



## POWERBOAT IMPRESSIONS

With Martin Kohlbray

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# Tollycraft 30' Sport Cruiser

It's not often in this jaded old world, that something really new and fresh comes along. Something as new and fresh, and nicely packaged, that is, as the 30 foot Tollycraft Sport Cruiser. Resting on a truly innovative hull, this boat is a nifty, space efficient, family oriented powerboat from one of the West Coast's premier boat builders. She's lean, trim, graceful and fleet as a gazelle. Enthusiasm throughout the boating community for this latest Tolly entry should be contagious.

What makes the new Sport Cruiser such an interesting possibility for the family cruising aficionado? First of all, she is styled both for today's young boaters and for the more seasoned mariner. She has a trim, aggressive stance that belie her traditional heritage. But, as snazzy as the new exterior is, it's the yacht-finished interior that makes the most lasting impression. The below decks space utilization is almost unbeatable.

The real capper, though, could be price. At about \$80,000, the twin-gasoline engine powered Tolly 30 represents an unusually good value, especially considering the fact that the synergistic interior layout gives it the usable capacity of many 32 (and up) footers. So, backed by Tollycraft's well-known reputation and guarantee, the new boat should hold its value downstream considerably better than most.

You can hop over the rail into the cockpit, or step onto the molded-in swim platform and climb the short ladder. The platform is an integral part of the hull, the sides of which sweep aft with a forward



rake. The platform, then, becomes an extension of the bottom which looks nifty but, alas, does take some room from the cockpit. However, she's designed as a cruiser and the cockpit, while not excessively large, is adequate for family recreational purposes including a bit of

fishing.

The hull, incidentally, is of rather unique concept, and is an Ed Monk design. It is coined "Quadralift", which refers to its double chine. This apparently is a variable geometry hull with sharp entry, modest aft deadrise, keel and hard chine. This alone should

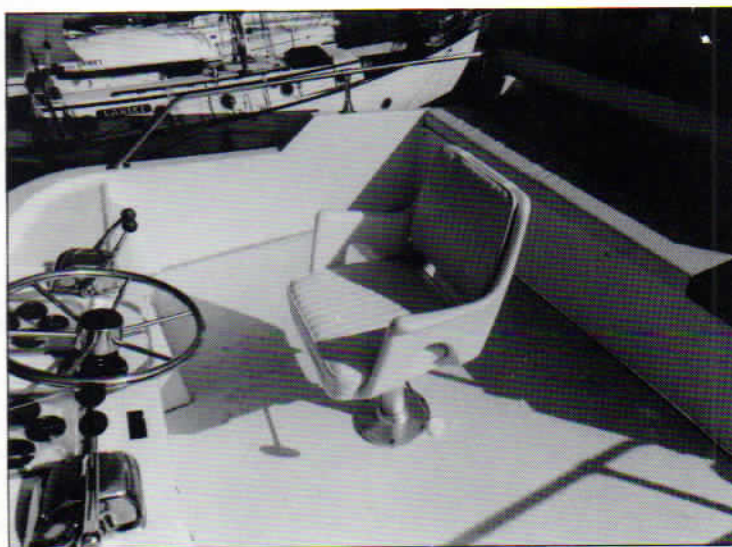
produce a fairly high performance boat. However, a second outboard chine is added which is higher than the inboard one and attached to it with a curved faring. The result is said to provide excellent spray deflection, resulting in a drier ride and reduced wetted surface. . . and, conse-

quently, a more efficient hull.

The integrity of Tollycraft boats has never been in question in any event. They claim to manufacture some of the stiffest hulls afloat using silica resin-filled keels, fully bonded and foam filled fiberglass stringers, and

Centerline Length .....30'6"  
Beam .....11'8"  
Freeboard Forward .....58"  
Freeboard Aft .....45"  
Height (Waterline to Top of Venturi) .....9'10"  
Draft .....33"  
Fuel Capacity .....150 gal.  
Water Capacity .....42 gal.  
Weight (estimated displacement) .....11,000  
Sleeping Accommodations ...6

For more information:  
Tollycraft  
2200 Clinton Avenue  
Kelso, Washington 98626  
Phone: (206) 423-5160





the like. Checking the displacement would seem to verify the claim - she weighs 11,000 pounds - and the ten year limited and transferable warranty puts some teeth into it.

Before stepping into the salon, a peek below the cockpit sole is revealing. Two flush-mounted hatches cover the twin gasoline engines which are mounted well aft and facing forward since this is a vee-drive set-up. The engines are twin 270 hp Crusaders - good dependable powerplants - which provide the 30 with something akin to hot performance. Being gas, they're light enough so that the aft mounting doesn't seriously compromise the forward-aft balance of the boat.

