

Baba Salt

A Quarterly Newsletter for Baba Owners

Fall 1996

One year of **Baba Salt** has slid under the keel and I hope you're as pleased with the results as I am. The subscriber list has continued to grow slowly and this issue in particular shows the rich collection of information waiting to be shared.

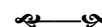
If you have a problem with the condition an issue arrives in (or doesn't arrive), please let me know. I print a few extra copies for such contingencies. When calling, please keep in mind that you're most likely to find me weekday mornings (eastern time) and almost certain **not** to find me on weekends during sailing or ski seasons!



Rick and Chris Emerson's *One With The Wind* (1985 Baba 35, hull no. 119) from the bridge of J. Waddell's trawler, *Bliss*.

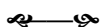
-Photo by J. Waddell

seeing a mean price of \$80,000 to \$100,000 in loan applications but the number of loans has increased significantly. In short, it looks as though the boating economic weather is improving.



In early August I found myself aboard a Hinckley 38 sailing along the coast of Maine. The occasion was the 1996 Hinckley Rendezvous in Southwest Harbor, a trip of roughly 100 miles each way from *Kotchaka's* home port, S. Freeport. J and Marci Kolb planned to make the trip non-stop and J asked if I was interested in coming along. Thanks to US Air, I was on their doorstep, sea bag in hand and Tilley hat on my head, ready to go.

Among the perks of editing **Baba Salt** are the surprises that come in the door or over the phone. One of those pleasant surprises follows: Bob Haussler's account of meeting Mike Mathews. Mike and *Lord Magic* now have something like 30,000 miles behind them including the recently concluded trip to New Zealand and back.



I've received several requests for more "how to" articles in *Baba Salt*. Stan Hunter's account of replacing the glass in *Gone With The Wind's* portlights should be a good start in that direction. Both Rich Kahn (Baba 35 *Sea Bastion*) and Mike Olson (Baba 35 *Snow Shoo*, ex-*Tashi-Baba*)

have promised articles on replacing their fuel tanks. I spoke with Rich at the Annapolis Sailboat Show and he reports the fiberglass replacement works well and it's easily removable, unlike the original tank. The optional angled or "keyhole" galley with the sinks extending aft at an angle from the counter space running along the side of the galley makes for a challenge in removing the tank (the tank or the woodwork has to be cut up to remove the tank!).



Speaking of Annapolis, I was pleased to see how the boat business is coming back after the hard times a few years back. I spoke with a friend at a credit company who reported she's still

I'll be happy to tell the whole sea story version of the trip up and back but that's not what I want to discuss here. I was struck by the completeness of the Hinckley facility for refurbishing their boats. This isn't a "stick it in the corner and stand on a ladder to reach the deck" backyard repair shop. Boats are brought indoors and surrounded by a deck on the same level with the various shops and parts storage. The results are hard to distinguish from a new boat.

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Errata

The caption on page 1 of the summer 1996 issue is in error. Günter and Barbara Nehkorn's 1986 Tashiba 36, *Tsunami*, has hull number 16. The editor regrets the error.

what's inside...

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Baba Salt*(Continued from page 1)*

The obvious question is: "what's all of this got to do with *our* boats?" As we all know, the level of finish in our boats is superb and we also know our boats are aging. After visiting Hinckley's yard, I began to wonder if there's a demand for this level of service and if so, does anyone currently offer it or is someone interested in providing superlative refurbishing services?



Fair winds and following seas !

Rick

Baba Salt is a quarterly newsletter about Baba, Panda, Tashiba, and Taswell boats. Subscriptions are \$10US per year in the United States and Canada, \$15US elsewhere. Single issues are \$3.00US in the United States, \$3.50US elsewhere.



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Cabin Heaters, Propane and Solid Fuel

By Bob Haussler

On our Baba 30, heat was a priority for previous owners who kept the boat in the Pacific Northwest. We have benefited from their installation of a "wall mounted" propane catalytic heater (the manufacturer calls it "The Cat"). It's located as an inset on the flat teak surface, about knee to waist high, at the walk-through between the galley and the chart table. It is vented vertically with a 1" pipe inside a brass pipe to a cabin top deck vent.



used. Otherwise, the Charley Noble is stored and the vent covered at the deck opening. The settee had to be reduced in length by 16" which makes its use for sleeping difficult for anyone over about 5' tall. Placing the stove here allows for storage space behind the stove (outboard to port), which



comes in handy.

Captions (counterclockwise from top left): "The Cat" propane fired heater. The Dickinson Newport stove with tile protecting the woodwork. Another look at the stove and a nice fold-out galley table. Storage space behind the stove and a fan to circulate warm air.

-Photos by Bob Haussler

Our other heater is a Dickinson Newport model hard fuel (wood) stove that is located at the aft, not forward, end of our port settee in the main cabin. The stove is vented vertically with 4" stove pipe to a cabin top deck opening that is fitted with a Charley Noble chimney vent when it is being



A Visit With Mike Mathews Aboard *Lord Magic*

by Bob Haussler

Baba Salt

I was aware that Mike Mathews was returning from voyaging around the Pacific sometime this summer, but never did I expect that I'd see him at Channel Islands Marina while I was there on a recent business trip. I noticed his Baba 30 *Lord Magic* tied up at the Pacific Corinthian Yacht Club guest dock. Luckily, through a note and a phone call, Mike and I connected the next day. I spent several enlightening hours with Mike and his boat; the following begins to share what we talked about and what I saw aboard *Lord Magic*.

Mike had just arrived and was resting up from his 1,170 nm passage from Neah Bay, Washington to Johnson's Lee anchorage at Santa Rosa Island. Santa Rosa Island is offshore and northwest of Channel Islands Marina, which is near Ventura, California. Readers of ***Baba Salt*** had last heard from Mike by postcard in the Summer 96 issue where he wrote of his passage from Hanalei Bay, Kauai, Hawaii to Neah Bay.

Mike has been away 5 years 7 months and, aside from a few trips back to the States by air to see family and take care of some business, he has spent most of this time aboard *Lord Magic* in the South Pacific. Mike has logged 398 blue water days and covered 31,758 nm. As he shared some of his experiences with an obvious passion for the cruising life, I asked him why he returned. He said, "Because I told my family that I would. But my planned 3 years away stretched to almost 6."

