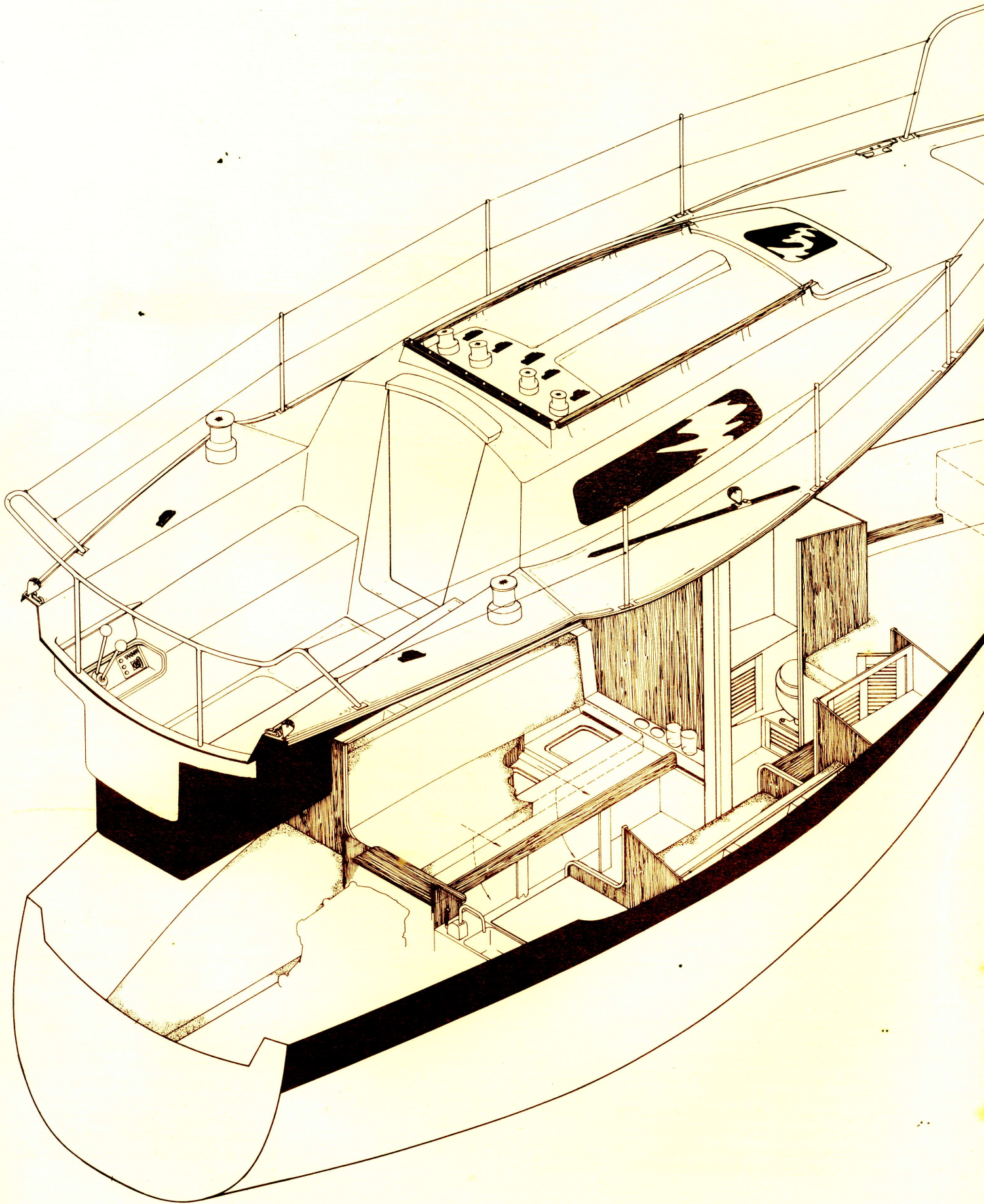


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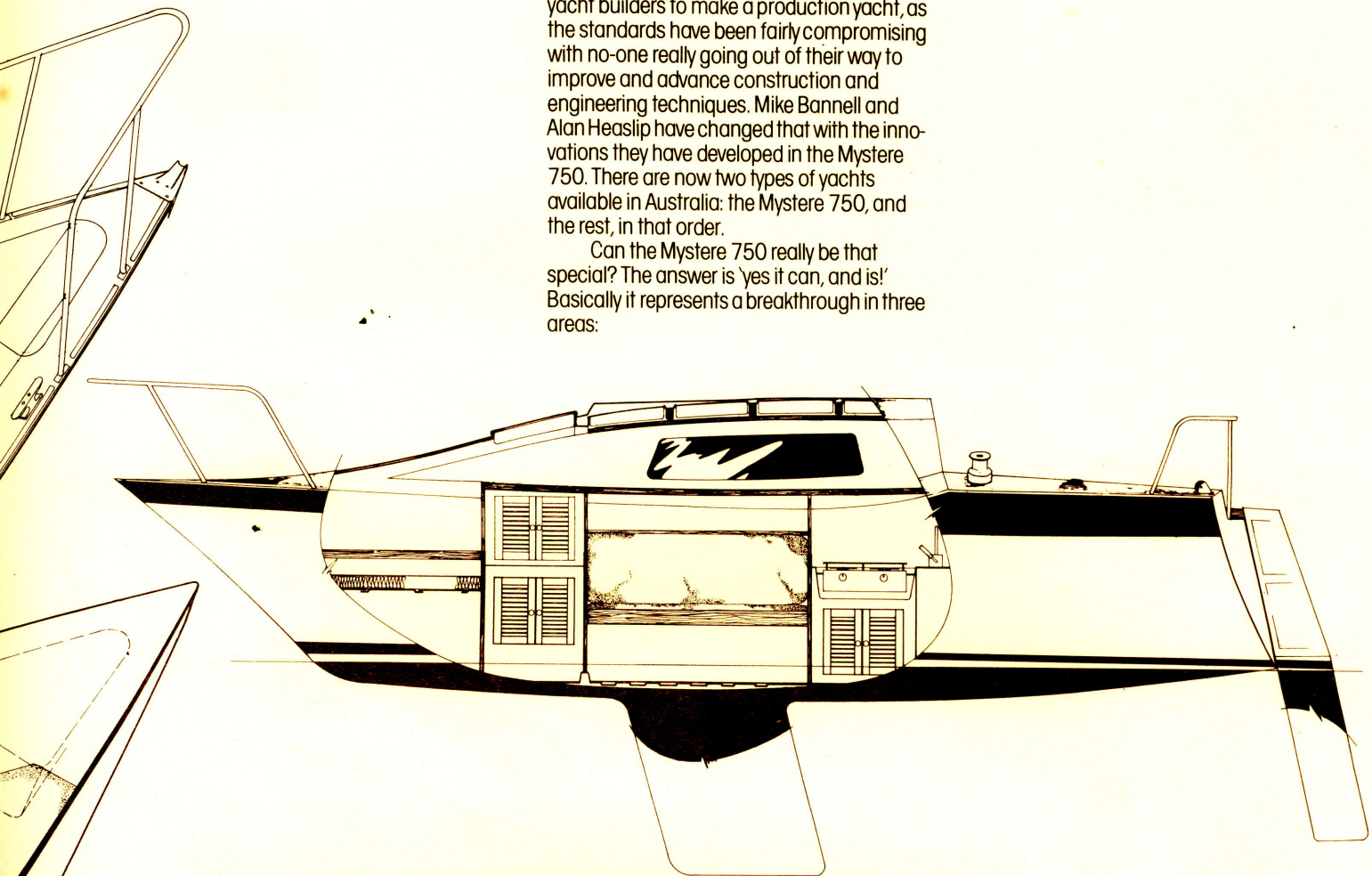
Mystère 750

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In the past it's been an easy task for Australian yacht builders to make a production yacht, as the standards have been fairly compromising with no-one really going out of their way to improve and advance construction and engineering techniques. Mike Bannell and Alan Heaslip have changed that with the innovations they have developed in the Mystere 750. There are now two types of yachts available in Australia: the Mystere 750, and the rest, in that order.

