

Sailfish 272 CC (2021-)

Brief Summary

The Sailfish 272CC combines the best fishing and cruising attributes in a well-rounded center console. The boat is basically divided by purpose with cruising amenities in the bow, a cockpit set up for fishing and a private head compartment in the console.

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.

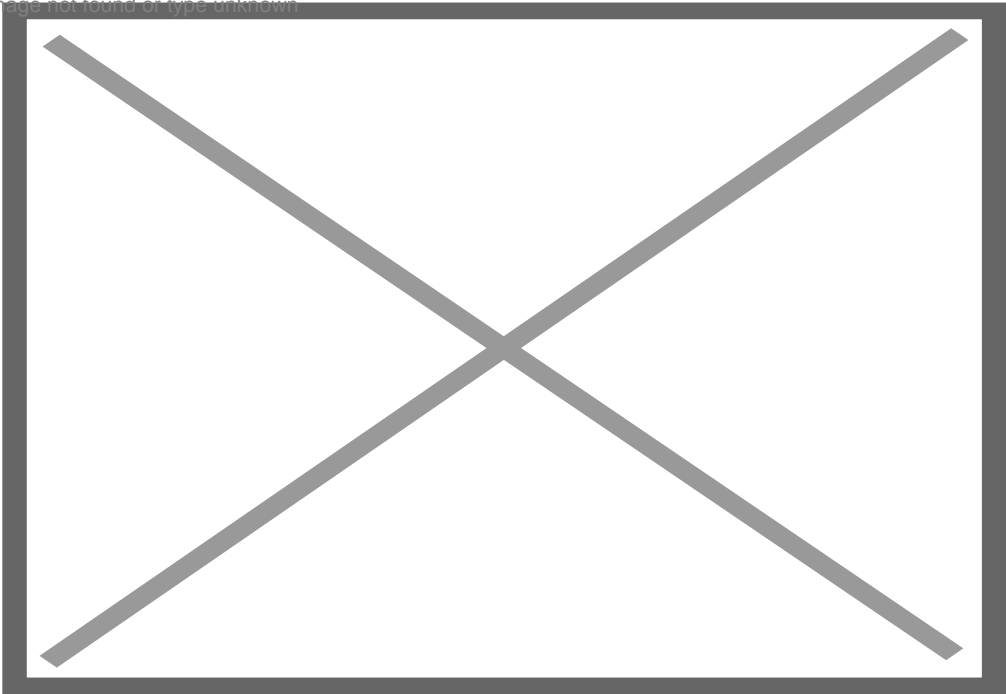
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.2	2.8	0.9	3.8	3.3	600	521.5	N/A
1000	4.9	4.3	1.7	3	2.6	473	411.4	N/A
1500	7.1	6.1	2.7	2.7	2.3	424	368.5	N/A
2000	7.3	6.3	4.8	1.5	1.3	242	210.7	N/A
2500	9.4	8.1	6.6	1.4	1.2	226	196.2	N/A
3000	14.5	12.6	8.9	1.6	1.4	261	227	N/A
3500	22.2	19.3	10.8	2.1	1.8	327	284.1	N/A
4000	28.1	24.4	13.8	2	1.8	325	282.6	N/A
4500	33.9	29.4	16.9	2	1.7	319	277.5	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5000	37.9	33	22.6	1.7	1.5	268	232.8	N/A
5500	41.3	35.9	29.4	1.4	1.2	224	194.7	N/A

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

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Specifications

Length Overall	29'4" 8.94 m
BEAM	9' 2.7 m
Dry Weight	6,850 lbs. 3,107.1 kg
Tested Weight	8,517 lbs. 3,863.25 kg
Draft	18" 45.72 cm

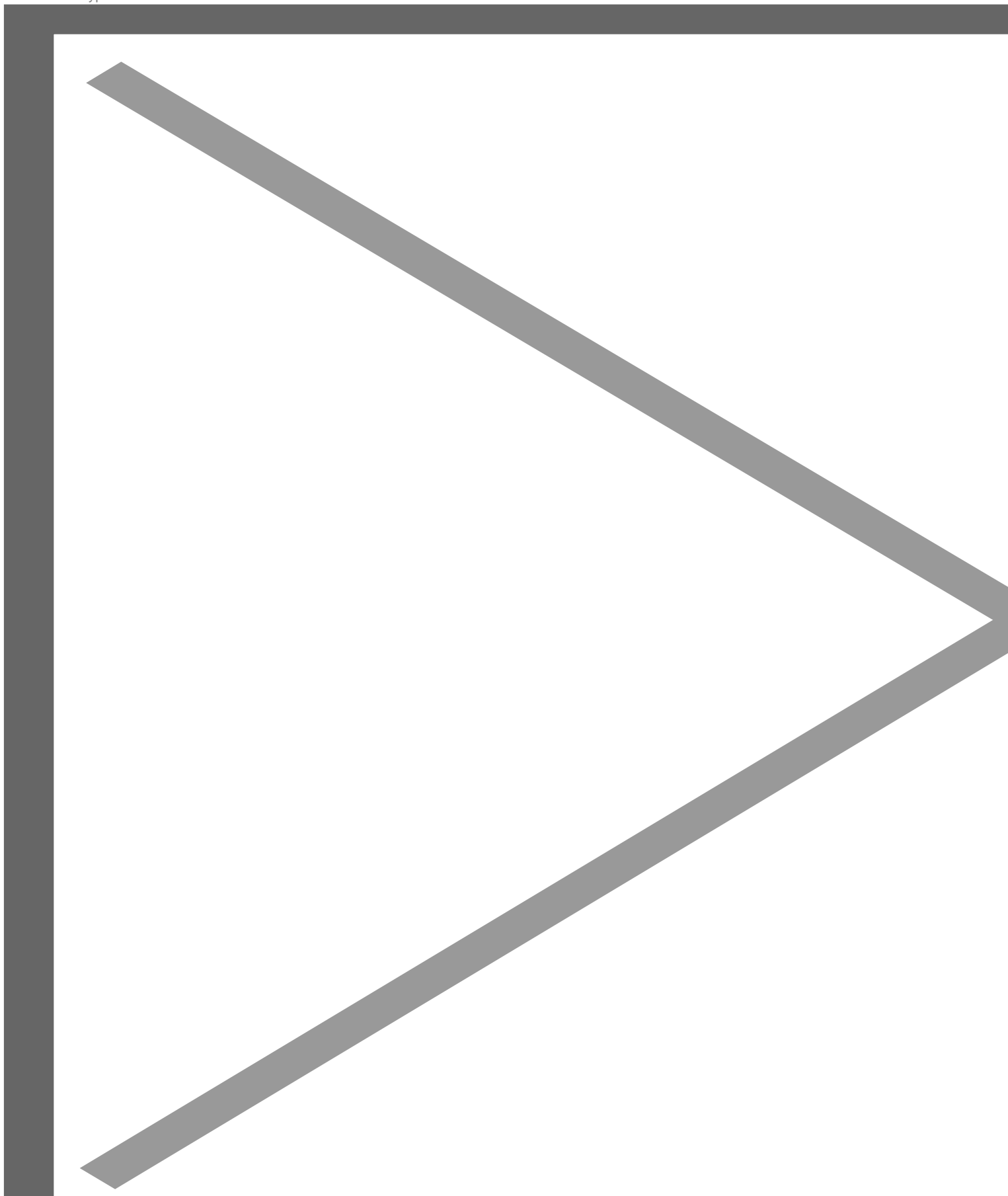
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	22° - 24°
Max Headroom	
Bridge Clearance	8'6" 2.59 m
Weight Capacity	
Person Capacity	
Fuel Capacity	177 gallons 670 L
Water Capacity	14 gallons 52.9 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	8,517 lbs. 3,863.25 kg
Aft Deck	
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	6.3 seconds
0 to 20	
Ratio	
Props	
Load	3 persons; full fuel; 50 lbs. gear
Climate	95 deg.; winds: 15-20; seas: 1-2'