Mike keeps a detailed log and hopefully he will be able to personally share some of his adventures with us



Mike Mathews and *Lord Magic*

-Photo by Bob Haussler

sometime soon. Mike summarized his voyaging as shown in the table on page 4. There are a lot of blanks to fill in and probably corrections, too, which I'll leave to Mike to address.

Lord Magic, named by a prior owner, is outfitted as a no-nonsense passage maker. She has a roller-furled jib, staysail, and a main with triple reef points. Mike's perspective on his most important pieces of equipment include both a GPS and a sextant, a ham transceiver, a Power Survivor 35 water maker installed on the aft bulkhead inside the head, Auto-helm self-steering vane (with rudder and trim tab) plus an Autohelm 3000 autopilot,



Mike demonstrates the boom preventer tackle

-Photo by Bob Haussler

two solar panels installed above the dodger, and accurate compasses with their cards each adjusted separately, one for use in the northern hemisphere, and the other for the southern hemisphere. He also explained use of his Lirakis harness and jacklines, and his anchoring system, that is enhanced by use of a bridle protected from chafe by chain at the hawse pipes. He doesn't tie off the bridle at the samson post, but rather to cleats placed on each side of the

bowsprit. Securing to these cleats assures that the force on the anchor rode is transferred from the bridle to the forward deck beam, by the bowsprit working aft against the samson post, then to the beam. Mike was in a number of anchorages, for instance Fanning Island Atoll, where the conditions turned extreme. He figured out this different arrangement to realign the anchor rode forces so that the lines pull the samson post aft instead of port and starboard where it has less support.

Mike's dinghy is stored above the forward hatch while at anchor, and in the lazarette while underway. It has a bridle that connects overhead to the staysail halyard (I think), and it is launched (with the outboard motor attached) over the side with this arrangement. Mike keeps the dinghy on board when not in use, and it is tied down securely to prevent problems if it gets windy.

He is also pleased with a jibe preventer system he uses for his main that includes a Sea Snub preventer at the end of 4:1 purchase fiddle blocks to both port and starboard jib tracks.

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Lord Magic's bow showing the samson post and ground tackle -Photo by Bob Haussler

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These tracks are mounted on the teak caprails. Mike found that when working to windward with seas running, jibing rather than tacking is often necessary to come about on the opposite tack. These preventers also gave him control of the main during this maneuver. When he has sails made, the leech of the main is reinforced to take the extra stress of encountered in jibing in high winds.

Mike joked that he probably spent more on bedding compound than he did on diesel fuel. With the boat

under constant stresses from use, chasing leaks was a frequent task. He constantly inspected for chafe on lines and for holes in the sails; correcting these problems immediately. A new main of the heaviest cloth available lasted about 5 years.

Mike endured times in heavy seas aboard *Lord Magic* when every device aboard meant to keep things in place was put to the ultimate test. He was almost upside down at least once (I think he said he rolled to 160 degrees)! Screws keep his cabin sole floorboards in place, and he uses numerous bungee cords to secure items, including hatch boards.

Mike's favorite times were being in anchorages such as Apia, Western Samoa, Cook's Harbor at Moorea, and in Tonga. He met a lot of nice people and had great experiences. His biggest expense was for food, then diesel which he said was expensive compared to the States, then mail and its handling, and next was probably repairs to the boat. He obtained repairs to *Lord Magic's* wooden mast in New Zealand which he was happy with, and said that it probably needs some more work done soon. AT&T



Lord Magic's cockpit and weather cloths - Note the windows set into the companionway hatches -Photo by Bob Haussler

was almost always accessible by phone for calls home; he found that Visa, MasterCard and American Express could be used in most cities but not in outlying villages.

Mike plans to live aboard in Ventura Harbor for about a year, and then will do some more voyaging. He's not excited about how expensive it will be to stay in California for a year. He said that the Indian Ocean and the Atlantic present little interest to him, but that he'd like to see more of the Pacific. A big "thank you" to Mike from all of us, I'm sure, for sharing his experiences with us.

Point and Date of Departure	Destinations and Routing
San Diego, CA - Feb. 1991	Nuku Hiva to Marquesas to Tahiti to Honolulu, HI (Sept. 1991)
Honolulu, HI	Fanning Is. to Cook Is. to Suvarov to W. Samoa to Tonga to New Zealand (Nov. 1992)
New Zealand - May 1993	Fiji return to New Zealand
New Zealand - 1994	Fiji to Hilo, Hawaii (July 1995)
Kauai, HI - May 1996	Neah Bay, Washington (June 1996)
Neah Bay, WA - 4 Sept. 1996	Santa Rosa Is., California (17 Sept. 1996)
Summary of Mike Mathews' 6 Year Voyage Aboard <i>Lord Magic</i>	



Mike in Lord Magic's companionway. Note the low dodger which minimizes windage -Photo by Bob Haussler

Replacing Baba 35 Portlight Glass

by Stan Hunter

Baba Salt

Our 1981 Baba 35, *Gone With The Wind*, developed a haze in the plastic film between the two layers of glass in her portlights. This haze began at the outer edges of the glass and worked inward. It was reminiscent of an antique car's original windshield. This condition was occurring in about half of her portlights. Cathy and I do most of our own work on the boat, so we replaced the glass in all the portlights. This was really quite a simple job. The procedures we used to replace the glass follow.

