

# Crestliner Sportfish 1950 SST (2006-)

## Brief Summary

Crestliner’s 1950 Sportfish SST is their second largest boat and a top-of-the-line model that provides enough amenities to keep you out on the water fishing all day long. It features a Uni-welded 17-degree variable deadrise hull, welded keel, integral reverse chines, and an extruded gunwale system.

## 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
- 29 gallon aerated live well with divider
- Carpet, 16 oz. marine grade
- Clarion stereo AM/FM, cassette with 2 speakers
- Concept DX fishing chairs
- SL3 elevated helm with custom panels
- Trolling motor panel with 12/24 volt outlet
- Sport windshield, walk-thru safety glass

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
500	3	2.6	0.4	8.43	7.33	584	508	54
1000	4.8	4.1	0.9	5.59	4.86	387	337	62
1500	6	5.2	1.6	3.84	3.34	266	231	67
2000	7.2	6.2	2.6	2.8	2.44	194	169	67



RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	7.7	6.7	3.8	2.03	1.76	140	122	68
3000	10.6	9.2	5.7	1.85	1.61	128	112	72
3500	23	20	6	3.86	3.35	267	232	73
4000	30	26	7.8	3.84	3.34	266	231	75
4500	36.1	31.3	10.2	3.55	3.09	246	214	76
5000	44.3	38.5	14.7	3.02	2.63	209	182	78
5500	48.4	42	17.6	2.75	2.39	190	166	83
6000	52.9	46	20.7	2.55	2.22	177	154	83

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



# Specifications

Length Overall	19' 7"
BEAM	8' 4"
Dry Weight	1,800 lbs.
Tested Weight	
Draft	44"
Draft Up	



<b>Draft Down</b>	
<b>Air Draft</b>	
<b>Deadrise/Transom</b>	17 deg.
<b>Max Headroom</b>	open
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	50 gal.
<b>Water Capacity</b>	none
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	



<b>Salon Volume</b>	
<b>Galley Volume</b>	
<b>Master SR Width</b>	
<b>Master SR fore &amp; Aft</b>	
<b>Master SR Overhead</b>	
<b>Master SR Volume</b>	
<b>Eng. Room Volume</b>	

## Acceleration Times & Conditions

<b>Time to Plane</b>	3.0 sec.
<b>0 to 20</b>	
<b>Ratio</b>	1.85:1
<b>Props</b>	13 1/4 x 17 SS
<b>Load</b>	2 persons, full fuel, no water, min. gear
<b>Climate</b>	89 deg., 60% humid.; wind: 15 mph; seas: light chop

### Crestliner 1950 Sport Fish SST

By Gary P. Joyce

Crestliner's 1950 Sport Fish SST (the latter for Space Saver Transom) is nearly the largest in the Crestliner line with only the 2150 model bigger. As one of the company's top of the line models for 2006 (the company's sixtieth birthday) it has a wide range of amenities, and like other Crestliners, some niceties and innovations that you'll be hard pressed to find on other boats, whether aluminum or not.



The 1950 Sport Fish SST features a welded hull via Crestliner's UniWeld system (a computer controlled method), that provides a solid no-flex hull. Crestliner puts its money where its mouth is with this hull and its warranty: it comes with lifetime warranty on the welds for the original owner and three years on virtually everything else. The decks are wood core, as is the transom, dead space is filled with foam and nearly all the storage lid covers are lined with a truck-bed-liner type material called, coincidentally, Crest-Liner, that knocks down noise.

Because Crestliners are welded the 1950 doesn't have 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 fastenings loosening up. Adding toughness from the inside out, the stringer system is interlocking and then welded to the hull and any hull plate features a tongue-in-channel method of connecting before welding. The 1950 features a variable 17-degree deadrise hull, which provides a smoother, stabler and drier ride than constant degree deadrise hulls. (The difference: a variable tapers from sharp entry forward to softer aft, whereas a constant deadrise remains the same the length of the hull.) The SST, by the way, is sort of an integral jackplate/motor well area that features twin swim platforms (small, ones but, hey, it's an outboard); the port one has a folding ladder.