By Eric Colby



The Sailfish 272CC is powered by twin outboards and measures 29'4" (8.94 m) with a 9' (2.74 m) beam.

Mission Statement

Sailfish designed the 272CC to mix fishing features and cruising amenities in a center console that's big enough to head offshore on the right day and still be efficient to own and operate with twin 150-hp outboards.

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Here we can see the 272CC's dual personality with the lounge seats on the console front and in the bow and the open cockpit aft.

Sailfish 272CC Major Features

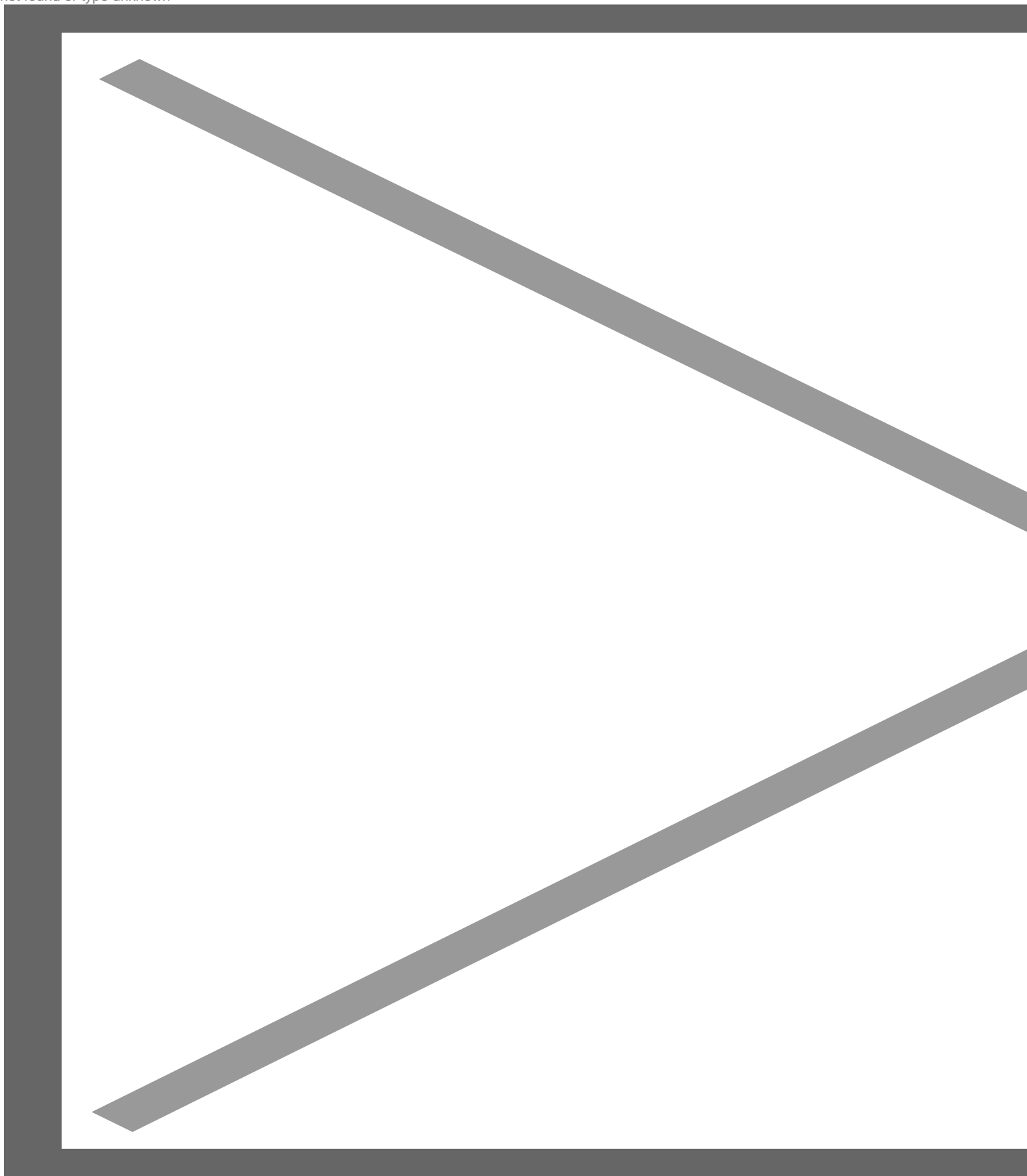
- Hull and deck reinforced w/Kevlar and carbon fiber

