

Baba Salt

A Quarterly Newsletter for Baba Owners

Spring 1996

Among the signs of spring are the boat shows and open houses at various brokerages; it was at just such a gathering that I was able to meet with Bob Perry. We talked about... well, you can read the interview on page 3 for yourself.

Bob was at Crusader Yacht Sales in Annapolis for Crusader's presentation of Saga Yachts' Saga 43. The Saga 43 is not an adaptation of the boats we sail but his discussion of the boat and his comments to questions as he made his presentation are still worth noting.



The conversion to paid subscriptions for **Baba Salt** has produced mixed results. The good news: I've received a number of very encouraging letters (I now know enough Texan to say "good on you" with some authority!) and some folks included pictures as well. The not so good news: out of a mailing to 140 people, only about 60 people subscribed!

This doesn't end production of **Baba Salt** by any means! The cost to produce and mail **Baba Salt** remains about the same at 50 or 150 copies. The USPS bulk rate permit requires 200 mailings so don't expect to see any changes on that front any time soon.

What can **you** do to help **Baba Salt**? Check with your Baba friends and make sure they've subscribed to **Baba**



Nick Hodnett's Baba 30 Puffin (1986, hull no. 236) beating to weather on Long Island Sound

Salt! Pass the word to anyone who might be interested in **Baba Salt**.



A number of people asked about the **Baba Salt** database. It still exists and has been somewhat re-organized. The address information is, of course, in good shape (or you wouldn't be reading this!) There are, however, a number of gaps in the data; people with no boat name, for example. In a great number of cases, even where the boat type and name is known, we have no information about electronics, engines, etc. The next big project will be to update this information.

The biggest problem with updating the database is the sheer size of the thing. There are fields for type of

autopilot, anchors and rode, cooking fuel, etc., etc. I need some feedback on how important this sort of information is to you. If enough people say they want to know how many boats use LPG and how many use CNG, for example, then look for a survey in perhaps the next issue of **Baba Salt**. If there's little interest, than I'll just collect boat names and types.

The database, however, poses a problem for me. I've had requests for addresses (for example, "who lives near me and has a Tashiba 40?") and I've been reluctant to give out this information. Effective with the summer 1996 issue of **Baba Salt**, addresses will be made available on request **unless an addressee specifically asks to be protected**.

I won't sell the list (people who know me have heard my extended rants about junk mail and telemarketing!) but I think this information should be shared to help us keep in touch with each other.



Chris and I are still looking for ideas about a heater for our Baba 35, *One With The Wind*. The two options that seem to be the most workable are in the corner at the forward end of the port settee (across from the entrance to the head) or on the bulkhead between the mast and starboard beam in the main cabin.

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Baba Salt

Please send an account of how you heat your Baba 35 and, of course, include pictures if you can. They'll be scanned so they'll be returned to you.



A note about **Baba Salt** and the Internet: I put the mail list (or listserv) BABA-L together as a way for the 15 or so **Baba Salt** subscribers with 'net addresses to keep in touch. If you have an Internet address of some sort (e.g., use CompuServe, America Online, or, my favorite, nothinbut.net) send me a note and I'll add your address to BABA-L.



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Rallies... A Memorial Day rally is in the works for the Northwest and I've raised the issue for folks near the Chesapeake Bay area. It's a little late for a Memorial Day rally here on the Chesapeake but Chris suggested a good alternative: a rally in connection with the Annapolis Sailboat Show in early October. If you're interested, let

me know.

Does anyone want to host a rally for Baba owners? There are a number of people in Michigan and Wisconsin, the New York City area, and along the Southern Atlantic coast as well as the Pacific coast and the Chesapeake.



To the more junior subscribers of **Baba Salt** the following may seem a little odd but... In the cruising press and elsewhere there are an increasing number of articles about people taking early retirements, etc. and making major lifestyle changes. At marinas a relatively new thread of conversation runs along the lines of "well, we don't see ourselves buying another boat after this" or "this is the last boat we plan to buy". Although neither of us have AARP membership cards yet, we certainly planned the boat purchase that lead to buying *One With The Wind* with the intent of settling down her for a long time.

