

# Noosa Cat's New 1850 Cuddy



When we talk about setting benchmarks for ride and performance, discussion invariably turns to the issues of what is “soft ride” and how can it be measured in an objective fashion? At issue is the perennial debate as to whether a monohull can ride as softly as a cat. This boat, the reworked Noosa Cat 560 goes a long way to providing the answer.

**I**t's a fascinating boat, this Noosa Cat 1850, with a special link to F&B magazine. The forerunner of this craft, the Noosa Cat 520 was actually our “cover girl” on the very first issue of F&B we ever published.

Back then (in 1994) Noosa Cat chief Wayne Hennig had just completed the tooling for the boat that was to become one of the biggest selling models in the Noosa Cat range.

At the time, the Noosa Cat 520 had conventional transom outboard wells,

but later in the mid 1990's this grew to include a podded transom that in turn extended the life of the boat - the 560 - for another couple of years as it increased the waterline length of the boat.

Now, in 2001, we have the very latest model incorporating the so-called “pods” into the hull itself. Hennig has created a very snappy looking craft indeed that is now entitled to be called an 1850 model as distinct from 520 as it was when it was some 400 mm

shorter on the waterline.

But the changes do not stop with the incorporation of the new transom. Of great importance to cat aficionados is the continued development of the sponson or hull shapes in this craft. It already incorporates the now standard nacelle arrangement in the centre of the mouth of the cat hulls, but importantly, this new model features the latest thinking as far as strake, chine and keel shape is concerned.

The most obvious change is the