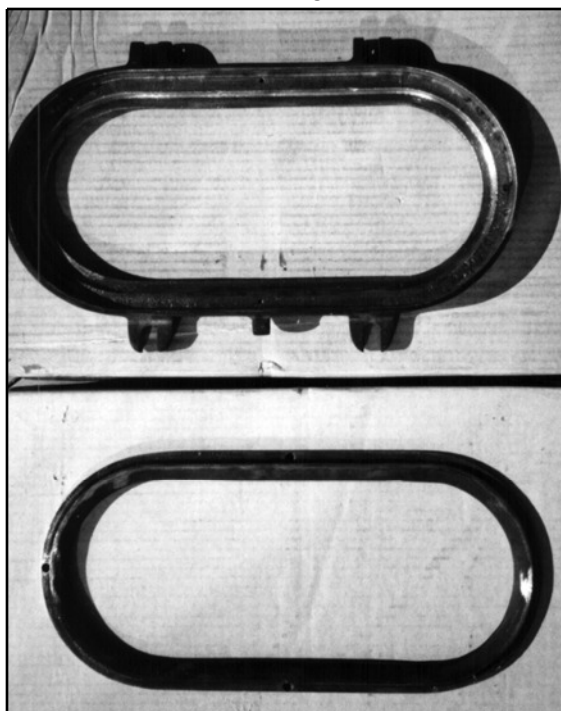
Mark any portlight you remove with tape on which you have written the location of the portlight. They like to go back to their former location and, as we learned, may not fit in a new location.

Remove the hinged frame and glass portion by removing the two brass bolts from the hinge part on top. Be careful, the bolts are a fairly soft material. If you do twist off a bolt head (as we did) don't despair. A 1½" long ¼x20 roundhead brass machine screw will replace the broken bolt very nicely. The new screw will be threaded for its full length. We tried to obtain a replacement from the dealer who sold our boat but they didn't have any of the bolts we needed. A new bolt could be machined but the cost was excessive for our budget. The fully threaded screw won't really cause a problem with wear unless you open your portlights two or three hundred times a day or plan to use the boat for five hundred years.

Use caution when you pull the bolts out, the frames are heavy! We covered the outside of the trunk cabin side where the portlights were removed. Our method was to tape plastic grocery bags (recycling) which had been cut to size. Use 3M blue masking tape and don't tape to any teak trim if you can help it. You may pull off some of that beautiful finish.

The blue tape takes longer to weld itself to your boat and leaves less residue than brown masking tape.

We took our portlights home to work on them. Step number one is to remove the old gasket material. This job is messy but not hard. Once the gasket material has been removed and discarded look for four small screws in the channel that the gasket material just vacated. These are ¼" long #4x40 flat head screws. They are located on each end and at the center of the top and bottom of the channel. You may have to clean the old glop out of the channel to find them. They hold the retaining ring for the glass to the frame. Be very careful removing these screws. It's very easy to split the head in half or round the edges of the slot.



The outer (above) and inner (below) halves of a Baba portlight. -Photo courtesy of S. Hunter

This is not the place for that old screwdriver that's been used for everything but its intended purpose. Either square up the tip of the blade with a file or, better yet, buy a new screwdriver. You can continue to use

the old screwdriver as a pry bar in just a few minutes.

Lean heavily into that good screwdriver and turn slowly. If it does not budge, hold the screwdriver in the slot and tap it with a hammer a few times. You can try Liquid Wrench if this does not work. We had the Liquid Wrench ready but never had to use it. Two screw heads did have split, however. When this happened we removed the remaining three screws and broke the rest of the head off as we pried the inner half of the portlight off. A pair of Vice-grips pliers easily removed the remaining part of the screw which was now exposed.

You can make it easier to pry out the inner half of the portlight by **carefully** cutting away some of the sealant with a single edge razor. If someone has used a lot of adhesive replacing the original portlight gasket (as we had 5 years ago) you may have to pry quite a bit to separate the inner half from the outer half and the glass.

Before we began this step we put tape on the glass to reduce the amount of broken glass we'd have to clean up. Do this in a place where clean-up will be easy. We had quite a bit of breakage due to the adhesive mentioned earlier. The tape held the glass together well. You only need one original as a pattern to cut the replacement material.

We had to use three screwdrivers, two of them large ones, to pry the portlight rings apart. We started by forcing a large screwdriver between the glass and the inner half by pounding it with a hammer. Once it's in, pry up and be prepared for breaking glass. We generally had to pry with the 2 large screwdrivers until we could catch the edge of the inner ring and pry up with a small screwdriver against the outer half.

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Baba Salt

Received in E-mail

[Here are two items from Alan Sugarman's (sugarman@hyperlaw.com) experiences with his 1985 Baba 30, *Framboise*, hull no. 227. - ed]

For a couple of years my anchor locker appeared to be too wet and then I started to get water staining in the forward bulkhead. There are screws attaching the forward bulkhead to the stem post. After a day with 3 inches of rain, I realized that water was leaking in at the seal where the stem [or samson - ed] post goes through the deck. The seal area was neatly concealed by some quarter rounds installed by an over-eager builder. Anyway, I removed the quarter round molding, and the caulk came out with them, and then resealed the gap, and did not replace the quarter rounds. Also, it seems that the screws attaching the bulkhead to the post were not sealed which is how the water was getting into the teak bulkhead, so I removed and resealed the screws. Unfortunately, I now have some permanently discolored teak.

Increase the light in you cabin and reduce power consumption by replacing the incandescent bayonet lights with halogen bulbs. Ancor sells a bayonet socket to halogen bulb

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You may bend the inner half a bit getting it pried out. Not to worry. You can make it flat again with a push here, a pull there, a shove with the heel of your hand with the frame propped up on a block of wood, etc.

You can remove the old glass now that the portlight is apart. We cut the old sealant with a single edge razor. (Do this carefully or you will have an opportunity to see if your blood is a nice healthy red!) Next, remove the old sealant from the portlight frame and retaining ring. We just clamped a two foot piece of 2 x 4 to the railing of our deck (no, no, the deck at home!) and gently clamped the portlight pieces to the board. We used a Vermont American brass coated wire wheel in our electric drill to clean the old sealant off. It was about the same width as the channel and approximately 2 inches in diameter. With a little care you can remove most of the sealant without scratching things that will show. Cathy used mineral spirits to soften any remaining sealant and cleaned the residue out with a screwdriver. Then she cleaned both halves with rubbing alcohol to remove any film or bits of old sealant so the new sealant would adhere better. We replaced all the little brass 1/4" long #4x40 screws at a cost of 10¢ each. Four screws per portlight times the twelve portlights came to \$4.80. This ensures a nice new screw head will be there if we ever take them apart again.

