

Triumph 170 CC (2008-)

Brief Summary

The 170 Center Console comes with a standard EZ Loader galvanized trailer. This boat is capable of seating six persons and holds 21 gallons of fuel, which will give you plenty of mileage. There’s also enough room to freely move about the boat when casting out a line.

Base price package includes Boat/Motor/Trailer

Price

Base Price\$19057.00

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.

Key Features

- Aerated baitwell
- 2 bow fish boxes
- 316 stainless steel console rod storage
- Forward console seat with cushions
- Reversible helm seat
- Removable 72 qt. cooler
- Heavy duty acrylic windshield
- Trailer

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
900	1.6	1.4	0.2	8	6.96	151	131	68
1000	2.3	2	0.2	11.5	10	217	189	68
1500	4.3	3.7	0.3	17	14.78	321	279	74

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	5.4	4.7	0.5	12	10.43	227	197	73
2500	8.6	7.5	1.7	5.06	4.4	96	83	83
3000	21.4	18.6	3.5	6.19	5.38	117	102	85
3500	24.6	21.4	4.8	5.18	4.5	98	85	84
4000	29.8	25.9	5.5	5.46	4.75	103	90	83
4500	33.1	28.8	8.6	3.85	3.35	73	63	87
4800	33.8	29.3	9.2	3.69	3.21	70	61	91

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

triumph1700cc-chart.jpg

Specifications

Length Overall	16' 10"
BEAM	6' 5"
Dry Weight	1,100 lbs. (w/o engine)
Tested Weight	
Draft	6"
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	13 deg.
Max Headroom	open
Bridge Clearance	51"
Weight Capacity	
Person Capacity	
Fuel Capacity	21 gal.
Water Capacity	none
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	3.5 sec.
0 to 20	
Ratio	
Props	
Load	2 persons, 3/4 fuel, no water, min. gear
Climate	79 deg., 70% humid.; wind: 3 mph; seas: calm

Choose From Center Console or Dual Console

The 170 is designed to get you into the world of fishing much faster.

By Capt. Bob Smith

Triumph delivers one of the toughest boats to the market thanks in part to its Roplene technology. It has been a couple of years since I first saw these boats, and the changes have been both in design and convenience. These boats can really take a beating and are truly durable. One of the advantages over their fiberglass kin is the quiet, smooth ride these hulls deliver. Even with a bunch of chop from a busy waterway, the ride was as advertised, smooth and dry. You don't even have to worry about waxing your ride a couple

times a year like you do a fiberglass boat. These are so easy to keep up the maintenance on even your kids can do a great job with them.

Bow Features

The stainless steel bow rail on these boats adds to the safety on the water when it comes to the little ones aboard. The bow area can be converted into a large casting platform when needed. Triumph adds to the seating on the CC with a bow bench in front of the helm that has four rod holders and a padded seat. Inside is a handy baitwell. The storage hatches up front on the CC model have removable stands inside to keep the gear out of any water that may accumulate inside.

Getting to the helm from the front or working a fish down the gunwales is easy with wide walkways from front to back. With the dual console version, you have more of a bass boat feel to the walkthrough at the helm stations.

Helm and Seating

The helm of the CC has a fixed position stainless steering wheel. A 12-volt connection is handy for portable GPS or charging the cell phone underway. Faria fog-free gauges monitor engine performance and have bright chrome bezels. Electric control switches are to the right of the gauges, and the throttle is to the far right, with two cup holders above. A gasketed door below the wheel keeps things in the box dry like your license and wallet.

The seat is a nice flip seat that allows you to actually have a double seat while underway, or a wide bench to relax and watch your lines to the rear at anchor. Beneath this seat is a cooler that has a bungee cord to keep it in position. The DC has typical bass boat seating and controls. The advantage of the DC configuration is more protection for the companion rider and more of a ski boat feel and ride.

Stern Features

At the stern, the CC has a stern light clipped securely under the gunwale on the starboard side, so you don't have to rummage around trying to find the light when the sun sets. Corner seats are fix-positioned with access to the batteries under the starboard seat. Access to the bilges is under the port seat. Good protective rails and a center grab bar make it safer when underway in these seats. Triumph offers a swim ladder to add on, which can be mounted on the starboard side of the stern. These seats did make it a bit harder to reach over and handle the ladder, but once you figure out a system, it's not so bad.

Specs

These handy and very popular boats are 16'10" length overall with a beam width of 6'5". They weigh about 1100 lbs and have a fuel capacity of 21 gallons. They are rated for outboards of up to 75-hp and have a 13-degree deadrise at the stern for added fuel economy.

Performance

I tested these boats on the Intracoastal waters off Morehead City, NC. I found best cruise to be at 4000 rpm and 29.8 mph on the 170CC. At cruise, she burned about 5.5 gph for a range of 103 miles with a 75-hp Evinrude E-TEC outboard. The 170CC was on plane in just 3.5 seconds and cruising up to 30 mph in only 9.2 seconds. The 170DC model hit a top speed of 31.7 mph at 6000 rpm.

The marina where we tested used a lot of the 170DC boats as well as the 170CC for rentals. They told us the boats were easy to manage, clean, and the renters didn't destroy them like fiberglass boats of the same size. These boats are ideal for new boaters and are easy to handle. In addition, they're easy on the pocket and simple to maintain.