but includes a corrosion resistant frame system for the window with an electronic vent across the top and a rugged pantograph windshield wiper system with a freshwater washer spray to clear salt spray off.

The optional air conditioning and heat system has two vents for the driver, two vents pointed to the windshield for defogging, and two inside the head compartment. All can be directed or shut off to establish the priority of where that heat or cold air is most needed.

Across the top of the panel waterproof switches all have a special UV-resistant paint in the labels. This, coupled with small LED lights coming off the brow, and slightly larger text, make the switches easier to read, especially in the dark. This is one of those little things that is so subtle that it would typically go unnoticed, but Boston Whaler still makes the effort regardless, and once it's pointed out, it causes an "oh yeah, now I see it" moment.

## **Boston Whaler 350 Outrage**

The ship's 12V panel and ignitions are located on the starboard side bulwarks. The ship's 12V distribution panel is located on the starboard side bulwarks and this is also where the ignition keys are located. At the helm are the start/stop switches. This cabinet is lockable.

# Tower Helm

The tower is accessed from a hatch to the port side of the hardtop, and the hatch needs to have some sort of support to hold it open. Boston Whaler tells me that they are planning on using friction hinges that add resistance, and thereby hold the hatch in position, and that seems like a good fix. I'd also add a grab rail to the hardtop to assist in that last pull through to the tower, much like a grab handle on a swim platform. All problems that Boston Whaler assures me will be addressed in future builds.

# Upper Helm

Once in position, the helm offers an unobstructed view through 360-degrees. The space is wide enough for two, but with the helm in the center, one will certainly be more comfortable. The bench seat is in a fixed position and allows for reaching the bottom of the wheel. A footrest is fabricated from the same tubular support at the tower itself. Behind the seat are four rocket launchers.

The helm is modest, but functional. Our test boat was fitted with the Mercury SmartCraft display to the left and this can be swapped out for a chartplotter. A compass is forward of the helm, and the digital controls and trim tabs are to the right. That's pretty much all there is because that's all there needs to be as this is a secondary operating station. Remember, it's purpose is for seeing fish, not navigating.

We found the operations to be surprisingly comfortable from the half-tower, with the position offering plenty of stability. Normally we feel a bit cautious from a tower as the boat just feels more unstable with the CG so high. Nevertheless, we were just as aggressive with the turns and wake crossings as from the lower helm. All-in-all, a surprising feeling and a welcome one.

# Don't Even Try Stealing This Boat

Mercury's optional Theft Deterrent System (TDS) is offered on the 350 Outrage. It has a special key fob on the dash which has to be in place when you start the engines. This basically disarms the system. If it isn't in the boat, it will still start, but it will only operate at idle speed, so if someone should try to steal the boat, they wouldn't make it very far. So why allow it to start at all? It's useful if the marina needs to move the boat for servicing, launching or retrieving from a rack room. Now it can be done without the owner turning over his security key.

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This whole system is also tied into Mercury's Stage-Two security system, which in turn is tied into the SmartCraft network that uses a GPS tracking system to broadcast the vessel's position via cellular, and even Iridium satellite for global coverage no matter how far off shore -- so now the owner is able to go

online, log up the boat, and see where it's located and track it's movements. And because it's part of the SmartCraft network, owners can also look at the vessel parameters, such as tank capacities, engine rpms, fuel flow, any faults... basically anything the SmartCraft system presents can now be viewed remotely.

We're not done yet. Owners can also set up a geo-fence, and when the boat moves beyond the preset parameters of that fence, the owner and any other people designated (yard manager, marina security, get the idea?) will get a text message, or email alert.

## Head

The side access door to the console addresses the challenges of trying to get a good-sized door on the side of a console without interfering with the walkway space. It's not easy to do with a single door so most builders go with a bi-fold door or just live with blocking the sidedeck off when someone enters the console. Boston Whaler went with a pantograph hinged door, much like a ship's door, that opens along the console and out of the way. It's an all-fiberglass door and located on the top and bottom is a 90-degree cam locking system to allow for locking away any valuables inside.

### Boston Whaler 350 Outrage

A pantograph hinge allows the head door to open while remaining relatively flush with the console.

### Boston Whaler 350 Outrage

The bulkhead inside the head features the controls for the fish locker freezer plates, heat and air conditioning control, the head macerator controls, two air vents and flip-out hooks for hanging gear. Notice the grab handle.

Moving inside the console, once the pantograph door is opened, there is easy entry access with handholds and well placed steps. When exiting, there's a vertical handhold on the inside bulkhead for use as a convenient rail. The door itself is gasketed for a watertight console. Thankfully, located next to the doorway there is a light switch. These switches are double-pole giving them two modes. Flip one way selects a red overhead LED light and the other way selects a white light.

