

Sailfish 276 DC (2021-)

Brief Summary

The Sailfish 276DC is a dual console built on a hull that's designed to head offshore. Her cockpit mixes fishing and cruising while the bow can be filled in to create a large recessed sunpad. The port console contains a private head compartment.

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.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4	3.5	0.8	5	4.3	846	735.7	N/A
1000	4.5	3.9	1.7	2.6	2.3	447	388.6	N/A
1500	6.6	5.7	2.6	2.5	2.2	430	373.5	N/A
2000	7.8	6.8	4.3	1.8	1.6	307	266.9	N/A
2500	8.4	7.3	5.8	1.4	1.3	245	213.1	N/A
3000	13.2	11.5	7.7	1.7	1.5	290	252.2	N/A
4000	25.8	22.4	12.8	2	1.8	341	296.6	N/A
4500	30.8	26.8	15.9	1.9	1.7	328	285	N/A
5000	33.6	29.2	20.8	1.6	1.4	273	237.7	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	38.3	33.3	27	1.4	1.2	240	208.7	N/A
5900	42	36.5	30.7	1.4	1.2	231	201.3	N/A

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

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Specifications

Length Overall	29'4" 8.94 m
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BEAM	9'1" 2.77 m
Dry Weight	7,050 lbs. 3,197.83 kg
Tested Weight	8,739 lbs. 3,965 kg
Draft	18" 46 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	22° - 24°
Max Headroom	
Bridge Clearance	8'6" 2.6 m
Weight Capacity	
Person Capacity	
Fuel Capacity	177 gallons 670 L
Water Capacity	
Length on Trailer	
Height on Trailer	
Trailer Weight	

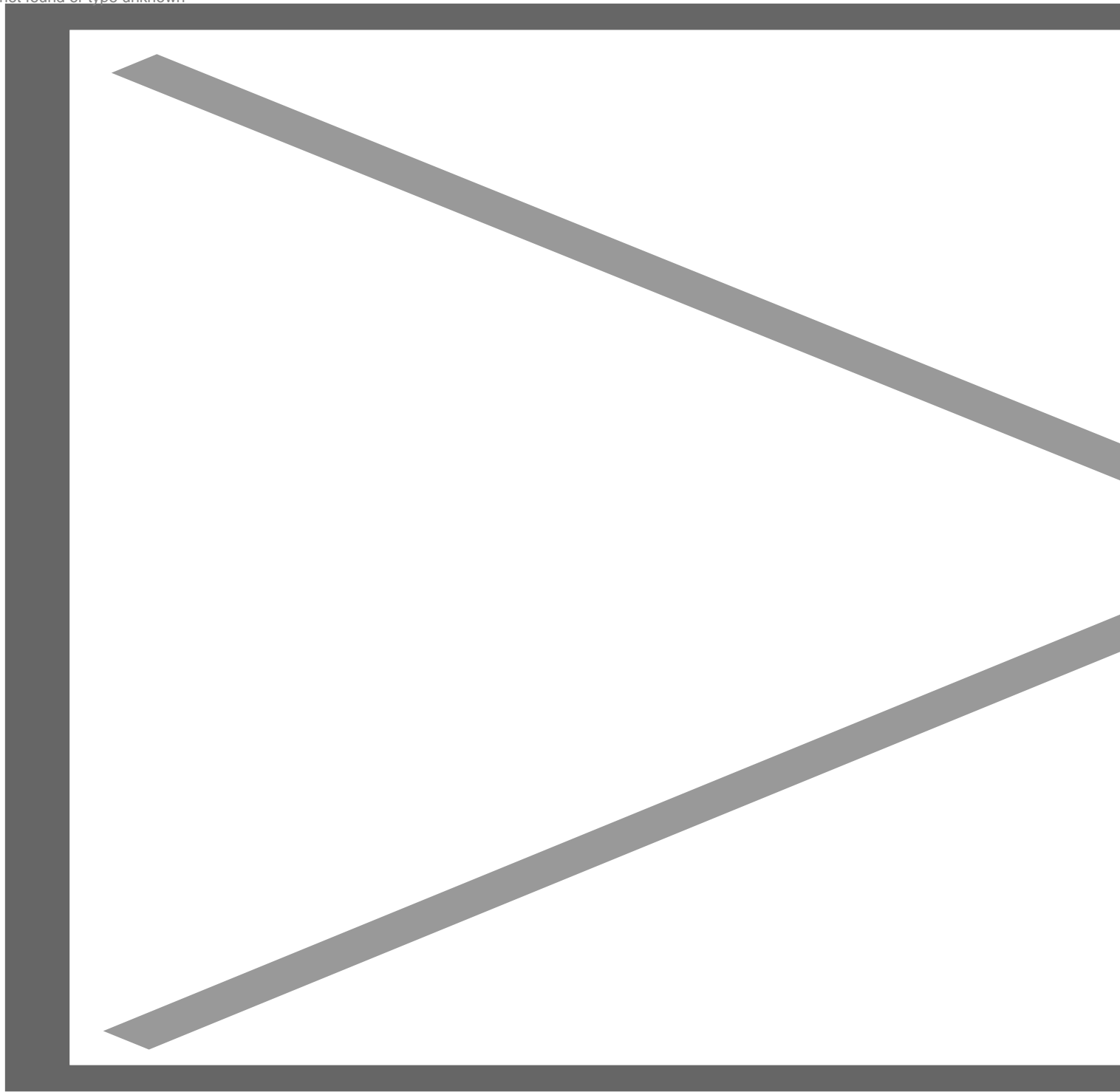
Total Weight	8,739 lbs. 3,965 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	6.2 seconds
0 to 20	
Ratio	
Props	14 1/4 x 17 Reliance

Load	4 persons; 45% fuel; 50 lbs. gear
Climate	

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The Sailfish 276DC is ready to fish or play and she measures 27' (8.23 m) long overall with a 9'1" (2.77 m) beam.

Report by Eric Colby

Mission Statement

Sailfish designed the 276DC to be a dual-console boat that can head offshore with the manufacturer's proven Variable Degree Stepped (VDS) hull that has some of the best freeboard in class. She's also a comfortable cruiser for the family with available convertible seating in the cockpit and a deep bow with some clever storage solutions.

