

## Phil Bolger & Friends on Design

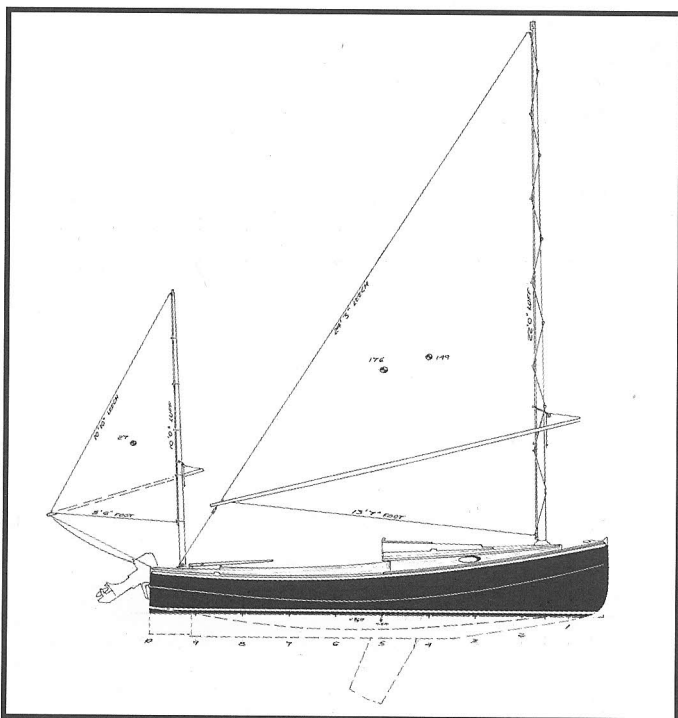
### Design Column #507 in MAIB – A Summary of Design #540 / 575 Chebacco – 20 Discussions

This seems called for, not the least because the original sequence I let emerge was not quite as coherent as it could have been. So here is all this condensed and in more logical order. No doubt this would be even more logical if I had included the round bilge cold molded or plywood clinker hull shape, except that the utility of these new layout proposals would not have been affected significantly.

For more on this design family find online CHEBACCO.COM, initially conceived and organized by Scotsman Bill Samson and now continued by Andrew Yen of Australia, both doing this much work for their love of the design and their own build, double chine option by Bill and lap-strake by Andrew. Here you'll find lots of well founded advice on building and, of course, sailing these cat yawls in an age where snotty teenagers will offer some dumb jokes about cats, but only know how to sail sloops.

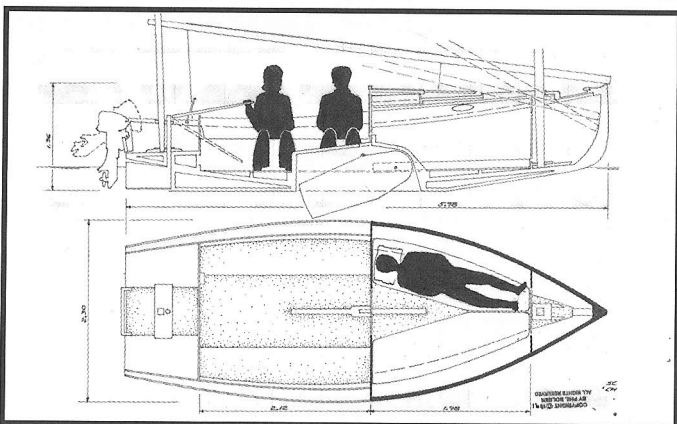
Now this summary of these 2016 concept studies based on Chebacco-20:

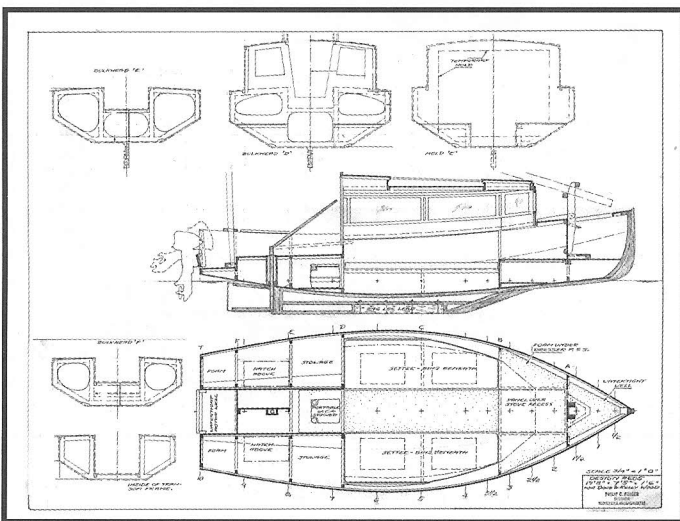
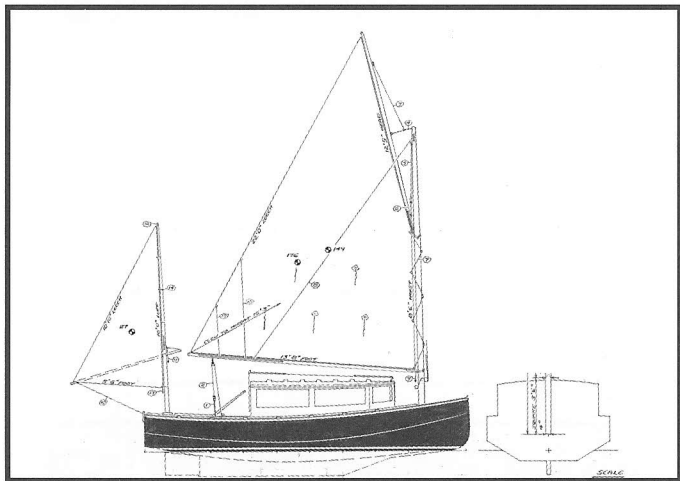
1. *MAIB* of November 2016, pp 49-51, finally revisited the original double-chine design of 1988 on which I based my various musings. Here, as a baseline on which my thinking was based, on the sail plan and the general layout plus a few photos. That's Bruce "Look Ma No Hands" Tyson of Tasmania, far from Chebacco Parish.



2. *MAIB* of April 2016, pp 48-49, offered what we had called the Cruising Chebacco by adding a good sized doghouse in 1997 allowing for good inside sitting sailing or at rest, extending it open ended over the cockpit to allow going on in rainy times without getting thoroughly drenched. Here a shot of Richard Spelling's rendering of her in hot and sunny Texas.

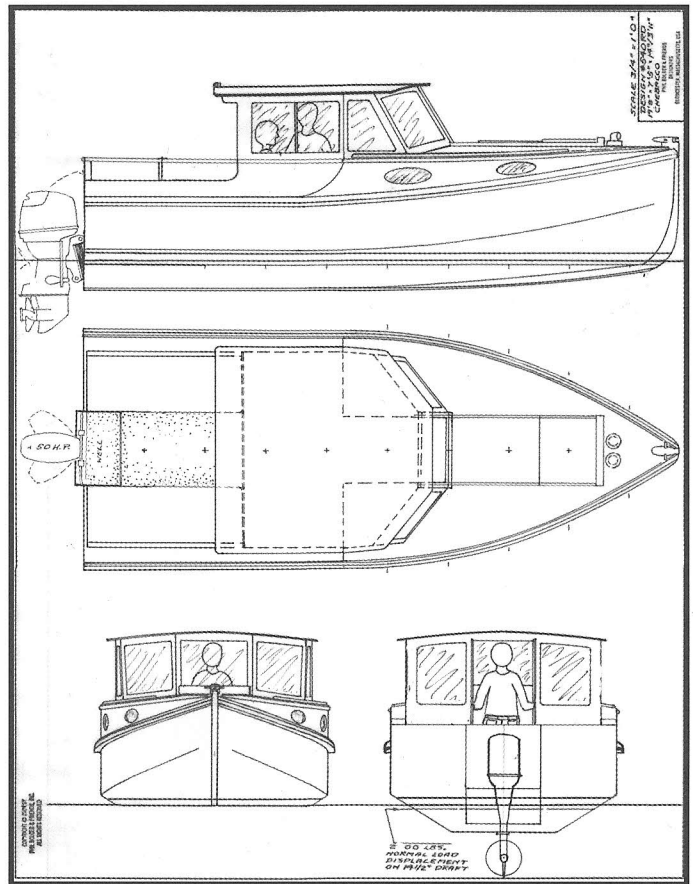
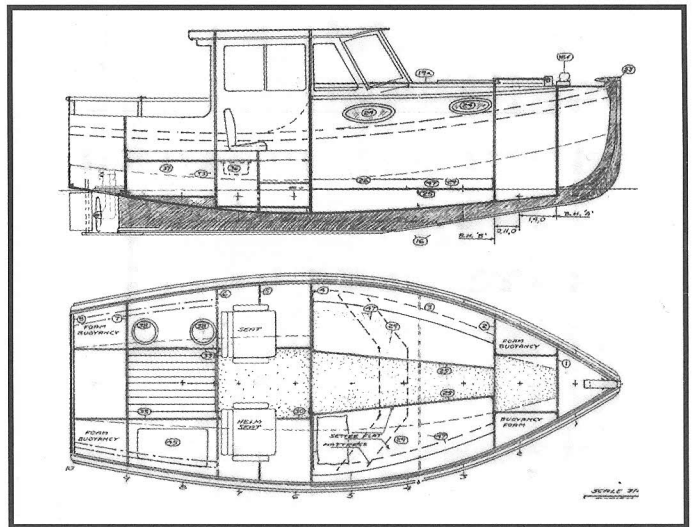
3. Same issue of *MAIB* also discussed the long keel version of Chebacco, Design #605 of 1993 also referred to as the Glasshouse Chebacco. Here a photo of Bob Cushing's boat of New York State. More recently in the December 2013 issue Bob the Editor touched on Shemaya Laurel's intrepid voyaging on her boat *Auklet* way downeast despite severe physical challenges.





