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# Smoker Craft V-hull Aluminum

## Competitive Target:

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*Alumacraft*



# Starcraft Warranty vs. Alumacraft Warranty

## SmokerCraft Warranty

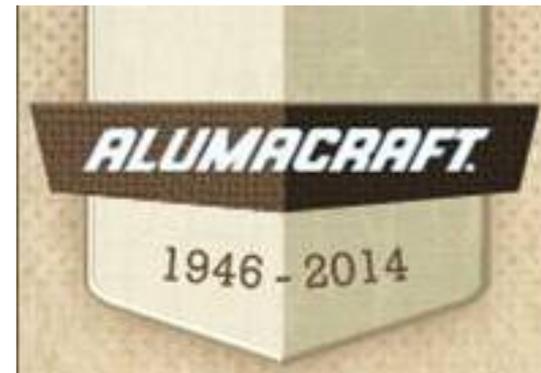
- Lifetime on all double rivited seams
- Limited lifetime on Floor and decking
- 6 Years on all components and parts



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## Alumacraft Warranty

- 20 Year Hull warranty
  - Includes all seams
- 5 Year warranty on components specified in warranty manual
- 3 year warranty on all other components





## Smoker Craft Hydra-lift Hull vs. Alumacraft 2XB 'V' Hull



- Smoker Craft's Hydra-lift hull utilizes a one piece bottom supported by AIRS system bow ribs, cross ribs and stringers. It has 5 keels, rolled in spray rail and double row riveted seams sealing the gaps between the rivets. The hard reverse chine gets the hull on plane quickly, bow down and maneuvers like a sports car.

- Alumacraft touts the strength of double plated hulls on some models and only bows in others. They use a lighter gauge aluminum plate over their bottom plate which just adds extra weight and not necessarily structure as shown in the lower left. They only have one short center keel, riveted spray rails and a single row of oversized rivets on the seams.





## AIRS Bow vs. 2XB Bow



AIRS in standard Smoker Craft hull

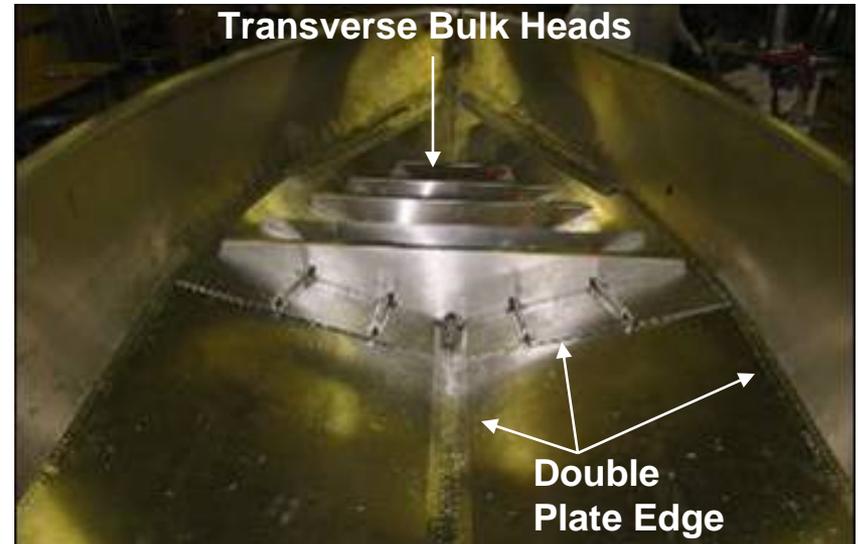


- Smoker Craft reinforces the bow of its boats with heavy duty AIRS ribs which are a dimpled hat design up to .125 gauge thick. They extend beyond the area in the bow that takes the most beating in rough water.

- Alumacraft uses a double plate with thin short ribs that don't extend to the front of the bow and transverse bulkheads to support their bow. The plates add unnecessary extra weight and can be susceptible to possible freezing and thawing if moisture gets between the panels which could pop rivets. The bulkheads don't completely support the void areas in between them.