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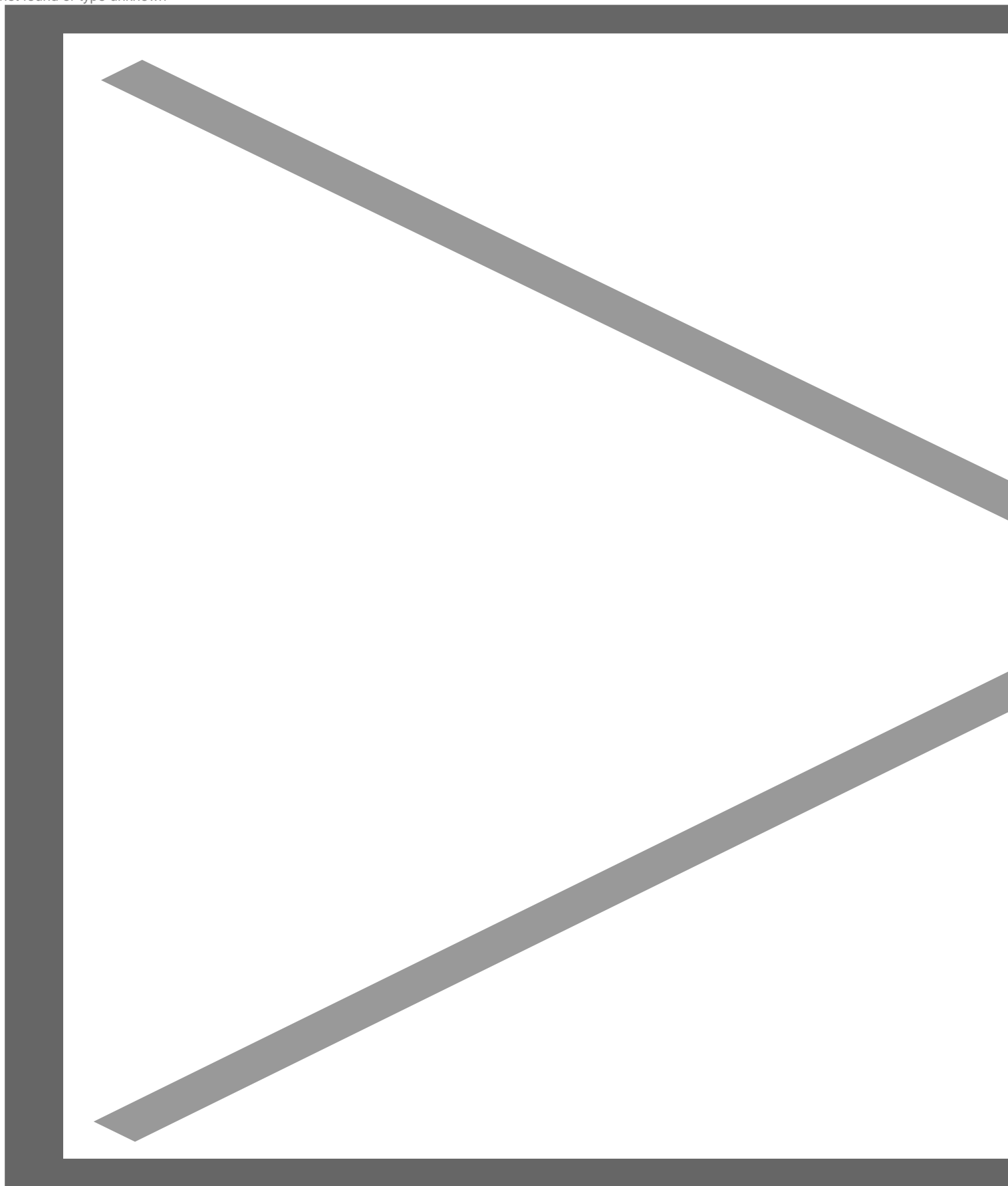
The 276DC effectively combines open space and lots of seating options for a day of activities on the water.

Sailfish 276DC Major Features

- Hull and deck reinforced w/Kevlar and carbon fiber
- Fiberglass hardtop
- Aft folding seat
- Windlass
- Livewell
- Fore and aft fish boxes
- Private head compartment

Sailfish 276DC Performance

The 276DC is available with twin outboards from Yamaha and Mercury ranging up to a total of 400 hp combined. Our test boat had twin 150-hp Yamaha four-stroke outboards. She has an LOA of 27' (8.23 m), a beam of 9'1" (2.77 m) and a hull draft of 18" (45.72 cm). With an empty weight of 7,050 lbs. (3,198 kg), 70 gallons (264.98 L) of fuel, no water, four people and test equipment, we had an estimated test weight of 8,250 lbs. (3,742 kg).

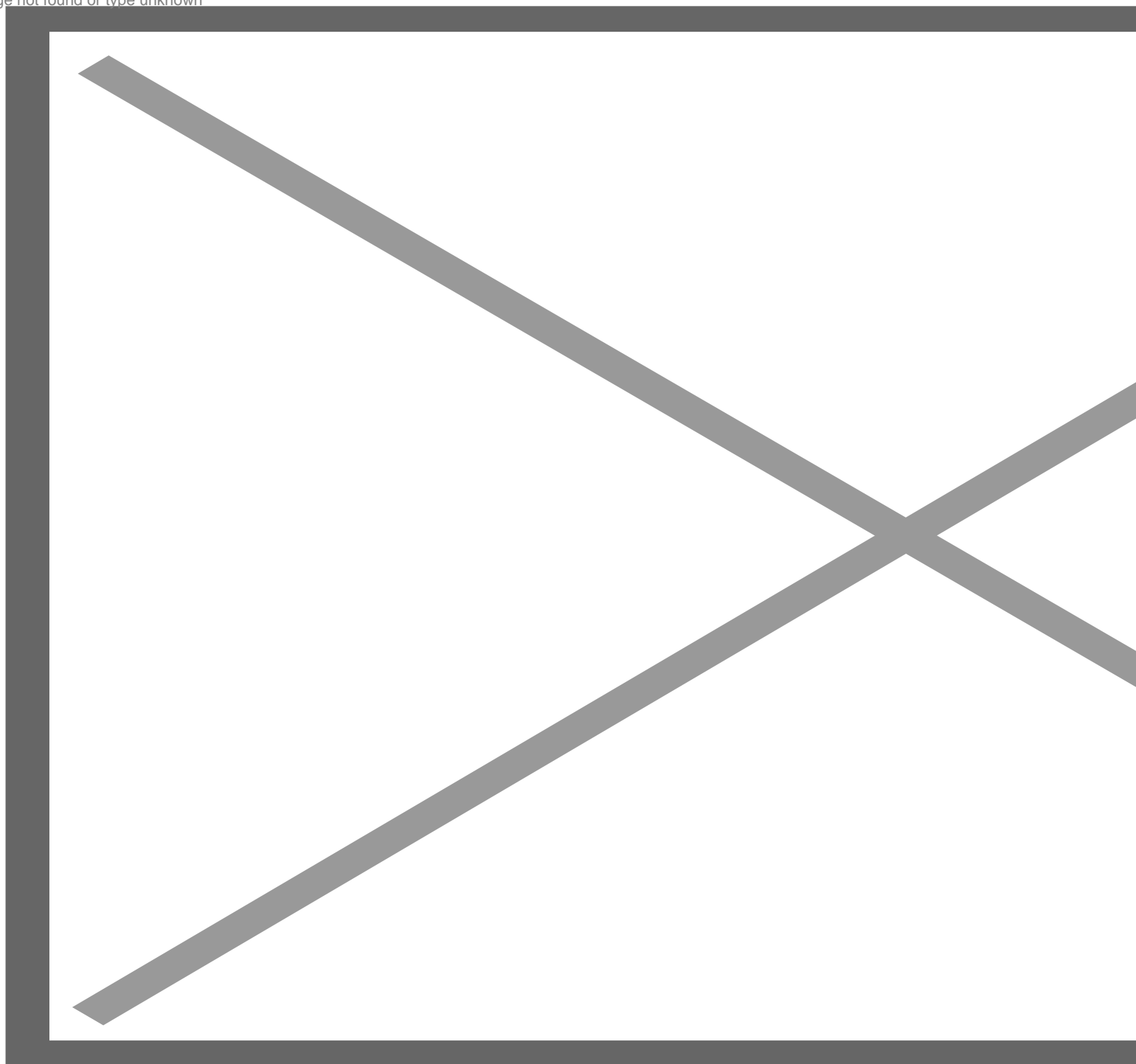


Sailfish will build the 276DC with twin outboards from Yamaha or Mercury.

The twin Yamaha 150-hp outboards spun twin 14 ¼" x 17" (36.20 cm x 43.18 cm) Reliance stainless-steel three-bladed props. At a maximum of 5900 rpm, we hit our top speed of 42.0 mph. Best cruise came at 4000 rpm where we measured 25.8 mph. The motors burned 21.6 gph, which translated into 1.0 mpg and a range of 341 statute miles with 10 percent of the boat's 188-gallon (711.66 L) fuel capacity held in reserve.