- Hullside door in cockpit
- Fiberglass hardtop w/tempered glass windshield
- Windlass
- Two livewells
- Fore and aft fish boxes
- Retractable headrests for bow lounges

Sailfish 272 Performance

Power

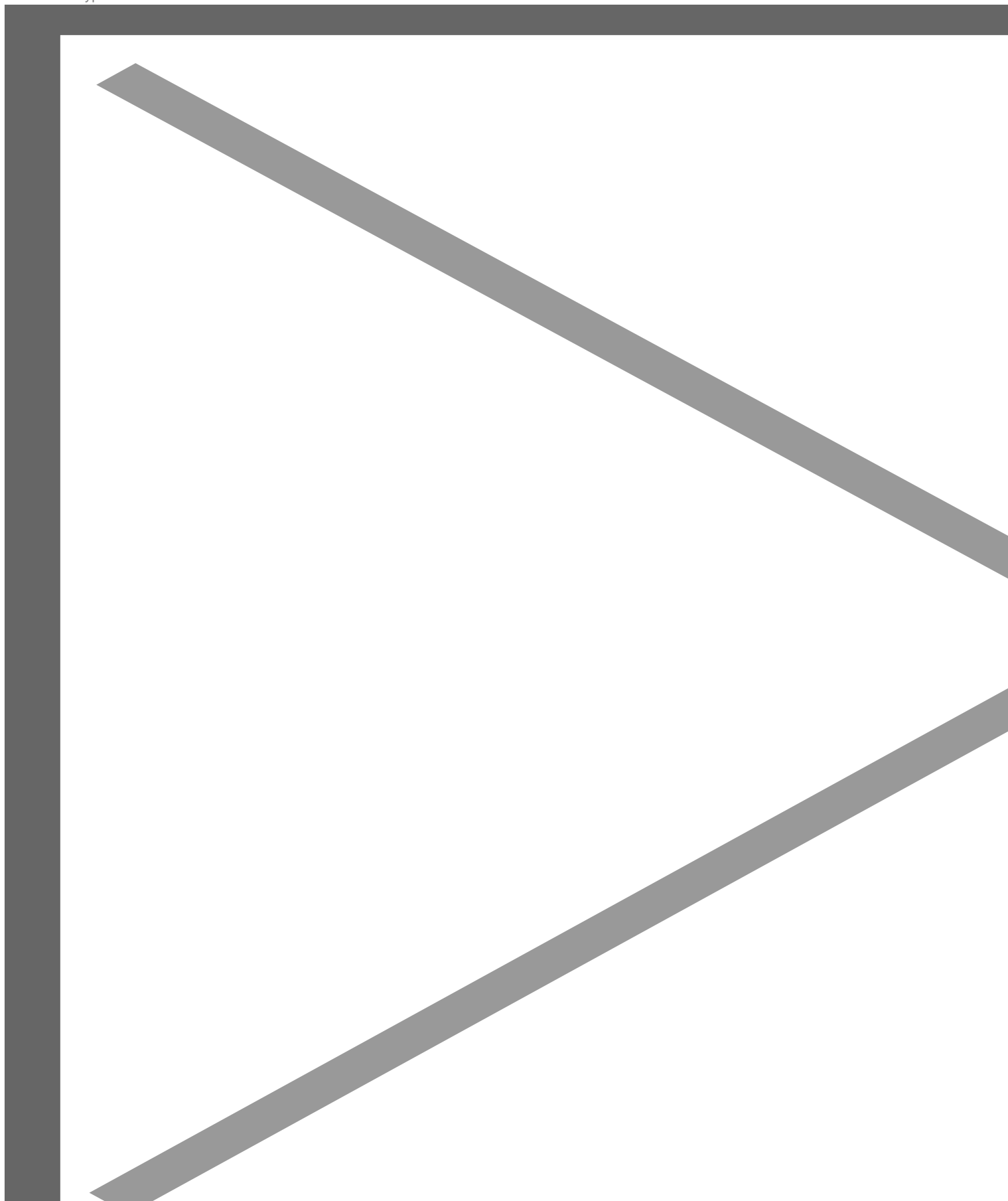
The 272CC is available with twin outboards from Yamaha and Mercury ranging up to a total of 400 hp combined. Our test boat had twin 150-hp Yamaha four-stroke outboards. She has an LOA of 29'4" (8.94 m), a beam of 9' (2.74 m) and a hull draft of 18" (45.72 cm). With an empty weight of 6,850 lbs. (3,107 kg), 177 gallons (670.02 L) of fuel, no water, three people and test equipment, we had an estimated test weight of 8,517 lbs. (3,8630 kg).



With twin 150-hp outboards, the 272CC achieves 1 mpg at her most efficient cruise.

Winding up the engines to 5500 rpm, we hit our top speed of 41.3 mph. Best cruise came at 3500 rpm, where we measured 22.2 mph and burned 10.8 gph. This gave us 2.1 mpg and a range of 327 statute miles with 10 percent of the boat's 177-gallon (670.02-L) fuel capacity held in reserve. At 600 rpm, the boat ran 3.2 mph and burned 0.9 gph, giving the boat a rating of 3.8 mpg. Bump up to 1000 rpm and the speed goes up to 4.9 mph with a fuel burn of 1.7 gph and 3.0 mpg.

In acceleration tests, the 272CC planed in 6.3 seconds. She ran through 20 mph in 6.1 seconds and through 30 mph in 9.1 seconds.