The engine compartment, by the way, is just as slick as the topsides. All is harnessed, strapped, bonded, and otherwise admirably marinized in a fashion befitting a true sea boat. Tollycraft has obviously paid considerable attention to detail below and it is evident that no scrimping has taken place. The proof of quality is usually found where most folks don't look, and she fairly reeks of quality throughout. This is a statement which unfortunately cannot be made about some of today's more dazzle hardware.

Further, the vee-drive setup enables the builder

to keep the salon sole quite low, resulting in a sleek cabin profile and reduced beam windage. She should be easy enough to handle in tight quarters. Typically, however, vee-drives also mean that the cockpit sole will be uncomfortably high causing it to sway above the waterline; but, in the Tollycraft 30, the effect of the added height is virtually unnoticeable and should be of negligible discomfort in a rolling sea. Besides, the trade-off to cabin room is well worth whatever compromise is entailed.

The interior is tastefully yet colorfully appointed. There is a nice use of teak trimmed white cabinetry throughout and stowage everywhere you look. A very nice, roomy dinette is to port, and a settee which converts to an over-and-under set of bunks is to starboard. Just aft of the settee, a compact but complete galley is both close to the dinette and the deck.

Directly across from the galley is a fully enclosed head with shower which is very convenient to the cockpit. That's particularly desirable for cruising with kids, as they won't be forced to traipse through the salon, dripping water and tracking mud and sand. Forward is a roomy vee berth cabin with hanging locker to round out the accommodations compliment. The vee berth has a drop-



in insert to convert it to a full queen-size bunk.

A socket for helm chair is also mounted toward the forward end of the settee just before the lower helm station. The chair from the flying bridge helm can be carried below and used, or a spare could be ordered. If I were going to do very much serious running, I'd certainly pop for the extra chair. Another nice touch is noticeable above the fully instrumented helm. The windshield wiper motors are completely encased, something found on luxury yachts, but rarely elsewhere. Seemingly small items such as this are often a tip-off as to the general quality of a vessel.

The upper helm, itself, is quite spacious with a lateral bench behind the pilot seat. The ladder leading aloft is a sturdy, stainless one, well-fastened and with metal sure-grip treads. It should prove safe to use underway. This is a bridge meant for cruising, a fun place to spend time with family and friends. It also provides a dandy vantage

point from which to run the boat.

Unfortunately, we could scarcely find a ripple on the estuary when we ran the new Tolly 30. But, she ran like a deer and, based on her salty credentials, should be an excellent boat for nearshore, Bay and Delta. I'd love to have had her in a smart Bay chop or a hearty offshore well. She jumps easily onto the plane, accepts tight turns without complaint and banks nicely to the inside, and runs fast, trailing a flat wake astern.

She also runs very quietly, as you'd expect of a gasoline powered boat. Actually, gas is probably the optimum power for this size and type of craft. The additional cost of a pair of 8.2 Detroit diesels - about \$15,000 to \$20,000 - would probably not be worth it in terms of resale and performance. Diesels would add considerable extra weight (about 1,000 pounds) close to the transom where it's not needed.

Operating economy would increase, of course.

The gasoline engines are going to consume about 12 gallons per hour at a reasonable cruising speed, whereas diesel consumption would be reduced to maybe eight. Resale with diesels will be incased to some extent, of course, but you'll have to put on an awful lot of engine hours to get the four gallons per hour savings pay off. Unless you expect to be running long distances regularly, the economy probably won't be an adequate trade off for reduced top speed.

The Tolly 30 should roll right up to 26 to 28 knots with gasoline and should cruise at 18 to 20. The reason we don't know these numbers exactly at this time, is because this is a brand new boat, the first available locally, and no real hands-on data has yet been accumulated.

However, it's safe to say that diesels will likely knock about four to five knots off the top end, however she'd cruise all day at 80% throttle. Some increase in noise would also be noticeable but, since the engines are beneath the cockpit sole, cabin noise shouldn't be a problem with either kind of power.

In short, the new Tollycraft 30 Sportcruiser packs a lot of potential boating enjoyment into a very sweet little package. She has a faultless pedigree, runs as good as she looks, and carries a price tag that won't put the average boater into shock. The deck plan of the Tolly 30 packs a great deal of function and fun into a minimal area, and she's extremely well-appointed for a small vessel.

First time boaters, boating families with a couple of small kids, and veteran cruising couples should find a great deal to interest them in this newest Tollycraft offering. For an all-around fun boat with an extra margin of safety and quality, the Tolly 30 looks like a difficult combination to match. **A**

