

ALFRED MYLNE 60 FT KETCH 1929/2015 - SOLD



Specification

MINGARY

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Designer	Alfred Mylne	Length waterline	41 ft 0 in / 12.5 m	Engine	Mercedes OM603 98hp Diesel
Builder	Bute Slip Dock Co	Beam	13 ft 1 in / 4 m	Location	Germany
Date	1929	Draft	7 ft 10 in / 2.4 m	Price	Sold
Length overall	67 ft 11 in / 20.7 m	Displacement	21.8 Tonnes		
Length deck	60 ft 0 in / 18.3 m	Construction	Teak plank on oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

Alfred Mylne was one of the most successful yacht designers of his generation. Apprenticed to G.L.Watson and close friend of William Fife III, his design philosophy was that of grace, pace and space. Grace - he considered a yacht to be the expression of a yachtsman's soul and should inspire whether at speed or sitting on her mooring. Pace - a yacht should be swift but not to tire her crew. Space - a yacht should be endowed with enough interior volume to make her useful. Adhering to this philosophy, and a typical gentleman's cruising yacht of her time with her spoon bow and elegant counter, MINGARY has recently undergone a major restoration bringing her very much to the form of her original existence as an exquisite family yacht. In restoring MINGARY her current owner was determined that she should regain her former beauty as much as to work successfully as the family yacht Mylne had intended. His execution has been clever, and somehow MINGARY has a relaxed charm that some restored yachts simply do not achieve. She is spacious enough for comfortable cruising yet handy enough not to require crew.



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RESTORATION/REFIT

COMPLETED 2015

- Acquired with the hull and deck part restored and a large inventory of timbers and fittings
 - All frameworks started at Fairlie Restorations completed
 - 30 of the steam bent frames are new and fastened with copper rivets
 - All damaged sections of the sawn frames renewed and fastened with 10 mm bronze rivets
 - All floors are new silicon bronze and fastened with bronze rivets
 - New bronze keel wing bolts and new bronze keel bolts forward of the lead ballast
 - Above the waterline all plank seams splined with teak strips and Resorcinol glued
 - New oak step for the main mast
 - The bulwarks renewed and with new cap rails
 - The complete hull sanded fair to bare wood and repainted
 - The winch sockets reinforced
 - Original teak deck planed and laid over 6 mm marine plywood to form a sub deck
 - New 14 mm teak deck planking laid over the sub deck
 - Engine totally overhauled
 - Deckhouse, skylights and cockpit sanded to bare wood and re varnished
 - Interior completely renewed in period fashion and materials
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HISTORY

Alfred Mylne & Co design no. 319

Designed by Alfred Mylne and built in 1929 by his company's Bute Slip Dock Co. at Ardmaleish on the Isle of Bute, MINGARY was commissioned by John and Alan McKean to spend her early years cruising on the west coast of Scotland. Post war, from the early 1950s she was owned by a Lt Col. D.A.F. Home and her home port was 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.

Having spent several years cruising the Swedish archipelago, she was brought back across the North Sea in September 2002, visiting her birth place on the Firth of Clyde 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 of Mylne's yachts coming home for the first time in forty years!

Post millennium, a program of substantial restoration was started at Fairlie Restorations, Hampshire, England, but her owner was unable to finish the works - preferring to sell her rather than complete the project.

Lying ashore in the South of England she was thus acquired as a project by her current owner, who had her transported to Germany. The restoration was completed with much love and hard work in 2015, and recognised at the 2016 German Classics Regatta with the award of Freundeskreis Klassische Yachten - The German Classic Yacht Association's coveted copper kettle Restoration Prize.

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CONSTRUCTION

- Heavy displacement hull with a spoon bow and elegant counter stern
 - Teak planking on oak 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
 - Bronze floors have replaced the original wrought iron floors
 - Bronze keelbolts
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DECK LAYOUT EQUIPMENT AND GROUND TACKLE

- From aft
- Low bulwarks with varnished teak caprail
- Bronze mooring cleats each side over counter and ensign staff socket stbd
- 2 x Lewmar 30 foresail sheet winches on teak pedestals outboard mid
- Engine controls
- 2 x Lewmar 48 Main sheet winches teak pedestals outboard fwd