Cathy and I replaced our glass with lightly tinted 1/4" thick Lexan. We had a source of like new Lexan. We took a piece of Lexan and a portlight to a local glass firm. (River City Glass in Bangor, Me.) They cut the Lexan using the old piece of glass as a pattern, installed it with new sealant and put the new screws in for \$5.00. At that price it wasn't worth cleaning up the mess we would have made doing it ourselves so they did the other 11 also. We got our new gasket material from M & E Marine. It is white and 5/16" square. It's located on page 165 of their 1996 catalog as part number 21413 at \$1.95 per foot. M & E's phone number is (800) 541-6501 (they're located in Collingswood, NJ). You'll need 36 inches of gasket per portlight. Yes, that's right, 3 feet! Trust us on this one. We used this material 5 years ago to replace the original gasket which was reverting to its natural state. That replacement held up quite well, showing only a few signs of what appeared to be ozone cracking. We cut our new material to length and pressed it into place. After our battle with the adhesive we had used 5 years ago, we decided to try using no adhesive. So far, (2 months) this is working out just fine. If you insist on using an adhesive then use it sparingly.

If you have any questions, call us at (207) 947-5301 (before 9 PM, please) or write to us at:

Stan & Cathy Hunter
13 Sunset Ave., Apt 10
Bangor, Maine 04401-3192



Items For Sale

Baba 30 Stay Release Lever with Inner Forestay
ABI heavy duty chrome on bronze release lever set up for Baba 30 with complete 1/4" inner forestay and hardware attached. Asking \$225.

Baba 30 Full Boat Cover
Lightly used brown Sunbrella boat cover with all the zippers and fasteners to accommodate a standard Baba 30 rig. Made by California Custom Canvas, covering the boat to the bulwarks and below. Asking less than half its cost at \$950.

Bob Haussler - (919) 994-1399 - 7256 Willowbank Way, Carmichael, CA 95608



Baba Salt Subscriber List**Baba Salt**

[The following list is **strictly for personal use** and not to be used for solicitation of any type. The addresses are sorted first by state and by city name within the states. If you find an error in the list, please use the survey form on the back cover to update the information. - ed]

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"Snow Shoo (ex-Tashi-Baba)",
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Fuss, Wolfgang & Joan
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"unk", unk unk hull no. unk

Hausssler, Bob & Nancy
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"Drummer", 1982 Baba 30 hull no.
120

Tucker, Beau
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(714) 494-7815
"Old Sea Dog", unk Baba 30
hull no. unk

Lutz, Tim & SuAnne
14400 Idaho Maryland Rd
Nevada City CA 95959
(916) 478-9272
"Ali Baba", 1985 Baba 35 hull no. 122

Han, Ijen & Mei Ling
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"Malulani", 1983 Baba 30 hull no. 201

Dwinnell Jr., MD, Frank L.
4818 Casals Place
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"Serena", 1984 Baba 30 hull no. 213

Herriman, Pat & Carol
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San Diego CA 92166
"Lorac", unk Baba 30 hull no. 71

Lasswell, Jim & Evelyn(winter add)
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"Time", 1985 Baba 35 hull no. 113

Crezee, Frank J.
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Santa Monica CA 90405
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"Reverie", 1985 Baba 35 hull no. 115

Mathews, Mike
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Ventura CA 93001
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"Lord Magic", 1979 Baba 30 hull no. 63

Jones, Casey A. & M. Ann
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"Cambria (ex-Orion)", 1979 Baba 35
hull no. unk

Kauk, Pete & Judy
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"Twilight Time", 1979 Baba 30
hull no. 64

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"Yankee", unk Taswell 43 hull no. 27

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Orange Park FL 32065-7201
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"Sayonara", unk Baba 30 hull no. 110
Neuwirth, Joe
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Gainesville GA 30506
(770) 887-7373
"unk", unk unk hull no. unk

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Richmond Hill GA 31324
(912) 727-3436
"Lorelei", 1981 Baba 30 hull no. 107

Poulin, Carl & Carol
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P. O. Box 33
Honolulu HI 96819
"Genesis", 1978 Baba 30 hull no. 8

Clair, Randall & Jean
225 Bradford Ct.
Lake Bluff IL 60044-1910
(847) 234-9310
"unk", unk Tashiba 36 hull no. 18

Frederick, Christabel & Paul
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Lake Bluff IL 60044
"Duck Soup", unk Baba 35
hull no. 114

Sawyer, Charles & Claire
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Patterson LA 70392
(504) 395-3547 eve
"Autumn Moon", unk Baba 30
hull no. unk

Kahn, Rich & Elaine Spaulding
c/o Annapolis Sailyard, Inc.
326 First St. - Suite 18
Annapolis MD 21403
(410) 268-4100 wk
"Sea Bastion", 1985 Baba 35
hull no. unk

McEwing, Karen & John
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"Sustenance II", 1986 Tashiba 36
hull no. 2

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hull no. 227

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"Puffin", 1986 Baba 30 hull no. 239

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"unk", unk unk hull no. unk

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"Callisto", 1979 Baba 35 hull no. 10

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"Renegade II", 1984 Baba 30
hull no. 230

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478 Grouse Drive
Bath PA 18014
(610) 837-1417
"Tsunami", 1987 Tashiba 36
hull no. 16
Pearsall, Rusty & Amanda
5 Center Avenue
Topton PA 19562
(610) 682-0783 hm (610) 682-4536 wk
"Reminisce (ex-Orion)", 1980 Baba 35
hull no. unk

Landry, Duane & Jane
6319 Meadow Rd
Dallas TX 75230
"Whisper", unk Tashiba 31 hull no. 24

Rodenbeck, Dennis
P. O. 942
Kemah TX 77565
Net addr:74513.2040@compuserv.com
"Anchuca", unk unk hull no. unk

(Please turn to page 10)

Baba Salt**Coconut Telegraph**

"You can hear 'em on the coconut telegraph,
Can't keep nothin' under their hat.
You can hear 'em on the coconut telegraph,
Sayin' who did dis an' dat."

