

Tahoe 1950 (2017-)

Brief Summary

The Tahoe 1950 carries much of her 102" (259.08 cm) beam all the way to the bow, adding seating space forward and increasing the size of the bow swim-deck. A beach ladder provides easy access here. A fishing package is available, with swivel seats that fit on the bow and stern platforms, a bow-mount troller, livewell and sonar.

Price

Base Price \$28995.00

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

- Powerglide hull for exhilarating performance and nimble handling
- Bow non-skid platform with anchor locker and 4-step, telescoping boarding ladder
- Wraparound bow lounge with storage below and 11-gal. insulated, drained compartment
- Port refreshment center with sink
- Stereo with Bluetooth, MP3 and USB input and 4 speakers
- In-floor wakeboard/ski locker
- Removable table with storage area and 2 mounting locations
- Aft L-lounge with storage, including ski rope rack and removable 36-qt. cooler
- Color-keyed Bimini top with drop-down changing curtain
- Aft swim platform w/4-step, telescoping boarding ladder

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	3.4	2.9	0.5	6.7	5.8	241	209.7	77
1000	4.4	3.8	0.8	5.8	5	209	181.6	79

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	6.6	5.7	1.4	4.7	4.1	168	146.5	79
2000	7.8	6.8	2.4	3.3	2.8	117	101.7	80
2500	9.9	8.6	3.5	2.8	2.5	102	88.5	81
3000	20.1	17.4	3.9	5.2	4.5	187	163	88
3500	27.1	23.5	4.6	5.9	5.2	214	186.1	85
4000	32.8	28.5	6.3	5.2	4.6	189	164.3	87
4500	37.6	32.7	7.6	4.9	4.3	178	154.9	93
5000	42.2	36.7	9.9	4.3	3.7	153	133.3	95
5500	47	40.9	12.1	3.9	3.4	140	121.6	98
5800	49.6	43.1	14.1	3.5	3.1	127	110.5	99

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

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Specifications

Length Overall	19' 5" / 5.92 m
BEAM	8' 6" 2.59 m
Dry Weight	2,500 lbs. 1,134 kg
Tested Weight	3,585 lbs. 1,626 kg

Draft	
Draft Up	16.5" 0.42 m
Draft Down	32" 0.81 m
Air Draft	
Deadrise/Transom	20-deg.
Max Headroom	open
Bridge Clearance	7' 7" 2.31 m
Weight Capacity	1,900 lbs. 862 kg
Person Capacity	10
Fuel Capacity	40 gal. 151 L
Water Capacity	N/A
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	3,585 lbs. 1,626 kg
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	3.5 sec.
0 to 20	
Ratio	1.92:1
Props	Enertia 14 1/4" x 18" 3-bl SS
Load	2 persons, 7/8 fuel, no water, 50 lbs. of gear
Climate	57 deg., 71 humid.; wind: 0-6 mph; seas: calm


Tahoe

The 1950 measures 19’5” (5.9 m) overall with an 8’6” (2.6 m) beam. She can accommodate 10 passengers.


Mission Statement

Tahoe developed the 1950 as a follow-up to its larger sibling, the 2150. She was designed from the start for outboard power, which opened up the cockpit space. Her bow and swim platforms lend themselves well to watersports, and there's good flow from bow to stern.

A comprehensive standard equipment list includes a color-matched bimini top, a ski tow pylon, two coolers, and a refreshment center with a sink.

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Her wide forward sections make the bow seating area more inviting.

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Tahoe used every available inch of under-seat and in-deck space for storage.

Major Features

The Foredeck. We are starting at the 1950's bow because it has a specific design element that contributes to the overall flow and ergonomics of the boat. We'll get to that in a moment, but first, the foredeck measured 6' (1.83 m) across and 2'7" (.82 m) deep. There are two pull-up cleats outboard on each side for securing docklines plus a third one dedicated for securing the rode just ahead of the anchor locker. To starboard, the four-step beach boarding ladder is beneath a hinged hatch.

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The entire forward platform is finished in nonskid, and notice that all hardware is recessed to reduce potential tripping hazards.

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We give Tahoe credit for using a four-step beach boarding ladder at the bow.

Bow Seating. We noticed when we looked at the 1950's bow that the port lounge is 8" (20.3 cm) longer than the starboard side, 4'2" (1.3 m) compared to 3'6" (1.07 m). The reason for this is that Tahoe didn't want to compromise the ergonomics at the helm or the ease of passage to the stern.

Tahoe also said that because the starboard side seat is smaller, a shorter passenger is more likely to sit on that side, which could make it easier for the driver to see over that person.

There are stainless steel rails outboard on each side, plus speakers and cup holders. The forward bow cushion secures with a track and bead plus dual snap-down straps that secure in the lockers beneath the outboard lounge cushions. Freeboard at the bow is 2'10" (.86 m).

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Wraparound seating in the bow can be enhanced with an optional filler cushion.

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The table comes standard and installs quickly.

