

## SPECIFICATIONS FOR MINX CONSTRUCTION AND ALTERATIONS

### CONSTRUCTION

The hull is built of long leaf yellow pine, with white oak timbers and floors, the interior is planked with cypress, making a double hull. All timbers are grown, i.e. knees are selected out of tree limb natural bend due to growth, this also includes the stem, ribs and floors.

The long leaf yellow pine, which is no longer available is resistant to rot or decay, and the timbers were cut in the winter, when the sap was low, all logs were cured in a salt bog for up to ten years, then cut into planking which was air dried for up to ten years before construction. See Herrshoff Rules of Construction.

### Alteration

In 1961 the hull was taken down to the wood and completely refastened with over 18,000 stainless steel, monel, and bronze bolts and screws. At that time the hull was routed out over each rib aft on the mast step and a 3" x 1/4" stainless strap was let into the hull on the frames and fastened. In subsequent years, bronze 1 1/2 x 1-1/2 x 3/8" angles were fastened under the mast step, bolted thru the frames, floors and hull forward of the mast step 4" stainless straps were bolted about every 4 sq. inches and completed around the hull between each rib. The large criss cross bronzed plates that traverse the hull had all brass or copper screws replaced with stainless bolts. At the bow of the yacht a large stainless 1/4" plate was welded to conform to the bow, with a heavy strap going down the forward part under the bow and thru bolted, under the deck steel webbing was placed from this plate to the keel - all chocks, and cleats were tapped and bolted to this plate. The head stay bracket with fastenings for the sails and head stay were welded to this plate out of 1/2" stainless steel. The pulpit was formed out of stainless steel and also welded to this plate.

On the aft end of the ship, special stainless steel combination chucks and turning blocks were formed and bolted to stainless steel sections under the deck. The backstay is parted and fastened to this construction. An additional plate was fastened amidship aft to take the strain of the backstay take up rig.

In 1970 the mast was moved aft and a new .250 wall thickness mast was ordered from Proctor of England. This mast was special in that it had been tapered and all tangs were of 1/2" stainless including the mast head crane and spinnaker fittings. This Mast is of 6061-T6 aluminum, also the boom which is equipped with both roller reefing and quick slab reefing - although in thirty years of racing we have never reefed the main.

At this same time a compression bulkhead was added and a tabernacle was built around the mast step, so that all strain is transmitted to the keel and mast. All chain plates are of stainless steel, extra chain plates have been added to take the strain off a new teak raised toe rail to which the mast has been thru bolted. The fittings for the rail were cast out of aluminum, the life rail bases are thru bolted under the clamp to a triangular steel plate, all with 1/4" stainless steel bolts. The cabin has been extended and replaced with a new dog house type cabin, the interior stripped and recovered, also refinished with new drawers and cabinets. New gas tank and water tank were added; an extra water tank goes with the boat for extended cruising. New Aluminum Hand Rails were cast and thru bolted.

The entire boat, including the keel and deck and cabin, has been covered with three layers of 8 oz. glass and nine coats of epoxy. Any repairs are easy, with a special compound provided. Also Thyakol was added to the epoxy to increase the elasticity. This was completed in 1971. No trouble and no rot in the hull has ever been discovered.

The keel is 8800 lbs. of lead and shaped like a Scheel keel which has been re-discovered after 70 years. This keel is used on all Tartan yachts.

The rudder was rebuilt out of solid teak in 1972. All stainless steel thru bolts and bronze tabs were used, at which time an Edison Wheel 36" destroyer type was added. A special 1/2" aluminum bridge was constructed to give the skipper a private area, equipped with compass and instrumentation, all replaced in 1978. See list of electronics. Special castings were made for the cockpit winches; 2 extras are included. A new stainless steel aft pulpit was added and fastened to the aforementioned aft brackets. Main hatch was fibre glass covered and housed in a 1/4" aluminum built cover, all hand rails were removed and recast in aluminum, all thru bolted.

Forward hatch is a special aluminum cast hatch with a heavy light built in, center hatch is of heavy construction and covered with 3/4" plexiglass, and has a canvas cover.

A spare tiller and fitting were also installed and goes with the yacht.

All hull fitting are thru hull with shut-off valves, including the exhaust bilge pump, heat inlet and outlet, and engine water intake. All fittings are flush on the exterior of the hull.

The cockpit is fibre glass over teak and water tight with self-bailing outlets, all seats have water outlets to the cockpit.

After hatch is of plastic with lockdown from outside.