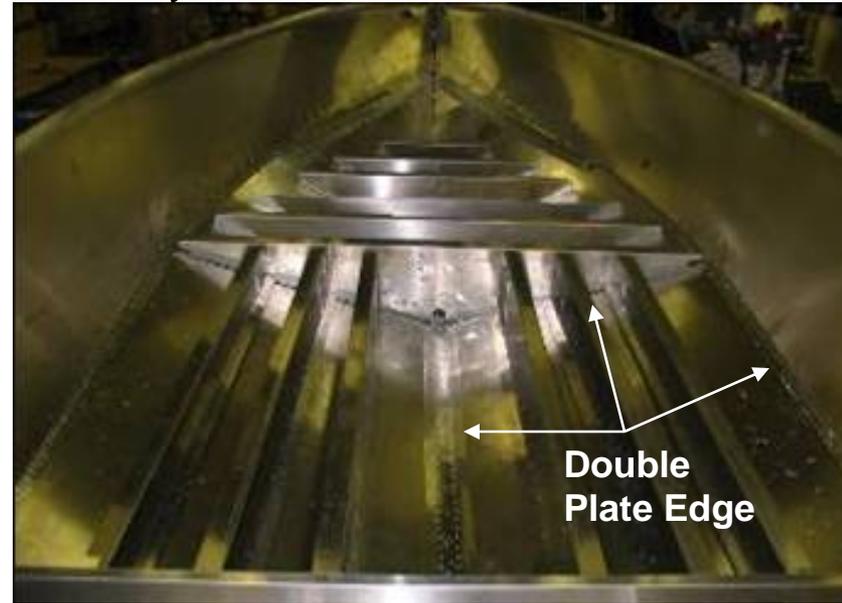
Inside of the 16 Pro Angler XL next gen hull





## Rib's/Next Gen Hull vs. 2XB Hull

- Smoker Craft utilizes heavy duty ribs on 9" centers to support the one piece bottom. The ribs are designed to conform to the bottom giving lateral support to the hull. They are riveted to keels on the bottom and into the side braces at the chine to form an extremely strong bottom structure.
- Smoker Craft's next generation hulls (16 Pro Angler XL, 17 Pro Angler XL and 172 Ultima) use a longitudinal stringer system with cross members to tie them together to support the hull bottom and floor.
- Alumacraft uses a big sheet of aluminum located on each side of the center keel area extending close to the chine but not connected to either the keel or the chine. Just extra weight spot riveted and held in place by being riveted with the floor beams. They only double plate the hull of their bigger boats, not the Classic series down but confuse the issue with their spec "Maximum hull thickness" which may mean their 2XB bow only.



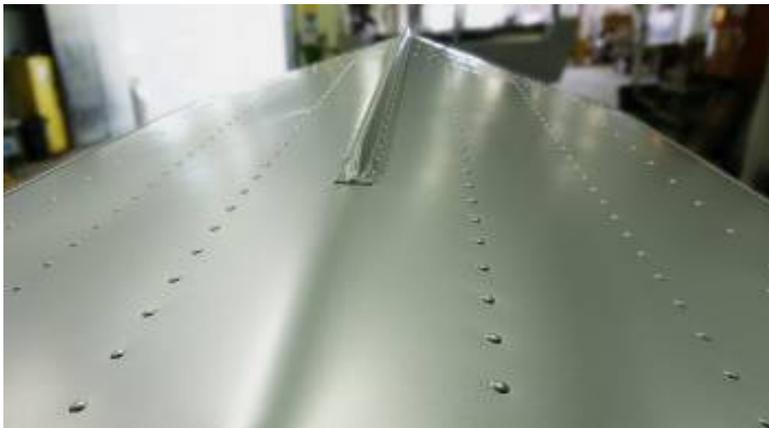


## 5 Keels vs. Short Center Keel



- Smoker Craft (upper left) has up to 5 keels on the bottom of their hulls giving longitudinal support to the one piece hull bottom. They provide extra support to the rib structure or stringer structure located on the inside of the hull.

- Keels help protect the hull bottom when trailering or beaching the boat. It also helps hold your position when trolling and acts like a lifting strake when coming on plane as well as tracking in the turns.



