

SCHOONER BOWDOIN · GAR WOOD · A SHORT-HANDED OCEAN RACER

WoodenBoat

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Traditional Rigging in the Modern World
Lake Geneva's Newest Sandbagger
A Fast Sloop by Bob Perry

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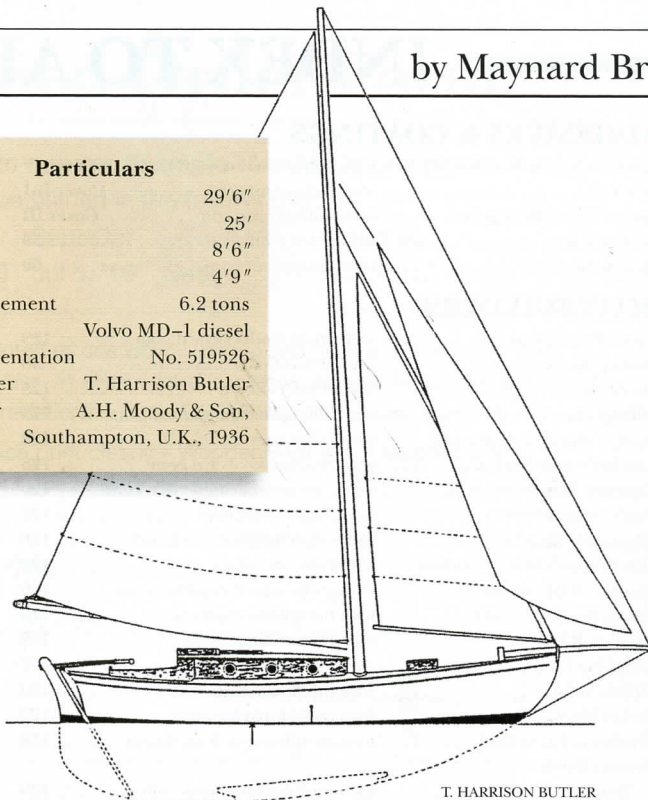
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ZINGARA

A handsome teak cruising sloop

Particulars	
LOA	29'6"
LWL	25'
Beam	8'6"
Draft	4'9"
Displacement	6.2 tons
Power	Volvo MD-1 diesel
Documentation	No. 519526
Designer	T. Harrison Butler
Builder	A.H. Moody & Son, Southampton, U.K., 1936



T. HARRISON BUTLER

Designer Bill Garden called them “dear little boats”—and he knew what he was talking about, because a lot of sailboats similar in concept to ZINGARA came off Bill’s drafting board. I’m talking here about compact cruisers with friendly features: nice to look at, easy to maintain; boats that will carry you through rough going in safety and comfort. ZINGARA’s designer, T. Harrison Butler, specialized in “dear little boats” like this, and although he died 70-odd years ago, well over a hundred of his creations still survive.

Butler has a dedicated following and there’s even a Harrison Butler Association based in England, where he lived. The association’s website (www.harrisonbutlerassociation.com) is not to be missed, as it tracks all known Butler designs, their whereabouts (most are in Europe), and their current status. ZINGARA is included, but the information is a little out of date.

Although eye doctoring was Dr. Butler’s profession, his passion was designing small cruising boats—and not simply dashing them off one after another, but carefully considering each one and subjecting its hull shape to his so-called “metacentric shelf theory” to achieve

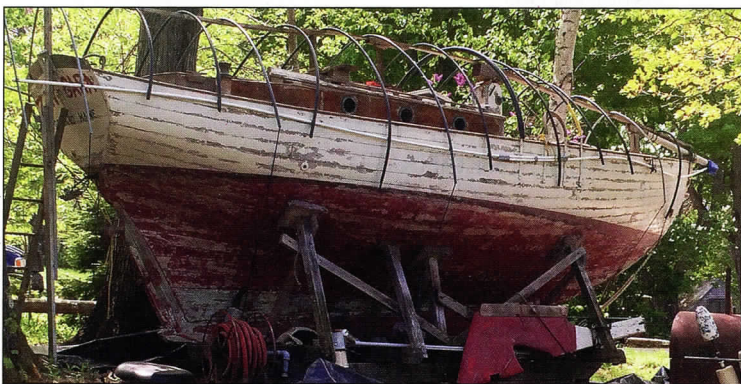
a balanced helm under a range of heeling angles and points of sail. He produced famously sweet-handling boats in an age of heavy weather helm.

In his book *Cruising Yachts: Design and Performance*, Dr. Butler laid out in no uncertain terms the

criteria for what he considered good cruising boats. Although there are a few exceptions such as his double-enders, most of his boats look like ZINGARA, with short overhangs, an outboard rudder, full keel, narrow transom, and an interior in which you can stand up under the trunk cabin and sit upright under the deck. The book also covers the process of designing a boat—with chapters on drafting, calculations, ballasting, sails and rigging, interior layout, and, of course, balance. Even if you decide ZINGARA isn’t for you, Butler’s book is well worth a read.

ZINGARA went to her first owner in Canada, then migrated to the United States and has been here ever since—a rare bird in this country. This teak-planked, teak-decked, teak-trimmed, and copper-riveted little cruiser still has loads of potential despite having been ashore for some time. Teak is great stuff and so is copper; both are extremely durable no matter what the environment. The owner’s idea back in 1990 was to replace broken frames amidships, where he removed the interior in this part of the boat for access. But the job stalled, other projects got in the way, and the boat (although covered and protected from the weather) sat idle for the next 26 years.

She’s a project boat for sure, and the first job is getting her off Casco Bay’s Great Diamond Island, near Portland, Maine. A barge and hydraulic trailer are called for, but the owner says he’ll help with the arrangements. For more information and to see ZINGARA, contact Roger Robinson, shoreshot@outlook.com, 207-332-4162.



ROGER ROBINSON (BOTH)

Built using long-lasting teak and copper, ZINGARA’s hull is well worth fixing. She is a fine-looking stable sloop that will take you wherever you want to go.

Maynard Bray is *WoodenBoat’s* technical editor.