- - Jimmy Buffett

1198 NAVIGATOR OR #154
VENTURA CA 93001
Majestic
AHoy BABA SALT 9/13/92
"LORD MAGIC" is HOME
AFTER ALMOST 6 YEARS
CRUISING PACIFIC ISLANDS
COVERING BETTER THAN
31,000 MILES. NOW, MUST
PREPARE FOR NEXT VOYAGE
TERMINATING IN HAWAII IN
3-4 YEARS. HOPE ALL OWNERS
ARE ENJOYING THE BABA AS I AM
ALL THE BEST - Mike M.

Aerial of MARINA DEL REY, CALIFORNIA showing Los Angeles on the horizon.

Photo by Gunnar Kullenberg

MLA-13



Marina Del Rey

Ahoy Baba Salt

"Lord Magic" is home after almost 6 years cruising Pacific Islands covering better than 30,000 miles. Now must prepare for next voyage terminating in Hawaii in 3-4 years. Hope all owners are enjoying the Baba as I am.

All the best, Mike M[athews]

(See page 3 for Bob Haussler's article on Mike's trip. - ed.)



Marty and Susan Martin's Baba 35 Callisto (hull no. 10, 1979)
-Photo courtesy of Marty Martin

From Bill McIntyre:

"Our Baba 30, *Shenandoah*, is berthed at our home; just east of QK FL #9, mile 187.5 in Adams Creek on the ICW. We welcome all Baba, Panda, Tashiba, and Taswell owners passing this way to drop in for a visit.

Barabara Schmidt and Charlie Todd on *Sayonara* passed this way Oct. 31st on their way south.

Hopefully, we will head south ourselves next fall.

Baba Salt*(Continued from page 8)*

Heater, Claudia
307 Bluff Knoll
San Antonio TX 78216
(210) 545-6842
"Nerea", unk Baba 35 hull no. unk

Hansell, W. Craig
1780 E 5600 South
Salt Lake City UT 84121
"Gretel II", unk Baba 30 hull no. unk

Dougherty, Bud & Leslie
1101 So. Arlington Ridge Rd #6
Arlington VA 22202
"Playactor", unk Baba 35 hull no. unk

Tayana Owners Group
Box 213
Mount Vernon VA 22121
"", n/a hull no. unk

Machtley, Ken & Gina Difilippo
2405 166th Ave. NE
Bellevue WA 98008
Net addr:kenm@onyxcorp.com
"unk", unk unk hull no. unk

Acker, Janet & Barry
P. O. Box 11
Eastsound WA 98945
(206) 324-23675
Net addr:execedus@pacificrim.net
"unk", unk unk hull no. unk

Tyrell, Jim & Sue Noble
P. O. Box 648
Eastsound, WA 98245-0648
(360) 376-6232 (360) 376-7576 cell
"Copper (ex-Bodega)", 1978 Baba 30 hull no. 125

Robinson, John & Linda
7510 Mercer Terrace Dr
Mercer Is WA 98040
(206) 236-1994
"Bordeaux", unk Baba 35 hull no. unk

Price, Noel
P. O. Box 293
Neah Bay WA 98357
(360) 683-7928
"Jadewood", 1977 Baba 30 hull no. unk

Bergstrom, Neil
250 Jansen Road
Nordland WA 98358
"unk", unk Baba 30 hull no. 105

Bauer, Rod & Karen
P. O. Box 1733
Olympia WA 98501
"Oasis", unk Baba 30 hull no. 130

Beard, Tom & Carolyn
2273 Mt Pleasant Rd
Port Angeles WA 98362
(360) 452-9940 (360) 457-5952 fax
Net addr:tbeard@olympus.com
"Moonshadow II", 1978 Baba 30 hull no. 53

Becker, Pete
61 Condon Lane
Port Ludlow WA 98365
(206) 437-2106
Net addr:pete@daka.com
"Nancy P.", unk Baba 30 hull no. unk

Bechtel, Harry & Paula
15705 NE 110th
Redmond WA 98052-2618
(206) 885-6673
"Gingerlady", 1978 Baba 30 hull no. 29

Carr, Walt & Maggie
3608 Lakewood Ave. So
Seattle WA 98144
(206) 725-2377
"Windsome", unk Baba 40 hull no. unk

O'Leary, Valerie & Michael
3412 - 11th Ave. W
Seattle WA 98119
(206) 285-9256 (206) 575-0450 wk
"Begorrah", 1985 Panda 38 hull no. 23

Reebs, Janice & David Rust
3002 NW 72nd St
Seattle WA 98117
(206) 782-8066
Net addr:drust@dtl.com
"Starshine", 1979 Baba 35 hull no. 28

Richardson, Bob & Candace Allen
8845 42nd Ave SW
Seattle WA 98136
"Baba BarAnn", 1987 Tashiba 40 hull no. 162

Robinson, Robbie
Signature Yachts
901 Fairview Ave N #A140
Seattle WA 98109
(206) 283-8676 hm (612) 941-0229 fax
Net addr:SigYachts@aol.com
"Kan Pei", 1986 Baba 30 hull no. 245

Weymiller, Allen
Apt 105
734 Broadway Ave.
Seattle WA 98102
"Pixie", 1977 Baba 30 hull no. 3

Crowell, Gary & Rebecca
3309 N 31st St.
Tacoma WA 98407
(206) 761-1090 (206) 924-2491
Net addr:gcrowell@aol.com
"Galore", 1984 Panda 40 hull no. 128

Thordarson, Stef & Marilyn
5302 North Lexington Street
Tacoma WA 98407-2253
(206) 759-5199
Net addr:thordam@wdni.com
"Circe", 1981 Panda 40 hull no. 18

Purvis, Aaron & Jackie
802 NE 159th Ct
Vancouver WA 98684
(206) 798-2937
"Mudjeekowitz", unk Baba 30 hull no. unk

McIntire, Ken & Carol
1417 Wilson St.
Eau Claire WI 54701
Net addr:mcintkd@uwec.edu
"unk", unk unk hull no. unk

Stock, Emil F. & Mary
492 Hillcrest Rd
Grafton WI 53024
(414) 377-6469
"Elysium", 1985 Baba 30 hull no. 237

Johnson, Sunny
Unit #1 - 2330 Harbour Road
Sidney BC V8L 2P8 Canada
(205) 655-1877 same
"Raven", 1989 Tashiba 40 PH hull no. unk

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Baba Salt

(Continued from page 10)

Ta Shing Yacht Building Co., Ltd.
c/o Y F Juan 4 Shing Yih Road
An-ping Industrial District
Tainan, Taiwan Republic of China
886-6-2615176~9 fax 886-6-2644672
""; n/a hull no. unk

In the next issue of **Baba Salt**, Charlie Todd and Barbara Schmid talk about their Baba 30, *Sayonara*, which they've cruised up to Fredrickton, NB last summer. In the next issue of **Baba Salt** we'll run a description of their trip up the Saint Johns River and over the river's Reversing Falls. Photo courtesy of Charlie Todd



Received in E-mail

[Here's an e-mail note to live-aboard mail list called "A Round Dozen Newbie Observations" too good to pass up]

1. When I moved aboard, I started using all of the (mostly 25-year-old) systems much harder than they've ever been used before.

