



28' (8.53m) 1999 Boston Whaler 28 Conquest
Rock Hall Maryland United States



OVERVIEW

Manufacturer:	<i>Boston Whaler</i>		
Engines:	2 Mercury	Hull Material:	Fiberglass
Engine Model:	225	Cruise Speed:	Knots
Engine HP:	225	Max Speed:	Knots
Beam:	10' 4"	Cabins/Heads:	1 / 1
Max Draft:	1' 8"	Fuel Type:	Gas/Petrol
Water:	40 G (151.42 L)	Fuel:	200 G (757.08 L)

\$75,000



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Data Sheet

Category: Cuddy Cabin
Condition: Used
Model Year: 1999
Beam: 10'4" (3.15m)
Max Draft: 1' 8" (0.51m)
LOA: 28' 5" (8.66m)
Cabins: 1
Sleeps: 4
Heads: 1

Knots
Knots
Fuel Type: Gas/Petrol
Deadrise: 20°
Hull Material: Fiberglass
Hull Shape: Deep Vee
Hull Warranty: None

Dry Weight: 5600 lbs
Fuel Tank: 200 gal (757.08 liters)
Fresh Water: 40 gal (151.42 liters)
Holding Tank: 10 gal (37.85 liters)
Imported: No
Trailer: Yes
HIN/IMO: BWCAN108C999

Engines/Generators

Engine 1

Mercury
225
Outboard 2 Stroke
225HP
Fuel: Gas/Petrol
Year: 1999

Engine 2

Mercury
225
Outboard 2 Stroke
225HP
Fuel: Gas/Petrol
Year: 1999

Summary/Description

The 28 Conquest is an express cruiser that's well suited for long distance voyages. In addition to the peace of mind resulting from its unsinkable status, the boat comes with the added insurance of twin outboards (up to 600 combined-horsepower).

It has long been recommended that if you ever have the rare ill-fortune of being offshore in a boat that capsizes, your best chance of being rescued is if you stay with the boat. Of course, that isn't very practical advice if the boat sinks. Which leads me to believe that whoever coined this bit of advice probably owned a Boston Whaler because it's the only boat builder I know of that has earned a solid reputation for building truly "unsinkable" boats. Problem is, not all boats are built to Whaler standards and quite a few of them are now fish habitats as a result.

Boston Whaler's reputation for building unsinkable boats was launched in a "Life" magazine article in 1961 that ran a series of photographs depicting founder Richard T. Fisher sitting in a boat as it was sawed in two and then casually driving away in only half a boat. That left an inedible image in the minds of safety conscious boaters.

Fisher's unsinkable boat was the result of a revolutionary production process he pioneered and it's still employed by Boston Whaler today. The technique begins by simultaneously molding the hull and deck and then combining them before they cure to form a unitized closed-mold system. Liquid foam is then injected into the cavity between the hull and deck while they are still in their uncured state. As the foam expands and hardens, it literally fuses with the fiberglass to form a single, inseparable unit. There are no stringers to break free, no vibrations to be felt and no separation of the hull and deck. Because of the confined expansion space, the foam is very dense that provides superb flotation while at the same time increasing strength and rigidity.

Boston Whaler is the only company I know of that publishes a "Swamped Capacity" rating that indicates the amount of weight it can hold after it has been filled with water. All Boston Whaler boats are built this way, including the 28 Conquest, which is the company's largest cabin boat. With an LOA of 30 feet 8 inches (28 feet 5 inches not counting the integrated bow pulpit) and a beam of 10 feet 4 inches, the 28 Conquest can hold 5800 pounds of weight after flooding it with water. That's pretty impressive when you consider that the U.S. Coast Guard doesn't even require foam flotation in boats over 20 feet.

The 28 Conquest is an express cruiser that's well suited for long distance voyages. In addition to the peace of mind resulting from its unsinkable status, the boat comes with the added insurance of twin outboards (up to 600 combined-horsepower). A second outboard is especially comforting on long cruises; in the event one malfunctions you can still limp home on the other. Furthermore, the boat has a fuel capacity of 296 gallons for extra-long jaunts

where ports are far apart.

And when you come into port at day's end, the 28 Conquest has all the comforts you can ask for in a 28-foot boat, including a homey cabin atmosphere created by its teak and holly flooring. As you enter through the 21-inch locking, opaque acrylic door you notice a portside galley with a beautiful Corian countertop surrounding a singleburner butane stove and a stainless-steel sink with hot and cold pressurized water. An electric stove is available as a \$143 option. Below is an electric refrigerator and above is a small microwave — standard. Adjacent to the galley is the ship's electric panel, a Clarion CD player that can be operated remotely from the helm, and a 35-by-24-by-16-foot cedar-lined hanging locker, which provides a welcome change from the smell of fiberglass.