- Teak deck
- Mizzen horse and blocks
- Varnished teak hatch cover with bronze mushroom vent over lazarette
- Varnished teak casing for steering gear
- High varnished teak coamings with raw teak capping
- Cockpit with Teak helm wheel aft and raw teak grating sole
- Hinged helmsman's seat over lockers each side aft
- Stainless steel mounting for helm wheel and brass steering compass binnacle
- Hinged seating over lockers each side fwd
- 2 x Lewmar 40 ST mizzen sheet winches on pedestals outboard aft
- 2 x Teak cleats on coamings outboard
- Mizzen mast and boom
- Bridge deck with butterfly skylight
- Doghouse; windows and skylights to sides, double doors, sliding hatch and hand rails
- Mid deck with 2 x butterfly skylights on centreline
- 2 x boat hooks – stowed on deck each side
- Main mast and boom
- Varnished teak raised forehatch
- New Muir anchor windlass with chain and rope gypsy
- Sampson post
- Bronze fairleads each side on caprail and bow roller each side forward
- 2 x CQR anchors re galvanized
- 70 m x 13mm galvanized chain

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ACCOMMODATION AND DOMESTIC EQUIPMENT

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| <p>Doghouse</p> <ul style="list-style-type: none"> - Classic Mylne doghouse with roof sloping fwd and large windows to the sides - Double opening doors and hatch sliding forward over coach roof - Bench seating each side - Raw teak grated sole - Chart table forward with stowage over and under - Clock Instruments and port lights in fwd bulkhead - Companionway steps down to lobby fwd | <ul style="list-style-type: none"> - Lamp and deck head lights over basin - Raw teak grating sole |
| <p>Saloon</p> <ul style="list-style-type: none"> - White painted deck head with lights therein contrasting with varnished joinery - Locker, drawers and desk top aft to port with bookshelves above and outboard - Locker, drawers and desk top aft to stbd; cupboard above and outboard - Long settee berth to port; stowage under - Large teakdrop leaf dining table with stowage under lift out top - L shaped settee berth to stbd; stowage under - Corridor fwd - Cupboard with desktop, locker above and outboard to port - Deck head and bulkhead lights | <p>Fore cabin</p> <ul style="list-style-type: none"> - Hanging locker tot port - Double Vee berth with locker stowage below - Opening hatch in deck head - Lights in aft bulkheads each side - Coming aft through saloon to companionway steps <p>Galley on the right – to port with skylight and deck head lights over</p> <ul style="list-style-type: none"> - Cutlery etc drawers with worktop over - Gimballed 4 Burner gas hob, grill and oven - Stainless steel double sink with mixer tap - Cupboards the length of the range outboard and above - Doorway into aft cabin |
| <p>Head compartment to stbd</p> <ul style="list-style-type: none"> - Porcelain wash basin with H&C taps in joinery unit; locker below - Shower head on flexible hose - Large cupboard fwd stbd - Manual WC against fwd bulkhead | <p>Aft Master cabin</p> <ul style="list-style-type: none"> - White painted deck head and sides with varnished teak joinery - Skylight over, bronze port lights to the sides and bulkhead lights aft - Large single berth on port side with stowage under - Banquette seating leads aft - Double berth with stowage under to stbd with bookshelves aft - Ships half model on fwd bulkhead - Doorway fwd to galley and companionway <p>Guest cabin to stbd</p> <ul style="list-style-type: none"> - Skylight and deck head lights over - Long single berth |

Specification

RIG, SPARS, SAILS AND CANVASWORK

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| <p>Ketch rig</p> <ul style="list-style-type: none"> - Spruce main and mizzen masts built by Noble Masts in 2002 - Stainless steel mast and boom fittings - Main mast; 2 sets of spreaders and diamonds to support top mast - 2 x Lewmar 30 halyard winches - 1 x Lewmar 40 halyard winch - Mizzen mast; single spreader - 2 x Lewmar 30 halyard winches | <ul style="list-style-type: none"> - 1 x Lewmar 40 halyard winch - Reckmann roller furler - Spinnaker boom |
| | <p>Sails</p> <ul style="list-style-type: none"> - Jib topsail - Jib Ratsey - Stay sail Ratsey - Main sail Ratsey - Mizzen sail Ratsey - Light reacher |

Canvaswork

- New covers for all hatches, deckhouse and cockpit

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MECHANICAL ELECTRICAL AND TANKAGE

