



# REWARD 17

Chris Ashley, founder of Reward Boats, says he hears one question often about this brand-new 17-foot runabout: What year was it built? And it's no wonder. The boat's narrow stance, two-seat cockpit and upright windshield surely belong to a bygone era. The rich,

the cockpit into a rounded, reverse transom, suggests a classic convertible more than any boat—but is it an early 1960s Austin-Healey or a mid-'30s Ford Cabriolet? The boat's features, from the windshield brackets replicated from 1950s Feather Craft aluminum fishing boats to

bootlegger's turns—something classic runabouts don't do. Or lap the lake leisurely and take in the passing scenery. Unlike hard-sprung convertibles, the boat's sharp forefoot and 18-degree V aft smoothed waters roughened by 15 mph winds during our trials, while this low-slung sportster's ride also proved remarkably dry. There's a truckload of storage within the cavernous bow too. To continue the sports car analogy, the Reward 17 is equally at home running a rally course as it is rolling along Route 66. —Capt. Vince Daniello

gloss-varnished red and bright-blonde two-tone mahogany deck make it seem like a certainty. Yet there isn't a splinter of wood in the cored, vacuum-infused vinyl-ester hull. Even the wooden deck is faux mahogany grain printed on polyester cloth and impregnated with resin, then protected with many coats of clear polyurethane.

In fact, the Reward 17's lines look nothing like any specific-period antique runabout. The sheerline, gently rising from the plumb bow and then falling off aft of

the aft-view mirror borrowed from Ford's '32 coupe, are asynchronous to no one time but remain harmonious nonetheless.

That faceted image also reflects multidimensional performance. With its jet-pump propulsion, the BRP 170 hp Rotax 1630 ACE engine beneath the boot brings a modern PWC disposition when desired. Twist the Ongaro stainless-steel, two-spoke steering wheel and goose the Livorsi electronic throttle lever to slide backward into 180-degree

To see a photo gallery of the Reward 17, go to [boatingmag.com/3280](http://boatingmag.com/3280).

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### High Points

- ▶ A jet simplifies beaching—just be wary of ingesting weeds, debris or rocks into the jet pump in shallow water.
- ▶ Indulge classic-boat yearnings without wood upkeep. BRP's modern Rotax propulsion package also eliminates antique engine woes.
- ▶ Livorsi's buttery-smooth electronic shift-and-throttle lever electrically positions BRP's Intelligent Neutral and Reverse jet bucket. This allows full steering control while the boat remains precisely stationary in neutral, making it particularly nimble near the dock.

### Low Points

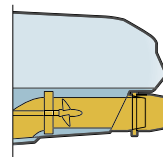
- ▶ Hull tends to porpoise. It would benefit from trim control—something the boatbuilder is contemplating.

### Toughest Competitor

- ▶ We know of no other jet-powered production runabouts with classic boat lines. A restored 1939 Chris-Craft Barrelback will set you back maybe \$100,000, but it won't offer the maneuverability provided by the Reward's water jet.

- LOA: 16'11" • BEAM: 5'1" • DRAFT (MAX): 10.75"
- DISPLACEMENT (APPROX.): 1,400 lb. • TRANSOM DEADRISE: 18 degrees • BRIDGE CLEARANCE: 2'8"
- FUEL CAPACITY: 21 gal. • MAX HORSEPOWER: 170
- AVAILABLE POWER: BRP Rotax 1630 ACE 170 hp

### AVAILABLE POWER: JET DRIVE



### HOW WE TESTED

**ENGINE:** BRP Rotax 1630 ACE 170 hp **DRIVE/PROP:** Standard Rotax jet pump/155 mm x 11-17 mm pitch stainless-steel impeller **GEAR RATIO:** 1.00:1 **FUEL LOAD:** 18 gal. **CREW WEIGHT:** 400 lb.

**REWARD BOATS**  
Weston, Massachusetts; 978-330-7722; [rewardboats.com](http://rewardboats.com)

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### BOATING CERTIFIED TEST RESULTS

SPEED				EFFICIENCY				OPERATION		
rpm	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	level	sound
2000	4.74	5.45	0.50	9.47	10.90	179	206	1	77	
2500	5.13	5.90	0.75	6.84	7.87	129	149	2	80	
3000	5.60	6.45	1.00	5.60	6.45	106	122	3	81	
3500	5.91	6.80	1.25	4.73	5.44	89	103	4	83	
4000	6.21	7.15	2.00	3.11	3.58	59	68	5	84	
4500	6.95	8.00	2.50	2.78	3.20	53	60	7	86	
5000	11.30	13.00	3.00	3.77	4.33	71	82	8	89	
5500	16.95	19.50	4.00	4.24	4.88	80	92	8	89	
6000	20.86	24.00	5.00	4.17	4.80	79	91	7	91	
6500	28.76	33.10	6.00	4.79	5.52	91	104	6	92	
7000	30.63	35.25	7.50	4.08	4.70	77	89	6	95	
7500	33.19	38.20	8.50	3.91	4.49	74	85	6	95	
8000	38.06	43.80	11.00	3.46	3.98	65	75	5	97	
8050	38.76	44.60	11.50	3.37	3.88	64	73	4	99	

**MOST ECONOMICAL CRUISING SPEED**