

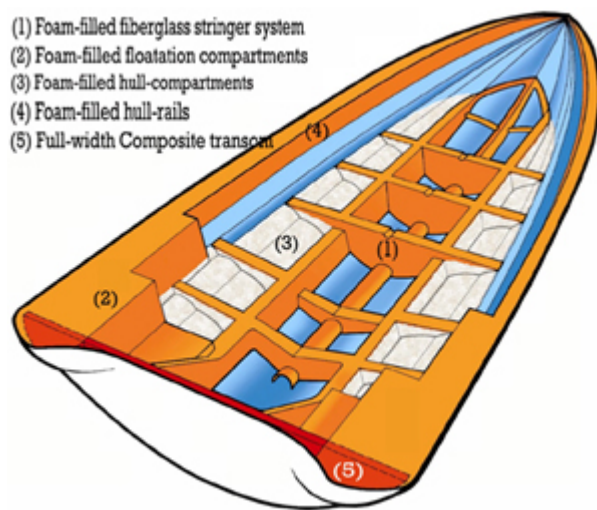
How Triton Fiberglass Boats are built

At Triton, we're proud of the way our boats look, but we believe it's what's inside that really counts. Triton boats feature the most advanced design, materials, construction methods and safety engineering in the entire fishing boat industry. As you'll see, we use aircraft technology in our hull construction - there's no wood in a Triton boat. Our innovative engineering approach enables every Triton hull to carry a lifetime warranty, plus a three-year warranty on most Triton-installed components. And, most important of all, every Triton boat is designed and built with your complete safety in mind.

Wood-Free Composite Construction

Most fiberglass fishing boats are built with wood in such strategic areas as the stringer system, transom, deck and floor.

Over time, wood can rot, leading to structural failures. Even wood thoroughly encapsulated with fiberglass still contains water and can expand and contract over time, which may lead to delamination. It's impossible to bond wood and fiberglass chemically. Also, wood softens when wet, causing fasteners to pull loose. For these and other reasons, there is no wood in a Triton boat. Instead, Triton insists on space age Tri-Core composite construction. Tri-Core, a high-tech, super-strong polyurethane core material used in high performance aircraft, can never rot, bonds chemically with fiberglass, and is unaffected by climate changes. In addition, structural tests show Tri-Core to be lighter than wood, yet stronger than most wood/fiberglass laminates.



Hand-Laid Quality

Like other fiberglass boats, a Triton is built from the inside out. But that's where the similarity ends. We use state-of-the-art gelcoats and baby our molds so your Triton boat has a brilliant mirror finish that'll last a lifetime. Every Triton features hand-laid construction and AME 1000 resin for greater strength and uniformity without excess weight. Many competing manufacturers use extensive chopper gun construction in their boats. The chopper gun is a laborsaving tool that sprays material into the hull. It enables our competition to turn out more boats at a faster pace, but at Triton, we know faster isn't necessarily better where your boat's construction - and your safety - are concerned. Compare our lifetime hull warranty to the flimsy warranties on competing boats and you'll understand why we take extra time to hand-lay every Triton hull.

There are 3 primary components in the construction of a boat - the hull, stringer and deck. At Triton, all three are built by hand-laying fiberglass. They are then brought together and banded in place, thus forming a solid, singular unit. We call this uni-body construction. It's the reason a Triton offers unsurpassed structural integrity and performs as if it were all one piece.

Unibody Construction

Triton boats, like fine automobiles, are built with unibody construction. When under power, the

entire boat moves as a single unit, greatly reducing vibration that can result in transom failure. Unibody construction provides superior strength, while reducing performance-robbing weight.

The Backbone of Our Boats

The backbone of every Triton boat is our amazing stringer system. Many competing boat brands use wood stringers encapsulated in fiberglass, but Triton uses a one-piece composite and fiberglass stringer system for unparalleled strength and rigidity.



Triton's stringer features two braces running from bow to stern, and seven cross-members connecting port to starboard. This radical design makes a Triton boat extremely rigid and helps eliminate deck and hull twisting.