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|---|--|
| - Mercedes OM603 5 cylinder 98 HP Diesel engine | - Hot water boiler |
| - 2 x 12 V 85Ah Engine start batteries | - New fresh water system |
| - Mastervolt dry cell batteries in stainless steel rack stowed above keel | - New 12 / 24 V electrical installation t |
| - Mastervolt battery control unit with monitor | - New stainless steel 77 gallon / 350 litre fuel tank |
| - Victron Skylla TG 80A Charger | - New stainless steel 88 gallon / 400 litre fresh water tank |
| - Victron Phoenix 1600 VA Multi Inverter | |
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NAVIGATION, COMMUNICATION AND ELECTRONICS

- | | |
|--|---------------------------|
| - 2 x Sestrel compasses | - Furuno GF 37 GPS |
| - Icom IC-M61 VHF | - Furuno NX300 Navtex |
| - B&G Hydra 2000 log, speed, depth, wind | - Garmin 2016 GPS plotter |
| - Furuno Navnet RDP139 GPS, plotter, radar | - Bose audio system |
| | - Smiths Empire clock |
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SAFETY

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| - 3 x Bilge | pumps |
|-------------|-------|
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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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GALLERY




















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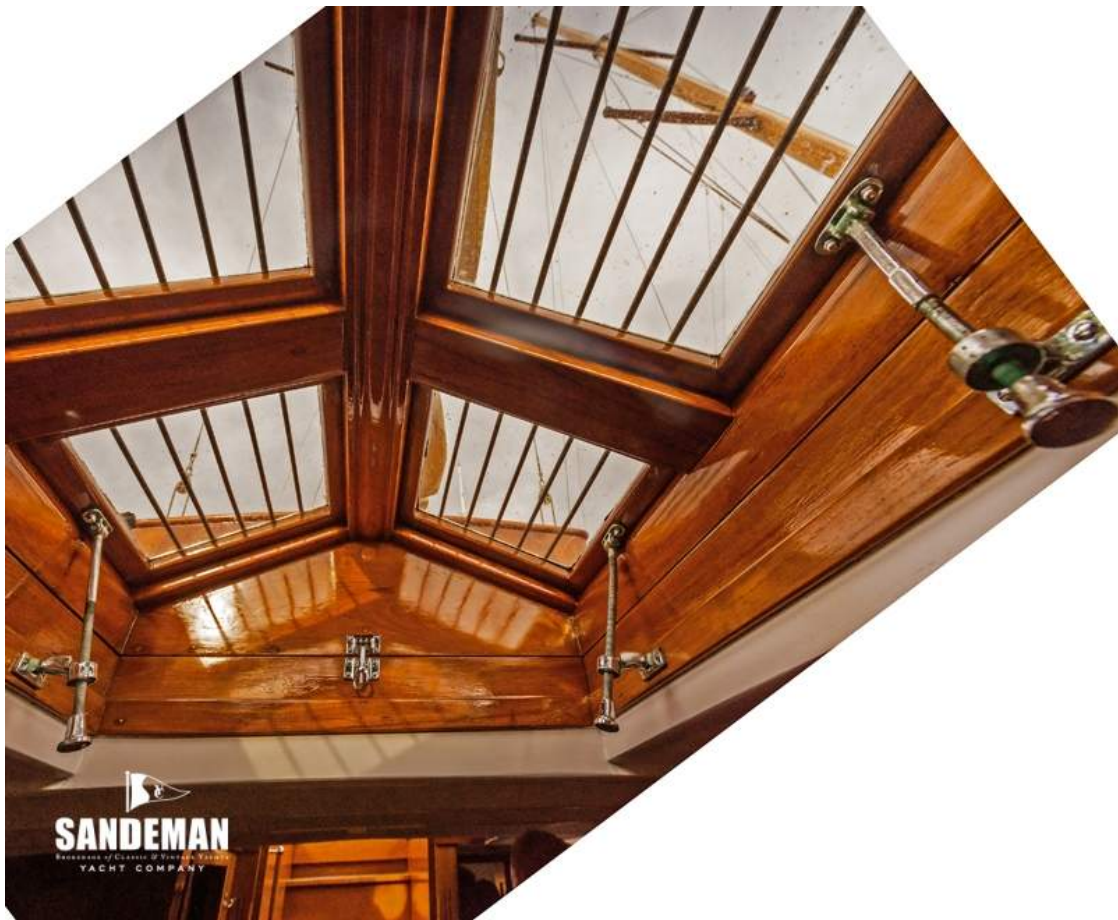





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