

YACHTS

INTERNATIONAL

IS THERE A FEADSHIP LOOK?
ANSWERS ONBOARD
THE 214' TRIDENT

197' CRN *BLUE EYES*
FULL-FLEDGED BEACH CLUB

ON A YELLOW SUBMARINE
WE TEST THE TRITON 1000



Steel hull and Pacific range

TRINITY YACHTS'

BACARELLA





A NEW BREED OF POWER YACHT

“Stew’s Special”

“If you want to do it, you first have to dream it,” writes grocery-store magnate Stew Leonard in his soon-to-be-published book, “Stew Leonard – My Story.” “I spent 10 years boating around St. Maarten on my 50’ Magnum, making lists of all the things I would change—I kept dreaming of the perfect boat.” Finally, Leonard has that boat, a custom Mystic SL700 that he races to his favorite spots around St. Maarten. Story Marilyn DeMartini Photos Kristina Strobel



The SL700 is not just a day boat; below deck are such amenities as a well equipped galley with granite counters and mahogany cabinets

When Leonard looked for his next dreamboat, he shared his wish list with Everett Sutton who sold him several Magnums. Sutton set out to find Leonard's next yacht, but nothing on the market seemed to fit just right. Eventually they contacted John Cosker, an offshore racer who built World Champion race boats under the name Callan Marine. After taking time off to race, Cosker had just returned to the company he created, Mystic Powerboats. He studied Leonard's list of requirements: 1. Speed 2. Open cockpit with comfortable seating to accommodate Leonard's clan of four kids and 13 grandchildren—plus friends 3. Stairs for easy access to and from the swim platform 4. Minimalist interior with a galley, a changing room and a large shower and bath 5. Bow and stern thrusters 6. Top-notch music system 7. Retractable flat roof for low bridge clearance. This sounded great to Cosker who dreamed of building a yacht that would blend power and pleasure. He flew to meet Leonard and Sutton in St. Maarten. At the end of a busy weekend spent creating 3D images on a laptop, they had agreed on a boat design and a contract. The shopping list became a recipe for building Mystic Powerboat's first recreational yacht, "Stew's Special."

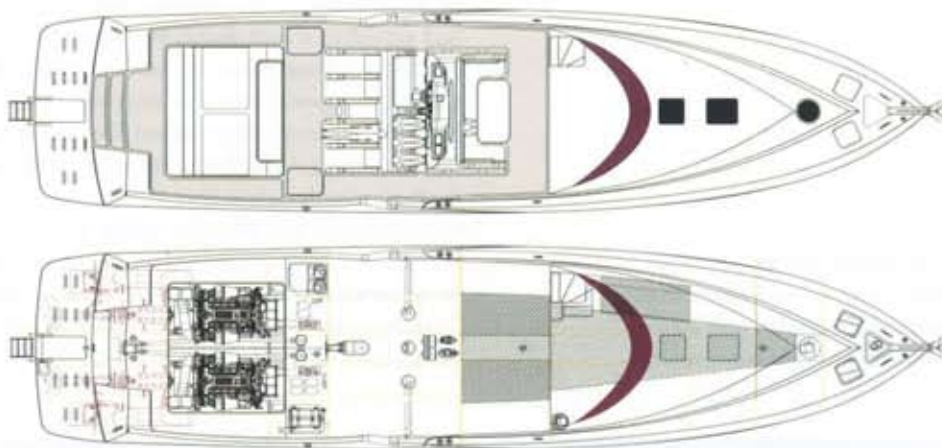
Cosker, an experienced naval architect, used a variation of his standard recipe for a 50' race boat. He knows all about carbon fiber, Kevlar and post-cured epoxy, invaluable in producing fast and strong racing hulls. For a 70' yacht that would be cruising at 50-60 mph, he opted for E-glass with carbon fiber to reinforce the hull's forward section and deck. His twin-step bottom design was ideal for speed, but he had to create a new mold for the extra 20' of length—and a new factory to accommodate the larger yacht. He put his expansion plans on an accelerated schedule to get a start on Leonard's yacht. Leonard and his sons Stew, Jr. and Tom stayed involved in every step, and so did Sutton. "John Cosker is an absolutely amazing young man—not only brilliant but a pleasure to work with," Sutton said. "In the two and a



Stew's Special

LOA: 70'
BEAM: 16'10"
DRAFT: 4'
DISPLACEMENT: 57,000 LB.
CONSTITUTION: ADVANCED COMPOSITES
ENGINES: 2 X 1,825 HP CAT C32 ACERHS
TRANSMISSIONS: TWIN DISC QUICK SHIFT
DRIVES: ARNESON ASD-14
SPEED: 80+ MPH (70 KNOTS)

