

ED BURNETT 30 FT GAFF CUTTER - SOLD



Specification

ZINNIA

ED BURNETT 30 FT GAFF CUTTER

Designer	Ed Burnett & Nigel Irens	Length waterline	26 ft 10 in / 8.18 m	Engine	Beta 20 HP diesel
Builder	Elephant Boatyard	Beam	9 ft 9 in / 2.97 m	Location	United Kingdom
Date	1998	Draft	5 ft 6 in / 1.67 m	Price	Sold
Length overall	38 ft 0 in / 11.58 m	Displacement	7.89 Tonnes		
Length deck	30 ft 0 in / 9.15 m	Construction	Wood epoxy		

These details are provisional and may be amended

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BROKER'S COMMENTS

Among the first results of the fruitful collaboration of the vision, flair, intuition and technical abilities of Nigel Irens and Ed Burnett, and always loosely conceived as a semi "stock" concept, the ZINNIA type has become the Irens/ Burnett design most built - ZINNIA, herself, arguably to the highest specification. Typically of their work, it may be possible to suggest aesthetic influences from designers and builders of the past, but impossible to pin any one down. Rather than trying to replicate some ancient concept, Irens and Burnett began with the basic desires of displacement/ length ratio and seakindliness in a moderately heavy displacement hull by modern standards, powered by a highly refined, efficient - and of course romantic and attractive - gaff rig, and then added their unique take on traditional styling to the final appearance. The result is a boat that always garners a second look, performs exquisitely, and feels much bigger than her length. ZINNIA was launched in the summer of 1998, with her commissioning owners, Ian and Sue Pople, successfully completing an Atlantic Circuit 1999-2000; all achieved as the purest of sailing vessels, without an engine. Built to the original 'Structure A' concept with 11 laminated ring frames, requiring no structural bulkheads to offer complete freedom in accommodation layout, ZINNIA consequently evolved internally over the years in first ownership. In 2003, the Beta diesel engine auxiliary was fitted, and ZINNIA cruised south coast of England waters until 2018 when she re-crossed the North Atlantic to Maine, this time as deck cargo. In present ownership, ZINNIA has explored 'Down East' in Maine, and occasionally taken part in the long established classic regattas there, including Eggemoggin Reach Regatta. She's been professionally maintained and well wintered, enjoying the sensible - essential for these waters in the case of the holding tank and radar - upgrades to her equipment listed below.



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MAINTENANCE AND REFITS 2018-2023

In current ownership from 2018, ZINNIA has been yard maintained at Safe Habor Great Island Boat Yard, Harpswell, Maine. Over the last five years. all deck brightwork including hatches, cap rails, cockpit and cabin sides, have been stripped and built up with 13-15 coats of varnish. The varnish on the spars has also been maintained to top yacht standards.

2023

- New propane tank and regulator 2023

2021

- New hand spliced stainless steel standing rigging by Nat Wilson

2019

- New Jabsco electric toilet

- New custom polypropylene c 20 Gal / 77 L holding tank

- New Garmin and Airmar navigation electronics and radar

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CONSTRUCTION

ZINNIA's hull was built by Elephant Boatyard at Old Bursledon, then moved to a nearby shed to be fitted out by local shipwright Fred Kemp and the commissioning owners Ian and Sue Pople.

- Douglas fir Speedstrip epoxied to laminated ring frames
- 2 x Outer layers of 3 mm kayah mahogany laid diagonally

- Final layer of glass epoxy cloth
- There are no bulkheads
- Lead ballast keel
- Transom-hung rudder; tiller steering
- Teak straight laid deck on marine plywood substrate
- Teak deck superstructure

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DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

SUMMARY

- Teak straight laid deck nibbed to coveringboards
- Stanchioned bulwarks with varnished teak capping rail
- Stainless stanchions and guard rails
- Varnished teak superstructures
- Mostly bronze deck hardware

FROM AFT

- Stanchioned open taffrail
- Bronze ensign staff socket
- Socket for sculling sweep rowlock (no sweep included)
- Stainless steel mainsheet tackle padeyes port and starboard
- Bronze and teak boom gallows
- Bronze Panama mooring fairleads in bulwark port and starboard
- Herreshoff style bronze mooring cleats port and starboard

