

Draco Boats 27 (2020-)

Brief Summary

The Draco 27 is a retro-styled dual console that has a mini-expedition feel. She's powered by a single outboard and has convertible seating in the cockpit. For overnighting, owners can opt for a camper canopy, a refrigerator, a head and a shower.

Price

Base Price

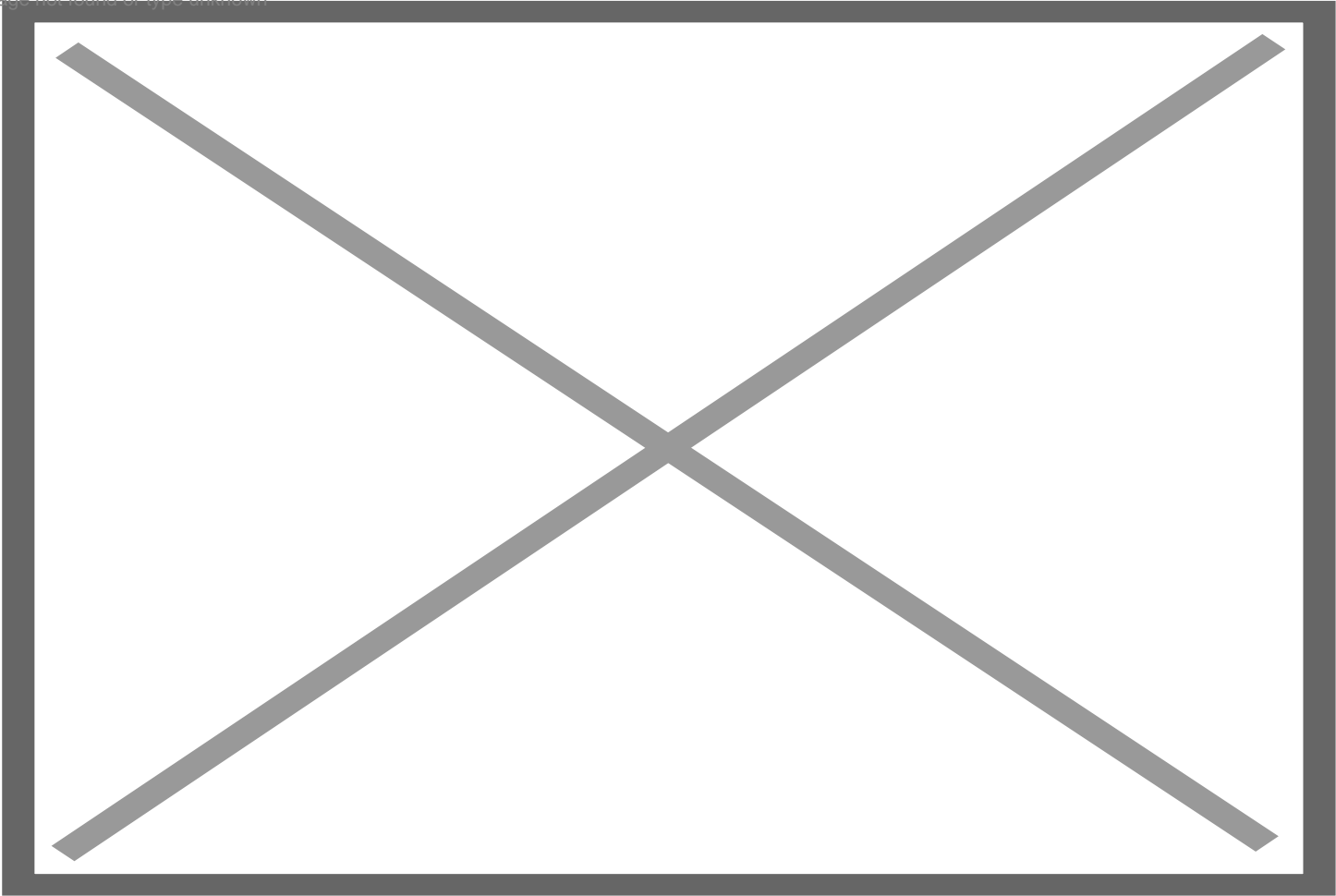
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.2	2.7	0.8	4.2	3.7	227	197.2	72
1000	5	4.3	1.3	3.8	3.3	208	180.6	74
1500	7.8	6.8	2	3.9	3.4	211	183.1	73
2000	9.4	8.1	3.2	2.9	2.5	158	137.2	72
2500	12.3	10.7	4.2	3	2.6	160	139.2	72
3000	16.6	14.4	5.6	3	2.6	160	138.8	74
3500	21.5	18.7	7.7	2.8	2.4	152	132	75
4000	30.6	26.6	10.7	2.9	2.5	155	134.9	76
4500	35.5	30.9	14.1	2.5	2.2	136	118.2	75
5000	39.7	34.5	21.2	1.9	1.6	101	88.1	78

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	45.7	39.7	25.4	1.8	1.6	97	84.5	79

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

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Specifications

Length Overall	27'3" 8.3 m
BEAM	8'2" 2.48 m
Dry Weight	4,189 lbs. 1,900 kg

Tested Weight	
Draft	
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	56" 142.24 cm
Weight Capacity	
Person Capacity	
Fuel Capacity	60 gallons 227 L
Water Capacity	10.57 gallons 40 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	Mirage Plus 15 ¼” x 19”
Load	3 persons; 50% fuel; no water; 50 lbs. gear
Climate	57 deg.; 62 humid.; winds: 10-15; seas: 1-2

By Eric Colby

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The Draco D27 is powered by a single outboard and measures 27.26' (8.31 m) with an 8.17' (2.49 m) beam.

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With her tall bow, the D27 is a great boat for island hopping and exploring.

Draco 27 Key Features

- Single outboard power
- Stainless-steel windshield frame w/walk-thru center section
- Beach boarding ladder
- Back-to-back seat converts to sunpad
- Teak cockpit table

- Sink

Mission Statement

The Draco 27 is designed to be a versatile dayboat with deep cockpit and bow seating and myriad lounging options. She's powered by a single outboard up to 400 hp and built with top-shelf materials and accessories. Draco calls her a "small super yacht." Her plumb bow and angular lines give the 27 a certain Euro flair.

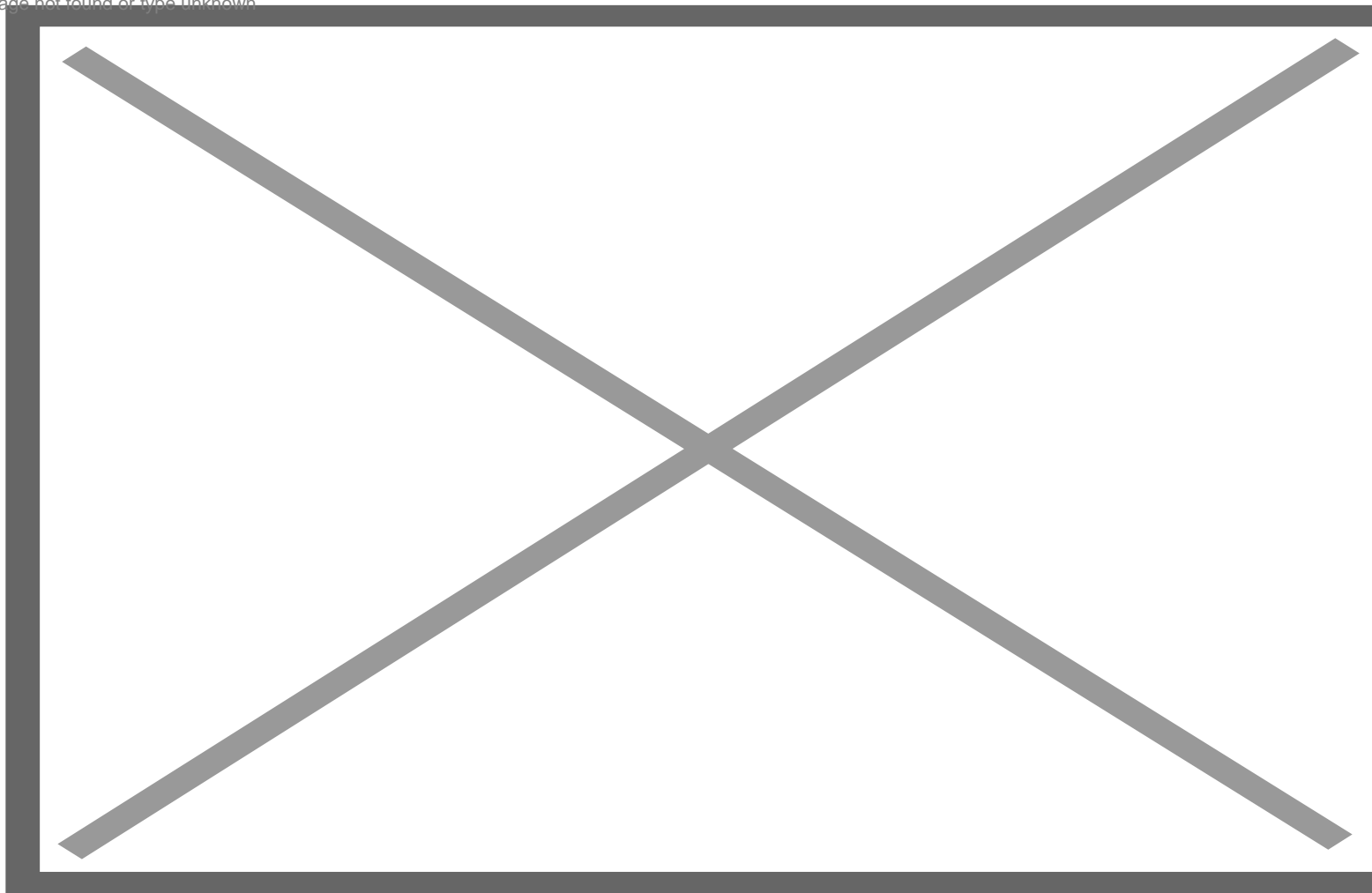
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Draco designed the D27's cockpit with central aft seating, which creates more ease of movement at the stern.