In acceleration tests, the 276DC planed in 6.2 seconds. She ran through 20 mph in 7.7 seconds and through 30 mph in 9.5 seconds.

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Sailfish's variable deadrise bottom starts with a sharp entry at the bow and twin strakes on each side help provide stability when she's up and running

Handling. On test day, we were running in calm conditions so the only way to get a feel for the 276DC's ride was to cross our photo boat's wakes. She changed directions quickly and efficiently with no adverse

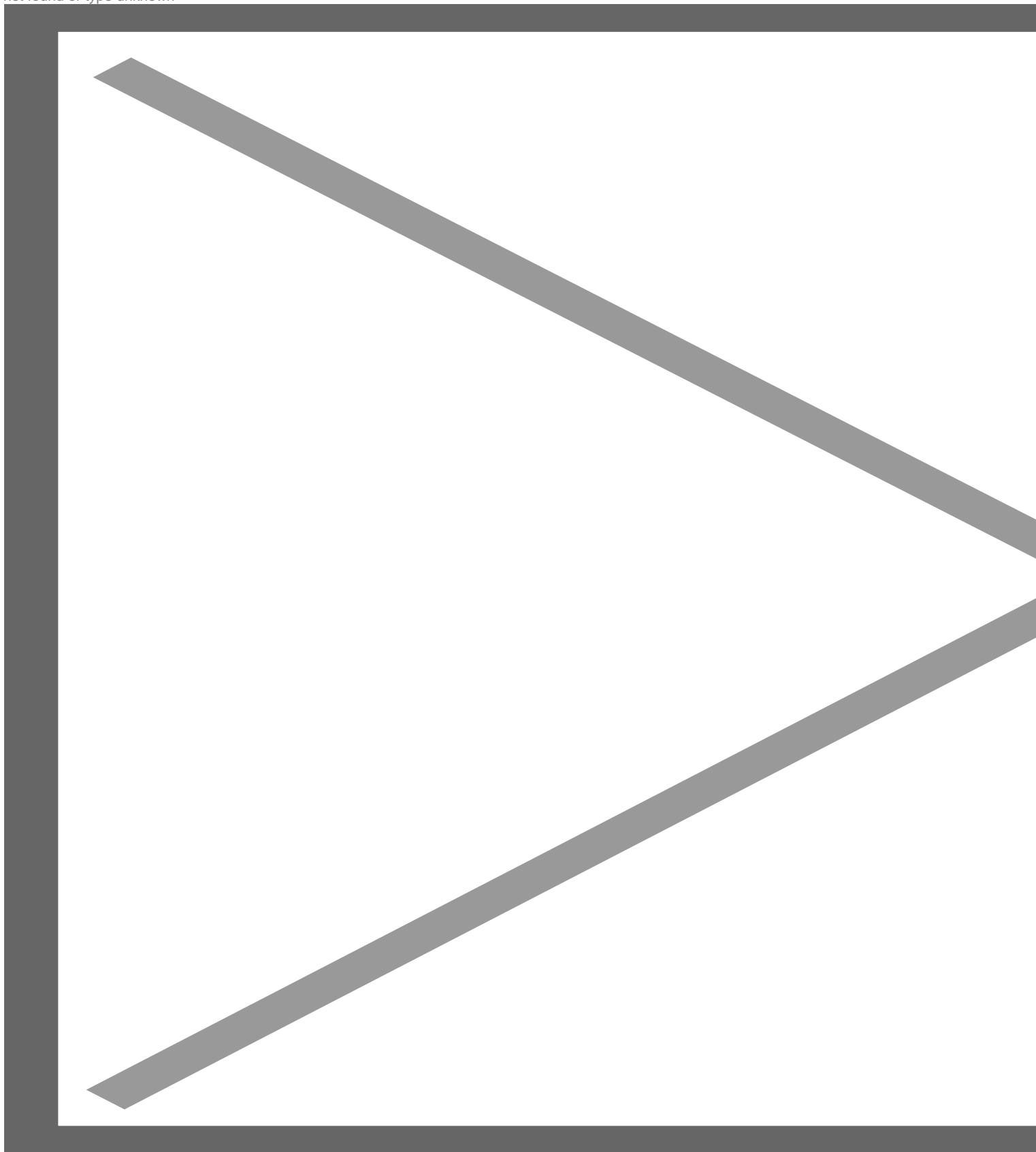
characteristics and had a nimble feel.

Features Inspection

The Cockpit. The 276DC's cockpit has the space anglers want when fighting a fish and they can lean into the 3" (7.62 cm) thick bolsters that ring the area. Freeboard at the stern is 33" (83.82 cm) and we measured 37" (93.93 cm) amidships and 40" (101.6 cm) at the bow. In the aft port corner is a livewell that has an acrylic hatch, rounded corners and blue finish. There are rod holders and combination beverage and rod holders in the 6"-wide caprail, transom and hardtop frame. Pull-up cleats are used throughout the boat to keep fishing lines from snagging. A gate to starboard leads aft to the swim platforms that extend past the motors. A locker on the starboard step houses the four-step re-boarding ladder and to port is a wet locker. When the fishing is done, the 276DC comes with a seat that folds out from the transom and our test model had the optional seats that fold in from the gunwales.

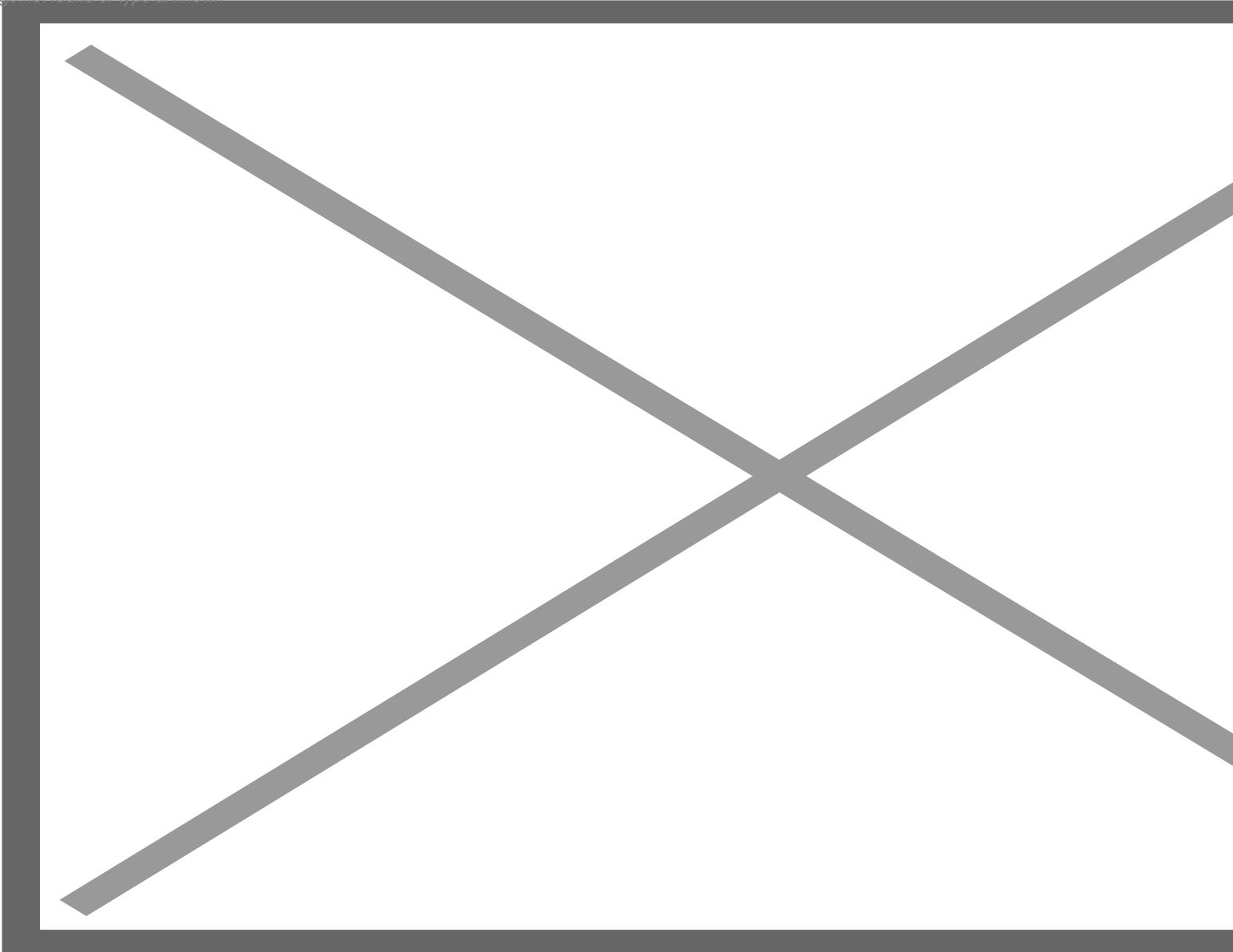
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The cockpit has plenty of space for at least two people to fish.



