

ISLAND SPIRIT — TOLLYCRAFT



Builder: TOLLYCRAFT

LOA: 68' 0" (20.73m)

Year Built: 1992

Beam: 17' 8" (5.38m)

Model: Motor Yacht

Max Draft: 4' 0" (1.22m)

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ISLAND SPIRIT — TOLLYCRAFT** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **ISLAND SPIRIT — TOLLYCRAFT** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

This pilothouse Tollycraft built in the US Pacific Northwest was the inspiration for later models from Marlow, Offshore, Outer Reef, Fleming and other builders of traditional designs. With a galley open to the large main salon, traditional teak interior, three staterooms and a large aft deck it will appeal to the traditional style buyer at a more attractive price mark.

Basic Information

Category: Motor Yacht

Sub Category: Pilothouse

Model Year: 1992

Year Built: 1992

Refit Year: 2000

Country: United States

Fly Bridge: Yes

Cockpit: Yes

Dimensions

LOA: 68' 0" (20.73m)

Beam: 17' 8" (5.38m)

Max Draft: 4' 0" (1.22m)

Speed, Capacities and Weight

Water Capacity: 400 Gallons

Holding Tank: 130 Gallons

Fuel Capacity: 1660 Gallons

Accommodations

Total Cabins: 3

Total Berths: 4

Sleeps: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Detroit Diesel

Model: 8V 92

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

68' Tollycraft Motor Yacht ISLAND SPIRIT

U.S. built returned goods, entered through US Customs, available for sale to US residents while in US waters. This 68' Tollycraft pilothouse Motor Yacht, ISLAND SPIRIT, built in the US Pacific Northwest was the inspiration for later models from Marlow, Offshore, Outer Reef, Fleming and other builders of traditional designs. With a galley open to the large main salon, traditional teak interior, three staterooms and a large aft deck it will appeal to the traditional style buyer at a more attractive price mark.

Accommodations

Originally built as a 61' Tollycraft the yacht was returned to the Tollycraft yard to be extended for a larger aft deck and flybridge boat deck. The result was a bigger covered aft deck area on the main deck level, and also extended full capacity to 1660 gallons to increase range.

Salon

Entrance to the salon with interior wood of satin finish teak is from traditional varnished teak double doors from the back deck. Leading into a large salon open to the galley, there is a large L shaped couch to starboard and two barrel occasional chairs and light table opposite to port. Aft from the couch is a desk area and the entertainment center. The television is hidden behind raised panel teak doors. The desk has a window facing the aft deck and plentiful storage areas. A teak cocktail table with a high gloss finish is adjustable for low cocktail height or higher for dining. The couch can seat six or seven persons and has storage below the cushions.

- Buffet /wet bar with liquor and glass storage with icemaker
- Entertainment center cabinet includes 19" stereo color TV with remote, component stereo system with speakers in salon, pilothouse, cockpit and bridge
- Hi-lo cocktail/dining table (teak)
- Lights, indirect and direct with local switching (12 and 120 volt)
- Mini-blinds with lined drapery panels
- Settee, built-in, "L" shaped
- Custom desk and bookcase starboard, aft
- China closet and pantry port, forward

Galley

The galley is forward and totally open to the salon so that whoever is preparing food is part of the action in the salon. There is also a good view of the television this way. The galley is "U" shaped with the full size refrigerator with freezer below is forward, and the full size stove with full size oven is aft. So once again the chef when at the stove can see into the salon. The counters are Corian style with ample work area. The double sink is below the starboard window that actually opens. The floor is teak to add to the richness of the teak cabinets and the refrigerator has teak panels on the doors to match the rest of the galley. A Real refrigerator freezer, a real stove with real oven, real full size under cabinet microwave, a real apartment size kitchen on a boat. Across from the galley is a large pantry. The wet bar with liquor and glass storage is here also. There is a non-functioning trash compactor that is still good to put the trash in, just not compact it.