Company History. Kåre Drangsholt founded Draco Boats in Norway more than 50 years ago. Hochmuth Bootsbau AG in Stansstad, Switzerland became one of the first Draco dealers and delivered more than 5,000 boats for the company. The business still works with the modern-day version of Draco today. The naval architecture for the new series of Dracos was done by Hans Jorgen Johnsen, while the exterior design and styling were from Ed Dubois and the Windy Design Team.

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Draco Boats founder Kåre Drangsholt.

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The original Draco Boats factory was one of the first to build fiberglass boats in Scandinavia. This picture is showing the yard filled with boats from Draco at Hochmuth Bootsbau AG in Stansstad, Switzerland.

Draco 27 Features Inspection

The Stern. When doing so from docks, the easiest way to board the 27 would be to step on the twin swim platforms that extend aft past the single outboard. The platforms have an average width of 2' (60.96 cm) and measure 19" (48.26 cm) fore to aft. Forward, a raised aft deck is 85" (215.9 cm) wide and 34" (86.36 cm)

deep. A four-step ladder is underneath the starboard platform and it secures in place with a bungee cord. There are stainless-steel framed gates that close the passage to the aft decks. Outboard on each side in the caprail are caprails and below, heavy-duty 8" (20.32 cm) cleats are mounted to the inwales. There are two more sets of the same sized cleats at amidships and at the bow. Just ahead in the starboard inwale is a rack to hold the optional stainless-steel ski tow pylon that threads in place just ahead of the splashwell. The well has an inspection hatch for accessing the trim and bilge pumps and wires, cables and hoses are cleanly rigged, running through plastic conduit that links the motor and the transom.

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With the aft gates open, there's easy access to the swim platforms.

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The four-step boarding ladder is under the starboard swim platform and can be deployed easily from the boat.

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We rarely find hawse holes and heavy-duty 8" (20.32 cm) cleats on a 27' (8.23 m) day boat.

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The optional stainless-steel ski tow secures in a dedicated rack in the starboard inwale.

The Bimini Top

Draco provides a smart solution for storing the Bimini top. Part of the aft deck is hinged and when the top is collapsed, it stows beneath it. The only suggestion we would have is to put a small rubber bumper on the inwale so the hatch doesn't hit it when raised. When the Bimini top is raised, the frame slides forward on aluminum tracks on each side of the cockpit. Forward and aft straps secure the top when it's raised. When fully deployed, the Bimini top is 100" (254 cm) long and headroom underneath it is 75" (190.5 cm).



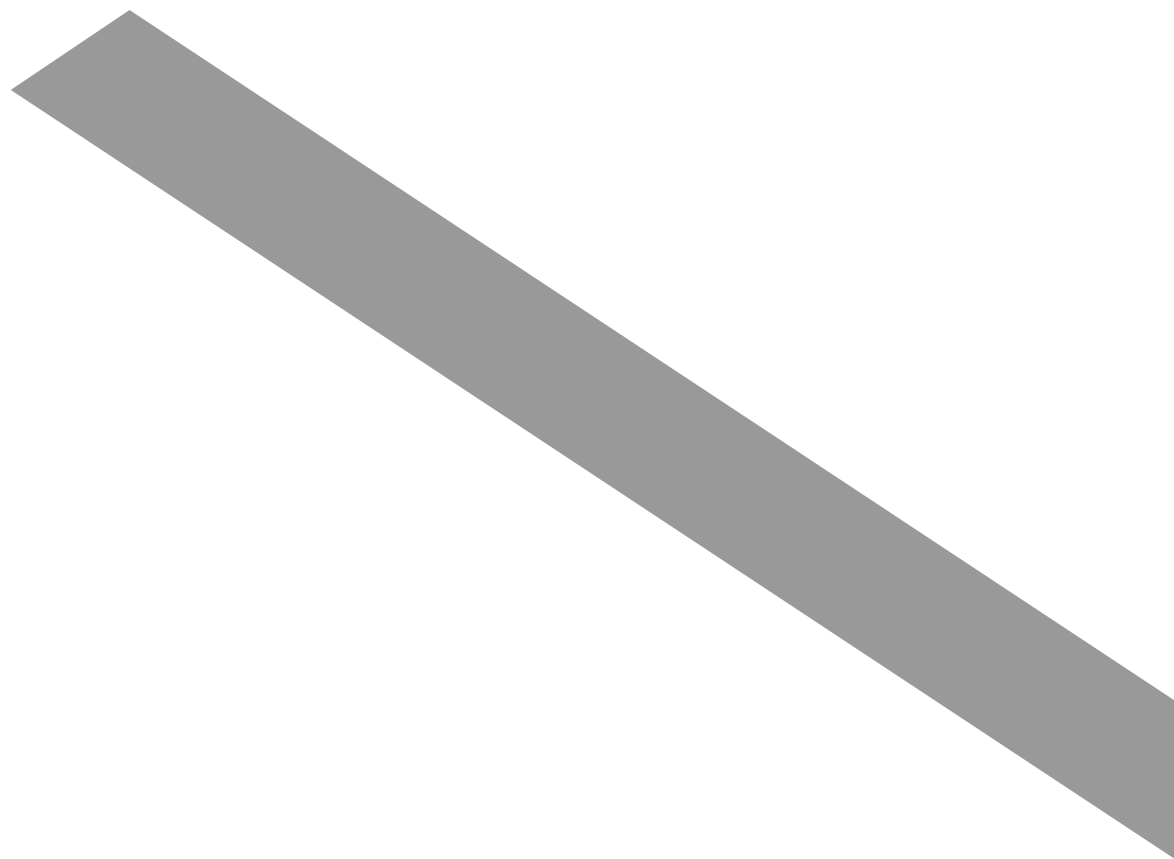
The Bimini top stores beneath a hinged section of the raised aft deck.

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When it's raised, the Bimini top provides shelter for most of the Draco 27's cockpit.

The Cockpit. In the center of the cockpit is a back-to-back lounge that can seat four (two facing forward, two aft) or be laid flat to create a large sunpad. An example of the upscale treatments throughout the boat, the lounge is upholstered in material from the Spradling-Marlin collection. There's storage in the base of the center lounge and outboard in the gunwales. Expandable net pockets are mounted on vinyl curtains that snap in place in the inwales. This is a smart idea because they can be removed for off-season repair or storage. Our test boat had the optional Isotherm drawer-style refrigerator on the starboard side of the cockpit lounge base. Opposite to port is the manual bilge pump.