COCKPIT

- Raised varnished teak coamings
- Socket to starboard for sweep rowlock (no sweep included)
- Teak laid benches with locker under port, starboard, and aft
- Teak laid sole
- 1 x Lewmar 30 bronze self-tailing mainsheet winch
- 4 x Lewmar 30 bronze self-tailing sheet winches
- Engine throttle control
- Teak laid bridge deck
- Companionway sliding hatch w. washboards

- Teak and plexiglass hatch over saloon
- Chocks for tender stowage

SIDE DECKS

- Running backstay tackles and associated fittings port and starboard
- Bronze Panama mooring fairleads in bulwark port and starboard
- Spinnaker pole stowage to port
- Bronze and teak pin rails at shrouds port and starboard

MAST POSITION

- Teak and bronze pinrail forward and to starboard
- Cabin heater chimney to port

FOREDECK

- Raised laid teak forehatch with bronze port
- Offset to starboard for original windlass position at mast
- Forehatch
- Windlass (see below)
- Bowsprit bitts
- Herreshoff style bronze mooring cleats port and starboard
- Bronze Panama mooring fairleads in bulwark port and starboard
- Bower anchor stowage/ launcher to port of stemhead

GROUND TACKLE

- Simpson Lawrence Sea Tiger 2 speed manual windlass
- 35 lb / 16 kg CQR anchor + 60 m 3/8 in galvanised chain
- 22 lb / 10 kg Delta anchor

CABIN TRUNK

- Varnished teak uprights
- 6 x Bronze opening ports
- Painted sheathed plywood roof

- 70 lb / 32 kg Luke 3 piece Fisherman anchor
- 100 m 3/8 in galvanised chain
- 300 ft / 91 m nylon kedg warp

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ACCOMMODATION AND DOMESTIC EQUIPMENT

The layout takes full advantage of the beautiful wooden shell construction, imbuing an ambience reminiscent of yachts a hundred years her senior.

While the atmosphere may be warm it is never too hot, thanks to the deliberately thick deck and coach roof construction, specifically designed to prevent the penetration of tropical heat.

SUMMARY

- Sleeps 4 in 2 x cabins
- Douglas fir carpentry (bulkheads T&G;)
- Teak trunk uprights
- White painted deckheads with varnished beams
- Down 3 x steps over engine box to raw teak sole

FROM AFT

CHART TABLE TO STARBOARD

- Garmin plotter on stainless steel mechanism
- Breaker panel
- Side deckhead chart reading light
- Ice box under
- Drawers and locker under
- Bronze opening port
- Barometer

GALLEY TO PORT

- Force 10 propane cooker: 2 x burners, oven & grill
- (New propane tank and regulator 2023)
- Locker under
- Stainless steel sink bowl
- Locker under
- Brass fresh water pump
- Salt water galley pump
- Crockery, cutlery & pans in shelves outboard

- Bronze opening port
- Semi bulkhead port and starboard
- Grab posts port and starboard

SALOON

- Settee berths to port and starboard
- Lee cloths
- Shelves outboard
- 2 x Bronze opening ports to port and starboard
- Opening hatch with plexiglass lights in deckhead
- 2 x Davy & Co oil lamps
- Angled fireplace forward to port
- 'Faversham' solid fuel stove on tiled plinth
- Sideboard forward to starboard
- Clock and Hygrometer

PASSAGE FORWARD OFFSET TO STARBOARD

- Entrance door to forward accommodation cabin

FORWARD ACCOMMODATION

- Open hanging/ oilskin locker to starboard
- Sink unit to starboard (2012)
- Round stainless steel bowl
- Brass manual fresh water pump
- Stowage lockers under and outboard
- WC to starboard with locker outboard
- Jabsco electric toilet (2019)
- V-berth forward with potential for infill to double
- Open access to chain locker forward
- Raised forehatch in deckhead with round light

Specification

RIG, SAILS, AND CANVASWORK

While ZINNIA's design may appear timeless, the use of modern materials in her construction allowed her designers to specify an efficient, high aspect rig, balanced with low slung ballast to give stiffness and the power to hoist an impressive amount of canvas; way more than could ever have been achieved with pitch pine on oak and heavy spars.

