

Triumph 195 CC

Brief Summary

The 195 DC fits squarely in the middle of Triumph’s line. The boat’s multi-function design serves fisherman, family day boaters and waterskiers/wakeboarders equally.

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.

Key Features

- 20 gallon illuminated baitwell with aerator
- Bilge pump with float switch
- Bow cushion set
- Bow pulpit with anchor roller
- Fish box with large overboard drain
- Adjustable Pompanette “ladder back” style helms seats
- 2 removable aft jump seats
- Self-bailing cockpit with 316 stainless steel deck drains
- Unsinkable closed cell foam floatation

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	2.7	2.3	0.6	4.91	4.27	265	231	54
1000	3.8	3.3	0.5	8.33	7.25	450	391	61
1500	5.2	4.5	0.8	6.44	5.6	348	302	68
2000	7	6	1.4	5.15	4.48	278	242	69

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	7.9	6.9	2.2	3.67	3.2	198	173	74
3000	11.4	9.9	3.3	3.49	3.04	189	164	76
3500	20.8	18	4.3	4.83	4.2	261	227	77
4000	26.4	22.9	4.9	5.43	4.72	293	255	78
4500	31.2	27.1	6.7	4.68	4.07	253	220	82
5000	34.4	29.9	9.5	3.62	3.15	196	170	83
5500	39.5	34.3	10.5	3.78	3.28	204	177	87
5900	43.9	38.2	14.2	3.09	2.69	167	145	88

[View the test results in metric units](#)
[triumph195cc chart.jpg](#)

Specifications

Length Overall	20' 0"
BEAM	8' 2"
Dry Weight	2,000 lbs.
Tested Weight	
Draft	14"
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	16 deg.
Max Headroom	open
Bridge Clearance	78" with t-top
Weight Capacity	
Person Capacity	
Fuel Capacity	60 gal.
Water Capacity	N/A
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	3.0 sec.
0 to 20	
Ratio	2.0 : 1
Props	13 3/4 x 17 SS
Load	2 persons, 1/2 fuel, no water, min. gear
Climate	75 deg., 70% humid.; wind: 7 mph; seas: light chop

Tough Just Got Better

By Capt. Ron Svoboda

The Triumph brand is on a course to revolutionize boat building, much in the same way the introduction of fiberglass did to the industry decades ago. The material and process is not new, but what is original is the scale of which the technology is used.

The Triumph process is called 'Roplene' and is said to be a proprietary polymer, yet after a close

examination of the boat I think it to be a variant of HDPE or high-density polyethylene. We all know this material, it's used in water and milk jugs, shampoo and cosmetic containers and a whole bunch of other types of fluid containers. But since it isn't glamorous like Kevlar or Carbon fiber, the Triumph marketing folks probably don't want people to know exactly what they are using. That's OK, because this unique plastic is great. It's flexible, strong and recyclable. It won't crack or chalk like fiberglass and nothing sticks to it, so clean up is easy and will never require waxing. (For greater detail on the making of this innovative vessel go to Toughboats.com.)

Bow Layout

The 195 DC (dual console) fits squarely in the middle of Triumph's line of plastic boats. The boat's multi-function design serves fisherman, family day boaters and waterskiers/ wakeboarders equally. At 20 feet overall and utilizing an 8 foot 2 inch beam the 195DC grants a spacious cockpit, plus a usable bow rider area that double as a casting platform. The bow features wrap-around padding and a welded stainless steel railing and pulpit. Although the pulpit is small, it is functional and handy in many situations. The bow's seat bottom cushions remove to give access to the anchor locker and storage compartments hidden below them. Or, the cushions can be completely removed to offer anglers a casting platform large enough for two adults.

Helm Features

Just aft of the bow area is a dual console helm which is protected from the elements by a curved glass windshield. The helm station is basic yet comfortable with a tilt steering column, white-faced analog gauges and accessory switch panel that incorporates built in circuit breakers. Binnacle mount engine controls, storage compartments and a cup holder finish off the pilots station. On the companion side of the helm is a generous glove box and vinyl grab handle. As well as ample storage compartments and drink holders. The boats weather-proof CD stereo is also located to port and features easy to use controls and Sirius Satellite Radio option.

Smart Cockpit

A favored part of the cockpit is the high-end Pompanette helm and companion chairs that give good support and adjust to suit, plus rotate 360 degrees for maximum use. Both of these seats are mounted on clever boxes that serve as a livewell on the starboard side and as a jumbo beverage cooler on the port side. Additionally, the hatches to these compartments include cushions for added seating in the cockpit. Another slick idea on the 195DC is the transom jump seats. Built on sturdy aluminum frames, these seats have backrests that neatly secure in the transom's rod holders. When not in use they simply remove to give loads of room in the back for fishing, swimming or skiing.

The balance of the cockpit is as well thought out and comfortable as the rest of the boat. Thick coaming pads are mounted to both gunwales, while high-quality, stainless steel deck hardware and cup holders complete the space. The transom features a removable splash guard at the engine well to facilitate servicing or for simplifying access to the bolt-on swim platform and telescoping ladder located to starboard.

Conclusion

Here at BoatTEST, we've tested a lot of small boats under 20 feet and for the most part they are all.....well

small, especially for my 6'5" frame. So what surprised me the most on the Triumph was how room and stable the boat felt, even underway in the bay's choppy water. The boat is easy to drive and dock, and should you have an encounter with a dock or piling while backing in, you won't have to sweat it. That's the beauty of the boat's construction, it deflects impacts and won't crack or get scratched-up if your boat handling skills have not been perfected.

The Roplene Technology also gives the boat a soft and quiet ride as the polymer material absorbs much of the impact of the waves. Some people might think that this way of building a boat is just a fad, but after testing the 195DC and some of the other boats in the Triumph family, I think the brand deserves a serious look from all you doubters.