

Boston Whaler 380 Outrage (2020-)

Brief Summary

The Boston Whaler 380 Outrage has a 23-degree deadrise at the transom, near the max available in production boats, and this results in an exceptional ride offshore -- as can be seen in our test video. Our test of the 380 Outrage was in some of the roughest water we have tested in and the 380 took it easily in stride. With an 11' 8" (3.56 m) beam and an equipped weight of over 20,000 lbs. with triple 350 Mercury Verados and a 23-degree deadrise, she felt like a far larger boat.

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

- 10” Stainless steel pull-up cleats: bow (2), spring line (2), crosstie cleats at transom (2)
- Dash visor with custom stitched cover and recessed storage tray with USB and 12v charging receptacles
- Footrest molded into console with fold-down standing platform with maintenance free, anti-fatigue synthetic surface, provides improved visibility for captain and starboard passenger
- Bow side coaming pockets with storage pockets and blue LED lighting
- Tempered curved glass windshield with electric actuated vent
- Windlass with handheld remote control, 400’ rode with anchor swivel, 35 lb. anchor integrated into bow with a polished stainless steel bow roller
- Transducer pocket in hull bottom for flush mounting B260/B275 transducer
- Mercury SmartCraft Vessel View 7” color touch screen display (network connections to Raymarine with Navigation Package)

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.9	3.3	1.9	2	1.7	795	691.1	62

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	6.3	5.4	3.4	1.9	1.6	743	645.9	65
1500	8.2	7.1	5.4	1.5	1.3	606	527.1	81
2000	10.1	8.8	8.4	1.2	1	480	417.5	72
2500	11.5	10	13.9	0.8	0.7	331	287.8	74
3000	11.4	9.9	20.2	0.6	0.5	225	195.3	78
3500	17.4	15.1	26.1	0.7	0.6	266	231.5	81
4000	29.3	25.4	32.7	0.9	0.8	359	312	85
4500	36.1	31.3	41	0.9	0.8	352	306.2	86
5000	39.9	34.7	51.1	0.8	0.7	313	271.8	89
5500	45.3	39.4	71.5	0.6	0.6	254	220.5	87
6000	48.8	42.4	88.6	0.6	0.5	220	191.7	90
6200	50	43.4	91.2	0.5	0.5	219	190.7	91

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

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Specifications

Length Overall	38' / 11.58 m
BEAM	11' 8" 3.56 m

Dry Weight	14,500 lbs. 6,577 kg
Tested Weight	20,094 lbs. 9,114 kg
Draft	23.5" 0.6 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	23 deg.
Max Headroom	Open
Bridge Clearance	16' 4" 4.98 m
Weight Capacity	5,214 lbs. 2,365 kg
Person Capacity	16
Fuel Capacity	445 gal. 1,684.5 L
Water Capacity	60 gal. 227 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	20,094 lbs. 9,114 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	3.8 sec.
0 to 20	
Ratio	N/A
Props	16" (40.6cm)x17" (43.18cm) Enertia Eco
Load	2 persons, 4/9 load, no water, 2,050 lbs. of gear

Climate	60 deg., 45 humid.; wind: 20-30 mph; seas: Light chop
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Boston Whaler 380 Outrage running cover

Boston Whaler’s newest Outrage is a compilation of everything customers said they wanted... and more.

Overview

Boston Whaler has retired the 370 Outrage while it was among the most popular of the company’s lineup. And it did so not by making the usual adjustments to the existing model that we typically see, but from starting over with a clean sheet of paper. In doing so, it created a new and revitalized battle wagon that has many improvements both below and above the waterline. The most significant, in our eyes, is a completely new running surface. This could either make or break the legendary handling characteristics that Boston

Whaler's are so well known for, so let's start with those changes and what they resulted in.

Boston Whaler 380 Outrage running cover

New Hull Design

With the world adopting a “don't fix it if it ain't broke” mentality, Boston Whaler begs to differ. This new hull design is significant.

First, the obvious... the designers increased the deadrise from 15-degrees to a whopping 23-degrees. The design then focused on deadrise distribution to get more deadrise midship for a more comfortable ride at the helm. Then added a padded keel with minimal rocker angle to help the boat get on plane easily, minimize bow rise, and increase visibility at all speeds. Finally, there's the incorporation of the “dynamic running surface” trim tab system. Larger triangular planes integrated in the running surface increase lift and effectiveness compared to traditional transom-mounted tabs, reduced drag and allow for a cleaner flow off the tabs as compared to transom-mounted tabs.