If you have comments on this subject, please share them with us. I'll summarize the comments we receive in the Fall issue of **Baba Salt**.



In addition to the database project and discussing Baba owners' long-term plans, I hope to have more of Bob Richardson's adventures in **Baba**

Barann and information on replacing Baba 35 fuel tanks. As always, **Baba Salt** still needs articles! **Baba Salt** needs pictures! **Baba Salt** needs **you** to keep this newsletter new and interesting!

Fair winds and following seas !



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+
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For Sale



Baba 35, 1979. *Orion*, refurbished and looks like new. Awlgrip two years old. All instruments and equipment working and in good condition. New Furuno 1621 radar. Perkins 4-108 engine has 1,300 hours and runs well. For equipment list and details contact: Carl W. Thoreson; 15161 Marshfield Road; Hickory Corners, MI 49060 (616) 671-4553 or



For Sale



Baba 30, 1983. Capable Robert Perry world cruiser in excellent condition. Cutter rig, teak deck & brightwork, h/c pressure water, Yanmar diesel, documented. New upholstery, exhaust system, head, lifelines, and batteries. \$55,000 firm. Contact: Aaron Han (916) 455-4309

An Interview With Baba Designer Robert H. Perry

Baba Salt

After Robert H. Perry finished his presentation on the Saga 43 (see "Saga, son of Baba?" starting on page 7), I had a chance to spend half an hour talking with him about Baba 30's, Bob Berg, and the history of the Baba family in general. While I've edited the discussion somewhat for clarity's sake, what follows is, I hope, a fair representation of a fascinating and enlightening conversation.



Baba Salt: Why don't we do the hard one first? You see, I've had a couple of folks ask...

RHP: I'm not going to do the "no fun" ones...

Baba Salt: Oh, no, it's only a brief "no fun" one.

When we met at the Annapolis Sailboat Show a couple of years ago, we mentioned we have a Baba 35 and you misheard and thought I said "30" and you looked sort of "oh dear" like you'd just bit into a lemon. Folks have the impression that you're not real fond of the Baba 30.

RHP: No. I heard this just the other day from a guy named Robbie Robinson and I said, "I don't know where that came from." That's totally wrong. How can you not like a Baba 30?

Baba Salt: Well, there are certainly enough of them out there!

RHP: I've always been amazed at how the Baba 30 sails; one day in light air I chased one in a Valiant 40 [a Perry design - ed.]. We caught and passed them but not without working at it for quite a while. No, that's, that's not correct.

Baba Salt: Well, when we said "no, we have a 35" you said, "oh, that's different" and that's where I got the impression from.

RHP: Who knows where I was at; boat shows do that to you.

Baba Salt: Yeah! Boat shows do that to me, too.

The question that came with that is, "what would you change on a Baba 30?"

So we get to Taiwan and I go with Bob to this place where no other boats are being built ... and here was a Baba 30, it was the very first one - I'm not kidding you - it was a gem!

RHP: Um, the only thing I'd change... [pauses] There are two things I'd change. I'm not sure why, but that well deck forward? [laughs]

Baba Salt: Yeah, that left me wondering "why", too.

RHP: I'm not sure.

Baba Salt: Where did that come from? Was that ordered or did it seem like the thing to do?

RHP: I have no idea. I look at that now and ask "what is that there for? I have no idea." Unless it was a place to throw in lines so they'd be held captive by the boat; I don't know.

The other thing is I'd like to go back

and re-assess the structure, see if I could take some weight out of it. [laughs] Because the boat is massively... have you drilled a hole through your boat?

Baba Salt: I have samples from mine, yes. That's one of the other questions I wanted to ask in a general sense - we can come back to it later.

RHP: Because in those days, you know, with a boat with that sort of a genetic displacement, there was no way at all to keep it light. Well, re-thinking that might be fun; to go back and see what could be taken out in terms of overall weight.