In addition, the Triton stringer system is hyper-engineered to fit perfectly into the hull with 100% contact - once in place, there are no gaps between stringer and hull! Most competing boatbuilders don't bother to engineer their stringers to even approach such close tolerances - they're content to patch those "wide open spaces" between stringer and hull with fiberglass. But that's not good enough for Triton!

Rock-Solid Transom & Deck

A glance at the stern of a Triton boat reveals a major difference between our boats and many of our competitors' models. Every Triton features a full-width transom, running all the way from port to starboard. Many competitive boats have much narrower transoms - some only 24 inches wide! Our full-width transom means the weight of your outboard is distributed over a much wider area, to absorb stress more effectively. The Triton transom is crafted from Tri-Core and fiberglass, which are bonded chemically, unlike the simple mechanical bond our competitors hope to achieve with wood. It connects directly to the stringer system to form the industry's strongest and most rigid "skeleton" - your assurance that every Triton boat is built to last a lifetime. Our deck is also designed for maximum strength. It features four transverse bulkheads which tie into the stringer system in true unibody fashion, thereby enhancing the deck's structural integrity. Deck and hull are chemically bonded with automotive-strength structural adhesive. The result: rock-solid construction, guaranteed to last a lifetime!

Superior Flotation = Greater Safety

At Triton, your safety is our #1 concern. That's why every Triton boat exceeds upright and level flotation standards of the U.S. Coast Guard, National Marine Manufacturers Association and American Boat & Yacht Council. You can enjoy your Triton with the complete confidence of knowing there has never been a single flotation failure on a Triton boat...not one! Other boat manufacturers would probably consider our foaming process excessive, but we'd rather "over-foam" our boats than compromise your safety. Through rigorous testing procedures both in our 20,000-gallon test tank and "on location" under adverse lake conditions, Triton's engineers go the extra mile to determine the best possible location and maximum amount of foam flotation for each specific model. Our foam flotation process is truly extraordinary in the boating industry. We actually inject polyurethane foam into our string system, then fill open cavities between the stringers with more foam to support the weight of the hull, passengers and gear. Our tests have proven this much foam alone will float our boats, but that's not good enough for Triton. So we add large foam dams in the rear corners to support the weight of your outboard and batteries. Then we inject foam flotation down the sides of the boat so it can't roll over, but remain upright and level instead. Finally, still more foam is injected under the floor and inside the deck, where it provides superior upright and level flotation, as well as added insulation for livewells, fish boxes and ice chests. The bottom line: Like the finest automobiles whose names have become synonymous with quality and safety, Triton too has built its reputation on quality materials, design and construction techniques that in turn means the ultimate in safety for you.

- Triton's all fiberglass **Zero-Flex Stringer System** is completely cored with polyurethane composite material.
- The full width **All-Composite Transom** is bonded to the stringer system with Hi-Density composite braces.
- Composite-cored **Fiberglass Cross Members** bridge the 2 full-length stringer, tying the port and starboard sides of the boat together to eliminate deck and hull twisting.
- Our **Uni-Body Construction** technique utilizes transverse bulkheads built into the deck that interlock with the hull's stringer system, virtually welding the two parts into one.
- **The Zero-Flex Stringer System** is molded to precisely mate with the hull laminate and has over 290 linear feet of surface bonded to the hull as part of our Uni-Body Construction. That's nearly a football field's worth of total stringer length in the Tr-21's hull.
- Triton's unique **Wide-Track-Flared Hull and Deck Design** offers you larger rear storage boxes and openings, larger livewells, and greater stability. Styling is also enhanced with the W.T.F. design, yielding a dominant appearance, characteristic of a Triton Boat's image and performance.

The Triton Difference

As you've seen, Triton's state-of-the-art materials and construction methods give our boats tremendous strength without excess weight. You benefit from faster acceleration, greater top-end speed, a soft, dry ride in rough water and increased fuel efficiency for both your outboard and your tow vehicle. Greater strength means a longer-lasting boat with the best warranty in the business. Extra flotation means greater safety for you, your family and your fishing partners. Quality. Innovation. Safety. That's the Triton difference!