Other unique features include an integrated keel welded on and integral reverse chines; the latter knock spray down and are part of the hull design; the chine sections are extruded as well. The gunwales are also extruded aluminum that is welded on. The gunwale extrusions have also allowed Crestliner to come up with a new cover system for 2006 that does away with those ubiquitous soft spots of all covers – the snaps. The 1950's gunwales have a thin slot running completely around the boat that a J-shaped cover edge fits into. An added option, only available on Sport Fish models, is a clever plate that slides into this channel and atop the gunwale providing a moveable base for downriggers; a very neat little touch.

Some hidden benefits of all this design work and strength is the way the boat looks: because there is so little flex, the baked-on Armor Guard paint doesn't flex and thus the paint doesn't crack, chip or peel as on riveted boats. The clean hull also provides clean water for fishfinders to work better, as well as cleaner water for more effective propulsion.

Another feature you'll find include their Concept DX seating, an ergonomically designed seat that is said to provide 33 percent better weight/compression than most other seats; they are also 100 percent waterproof.

### **Special Touches**

Where to start? Forward in the 1950 there is something called the Conversion Bow. Unsnap a small panel on the floor where the walk-through is located, flip down the seat bolsters on both side of the cockpit and you've an instant – and it takes as long to do as describe – forward casting platform, complete with Concept fishing seat. It all converts back just as quickly and you've got a two-place, well-upholstered, padded seating cockpit. When you do this for the first time you'll actually grin at how clever and smoothly it works.

You get a MinnKota full remote 12/24 volt trolling motor that's attached via a gunwale mount and there are big in floor storage lockers as well as a livewell, room for all the trolling motor accoutrements and a tackle storage area in the nose.



Our test boat had the optional stern bench seat which, with a modicum more effort, converts into a rear casting platform. Behind the bench's upright back is a hidden space for Bimini storage – it has a clever collapsible style frame – and with the SST option you've got livewells, storage wells and more in the floor. This is another “grin-this-is-pretty-neat” feature. If you opt for this, you'll notice that there is a cutaway on the side of the platform, which we'll get to in a second.

Along the port gunwale is a rod locker (new for 2006) complete with oblong tubes to protect guides as well as hold rods. But the locking lid is piano hinged for its length. Why? So when you need access to rods and the casting deck is down, the top half of the lid fits in the aforementioned slot. We told you there are neat features.

Another nice feature is the windshield. It's the first boat of this size/class that this tester has driven that had a windshield that was just that, and not a design element. And it looks right as well. It's high, you really can wear a hat without it heading aft (I am five foot eight), the top of the windshield frame doesn't fall right at eye level like virtually all other boats' do and Crestliner has even taken the sharp edges off– the windshield is gracefully curved down from top to gunwale. I am really tired of hooking my temples and forehead on right angle windshield pieces. Well done, Crestliner.

There are plenty of other little touches our test model had such as the optional reclining captains chair, plenty of under console storage with netting, a deep glove box, a well laid out instrument panel complete with Smart Craft gauge, AM/FM/CD, rocker switches and circuit breakers, fishfinder and tilt steering. There are eight drinkholders and four pop-out drinkholders, indicative of the utilization planned for the 1950 Sportfish SST: fish in the a.m., take the kids tubing or boarding in the p.m.

### **On the Water**

Our test boat was equipped with a 200 horsepower Verado XL, and if you have the wherewithal to get one of these engines don't pass up the chance. They are incredibly quiet – in tight docking situations they're actually too quiet, and you'll have to rely on the tach or Smart Gauge to tell you what the engine is doing! Plus fly-by-wire throttles are a delight to use.

This boat handled like nearly all the Crestliners we tested; directionally, in turns and in the big wind chop we experienced during testing it never threw a curve; a well-behaved boat even when cranking full out.

The radio could use a different location, the Smart Craft gauge makes nearly all the other gauges back ups, the MinnKota trolling motor was difficult to get into position and there was enough vibration/shaking at the motor's shaft while we were pounding through chop to make us wonder how long it'll last.

But those concerns/complaints are at best minor and at worst the ravings of fixated boat tester. This is a nice craft, with some really neat ideas that are well executed, and is an ideal family boat for a serious angler.