Pilothouse

The raised pilothouse gives great visibility to run the boat when the weather is not ideal, some rain, some cold, some oppressive heat, that is the time to run the boat in climate controlled comfort. A large comfortable helm seat gives the skipper command of the helm with full but older electronics. To one side is a chart table large enough to have your paper chart kits out for reference. A raised bench seat with table lets guests and family have a good view when underway. Lots of drawers and cabinets give room for guide books, binoculars and other cruising accessories. The boat has a built in Wi-Fi system, with not much expertise a laptop computer can be connected to Island Spirit Wi-Fi. A card in the pilot house explains how this can be done. Then computers, iPad's and phones can be connected to the system and gives entertainment or navigation information throughout the boat, it can be made as sophisticated as someone wishes to make it, the current owner personally used it for navigation with the computer and iPad, also a connected movie hard drive iTunes and a projection TV. The boat also has a KVH antenna, operated from the salon, the receiver has been returned to DIRECTV. The boat has older electronics some of which are not operational. as most new owners want to pick new equipment themselves, nothing has been replaced as of now. Both radars, one in the pilothouse and the one on the flybridge are not operational; the digital depth finder in the pilothouse is not working but the video fish finder depth indicator on the flybridge does work. A few steps up leads to the fly bridge, and a few steps down lead to the staterooms.

- Chart drawers
- Helm chair, Pompanette
- Naiad stabilizers
- Bow thruster
- Kenwood VHS
- Spotlight
- Settee with table

- Windshield defroster
- Furuno 72 mi. 12 kw radar - not operational
- Raytheon RC 831 Chartplotter
- Raymarine depth recorder
- Raymarine autopilot
- Standard Horizon VHF
- Interphase twin scope dual axis scanning sonar - shallow water only
- Satellite TV dome antenna

Flybridge

The flybridge is oversized. When the aft deck was extended at the Tollycraft factory, the cover over the aft deck was extended as well to give room for the inflatable tender as far aft as possible, and still have a large entertainment area aft of the two flybridge bench seats. The skipper has a good helm seat and there is a second helm seat to the side so the admiral has a good view, and can help with being on watch. There is a two part Bimini from over the windshield to the radar arch and a second Bimini over the open deck area.

The tender a 14' Caribe needs new air tubes; it is showing its age. The engine is a 60 HP four stroke Yamaha. The tender is included but it is not represented as in good condition, and the engine needs service.

- Bench seating
- Control station, upper helm, with hydraulic steering, MMC electronic clutch and throttle controls, rudder angle indicator, full instrumentation and compass, remote mmc device
- Davit, low profile with 12 volt winch
- Deck lights
- Handrails, teak
- Pilot seats (2), Pompanette
- Custom freezer, 15 cubic feet, cold plates - not operational
- 1 Furuno radar, 24 mi. - not operational
- 1 Furuno color video sounder
- Chartplotter
- Standard Horizon VHF
- Raymarine I3470 (repeater)
- Dataline central depth indicator

Staterooms

The three staterooms are accessed from the pilothouse down a curving staircase. The ships electrical panels are here so that you can have the panels at eye level when going

down the stairs. So much nicer to sit on a stair and look for those breakers and switches without getting on your knees or bending over. At the bottom of the stairs are the washer and dryer.

Master Stateroom

This stateroom is located mid ship. There is less pitching here when underway into a head sea, and no noise of hull slap on the bow if at anchor or with the bow into the breeze at the dock. This is the widest part of the boat and with a 17' 8" beam so there is good room in this cabin. The wall behind the queen size walk around centerline berth has mirrors so this helps give an impression of an even larger space. The ensuite head has a shower large enough to actually move around in.

VIP Stateroom

The VIP Stateroom is forward with a queen centerline berth.

Guest Stateroom

The third stateroom has twin berths to either side of the cabin with storage underneath.

Engine Room and Bilges

- Detroit Diesels 8V92, 735 hp
- Belt covers, engines
- Bilge blowers, 4" (2)
- Bilge pumps, automatic (5)
- Common drainage system for sinks, showers and deck, transom discharge
- Dockside telephone/television receptacle, port or starboard with interior outlets, phone (6), TV (2)
- Fire extinguishing system, Fireboy
- Fuel tank crossover for port or starboard fueling
- Fuel water separating filters, engines and generator
- Fuel and water level indicators
- Generator, 20 kw diesel with Onan sound shields (2300 hours)
- Generator, 8 kw diesel (FWC) with Onan sound shields (3130 hours)
- High water alarm, bilge
- Hullside pressure water inlet
- Lights, 12 volt, fluorescent

- Mufflers, engines and generator
- Oil change pump systems, main engines 12 volt, generators 12 volt
- Propeller shafts, 2 ½" stainless steel
- Rudders, stainless steel post and molded urethane
- Seacocks, intake water valve
- Sewage holding tanks with 12 volt macerator pump for waterline discharge, deck discharge and "y" valves
- Shorepower receptacle, 50 amp, 240 volt (2), 120 volt (1) with cords, aft location starboard, forward location port
- Sound insulation
- Strainers, intake water, engines and generator
- Struts, bronze with Cutlass bearings