Baba Salt: What was that weight there... My impression is that boats in this general category, not just your designs but everybody seem to be thinking "when in doubt, more fiberglass isn't going to hurt." I have the feeling...

RHP: We didn't engineer the lay-ups in those days. What we did was we used the old Lloyds scantlings for fiberglass boats, which were some of the very earliest, and they were based on an all-mat lay-up. So they gave you ounces of 'glass per square foot which you had to use to meet their requirements. When you translated that into mat and roving lay-ups they were gross overkill.

Baba Salt: Where did Lloyds get their numbers from?

RHP: I don't know, pulled them out of the air, I guess.

I did a custom boat in England and

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Baba Salt

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the Lloyds inspector was there all the time; his solution to everything was "more mat, more mat". So he was always after thickness. And there's a lot of strength to be gained from thickness. Thickness is good, but...

Baba Salt: But after a while it becomes a liability because you're supporting thickness with more mat.

RHP: That's right. The heavier the boat gets, the bigger the loss. So that's where the thickness came from - certainly it's bullet-proof! [laughs]

Baba Salt: But coming back to making changes. I understand your concerns about the cutter rig and the high-cut yankee, but, that aside, anything else...?

RHP: I wouldn't change anything! Because, number one, it's totally in keeping with the character of the boat. You have the option of sailing it as a sloop instead of as a cutter. I don't like high-clew yankees. One day I was out there sailing and a guy came by in a Baba 30 with a friend of mine on board, who I was kind of surprised to see. And they had the yankee lead through the midships hawse. I looked over and said, "George, you've got the yankee lead through the hawse!" and he said, "yeah, good lead, isn't it?" And it was! [laughs]

Baba Salt: [laughing] Yeah!

I've thought about that myself on occasion because I look at the tracks and think "there ought to be something else happening here but I don't really want to mess with it."

OK, let's consider the Baba 30 issue laid to rest...

RHP: I don't think I'd move the mast because, if my information's correct,

depending on mast rake, the Baba 30 could have weather helm or lee helm. So, if you have the ability to dial the boat in over that range, that's good! I think an aluminum mast and nice new sails and maybe I'd pop the rig up a bit because at the weight they're really built at I believe the sail-area to displacement ratio of a Baba 30 is under 15.

Baba Salt: I was going to say... it's my sense that they're somewhat under-canvassed...

RHP: So I'd pop up the rig up as much as maybe 54 inches. Sort of

...if my information's correct, depending on mast rake, the Baba 30 could have weather helm or lee helm. So, if you have the ability to dial the boat in over that range, that's good!

as a start; and then I'd probably go with a double spreader rig. Possibly - I'd have to look at it.

The other thing, if you'd like to see what I'd do to a Baba 30, look at a Tashiba 31. Because that was my attempt to re-do the Baba 30.

Baba Salt: OK. And the same is true for the Tashiba 36 and the Baba 35?

RHP: Yes.

Baba Salt: How much, just for my own obvious personal interest, difference is there in the hull form between the 35 and the 36?

RHP: Quite a bit. The 35 is quite round in its section whereas... When I did the 35, and the 30, and the Tayana 37 and some other ones,

I thought to myself "there is something happening here that isn't happening on the Valiant. And I like it better the way it's happening on the Valiant. What do I need to do?" Because they have distinctly different sectional shapes.

So, when I got the job for the 40, I pulled out the drawings for the Valiant 40 and said, "what did I do back then?" I didn't know anything back then so what was it about that shape? So what I went with on the Baba 40 was, instead of a rounded shape, I went with more of a vee shape. And the Baba 40 is a spectacular sailing boat. Especially the one we have in Seattle with the five foot taller stick.

When I got the [Tashiba] 31 and 36 jobs, I really leant heavily on that hull shape. So they're finer forward; they can't be much fuller aft, and they have a little more deadrise to their section, not quite so round. And their masts are probably a little bit further forward. Yeah, the Tashiba 31 represents what I'd do differently.

Baba Salt: How did you come to [designing the Baba and so on]? I know nothing about the history of the Baba. I mean, occasionally people mention names... I recognize that "Baba" came from Bob Berg and I know "Flying Dutchman" and that point you've pretty much exhausted what I know.