Bow Storage. The outboard lounge cushions in the bow are hinged, and they open to draining lockers on each side. The seat bottoms are plastic and have proper weep holes to let water drain out of the foam. The backrest on the front of the helm console opens on a gas strut to reveal a locker and access to the helm rigging. Forward, the anchor and rode store in a dedicated locker in the bow.

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Beneath the outboard lounges, the draining lockers are fully molded and finished in gelcoat.

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The compartment in the console is carpeted, and it provides access to the helm rigging as well as storage.

The Helm. Working aft, the helm features a speedometer, a tachometer, fuel, trim gauge and water-pressure gauges, and a voltmeter, all in good sight lines above the steering wheel. In the center of the panel, Tahoe provides a cell phone holder with a bungee-style cord and a 12-volt power plug nearby. The steering wheel is mounted to a SeaStar hydraulic helm.

To starboard, the accessory switches are clearly labeled, and we liked the Master Power switch that shuts down the whole 12-volt system. The helm also has two cup holders and a windscreen that's tall enough to keep a driver's hat from blowing off his head.

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The choice of black faces on the analog gauges was a good one for glare reduction.

Tahoe found or type unknown

Notice that there are no screws on the outside of the windscreen. Tahoe installs it with the fasteners on the inside, which makes for a cleaner appearance.


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The driver's seat has a ventilated backrest, side cutouts, and a foldup bolster. It also swivels and adjusts fore and aft.


The Cockpit

Refreshment and Storage. Across from the helm, the refreshment center has a sink beneath a hinged cover, two stainless steel cup holders, a remote control for the stereo, and storage in the base. A locking

hatch in the sole between the helm and refreshment center opens the ski locker that is 6'3" (1.9 m) long, 1'9" (.5 m) wide and 1'4" (.4 m) deep. Lining the bottom of the locker with rubber mat would cushion the ride for boards and skis.

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Just outboard of the refreshment center sink is a dedicated spot for the optional pull-up faucet.


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The ski locker has racks for the stern light and a paddle, plus plenty of space for toys.


Versatile Lounges. Aft the refreshment center, the port side lounge has forward and aft-facing backrests.

This seat would be the best on board for observing watersports. In the base of the aft-facing backrest, there's a tray lined with soft foam and a 12-volt plug. This would be a good spot to charge a cell phone.

There's also a full bench across the stern.

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The wraparound seat to port offers versatile comfort.

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With the table installed in the aft receptacle, the cockpit becomes a cozy dining booth.

Cockpit Storage. In the locker in the base of the port side lounge, we found the table strapped in place as a well as a dedicated rack for a watersports towrope. The twin hatches are held up by gas struts, and when closed, they stay down thanks to a pair of posts and sockets.


Across the stern, there's a 36-quart (34-liter) cooler beneath a hinged bottom cushion. When the bottom cushion and cooler hatch are up, the latter holds the former in place. Above, the aft bench backrest opens on hinges that hold it up to provide access to the ski tow pylon and the leg for the table.

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The table straps in place to outboard in the port locker. We like that Tahoe used gas struts to hold up the bottom cushions.

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The towrope rack in the port lounge locker helps keep everything in its place.

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In a clever design, the lid of the 36-quart (34-liter) cooler holds up the bottom cushion for the aft bench seat.

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The backrest for the aft bench seat stays open on tension hinges.

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Inside the locker, the ski tow pylon and table leg are secured in dedicated racks.

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Outboard of the captain's seat, there is a rack with dedicated space for three fishing rods.

The Stern. To starboard, a gate closes off the passageway to the swim platform. Beneath a hatch in the walkway deck, there is dedicated space for a wastebasket. Aft on each side, the swim platforms measure 2' wide (.61 m) by 3' (.91 m) deep fore to aft, and there is a narrow walking surface just ahead of the splashwell.

There's a four-step ladder aft to starboard and just ahead, the battery is beneath a hatch in the deck. The tow pylon threads in place in the center of the aforementioned walkway between the two platforms. The port swim platform locker is open for storage. The hatch in the splashwell provides access to the fuel lines.

Twin stainless-steel pull-up cleats are positioned for easy cross-tying at a dock and the fuel fill is outboard to port. Aft freeboard is 2'2" (.66 m).

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The passageway to the stern closes with a gate and the hatch for the wastebasket even locks.

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The 1950's swim platforms have plenty of space for launching watersports. Notice the four-step ladder and grab handle to starboard.

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Just ahead of the ladder, the Interstate battery is secured in a tray in the starboard swim platform locker.

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The locker in the port swim platform has open space, and there's a deep drainage channel around the opening.

Performance

The Stats. Tahoe designs the 1950's Powerglide bottom with a broad flare and sharp entry at the bow with 20 degrees of deadrise at the transom. She has six Hydrostep lifting strakes and a slightly turned-down chines.

With two people, 35 gallons (132.5 L) of fuel and test equipment on board, our test boat weighed 3,585 lbs. (1,626 kg).

We tested with the largest engine available, Mercury's 150-hp ELPT FourStroke. It was equipped with 1.92:1 gears and turned a 14 ¼" x 18" (36.2 cm x 45.7 cm) Enertia three-blade stainless steel propeller.

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The 1950's six strakes provide the lift to help the boat plane quickly, and her flared bow should keep the deck dry.