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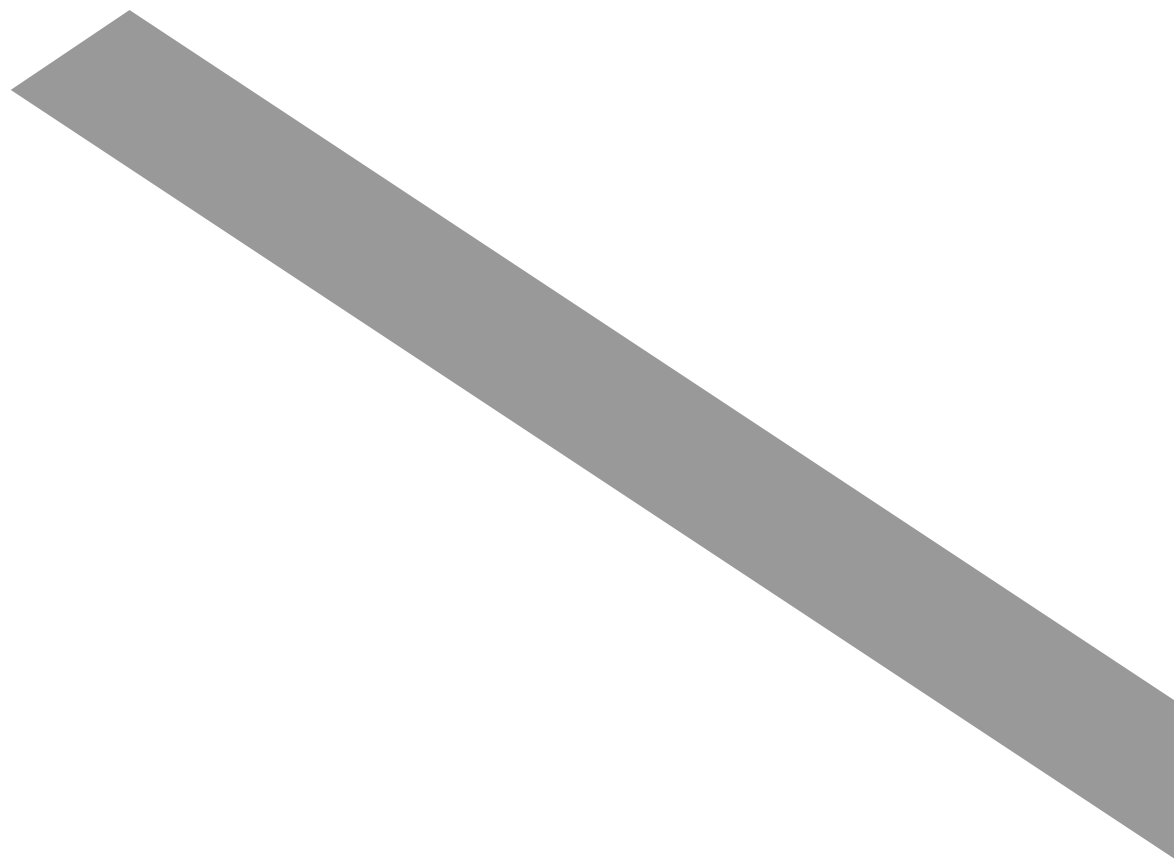
With the swiveling bucket seats, the driver and a companion can turn around to join the conversation.

When laid flat, the sunlounge has space for at least two adults to stretch out and soak up some rays.

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The optional Isotherm refrigerator is on the starboard side of the lounge base just below the stainless-steel grabrail.

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Showing extra attention to detail, Draco builds the teak cockpit table with three folding sections and the whole thing is 1" (2.54 cm) thick. At its longest, the table is 26" (66.04 cm) and 35 ½" (90.17 cm).



Two couples can travel comfortably in the Draco 27.

The Helm. The captain and a companion travel in bucket seats that swivel, slide fore and aft and have adjustable height. Ahead of the port seat is a stainless-steel grab rail. To starboard, the helm has a tilt steering wheel with an embossed Draco logo. Our test boat had the 12" (30.48 cm) Raymarine hybrid touch plotter in the center of the dash with a Mercury Smartcraft screen to starboard. On the left side of the steering wheel are a beverage holder and accessory-switch panel. Opposite, Draco equipped our boat with the optional bow thruster joystick, the Fusion stereo head, Zipwake interceptor panel, Mercury's ActiveTrim controls and the Windlass button. Below are additional accessory switches. Aft are the digital throttle and shift control with the ignition switches and emergency shutoff lanyard. USB and auxiliary ports are underneath the panel as are the circuit breakers, and there's an inspection panel for accessing the controls. Outboard on each are glovebox-style lockers.

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The helm seat was comfortable and supportive and notice the angled footrest on the base of the console.

There's space in the dash for up to a 12" (30.48 cm) multifunction display. Alongside to the right is the Mercury Smartcraft screen.

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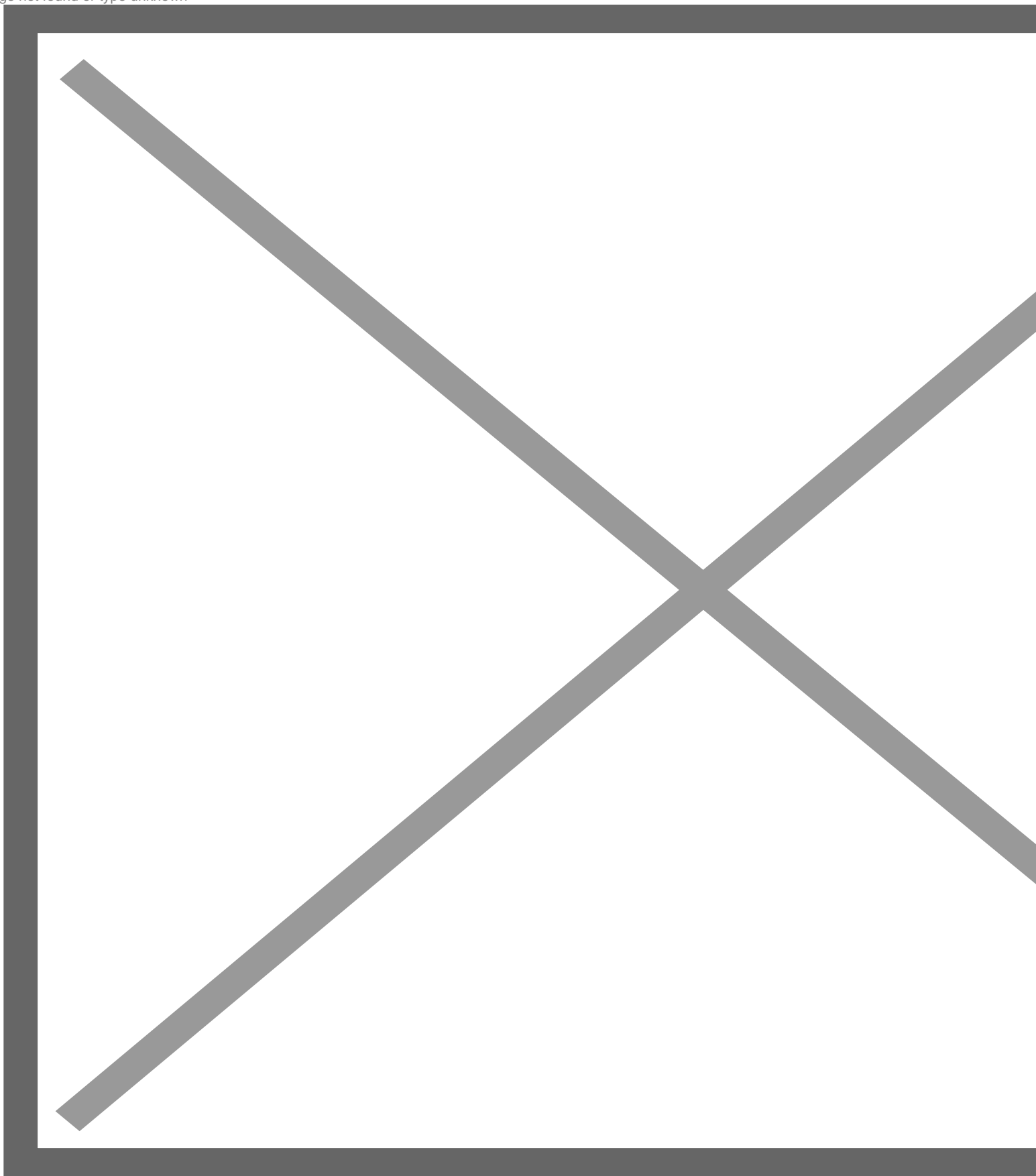
The right side of the dash has the digital shift/throttle positioned for comfortable operation and the controls for optional equipment just ahead.



A rail follows the form of the stainless-steel windshield frame, ensuring there's always something to grab when the water gets bumpy.

The Port Console. The captain and a companion travel in bucket seats that have foldup bolsters, swivel, slide fore and aft and can have adjustable height. The port console has a stainless-steel rail wrapped in leather and it opens to reveal a sink, plus a compartment that has 40" (101.6 cm) of headroom and plenty of room for an optional head.