RHP: Well, Bob Berg was a TV lighting technician, I think. He bought one of the very first Tayana 37's and he came to us with it highly modified. He drove us crazy in the office. We almost barred him from coming in the office. But he had all these ideas. So he bought that boat and quit the TV station and went to work with a guy named Will Eickholt

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Baba Salt

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who had this company called Flying Dutchman. And they worked together and sold a ton of Tayanas. And then... uh, I'll get some of this wrong, too, but at some point in time they split up and Bob went with some other guys. Then they came to me with this idea of the Baba 30. It was totally his idea. And, uh, we drew the boat, you know, under his guidance - "this is what I want here, this is what I want there." And off he went to Taiwan with it...

Baba Salt: So he then shopped, in Taiwan, with a set of lines you'd done for him?

RHP: I suppose. All I know is that when we went to Taiwan to see the first one under construction... oh, I knew what to expect, [Taiwanese boats] were all mediocre. Some were bad. But most of the stuff was pretty mediocre. So we get to Taiwan and I go with Bob to this place where no other boats are being built and we have to walk down this alley and we literally have to sort of kick the chickens out of our way and here was this little tiny shop, a little tiny boat building place, and they were building a half-tonner that was designed by a Japanese guy and here was a Baba 30, it was the very first one - I'm not kidding you - it was a gem! The first one, built in this ratty little hole was a great boat!

Baba Salt: And this was Ta Shing?

RHP: This yard became Ta Shing. I thought about it myself many times, why did that yard just come into being with such an elevated level of quality. Was it Bob Berg? It might have been. Because he was so fastidious and attentive to little decor details and all the styling details. In the office the standard joke was you can tell a Bob Berg boat because when you open a drawer, inside is another drawer! [laughs]

Baba Salt: I thought that was the Taiwanese that were doing that!

RHP: No! That's Bob Berg! What he did with those boats was emulated throughout the whole Taiwan boatbuilding deal to the point where people started thinking that was traditional boat building. But it was a totally fabricated deal! Traditional boats never looked like that!

Baba Salt: [laughs] Who was it? I guess it was Practical Sailor that was

What [Berg] did with those boats was emulated throughout the whole Taiwan boatbuilding deal to the point where people started thinking that was traditional boat building.

talking about... the Hans Christian... they were saying "traditional Bavarian boats built in the Taiwanese Alps" or something like that.

RHP: There was a German guy over there who... we used to say "high in the Alps of Taiwan is a small German village." [laughs]

Baba Salt: [laughs] So basically, then, what happens is Berg comes out of his work with the Flying Dutchman and Eickholt and... the point is a Baba 30 is not a Flying Dutchman.

RHP: What happened there is the Flying Dutchman was always the Baba 35. Still in my files it's in my files as the Baba 35. See, what happened is [Berg] got into some sort of fight with Flying Dutchman and with the dissolution of the partnership lost the use of his name, Baba. Which I always thought was

ironic, because it's his name; it shouldn't be up for grabs.

So he lost it and that's why the boats, all of a sudden, became Pandas, that was his deal. And then the yard finally said we don't want anybody helping us to market these boats; they're going to be Tashibas. Ta Yang, Tayana; Ta Shing, Tashiba, which was a terrible name because it sounds like Toshiba.

Baba Salt: So, did you do the Panda or...

RHP: I did the Panda 40 because it started life as a Baba and then became the Panda and then the Tashiba.

Baba Salt: But the Panda has a different transom...

RHP: There's a Panda 38, there's also a Panda 34 which were not designed by me but they're designed by a guy who used to work for me.

Baba Salt: Who wanted the scribed planking on the hull? Is that Bob's doing?

RHP: Yeah. That comes... that's a purely Northwest deal. That's a Northwest affectation which is derived from our local fishing boats. They have plank lines the exact same way. It looks pretty.

Baba Salt: Oh, it does! It does. Again, it's just one of those things I'm curious about how it came to be.