Performance

The Boston Whaler 380 Outrage has an LOA of 38' (11.58 m), a beam of 11'8" (3.56 m) and a draft of 23.5" (59.69 cm). With an empty weight of 14,500 lbs. (6,577 kg), 44% fuel, two people and test power, plus nearly 1 ton (2,000 lbs. / 907 kg) of optional features added on, we had an estimated test weight of 20,094 lbs. (9,114 kg).

We tested with Mercury's new cruise assist system controlling the engine speeds and all the engines were set on auto trim... and both systems performed flawlessly. So... for our first time testing with everything on full auto, and the triple Mercury 350 Verados turning 16x17 (40.6 cm x 43.2 cm) Enertia Eco props.

We reached our top speed of 50 mph at 6200 RPM. The best cruise was measured at 4000 RPM and 29.3 mph. At that speed the 32.7 GPH fuel burn translated into .9 mpg and a range of 359 miles, all while still holding back a 10% reserve of the boat's 445 gal. (1,685 L) total fuel capacity.

And remember, this performance is with the added weight of the many options... the tower and sea keeper gyro among the heaviest.

Boston Whaler 380 Outrage running

We got a top speed of 50 mph and a best cruise of 29.3 mph.

Handling

As for her handling, we tested in protected water and got a good feel for the way the 380 Outrage handles. We found her newly designed hull to be responsive and well mannered in the calm waters of our test area. But that just doesn't tell the full story. This is a Boston Whaler, so what matters is how she handles offshore.

So we took her out in winds blowing 30 to 35 mph with 8' to 10' rollers and had at it. Turns out this 380 outrage handles with the grace of the 420... solid, predictable and well mannered. It was unbelievable. There was never a moment where we felt compromised, and indeed we had no desire to turn around and head back into the protected inlet.

Boston Whaler 380 Outrage air

We had no trouble bursting through the heavy surf on test day... and the re-entry was gentle thanks to the increased deadrise and how it distributes the forces across the entire hull.

Boston Whaler 380 Outrage seas

They never look like the heights we're describing until the boat is hidden by them.

She has a narrow entry giving clean penetration, and that new 23-degree deadrise makes for a soft re-entry with water being thrown wide and low. She'll still take spray, the wind being what it is, but it's minimized from this new design. And the ability to take the dynamic tab system and lower the nose into this heavy surf is just without equal... and it's all automatic.

Steady Now

This boat also has a SeaKeeper gyro stabilizer so we powered that unit up for a look. No surprise, it worked great and this is a feature that will not only be appreciated by the families but the fishermen that will be standing for long periods.

Features Inspection by Category

Operations

The ship's 110v electrical panel is protected inside, just at the cabin entry. The 12v panel is behind a hatch to the starboard bulkhead, adjacent to the helm seats, and this space also includes the ignitions that will activate the push to start buttons at the helm.

Boston Whaler 380 Outrage 110 v panel

110 V panel is located just inside the entrance to the cabin.

Boston Whaler 380 Outrage 12 v panel

The 12 V panel is located to the starboard bulwarks, adjacent to the helm seat.

Lower Helm

Boston Whaler 380 Outrage angular design

The console profile shares the aggressive new styling the current outrage models posses and it looks great. It's a very angular and modern design.

Boston Whaler 380 Outrage helm console

The helm console has an interesting design feature in that its offset to starboard with the actual helm station mounted right on the centerline. This allows for the entrance to the cabin to be located just to the left of the helm.

The helm console is surrounded by tempered glass on three sides and an electrically actuated vent is at the top of the forward windshield. Defrost vents are just behind and this is a feature that we've seen forgotten on some other builders' designs. Overhead and facing the operator are the SeaKeeper control panel, the Mercury Active Trim panel controlling the engine trims, the latest iteration of Mercury's VesselView display, and an opening glove box with tension hinges.

Boston Whaler 380 Outrage overhead features

Some of the more sedentary features are moved overhead but are still within reach.

Boston Whaler 380 Outrage active trim control

Here we can see the active trim control panel that can also be controlled by this vessel view display. This shot also shows the cruise control being set to specific RPM settings.

Boston Whaler 380 Outrage actuated vent

The top of the windshield has an electrically actuated vent and defogger vents are just behind.