Opposite the galley is a 64-by-42-by-40-foot enclosed head that features a sink with countertop and storage cabinet and a removable faucet that can be attached to a wall bracket for showering. Other amenities include a vacu-flush toilet with a holding tank and dockside pump-out, an opening port and a mirrored door that locks for privacy.

Sleeping accommodations consist of a double berth forward that converts to a dinette and another double berth

98

midships. There is no bulkhead separating the midberth from the rest of the cabin, which, on one hand gives it and the rest of the cabin a roomy feel, but on the other hand offers no privacy. And although you have plenty of ventilation available through four opening ports, an overhead hatch and a midberth window, the boat is equipped with a carbon monoxide detector for added safety.

Above deck you have a large, deep cockpit (28-inch minimum depth) with plenty of room to move about. Seating consists of an adjustable bucket for the driver, a 53-inch companion's lounge seat, an aft-facing seat cushion (without backrest) behind the driver's seat, and a hideaway stern bench that folds up into the transom when not used. Side vents in the windshield allow those seated forward to regulate air flow to their particular comfort level.

Although categorized as an express cruiser, the 28 Conquest caters strongly to anglers. For instance, it comes standard with a 30-gallon livewell (complete with raw-water wash-down and internal light); two in-sole fish boxes that are guttered, insulated and equipped with a pump-out; and built-in tackle drawers. Additionally, it has four gunwale-mount and three transom-mount rod holders, plus rod racks under the gunwales as well as in the cabin where they can be locked up when you're away from the boat. Anglers will also appreciate the boat's stainless-steel toe rails and cockpit coaming bolsters when it comes time to land big fish. Even the worst part of fishing, the cleanup, is relatively painless thanks to the a cockpit shower that allows you to hose down the self-bailing, non-skid

interior.

Performance-wise the 28 Conquest delivers a smooth, comfortable ride. It features Boston Whaler's Accutrack hull design which has a sharp forward V-bottom that slices through rough seas, with enough freeboard to keep passengers high and dry. As the running surface goes aft, the bottom transitions into a flatter surface to provide lift and enhance fuel efficiency. Strategically placed running strakes and a modified keel provide good tracking. In addition, the wide beam provides increased cockpit space and excellent stability.

Additional Equipment

Additional Equipment

- Road Trailer

Covers

- Bimini Top

Electrical Equipment

- Shore Power Inlet

Electronics

- Depthsounder
- Radar
- Log-Speedometer
- Navigation Center
- Plotter
- GPS
- Cockpit Speakers
- VHF

Inside Equipment

- Electric Bilge Pump
- Manual Bilge Pump
- Marine Head
- Refrigerator

Manufacturer Provided Description

The Boston Whaler 28 Conquest, more than 30 feet long, has a 10-foot, four-inch beam and a 20-inch draft. Helm and companion seats sit in the spacious cockpit. The stern seat folds flush with transom for optimum cockpit space. The galley features a refrigerator, sink with faucet, stove and microwave and the dinette converts into forward Vberth. Freshwater shower, sink and electric toilet are included with the head compartment. Boston Whaler introduced the Accutrack hull in 1996. This system combines the smooth ride of a deep-V design with the dry ride provided by strategically placed chines. A Boston Whaler has a distinct style. The distinctive Whaler 'smirk' - a reverse chine and forward spray rail - catches spray and redirects it beneath the hull. In a following sea, it pushes the bow up for better steerage and improved safety. Thoughtful layouts put amenities such as prep stations and controls within easy reach. Seats can handle hundreds of pounds in static loads. Coaming pads are scaled to catch people above the knees. Helms have unobstructed views. And fishing areas provide optimum freedom of movement. Boston Whaler's Unibond construction starts with steel-reinforced hull molds to ensure consistency. Gel coat is sprayed into the mold to create what will be the hull's exterior, a skin coat of fiberglass is applied, varying biaxial and biaxial fiberglass sheets are coated with resin and hand-rolled into place. The deck mold is lowered into the hull mold and the two are latched together to form a closed mold system. Liquid structural foam fills the cavity between the hull and deck. The access plate is secured, and the foam bonds permanently to the resin and fiberglass. No screws, rivets or adhesives are necessary since the hull and deck form a single unit. Boston Whaler offers a 10-year limited transferable hull warranty. Boston Whaler's lifting eyes extend completely through the Unibond hull, they are reinforced for maximum towing and lifting strength. On all Whalers, cleats are generously sized. Hinges are solid stainless steel, not stamped and rolled. Fittings are recessed wherever possible to spare toes and to promote long life. Boston Whaler uses noncorrosive, welded, 316 stainless steel for its bow rails, to prevent water penetration, bleeding, rusting and staining. Fasteners are chrome-plated over the stainless for extra insurance against corrosion in the saltwater environment. Boston Whaler has a custom synthetic material made to back their fittings. This 'Whale board' is impervious to moisture, as strong as aluminum and has twice the holding power of mahogany. All seats and seat bases on Boston Whalers are made of rot-proof, maintenance-free composite materials. Boston Whaler makes its own custom wiring harnesses specially designed to prevent corrosion. The company uses shrink-tube electrical connectors and tinned copper wiring, waterproof switches and circuit breakers. Boston Whaler cockpits are all finished fiberglass, pretty much anywhere you might set your feet a

