

A roomy trailerable river cruiser.

Specifications:		
LOA:	27' 6"	8,39 m
Max. Beam:	8' 9 "	2,67 m
Draft at DWL:	8"	20 cm
Hull weight:	2,000 lbs.	909 kg
PPI at DWL:	845 lbs.	384 kg
Recommended HP	25	Max. 125
Material:	Stitch & Glue	

The GT27 is a lengthened version of our GT23.
 For a description of the GT23, [see this study plans web page](#).

This is a river cruiser, ideal for protected waters: rivers, lakes, bays or the ICW. The added length gives two real separate cabins, a full head with shower, a large nice galley and adequate storage for long cruises.

The GT27 should be used as a displacement boat but the planing hull bottom and the wide and strong transom allows her to take fairly large engines. At a displacement of 5,000 lbs, a 90 HP will bring her to plane with max. 25 mph in calm waters. If you want her to plane regularly, a 125 HP or more is recommended. However, this is not a speed boat and she will be much happier at a tranquil pace of 8 to 10 mph with a 25 HP.

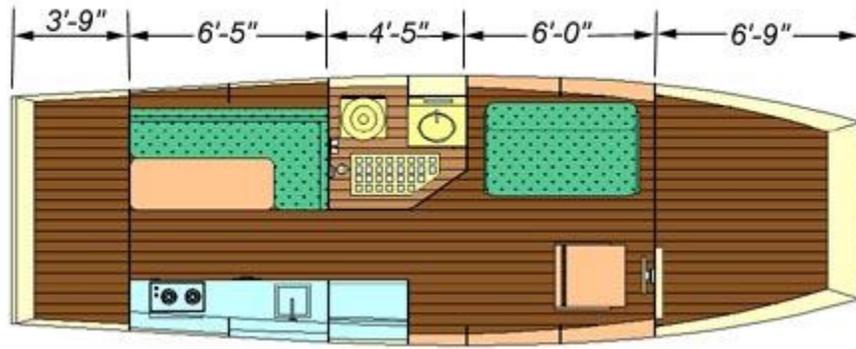
Engines fit on a transom bracket.

While not a boat that you will tow every weekend, she is within the US legal width limits. In most states, a nominal extra fee for the extra wide will be charged: \$ 10.00 in Florida (2004).



Layout:

The cabin offers comfortable standing headroom: 6'-2". Our suggested layout shows two cabins. A saloon with dinette in the stern has a L shaped dinette that will seat four or more. The table drops down to become a double bed. There is room for a cabin heater or even a wood stove with chimney. From the saloon, you access the rear deck, wide enough for folding chairs, a barbecue and more.



The galley across the dinette has ample room for a stove with oven, wide sink, fridge and more. Forward of the galley, one could install a wood stove or diesel heater for winter cruises.



Some pictures show modifications made by the builder

Between the saloon and the forward cabin, there is a roomy head complete with shower. There is at least 6' 4" standing room in the shower, more if we use a shower pan that drops below the sole.



The layout of the forward cabin (or sun room?) can be adapted to your preferences. We show an open layout with a standard futon. A patio table and chairs for 4 fit on the opposite side and can also be moved to the forward cockpit.



Some pictures show modifications made by the builder

The builder has complete freedom to modify the layout as long as all the framing below the deck level is present and some framing above deck. See the plans for details.

Along the full length of the boat, there is storage room under the sole.

The forward cockpit is much higher than the sole and provides ample dry storage, accessible from the cabin. As designed, it has sufficient room for a patio table and chair set for four. It can also be built with side benches and a drop down landing craft type door. The cockpits are self bailing and separated from the cabin by a small step and a drop down lower door panel. The door can be kept open while under way with the cabin protected by the drop panel and the long roof overhang.

Gunwales run along the full length of the cabin and handrails on the roof will make maneuvers easy.

The self-bailing rear cockpit is wide enough for a lounge chair or more storage.=. Most builders will cover it with a bimini top.

The outboard engine is mounted on a bracket. Plans for a standard bracket up to 50 HP are included. For larger engines, we recommend a commercial bracket such as the ones from [Stainless Marine](#).