Vent in after deck, vent in forward deck, heavy cast chrome bronze.

For ease of maintenance, the cleats are tapped to stainless steel plates which are thru bolted through the deck.

In my opinion the yacht is far stronger than any modern yacht. All construction has been designed to withstand most severe storms that can be encountered.

## ACCOMMODATIONS

### Forward Cabin

Two 6' 6" V berths with foam cushions. Berths can be removed to convert to sail storage. Forward of the berths is a compartment about 7' long for sail, anchor and other storage. Lights forward.

### Head

In center compartment between forward berths and main cabin, includes two hanging lockers.

### Main Cabin

Two 6' 6" berths, one each side, with backs which can convert to cockpit seats. Lockers under each side, four lockers in back of each berth.

### Galley

Stainless steel sink on one side with 5' 0" x 3' counter top. Under lid in back portion is area for a bar and glass storage. Electric refrigerator underneath which is operated by 110 volt current, but which has a eutitic tank to retain cold for at least three days - will freeze ice, also storage locker, for cleaning supplies.

On opposite side is another locker of similar size equipped with a Homstrand Gimballled alcohol stove, flush mounted and underneath 5 pull drawers. Behind the stove and chart table are two deep lockers for dish and other storage. On the backboard behind this is a switch panel with 16 switches, all fused and sent thru an ammeter.

### Quarter Berths

Two quarter berths aft of galley and navigation center. Full compartments under each berth.

### Mechanical

An Atomic Four with a two to one reduction gear, brand new, less than three hour use. Alternator, 1-1/4" monel drive shaft with Martec Folding Propeller, Engine is muffled thru water tank.

An Edsel Steering Wheel with 6" Constellation and Guard in front of Compass, also fully hooded, a separate tiller steering station with a spare tiller.

Main Sheet is 6 parted, going to a fully controlled main sheet track, and controlled by separate lines. The main sheet is handled by a winch.

The throttle and gear shift is Morse controls. The starter and choke are controlled from the Helmsman position, an ammeter Oil gauge and two inclinometers complete the instruments other than electronics.

### DECK GEAR

Two turning blocks aft doubled sheved.

Deck is equipped with two sections of 1-1/4" stainless steel track thru bolted 22' long on each side on top of the rail. Two 4'0" sections inside of shrouds, for full size or storm jib, 2-4' sections on the rail on the forward deck for stay sails, 1 - 4' center section on fore deck.

There are eight slides on the tracks, plus two chromed plated cars with sheaves and two plastic and stainless steel cars with sheaves, In addition there are four deck and bronze snatch blocks, 4-1/2" and 3" units. There are two down hauls for the spinnaker poles, equipped with self-snapping blocks.

Stainless steel stanchion posts, thru bolted to stainless steel plates under the clamp, with life line, openings to accommodate the deck sweeping sails.

### Winch's

- 2 Gibb No. 28 in cockpit, 3 speed
- 2 Merriman No. 5 in cockpit
- 1 Merriman Single Speed on Cabin for Main sheet
- 2 Barrent No. 26 on mast for halyards
- 1 Barrent self winding for Main Halyard
- 2 extra No. 5 on mast
- 1 Merriman for topping lift
- 1 Merriman for spinnaker pole lift

### Handles

- 1 for spinnaker lift
- 1 for roller reefing winch
- 2 non-geared Gibb handles
- 1 geared Gibb handle makes the winch triple speeded
- 1 Barrent handle
- 2 Merriman No. 5 Handles
- 2 Merriman handles

Safety Gear

- 10 life preservers, never used, two horseshoe with racks and drifting parachutes on stear pulpit
- 1 Flare Gun with flares
- 1 Box flares
- 1 Flag
- 1 Horn Fog (manual)
- 1 Bell
- 1 Horn (automatic)
- Life belts - attach to life line

Pumps

- 1 Hand Navy Pump
- 1 Automatic Bilge Pump
- 1 Water Pump

ELECTRONICS

- 1 Datamarine digital knot read-out with self averaging speed in knots
- 1 Kett Avionics Automatic Direction Finder
- 1 Standard 12 Channel Ship to Shore
- 1 Kenyon Speedometer in statute miles
- 1 Kenyon Marine Apparent Wind Indicator, with two read-out meters on ship's bridge deck.
- 1 Kenyon Aneometer with read-out on bulkhead.