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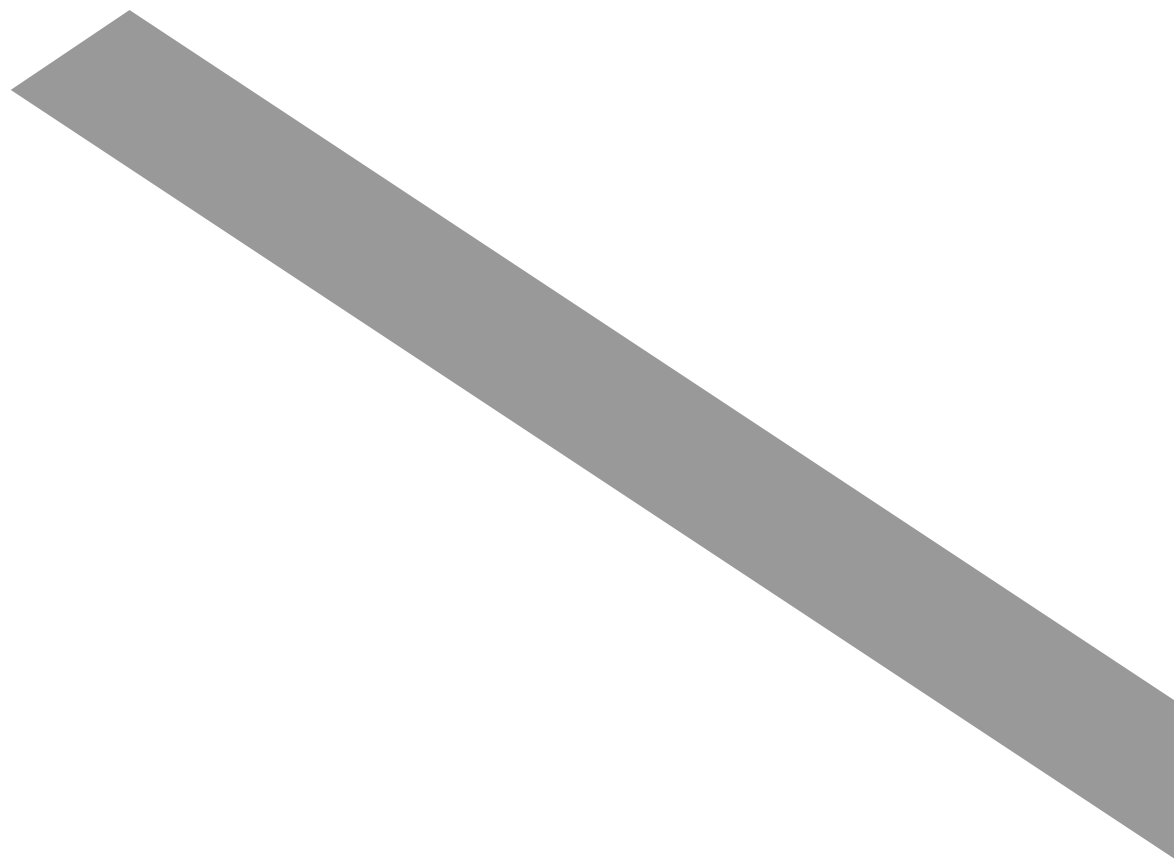
The stainless-steel rail on the port console is wrapped in hand-stitched leather for more comfort and an upscale appearance.

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Inside, the compartment has a sink, plus plenty of space for the optional head choices.

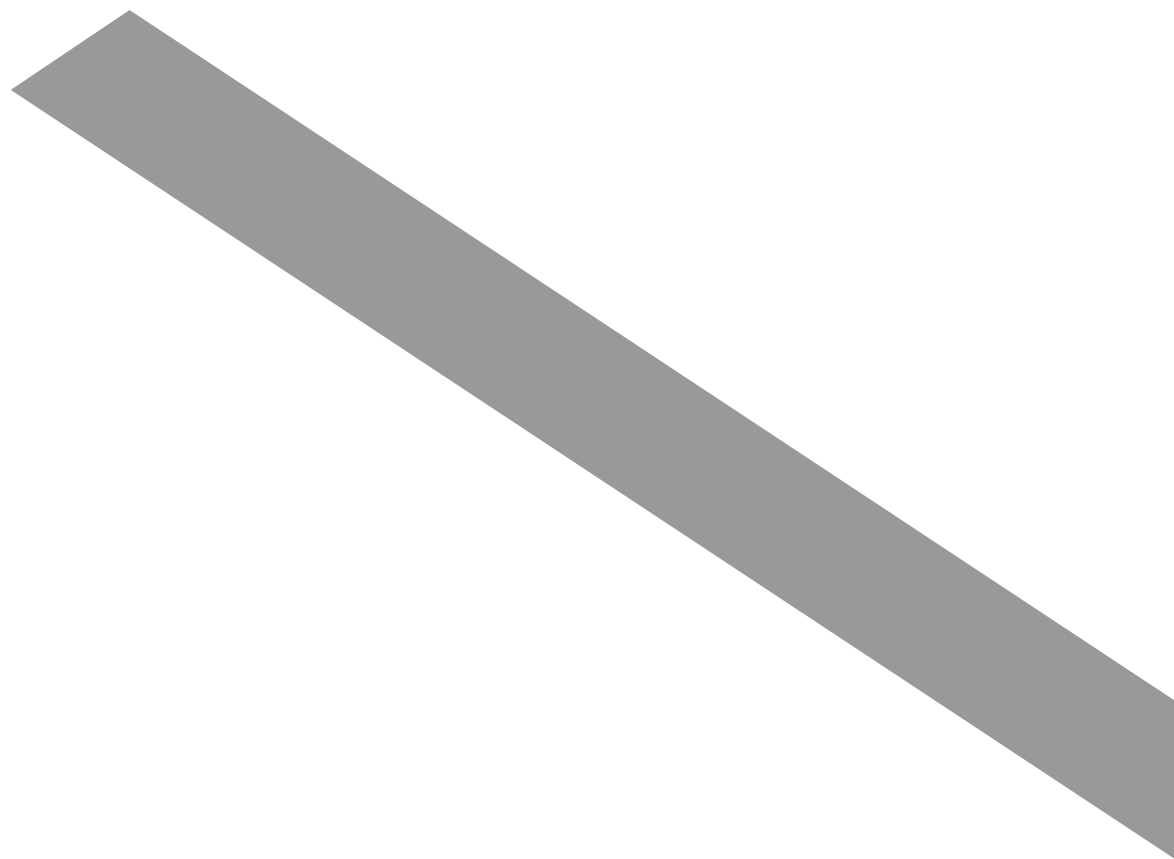
The Bow. Open the center section of the windshield and the to head forward to the Draco 27's bow. There's also an acrylic air dam to close off the 21"-wide (53.34 cm) walkway. There's seating for six on lounges that measure 73" (185.42 cm) and 66" (167.64 cm). The boat also deep freeboard from bow to stern. We measured it at 38" (96.52 cm) in the bow, 32" (81.28 cm) amidships and 22" (55.88 cm) at the stern. In an impressive display of craftsmanship, the stainless-steel anchor integrates cleanly into a pulpit made of the same material. There's storage underneath the side lounges in the bow and a panel in the deck provides access to the optional bow thruster. For access to the foredeck, the backrest in the bow pulls aside and a teak step folds down. Our test boat had the optional windlass beneath what would traditionally be the anchor locker hatch. Inside are heavy-duty rollers a cleat for securing the rode and storage for 328.1' (100 m) of stainless steel chain that comes with the windlass package.

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Draco calls the 27 a dual console instead of a bowrider and says the bow area is one of the largest in class.