CAFF CUTTER RIG

- Douglas fir hollow pole mast by Noble, Bristol
- 1 x Lewmar 30 bronze self-tailing halyard winch
- Stainless steel hand spliced standing rigging by Nat Wilson (2021)
- Bronze strap external chainplates
- Bronze rigging screws
- Extending aluminium spinnaker pole
- Facnor continuous line jib furler

- Sailspar continuous line staysail furler

SAILS

- By Sanders Sails and Richardson Sails
- Mainsail (Sanders, Hood Cream Dacron 2010)
- Staysail (Sanders Hood Cream Dacron 2010)
- Working jib (Sanders Hood Cream Dacron 2010)
- Light weather jib (Sanders Hood Cream Dacron 2011)
- No 3 jib (Richardson)
- Topsail (Richardson)
- Triesail (Richardson)
- Asymmetric (Sanders 2010)

CANVASWORK

- Spray hood/ dodger (stainless steel frame) (Sander 2012)
- Boom mainsail cover (Sanders 2014)
- Sun awning covering mast to transom

- All over winter cover (Sanders 2013)
- Covers for:
- Tiller
- All hatches
- Windlass

Specification

MECHANICAL, ELECTRICAL, AND TANKAGE

MECHANICAL

- Beta BD722 20 hp 3-cylinder diesel (2003)
- TMC 40 2:1 gearbox (2003)
- 2-Blade fixed propeller (2003)

ELECTRICAL

- 1 x engine start battery
- 1 x domestic battery
- Vetus battery switch at galley

TANKAGE

- Tek-Tank 22 Imp. Gal / 100 L Polypropylene diesel tank
- Flexible water tank, c.29 Imp. Gal / 132 L
- Custom polypropylene black water holding tank c.20 US Gal / 77 L (2019)

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NAVIGATION

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- Plastimo steering compass
- Hand bearing compass
- Garmin Airmar DT 8000 transducer (2019)
- Garmin 8610 touch screen chartplotter (2019)

- Garmin GMR 18 Fantom radome (2019)
- Clock; aneroid barometer; humidity gauge

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SAFETY

- Storm parachute anchor
- Throwing line
- Firedell blipper radar reflector
- Fire extinguishers
- Fire blanket
- Paraffin copper port & starboard and stern lights

- Masthead tri-colour light with in-mast cabling
- Steaming / deck light
- Side lights on shroud mounted light boards & stern light

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OTHER EQUIPMENT

- Clinker ply epoxy Ian Oughtred 'Wren' 8 ft tender
- Sailing rig and oars (sits on house chocks)
- Warps & fenders

- Boathook
- Spare tiller
- Monitor wind vane self steering (not currently fitted)

