

Alfred Mylne 60 ft Ketch 1929



MINGARY

DESIGNER	Alfred Mylne	BUILDER	Bute Slip Dock Co
DATE	1929	LOA	68 ft 20.7 m including spars
LWL	41 ft / 12.5 m	BEAM	13 ft / 4 m
DISPLACEMENT	24 tons / 21.8 tonnes	DRAFT	8 ft / 2.4 m
CONSTRUCTION	Teak plank on oak frames	ENGINE	Perkins M90 82 HP@ 2,800 rpm

Price Sold

RESTORATION PROJECT

This vessel is a restoration project

BROKERS COMMENTS

MINGARY presents an opportunity. From the board of Alfred Mylne, this 60 foot ketch planked in teak and originally built to a very high specification is part way through a major refit. Her new owner will be in a position to specify the detail of her interior; either following her original Alfred Mylne layout or a variation giving 3 sleeping cabins together with berths in the saloon and deckhouse for which drawings are available by Fairlie Restorations and included among the photographs in this presentation.

A typical gentlemans cruising yacht of her time with her spoon bow and elegant counter MINGARY is now lying inside the workshed of Fairlie Restorations at Port Hamble, Southampton, ready to be completed as an exquisite family yacht and mindful of her former MCA coding - with the option of charter.

HISTORY

Designed by Alfred Mylne and built in 1929 by The Bute Slip Dock Co. in Port Bannatyne, MINGARY was commissioned by John and Alan McKean to spend her early years cruising the west coast of Scotland. Post war from the early 50s she was owned by a Lt Col. DAF Home; her home port Greenock.

By 1971 she was in the ownership of Baron and Baroness De Heeckeren d'Anthes and based in Palma, Majorca.

In 1987 MINGARY crossed the Atlantic to Bermuda, there most unfortunately becoming a victim of Hurricane Emily that autumn and sustaining some damage. In 1990 fully refitted, she set sail on her second 'maiden voyage' - a three week trip from Cornwall to Mallorca - performing impeccably without a creak or groan to be heard.

Throughout her history she has proved remarkably manageable and solid on even the toughest passages and she is a pure joy to sail short handed or in company.

Having spent several years cruising the Swedish archipelago, she was brought back across the North Sea in September 2002, visiting her Port Bannatyne birthplace en route for her winter mooring. Her owners were amazed at the reception received in Scotland - although perhaps they should not have been so surprised considering she was one of the finest Mylne yachts coming home for the first time in forty years!

GENERAL ARRANGEMENT AND CONSTRUCTION

Heavy displacement hull with a spoon bow and elegant counter stern. Essential features are

- Carvel teak planking on oak strong with two steam bent frames between sawn frames
- Lead ballast fastened with bronze keel bolts
- Timber rudder with steering gear rack and pinion on a quadrant
- Nearly all of the framing repair works have been completed
- The status of detailed frame repairs is available on request
- Bronze floors have replaced the original wrought iron floors
- Interior removed to allow for new owners specification

The decks are conventionally laid swept teak; mainly flush but there are 3 sky lights, a trademark Mylne style doghouse affording the main access to accommodation below and a cockpit situated aft of the mizzen.

ACCOMMODATION

The interior has been removed completely awaiting her new owners specification

RIG, SPARS AND SAILS

Main and mizzen masts are both of spruce, built by Noble Masts in 2002

Main mast; 2 sets of spreaders and diamonds to support top mast

Mizzen mast; single spreader

Spinnaker boom

Winches

- 2 x Lewmar 30 halyard
- 1 x Lewmar 40 halyard
- 2 x Lewmar 40 (Main sheet)
- 2 x Lewmar 30 (Mizzen)
- 2 x Lewmar 48 (Primarys)

Sails

- Jib topsail (Ratsey 2003)
- Jib (Ratsey 03)-Reckmann roller furl 04)
- Stay sail (Ratsey 03)
- Main sail (Ratsey 04)
- Mizzen (Ratsey 04)
- 2 x Light reachers
- Mizzen stay sail
- Try sail and storm jib
- Complete suit of delivery sails

DECK EQUIPMENT AND GROUND TACKLE

- Covers for all hatches, deck house and cockpit.
- 2 x CQR Anchors re galvanised

MECHANICAL ELECTRICAL

- Perkins Diesel M90 82hp @ 2800 rpm
- Generator Northern Lights
- 6 x Domestic batteries 100 amp hours
- 2 x Engine batteries 85 amp hours
- Victron Phoenix Multiplus charger/inverter
- Victron Shore power unit/charger (240 volt)
- 12 volt & 24 volt circuits
- Stainless steel battery carrier made to house Mastervolt dry cell batteries beneath cabin sole
- Mastervolt control panel bought with breakers etc
- Inverters and chargers bought
- Cable trunking and cable stock to hand

NAVIGATION AND COMMUNICATIONS

- ICOM VHF
- Sestrel Compass
- B&G Hydra 2000 system log / speed
- Robertson AP300X Autopilot
- Furuno Navnet plotter GPS Radar
- Furuno GPS WAAS Navigator
- Furuno Nevtex
- ICOM IC M601 VHF

- Barometer / Clock / Thermometer

NEW EQUIPMENT BOUGHT FOR REFIT

- New Muir windlass with chain and rope gypsy
- New 316 stainless fuel and water tanks
- Mastervolt dry cell batteries

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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