



ALL ABOARD
OUR ANNUAL

ADVENTURE ISSUE

BOATING®

WORLD'S LARGEST POWERBOAT MAGAZINE

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CERTIFIED BOAT TESTS

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BOATING
CERTIFIED
TEST

#3116

MONTEREY 305 SS

If a hall of fame were established for outboard runabouts, this would be one of the first inductees.



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When boating enthusiasts get a load of this new outboard-powered Monterey 305 SS, it might just create a frenzy.

First, the 305 SS sets a new table for the horsepower gourmands, offering clean, quiet, easy-to-maintain propulsion in a hull and cockpit design that saves weight and maximizes crew comfort and convenience. Second, particularly in the case of Mercury's new V-8 outboards, the 305 SS pampers the skipper with silky-smooth steering and crisp maneuverability, and rewards each nudge of the throttle with aggressive acceleration. Also available with the Mercury power is

PHOTO: BILL DOSTER

stowage in the former engine compartment.

Sure, there's a cavernous compartment below what was the engine hatch — you could stow a fully inflated tow tube in there. A freshwater tank keeps the shower on the transom, and sink and head are supplied for all-day comfort. Plus, batteries, pumps and plumbing have never been easier to access for maintenance; simply touch the electric switch to raise that hatch.

Space-saving outboard power further accommodates passenger comfort with a multifunction aft seating module. Flip the aft cockpit seat back over flat to make a spacious sun pad. Recline it slightly to make an aft-facing lounge. The components and hardware are of durable, highly polished stainless steel for good looks, and they're easy to operate. That goes for the aft rumble seat too. Pull it out, prop it up on its integrated stand, and enjoy the view of your kids swimming from a two-person settee. When it's time to pull up

Boarding ladder is oriented to starboard, away from the motors for safe reboarding after swimming — and to prevent the ladder from rattling when the boat comes off plane.

stakes, squeeze a latch under the aft settee and it pops up, revealing a storage compartment to contain wet mooring lines and fenders. It comes up without protest on its own gas-assist shocks.

Also rare on outboard conversions is a convenient transom platform. The outboards usually bisect the platform, making it difficult to get from port to stern. Not here — walk with confidence to access shore power, water or waste ports.

It is amazing how much boating fun is had behind the helm seat — not in it. But the 305 keeps the inspiration going for the crew too. Sure, the captain gets an adjustable bucket seat facing a newly styled dashboard. Our tester featured both a new Mercury Vessel-View touchscreen, and a Raymarine Axiom chart plotter and sonar unit. You can bling that up with radar, Sirius satellite weather, and even — if you're willing to take your hands off the helm — an autopilot.

There's a Fusion Audio source unit at the dash, and JL speakers are liberally spread about the cockpit, powered by an amp and subwoofer JL "bazooka" speakers on the electric retractable radar arch. Yes, the



super-solid arch slides upward or downward at the touch of a button.

Bow seating is deep, firmly padded to cushion riders in the toughest chop, though so smooth was the 305's passage over doubled-up wakes, we could've sat on plywood. Armrests fold down to give port and starboard riders forward-facing thrones with armrests for right and left hands, storage galore beneath, and plenty of space for four or more to enjoy the first-class seats.

If you think we were impressed with Monterey's performance and accommodations, forgive us while we lavish even more praise on its upholstery and hull appointments. Inside, the vinyl is of several different textures — colors complementary to the hull stripes, and stitching so complex and sporty-looking, it took extremely skilled upholsterers to pull it off.

Outside, the sleek hull shape is visually streamlined with tasteful striping, a contrasting hull bottom color — optional treatments all, but worth it for the visual excitement — and complementary polished stainless-steel trim, louvered vents and monogrammed hardware.

The entire profile is surprisingly sleek. Even the polished stainless-steel windlass and plow anchor blend into the lines, just like the powerful outboards, inviting the international boating community to embrace the new Monterey 305 SS with its highly demanded outboard power. —Randy Vance

High Points

- ▶ Digital switches proved easy to operate and allowed us to program custom operations.
- ▶ Electric lift on the optional radar arch makes for convenient passage beneath bridges.
- ▶ Gas-assist shocks on the aft hatch make wet stowage of fenders and lines easy.

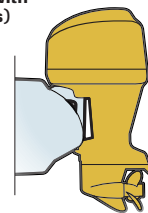
Low Points

- ▶ Front seat bolsters would've been more comfortable if they had thicker padding.
- ▶ Windlass area lacks a washdown for rinsing the anchor.

• LOA: 29'0" • BEAM: 9'0" • DRAFT (MAX): 2'8"
 • DISPLACEMENT (APPROX.): 7,200 lb. (with power) • TRANSOM DEADRISE: 21 degrees
 • BRIDGE CLEARANCE: 8'9" • FUEL CAPACITY: 100 gal. • MAX HORSEPOWER: 600 • AVAILABLE POWER: Mercury Verado outboards

Price: \$174,011 (with black 250 hp outboards)

AVAILABLE POWER:
OUTBOARD



HOW WE TESTED

ENGINES: TWIN MERCURY V-8 250 HP
DRIVE/PROPS: OUTBOARD/REV 4 21" PITCH STAINLESS-STEEL **GEAR RATIO:** 1.75:1 **FUEL LOAD:** 65 GAL. **CREW WEIGHT:** 400 LB.

MONTEREY BOATS
 Williston, Florida; 352-528-2628; montereyboats.com



**BOATING
 CERTIFIED
 TEST
 RESULTS**

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	sound level
1000	3.7	4.3	3.1	1.2	1.4	107.2	123.4	0	63
1500	4.4	5.1	5.0	0.9	1.0	79.8	91.8	2	67
2000	5.0	5.8	8.4	0.6	0.7	53.5	61.6	4	70
2500	13.4	15.5	11.7	1.1	1.3	103.3	118.8	6	76
3000	23.4	26.9	12.8	1.8	2.1	164.4	189.1	3	80
3500	30.1	34.6	16.8	1.8	2.1	161.1	185.4	1	82
4000	35.2	40.5	22.5	1.6	1.8	140.8	162.0	1	83
4500	40.4	46.5	30.1	1.3	1.5	120.7	138.9	1	84
5000	46.1	53.1	36.2	1.3	1.5	114.6	131.9	1	84
5500	49.5	57.0	44.5	1.1	1.3	100.2	115.3	1	85
6000	53.2	61.3	50.1	1.1	1.2	95.6	110.0	1	88

MOST ECONOMICAL CRUISING SPEED

PHOTO: COURTESY MONTEREYBOATS



SCAN ME

Watch a video highlighting key features of this boat by scanning this tag or visiting boatingmag.com/3116.



PHOTOS: COURTESY MONTEREY BOATS

joystick steering and the unique ability to manage exhaust porting to give your motors a whisper-quiet Verado purr, or a throaty performance rumble and a little more unstately excitement. And then there's the adaptive steering with sensors that measure the load on the motor as you feed in rudder, telling the four-stroke outboard to throttle up to maintain a smooth, steady turn. Few skippers can do it as well as these motors can.

This boat, like some runabout outboards, is sister to an earlier

sterndrive launch. But not all such morphs are successful. Stern-drive power's mass impacts the center of gravity, and simply removing it and bolting on outboards can create a Romanesque proboscis that rides bow-down, punching into seas with little or no grace and offering little of the outboard's advantages.

But Monterey worked hard to manage the position of accommodations in the cockpit and at the transom, balancing the boat and at the same time giving boaters something besides just massive