Can the Mystere 750 really be that special? The answer is 'yes it can, and is!' Basically it represents a breakthrough in three areas:



**1. Construction**— using a four mould system consisting of ① Hull then attaching to that ② Hull liner, ③ Cabin liner, and ④ Cabin and deck mould. This method of interlocking shells produces a very rigid framework, and a strong, stiff yacht. Now, such a system also reduces the total weight of the yacht hull, so the Mystere is also ahead on lightness, and hence responsiveness.

The use of lining moulds has also enabled the 'building-in' of provisions for such things as solar cells, ducting for air conditioning, galley with a gimbaled oven, mountings and cover for a Yanmar diesel, toilet and shower recess with provision for compact holding tanks and pressure hot water system, and a provision for a life raft in the cockpit.

Previous problems with joints in the interiors of yachts do not exist in the Mystere 750: the liner is continuous, no breaks.

Throughout the construction of the Mystere, there has been no compromise in quality, only fittings of the highest standard have been used. Such a dedication to quality has led to the adoption of a wardrobe of North Sails, whose proven qualities of performance and long life are well known.

**2. Design**— The brief that was given to John Alsop was that we had to have a boat with the potential to out perform any other 24' cruiser/racer, but had to have space inside i.e. equal to, or more than any other cruising/racing boat in its class, while staying within the confine of 8' 2" beam for windward performance.

In reality the Mystere 750 is a yacht that is a high spirited racer, that you can confidently invite friends aboard without apologising for a stripped-out racing interior; the Mystere's interior is, in a word beautiful. The teak, rattan and wool finish is worthy of an imported yacht, and not an ordinary Australian yacht, but then, as we have been trying to convince you, the Mystere is no ordinary yacht!

**3. Layout**— The layout concept has been to incorporate as many features, as possible, of a large yacht intelligently into a 24 footer. The Mystere 750, among other things, sports increased headroom and improved skipper vision.

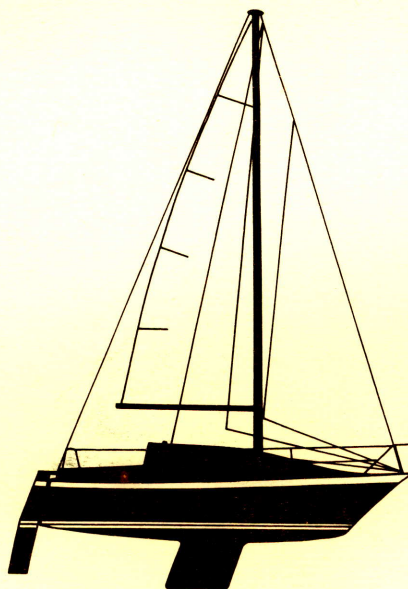
The internal layout is based upon a successful West Coast American design, which has for the most part dispensed with the dinette arrangement, and has put two long bunks each side of a wide centre gangway. This idea has worked so well that we are confident the 'dinettes are dead' — the Mystere 750 being our proof.

When dining, the table is simply pulled down from the main bulkhead, creating a full six person dinette, which is easily folded away again, making the saloon larger and more comfortable.

John Alsop took innovation one step further by only putting half a bulkhead forward, and so giving the interior an enormous feeling of space. And incredibly, or rather by good design, the Mystere sports a fully enclosed shower and toilet recess.

**Conclusion** — The Mystere 750 is the most thought about yacht available in Australia today — why not have a think about her yourself.

Designer	John Alsop
LOA	24' 8"
LWL	20' 4"
Beam	8' 2"
Head room	5' 10" max average
Mast height	33' 6" above waterline
Draft fixed keel	4' 7"
shoal keel	2' 4" board up
	5' board down
Sail area	main 109 sq'
	genoa 211 sq'
Ballast	1900 lb fixed and shoal keel
Dry weight	3750 lb estimated



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Instead of a long list of options  
we give you a long list of standards.

**MYSTÈRE 750**

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