Electrical System

- Alarm system, audio: temperature and oil
- Batteries, heavy duty, 12 volt. 14 total separate banks for engines, house generator and thruster
- Main engines, 12 volt, generators (2)
- Battery charger, 80 amp (2)
- Battery isolator
- Battery switches
- Electrical distribution and control panels with magnetic circuit breakers, generator, hour-meter, amp and volt meters and battery condition indicator (12V, 120V, 240V)
- Lights, 12 volt and 120 volt
- Navigation lights, 12 volt
- Outlets, 120 volt, duplex
- Outlets, 120 volt, exterior, ground-fault interrupter
- Phone intercom system, 6 stations
- Pressure water system and water heater, with 120 volt heat exchanger (30 gal.)
- TV cable, salon and master stateroom
- Vacuum cleaning system, central location
- Washdown pump, raw water outlet forward, fresh water outlet aft
- Inverter

Cockpit

- Cockpit controls (engine)
- Teak deck
- Swim platform
- Norcold refrigerator

- Bow thruster controls
- Fresh and salt water washdown

Miscellaneous Exterior

- Anchor, Bruce 75 lbs, 300' chain, chocks and deck pipe
- Anchor, windlass w/power up and down
- Bow and stern staffs
- Bow pulpit with rail
- Cleats, 4 each side
- Deck lights, 12 volt
- Decks, non-skid
- Electrolysis bonding system
- Feature stripes, cabin, bridge and boot
- Gunwale guard, stainless steel
- Handrails and rail fittings, 316L, stainless steel
- Hardware, stainless steel and chromed brass
- Horn, compressor type
- Shaft storage tube
- Trim tabs
- Forward washdown lazarette
- Weather covers for bridge, console, settee and pilot chairs
- 2 Side deck doors

Sellers Notes

Actual hours are closer to 3700. The hours on the digital tachometers are since the major rebuild in 2000. The engines were both rebuilt at that time prior to purchase by the current owner and no records are available.

Since then every system has been redone, stabilizers rebuilt, new toilets and vacuum pumps, vacuum tanks, port lights resealed, new batteries and battery chargers, skylights resealed, all operational systems on the boats have been renewed or replaced. American Custom Yachts did all the work or specialized subcontractors were brought in. Almost all of the boat has been painted, hull, and house but not flybridge.

The boat has been to Alaska a number of times down through the Panama Canal, done the Great Loop. She has been well looked after by her owners, with little regard for cost. She is not flashy but a good sound boat. With the extension she has a shallow draft making her ideal for the Bahamas. The boat has low wind age and it makes her an excellent sea boat, and with the electric controls very easy to dock. The boat is American made with easy to obtain parts, and can be serviced anywhere.

Exclusions

Owner's personal belongings.

Disclaimer

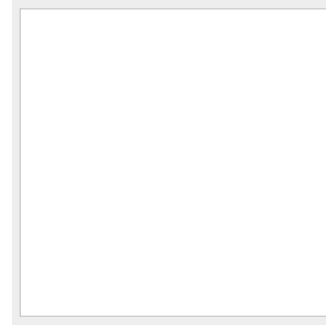
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PHOTOS

Starboard Side



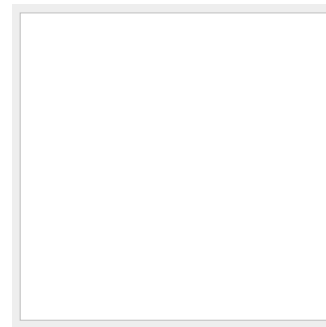
Hull



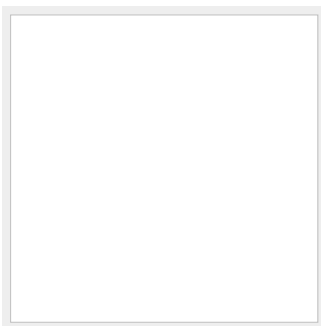
Foredeck



Windlass



Port Side



Port Side



Flybridge



Flybridge Helm



Flybridge Controls



Flybridge



Flybridge



Cockpit



Transom



Pilothouse



Controls



Pilothouse



Pilothouse Seating



Salon



Salon Looking Aft



Salon Desk



Salon Wetbar



Galley



Galley



Master Stateroom



Master Bath



VIP Stateroom



Guest Stateroom



Guest Bath



Engine Room



Generators



CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: **andrey@shestakovyachtsales.com**

Web: shestakovyachtsales.com/en/

Telephones

USA: **+1(954)274-4435**

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004