

# Mulligan

RIGHT: Traditionally fine sterned, with the deck furniture and looks of a pre-war classic, Mulligan is nevertheless as up to date as they come.

BELOW: Behind the fireplace is concealed the mast. The deckhead is grooved to simulate panelling, and the sole is finished in light maple

The 21.1m (69ft) *Joss*, the model for *Mulligan*, was described by her designer André Hoek at the time as a 'modern classic'. These lines have now been translated into *Mulligan*, complemented by classical fittings above the waterline. These include a traditional deck superstructure with wooden skylights and cowl hoods, and deep cockpits.

And yet, both yachts remain unique, in spite of the family likeness. The owner of *Joss* had the interior fitting-out done at his own yard, whereas *Mulligan* had the Dutch Built Company as the project organisers and managers. *Mulligan* developed not as a complete entity, in one single yard, but as a project on which several specialist businesses cooperated. Thanks to the reduced overheads of small businesses, the total cost was kept correspondingly low. The disadvantage incurred was the necessity for strong management.

In *Mulligan's* case, this was provided on one hand by the son of the owner and, on the other, by Hoek's design team, which recognised that too much was expected for the required expenditure. And so the total project time, from drawing board to delivery, came to about three years.

The owners wanted the yacht to be capable of being sailed



by a small crew but without loss of sail area and speed. A mast furling system was thus ruled out. The cross-battened mainsail, by North of Belgium – who also provided the jib and staysail – is furled within the boom, and the two foresails are also hydraulically roller-furled. For reasons of systems uniformity, mast and boom – both in welded aluminium – came from Rondal of Holland, as did the foresail furlers. At that time, the company had not moved into the production of carbon spars. The lavish boom furling system functioned perfectly on setting, as well as furling and reefing.

The yacht is steered using a mobile remote-control cable handling system which allows one to leave the aft working cockpit. The buttons for the winch-operated hydraulic sail trim are set outside the cockpit on consoles. The remaining control systems are also skilfully concealed below the teak seats and at the base of the steering wheel, so that the classical, uncluttered impression of the aft cockpit is not spoilt.

*Mulligan's* excellent sailing capabilities were proven during a sunny autumn day on the Kiel Aussenförde. In a steady Force 5 to 6, with periodic strong squalls, she accelerated quickly and, at 25-30° to the wind, managed 8-10 knots.







With her large, wooden, stainless steel-spoked wheel, *Mulligan* steers lightly and responsively. Tacking and gybing quickly, she has an extremely small turning circle of just a boat's length. Even with mainsail sheets eased, and only under jib and staysail, she made over 11 knots.

The optimised underwater hull and the well-cut sails were clearly reflected in her performance. The owner confirmed the afternoon's observations, having attained average speeds of 11 knots in similar wind conditions on his summer sea-trials. The view from the steering position forward, over the low deckhouse, and up into the sails is superb, and the instruments under the traveller are easily visible from either a standing or seated position. The stainless steel steering wheel, with Anschütz gyro compass, is a focal point copied from the J-class yacht *Endeavour*. Eight winches ensure that all sail management can be carried out from the cockpit, including gennaker and runners.

The guests in the forward cockpit are separated off by the traveller and, with the folding table on the deck saloon bulkhead, remain undisturbed by the action aft. This, with a bit of practise, will involve just two people.

The deckhouse, with the slightly curved windows, provides a comfortable deck saloon with two sofas running along its length. There is a companionway leading below to starboard, in addition to a control station with radar screen, joystick and engine/propeller mounting. From here, there is excellent all-round vision, with a skylight to port giving a



clear view of the mainsail. A light, friendly atmosphere exudes here and is continued throughout the yacht. This is created by the neat panelling, including the massive wooden sections of light pear-wood which take on a light-red hue in the sunlight. The sole comprises neatly joined planks of light maple, and the deckhead consists of moulded MDF battens finished in white gloss. To reduce noise and vibration, the interior, weighing 3.5 tonnes, is rubber-mounted.

To starboard, there is an oilskin locker, beside which is a twin-bunked guest cabin. Forward, past the starboard passageway, is the saloon. Stretching to full beam, the saloon incorporates a navigation station and galley.

The navigation station, situated to starboard, has everything one would expect of modern navigation and communications equipment today. Thus, in addition to the

**These photos say it all. The power and grace of this modern classic, seen here reaching off Kiel, take the breath away**



20-30 METRES  
65-100 FEET

RIGHT AND BELOW: There has been no attempt to jazz up the interior, just to keep things in context: an elegant complement to the yacht's pedigree and inspiration. Note the vast galley surface, easy to clean, and with deep fiddles which double as grabholds, and the discreet lighting in the cabin



mandatory radar, there is a computer screen which features a 3D horizon. The radar blip can be relayed onto its chart image and operated using a touch-screen process – the same action being repeated in the deck saloon control station. Additionally, the images from the video camera installed in the mast can be transferred onto the screen, and the camera itself can be remotely-controlled from the navigation station. Opposite, to port, is the large L-shaped galley, fully-



equipped for long voyages, with white Corian work surfaces. It is trimmed with a fiddle, large enough to double as a handhold.

The two work areas are separated from the saloon by a high counter. On entering the saloon, the eye is drawn to the centrally-installed oil stove on the forward bulkhead, which conceals the mast and provides the focal point for the two pairs of seats upholstered in gold fabric with blue stars, and the coffee table to port. To starboard is the more formal dining area, with a semi-circular settee, in contrasting blue and yellow-starred upholstery, around a large dining table. Four skylights, with stainless steel jack screws, blinds and mosquito screens, give ample light by day, whilst at night, the saloon is illuminated by spotlights and table lamps.

From the galley, a small passageway leads aft to the owner's cabin to port, with a central bathroom, which also has an exit onto the passageway, and can thus be shared by the starboard cabin guests. Another passageway leads forward from the saloon. This is divided off by a watertight collision bulkhead. To port is a further en-suite double, whilst to starboard is a cabin with bunk beds, aft of which a separate bathroom with shower also serves as a day head. An additional collision bulkhead with watertight door leads forward to the spacious forepeak, with work bench. The cabins are equipped with individually-operated audio equipment.

In *Mulligan*, her owner has created his ideal yacht. All the technical refinements, especially the computerised navigation equipment and the sail-handling systems, are incorporated into a traditional and comfortable interior. This interior has style, even down to the smallest detail – from the T-handle taps in the bathrooms to the carved rosettes on the dining table in the saloon. She is, without doubt, a 'super' yacht in her own right.



## MULLIGAN

LOA	24.80m (81ft 4in)
LWL	17.50m (57ft 5in)
Beam	5.70m (18ft 8in)
Draught	3.10m (10ft 2in)
Displacement	49 tonnes
Sail areas	
Mainsail	160m <sup>2</sup> (1,720sqft)
Jib	155m <sup>2</sup> (1,664sqft)
Staysail	65m <sup>2</sup> (698sqft)
Engine	Laguer L6108A, 250 PS/184kW
Speed	10.5 knots
Hull construction	Jachtwerf Bloemsma
Interior	Ruiter Yachting
Exterior	Claesen Jachtbouw
Project management	Dutch Built
Designer	Hoek Design Naval Architects