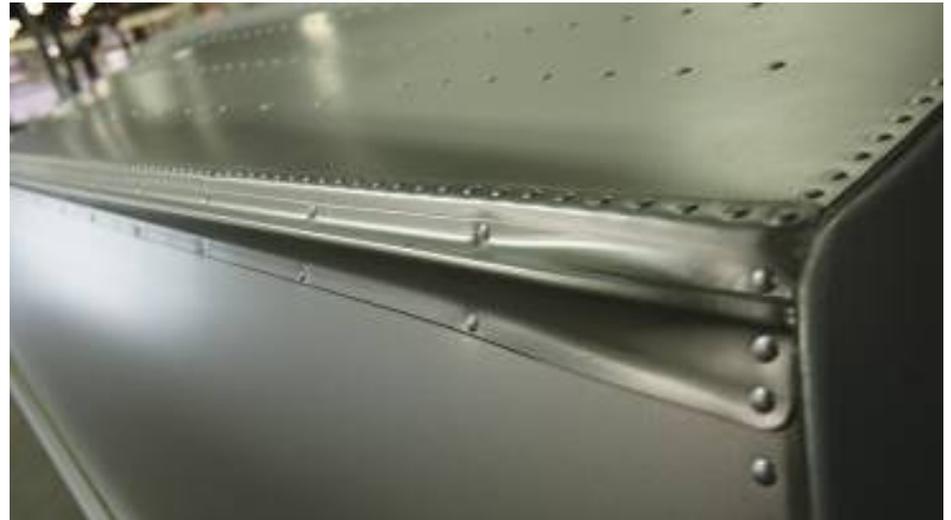
- Alumacraft has only one short center keel which they use primarily as a bow stem to cover the wings of their single piece bottom where it rolls up into the bow of the boat. The keel does not extend the full length of the hull bottom to the transom.



## Integrated Spray Rails vs. Riveted Spray Rails



- Smoker Craft (left) rolls the spray rail into the side panels creating a much more finished look with no gaps in the bow area. There's no place for your fish line to get caught.
- Alumacraft spray rails are riveted on as a separate piece. It's less finished and has gaps where it rolls around the bow.



## Injected Foam vs. Sprayed Loose Foam

- Smoker Craft (bottom left) fastens their floor panels in place and then injects the foam flotation under the floor using specifically positioned pilot holes to guaranty that every area under the floor is filled with foam. The foam adheres to the bottom of the floor panels providing extra support to the floor and hull. It also serves to dampen the sound of the waves.
- Alumacraft (bottom right) sprays the foam into their hulls before fastening the floor panels thus losing the adhesive property of the foam adhering to the bottom of the floor panels to provide support. There will also be voids on the top of the foam allowing water to set between the foam and floor panels.





## Vinyl Cockpit vs. Carpet Cockpit



- Smoker Craft boats (left) have vinyl cockpit floors standard. We completely glue our vinyl in one piece onto our floor panels.

- Alumacraft offers vinyl cockpit floors at no additional cost but it is optional and not every dealer may stock it. They wrap their floor panels and then fasten them to their floor beams.





# Smoker Craft 172 Ultima vs. Alumacraft Trophy 175 Sport



SPECIFICATIONS	172 Ultima	Trophy 175Sport
Max HP	150	150
Fuel Cap (gal)	24 gallons	34 gallons
Length	17' 3"	17' 8"
Beam	96"	94"
Dry Weight	1,350 lbs	1,550 lbs
Max Persons	7	7
Max Capacity (lbs)	1,425	1,600 lbs
Transom Height (in)	25"	25"



# Smoker Craft 172 Ultima vs. Alumacraft Trophy 175 Sport



STANDARD FEATURES	172 Ultima	Trophy 175Sport
Livewells	1 bow (15 gal) / 1 Aft (17 Gal)	1 bow (13 gal) / 1 Aft (21 gal)
Gauges	speed, tach, volt, fuel, horn	speed, tach, volt, fuel, horn
Rod Storage	<b>In floor and Port side</b>	*Bow and Port side
Tilt wheel	Std	Std
Seats	3 fishing Std / 2 Jump	3 fishing Std / 2 Jump
Bimini Top	Optional (\$375)	Optional (\$399)
Mooring Cover	Optional (\$405)	Optional (\$577)
Vinyl Floor	Std	Optional (no charge)

\* Can get without bow rod storage to have walk in bow.



## 172 Ultima Ski/Rod Floor Storage vs. Trophy 175 Sport



- The Smoker Craft 172 Ultima (left) has a padded convertible walk in front bow plus port side rod storage and in floor storage that converts from ski to rod storage in seconds.
- The Alumacraft Trophy 175 (below right) has either center bow rod storage or open bow. Take away the center rod storage and that leaves you with only port side rod storage and has no floor storage for rods or skis. Bow pads are optional as well.





## 172 Ultima Rear Flip Seats vs. Trophy 175 Sport

- The Smoker Craft 172 Ultima (below) has plush full size rear flip-up seats that when down extend your casting deck while the Alumacraft Trophy 175 has very thin padded flip up seats that flip up out of the casting deck.
- The Ultima's livewell is conveniently located in the center of the rear casting deck and is easily accessible when a fish is caught unlike the Trophy where you have to lift the back and the seat cushion just to get to the livewell.





