





The Mystic 60 is one of a new range of yachts being built in Taiwan and marketed in this country by Alan Morgan Yachting. She is the result of a collaboration between Morgan, himself an experienced sailor, and German Frers, the Argentinian designer with a reputation for elegant and fast cruising boats of a fairly traditional nature. The workmanship and style of eastern craftsmen has been harnessed in a yacht that reflects both taste and quality.

MYSTIC

60

Report: *Andrew Preece*



B. GEDLEK

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THE MYSTIC 60 IS ALAN MORGAN'S IDEA of the perfect yacht of her size. It is, however, only when one realises how long Alan Morgan has been in the yachting business, and the amount of experience that he has amassed on boats of all shapes and sizes, that the sheer weight of that statement is brought home. Basically, if Alan Morgan thinks that the Mystic is a good boat, then it is a good boat.

Of course the main reason that Alan Morgan is so very sure that the Mystic is a good boat is because it is a boat of his own concept, and one that he has dreamed of being able to market for a very long time. Having spent a number of years sitting on the weather rails of various offshore racing boats with Argentinian designer German Frers, the pair of them chatting about this and that, they began to relieve the boredom and the discomfort by dreaming up their ideal boat complete with showers and warm beds and hot food. In the words of Frers, the boat would be fast and lively to handle but would be luxuriously finished inside. She would have a generous rig to provide the performance, but that rig would be easily managed by a small crew. It was on a trip back from the Fastnet Rock that the seeds were sown in Morgan's mind, seeds that finally germinated over the last couple of years resulting in the 60-foot cruising boat that was seen in public for the first time at the recent Southampton Boat Show.

The Mystic 60 is a contemporary Frers' cruising design with a traditional counter and attractive seagoing lines. Built in Taiwan by a builder that was commissioned by Morgan, the Ta Shing yard, the boats are imported to this country at a highly competitive price. The reason that Morgan went to Taiwan was not because the labour is cheap and cheerful but rather because the labour was found to be more efficient than anything he could locate more locally. The rates are similar but, according to Morgan, the Taiwanese output is far higher.

The hull form of the Mystic is moderate displacement with fairly narrow aft sections and fuller forward sections. This has resulted in very clean diagonal lines which give the boat a good motion in a seaway keeping pitching to a minimum. Off the wind the stern is powerful enough to give good reaching performance while downwind the boat makes very little wake.

The Mystic is constructed in glass fibre to ABS A1 standards with the foam cored hull being light and stiff as well as insulated against sound. All along, flexibility was a by-word for Morgan and his team. The ability to give the client individual attention catering for his every need in terms of layout and equipment was seen as the path to success. As a result, there are several versions available including centre cockpit and aft cockpit, sloop or ketch rig and, down below, a choice of layouts depending upon whether the boat is for



charter or for luxury cruising with a small complement. One example of the flexibility of the layout came to light when a particular owner looked at the Mystic with a view to running his business from the boat. Instead of the twin forward cabins just in front of the mast, the port cabin was designed as an office with all the relevant satellite communications systems and office appliances. There is also an option on the situation of the galley and the navigation area depending upon the emphasis





of the yacht, particularly the aft cabin version.

The sloop-rigged centre cockpit version is based on a large centre saloon with crew accommodation and sail storage in the forepeak, aft of which are two forecabins. These each have their own shower and toilet compartments and each contains two berths, the bottom one of which converts to a full-size double. If the cabin is being used by a couple, the top berth is simply lowered and used as a back rest for

the lower berth which doubles as a settee during the day. It is an ingenious system that ensures maximum flexibility for guests using the cabin.

Aft of the mast is the main saloon which features a large dining table to port and a settee arrangement to starboard. The layout is particularly appealing since it gives two defined areas in a single saloon. The seating for the dining table contains a storage cabinet for the television and video which is watched from the lounge area on

Top left: the galley area on this particular version is in the passageway to the aft cabin. It is well-appointed with a large cooker, a double sink and a fridge and freezer. There is plenty of storage, both beneath the work surfaces, and in the lozenge that forms part of the engine space door. Lower left: one of the forward double cabins with an upper fold-down

berth to supplement the lower double. Above: the main saloon. The dining table can be seen on the left with seating that contains the storage space for the television and video

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The joinery work on the Mystic is of the highest quality ... ash and rosewood are standard, although the more usual teak can be supplied if a client particularly requires it

the starboard side. All around the main saloon, and indeed the rest of the yacht, are mirrors that are both functional and decorative adding greatly to the style of the yacht.

