

Lund 1750 Tyee (2014-)

Brief Summary

The 1750 Tyee is the smallest of four boats in the Lund Tyee series that ranges up to the 1950. Like the other three boats, the 1750 is also built for big water and multi-species, fish such as walleye, salmon, lake trout, or pike. But look closely and it becomes evident that the 150 can be also be used as a tow boat as well. That means one boat can provide recreation for the whole family, which makes it one of the best investments possible in our book.

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

- 35" long front livewell and 22" long rear livewell
- Navigational lighting
- Lockable in-floor rod storage
- Aft casting platform bow casting platform
- Aluminum corner castings
- Self-draining splash pan
- Aft seat conversion

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	3.2	2.7	0.5	6.3	5.48	153	133	66
1000	4.3	3.7	0.85	5.06	4.4	123	107	67
1500	6.4	5.6	1.4	4.57	3.98	111	97	72

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	7.5	6.5	2.4	3.1	2.7	75	66	75
2500	18.2	15.8	2.6	6.98	6.07	170	148	79
3000	25.2	21.9	3.2	7.88	6.85	191	166	85
3500	31.1	27	4.55	6.82	5.93	166	144	87
4000	37.1	32.3	6.25	5.94	5.16	144	125	91
4500	42.1	37	7.75	5.49	4.77	133	116	93
5000	47.2	41	9.9	4.77	4.15	116	101	93
5500	52	45.2	13.3	3.91	3.4	95	83	95
5650	53.3	46.3	14	3.81	3.31	93	80	97

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

[lund_1750type_chart.jpg](#)

Specifications

Length Overall	17' 6" / 5.3 m
BEAM	93" 2.4 m
Dry Weight	1,400 lbs. 635 kg
Tested Weight	
Draft	N/A

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	Open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	27 gal. 102 L
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	2.9 sec.
0 to 20	
Ratio	N/A
Props	20 Enertia. 13.75x20
Load	2 persons, full fuel, 0 water, 50 lbs of gear
Climate	78 deg., 72 humid.; wind: 0-5 mph; seas: calm

Lund 1750 Type unknown

With the Mercury 150 4-stroke turning a 13 3/4 x 20 three bladed stainless steel Enertia prop, we reached a top speed at 5650 rpm of 53.3 mph.

Features Walkthrough

Bow

Fully forward is a carpeted foredeck with a snap cover over the storage access underneath. This serves as a convenient anchor storage locker while providing quick access that both bottom fishermen, as well as the kids swimming off the stern will appreciate. A smaller in-deck storage locker is just behind.

Moving aft, a 17-gal. (64.4 L) livewell, 35" (88.9 cm) long is to the starboard side of the bow and surprisingly, it is lighted. Additional storage is to the port side. Bow cushions are optional should the desire exist for making this a dual purpose boat.

Lund 1750 Tye unknown

The bow casting deck offers plenty of room as well as storage. Fully forward is a snap on cover over the anchor storage locker.

Lund 1750 Tye unknown

The center of the bow deck is removable creating more space for when the family comes aboard. A bow cushion creates a large sun pad.

Walkthrough

Moving aft to the cockpit, I was impressed with how well a job Lund did in the windshields. They're high enough to do an excellent job blocking the wind, without having the frame stuck in my line of sight. They wrap-around at the sides without showing any signs of distortion in the field of vision.

Helm

The helm offers basic instrumentation that is consistent with any outboard. The speedo, tach, fuel, and trim gauges are white faced with chrome bezels. A small cubby is to the right but could stand to be a little deeper. I'd also add a rubber mat to keep stuff from sliding and add a little protection from scratching my phone.

Lund 1750 Tye unknown

Faux carbon fiber panels highlight the helm with its white-faced gauges and chrome bezels. The panel to the lower right will accommodate the optional stereo.

Lund 1750 Tye unknown

The helm seat is centered at the wheel but it all seems a touch to the left preventing the caprail from being used as an armrest. Just a bit to the right would be much more comfortable.

Rocker switches are below with the horn button correctly separated with its red color. And kudos to Lund for using a real horn instead of the ridiculous electronic buzzers we so often hear (and can only be heard when onboard the boat). An optional stereo was absent from our test boat but it would get mounted to the right of the helm just below the rocker switches, and yes... it's a marine grade stereo. Standard on the 1750 Tye is tilt steering and it's also anti-feedback steering.