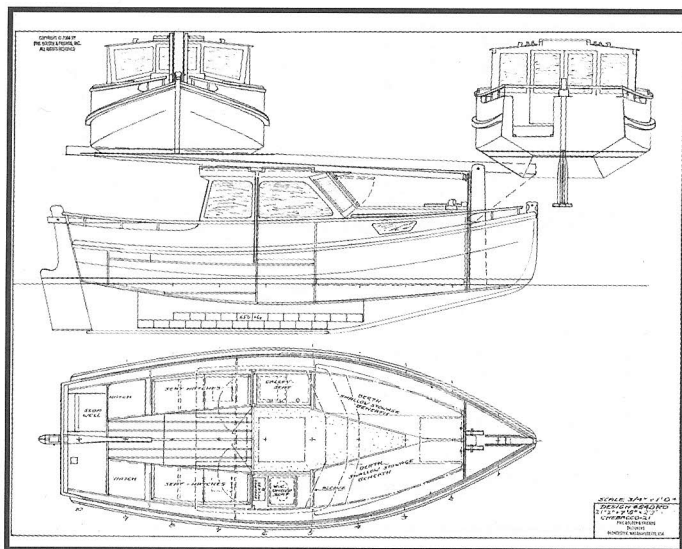
4. *MAIB* of February 2016, pp 50-51, featured an early sketch on a raised deck power cruiser proposal on that hull, here with standing headroom under the solid dodger. Alas, while using the Chebacco RD (for raised deck) layout was a significant lower profile improvement in her below decks accommodations for duty under sail, here with that dodger she did not look quite right, at least on paper.

So I'll ignore that thought here and promptly focus on the *MAIB* March 2016 discussion of the same idea, but here improved visually (and low decks) by adding around 6" to her raised deck vertical sides. The result on three different geometries seems rather charming for an able coastal power cruiser for one to two, pushed by 10-25hp outboard, a matching inboard via a Saildrive, with the go fast option on 60hp large prop on a straight run aft hull to more than triple the original hull's 6kts speed. This seemed to cover the power only thinking at the time.

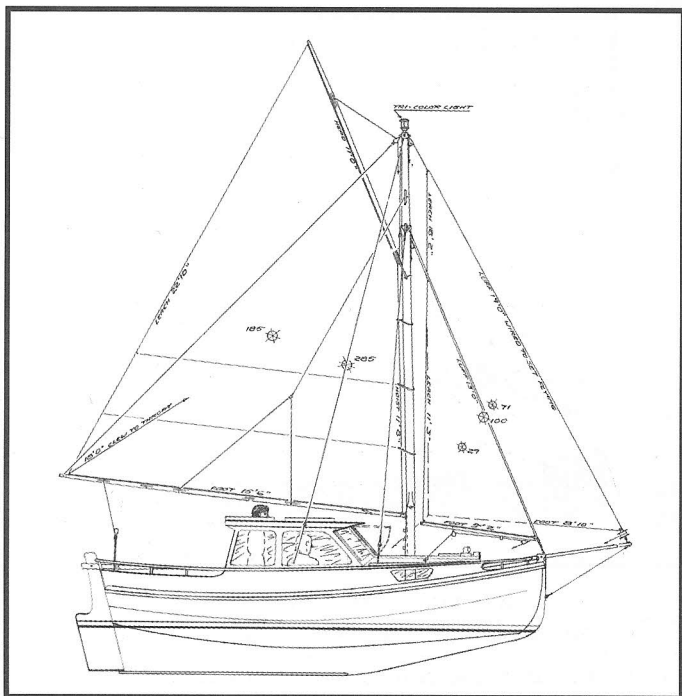


5. *MAIB* of May 2016, pp 46-47, thus returned to sail rig based options, here using the original Chebacco rig but on a 2'+ ballasted long keel layout. Since I added an aft raking transom for an outboard hung rudder, I added enough length to her hull to call her Chebacco-21. Her interior was about identical to the Cruising Chebacco, just here without the centerboard case intruding into her cabin. But again, second thoughts emerged, this time around the relative power of the original right on this option with its greater wetted surface and additional weight.