The cold water sink is standard and a pull-out faucet serves as the shower. With that said, hot water comes from the optional hot water heater that's also paired with a microwave in the "Convenience Package" option. There's the usual storage under the sink, the vanity features a Corian countertop. With the Convenience Package, the microwave mounts underneath. Otherwise, it would just be two shelves for storage. Looking below the bottom part of the vanity I see Boston Whaler put in a water manifold system. So with the standard, cold, freshwater system every one of the faucets and pumps can be controlled.

So let's say a faucet breaks or a leak starts somewhere. Rather than destroy the entire day, leaks can be controlled by actually turning off individual circuits. The other thing this allows is because the system is not running T's, joints and elbows in different areas, there's less risk years down the road of a leak developing since the only fittings are at the source and the termination.

## Boston Whaler 350 Outrage

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With the convenience package selected, a microwave is mounted under the sink in the head. Just below is the water manifold system making it easy to shut off any lines needing repair.

## Bow

The bow has three storage compartments, plus another under the forward lounge. They each have LED lights inside that come on when the courtesy lights are activated. The V-seats are treated with non-skid so they can be used as a casting deck. With the cushions in place the aft ends lift to form comfortable chaise lounges.

## Boston Whaler 350 Outrage

The forward seats not only offer a comfortable dining area and sun pad, but effortlessly convert to chaise lounges. Under the table pad is a low temperature synthetic teak covering.

Because of Boston Whaler's construction process, the compartment bulkheads are all foam filled, so they're well insulated and light weight. There's a fishbox located in the center and it has a deep well and drain attached to an overboard pump. The synthetic maintenance free teak material that is used throughout the boat, including on the optional bow table. There's a nice sun pad forward of the console with flip-down armrests on either side as well as in the middle, which also incorporates drink holders. There's even a stereo control with MP3 integration at the bow.

## Stereo

Speaking of the stereo, this one uses premium JL audio speakers, so standard equipment on the 350 comes with 6, 6 1/2" JL premium speakers and Fusion 700 series head unit and naturally has an iPod docking station integrated into it, again with the stereo remote at the bow. The optional stereo system allows users to add more bass by installing 2, 8.8" subwoofer coax type speakers in the bow area, as well as a 10" dedicated subwoofer near the dive door, all with a dedicated amplifier added to this system.

## The Garage

Underneath the sun pad is what Boston Whaler calls a garage, in effect, a large, lockable storage compartment. The hatch is gasketed all the way around, stainless gas assist shocks support the hatch.

Inside, the standard boat comes with a 36-quart (34 L) cooler inside as well as removable bins, and a pair of 5-gallon buckets. There is an optional rack system for four dive tanks. Under the floor of the compartment is access to the batteries for the optional bow thruster as well as access for any kind of maintenance one may want to do on the bow thruster itself via a secondary hatch forward of the battery hatch.

One other thing Boston Whaler accommodates maintenance on, in this garage area, is a sump pump. The shower drains, air conditioning systems, and freezer plate condensate all get diverted into this sump, and then automatically pumped overboard.

### **Boston Whaler 350 Outrage**

The anchor locker is rigged for the standard anchor windlass. Notice the anchor runs through the stem via a stainless anchor chute. The side of the compartment is open to allow for managing any tangles that may occur. A handheld remote is provided.

## **Side Decks**

The bulwarks on each side of the console are equipped with an optional flip-down trolling seat. This, in addition to the two compartments with cargo nets we normally see, makes a great spot to throw shoes or whatever into. The trolling seats make a nice spot to watch rods, converse with the captain at the helm, or just enjoy the ride out to the fishing grounds. Additional net storage is provided without this option.

### **Boston Whaler 350 Outrage**

A flip-down trolling seat is recessed into the bulwarks to both side decks.

One of the main elements of all of the storage compartments, and pointed out earlier in the drawers in the leaning post, is how Boston Whaler puts drain holes in all of the side storage pockets. Knowing that standing water can get slimy, and that this boat will get hosed down after each trip, the problem of standing water is virtually eliminated throughout the 350 Outrage.

### **Boston Whaler 350 Outrage**

The cockpit remains wide open for fishing with the transom seat in the stowed position. The dive ladder stows up against the bottom of the seat.

### **Boston Whaler 350 Outrage**

With the seat opened, the bench accommodates up to three people.

## **Observations**

By now it should be obvious that the 350 Outrage is not a small boat. In fact, she has a number of systems, such as the shower sump and cold water manifold system, which are usually only seen on large cruisers. She is not a battle wagon, but she is ready for battle and can go toe-to-toe with any boat in class. Because

it's a Boston Whaler, and they're all built so well, this will probably be the last boat many people ever buy.