

Crestliner Sport Angler 1750 (2006-)

Brief Summary

The 1750 Sport Angler is designed as a multi-purpose family boat, that’s great for cruising around lakes, maybe a little towing, and definitely some fishing. You won’t have to sacrifice one activity for the other with this versatile new model from Crestliner.

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

- "Lifetime + 3" Protection Plan
- 22 gallon aerated live well & bait bag
- Lockable 86" rod storage
- Baked Armor-Guard paint process
- Bow casting platform with storage compartments
- SL3 elevated helm with custom panels
- Sport windshield, walk-thru safety glass
- Trolling motor outlet

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
800	2.7	2.3	0.3	9	7.83	267	232	60
1000	3.6	3.1	0.5	8	6.96	238	207	65
1500	4.9	4.2	1.3	3.73	3.24	111	96	71
2000	6.6	5.7	2.6	2.57	2.23	76	66	75

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	7.7	6.7	2.8	2.73	2.38	81	71	77
3000	19.5	17	3.3	6	5.22	178	155	80
3500	24.2	21	4	6.05	5.26	180	156	88
4000	28.9	25.1	5.7	5.11	4.44	152	132	84
4500	33.2	28.8	6.6	5.06	4.4	150	131	88
5000	38	33	10.4	3.67	3.19	109	95	88
5200	39.9	34.7	10.1	3.95	3.43	117	102	90

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



Specifications

Length Overall	17' 1"
BEAM	7' 5"
Dry Weight	1,300 lbs.
Tested Weight	
Draft	3' 5"
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	17 deg.
Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	33 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	2.8 sec.
0 to 20	
Ratio	N/A
Props	13 1/4 x 17 SS
Load	2 persons, 2/3 fuel, no water, min. gear
Climate	89 deg., 60% humid.; wind: 17 mph; seas: light chop

Crestliner 1750 Sport Angler

By Gary P. Joyce

Crestliner has been in the boat building business for 60 years, and the marque has been synonymous with innovation in the aluminum boat market. While many of these innovations show up on the company’s top-of-the-line models, you’ll always find something unique and innovative across the model line. The 1750 Sport Angler is no different. This boat is designed as a multi-purpose boat to handle cruising around the lake, maybe a little towing and definitely some fishing without sacrificing one specialty for the other; it’s also an ideal family boat.

Construction

The 1750 Sport Angler features Crestliner's UniWeld computer controlled hull-building system. The result is a hull that has a solid no-flex feel and comes with a lifetime warranty on the welds for the original owner.

The bottom is .100 gauge aluminum, the sides are .090 and the transom.125.

Because the 1750 is welded, it lacks those Frankenstein-esque bolts all over the place – which for those of you who transit rough dirt (or potholed city) roads does away with a chance of the hull fastening loosening up. Adding toughness from the inside out, the 1750's stringer system is interlocking and then welded to the hull and any hull plate features a tongue-in-channel method of connecting before welding.

A hidden benefit the design and strength is the way the boat retains its looks: because there is so little flex, the baked-on Armor Guard paint won't flex and thus the paint doesn't crack, chip or peel as on riveted boats.

Great Innovation

As noted, Crestliner is an innovative outfit. The 1750 Sport Angler comes with two of their Concept DX chairs and seven chair positions including the helm/passenger seats in which to plug them. The Concept seats were ergonomically designed to provide 33 percent better weight support than most marine seats and the seat bottom is 100 percent waterproof. Another interesting aspect of the Concept seats is the integral handgrips under the seat bottom. They fall perfectly to hand and give you a place to hang on when the going gets rough. A clever idea, that.

The windshield on the 1750 can also be considered an innovation, because it actually works as a windshield, not as a design feature as on smaller boats. Sit behind this windshield and there's no need to turn your cap backwards to keep it on your head. It's high, vision is undistorted, and the frame corners are rounded – if you've ever caught the side of your head on the pointed corner of a windshield frame, you'll really appreciate this.

There is plenty of storage and the storage lids are all coated with Crest Liner to knock down noise and assist in preventing corrosion. All the hinges use full-length piano hinges for durability.

There is a 27-gallon aerated livewell (which will make a great cooler, too) located on the aft casting deck and there is rod storage on the port side of the cockpit. There is also a livewell on the forward casting platform as well as more storage boxes, one of which can be used to house a battery for an optional trolling motor; the outlet for the motor is already there.

Helm Features

The helm is well designed and functional. All the gauges are located directly in front of the driver and there is room for a fish finder to be bracket mounted on the upper right of the dashboard. An AM/FM/CD falls to hand low to the driver's right and there is a rather unique wraparound switch panel with rocker style switches and circuit breakers leading back to the throttle.

The only option you might want to consider is the canvas sun top that folds into its own carrying case. It's a pretty neat idea, especially for terrain where the sun can do some serious damage.

Handling

The 1750 features a 17-degree variable deadrise design; one thing we noticed is that it got a little squirrely at top speed. We had a 115-horsepower four-stroke Mercury powering this boat and maybe it was a bit much for it. This isn't necessarily a bad thing, since it would allow you to drop down some in horsepower. This means a drop in some expenditures as well (and with the cost of a gallon of gas, less expenditure in that department as well). We weren't able to figure out why it got antsy at speed, although it's possible the engine could have been the wrong shaft size; the transom is a 25-incher. The rest of the boat's behavior however was solid and predictable, so maybe it was the driver.

We tested the 1750 Sport Angler on Lake Darling, Minnesota, where our Merc, propped with a 13.25 x 17 Black Max prop, achieved a top speed of 39.9 mph at 5200 rpm. Noise level at top speed was 90 decibels. Cruise speed came in at 3500 rpm and clocked 24.2 mph on the radar gun. At cruise the boat had a 180-mile range.

The 1750 Sport Angler is 17 feet, one inch length over all and sports an 89-inch beam. She weighs in at 1,300 pounds and has a 33-gallon gas tank. It has a carrying capacity of 1,305 pounds.