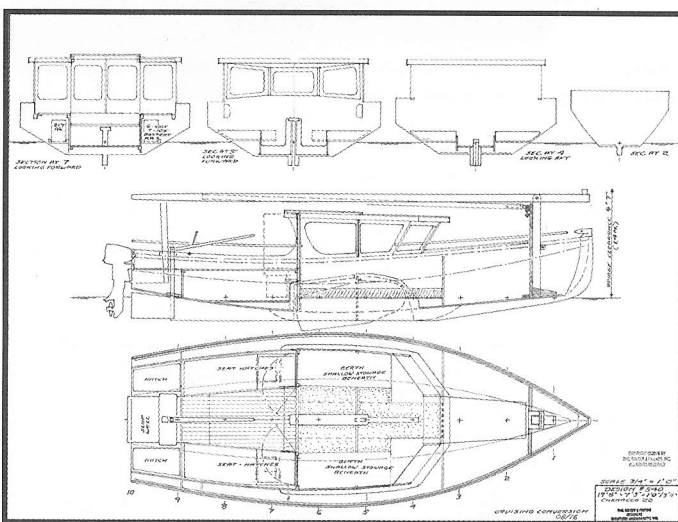
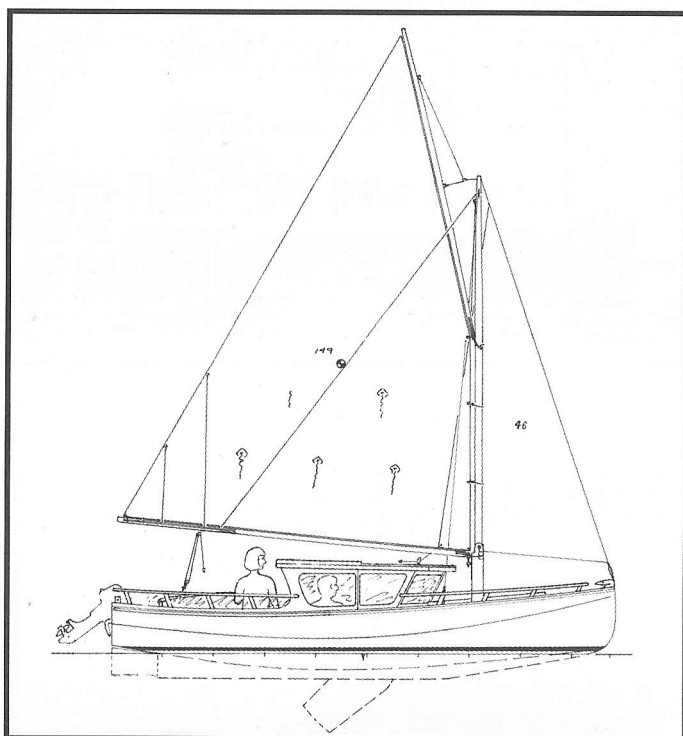
So I'll ignore this version as well for this review and go straight to that of *MAIB* July 2016, pp. 48-49 in which I transplanted the main sail of Phil's Design #420 gaff cutter Blueberry straight into the bows of this Chebacco-based long keel cruiser, thus gaining about 30sf of power, going from 176sf to 215sf.



6. *MAIB* of August '16 pp 48-50, offered the obvious next step, a long keel, transom hung rudder, bowsprit gaff cutter rigged Chebacco no less (!), with the mast dividing the forward halves of her bunks under that raised deck and a sail area going up further to now 285sf. No doubt one could add a mizzen by shortening her main boom and sail some to get more strings and sticks to attend to, a few more feet of sail, plus perhaps a mizzen hung staysail to really add to the work load just tacking her. But it would offer plenty of visual delights, plus the well known option of running heavier weather with only mizzen and jib. A lot of options. Who is to deny the 21st century gaff yawl addict's intent of home building and then routinely road hauling this able type. I just won't go into what we'd have to do to look at actual Prairie-Schooner visions.



7. *MAIB* of October 2016 returned further back to basics with the original unballasted, centerboard, underslung rudder Glass Cuddy Chebacco proposal with the standard 176sf cat yawl rig, or the gaff sloop option using that mainsail with a 46sf jib hanked to her stem-head. Some folks prefer sloops over cat yawls as long as the pros and cons of either option is fully understood.



I add that photo of three double chine and lapstrake Chebaccos gathering in the mid 90s around Phil's 48' *Resolution* (Design #312) on the Annisquam River, Phil's home waters around Gloucester, Massachusetts.