Specification

IMAGE CREDIT

All photos: John

Williams

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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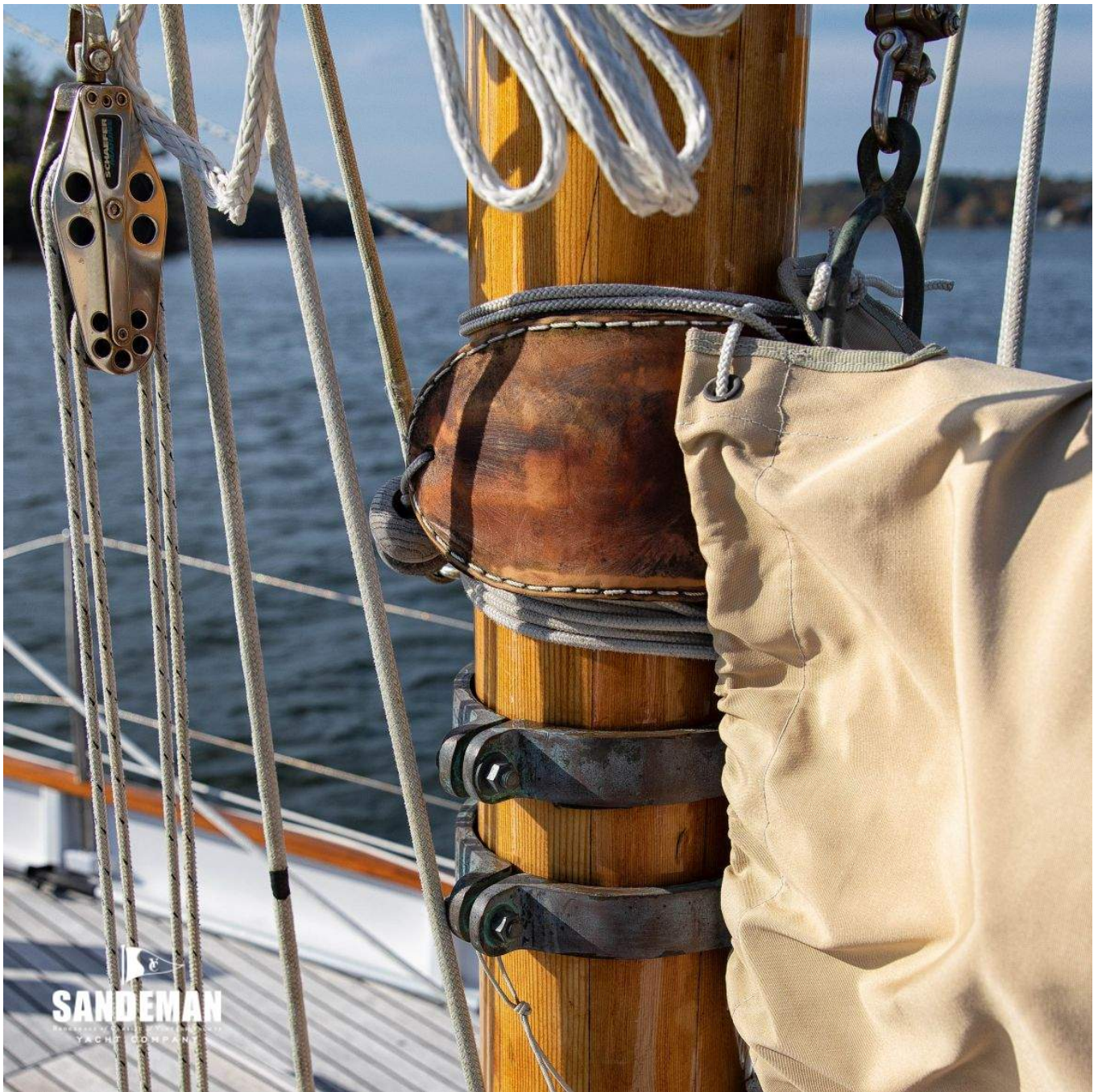