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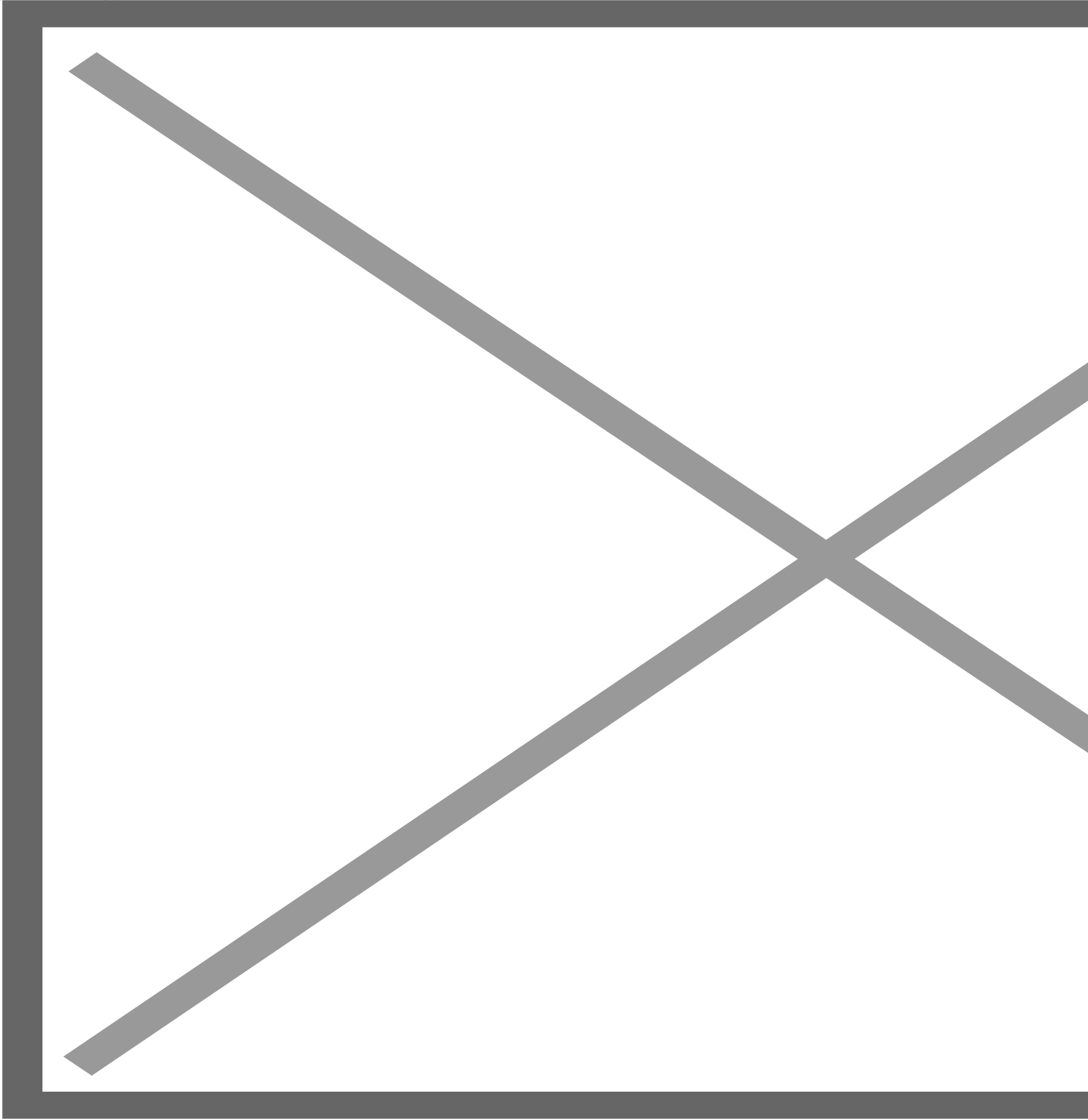
Not only does the bow have enough space to seat these ladies comfortably, notice how high the backrests come up.

Optional filler cushions turn the bow seating area into one of the largest playpens we've seen in class.

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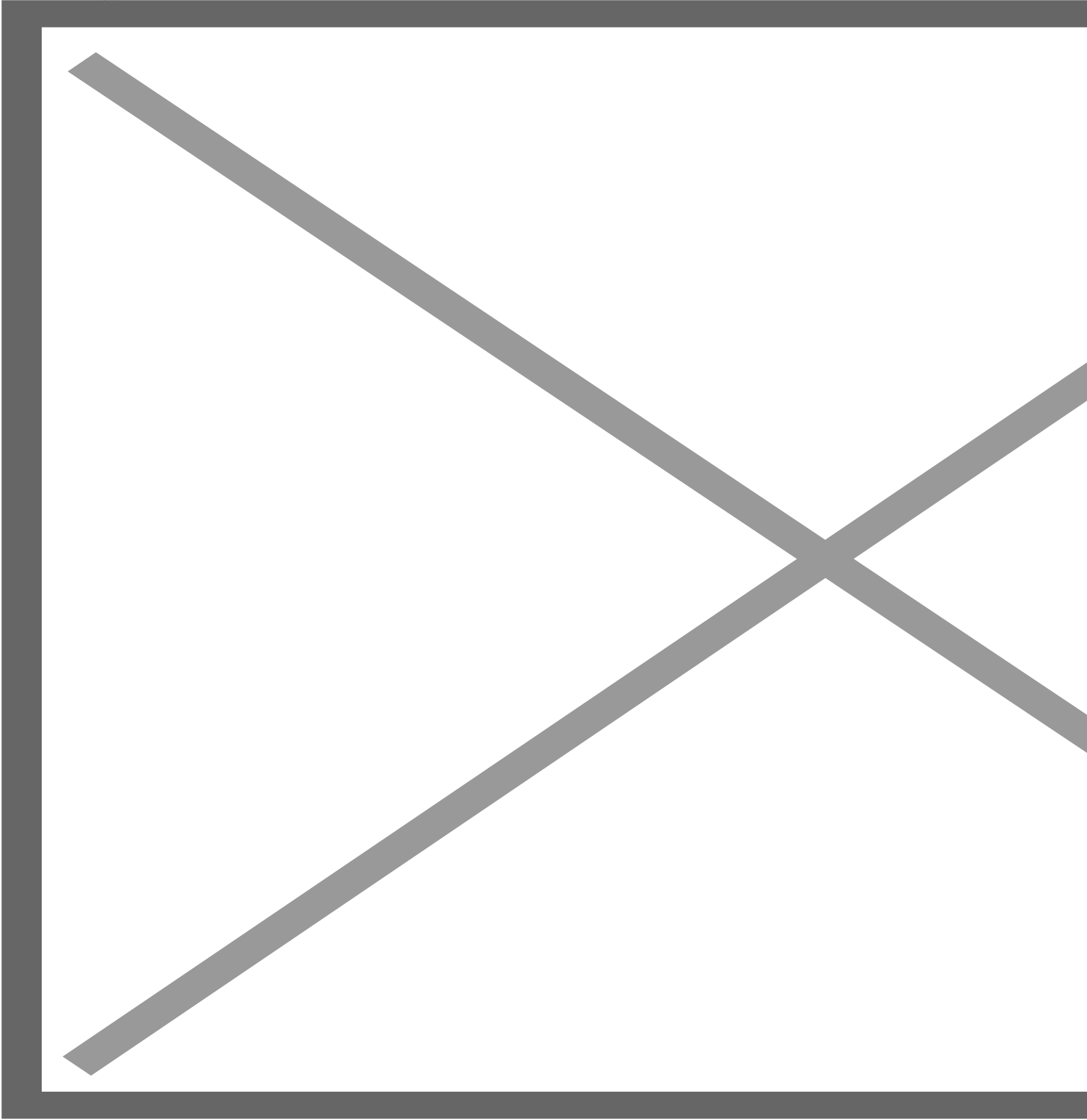
Teak retainers ensure that gear stays in place in the bow storage areas.

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A teak step forward of the backrest in the bow makes it easy to step up to the foredeck.