The operator, helm, and compass are right on the centerline, in the sweet spot of handling. A soft-touch vinyl dash cover and brow top off the console and Boston Whaler thoughtfully added a welcome space for putting stuff like cell phones that includes an accessory plug and USB port (the requested features begin).

Rocker switches line the top of the panel, heat and ac vents are in the center. To our eye, the most significant switches are the boost switch for the heat and ac (temporarily labeled Acc 2 on our hull #1 test boat) and switch to open the forward vent.

The panel that has been cleaned up significantly over previous models and the glass dash concept features two 165 GS screens mounted into an acrylic backing. Below are the three engine start/stops, the fusion stereo, the remote for the spotlight, the stainless wheel has a convenient steering knob and it's all mounted to a tilt base.

The automatic trim tabs are alongside, and this hull really made us a fan of those. The digital throttle and shift binnacle is next and then the Mercury JPO or Joystick Piloting for Outboards with its features that include Heading Hold Autopilot, Waypoint Steering, Skyhook, Boathook, and Bow Hook included. Dual footrests are below.

Directly overhead is storage for the full weather enclosure, and this highlights a theme of Boston Whaler storing items near where they will be used. And it's not lost on us that we still have 6'8" (2.03 m) of headroom under this storage space.

Helm Seats

The seats are three across with each one having individual armrests and bolsters. The captain's, in the center, is electrically adjustable fore and aft. The port side observer gets a separate flip down footrest since this seat is not at the console. And our vertically challenged test captain loves the flip down elevated deck brought him up six more inches (15.24 cm). In a thoughtful touch, it's covered with anti-fatigue SeaDecking. With the flip down decking in the lowered position, a panel is exposed that houses the SeaKeeper gyro.

Tower Helm

Boston Whaler 380 Outrage posts

The hardtop and tower supports are integrated into the console so as not to impede on the side deck space. We access the tower from a set of stairs and a sliding hatch to the port side. This elevated helm is functional and minimalist but still features a small nav display, a Vessel View display, the remote spotlight control, horn, engine start stops, tilt base steering, VHF, DTS engine controls and a second joystick. The doublewide seat has individual bolsters with storage underneath. Outriggers are to the sides and overhead is a protective Bimini providing much-appreciated shade.

Boston Whaler 380 Outrage tower access

The tower is accessed from a sliding hatch to the port side of the console.

Boston Whaler 380 Outrage helm station

The helm station is well-equipped for spending long times operating the 380 Outrage from this elevated position.

Boston Whaler 380 Outrage tower panel

The tower helm even includes a small nav display in the latest Vessel View display.

Ground Tackle

At the foredeck, a hatch concealed the vertically mounted Lewmar windlass. The anchor is mounted through the stem. A cleat is provided for securing the rode. A remote control on a coiled cord mounts to the void area that also houses a washdown spigot and room to access the rode.

Boston Whaler 380 Outrage concealed anchor

A hatch at the bow conceals the windlass and the anchor that is mounted through the stem. The hatch cover is finished to both sides, it's supported with a stainless steel support strut and opens with a turn and lock latch. When closed the entire foredeck is treated with diamond non-skid and includes pull-up cleats and rod holders.

Mechanical Room

Here's one of our favorite features. We first saw this on Boston Whaler's and now it's a theme that's repeated by other manufacturers. At the cockpit, a deck hatch lifts to reveal a mechanical room with basically all of the mechanical components of the 380 Outrage combined into this one compartment.

Boston Whaler 380 Outrage mechanical room

In the center of the deck is a mechanical room that consolidates all of the boats working gear into one location. Notice under the hatch there is storage for the cockpit tables.

There's a flip-down deck with diamond non-skid that makes it easier to work here. Underneath it are the batteries. Looking around in a clockwise direction we've got the fire suppression system, the port fish box macerator pump, the holding tank discharge, the live well pump, two power steering pumps, the battery charger, a freshwater pump, a raw water pump, water manifolds, automatic battery switches and parallels, another power steering pump, three fuel filters, the starboard fish box macerator, the air conditioning pump, the gyro cooling water pump, raw water strainers, the bilge pumps, probably a partridge in a pear tree, oh... and the generator.

Fishing Features

For fishing features, the cockpit measures in at 45 sq. ft. (4.18 sq. m), providing plenty of fighting room. To both sides are huge fish boxes that are refrigerated and macerated. Forward there are spreader lights behind the hardtop, two color courtesy lights, a remote camera and rod holders integrated into the supports.