molded-in nonskid surface offers good traction. Interior surfaces, including the bilge, are clean, smooth, finished gel coat, there's no raw fiberglass to trap stagnant water and debris. To perform a swamped capacity test, Boston Whaler pumps hundreds of gallons of water into the boat while a crew of employees climbs aboard. The swamped capacity is reached when water overflows the gunnel. With a swamped capacity of 2,000-pounds, a 16-foot, seveninch Montauk can easily hold 10 people while swamped. Whether the classic twin sponson hull design or an Accutrack System hull, which combines a deep-V hull entry and a reverse chine with Unibond construction, there's a stable hull configuration and spray redirected under the hull.

Equipment List

Boston Whaler 28 Conquest Specifications - Standard Equipment Deck - Cockpit - Self-bailing cockpit - Molded-in nonskid pattern - 28-inch interior freeboard - Bow and stern U-bolts - Welded 316 stainless steel bow rail - 8-inch cleats (2 bow, 2 spring line, 2 stern with hawse pipes, 1 anchor locker) - Heavy-duty rub-rail - Covered telescoping swim ladder with stainless steel grab-rail - Motorwell drains - Anodized aluminum-framed windshield with vents - Rod holders (4 gunnel-mount, 3 transom-mount) - Stainless steel cockpit toerails - Stainless steel grab-rails (2) integral bow pulpit with roller - Cockpit coaming bolsters - Cockpit shower - Red striping and graphics Mechanical - Automatic battery switch - isolator - Battery box (3) with switches - Hydraulic trim tabs - 148-gallon fuel tanks (2) - Bilge pump aft and forward - Shore power with battery charger - Hot and cold pressurized water system - Teleflex hydraulic tilt steering system - Stainless steel steering wheel - Electrical switch panel with circuit protection - Windshield wipers port and starboard - Transducer mount areas - Navigation lights - Cockpit lighting - Livewell with light and raw water wash-down - Compass - Mercury dual pre-rig Cabin Interior - Teak and holly cabin sole - Opening hatch with screen - Opening ports with screens (4) - Sliding window in mid-cabin berth - Cabin lights - Sliding cabin door - Easy-clean interior materials - Forward dinette - berth - Mid-cabin double berth - Refrigerator 12V - 110V - Enclosed head with VacuFlush head, holding tank, dockside pump-out and overboard discharge - Head and galley sinks with hot and cold water faucets - Dinette table - forward berth filler - Carbon monoxide detector - Butane single-burner stove - Microwave - Clarion stereo with CD player, four speakers and remote control at the helm Storage - Cedar-lined hanging locker - Bow anchor locker with drain - Bow storage lockers under dinette - berth - Under-gunnel rod racks - Cabin interior rod racks - In-deck fishboxes (2) with pump-out - Storage drawer under helm seat - Tackle drawers - Electronics panel at helm - Drink holders - Fire extinguisher pocket - Battery and oil storage Seating - Sliding helm seat with cushions - Hideaway stern bench seat - Helm and

passenger molded-in footrests - Companion bench seat - Aft-facing seat, starboard Boston Whaler 28 Conquest

Optional Equipment - Radar arch with cockpit flood lights, dome light and rod holders (4) - Radar arch with topgun outriggers, cockpit flood lights, dome light and rod holders (4) - Striping and graphics (blue or green) - Hardtop with topgun outriggers, electronics box, cockpit flood light, dome lights and rod holders (4) - Hardtop with electronics box, cockpit flood light, dome light and 4 rod holders - Electric single-burner stove - Windlass with rode - Reversecycle air conditioning - Generator - Prep station behind helm seat (in lieu of aft-facing seat) - Enclosed head with VacuFlush toilet, holding tank and dockside pump-out - Mercury pre-rig (OptiMax) Canvas - Sun-top with boot (red, blue or green) - Weather curtain (red, blue or green), sun-top or hardtop - Aft drop curtain (red, blue or green), sun-top or hardtop

Engine Notes

Pre-rig dual packages, Mercury and OMC.

Disclaimer

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