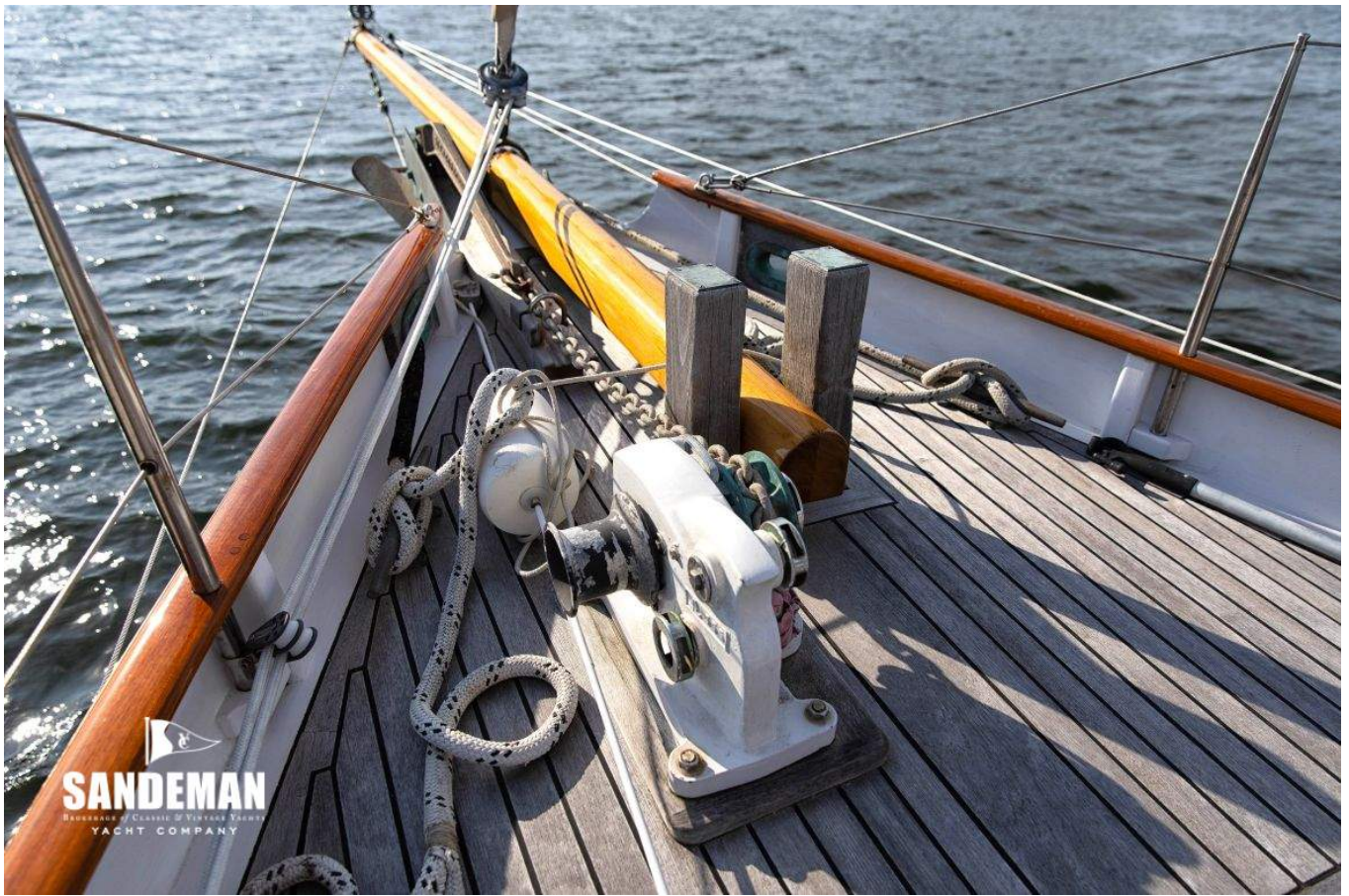



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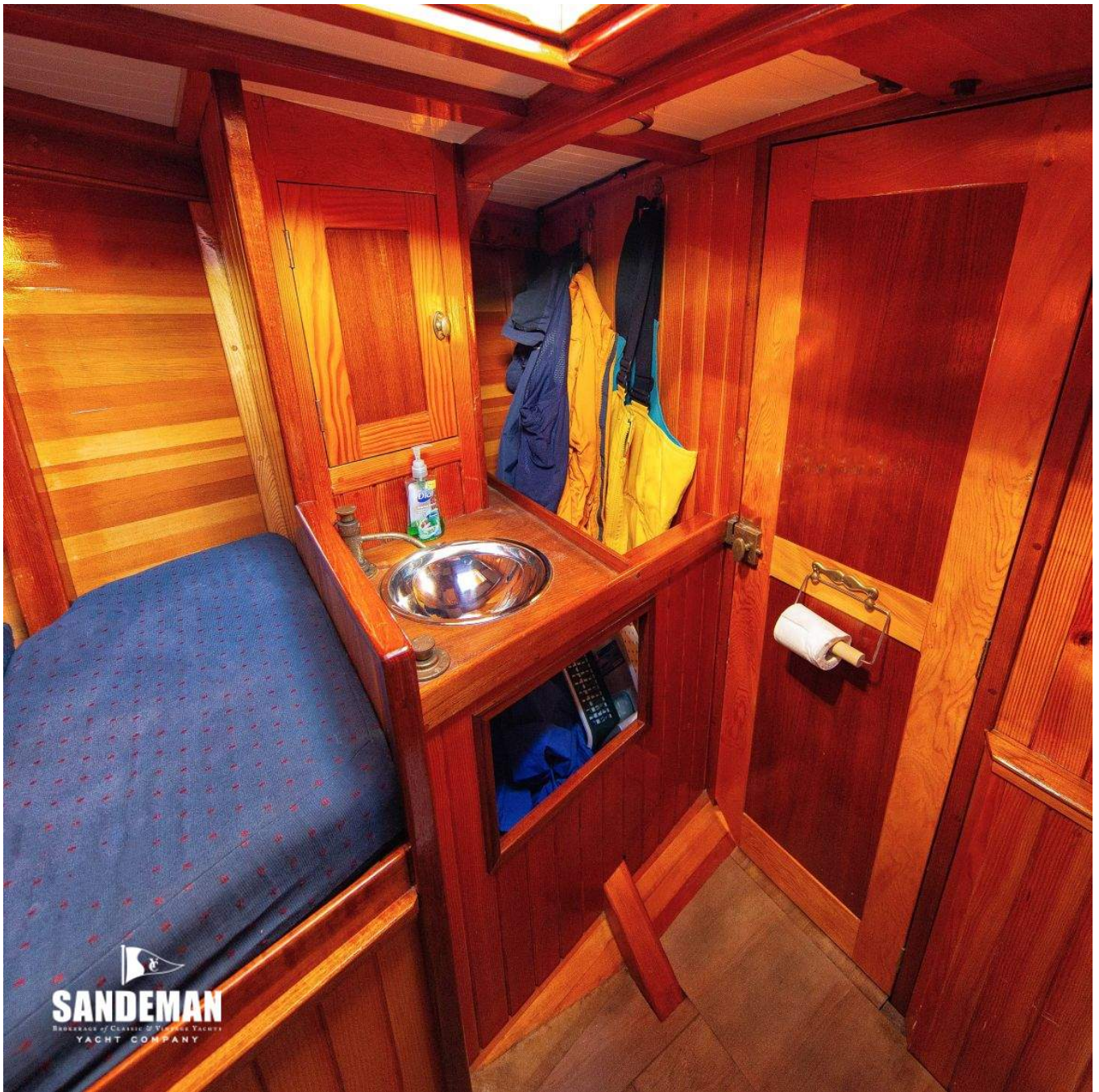