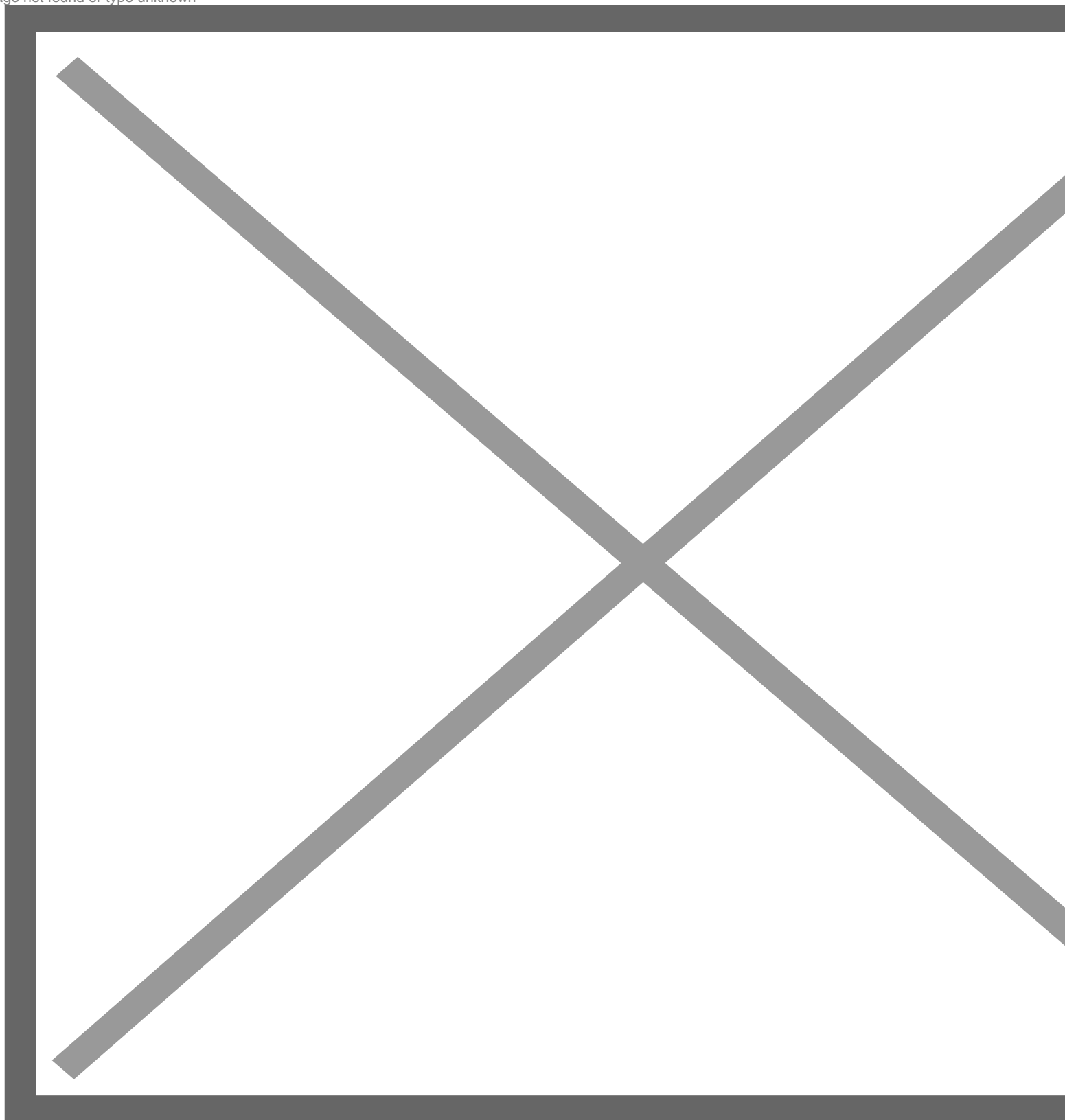
Sailfish's variable deadrise bottom starts with a sharp entry at the bow and twin strakes on each side help provide stability when she's up and running.

Handling. The 272CC has Sailfish's variable deadrise design that's designed to work well in a variety of conditions. From the helm, she felt nimble in turns and around the docks, the twin outboards helped us put the boat exactly where we wanted her to go. A bow thruster is an available option.

Features Inspection

The Stern. Twin swim platforms flank the outboards on each side with a four-step ladder beneath a hatch to starboard and a wet locker to port. There's space to pass between the engines and the transom, but it's an angled walking surface in the splashwell. The transom has four rod holders and a tool rack. To starboard is a gate that leads forward into the cockpit and just alongside is a pull-up shower.

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A stainless-steel four-step boarding ladder is in the starboard swim platform and notice the nonskid finish to improve traction.