RHP: It's just one of those things... I mean, Chuck Paine [Maine designer - ed.] and I were wondering about that because... he said, "why would anyone want their plank lines to show?" On the East Coast you work to make them not show; we come from a little different esthetic thing that we thought

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Baba Salt

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it was pretty that the plank lines show. And, in fact, it is.

Baba Salt: I agree. One of the things I have to say about the Baba 35 is that it's one of those boats that simply doesn't look bad from any angle I can find. Maybe if I stand in a certain place the cabin house looks a little bit low to my taste...

RHP: No, it's perfect! Cutest cabin trunk you ever saw!

Baba Salt: ... other than that, that boat does not take a bad picture! In fact, here's a picture of a view that still gives me gee-whiz thrills... [a copy of the Baba Salt promotional letter is handed to RHP who looks it over] ...that part about "Moses boats"...?

RHP: Yeah, that's my line.

Baba Salt: OK. [RHP continues to read the letter]

RHP: *Baba Barann!* That's a good one! [chuckles]

Baba Salt: Here's a guy who seems to be phasing back and forth between whether he owns a Baba or a Tashiba.

RHP: The difference is in the number of ports... As it went from Baba 40 to Panda 40 to Tashiba 40, it got plainer. It got cheaper to produce at every step. The wooden hatches gave way to the aluminum hatches... and there are two cabin trunks, too. I had nothing to do with the second cabin trunk and find it ridiculous that they re-tooled it because what they did was to... I'm not sure if they increased the headroom but they

decreased the side deck. [Sketches a cabin cross-section with a settee, cabin sole, and another settee] You don't need headroom anywhere but there [over the cabin sole]! So if you've already got it out to there, why take it out further [to over the settees]? I prefer wide side decks! Another spectacular boat is the pilothouse 35!

Baba Salt: What do you do about people with on-going questions about the boats?

It was Bob's talent to utilize every nook and cranny in the boat ...

RHP: I have a consultation service. For \$350 you're a life-long consultation member which

means you can call me at any time with questions; I'll do my best to answer them. If you want new gear, something I can get a good discount on, I'll help you get it for my cost or close to it.

Baba Salt: Last question! Did you do the interiors or did someone else...?

RHP: We do all that stuff.

Baba Salt: The only problem we've run into with the interiors is they work so well... for example, my wife would really to have like a TV and VCR and in some boats like the Nordic 40 [a Perry design - ed.], we have one right next to us; well, there are places where you can modify something and put it in and it doesn't look like...

RHP: That's Bob Berg. It was Bob's talent to utilize every nook and cranny in the boat which means that you can't do anything to it. It's like a Chinese puzzle, there's no way to re-use the pieces.



My thanks to Robert H. Perry for his time during a busy day. My next step in looking into the history of these boats is to arrange a conversation with Bob Berg.



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Here's one way to make lockers behind a settee more secure in a seaway. Alan Sugarman's Baba 30 *Framboise* (1985, hull #227) has been modified to keep the doors in place in all conditions.

Note the shelf that Alan added to the locker. The shelf helps to control the potential for small objects to tumble around in the locker as well as simplifying organizing the locker space.

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Saga, Son of Baba?

Notes from Robert H. Perry's presentation of the Saga 43

Baba Salt

Those of us who sail boats with full keels and heavy displacement sometimes wonder what is the logical development from the designs we're now sailing. Bob Perry's work for Saga Yachts is one answer. The Saga 43 is a long boat with a relatively narrow beam and moderate displacement. But before you begin to agonize over being left behind in the design wars, consider some of Bob Perry's remarks as he discussed the Saga 43 at an open house at Crusader Yacht Sales this past March.

Perry doesn't consider the Saga 43 to be an innovative design. Instead, he considers the design to be a combination of ideas that have been around and which work well together. He designed a boat that he wants people to either love or hate but aren't neutral about. So far, this sounds like our boats, too.

Perry asked for questions as he made his presentation; the first one from the audience was, "why is the bilge so deep?" "Because it gives a lot of room for storage. Cruisers want that space."