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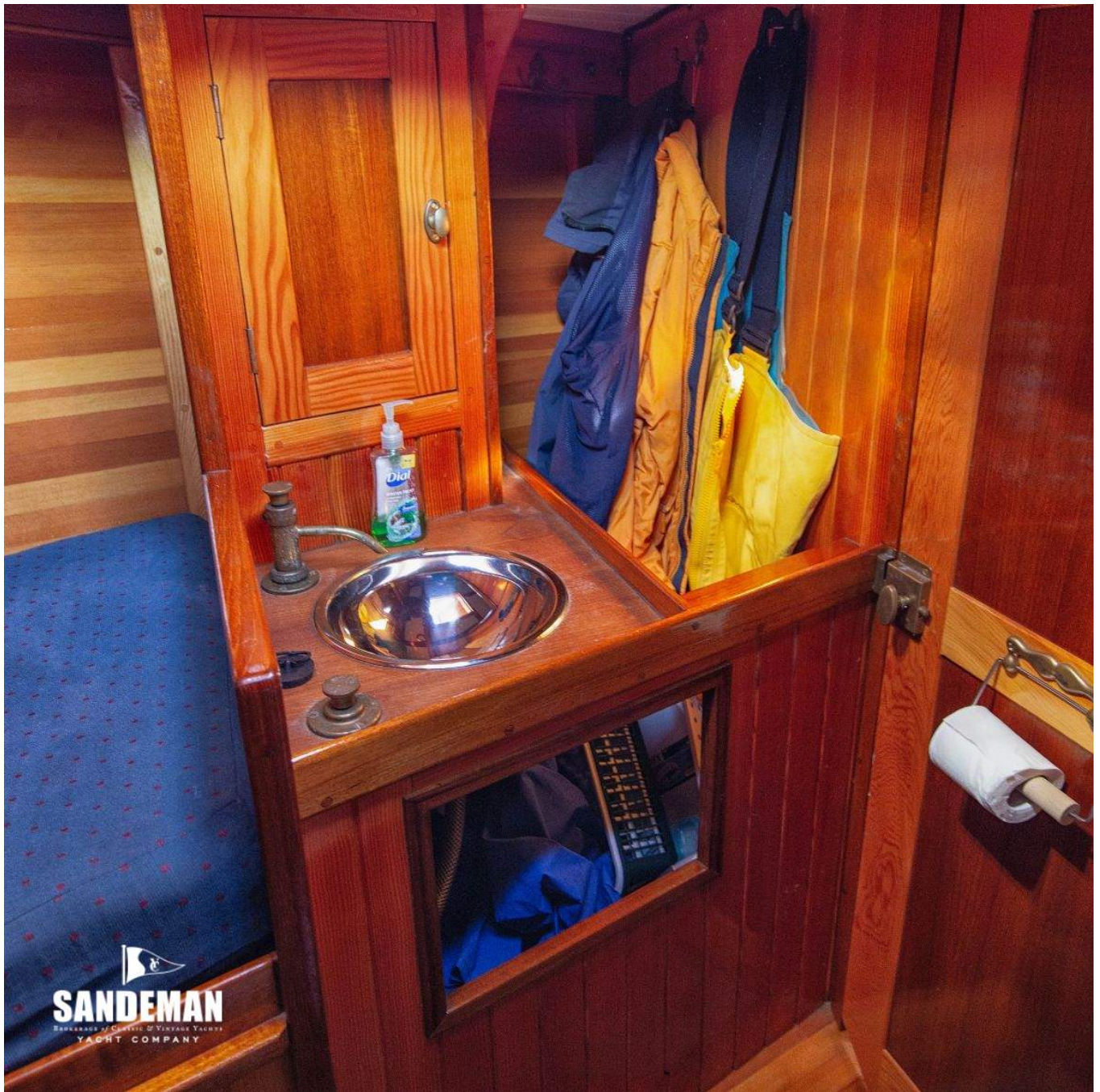