2. A significant number of them have broken. The rest have given me notice.

3. My fuel feed system consists of several valves, a maze of hoses, two fuel filters, a voodoo doll, and an on-call demon. None of which work the way the pencil diagram on the wall says they do. Only the demon understands it, and he requires live sacrifices.

4. It is better if my water runs out in the middle of the dishes than in the middle of a shower.

5. Radio Shack speaker wire must be cheap. Most of my boat is wired with it. Well, the part I haven't already rewired, anyway.

6. Electrical books are not in English. And they're user-hostile.

7. Cast-off garden hose must be cheap too.

8. If ducks were any dumber they'd have chlorophyll.

9. New halyards stretch in the rain. They wait until 3 in the morning.

10. The leak is not coming from where you think it is coming from.

11. Boats dissolve in water. Slowly but steadily.

12. The left over piece of wire is 3/4" too short. There's more wire, but none of it is black.

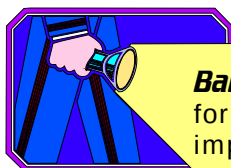
--Shellie Taylor, Captain of POP (Pile of Parts) - shellie@netcom.com

[The live-aboard mail list subscription address is:

majordomo@centaur.astro.utoronto.ca

Send the message:

"subscribe live-aboard your_name" in the message text. As the list's name implies, the main areas of discussion relate to living aboard with correspondents from mainly North America. The moderator, Stefan Mochnaki, lives aboard in the Toronto area]



Baba Salt is looking for how-to, boat improvement and repair articles and photos.



Baba BarAnn Around the Pacific Ocean

Bob & Candace Richardson's two year voyage in a Tashiba 40

Monterey to Santa Barbara

We liked Monterey so much we stayed there four nights. It was fun watching the sea lions, pelicans, and otters, although I never got used to the stupid barking of those dumb sea lions. I mean all night long they would bark. The only quiet time seemed to be between 0600 and 1100. We went to the world famous sea aquarium. Yes, it is a bit nicer than Seattle's. We restocked at Safeway. We've noticed that the Safeway's here in California don't seem to be quite as nice as the ones in western Washington. However, they do sell scotch! We walked all over town, trying to find some ink jet paper for the Diconix. Six stores later we found it, and bought 3 packages. That should last a little while. We also picked up photographs which REI developed and sent to the Monterey P. O., General Delivery. These included several shots covering the trip to San Francisco. Richardson's Law is "The amount of fun is proportional to the number of dumb photos." We obviously had a lot of fun. The dumbest pictures were taken with the camcorder, but we really enjoyed them.

From Monterey the next stop was San Simeon, more than 90 miles away. Due to the length of the passage, and the likelihood of fog upon arrival, it was prudent to leave Monterey at 1800 in order to arrive during the day. When we tried to weigh the stern anchor in Monterey, it wouldn't budge. Using the boat's engine to apply some

real pressure... snap, the anchor rode broke. Boy, was I ticked off to leave my Danforth stern anchor and some chain on the bottom of the bay.

The overnight passage was not without its thrills. About midnight, with Candace on watch, we came nose to nose with a very large freighter. They decided to cut directly in front of us. Candace kept trying to stay on the right, like she's suppose to, while the freighter kept turning to port, crossing



Three quarters of the Richardson clan picnicking at Cabo San Lucas with the remaining quarter of the clan behind the camera.

-Photo by Bob Richardson

in front. Finally, both boats took sharp turns to the left to avoid collision. She'd been watching this freighter for at least six miles. It was going to pass slightly to our port. Then, all of a sudden, it decided to turn in front of us! At midnight! In perfectly clear weather!

Just before arriving in San Simeon, we saw two sharks. They were moving slowly, as close as 50 feet away. Above the sea surface we could see a dorsal fin... a black, equilateral triangle, about 18 inches on each side. It seemed pretty large to me.

San Simeon was very pretty. The cove had only four sailboats, two power

boats, and two fishing boats. There were several otters... no sea lions. The next day we rowed the dinghy into shore, and walked about a mile to catch the bus for the Hearst Castle tour. If you ever get a chance, don't miss it. It was one of the most enjoyable, interesting place I'd been to this side of the Smithsonian Institution in Washington, D.C.

When we got back to the dinghy, later that afternoon, the "surf was up" (perhaps only 2 feet) and we had to launch the dinghy through the waves. We need a lot more practice. Candace and I were on opposite sides of the dinghy, standing in shallow water and trying to time the waves so we could get over them before they broke. I shouted "go!" and started pushing the dinghy out into deeper water. Candace thought "go!" meant get in the dinghy. What a disaster! We took on one wave that soaked us and filled the dinghy with about 6 inches of salt water. But the weather was nice, the water wasn't too cold, and we got back to the boat safely.

The next day, Sunday October 8, we went to San Luis Obispo Bay. The seas were too rolly there, and we were glad to leave the next morning, for the trip around Pt. Conception. This is the big turning point. It separates Northern California from Southern California. One book calls this point the "Cape Horn of the Pacific." We were lucky to have very calm weather. It blew 22 knots, right on our nose, at Pt. Arguello, but by Pt. Conception it was about dead calm.

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Baba Salt

(Continued from page 12)

We spent the night about three miles east of the infamous point, in a windy spot called Cojo Anchorage.