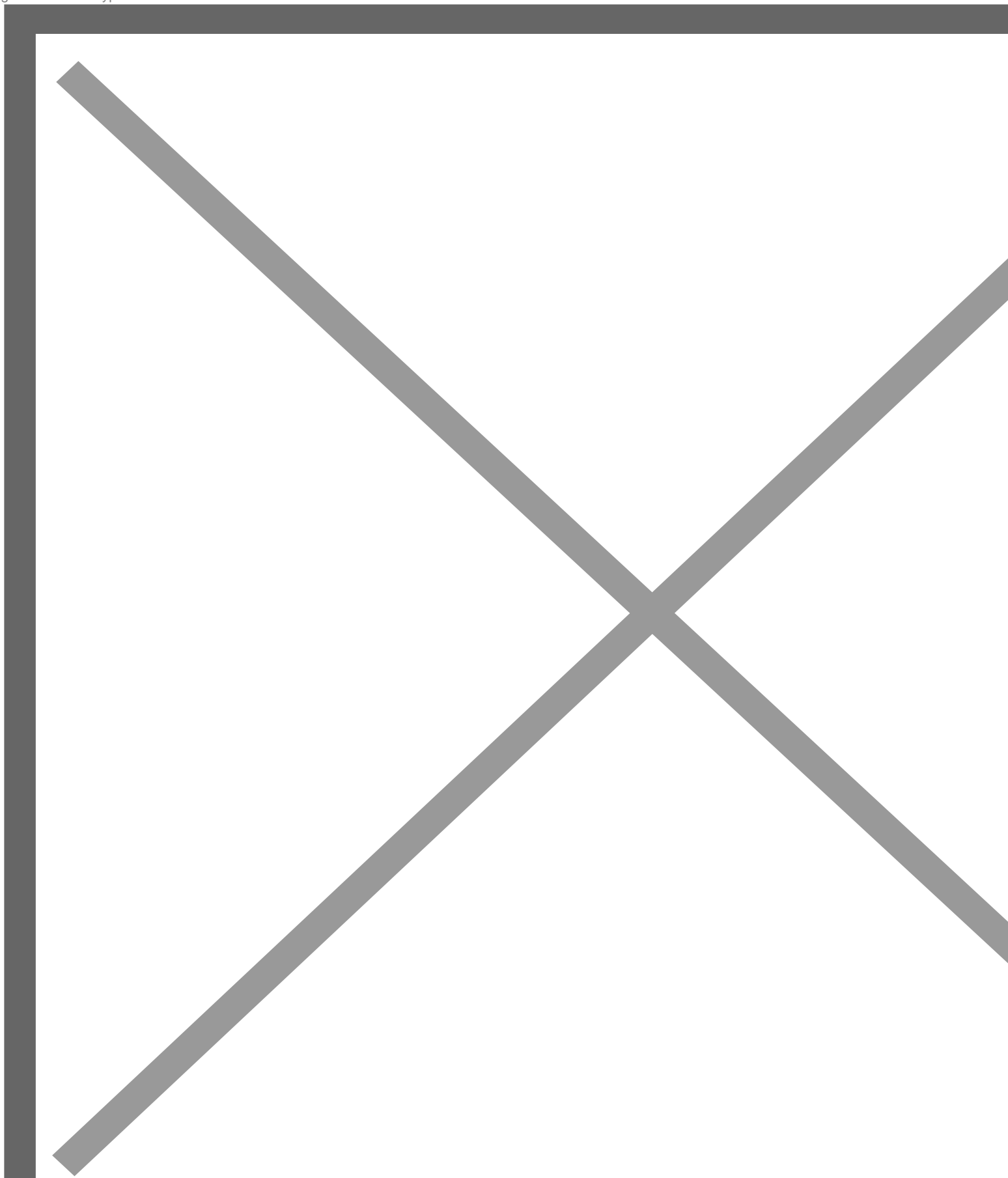
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In the center of the transom, our test boat had the optional retractable ski tow pylon.

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The transom gate to starboard closes on a rubber gasket to minimize rattling and it's an easy step down into the cockpit.

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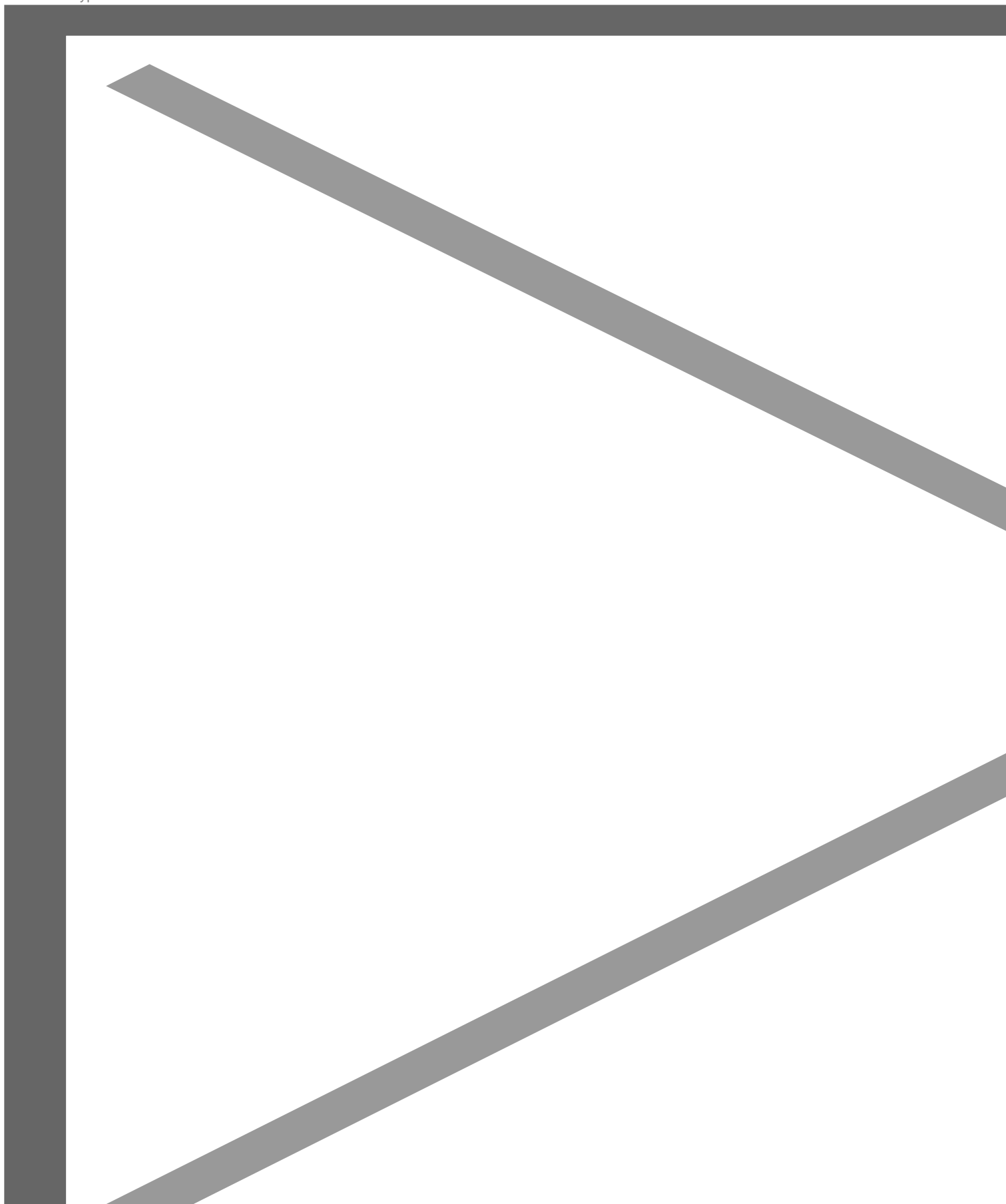


Right alongside the gate is a pull-up shower that will come in handy after a day of hanging out at the sandbar.