Building method:

The GT27 is built the stitch and glue way: simple, fast and strong. She is not a plywood boat held together with some resin and glass tape. Epoxy is used for the fiberglass laminations and all parts are saturated with resin. The GT27 is engineered as a composite boat. The bottom and most the topsides are made of a plywood-epoxy-glass sandwich in which the directional fiberglass provides most of the strength. Completely encapsulated in epoxy, the plywood will not rot. The monocoque structure with its fiberglass framing is typical of composite boats: stronger than plywood on frame.

The hull assembly is very simple: two bottom panels stitched together, stringers dropped in, a frame in the middle, sides bend around it and transoms inserted. No jig.

See a step by step [tutorial for the GT23 here](#). The GT27 is built the same way than the 23 but the hull can also be built [upside down on a jig](#) like our other power boats.

There is one difference between the GT Cruiser and some of our smaller boats: the superstructure can be build from a sandwich composite if the builders chooses that option.

There are several advantages to a foam sandwich superstructure. Lighter topsides means better performance, improved stability and easier towing on the road.

A foam sandwich superstructure provides excellent insulation, an important factor for long cruises. Less condensation and an easier temperature control.

The plans show specifications for the two methods: cabin made of regular plywood and epoxy and our sandwich panels. We can supply all the materials for either method.

Required Skills:

As all our stitch and glue boats, the GT27 is easier to build than plywood on frame or fiberglass boats. There is no wood framing, no delicate assemblies with tight fits, no need for special tools. Since the strength comes from the fiberglass, small gaps between parts are recommended: a 1/4" cutting mistake becomes a blessing!

The plans are very detailed. Each part hull panel, stringer, bulkhead, frame, floor

Options:

There are so many possible options that we can not list them all.

A foam sandwich superstructure is the most attractive option.

One can install doors on every small locker, build shelves all over, install a fixed freshwater system, install a marine toilet with waste tank, replace the head door with a curtain, cut a wide sunroof etc. etc.

The GT27 can be made unsinkable with expandable buoyancy foam under the sole and foam sheets glued under the gunwales for upright floatation.

Bill Of Materials:

(Excerpts from our BOM)

The BOM list materials based on our standard layout and includes a 15% waste factor for fiberglass. For plywood, we use standard sheets 4' x 8' (122 x 244 cm). Please read the building notes and see the plans for detailed specifications. Okoume or Meranti marine can also be used and cost starts at \$ around 40.00 a sheet (1/4").

The BOM is based on the displacement hull specifications. If the boat is fitted with an engine larger than 50 HP, more fiberglass and resin is required. In that case, we also specify marine plywood only.

Plywood 4x8' (122x244cm)		
3/8" (10mm)	23	
1/2" (12mm)	18	
Fiberglass (totals)		
Biaxial tape	704 yards	634 m
Biaxial Fabric	27 yards	24 m

Woven fabric	27 yards	24 m
Resin		
Epoxy, total	30 gallons	120 liters

Cost:

See our kits and add the cost of plywood bought locally.

Labor:

The hull can be build in 60 hours but a finished boat will require 300 hours or more depending on the level of detail and the skills of the builder.

More:

Visit our message board, help pages, tutorial pages and read our FAQ: most questions are answered there.

Plans Packing List:

- 11 Detailed drawings with all dimensions required to cut the sides, bottom, bulkheads, deck, floors and all parts from flat plywood sheets: no lofting, no templates required.
- Nesting drawings for the best plywood layout with numbered parts.
- Construction drawings showing assembly and parts numbers for small hardware.
- Drawings list:
 - B260_1 Plan and Profile
 - D260_2 Nesting
 - D260_3 Construction
 - D260_4 Frames
 - D260_5 Bulkheads
 - D260_6 Expanded Plates
 - B231_7 Lamination Schedule
 - B231_8 Door Assembly
 - B231_9 Motor Bracket
 - B231_10 Details
- B221 Typical Small Boat Electrical
- Specific building notes for this boat
- Bill Of Materials
- Help files reference list and more.