The Numbers. We hit a top speed of 49.6 mph (43.1 knots) at 5800 rpm.

Best cruise was at 3500 rpm where she ran 27.1 mph (23.6 knots) and burned 4.6 gph (17.2 lph). That works out to 5.9 miles per gallon (2.53 kpl) and a range of 214 statute miles (344 km) with 10 percent of the boat's 40-gallon (151.42-liter) fuel capacity in reserve.

In acceleration tests, the 1950 planed in 3.5 seconds and ran to 20 mph (17.4 knots) in 5.4 seconds and to 30 mph (26.1 knots) in 8.2 seconds. Under hard acceleration, bow rise was 15 degrees.


Tahoe tested the 1950 with a two-stroke 150-hp Mercury OptiMax outboard with a 1.87:1 gear ration turning a 14 ¼" x 18" (36.2 cm x 45.7 cm) Enertia three-blade propeller. The boat ran 50 mph (43.5 knots) with a light load and 40 mph (34.8 knots) with a heavy load.

With a 115 four-stroke Mercury Pro XS CT outboard turning 2.38:1 gears and a 14 ½" x 17" (36.8 cm x 43.2 cm) Enertia three-blade stainless steel propeller, Tahoe saw 41.4 mph (36 knots) carrying a light load and 34.55 mph (30.04 knots) with a heavy load.

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A family who plans to load up the boat every weekend may want to consider the optional 150-hp outboard.

Handling. The 1950 delivers a spirited performance in maneuverability tests. Crank the wheel to a full lock, and she holds her line and carves out a tight, clean turn in either direction. Whip through slalom passes, and she transitions quickly and smoothly from side to side. Her deep bow entry cut through boat wakes and lake chop handily.

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In turns, the 1950 handles like a sportscar. Drivers will enjoy this boat.

Construction and Rigging. Tahoe builds the 1950 with a hand-laid hull and stringer system that is finished in gelcoat and filled with flotation foam. The hull and deck are chemically bonded and mechanically fastened for strength and longevity. Deck hardware is all stainless-steel navigation and interior courtesy lights are all LED. The bilge pump is rated at 1,000-gph (3,785.4 lph).

Price

\$28,995 with a Mercury 115 EXLPT Pro XS Command Thrust outboard.

Color choices:

- Black gelcoat with Kiwi Green and Black accents
- Black gelcoat with Red and Black accents
- Black Cherry gelcoat with Black Cherry and Black accents
- Blueberry gelcoat w/Blueberry and Black accents
- Red gelcoat w/Red & Black accents
- Storm Blue gelcoat w/Storm Blue and Black accents

Tahoe
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Here we see the 1950 in Black with Kiwi Green and Black accents.

Options to Consider

Fishing Package \$2,400

- Lowrance HOOK-5x fishfinder
- Digital depth sounder
- MotorGuide 24V, 75-lb. thrust trolling motor with 60" (1.5m) shaft and key fob
- 8-amp, 2-bank trolling battery charger
- Two Group 27 battery trays
- Two fishing seats with pedestals and bags
- 11-gallon insulated livewell, pump, and helm switch panel
- Two rod holders and two tackle trays with dedicated storage

Digital Deluxe Stereo Package \$900

- Kicker 3.5" (8.9 cm) LCD display
- 500W amp
- 10" (25.4 cm) subwoofer
- Dash and aft-mounted remote controls


Digital Deluxe Stereo Package w/Wakeboard Tower \$1,450

- Kicker 3.5" (8.9 cm) LCD display

- 500W amp
- 10" (25.4 cm) subwoofer, upgraded speakers, two additional speakers
- Dash and aft remote controls

Digital Depth Sounder \$150

Snap-in Woven Flooring \$500

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We think the optional snap-in woven flooring will be a popular option.


- Wakeboard Tower \$3,200
- Wakeboard Tower with racks \$3,700
- Cranking battery charger \$95
- Snap-down cockpit cover \$520
- Snap-down cockpit cover Polyester Red \$665
- Tahoe rope ratchet mooring cover \$830

Custom tandem axle trailer with brake on one axle \$2,995

- 14" (35.56cm) tires
- Swing-away tongue
- Folding tongue jack
- Heavy-duty winch with nylon strap and bow safety strap, safety cables and submersible lights

Custom tandem axle trailer with brakes on both axles \$3,195

- 14" (35.56 cm) tires
- Swing-away tongue
- Folding tongue jack
- Heavy-duty winch w/nylon strap and bow safety strap, safety cables and submersible lights

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The trailer is custom designed for the 1950, which should make the package tow smoothly.

Observations

Tahoe designed the 1950 around outboard power and the choice of engine will be important. If this will strictly be a boat for a four-person family with a light equipment load, the standard 115 Four-Stroke may work best. Ideally, however, we recommend buying the most horsepower an owner can afford.

This deck boat was designed for versatility and comfort during a long day on the water. The storage is plentiful, well-placed and easy to use and we appreciate that the standard equipment list includes a bimini top, cockpit table and ski-tow pylon that give the 1950 extra value.