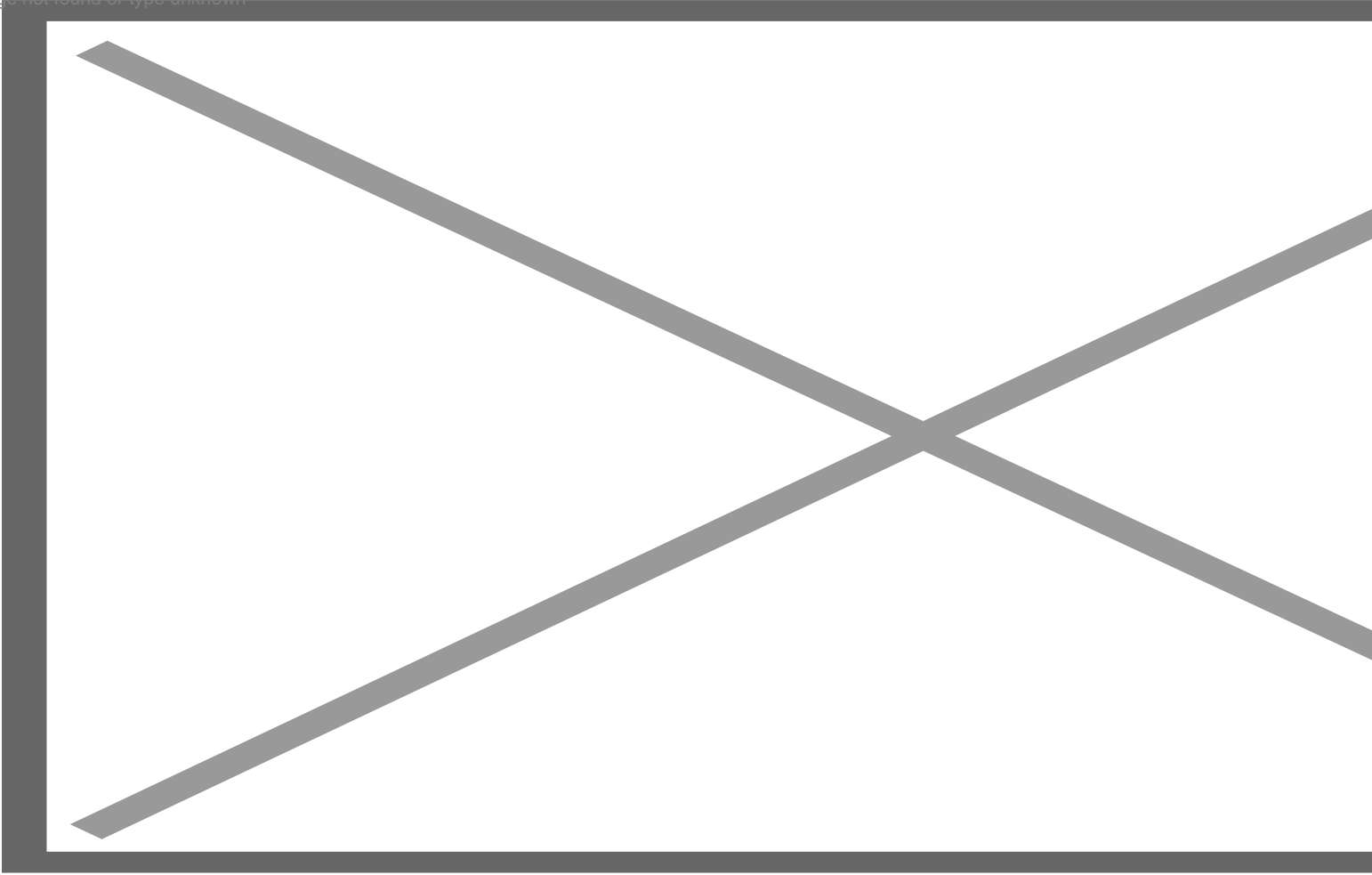
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There are foot controls for the windlass on each side of the anchor locker and forward in the center is a pop-up navigation light.

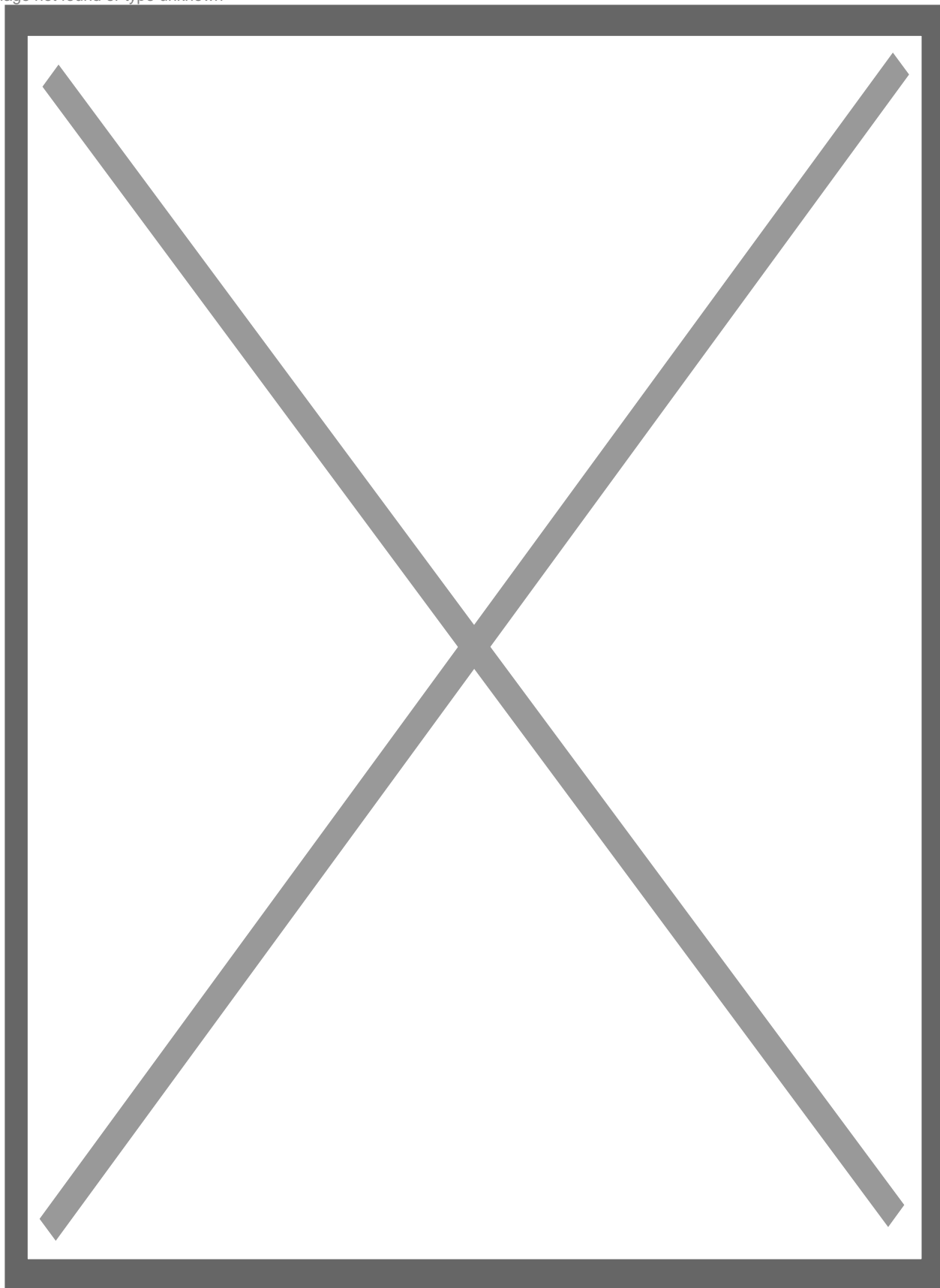
Inside, there's plenty of storage for the stainless-steel chain rode so it won't get tangled when being deployed.

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Notice the rails on deck that are in convenient reach for the ladies riding up front.

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There aren't many 27' (8.23 m) boats out there with a custom stainless-steel anchor that fits perfectly into the pulpit.

Draco 27 Performance

The 27 is powered by a single outboard up to 400-hp, so we're going to start with the performance. Our test model has a 300-hp Mercury Four-Stroke outboard bolted to the transom and it includes an Advanced Midsection. She has an LOA of 27'3" (8.28 m), a beam of 8'2" (2.49 m) and a hull draft of 16 3/4" (42.43 cm). With an empty weight of 4,189 lbs. (1,900.1 kg), 27 gallons (102.21 L) of fuel, no water, three people and test equipment on board, we had an estimated test weight of 5,556 lbs. (2,520.15 kg).

Our test boat spun a Mirage Plus 15 1/4" x 19" (38.74 cm x 48.26 cm) stainless-steel three-blade prop through a 1.85:1 reduction. At 5500 rpm, we hit our top speed of 45.7 mph. Best cruise came at 4000 rpm, where we measured 30.6 mph and burned 10.7 gph. This gave us 2.69 mpg and a range of 155 statute miles with 10 percent of the boat's 60.76-gallon (230.01 L) fuel capacity held in reserve. The minimum planing speed was 12.1 mph. At 600 rpm, the boat ran 3.2 mph and burned .8 gph, giving the boat a rating of 4.2 mpg. Bump up to 1000 rpm and the speed goes up to 3.2 mph with a fuel burn of 0.8 gph and 3.8 mpg.