The main saloon and accommodation forward is fairly standard on all versions, though we say standard cautiously since in Alan Morgan's set-up, anything is possible. However, the fundamental differences between the different versions apply aft of the main saloon and concern the galley and chart area, and the aft cabin or cabins. In the charter version the chart table is to starboard alongside the engine space with the galley opposite to port. Both are in the passageways to the twin aft cabins which have their own *en suite* toilet and shower. On the aft cabin version the starboard side of the yacht alongside the engine space is a cul-de-sac with access to the spacious aft cabin along the port side. The choice is whether to site the galley or the chart area in the passageway, and that choice is one that is made by each individual owner. On the yachts with the aft cabin, the large double bed is surrounded by wardrobe space in a his hers arrangement though Morgan explained that in his experience, this was highly likely to become hers and hers! The shower compartment is fitted neatly into the forward end of the cabin with a separate toilet to starboard. Aft of this cabin is the lazerette which is reached via a hatch in the deck.

Though the above serves as a brief description of the boat, there is detail in each and every cabin that warrants revisiting. Particularly impressive was the use of wood veneer, and the use of mouldings in the various toilet and shower compartments. An interesting mould has been used that gives the glass fibre a vertically striped two-tone finish that is particularly eye-catching. The overall impression of the cream glass fibre mouldings is one of stylish utility; it is easy to clean but looks attractive.

All the cupboards and hanging lockers are fitted with automatic light switches that are activated as the locker is opened. It is touches like these that set the Mystic apart from many of her rivals and show that a great deal of thought and experience has gone into the overall finish of the yacht – the switches are cheap and easy to install, but upgrade the overall product considerably.

The standard of the joinery work is something that is certainly worth commenting upon since the boats are built in Taiwan which, in the western world at least, is not renowned for its craftsmanship. That,

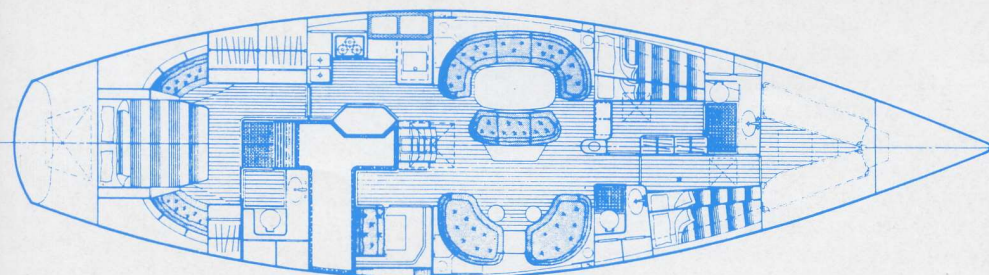
however, is largely a misunderstanding on the part of the western world since in the east, Taiwanese craftsmanship is particularly noted. What Alan Morgan did find, however, when he began production of his yachts in Taiwan, is that though the craftsmen – and the builders as well for that matter – are highly skilled, they are skilled in a type of work that is peculiar to that part of the world and, if left to themselves, will produce work that is of a high quality but which is alien to the westerner. It was therefore necessary to be completely specific about what was required and this has resulted in the installation of a permanent consultant from England to ensure that the talent of the local technicians and craftsmen is directed in such a way as to appeal to a western market. The joinery work on the Mystic is both of the highest quality and attractive. Instead of the more usual standard teak, two more exotic and more expensive woods are used: ash and rosewood are fitted as a matter of course though if a client particularly requires teak, that can be supplied at a reduced cost. The ash veneer is considerably thicker than those more usual aboard boats, the rosewood is solid. All the floorboards feature wide strips of ash with narrow rosewood inserts, while the mast collar is reversed in pattern by way of a contrast. The dining table is a masterpiece of joinery work and has a number of special features. These include a lift-off fiddle that can be fitted to the table either way up to give a flat table top or a top with a raised lip. The acid test for both the fiddle and the reversible insert in the centre of the table, which has a backgammon board inlaid on its underside, is whether they would fit accurately when swapped end for end. Alan Morgan obviously knew the answer as he challenged us to guess: both fitted perfectly.