"All else being equal, narrow is faster." One of the things that slows any hull down is drag from a large wetted area. A beamier hull is going to offer more area to the water it's moving through and, therefore, there will be greater resistance to the hull's passage. At least we know why Hans Christians aren't considered rockets!

One thing Perry repeated several times was "more draft! You need more draft!" A deep keel helps a boat go to windward more effectively than a shoal draft boat. "What about a short keel

and wings," was the obvious question. Perry doesn't think much of the idea. "The wing is in 'dirty' or turbulent water disturbed by the hull and can't generate the sort of lift needed for the situation." When he said "with a seven foot draft you can really head into the wind," the Chesapeake Bay sailors in the audience, who frequently sail in waters only a little deeper than that, laughed at the notion. Once again, we don't seem to be too far away

commonly seen big genoa. "Above 10 knots, the performance is almost equal and it takes less work to handle" is how he put it. This topic was raised again towards the end of Perry's remarks.

Part of the preference for long thin boats relates to how the hull's shape varies as a boat heels. The so-called pumpkin-seed hulls are the product of IOR and similar rating rules which favored wide beams. The problems is that as these boats begin to heel, the hull shape in the water is no longer symmetrical and the trim shifts on the boat. With a narrower hull shape, the hull shape, as the boat heels, is less likely to cause problems in trim. In addition to a less beamy hull, shifting the mast forward helps to keep the trim constant.

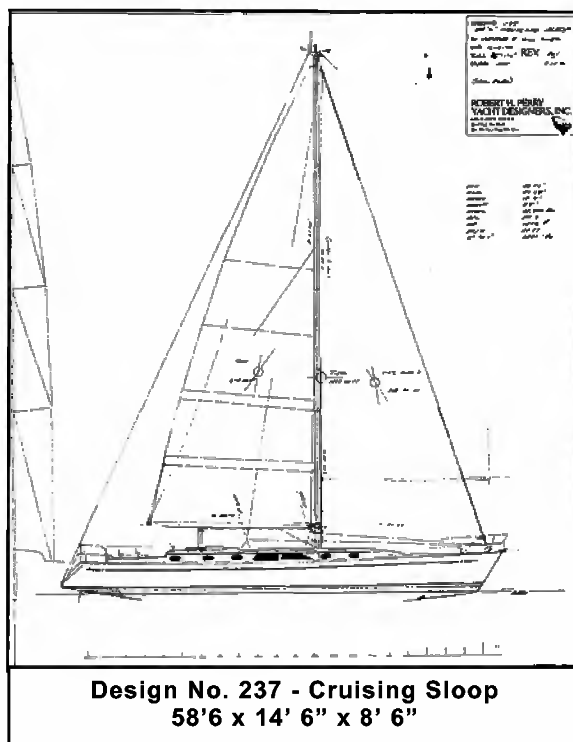
Speaking about deck layouts, Perry said, "I love wide side decks. I pride myself on complex deck layouts." Baba 30 owners will recognize this in the well deck and grating on their boats.

In response to another question from the audience, Perry said he prefers rod rigging over wire rigging because "there are fewer links in the chain" to go wrong.

Personally, I agree with the idea of trying to thwart Murphy's Law by reducing complexity but I'd rather not have to attempt to fix a parted rod stay in Pago Pago.

Concluding his remarks, Bob Perry touched on a few topics he hadn't discussed elsewhere. One topic was to list two points that distinguish production and custom boats. First, custom boats have more storage space, notably, in his opinion, they

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from the basic concepts in this new boat.

We can skip over the idea of twin wheels, port and starboard, to allow a walkthrough cockpit and the Saildrive unit, selected for efficiency for an earlier design which lead to the Saga 43. We'll skip over the preference for a low length to displacement ratio ($100 < 180$). However, in discussing design #237, he mentioned the sail plan called for a blade jib instead of the more

Baba Salt

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make better use of lazaret space. Secondly, custom designs usually offer better engine access.



After talking about the Valiant 40 and describing it as one of his favorite designs, someone in the audience asked, "what's the best design?" "The one the customer loves!"