Boston Whaler 380 Outrage spacious cockpit

The cockpit features plenty of room to bring the fight to the fish.

Boston Whaler 380 Outrage fish boxes

To both sides of the cockpit are large fish boxes that are refrigerated and macerated.

In the quarters, there are 10" (25.4 cm) cleats, washdown spigots, speakers, and cannonball holders integrated into toe rails. A hatch alongside opens to a drawer designed to hold a 5-gallon (18.93 L) bucket. The whole deck is canted to channel water to the twin deck drains to each side.

In the port quarter, the button to the top activates the auto flush system for the engines. Just hook up a single hose and press this switch to flush all the engines out with fresh water. back and forth. We'd like to see an acrylic cover to this. It's connected to a huge pump that keeps the water well circulated.

Boston Whaler 380 Outrage port quarter

In the port quarter, there are multiple features, including the button to the left of the washdown spigot that facilitates flushing out all of the engines at once.

Boston Whaler 380 Outrage bucket

A drawer is built into the transom to hold every boater's best friend.

At the bow, we can create an elevated platform, complete with diamond non-skid that's great for a cast netter or bait caster.

Lastly, a tuna door is to the port side bulwarks for hauling that big catch in, and when using it as a dive door, a reboarding ladder that stores close by at the transom mounts right in. A grab handle rotates into position from just inside the opening. Because this opens inward, this also makes an ideal spot to board from a floating dock. And Boston Whaler was clever enough to design the bulwarks to come out slightly to allow for walking right past the open door without the risk of jamming a leg into it... nice touch there.

Boston Whaler 380 Outrage side door

The hull side door provides a place to hole in the big catch, facilitates dive operations, and makes an ideal boarding area from a floating dock.

Boston Whaler 380 Outrage bulwarks

Notice how the bulwarks jog out slightly while the open side door is recessed in. This prevents anyone from jamming their legs into the open door.

Family Features

Families will also appreciate a lot of what the 380 Outrage has to offer and to us, the newly designed Outrage bow is the main attraction. The bulwarks are drawn outward to provide more room so facing each other does not equate to knees being interlocked. In fact, with 7'8" (2.34 m) between the bolsters, they're not even close.

Boston Whaler 380 Outrage notch

With the bulwarks drawn outward as the pollsters move forward, more room is created at the bow. This is a design feature we're seeing across the Outrage line.

Sitting forward, the seat bases flip up to form backrests and the arms are drawn to the top of the bolsters 20" (51 cm) above the seat cushions recessed grab rail. The teak table actuates up and down and a pad on top will convert the whole area into a sun pad.

Boston Whaler 380 Outrage seat down

Boston Whaler 380 Outrage seat up

The forward V-seating easily converts to forward-facing seating by flipping up the seat base.

Boston Whaler 380 Outrage forward sunpad

With the table lowered a forward sun pad is created. The table raises and lowers on an electric actuator.

Bow Lounge

Just behind is a large doublewide lounge. Armrests are to the sides and in the center, an armrest flips down that includes a pair of beverage holders, a self-draining cell phone cubby and a connectivity port just behind.

Boston Whaler 380 Outrage bow lounge

The bow lounge will probably be one of the most comfortable places onboard the 380 Outrage.

Boston Whaler 380 Outrage center armrest

The center armrest includes two drink holders, a self-draining cell phone cubby, and a USB connectivity port.

Bow Storage

The storage in the bow is greatly improved over the previous models. In the deck between the V-seats alone we can fit several 5-gallon (18.93 L) buckets in this 3'2" x 3' x 20" (.97 m x .91 m x 50.8 cm) compartment. If the electrically actuated table isn't chosen then this can be a macerated fish box.

The V-seat storage opens with a single remote latch for one-handed access. And there have been great improvements to the storage under the lounge seating. With previous models, this was the location of the rod storage, so to get to anything, the rods had to come out first. Now, the rods are moved into the cabin, in a climate-controlled environment by the way, so this is now a wide-open storage space that can hold huge amounts of gear and tanks.

Boston Whaler 380 Outrage gathering area

Taken all together, this is a luxurious gathering area feature packed with some of the most sought after amenities customer feedback could compile.

Boston Whaler 380 Outrage bow storage

The bow alone has as much storage as we've seen on other boats in their entirety.