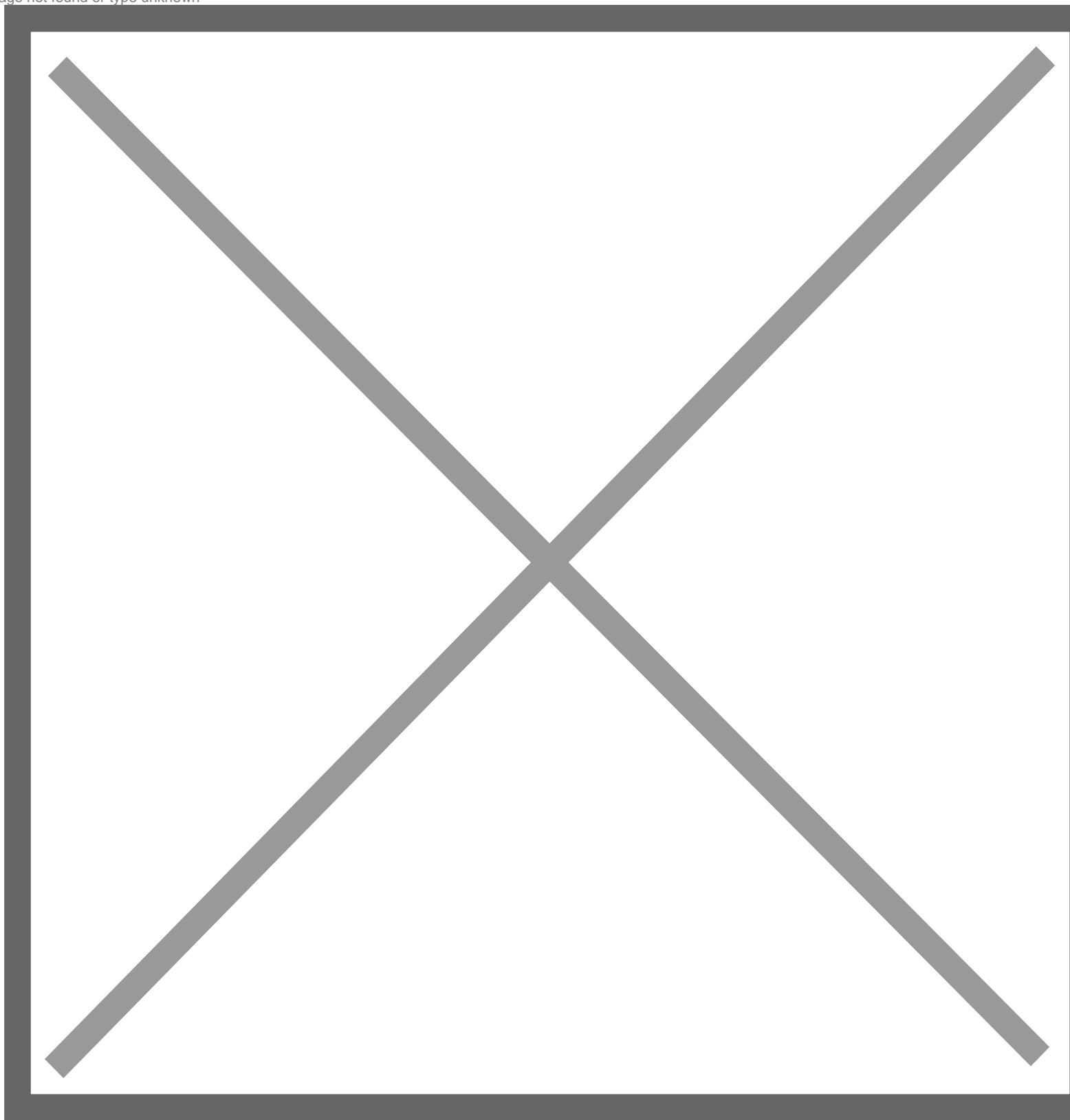
This photo shows the freedom of movement two anglers have when the fish are biting.

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The livewell is in the aft port corner and we like that Sailfish provides an inspection hatch in the base to access the pump.

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The aft fishbox is 78" (198.12 cm) long, insulated and it drains so cleanup is easy.

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Deploy all the folding seats to make sure there's enough space for everyone on the cruise to dinner.

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The entire transom-seat assembly is hinged and raises on two stainless-steel gas struts to provide access to the batteries, fuel filters, bilge pumps and other equipment.

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The 276DC's transom has six rod holders plus a tool rack and swim platforms extend aft past the outboards on each side. There's a four-step re-boarding ladder to starboard.

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When it's time for some boarding or tubing, raise the optional stainless-steel ski tow pylon.

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In the passageway just ahead of the transom gate to starboard is a locker with the battery switches and below the hinged step lifts up for seacock access.

Cockpit Cruising Features. Moving forward under the 276DC's standard hardtop, to starboard is an aft-facing seat with storage in the base. Just ahead, our test boat had the optional bar that has a sink beneath a removable cover in a Corian countertop. There's also storage/plumbing access in the base. Across to port, is another aft-facing seat with dedicated storage for a portable cooler beneath a hinged bottom cushion. Just aft in the gunwale is a socket for the portable table. One of the options that look worthwhile to us is the convertible lounge that's forward to port. It has a backrest that can be positioned in multiple settings, including laid flat to create a sunlounge. As with the other seats in this area, the bottom cushion is hinged and lifts up to access spacious storage.