The Cockpit. With the exception of some rod holders and forward fishboxes, the majority of the fishing features on the 272CC are aft in the cockpit. To port is an aerated livewell with an acrylic cover, rounded corners and a blue finish. We like that Sailfish provides an access panel in the base if any work needs to be done on the livewell pump. There are toe rails to port and starboard, and bolsters line each side of the cockpit so anglers can lean against them when fighting a fish. Rods and items like gaffs can store in gunwale racks. Of the 19 rod holders throughout the boat, six are in the standard hardtop in a rocket-launcher-style configuration. The top also has spreader lights. On the back of the leaning post is a bait-prep station with a sink, another livewell, two storage drawers and a cutting board that's held in place by magnets. When the fishing is done, a seat folds inboard from the transom and our test boat had the optional extra folding seat to port.

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When it's time to fish, the aft cockpit has an open layout.



Adding versatility, Sailfish put a storage net on the backrest for the folding transom seat and notice the heavy-duty hinge system. The seat stays put whether open or closed.

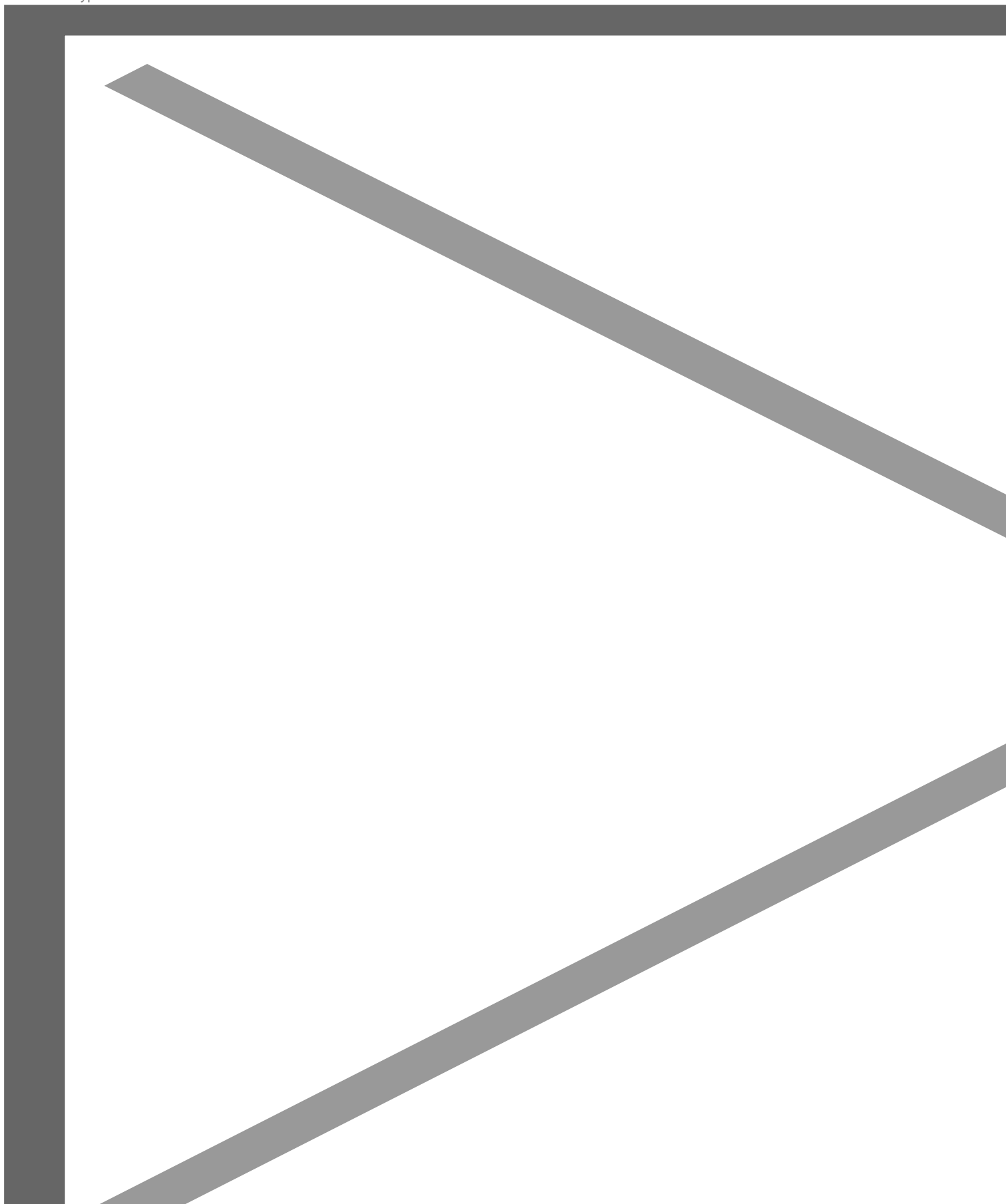
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The entire seat structure latches down and opens on twin stainless-steel pneumatic struts for access to the bilge pumps, fuel filters and other gear.

A captain who knows he'll have many passengers aboard may opt for the seat that folds in from the starboard gunwale in the cockpit.



