

NEW WORLD ORDER

Tollycraft 57 Motor Yacht: Northwest mettle, German iron.

BY ALLEN D. BERRIEN

I LOVE MACHINERY. The grander, the better. Hoover Dam, a combine/harvester, a tractor trailer, a big-boat engine room. And one of my favorite parts of testing a motor yacht is sitting in the engine room between those cast-iron monsters while they're running at full chat (with shooter's earmuffs on, of course).

But there's more to Tollycraft's 57' Cockpit Motor Yacht than a pair of throaty MTU diesels. This conservatively styled and built 57-footer from The Great Northwest is a lengthened version of this yard's successful 53.

Though the 53 is a hell of a boat in its own right (see Pete Frederiksen's test of one with DDC 6V-92TAs in the September '89 issue and David Speer's Update with the MTU 8V183TE92s this past February), the 57 raises the ante. And the finished product raises some interesting comparisons between the two boats.

With identical power (MTU 8V183 TE92s) our 57 test boat is .6 knots slower, 10,000 pounds heavier and carries more fuel than the 53 (1,200 vs. 800 gallons). This tankage gives her 30 percent greater range at an 1800-rpm fast cruise (501 vs. 385 nautical miles). The 57 consumes 5 percent more fuel at 1800 rpm, and about 11 percent more at WOT.

From the cockpit

bulkhead forward, these two boats have identical accommodations. In my opinion, the addition of the cockpit makes the 57 a bit more handsome and graceful than her sibling.

Oh and then there's the price: The 57 lists for nine percent more than the 53 (\$924,000 vs. \$840,000).

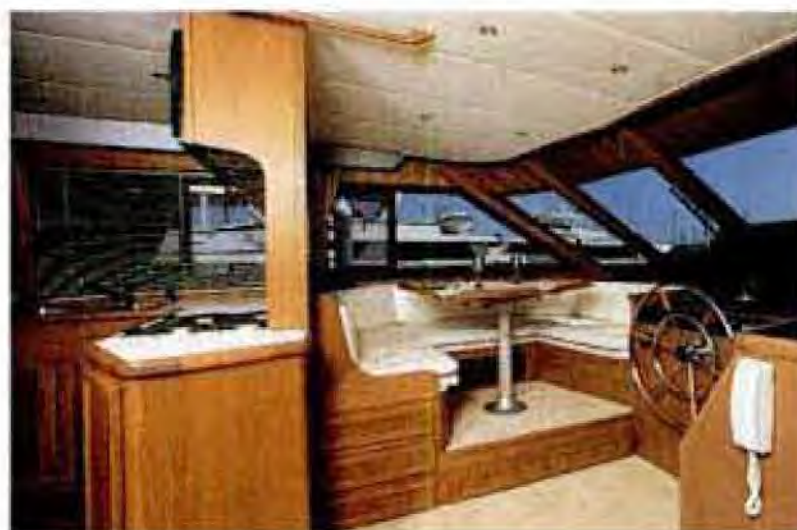
FROM GERMANY WITH LOVE

For a machinery maven like me, the engine room is the real heart and soul of any boat, even a posh yacht. They're all workboats down here, you know. Or in the case of this Tolly, a hospital ship; the engine

room is that sanitary. These MTU diesels contribute to the spic-and-span aspect. Though Detroit Diesels don't lubricate the engine room nearly as much as in days of yore, it's clear that the MTUs are cleaner-living engines.

What's more, the MTU is a four-cycle, not a two-cycle like the Detroit. That means that at any given rpm there are half as many explosions in the MTU. Yet these engines are both rated at 2300 rpm.

Philosophically, there's a marked contrast between these engines. The MTU is a big (893-cid) marinized Mercedes engine. While Detroit Diesel makes marine engines, they also provide blocks to other marinizers,



INSIDE PAS-SAGE—Dinette doubles as a convenient chart table. Galley abaft has fore and aft pass-throughs that eliminate the port side blind spot, a plus when using the lower helm, especially when docking in tight slips. Staterooms, big and plush, are located forward of the engine room.

PHOTOGRAPHY BY ALLAN WEITZ