MAST & RIGGING

Mast was ordered and flown in by Proctor. It is special in that it is tapered for 7' to 6-1/2" fore and aft dim. It is 8-7/8" normally. The Mast is of .250 wall, has two sets of round tapered spreaders. Heavy welded stainless steel masthead fitting, triple sheave cage, main halyard is 9" diameter, both Genoa Sheaves are 8" dia., all with 3/4" pins. All tangs have 9/16 stainless pins. Spreader set in spreader sockets. The Gooseneck track is 1-1/4" which supports a 18.86' roller reefing boom, equipped with boom vangtrack and slab reefing, as well as out haul rigging. All shrouds are 1/4" 8,000 lbs. test. There are two uppers, two intermediates, four lowers, one back stay, with quick tightening fixture, one head stay. A topping lift is adjusted from the deck level.

There are two 18' 1" spinnaker poles with a double hoist on the mast. This hoist is operated by a winch and is lifted thru stainless steel bicycle chains. The poles are chocked on the deck. Also there is a six foot reaching strut with all appropriate gear, including track on each side of the mast to accommodate the strut. The strut is equipped with fore and aft guys.

Running Rigging

The Genoa Halyards spliced to 7/32 steel cable running over sheaves and direct two winches on the mast. One double ended spinnaker halyard running on top and forward of the mast thru a stainless steel block. One topping life halyard to set stay sails or tall boys with.

Sheets, etc.

1 Boom vang 6 to 1 power stainless steel, self locking pulleys  
Main sheet 1/2" dacron  
Spinnaker sheets equipped with special end fittings - 1/2" dacron - 1 set  
1 set " " " 1/4" dacron  
1 set " " " 1/8" dacron  
2 sets Genoa Sheets - 1/2" dacron  
1 set " 1/4" dacron  
1 set " 1/8" dacron  
Many extra lines for other uses  
Anchor Rode 150' - 3/4 nylon  
1 - 45 lb. Danforth, 1 - 5 lb. Danforth  
1 - swimming ladder  
1 - lead line  
All dock lines in 1/2" or 3/4" dacron

Sails

Condition

2	Main sails, one new, one used 40 hours	new and very good
1	Light Genoa	almost new
1	Medium Genoa	excellent
1	Full Jib	almost new
1	Storm Jib	10 oz. good
1	Drifter Genoa	excellent
1	Tall Boy	almost new
2	Stay Sails	excellent
1	3/4 oz Spinnaker (reacher)	excellent
1	1-1/2 oz Spinnaker	almost new
1	Star Cut 2 oz. spinnaker	never used
1	Balloner	almost new
1	Blooper	never used

Extra Equipment

Extra Propeller  
Full Boat Cover, nylon green  
Cockpit cover, white  
1 Winter cover, three sections, for ease of handling  
1 Cradle, out of 6 and 8" I-beams, cost \$1600.00  
1 cushion for rear deck  
1 cushion for poop deck

(Extra Equipment - continued)

1 Dock Box Steel  
Electric Clock  
Barometer  
Charts  
1 cockpit table  
Miscellaneous dishes, pots and pans  
Swinging coffee maker  
Extra bolts, screws, extra 100 year old oak for frames, if ever needed.  
Bos'n chair, latest type  
Bumper Board  
Brake on Pedestal  
2 sail covers  
1 wheel and compass cover

Electrical

12 volt and 110 shore lines  
Cabin lights  
Navigator lights  
Shore lights  
Engine Room light  
Running lights  
Front Deck, light on mast

Racing Record

Both PERF and IOR Ratings  
PERF rating - 111 seconds, Tartan 41 must give us time.  
IOR - 32.3 less 12% age allowance in series on lake.  
660 Blue Flags, has won Mackinac, established ten year speed record.  
Mills race, Roberts four times, over 400 pieces of silver, finished in  
62% of all races first, placed in 81% of all races.

MINX is well documented, a New York 30 built in 1904 for Morgan. She was one of 18 built. One is still owned by Nelson Rockefeller. The Cockatoo has just completed a passage across the Atlantic, single handed. See June, July, August 1979 Cruising Magazine. Banzai has just won the New York Yacht Cruise. Minx is the best equipped and best rebuilt of these yachts. The gear on the boat alone at today's prices is in excess of \$60,000.00. Sails are appraised by Thomas at \$17,278.00. The boat is only being sold due to the age of the owner.

All pricing and gear is documented, as well as her racing and construction history. See attached photo as a yawl, or the article in Yachting, or in the Brittanica under yachting. Also see Lloyd's Register. Minx Ohio Number is AC 0001 OH. Her sail number is NY 1 or IOR 3993.





