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Some may have seen this coming. Long keel, shallower draft, gaff rigged 1+1 trailerable coastal cruisers around 20', perfectly home buildable? Several options come to mind out of the Bolger Archive. And since I transplanted a larger gaff mainsail onto this Chebacco straight from #420, Blueberry seems worthwhile looking at.

Phil wrote the story of how the design came to be, then built and cruised quite a bit in *Boats With An Open Mind*. And closely defined via a detailed set of preferences by Phil's client David Hume, she is unusually salty in, say comparison to #422, Micro, another shallow long keel cruiser, or her longer sister #486, Long Micro. And does she look appealing as a pocket cruiser from a traditional view of aesthetics, detailing and proportions.

Between Hume and Phil they got the basics into her, including a fine single person seat, galley, actual cabin trunk, enough deck to go forward on deck, with a sampson post, bowsprit and bobstay forward, the option of going all out with belaying pins around the fully stayed mast, even a set of running backstays, then the boom gallows aft over a shallow cockpit with seating almost at deck level. Lots to build first, to get just right, to learn how to use best and then to keep well maintained.

Thus no boredom under her ample but low cut sail plan either, with the typically solo cruiser driving her along tending to all this running and standing rigging with its charming bits and pieces all over the place, strictly functional, of course.

And in keeping with the overall theme of this pocket cruiser design, there are obligatory musings from going sober standard stainless and nylon commercial rigging hardware, over to an unrestrained spending spree through various catalogues offering bronze delights, all the way to studying correct pro-

Phil Bolger & Friends On Design

Design Column #501 in *MAIB*

Chebacco 21 Proposal

Design #540 Based

Long Keel Gaff Cat Yawl Cruiser
 21'2"x7'5"x2'2"x10hpx2800lbsx215sf

vs

Blueberry

Design #420

Long Keel Gaff Cutter Cruiser
 20'3"x7'3"x2'8"x13hpx3200lbsx285sf

portioning, functional details and types of finish, to then pick a bronze specialist for custom work or just try the hand in house on mostly modest scale casting challenges. Hemp rope perhaps, apparently not worth smoking and galvanized wire?

And, of course, inevitably so once on this track, the single cylinder inboard diesel, always of some appeal to those disliking the excrescence of an often unhappily placed outboard and assuming greater reliability of a diesel, plus a bigger cruiser correct alternator, all with its own set of details such as seacock, strainer, pipes, hoses, clamps, more plumbing due to the wet exhaust and, of course, the perpetual focus on that prop shaft seal, cutlass bearing. And surely a source of disputations about how much a solid propeller hurts her sailing, then considering a shaft brake and whether you'd ever find a small folding propeller that will reliably perform despite its modest mass, more catalogues and research. Online wisdom perhaps.

In contrast with Blueberry, between what was discussed in column #499 two months

ago and upon reflection of the improvements in this somewhat more mature preliminary study, this Chebacco based cruiser seems one plausible definition of the other end of the modest long keel gaff rigged coastal cruiser theme. A very different approach to the task, probably with fewer hours to build. With more volume below for better cruising ergonomics, a simpler rig, a plain large prop outboard to disgrace her stern and yet advertise her honesty of really sailing this well.

That aft raking mizzen is one minimalist option to balance that larger main and that long keel, with a gaff mizzen no doubt a more conventional looking option. In fact, if we then indulge in a bowsprit and genoa, we'd soon catch up with Blueberry's sail plan advantage.

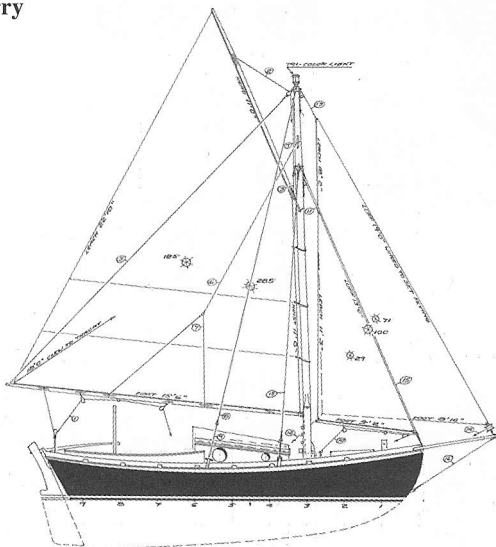
Between some counterweight to that larger rig and just the buoyancy of her long keel, this Chebacco study offers approximately 650lbs in ballast (vs Blueberry's 880lbs) distributed across an 1' steel keel end plate to help her hang on better and those standard 8"x4"x2" lead bricks on edge dropped into her hollow keel, with option for more or just moving them about for perfect cruising trim, no need to plan on casting lead!

With quite a few double chine Chebaccos out there as candidates for this cruiser option, and the original Blueberry in happy hands here on the East Coast, a cruise in company would settle questions as to each type's advantages.

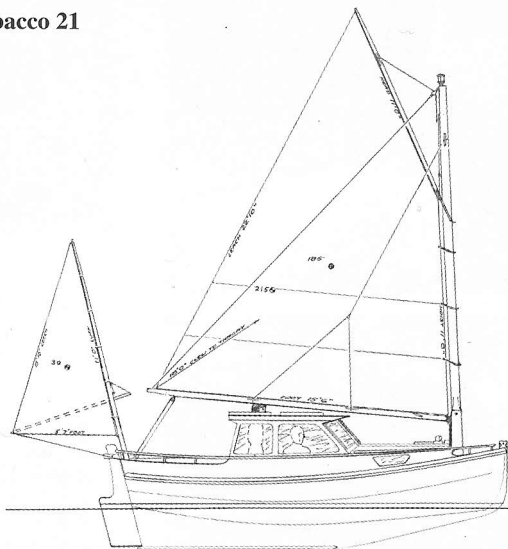
Actually, beyond overall dimensions, one could opine that they really don't compare at all. Nothing wrong though with admiring each other's appearance under sail, with the daring even swapping boats for a day. Well executed minimalism for coastal cruising either way.

Phil listed the price for plans of #420 Blueberry at US \$ 200 to build one boat.

Blueberry



Chebacco 21



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Chebacco 21

6'0" x 6'6"

SCOP WELL
HATCH
BERTH HATCHES
CUPLEY BERTH
BERTH SHALLOW STORAGE BENEATH
BERTH SHALLOW STORAGE BENEATH
W.C. & LINEN BERTH
REMOVE

SCALE 3/4" = 1'0"
DESIGN #540RD
21'2" x 7'6" x 2'2"
CHEBACCO-21
PHIL BOCCIA & PARTNERS
DESIGNERS
DELMONTESTER, MASSACHUSETTS, USA