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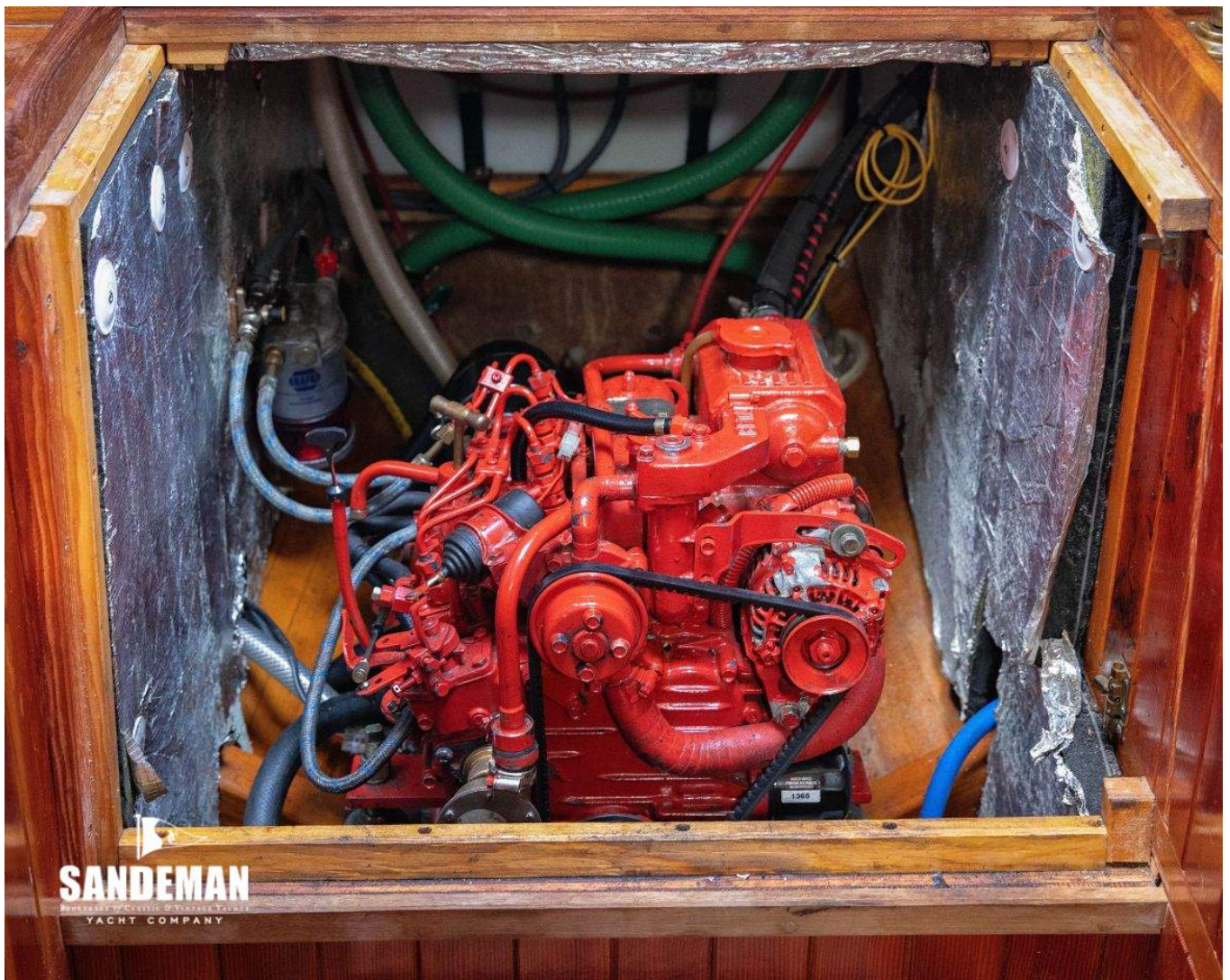