At the Side Decks

As we move back, to both sides the rail tops out at 36" (91 cm) with 20" (51cm) wide deck space. There's open storage under the gunwales, a forward-facing speaker, cargo net storage and flip-down jump seats. The padded bolsters wrap-around the entire boat. To the port side of the helm seat, there's a refrigerated drawer.

Boston Whaler 380 Outrage fridge

A refrigerated drawer is to the side of the helm seats.

Boston Whaler 380 Outrage side storage

A multitude of features is to both side decks, including open storage with speakers just behind.

Boston Whaler 380 Outrage jump seat

There are additional storage and a flip-out jump seat to both sides as well.

Back in the cockpit, the aft facing seat enhances the utility of the cockpit. It has storage underneath, converts quite easily to a buffet table, and notice the teak surface.

Boston Whaler 380 Outrage aft facing seat

An aft-facing seat provides not only a welcome spot to watch the lines but a relaxing place to watch the wake shrinking in the distance.

Boston Whaler 380 Outrage buffet table

By pulling the seat back aft the seating converts into a buffet table with a teak surface and stainless steel beverage holders.

A flip-out seat at the transom adds even more seating and closes when more room is needed. We can also add a set of cockpit tables for even more versatility and there's yet another flip down seat to the starboard bulkhead. The tables store close by under the deck hatch, and notice how cleverly the brackets allow the table to pivot away before sliding out. Overhead a retractable awning electrically actuates to provide shade to the entire cockpit area.

Boston Whaler 380 Outrage transom seat

A flip-out transom seat is just one of the many seating options in this cockpit.

Boston Whaler 380 Outrage cockpit tables

A pair of cockpit tables store underneath the mechanical room hatch. When installed, they can be surrounded on three sides by ample seating.

Cabin

With the starboard helm console, Boston Whaler created the ability to move the cabin entry to the area just to port of the helm. Now we can have a full weather enclosure option while still being able to access the cabin from that protected environment. This is a huge improvement over the side or front of the console entry. We measured 6'5" (1.96 m) to the overhead skylight.

Boston Whaler 380 Outrage helm

With the working area of the helm moved to starboard, Boston Whaler created the ability to move the entry door to the cabin back under the protection of the overhead and optional side enclosure.

Boston Whaler 380 Outrage cabin seat

The cabin is large enough to house two overnights in comfort.

Boston Whaler 380 Outrage rod storage

Rod storage has been moved down below in the cabin, freeing up space under the forward lounge. To starboard, there's a microwave behind a retractable door. Below there's a vessel sink recessed into a Corian counter and an opening portlight is just beyond. Notice that the sink is elevated just above the counter so we also have a quick drop spot for cellphones and wallets, complete with a raised edge. Trash goes below. Ahead is a seating area that converts to a double berth.

Boston Whaler 380 Outrage elevated sink

The sink is elevated just above the counter providing another convenient space to put items. Storage solutions played a big part in the cabin. Of course, there's the rod storage we discussed, that moves the rods out of the bow compartment. And there's the blue courtesy lighting just above, adding a touch of bling to the high-end reels. Cabinets are above and shelving is above that.

Forward is where the real innovations take place. There's regular V-seating, but by flipping the hinged cushions down, Boston Whaler added rubberized surfaces, so when we bring aboard our plastic storage totes, this gives us a place to put them without having them slide off. Additional bins, or other items, can go just ahead of the cushions and they're also prevented from sliding by the cushions themselves. It's a real-world solution and a clever one.

Boston Whaler 380 Outrage cabin storage

With the seatbacks flipped down, there's non-skid storage on top and secure storage ahead for large bins we all bring aboard.

Head

However, the biggest improvement is the now fully enclosed head. The door is held open with a magnetic catch. The head includes a flip-down teak seat, pull-out shower wand, opening portlight, mirror, and our favorite feature... the flip down foul weather gear hooks... great place to dry out wet jackets. The heat and AC vent speed the process up.

Boston Whaler 380 Outrage head

The head has been converted to a fully enclosed model on the 380 Outrage.

Boston Whaler 380 Outrage

These flip down hooks in the head compartment make a great place for drying out foul weather gear.

Observations

Clearly, this is a boat with a lot to offer and she's pretty well set up with everything customer research has shown that boaters in this class are looking for. Her new hull design performed flawlessly and the automatic controlling from the Mercury systems are a perfect complement. As for comfort, it's everywhere we stepped, and then some.