## 172 Ultima Console vs. Trophy 175 Sport

- The Smoker Craft 172 Ultima has a raised instrument cluster that ergonomically places the gauges in the proper position to be easily read by the driver unlike the flat panel on the Alumacraft Trophy 175 that hides the gauges from view behind the steering wheel.
- Circuit breakers are also conveniently located below the tip-lit rocker switches on the Ultima.





# Smoker Craft 171 Pro Angler XL vs Alumacraft Competitor 175 CS



SPECIFICATIONS	Pro Angler 171 XL	Competitor 175 CS
Max HP	150	150
Fuel Cap (gal)	24 Gallons	34 Gallons
Overall Length	17' 3"	17' 8"
Beam	96"	95"
Dry Weight	1,350 lbs	1,285 lbs
Max Persons	7	6
Max Capacity (lbs)	1,425	1,370
Transom Height (in)	25"	25"



# Smoker Craft 171 Pro Angler XL vs Alumacraft Competitor 175 CS



FEATURES	Pro Angler 171 XL	Competitor 175 CS
Livewells	<b>1 bow (15 Gal) / 1 Aft (25 Gal)</b>	1 bow (13 Gal)/ 1 Aft (21 Gal)
Gauges	Tach, speedo, Fuel	Tach, Volt, speedo, Fuel
Rod Storage	Bow and Port side	Bow and Starboard side
Tilt wheel	Std	Optional
Seats	<b>3</b>	2
Rear Bench	<b>Optional</b>	N/A
Trolling motor/fish finder	Optional	Optional
Mooring Cover	Optional (\$405)	Optional (\$546)
Vinyl Floor	<b>Std</b>	Optional (no charge)



## 171 Pro Angler XL Console vs. Competitor 175 CS

- The 171 Pro Angler XL console (bottom left) has a gauge panel that was designed to place the gauges where the driver can see them around the steering wheel instead of having the steering wheel block their view like on the Competitor 175CS (lower right).
- The Pro Angler has a flush mount shifter (lower center) and ignition key located conveniently on the dash. The control cables are out of the way behind the side panel. The Competitor CS has a side mount shifter/ignition switch and control cables that are not concealed giving a much less finished look on a boat of this size and price.





## 171 Pro Angler XL Port Rod Storage vs. Competitor 175 CS

- The Smoker Craft 171 Pro Angler XL has rod storage in the bow. It also has rod storage on the top side of the port side panel as well as open storage and a toe kick that allows safe access to the side of the boat.
- The Alumacraft Competitor 175 CS also has rod storage in the bow. It has top loading starboard rod storage that protrudes into the cockpit taking up a lot of floor space. Along with the storage and cooler shelf on the port side, the fishing space in the cockpit is crowded and limited.





# Smoker Craft 161 Pro Angler vs Alumacraft Classic 165 CS



SPECIFICATIONS	Pro Angler 161	Classic 165 CS
Max HP	60	75
Fuel Cap (gal)	16	17
Overall Length	16'	16' 4"
Beam	81"	82"
Dry Weight	845	868 lbs
Max Persons	5	5
Max Capacity (lbs)	1,200 lbs	1,280
Transom Height (in)	20	20"



# Smoker Craft 161 Pro Angler vs Alumacraft Classic 165 CS



STANDARD FEATURES	Pro Angler 161	Classic 165 CS
Livewells	1 Bow (25 gal)	1 bow (34 gal)
Gauges	Tach, Speedo, Fuel	Tach, Speedo, Fuel, volt
Rod Storage	Port side	Port and Starboard side
Tilt wheel	Optional	N/A
Seats	2	2
Trolling motor/fish finder	<b>Included</b>	Optional
Mooring Cover	Optional (\$555)	Optional (\$725)
Vinyl Floor	Std	Optional (no charge)



## 161 Pro Angler vs Classic 165 CS



- The 161 Pro Angler (left) instrumentation is located so the gauges are much easier to read than the Classic 165 CS. The gauges are recessed with a brow over them to help stop the glare.
- The Pro Angler also has a flush mount shifter and ignition key on the dash. The control cables are tucked in behind the side panel out of the way.
- The Classic 165 CS (below) has a side mount shifter and ignition with cables that are not completely concealed and provide a place for fish lines to get tangled.





## 161 Pro Angler Rod Storage vs Classic 165 CS

- The 161 Pro Angler rod storage is located in the port side panel with a toe kick on the bottom side which allows better access to the side of the boat and takes up less room in the cockpit.
- The Classic 165 CS top loading rod storage takes up a lot room in an already crowded cockpit.





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**Thank You**