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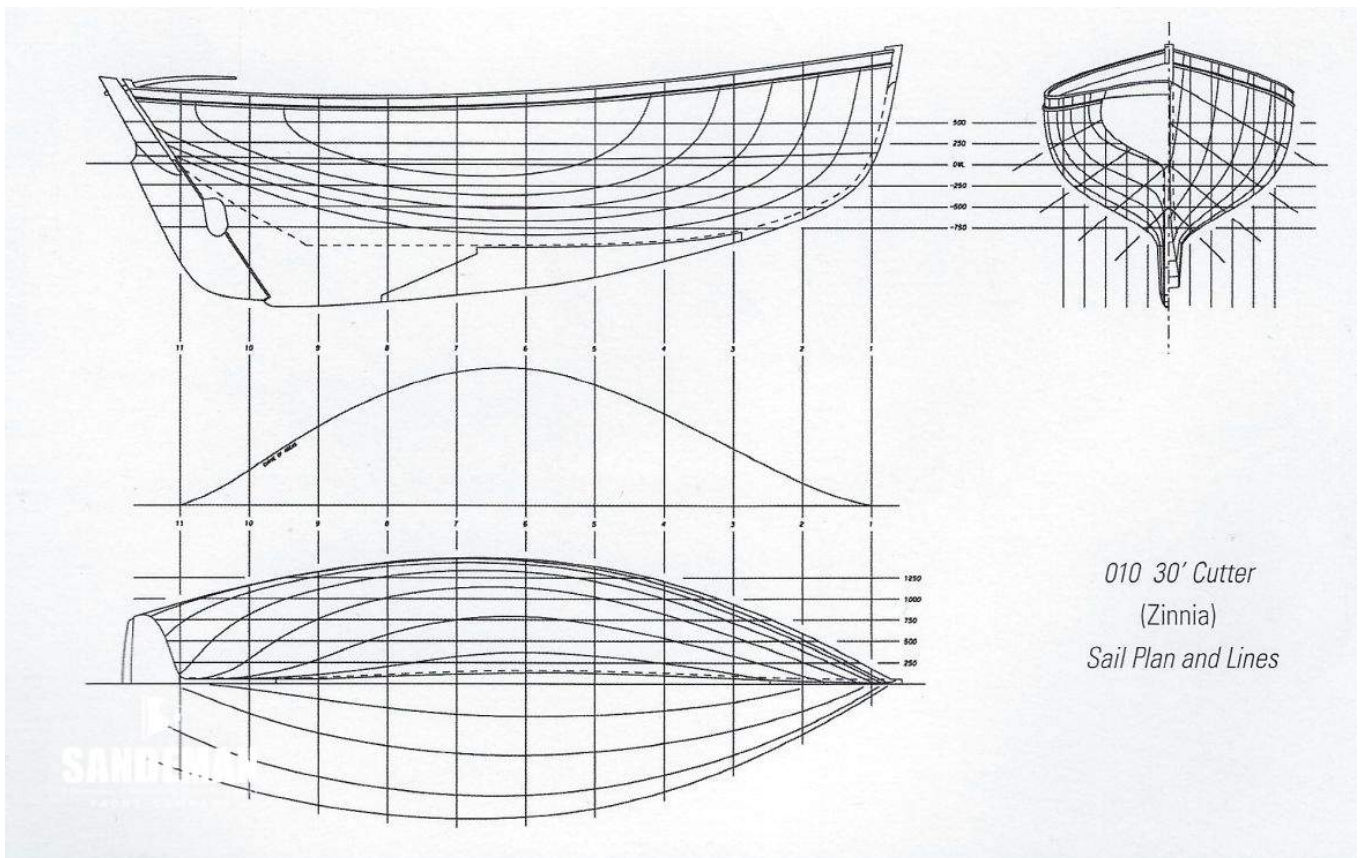



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