Lund 1750 Tye unknown

With high windshields the frame was well clear of the line of sight both at cruise and no wake speeds.

Port Console

The port console features the same pedestal seat at the helm and a cavernous glove box is just forward. The now obligatory drink holder is way forward and to the right under the windshield.

Lund 1750 Tye unknown

The seats were well padded with a wraparound for security, but notice how the bases are opened at the sides. This allows for swinging the legs around without having to swivel the seat itself.

Cockpit

The cockpit features vinyl decking and is quite roomy. Caprails are wide enough to stand on when entering the boat. Grab handles are mounted to the top. SportTrak rails run all around the coamings allowing for the installation of a myriad of accessories such as rod holders, downriggers, drink holders, electronics mounts... all without ever having to drill a hole or sink a screw. Cargo netting storage is under the starboard gunwales, and enclosed storage is under the port.

Between the dual consoles is rod storage for four 7' (2.1 m) rods and four 6.5' (1.98 m) rods, and this has been made standard this year. The hatch cover is metal and held open with a gas assist strut to the left side. It's hinged from the front and opens from the rear leaving both sides exposed for access from both console seats.

Lund 1750 Tye unknown

Between the cockpit seats is an in-deck storage locker that holds 8 rods in compartmentalized tubes. To the rear are two more pedestal seat bases making this an ideal fishing spot when the chop starts to build as it will present a much lower center of gravity than the fore and aft casting decks.

Lund 1750 Tye unknown

Pedestal bases at the aft cockpit deck add a lower fishing location when the chop comes.

The port side has enclosed and lockable storage under the gunwales. To the starboard side is cargo netting.

Aft Deck

At the aft deck are two flip-up rear seats with storage under the starboard seat cushion. Under the port seat is a starting battery. I found these two jump seats to be surprisingly comfortable with the high caprails providing security in addition to a comfortable armrest. At foot level is a hinged compartment running the length of the seats for storing the bimini top. The legs of the bimini run under the seats while the length gets tucked into this compartment keeping it from getting stepped on. This is a nice solution to having the bimini closed but still secured to the caprail, which prevents running a rod down the full length of the boat. A courtesy light is to starboard. A livewell is in between the two seats, and like the forward one, this is also lighted... a huge perk for night fishing.

With the seats flipped down, a sizable casting deck is created, all carpeted for security. A pedestal is to the aft edge, centered lengthwise.

Performance

Our Lund 1750 Tye test boat had a LOA of 17'6", and a beam of 7'9". With an empty hull weight of 1,345 lbs. (610 kg), full fuel, two people and the Mercury 150 4-stroke outboard, we had a test weight of 2,382 lbs. (1,080 kg).

With the Mercury 150 4-stroke turning a 13 3/4 x 20 three bladed stainless steel Evertia prop, we reached a top speed at 5650 rpm of 53.3 mph. At that speed we were measuring a fuel burn of only 14 gph giving a range of 93 miles.

Hole shots in the 1750 Tye leave a clear view of the horizon while coming up on plane.

Best cruise came in at 3000 rpm and 25.2 mph. That reduced the fuel burn to a mere 3.2 gph which the 1750 Tye could keep up for 7 hours and 36 minutes and increasing the range to 191 miles.

Most impressive was her acceleration with the 150 4-stroke which plays well into the watersports crossover. We reached planing speed in only 2.9 seconds, accelerated to 20 mph in 5.3 seconds, passed 30 mph within 7.2 seconds, and continued accelerating through 40 mph in 9.3 seconds.

We tested the Lund 1750 Tye with a Mercury 150 4-stroke and a stainless Evertia prop.

Handling

Adding power to the 150 4-stroke only caused the bow to come up 8 ½-degrees upon acceleration. And we settled into a 3-degree bow high cruise attitude.

SeaStar hydraulic steering is offered as an option and it really made a difference with effortless handling. I noticed no feedback torque effect during acceleration and certainly not during any of the straight runs at wide open throttle. The Mercury 150 4-stroke also provided impressive mid-range acceleration. From a 30 mph cruise, throwing the throttle forward had us quickly accelerating to its 53.3 mph top speed. Her reverse chine allowed her to carve nicely in turns, and her light weight translates into her traveling over the waves rather than slicing through them.