Opposite to port is a hullside door that will make it easier to haul in a big fish. The steel plate in the deck is for a removable ladder.

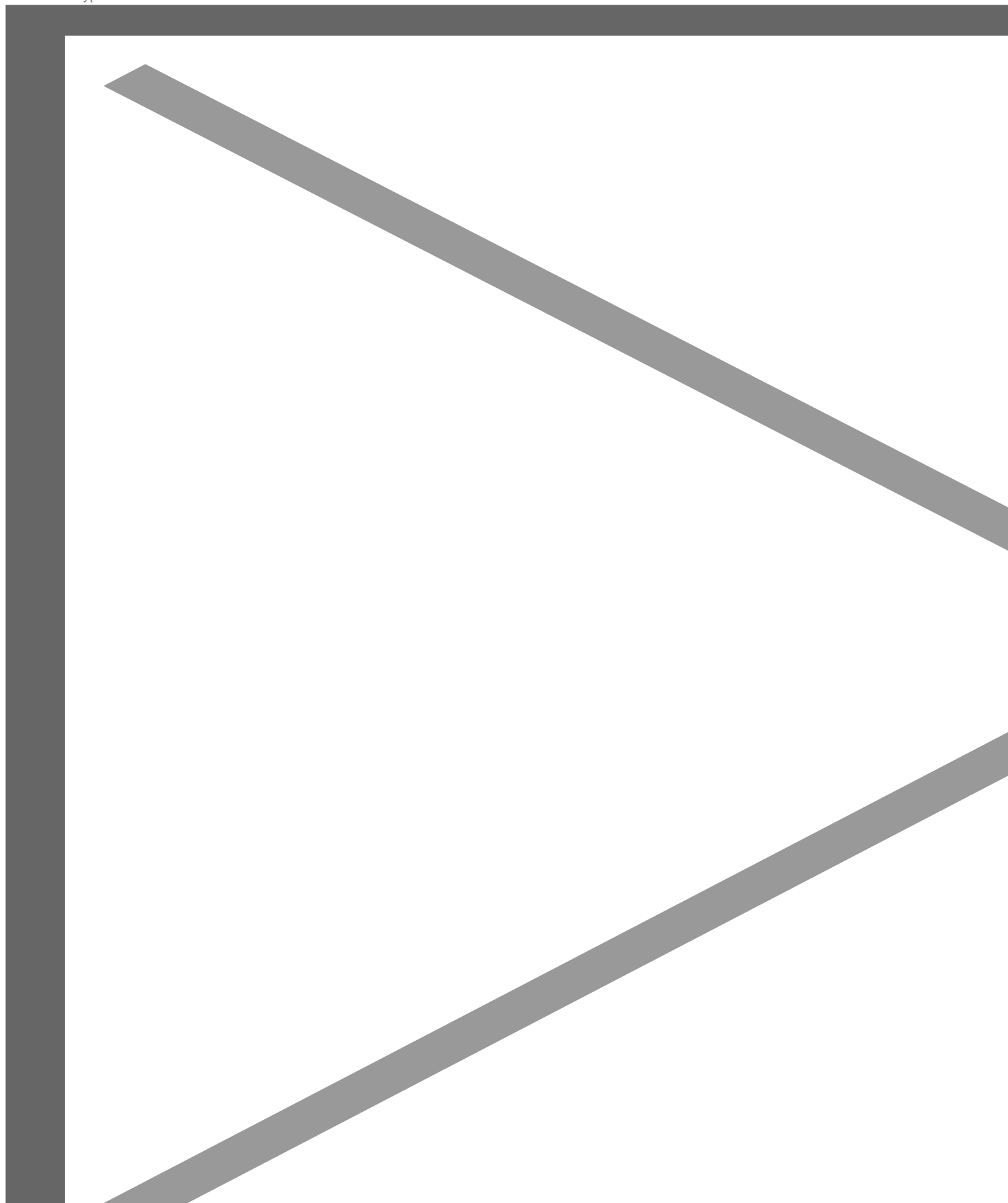
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Forward of the folding seat is a rack in the gunwale for longer gear like a gaff, boat hook or washdown brush.



Fish boxes on each side of the cockpit are insulated and have a built-in overboard drainage system.

