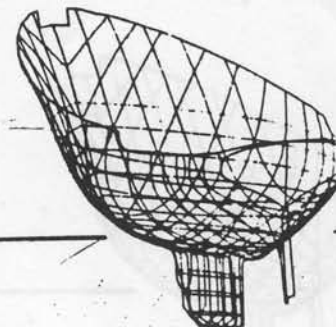


ROBERT H. PERRY

YACHT DESIGNER



Designer's Comments

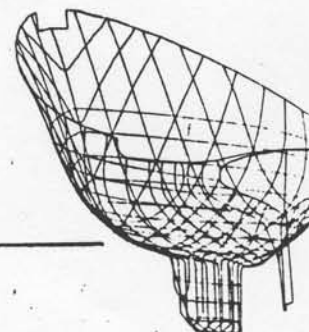
BABA 30

Thirty feet seems to be the "magic" length. Anything shorter than 30' is too small for a long distance cruiser, unless you are willing to make some serious compromises in your comfort. At thirty feet the designer can do a rather workable galley, at least four full length berths and an enclosed head. The one real danger, for the designer, at this length is that there may be a tendency to make the yacht too light. The "average" cruiser/racer at about thirty feet weighs in today at around 7,000 lbs. This is fine for short weekend trips and daysailing, but relating this displacement to an accompanying volume of available interior space you will find that the light yacht is seriously short of stowage space. The law of mechanical similtude says that the displacement or volume of a yacht varies as the cube of the waterline. In simpler terms, this means that the available stowage and tank space decreases rapidly as the waterline length of the yacht decreases. I chose to design a rather beamy double ender with the healthy displacement to length ratio of 379. This afforded me the interior volume to do a very comfortable layout.

I see it as a personal challenge to take a type of yacht, in this case a relatively heavy, traditional double ender, and work with the hull lines to ring every tenth of a knot in speed out of the design that I can, I simply do not resign myself to "It's a traditional design. It will be slow." I have given the BABA 30 an easily driven hull with a prismatic coefficient of .50. This should help take care of the performance in light air. The hull has considerable flair to the topsides to enhance stability and also provide a dry ride to weather. The run of the buttocks is considerable more flat than the traditional "Colin Archer" type. This should eliminate the annoying hobbyhorseing tendencies of that type and also improve speed. I have carved away the garboard area, as I have before in this type of design, in an effort to maximize the available keel "fin" for a given amount of overall draft. This feature helps eliminate useless added displacement in the garboards where it is very hard to efficiently use and it also improves the stability curve of the yacht. The BABA 30 is the fifth design of this general type that I have done, in the last three years, and I feel it is a refinement of the general model.

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BABA 30...Designer's comments cont.

The accommodations have been laid out for a small family with comfortable cruising in mind. The most noteworthy feature is the overall lack of "crammitis". The components of the interior are all very "humanly" sized and should work very well. The galley is U-shaped with an enormous ice-box opposite double sinks. The three burner gimbal stove gimbals to 50 degrees. The rest of the layout is rather selfexplanatory. You might note that there is a wet locker aft and another hanging locker forward. The head is quite spacious for a yacht of these overall dimensions. Headroom is 6'4" throughout. There is 80 gallons of water located under the settee berths and 36 gallons of fuel under the cabin sole.

Due to the success that I have had utilizing the cutter rig in the past, the BABA 30 was designed with a tall cutter rig. The sail area to displacement ratio is 14.97. While this may be viewed as a relatively low figure, it is my contention that at this size, 30 feet, the use of a 150% genoa is not prohibitive. On a larger design I would opt for a higher sail area to displacement figure to eliminate the need of genoas completely. However, I don't think many people will object to handling the genoa on a thirty foot yacht. My aim in the design of this rig was to design a rig compatible with the hull I had designed in terms of deriving maximum performance. This is partly why I did not choose a ketch rig. I am trying to optimize the windward capability of this type of yacht and I feel the cutter does that job the best, in the cruising application.

Again, the challenge is to take a traditional type and modify the shape in a manner that will not denigrate the parent model and at the same time not destroy the "romance" of the traditional look while substantially improving the sailing performance. The result is a yacht, the BABA 30, that is not a "cute cartoon" but a really capable offshore cruising yacht.