

DROMEAS D28 SUV AND WA

Built on a twin-step deep-vee hull, this practical offshore boat should have a wide appeal.

Both running on the same hull as the centre console Dromeas D28 CC, the D28 SUV and D28 WA will no doubt be just as exciting to drive as their predecessor. Designed by UK-based Adam Younger Design - a company well established in terms of fast offshore designs - these new models come

from a yard that specialises in middleweight walk-around boats. Turkish-based Dromeas Yachts, though relatively new to the industry, have established themselves in terms of modern construction techniques. Focused on using vacuum-infused sandwich epoxy-glass composites, their range of boats from 28ft to 38ft are built on the concept of

low weight and high strength. The new D28 SUV and WA are both based on a double-step deep-V hull. Engine options can vary from the basic single 225hp Mercury V6 option to twin 225hp Mercury V6s. However, the single 300hp V8 Mercury, or single 350hp and 400hp Mercury Verado options, will likely be the most popular choices, offering

The WA version will no doubt be able to cater for the fittings and needs of fishermen.



Not having an asymmetrical design, the wheelhouse sits centrally creating wide decks on both sides.

The hull design of the D28 looks in keeping with the punchy engine options.

For the fisherman and the skipper wanting the open-boat experience, the T-top WA version comes in at around £7,000 cheaper

a very good balance between performance and running costs. Both boats should reach a speed of over 50 knots with either twin 225hp Mercurys or the single 400hp Verado - with all versions offering fast cruising at over 30 knots.

The construction of the hull positions the twin steps just aft of amidships, as they should be for maximum lift. In combination with three full-length spray rails running from the transom up to the forward run of the chine, this design should prove efficient. Having a suitably sharp forefoot and a transom deadrise angle likely to be between 20 and 23 degrees, the ride should prove soft enough for a 50-knot boat.

Both the D28 WA and SUV have a range of layout options, though they both come standard with a forward cabin with a double berth and a sunbed on top. The D28 SUV, with its enclosed wheelhouse offering dry boating in all weathers, will no doubt be

a popular UK choice. Impressively large side doors, wide side decks make this boat supremely practical - ideal for single-crew skippers. Deck storage is generous - notably the large lazarette under the cockpit sole and the big anchor locker in the bow. You have the option of external dining in the

cockpit or you can eat inside the wheelhouse. The bench seat serving the wheelhouse table also converts into a double bed if you need to sleep four. The double-helm arrangement looks quite generous for a 28-footer, and given that this boat is supplied with Mercury outboards, the electronics package is likely





A good degree of roof overhang provides shade for the wheelhouse windows.

Engine options can vary from the basic single 225hp Mercury V6 option to twin 225hp Mercury V6s.

SPECIFICATIONS

LOA: 8.35m
Beam: 2.60m
Draught: 0.45m – engine raised
Displacement: 2.35 tonnes (WA), 2.65 tonnes (SUV) – light without engine
Fuel capacity: 345L
Hull: Twin-stepped deep-vee
Engine options: 200–400 hp, all Mercury
CE rating: B for 7 or C for 9

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to be Simrad – which, like the choice of engine options, is no bad thing.

For the fisherman and the skipper wanting the open-boat experience, the T-top WA version comes in at around £7,000 cheaper, while still offering a forward cabin. Like the SUV, you get a cockpit seating and dining area, which, though uncovered, has a wet bar on the back of the helm seats. This has the ability to accommodate a 50L fridge or larger, and it has storage and

a sink. The SUV appears not to have room for this, though it can easily fit a side-opening drawer fridge under the navigator's seat. Outside of a double bed, nothing else is yet known of the fittings inside the forward cabin of either boat – an under-seat toilet is likely, and possibly a compact galley for the SUV. Full UK prices are yet to be announced, though I suspect they will provide healthy competition for similar 'Baltic builds'. ■

PRICES:

Dromeas SUV
 £54k incl. VAT, excluding engine and delivery.

Dromeas T-Top
 £47k incl. VAT, excluding engine and delivery.



The cockpit galley on the open boat may well tempt some from the choice of the SUV.