Tuesday, another very calm day, we motored to Santa Barbara. We encountered about six offshore oil rigs, but no real excitement. The last few days, since San Simeon, I've enjoyed reading the autobiography of Marion Davies who was William Randolph Hearst's mistress. She was really beautiful. She sounds like an air head, but, wow, was she beautiful. [Her story is indeed a sad one. Hearst tried to make her into a dramatic movie actress, a role she was ill-suited to. She did have some comedic talent and might have done well in this regard but Hearst wouldn't hear of it. After Hearst died, his family conspired to keep her from attending his funeral. Al Stewart's current album "Between The Wars" has a track, "Marion the Châtelaine", about her life. I recommend the song and the album. Ed.]

We're looking forward to replacing our Danforth anchor, getting our mail, and doing several chores in the big city, Santa Barbara. We haven't done laundry since Benicia, three weeks ago.

☞Santa Barbara☞

On October 10 we motored into Santa Barbara and spent the night at a rocking anchorage, east of Sterns Wharf. It's been pretty disappointing that we've had to motor so much since leaving San Francisco. But the motor has loved the exercise.

We really liked Santa Barbara. Can you believe we spent 13 days there? Everybody seemed more personable, ditto with super market checkout clerks, and other salespeople. Well,

that wave we took in the dinghy, getting back to the boat in San Simeon, was a hell of a lot more damaging than we could have expected.

Saltwater ruined both the camcorder and our 35mm camera. We took the camcorder to a repair store in Santa Barbara. They estimated that it would cost \$500 to fix it. We said no thanks. Even if they fixed it, the camera would be just as vulnerable to the next wave. Our Canon AE-1 was about 12 years old and likewise not worth repairing. We figured it was a \$1,500 wave we hit in San Simeon. Pretty expensive lesson!

In Santa Barbara we bought a Nikon camera that can be taken 10 feet below the surface. It's an automatic everything camera, but should be able to take the saltwater environment very well. We've never thought that automatic focus cameras did a good job. Candace even prefers to set the speed and aperture herself. Auto loading, winding, and unloading are just battery wasters. Anyway, that's what we've got now. Partially because of the camera, with its two AA batteries, we bought some rechargeable batteries at Radio Shack, as well as the recharger. We also bought some rechargeable batteries for the Diconix printer. Our computer printer can run on batteries; five rechargeable "A" batteries fit inside the platen.

We also put a completely new ham radio antenna up. It was a cheap \$8.00 one from Radio Shack, but did it help! We used one of the ham radio nets and contacted someone in Tacoma for a telephone patch to Alex on Mercer Island. We hope to use the ham radio a lot more now that our rig is working so well.

In Santa Barbara I also wired in a cigarette lighter. It seems that all DC systems get their juice from cigarette lighter sockets! Of course, that's because most people only have DC systems in their car, and they can get access to the battery most easily via the cigarette lighter. We use the lighter primarily to plug in our 300,000 candle power spot light (good for checking out anchorages at night.) However, I've discovered that another great use for the lighter is to melt the ends of freshly cut nylon lines. Works great.

In Santa Barbara I also improved our anchor equipment. On the bow roller, we have a 45 pound CQR backed with 175 feet of chain and 200 feet of nylon rode. We also have a Danforth plow (similar to a CQR) backed with 6 feet of chain and 200 feet of nylon. With only six feet of chain, its lower weight makes it easy to row for a second bow anchor. Hanging on the stern pulpit we have the new Fortress anchor. In the lazarette there's a duffel bag with 6 feet of chain and 200 feet of nylon rode. The bag can be easily lifted up, attached to the stern anchor, and put in the dinghy, to row out a stern anchor.

We generally just drop the main CQR at 25 to 35 feet, and let out four to one scope. After making sure it's set, we then put on our anchor bridle. That's a single chain hook with two 25 foot lines attached... one leading to the port, the other starboard, hawse holes. The bridle not only provides an elastic snubber for the chain, but also keeps the chain off our bowsprit when the tide changes. So, with the bridle, it ends up being about 5:1 scope. Of course, tight anchorages demand less scope, and more open-to-the-weather

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Baba Salt

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anchorages beg for more.

In Santa Barbara I spent a lot of time researching solar panels and GPS (Global Positioning System). Despite the nice price (now down to \$2,550) and cute, compact size, I'm not that impressed with the Magellan GPS. I think that more expensive systems may work a lot better. I'm waiting for the prices to drop some more on GPS. At the moment, I don't like ARCO solar panels. They seem to have the most amps per square foot and per dollar, but they're heavy, cumbersome, and breakable. Solvionics are nice and flexible, but don't provide as much juice per dollar or per square foot. If the Solarex panels pan out as advertised, I'll be getting some of them for the boat. The wind generator can't provide all the battery charging that we want. I'd like to run the engine as little as possible just to charge batteries. With all the motoring we've done since San Francisco, we've only had to run the engine six or seven times just to charge the batteries. That's pretty good for two months.

Another "project" in Santa Barbara was the purchase of some "Rocker Stoppers" to cut down the motion at roly anchorages. I hope they work. Finally, we got another, second hand dinghy while we were in Santa Barbara I bought a nine foot Achilles dinghy, with all the accessories, for just \$240. We've heard about several boats which had their dinghies stolen in Mexico, so we've got some insurance. It can be quite difficult to replace a dinghy, as well as quite expensive. Anyway, this was a great buy, and we had room to store it under the vee berth.

Perhaps the most difficult, and maybe the most important, project completed in Santa Barbara involved the radar cable. When we installed radar in Seattle, we didn't pay attention to the potential of the cable banging inside the mast when the boat rocked. Of course, at Ballard Mill Marina, it wasn't a problem. Well, in the real world, it is.

After thinking about the problem for quite sometime, I got some sheet foam cushion material from a carpet store in Santa Barbara (\$3.00 for eight square feet). This was cut into 2" wide strips. Candace then hoisted me up the mast in the bosun chair, where I disconnected the cable. I tied a messenger line to it, and lowered it down the inside of the mast. She wrapped it with the foam strips and tape. I raised it back up the mast. Everything was reconnected after much effort spent in fishing the cable back out of the little hole in the mast. The cable is now quiet when the boat rocks.