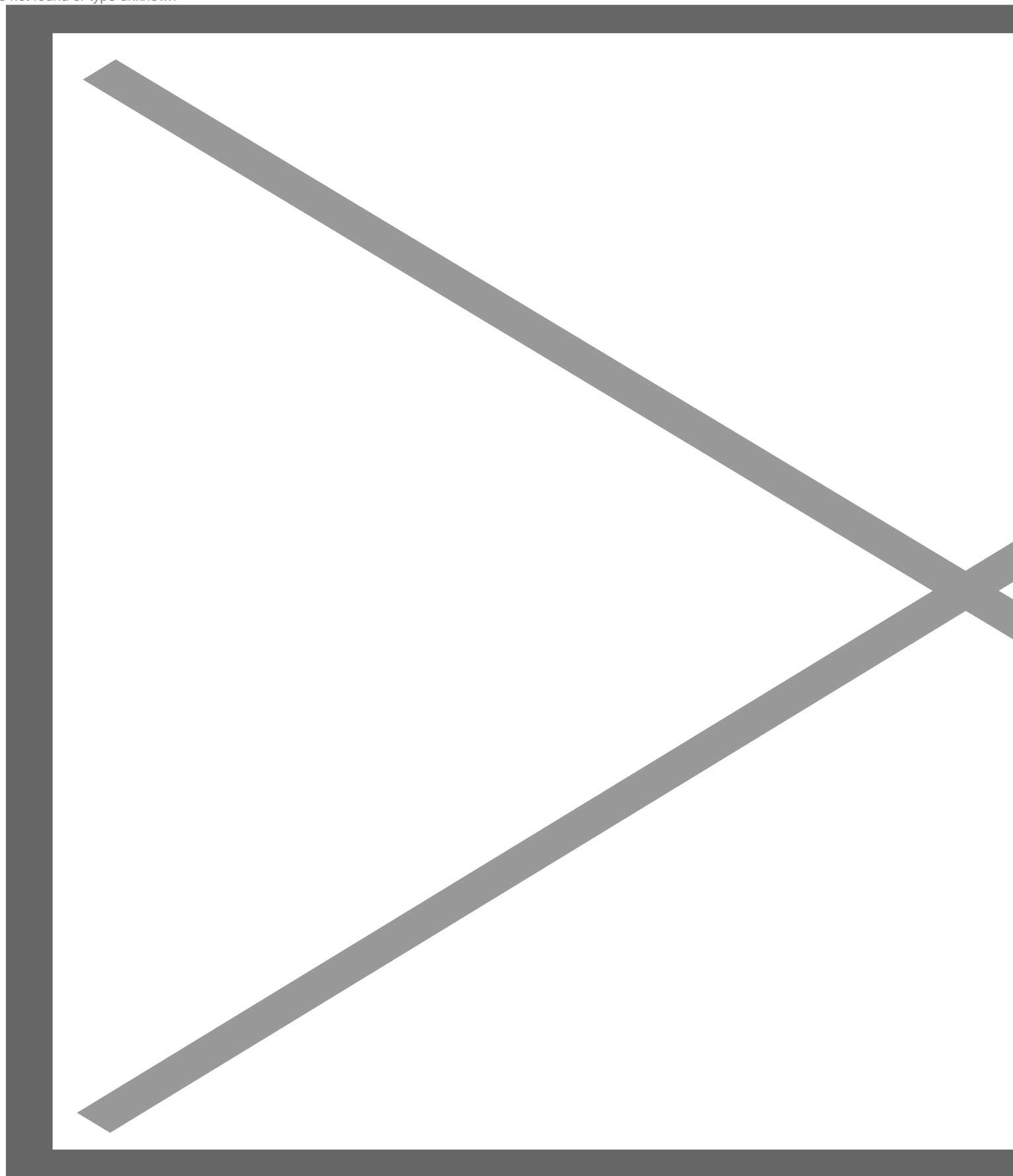
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The 276DC has seating options for passengers who want to watch the fishing action while enjoying the protection of the hardtop.

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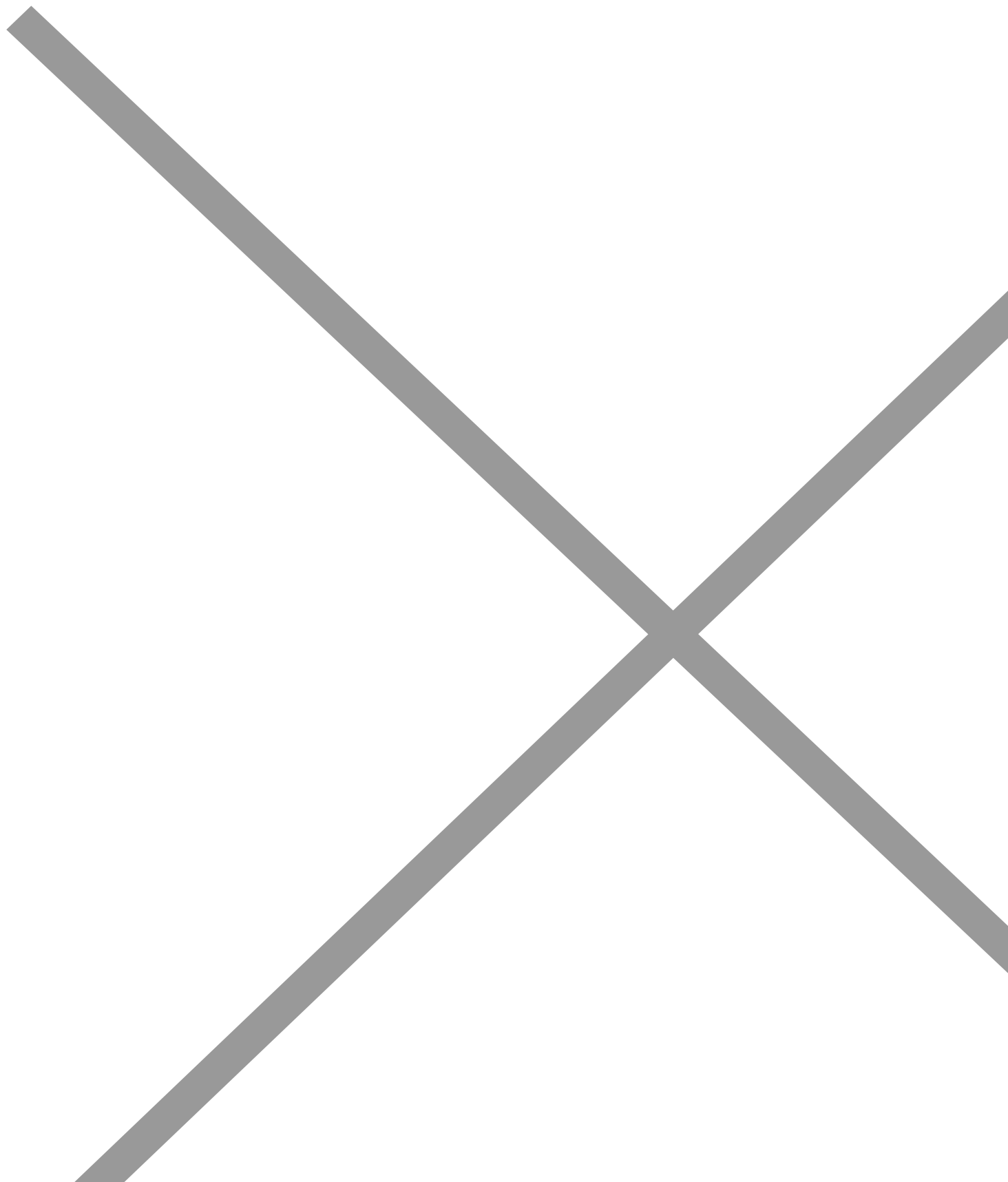
The optional SureShade retractable awning extends the protection from UV rays aft all the way to the engines.

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There's storage in the base of all the cockpit seats with the exception of the helm.

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The bar adds a sink beneath the cover, a couple of beverage holders and storage in the base.

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A table clips in place in the port gunwale, which is preferred to having it secure in the deck because legroom is improved and there's no trip hazard.



Part of the upgrade to the wetbar, there's dedicated storage for a portable Igloo cooler in the base of the aft-facing cockpit seat.