FUEL: 1,000 GAL.
RANGE: 500+ NM
BUILDER: MYSTIC POWERBOATS



With top speeds of more than 80 mph, the SL700 handles like a sport car; it also is comfortable with a cabin with twin beds and a bathroom.

half years we worked together, there was never a cross word among us—that has to be a world record for the construction of a custom yacht!” The collaborative effort took many new turns to meet exacting specifications. Quality was a top priority. Leonard has a sharp eye and his lists addressed every detail, from the chrome-plated 1,825 hp Caterpillar diesel engines, Arneson drives, Furuno Navnet 3-D navigation and Clarion head unit with JL audio stereo system, to the Rolls Royce-styled burl wood dashboard and cabin, complete with granite counters and mahogany cabinets. Cosker’s added touch was the chrome-plated mahogany steering wheel engraved with “Stew’s Special.”

The Leonards, now retired, have a unique lifestyle that includes boating nearly every day and venturing as far as the BVIs for lunch. The Mystic SL700 is very much at the heart of this lifestyle. “I don’t know what you’d call it—it’s not quite a yacht, but it’s not just a powerboat—it’s a ‘lunch boat’—a 70’ water taxi.” With 1,000 gallons of diesel, they have a broad range. “There are 19 great restaurants within 20 minutes of our launch, so we never get tired of the same





places. On a cruising yacht, you'd have to leave the day before to get to there," Leonard said. When we got aboard, Leonard was at the helm and his wife Marianne reclined in the yacht's custom-designed lounge chair, watching the monstrous rooster tail as the yacht raced between the islands. "My main passenger likes comfort," Leonard said. Four shaded lounges face the sun pad, allowing Marianne to keep company. The other creature comfort that Leonard has designed is a set of stairs that fold out from beneath the swim platform, using a hydraulic system. "I hate climbing up a ladder onto the boat," said Leonard, recognizing that though still very spry, he and his wife are in their late 70s and like being able to get in and out with ease. They do so on a regular basis. Since the yacht's draft is less than 4', the SL700 anchors near the beach, allowing Marianne and Stew to swim to their favorite lunch spots. The bright white hull, cutting a clean path across the open seas, often draws a crowd of admirers, especially as it magically passes under St. Maarten's low "French Bridge." Cosker designed the retractable Mystic SL700's flat roof to ensure the yacht and captain could easily clear the bridge. But it also doubles as a dive platform for Leonard's grandchildren. When they're not busy diving, they like to gather around their grandfather at the helm. For such occasions, the designers included large bench seats around the helm, protected by a retractable glass and chrome-framed windshield. A granite table and another bench seat (which doubles as a storage compartment) accommodates more guests, making the helm a favorite spot. "It's like entertaining at your house and everyone stays in the kitchen," Leonard said. However, there is more space throughout the boat. The reliable "work horse" engines are beneath the sizable aft sun pad, and between the pad and swim platform is additional bench seating, concealing a garaged dinghy. There is plenty of room for toys, family and friends to mingle below, with a room for the kids and a galley equipped with all the basics, including a Miele espresso machine.

For safety, the boat features a non-skid surface, short steps and stainless-steel handrails at the bow and alongside the helm, very helpful at higher speeds. The Mystic SL700 does 0-60 in about 30 seconds, climbing to 78+ smoothly, and Leonard handles the wheel like a racer. "John (Cosker) has gotten it to 81.5, but I don't need to go any faster (than 70)," Leonard said. He talks of building another boat but has a dilemma. "I like the process of building it—it's like building a house— but I can't think of anything I'd change."

The SL700 marks the top of the list for Leonard now, but there are more Post-it notes back in his office and John Cosker just might get another call. ●

Custom-built stairs deploy from the swim platform to help passengers ease their way in and out of the yacht



FOR MORE INFORMATION,
VISIT MYSTICPOWERBOATS.COM

IT'S NOT QUITE A YACHT, BUT IT'S NOT JUST A POWERBOAT.
IT'S A LUNCH BOAT--A 70' WATER TAXI

YEARS

MONTHS

DAYS

00 : 09 : 00



THE FUTURE IS GRACEFULLY GLIDING IN



46,5 meters • Stunning appearance • Sleek design & clutter free
Cutting-edge technology and innovations • IP communication
& control • Trans-oceanic range 5.000 n. miles • Stable and
silent • 6,5m diameter helipad • 100m² shaded sundeck with
jacuzzi • 30m² swim platform + 30m² lazarette • 21ft guest tender
and 15ft crew tender • Automatic inflatable fenders • Energy & fuel
efficient Safe & reliable • Classification RINA Charter Class & MCA

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