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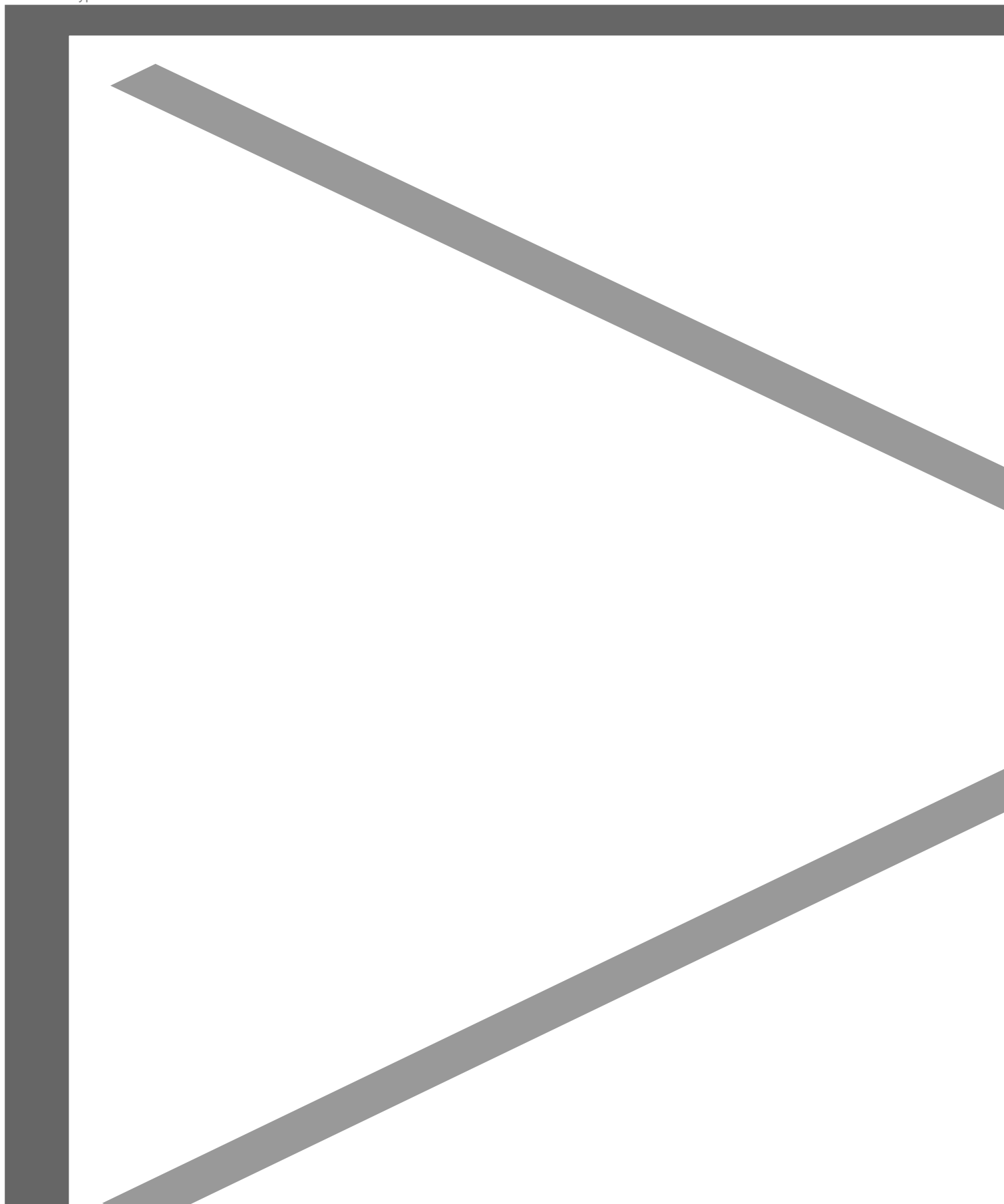
The fiberglass hardtop is a standard item and it's decked out with seven rod holders, spreader and LED lights and outrigger backing plates.



The prep station could be used for cutting bait or limes.

The Helm. Moving forward, our test boat had the optional LP14 leaning post with twin high-backed bucket seats that slide fore and aft electrically and have folding bolsters and armrests. Down low, each seat has its own folding footrests on the front of the base. On top of the helm console are Sailfish's signature sectional storage compartments beneath an acrylic top, and forward are the full-height tempered glass windshield and side windows. The dash has plenty of real estate for adding electronics. Our test boat had a centrally-positioned compass up top, a Yamaha Helm Master screen and accessory switches across the top. To port of the tilt wheel is the control for the Fusion stereo while to starboard are the digital binnacle-style Yamaha controls with trim tab buttons placed so the driver can reach them with his throttling hand. Inside the locking glovebox are a USB port and 12-volt plug. Overhead are the Garmin VHF radio, a switch panel for the lights and a locking storage compartment.

The upgraded helm seats have fold-up bolsters and armrests and check out the high-end upholstery work.



One feature unique to Sailfish boats is the compartmentalized storage compartment on top of the console. An acrylic hatch keeps everything in its place.

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The windshield and side windows are real tempered glass, which provides a much clearer view for the captain.

There's plenty of space for an owner to add his choice of navigational electronics.

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The Bennett trim-tab control buttons are in position so they can be reached with the driver's throttling hand, which means there will always be one on the wheel and the other on the controls.

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In the base of the console, there is an angled footrest that has a hinged lid and inside the locking compartment are storage and a windshield-washer-fluid reservoir.



Overhead, at the front of the hardtop are the VHF radio to starboard and a locking glovebox to port.

The Console. A hatch in the port side of the console opens a compartment that includes a head. Also inside the compartment are the ladder for the hullside door, a freshwater sink and the table that can be erected in the bow. Battery switches and circuit breakers are on the forward bulkhead, which also had access panels to the helm rigging.

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The hatch in the port side of the helm console is as large as possible to make it easier to enter and exit.

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The teak-and-holly decking is a classy touch and there are dedicated racks for the boarding ladder and table.

The Bow. On the front of the console is a seat with a fixed backrest. The bottom cushion is hinged and raises on a gas strut to reveal an insulated cooler. On each side, the bow has forward-facing lounges with clever backrests that raise air lower instead of needing to be removed and replaced. There are insulated fishboxes under each seat, but they can also be used for dry storage, too. The forward-most bottom cushion in the bow has the socket for a table to be installed. In the foredeck is an anchor locker that has a Lewmar windlass and the stainless-steel anchor connects to the rode via a pass-through plate in the bow.

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Here we see the console seat and bow lounges that enhance the 272CC's cruising comfort.



As we've seen on many boats in class, the base of the console seat opens on a hinge and is held open by a gas strut so passengers can grab a drink from the insulated cooler.

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Sailfish designed the bow lounges with backrests that raise and lower manually. This is preferred to removable backrests because the latter version can be lost.

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The Lewmar windlass is beneath the hatch in the foredeck and has a cleat to secure the rode end and space for the rode below.

Price

Base manufacturer's suggested retail price with twin Yamaha F150XCA four-stroke outboards: \$178,056

Options To Consider (Not discussed in the report)

- Bow shade
- Bow shower
- Bow thruster
- Grand Slam outriggers 2/15' poles
- Engine flushing system
- Optimus 360 Joystick Steering
- 3-Bank battery charger

Observations

The Sailfish 272CC continues the manufacturer's record of building a quality center-console that will please a family that wants to fish one day and hang out at the sandbar the next. Standout features include the full hardtop and tempered glass windshield and side windows that are on the standard-equipment list. The retractable bow backrests and folding transom bench seat are also on that list and notice that all these are cruising-focused items. Sailfish had the fishing pedigree and by stepping up its cruising-comfort game, the company makes the 272CC even more appealing.