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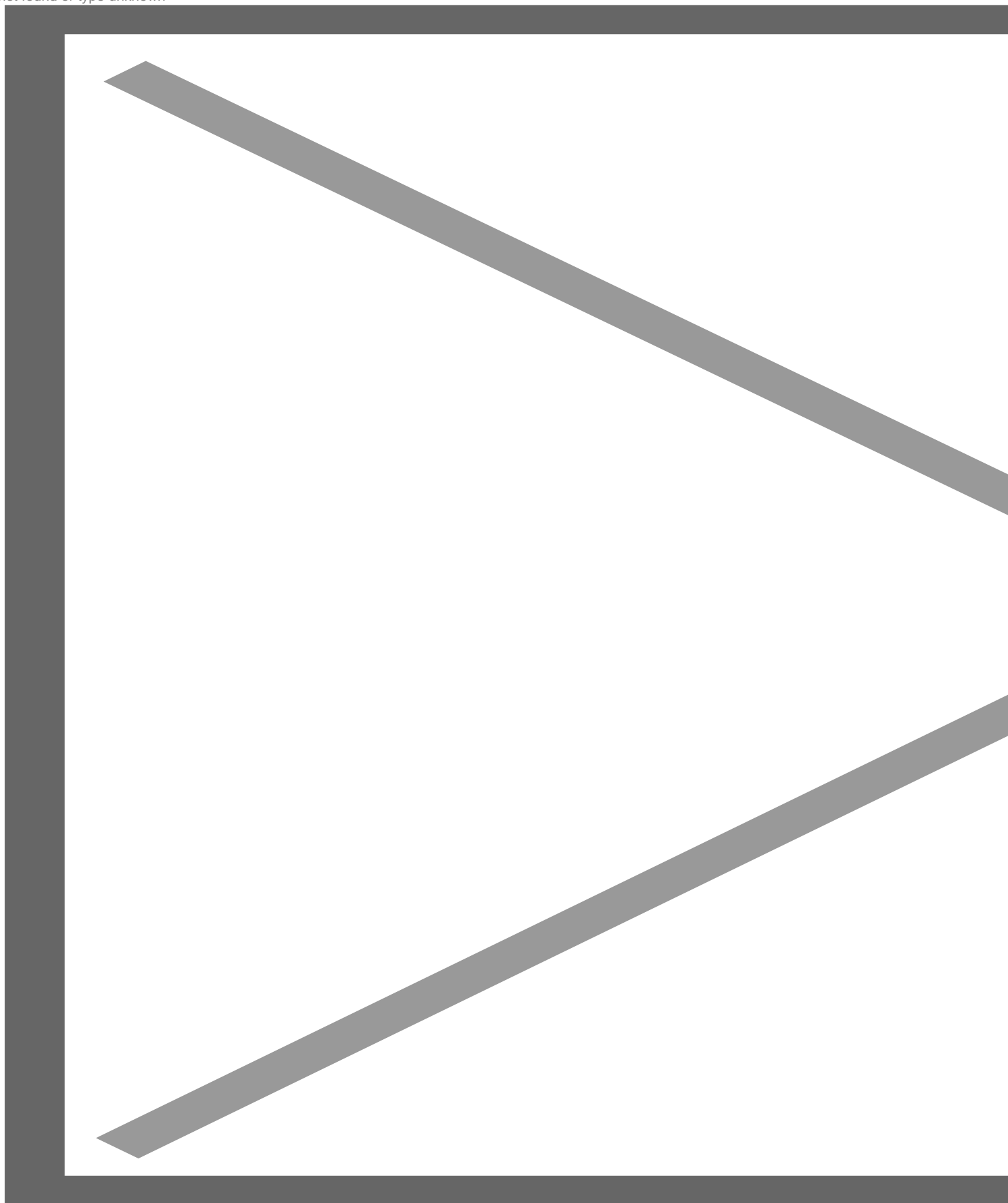
Our test boat had the optional port-side lounge with a convertible backrest that can be set in myriad positions.

Lay the headrest all the way forward and the lounge becomes a place for the kids to stretch out and catch a nap.

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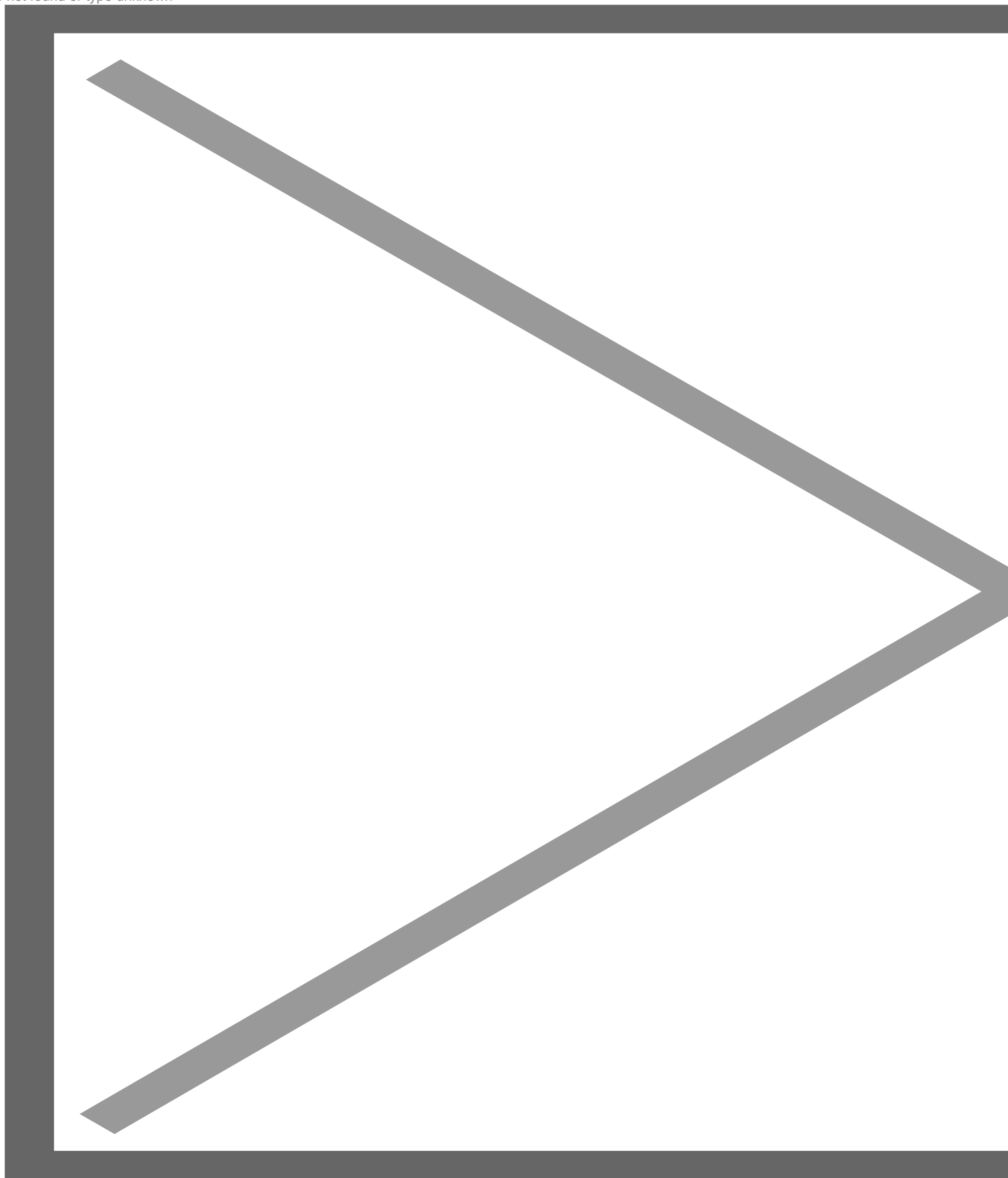
The height of the port-side seat base creates a large storage compartment in the base.