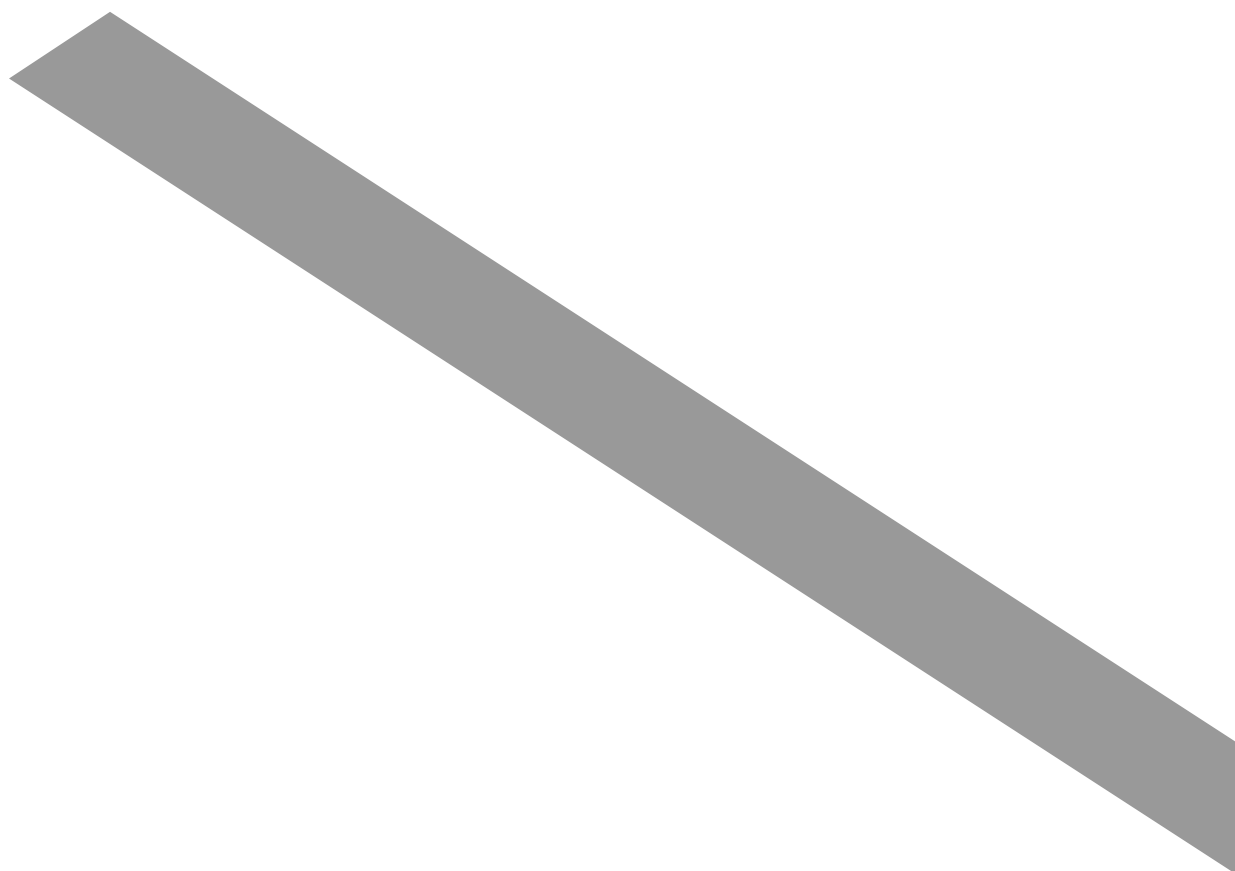
In acceleration tests, the Draco 27 planed in 3.6 seconds. She ran through 20 mph in 4.5 seconds and through 30 mph in 6.8 seconds.

The Draco 27 has an ax-style or plumb bow with a sharp entry and the bottom has approximately 23 degrees of deadrise at the transom. Six strakes run the full length of the hull and she has a hard chine, plus a raised spray rail. That rail came in handy on our test day that brought steady 15-mph winds with gusts over 20 and steady 2' chop. In maneuvers our test boat handled well, holding her line through sweeping arcs without getting blown off course. She crisscrossed our photo boat's wakes with ease. When the time came to pull alongside the dock, the optional bow thruster made the task effortless.

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For more daring customers, Draco will equip the 27 with the Mercury Racing 400R.

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When powered by a 300-hp outboard, the Draco 27 hits a top speed of 45.7 mph

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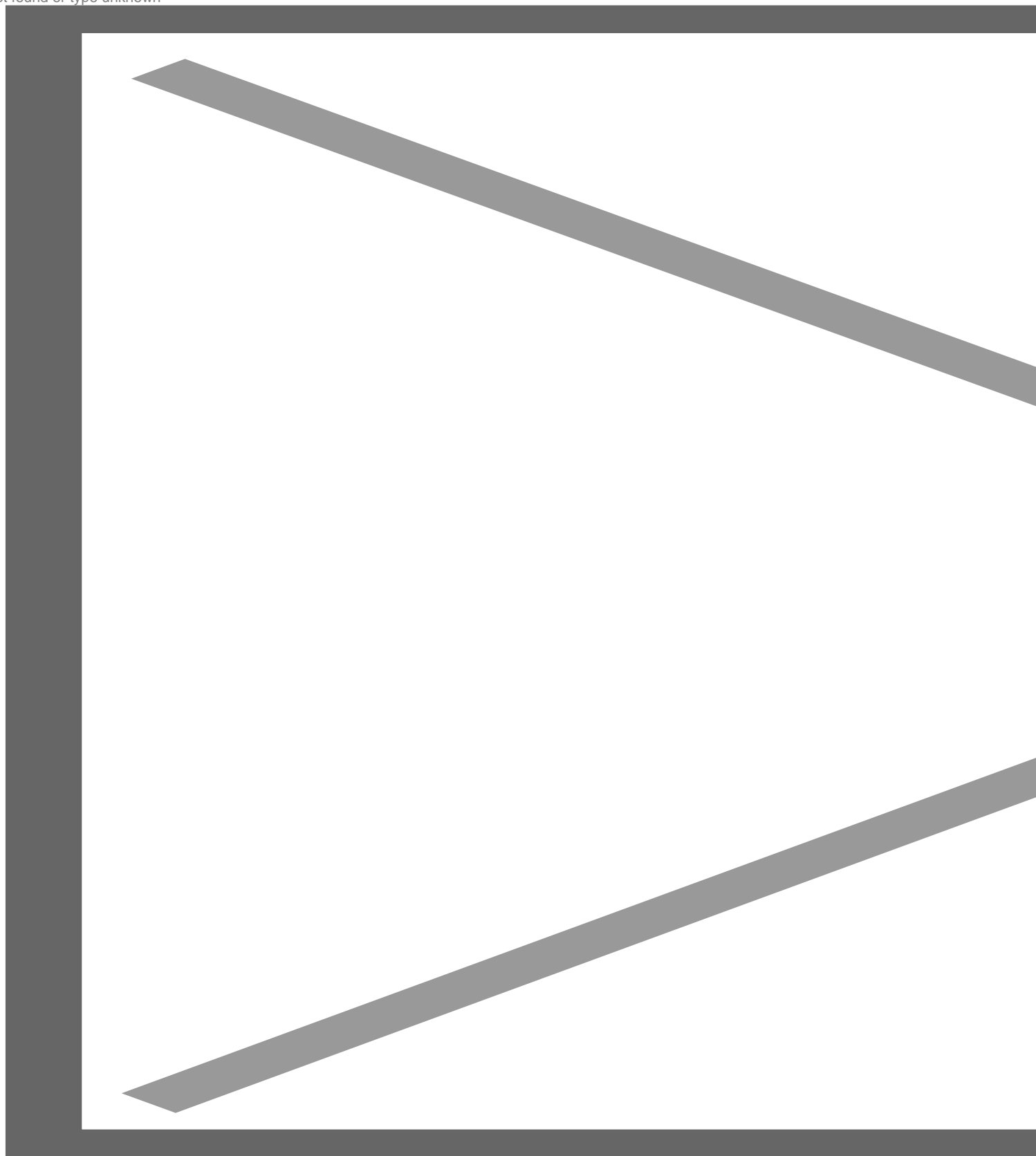


When an owner just wants to go for a blast, the 27 becomes a sportscar on the water.

Draco 27 Construction

Draco builds the 27 with a vinylester skin coat backed up by alternating layers of hand-laid fiberglass mat and vinylester resin. A couple of noteworthy items are the rubrail that is one of the most substantial we've seen on any size boat and that our test boat's blue hullsides were finished in a vinyl wrap over the white gelcoat. Draco will also paint the hullsides in polyurethane paint like Imron or Awlgrip.

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The light blue finish on our test boat's hullsides was a vinyl wrap applied at the factory.