The earthquake in the Bay area didn't hit this far south. Like so many others, I had tuned in the TV to watch the World Series, only to see all the grief in San Francisco. The fire in the Marina district was just a few blocks from where we had docked the night we had dinner at John Atteridge's. We had walked up the street to Lombard Avenue on two occasions. We were glad we weren't there. What a tragedy. What a mess.

Received in E-mail

[The following e-mail was received from Richard Cassano concerning his Tashiba 40, *Grey Eagle*, hull no. 160. - ed]

I was wondering if Baba Salt has a classified section for subscribers to post items for sale? I have brand new dinghy davits that came with my Tashiba 40 and I don't ever plan on using them. I will be installing a Monitor wind vane where the davits would be holding the dink. Also, I could use some moral support and technical suggestions from others who have drilled the sixteen holes in their stern to mount the Monitor. If anyone has any suggestions specific to the Tashiba 40 installation, please send them by e-mail (rcassano@equinox.net).

[As this issue shows, there's no particular spot for "for sale" items but subscribers are invited to send notices of items for sale and items wanted. - ed]

[Thanks to web surfer Joe Brant (jbrant@highpoint.net) for this tip. I've chatted with the author and recommend this "book" - ed]

I mentioned in one of my letters some time ago that a friend had told me about a Baba 30 story called "Sailing The Dream" on the Internet. I've just found it [but] haven't read much yet. You probably already know about it but if not, you may want to check out the following:
<http://www.coconutinfo.com/sailingthedream/cover.html>

[The URL is one long string, broken here only because of the limited width of the column. For the "web-impaired", the "book" is also available as a CD-ROM. - ed]



Introducing The New Baba T-Shirt

The new Baba t-shirt has a 12" line drawing of a Baba 30 on the front with "Baba! Panda! Tashiba!" below the drawing. The lettering and drawing are light brown and the shirt is natural cotton fiber. The shirt is a Fruit of the Loom crew neck t-shirt made with Supercotton extra-heavy 8 ounce pre-shrunk 100% cotton with minimal shrinkage. The shirts are available in L and XL (large and extra large).

The original Baba 30 t-shirt is available in the following colors and sizes:

Color & Size	Red	Blue	Jade	Black	Green
Large	3	7	4	1	14
X Large	2	5	5	3	6

Thanks for your support which helps offset postage costs of the newsletter. After expenses, each shirt sold puts about \$2 into the newsletter kitty. We have been contacted by a few of you about shirts for other Baba, etc. models, which we can order if enough interest exists. Please don't hesitate to send your comments/desires. As you might guess, the business that makes the tee-shirts for us also offers everything from sweat suits to mugs, long sleeve t-shirts to canvas bags. Once the art work is done, we can have it put on just about anything!

Bob and Nancy Haussler
(916) 944-1399 (evenings)
7256 Willowbank Way
Carmichael, CA 95906

- ★ -

The \$13.00 price includes S&H, CA sales tax and \$2 per shirt for **Baba Salt**
Please make payments in US dollars

Your shipping

ORDER NO. 97
NAME -
1/18/97
1211 PLOI
ROBERT H. DEERY
1211 PLOI
1211 PLOI
1211 PLOI
1211 PLOI

Baba Salt**Baba Salt** Subscriber Survey

Home Phone: _____ Work Phone: _____ Internet Address: _____
 (indicate if this is a fax no.)

Boat Name: _____ Hull No.: _____ Year Built: _____ Boat Type: _____ Engine: _____
 (Baba 35, Panda 34, etc.) (none, Volvo, Yanmar, etc.)

Prop Type: _____ Stuffing Box: _____ Steering Sys.: _____ Windvane: _____
 (stock, Max-Prop, etc.) (stock, dripless, etc.) (wheel, tiller) (none, Monitor, etc.)

Autopilot: _____ Roller Furling: _____ Gallows: _____ Dodger: _____ Teak Decks: _____
 (none, AutoHelm, etc.) (none, Harken, etc.) (yes, no, off) (yes, no) (yes, no)

Windlass: _____ Quarter Berth: _____
 (none, S-L, Vetus, etc.) (yes, no)

Main Anchor: _____ Main Rode: _____ Secndry Anchor: _____ Secndry Rode: _____
 (CQR 35, Danforth, etc.) (x' chain, x' line, etc.) (CQR 35, Danforth, etc.) (x' chain, x' line, etc.)

Storm Anchor: _____ Storm Rode: _____ Dinghy: _____ Lifteraft: _____
 (CQR 35, Danforth, etc.) (x' chain, x' line, etc.) (none, inflatable, etc.) (none, Avon, etc.)

Stove: _____ Heating: _____ Refrigeration: _____
 (none, fuel type, etc.) (none, fuel type, etc.) (none, Grunert, A-B, etc.)

VHF Radio: _____ Ham Radio: _____ SSB Radio: _____ LORAN: _____
 (none, Icom, etc.) (none, Icom, etc.) (none, Icom, etc.) (none, Furuno, etc.)

GPS / DGPS: _____ Radar: _____ Depthfinder: _____ Knotmeter/Log: _____
 (none, Garmin, etc.) (none, Raytheon, etc.) (none, Datamarine, etc.) (none, Datamarine, etc.)

AWG/Anemometer: _____ No. of Batteries: _____ Battery Capacity: _____
 (none, Datamarine, etc.) (1, 2, 3, etc.) (250, 325, etc.)

Please indicate name and address changes on the mailing label below. If you do not want your address or phone number made public, please mark this form accordingly! Even if you've filled out this form before, feel free to use it to let us know about changes to your boat. Please return this form to the return address below.

Baba Salt

If undeliverable, return to:
 Richard B. Emerson
 940 Delaware Avenue
 Lansdale, PA 19446 USA

 Postage
 Goes
 Here

what's inside...

Cabin Heaters, Propane and Solid Fuel
 A Visit With Mike Mathews Aboard *Lord Magic*
 Replacing Baba 35 Portlight Glass
 The **Baba Salt** Subscriber List
Baba BarAnn Around the Pacific Ocean

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