

LUXURY

THE 56-FOOT FLAGSHIP OF THE LS LINE IS TIARA'S LATEST AND
LARGEST OUTBOARD-POWERED MODEL TO DATE. BY SAM WHITE

MAGNIFIED



OPTIONS ARE GOOD. In today's one-size-fits-most world, it's nice to have choices. This is especially true when it comes to our boats. What works for one buyer might not suit another. ¶ Tiara Yachts, the Holland, Michigan-based boat-builder, advances that philosophy with the quad-outboard 56 LS. It's the flagship of the company's five-boat Luxury Sport series, the first Tiara products designed specifically around outboard propulsion. ¶ At the heart of the vessel is the cockpit module at the transom, with a choice of an Adventure or Buffet Lounge design. The Adventure module is outfitted with the fishing crowd in mind: a 59-gallon livewell, 12 rod holders, a freezer, and a work surface with a sink, cutting board and top-loading stowage. There's also a grill and a retractable freshwater washdown to keep things tidy, plus additional stowage with tool holders for accessories like fillet knives and pliers. On the module's forward-facing side, there's a flip-down bench seat that folds in to free up cockpit space. Add the optional 22-foot Taco Marine carbon-fiber outriggers, and the 56 LS is a speedy, capable fishboat. ¶ The Buffet Lounge module is the choice for cruising and entertaining. The one installed on the 56 LS that I got aboard had a forward-facing fixed bench in the cockpit, with a buffet-style countertop surface, electric grill and

griddle, integrated stowage and USB charging outlets. The optional high-gloss teak table with extending leaves is ideal for a sunny Sunday at the sandbar or a midweek run to a dockside dinner. ¶ The 56 LS cockpit also has foldout bulwarks on each side with boarding doors. The portside bulwark houses a telescoping ladder that extends several steps below the water's surface to make reboarding easy. (There's also a swim ladder under a hatch at the transom.) The aft-facing mezzanine module has yet more seating and can be moved fore and aft electrically. Extend the hidden sunshade from the after edge of the hardtop, and virtually the entire cockpit becomes a shaded comfort zone. ¶ The boat's salon is through a sliding door in the triple-panel aft glass. There's L-shaped seating to starboard opposite a drop-down television, a nice touch for guests to catch the big game in climate-controlled comfort. The furniture is low to preserve the vistas. ¶ Heading belowdecks via a passageway to port of the helm, the day head is to starboard, with the en suite master stateroom forward. There's plenty of room to maneuver around the queen-size island berth, and the 80 inches of headroom keeps things feeling spacious. ¶ The amidships stateroom has twin berths that slide together electronically to form an island queen, as well as a private entry to the day head. This stateroom

ABOATBUILDING LEGACY

After getting his start with Chris-Craft, Leon Slikkers began building SlickCraft boats in 1955 in Holland, Michigan. In 1974, he established S2 Yachts, which built multiple brands including Tiara. Today, the second and third generations of Slikkers are still deeply involved in Tiara's direction. And although he retired as CEO in 2012 after a 75-year career, Leon Slikkers continues to visit the plant daily at 94.



56'2"
LENGTH
OVERALL
—
16'
MAXIMUM
BEAM



283
NAUTICAL MILES

MAXIMUM CRUISING RANGE AT 29 KNOTS

REVIEWED / TIARA YACHTS 56 LS / Striking lines and solid performance

A center-console at heart, the 56 LS has dual side doors for easy access. There's also a sunroof.

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has lower headroom, but it's a fine spot for a second couple or kids to spend a night or two on the hook. ¶ Access to the bow is via 24-inch-wide side decks with beefy stainless-steel rails. There are forward-facing chaises and wraparound seating—and the anchor locker speaks volumes about the boat's sensibility. It houses the windlass and ground tackle, with stowage for dock lines and fenders; built-in spots for 5-gallon buckets and cleaning supplies; and the windlass remote controls and freshwater anchor washdown. ¶ Back at the helm are triple 22-inch Garmin displays. Another nice touch: The entire helm flips up for easy access to wiring to simplify troubleshooting a loose connection. The EmpirBus digital-switching system lets users control and monitor nearly all onboard systems, including lighting, entertainment and security, through the Garmin displays. Doors to port and starboard make quick work of handling dock lines. ¶ During my time aboard Hull No. 1, we saw 20-plus-knot winds and rough seas, so we ran performance numbers on the inshore waters of Stuart, Florida, where the boat handled the gusts and chop without a shudder. The quadruple 600 hp Mercury Verado V-12 engines had the boat on plane effortlessly with minimal bow rise. Optimal cruise was 4,000 rpm and 29 knots, which is good

for a range of 283 miles with a 10 percent reserve. Bumping the throttles up to 5,000 rpm put the 56 LS at 38.5 knots, a solid fast-cruising speed with a range of 272 nautical miles. At wide open, the Mercurys hummed at 6,117 rpm and produced a top hop of 47.2 knots. ¶ Even when putting the helm fully hard over at cruising speed, the big Tiara dug in and carved rather than sliding or bucking. In fact, the speed only dropped by a couple of knots, and it quickly caught up as we straightened out of the turn. This performance is a tribute to a well-designed hull. ¶ This is a quiet boat too. Standing at the wheel at cruising speed, I recorded 70 decibels, about 5 decibels above normal conversation. ¶ Back at the dock, the Mercury joystick and optional bow thruster enabled the 58-footer to pirouette on its own axis, easily backing into a tight slip with nary a hiccup. ¶ The 56 LS sets a striking profile, with sleek lines and black hardtop supports that create the illusion of a free-floating top. This boat is still a center-console at heart—just open the sunroof and doors, and let the wind flow. Or close things up and enjoy the climate-controlled, quiet comfort of an express cruiser. The choices are virtually limitless, and a good time is all but assured. ♡

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MERCURY RISING

Mercury's 600 hp Verado V-12 engines have numerous advantages. One of the biggest is the steerable gear case. The upper gear case remains stationary, which means the engines can be mounted closer together on the transom. These engines also have a two-speed transmission and contra-rotating propellers for improved torque, fuel economy, and efficiency at low and high speeds.

1,000 GAL.
FUEL
CAPACITY

150 GAL.
FRESHWATER
CAPACITY



COURTESY TIARA YACHTS