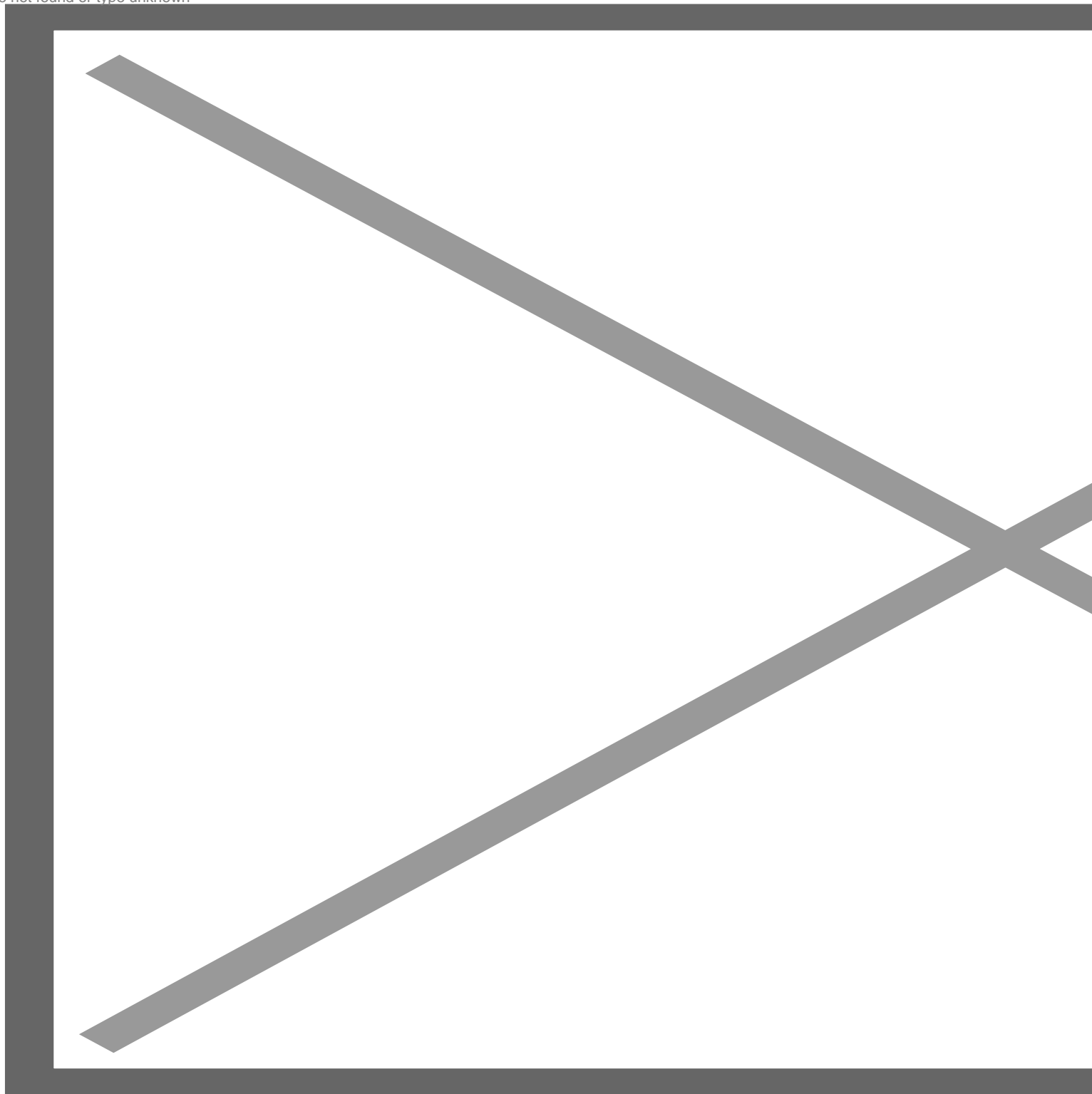
Retail Price as Tested

\$179,000 with a 300-hp Mercury Verado outboard, trailer, vinyl wrap, Isotherm refrigerated drawer, Bimini top, Zipwake interceptors, Fusion stereo and 12" (30.48 cm) Raymarine chartplotter.

Options to Consider (Not discussed in report)

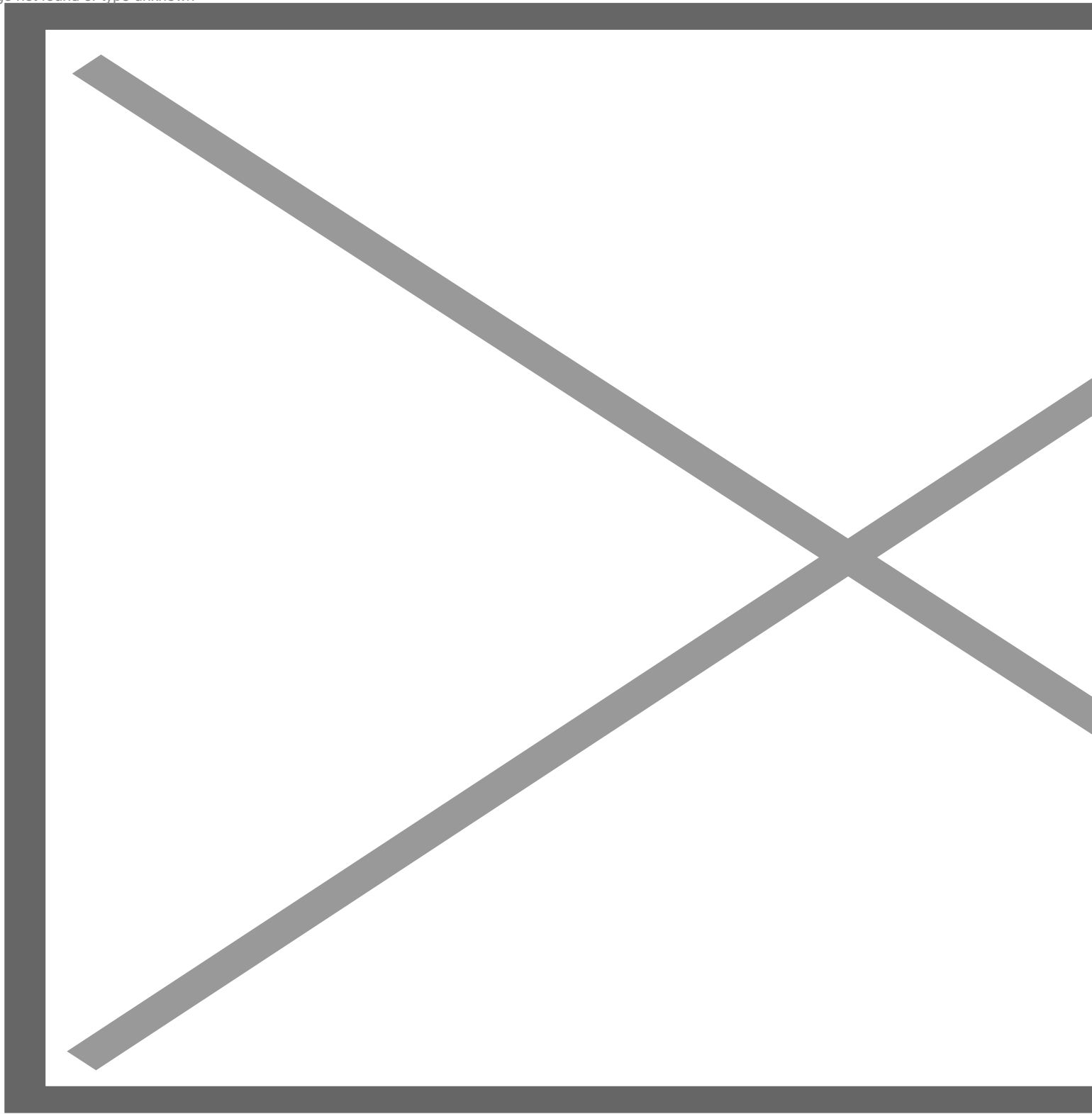
- Bow dodger
- Cockpit deck lighting
- Swim platform lights

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With her tall hullsides, plumb bow and sharp entry, the 27 should be able to handle chop with ease.

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The windlass makes it easy to drop the 27's anchor and the family can enjoy a day on the beach.

Observations

The Draco 27 could have just enough of a retro/Euro look combined with a versatile cockpit layout to crack the U.S. dayboat/dual-console market. The boat has a kind of straightforward, open concept that lends itself to a variety of activities, and it makes it easier to enjoy them. The absence of carpet and exotic upholstery means she can be sprayed out with a hose at the end of the day. The lack of USB ports for every seat lets the kids set aside their smartphones and reconnect with each other and the environment and enjoy being out on the water.