The Helm. Across to starboard, the helm has a single captain's chair. Atop the dash, the compass is in line with the tilt steering wheel. There's space in the vertical panel for two 10" (25.4 cm) screens. Our test boat had a 7" (17.78 cm) Yamaha Helm Master screen and a control head for the Fusion stereo, plus rocker-style accessory switches that light when activated. The Yamaha digital engine controls are to the right with the trim-tab buttons just ahead. To the left is the windlass panel. For added comfort, there's an angled footrest finished in SeaDek mat. The VHF radio is installed overhead in the hardtop, which is supported by a frame that integrates the tempered glass windshield.



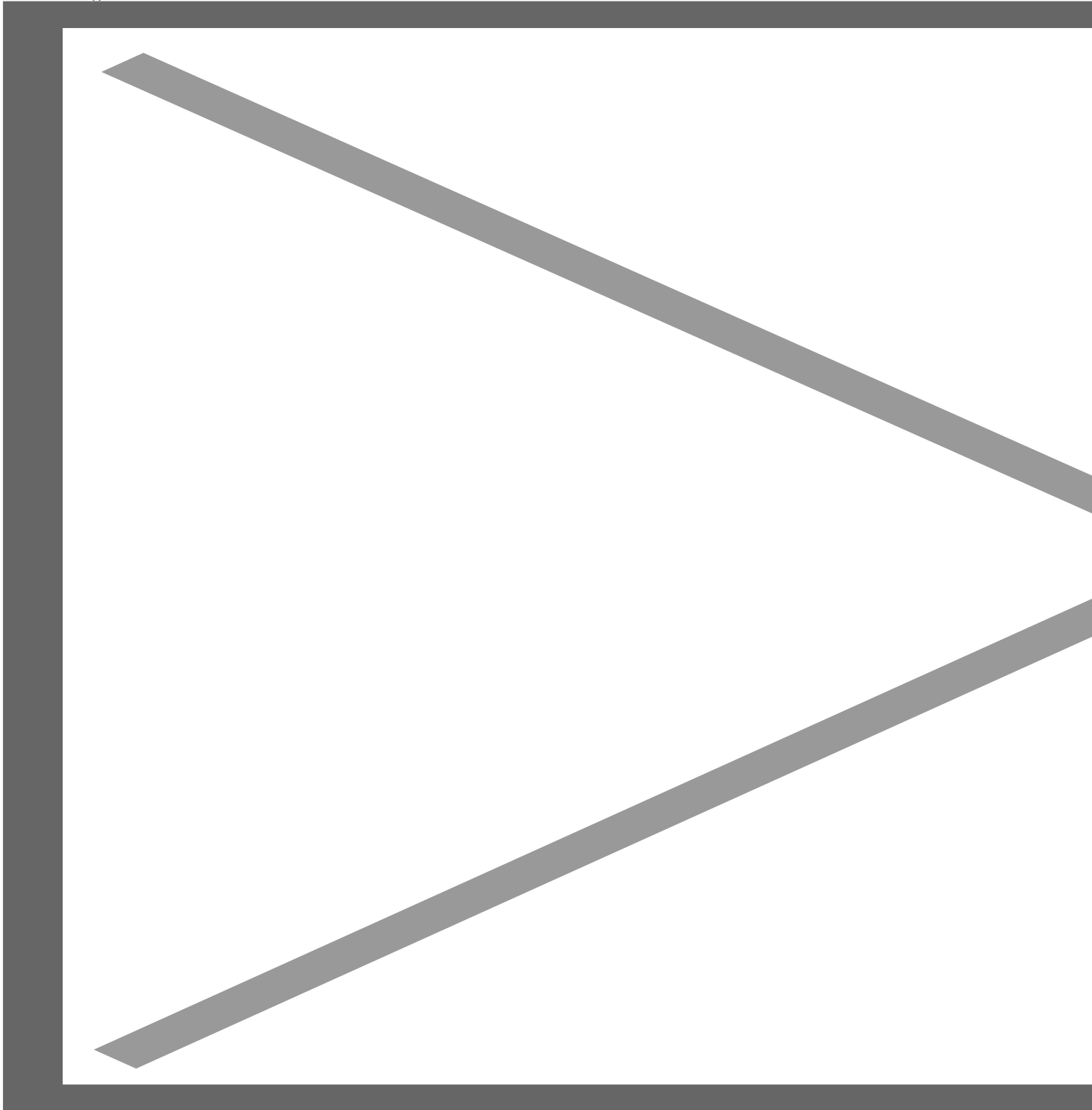
The helm seat has a fold-up bolster and articulating armrests.

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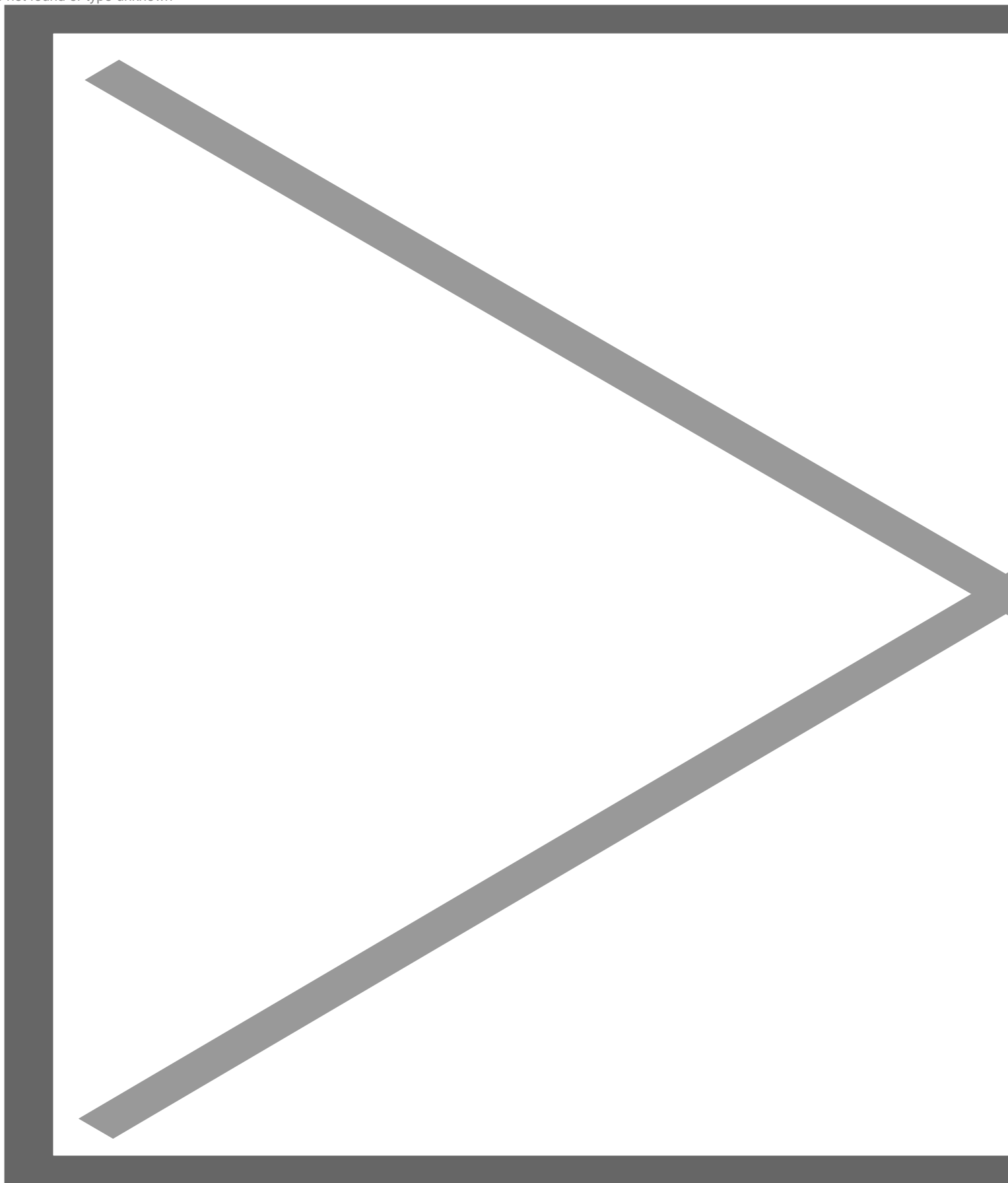
Here we see one of the many choices for chartplotters in the 276DC's dash.

