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So we are back at the original light day-sailer/overnighter large cockpit and cuddy hull configuration including the original cat yawl rig, the centerboard geometry, no ballast, all about as light as she's ever been for easy trailering and frequent and undramatic launching.

And yet, the Glass Cuddy seems a fine option to extend Chebacco 20's utility not just across another season plus, but also in her better protection against weather and knockdowns serving as a light cruiser. Think seemingly cramped small sports car minimalism and yet good enough for those touring adventures to talk about forever, since best returns for the initial modest investment.

No grand headroom under that roof which has to be low enough for the given cockpit bench height aft to still allow peering over from the tiller. The thickness of that roof is a direct result of feeling a 2.5" ply foam ply cored roof laminate during a hot summer day vs the 1/2" ply section nearby, feel free to do without. Either way, feel free to slouch back to windward.

Also, no built in galley or head. All strictly old school with those functions out in the cockpit, weather and bugs permitting. Hey, we're almost roughing it, except that we can be out of the bugs, the rain and wind, too much sun.

Under the cat yawl rig she should be reasonably self tending once set up well, with some tiller line strung into that cuddy for minor interventions. Of course, some will invest in greater complexity, if not even a joystick type autopilot for making progress under sail or power while inside.

No opinion actually whether the sloop rig would be much worse on that steadiness keeping her course without constant attention. Giving up the mizzen and mizzen sprit-boom, we can go for a thinner mast, shroud it conventionally with three wires, use the same mainsail, same boom and gaff and swap that mizzen for a larger jib, retaining the tabernacle for shooting bridges or mangroves, trailering, of course, and to get that lightning rod down when exposed in a thunderstorm. On anchor or on her mooring, lowering that draggy stick up there may be a good routine to cultivate.

Again, only side by side testing would likely reveal the full spectrum of either rig's advantages and drawbacks. Near religious opening could be indulged in over establishing a quantifiable matrix of desirables in order

## Phil Bolger & Friends on Design

Design Column #504 in *MAIB*  
 Glass Cuddy Chebacco  
 Design #540

19'8"x7'5"x1'3"x5hp x176/195sf Sail Area

to arrive at a coefficient or final numerical rating of each rig. Of course, the not so faint of heart will do this with the same boat, a few extra bits and pieces after building her with that option in mind, to then follow a hard comparison schedule, leveraging ironclad memory and superior analytics, or something. What will nix any hopes for scientific data assessment purities is that the sloop adds 19sf.

We sure can also argue about that forward raking three panel windshield forward, citing aerodynamics, off putting workboat looks, etc, instead preferring an aft swept smoother look. I'd argue that neither dew nor rain should obscure the view forward, nor the sun bake everything inside her cuddy. If we want to go slicked back rather than determined eager eyebrows, we can start placing its base at that bulkhead just ahead of those luxurious 6'6"x27" bunks.

Ahead of that bulkhead #2 we'd have just empty volumes ready for shelving, netting, hooks for bags and duffels, fore and aft wine rack, Port wine intra oral drip rig. We are looking at 3'6" of length on between 6' and 3' of width there to make up for that scant 7" or less deep stowage under her 5" thick bunk cushions.

Ground tackle and forward wet lines all stay outside in her 2' deep volume ahead of the collision bulkhead. Access to all that via top inwards hinged centerline windshield panel and the hinged or just removable panel in her foredeck (keep that lanyard attached). On the cat yawl with boom off to one side, standing up to haul in that somewhat oversized hook is not drama with that tabernacle to brace against. With the gaff sloop we still stand in the boat, perhaps kneel, and not on her deck.

Her looks have grown on me, well, I'd say that anyway. Taking 7" of height off her original sheerline at her stem, then adjusting her sheer to match the original near amidships but without any other changes to her

hull, goes a long way towards making her look much sleeker than the original two person overnight cuddy in the bow and big central six person cockpit ever could allow.

Of course, on such a light boat Phil would be concerned about weight placement to avoid her dragging her stern around when four adults in a short aft cockpit were along for a sunset sail. Here with, say four adults, it should usually be two in the cockpit with two in the glass cuddy, all hatches open. Drink holders below and that Port wine drip rig might resolve any discontent about those two cuddy sofas, the pillows and all, along with the firm promise that looking out from this low to the waterline she'll feel much faster. True actually. And not everybody who'd like to come along for a sail wants to be dealing with tiller poking and bights of mainsheet underfoot or near the neck. Rotate positions as desirable for social harmony.

All in all actually a worthwhile exercise to contemplate seriously as, of course, all the PB&F sketches here in *MAIB*.

Seriously, once we understand that only bad knees or backs will discourage this low and lean layout, this very light cruiser can actually be taken all over the place riding light behind a modest tow vehicle to lakes, rivers, estuaries and also for coastal cruising, assuming we don't put opening side windows into her glass cuddy to compromise the broad shoulders against knockdowns. We'd always want to be sensible and not attempt to surf wind against tide at say Biddeford Pool in Maine or just the mouth of the Merrimack in Massachusetts. Gingerly making our way through that under reduced canvas and outboard, however, should be a plausibly predictable option. Or just wait a few.

With this light package, even uninitiated drivers could carefully thread the car and empty trailer rig on to the highway to come and pick us and the boat up again after a few weeks of fabulous cruising wherever the wind moved us. With luck we even captured that horsefly on mega pixel chip flying off with a solid ounce of your pulsing flesh, beyond logbook entries of the usual five days of steady rain we spent below and under the boom tent, private coves, sunsets, sunrises, fish in the pan.

It seems that there is one more Chebacco related piece due. Another obvious option for this light hull. And, yes indeed, another one for posterity!