The galley area of the particular boat that we were aboard is interestingly configured and features a number of ideas that once again reflect the experience of both Morgan and Frers. There is, for instance, a plate cupboard above the deep stainless steel sinks which has an open bottom. The plates are simply placed in their racks after washing and they drip dry into the sinks. Other features include the storage lozenge that backs onto the engine compartment. This carries cutlery and various bits and pieces, but is hinged at one end with a wheel at the other. In order to gain access to the engine space, the lock is flicked and the unit hinges out of the way on the wheel. All the galley fittings are robust and workmanlike with a microwave, a large stainless



Overall length 18.23m
Waterline length 14.55m
Beam 4.95m
Draft 2.39m
Displacement 20500kg
Ballast 10454kg
Sail area 149.13sq m

Construction
 foam sandwich
Naval architect
 German Frers
Stylist Petter Yran
Builder Ta Shing
Price US\$550,000



The main lounge area is directly opposite to the dining area. The curving settees are crafted to blend in with the surrounding joinery and are covered in attractive blue/grey, flecked with greens, reds and yellows. The settees are matched by the footstools which are decorated in a similar fashion and contrast the strip finish of the rosewood and ash

flooring. The large and numerous portlights, together with the mirrors that are plentiful, open out the saloon considerably giving it an airy atmosphere

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steel, four-burner cooker, and a fridge and freezer. Hot and cold water is electrically pumped to all the sinks and basins around the yacht but there is a manual foot pump in case of failure.

Over on the starboard side is the chart table and main switchboard. The main switchboard is removed to reveal the engine space where the generator and main engine, usually a Volvo, is located. The yacht can operate on several different types of power depending upon location. The battery arrangement is substantial with three banks of 24-volt batteries and, when ashore, there are two terminals, one on each side, for the shore power cable.

Up on deck, Frers' design experience, both in racing and cruising boats, has really been used to the full. The rig is large but is easily manageable. On the particular version that we were aboard, a Rondal hydraulic furling mainsail had been added to the furling genoa and staysail to make handling easier. However, Morgan did point out that the loss of mainsail size and efficiency must be balanced against the undoubted handling advantages. The yacht is powered mainly by two large electric winches that take the grunt out of sail handling. These are backed up by other

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winches though most of the principal winding is done electrically. There is also a hydraulic vang and backstay to enable the crew to get the most from the rig, but these are manually operated.

For a boat of her size, the Mystic is surprisingly lively on all points of sailing. Upwind, if she is allowed to foot off slightly rather than pointed high, her vmg will suddenly take off with just a modest increase in apparent wind angle. Even footed off, the boat is still pointing high by most standards. With a 52% ballast ratio and a modern keel, she has a leanness about her that Frers is renowned for with his cruising boats. Off the wind the Mystic tracks easily

and would perform well under self-steering.

All in all the Mystic 60 is an extremely luxurious boat of a size that would accommodate large parties while being equally suitable for just a couple to operate with ease. The hull and the rig have been designed for easy operation and the boat is a joy to sail in contrast to many boats of this size that have become divorced from the realities of sailing. Below, the interior is both interesting and luxurious, with bright fabrics decorating tasteful cabins. It is the kind of boat that requires no extras: everything has been thought of between designer Frers, interior stylist, Petter Yran, and Alan Morgan. What is more, the fact that the boats are built in Taiwan does not mean a drop in standard that many associate with eastern yachts, but rather a fresh approach to craftsmanship coupled with levels of building and fitting out of the highest order. To the prospective client, this results in an end product that has all trappings that would usually be extras from many of the traditional European yards, but which is considerably cheaper. In short, the yacht has the pedigree that a designer like Frers and an owner like Morgan would wish in a craft of their own.

The chart table area has plenty of storage space for books and accessories. Panels for the ever-increasing number of electronic instruments nowadays available are fitted at a convenient height for the navigator. The main switchboard, with all the circuit breakers and battery controls, is just a reach away on the face of the engine casing

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