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To save space at the helm, the VHF radio and switches for the spreader and LED lights for the hardtop are overhead.

The Consoles. The port console opens to reveal a private head compartment that includes the standard electric marine toilet, a sink and an opening screened port. Headroom inside is 52" (132.08 cm) and 35" (88.9 cm) when someone is seated on the toilet. There's also a hatch in the helm console that accesses the open space inside, plus the rigging. In the deck, twin stainless-steel gas struts open a hatch for a locker that measures 67.5" (170.18 cm) long and has a 10 1/2" (26.67 cm) wide opening.



The head compartment hatch has a gas strut that serves two purposes. It makes it easier to open and keeps the door from hitting the helm console.

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A hatch in the bow passageway provides access to the helm console.

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The helm console has dedicated storage for the cockpit and bow table plus access to the dash rigging.

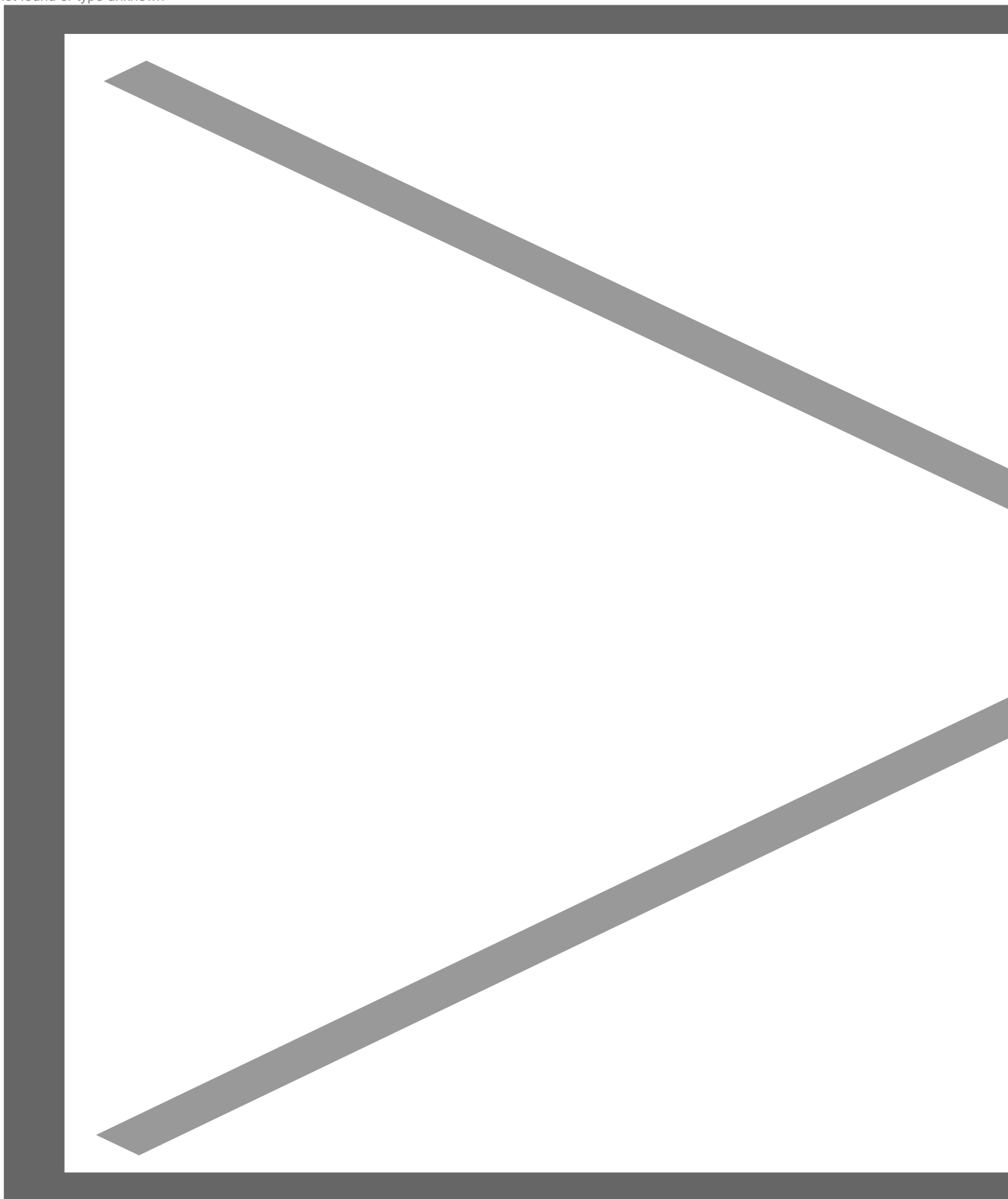
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The under-deck locker in between the consoles has space for long items.

The Bow. The center section of the tempered glass windshield opens and below an airdam can close off the walkway on cold days. The bow is laid out with angled backrests and folding armrests on the console front. There's a cushion for a person to sit facing aft in the bow and a bolster encircles the entire area. There's a bracket for the table to be moved from the cockpit to the bow. An optional filler cushion can turn the area into a large recessed sunpad and outboard on each side are stainless-steel rails, beverage holders and USB ports. The bottom cushion to port has storage underneath and there's an insulated cooler under the bow seat. To starboard, the lounge and backrest lift up together to provide crawl-in access to the helm console and storage including a dedicated spot for a 5-gallon (18.93 L) bucket. Beneath an in-deck hatch is the forward fishbox. In the foredeck, the anchor locker hatch opens access to the standard Lewmar Fish Pro windlass. The stainless-steel Lewmar anchor passes through a stainless-steel plate in the bow.

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Passengers seat deep in the 276DC's bow and notice that there are full-length rails on deck plus angled grab handles down low.



We always prefer having the table mount on a bracket in the seat base compared to one on the deck. It creates better legroom.

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An optional filler cushion can be added to create a protected sunlounge that measures 57" (144.78 cm) long by 62" (157.48 cm) at its widest.

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In the bow, the cooler hatch opens on a gas strut that lets a crew member use two hands to grab cold drinks.

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The entire starboard bottom cushion and seatback lift up on a stainless-steel gas strut to provide access to the helm console storage.

The Lewmar windlass is standard equipment and comes with a remote plus a control panel at the helm.

Price

Base manufacturer's suggested retail price with twin Yamaha F150XCA four-stroke outboards: \$179,850

Options To Consider (Not discussed in report)

- Three-piece hardtop enclosure
- Bow shade
- Bow thruster
- Optimus 360 Joystick steering
- Portside dive door & ladder
- Propane grill
- Motor flushing system

Observations

The Sailfish 276DC is among the saltier dual-console models available. For the price, the company makes some high-end items including the windlass and hardtop standard equipment, which is rare. For fishing or cruising, she has some of the deepest freeboard in class, which enhances comfort and security. The attention paid to small details like the stitching on the vinyl and the multiple textures on the upholstery give the boat an upscale feel.