He dealt with a question about his opinion on cutter rigs. "I've designed more cutters than any other American designer but I don't like the cutter rig. Why? Because I've designed more cutters than any other American designer." The point that he went on to make is, I think, well worth thinking about. "The problem is poor trim - sailing with bad staysail trim is like sailing with the brakes on." He also added that he dislikes jibs with a high clew ; "the clew should never be too high to be reached from the deck".

Those of us who've had the misfortune to see, in a high wind, a sheet unte itself from a high-cut yankee can appreciate the problem. Moreover, the inner forestay makes tacking a large headsail (e.g., a 135% genoa) difficult and adds unnecessary wear. At the same time, however, Perry pointed out that a staysail is desirable in storm conditions. As the sail area is reduced by reefing and going to the staysail, the

center of effort in the sail plan remains relatively constant instead of shifting forward as it does when either furling a genoa or changing down to a smaller sail on a forestay. With the center of effort remaining relatively constant, trim becomes less of a problem.



While the Saga 43 is certainly not an adaptation of the lines seen in the Baba, Panda, and Tashiba family of designs, the family heritage is still



Saga 43

discernible in many ways. That so many ideas and concepts that Perry discussed in connection with the Saga 43 and are seen in our boats is, I think, a validation of the boats we sail.



How have you modified your Baba, Tashiba, Panda or Taswell? Have you added something to the boat or removed something that didn't work as you wanted it to? Send **Baba Salt** pictures or drawings and we'll do the rest to help share your ideas with other owners.

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The first modification to the lockers is to use barrel bolts instead of the less secure "finger breaker" catches. Next, Alan trimmed off the bottom of the



batten at the bottom of the door. Instead, he uses a strap of stainless steel across the front of the door to keep the bottom of the door in place.

The door opens as before however the



bolt is a more secure way to keep the locker door closed. The strap adds more strength to rest of the opening than can be had from relying on a block of wood notched with the grain (where wood is not as strong as when working across the grain). A small bolt minimizes bumps in the settee

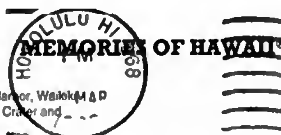
Baba Salt**Coconut Telegraph**

"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

News from Mike Mathews aboard "Lord Magic" (Baba 30) now enroute to Seattle...

3/8/96



Aerial view of Magic Island, Ala Wai Yacht Harbor, Waikiki M & P hotels and apartments. In the distance Koko Crater and Kokohead may be seen.
Photo by Coleracans

ANDY DADA SALT.

"Lord Magic" is located at the ALA WAI BOAT HARBOR, WAIKIKI UNITING FOR THE NORTH PACIFIC WINTER SEASON TO PASS. EXPECT TO ROUND CAPE FLATTERY ABOUT JUNE FOR A SUMMER IN SEATTLE AND ENVIRONS. THIS DADA WAS THERE IN 85 WHERE THERE IS TOO MUCH TO SEE IN ONE SHORT SEASON. APPRECIATE THE NEWS LETTER. ALL BEST WISHES - Mike Jr.

"...We bought our Tashiba 36 hull #2 named *Sustenance* new in 1986. It has been true love ever since.

"Only one major problem in 10 years. About 5 years ago both water tanks developed small pinhole leaks at the welds in the bases of the tanks. The welds rusted and eventually broke through. Both tanks had to be refurbished. Any other Tashiba owners experience this problem?"

Don & Renee Maurer
1900 Fort Street #8
Trenton, Mi 48183

If you've encountered this problem, please share your experiences with all of us by writing to **Baba Salt**. -ed.



P.O. Box 2835,
Honolulu, HI 96828
Photo by Coleracans

"...We were privileged to meet the Bechtels and Ginger Lady last summer in Aulce Bay and also in Glacier Bay and Sitka. We enjoyed our second cruise to Alaska, tho not as much as our first one, six years prior. That was beautiful summer compared to the rainy season last year.

"This summer we will be living and cruising aboard *Time*, our Baba 35, getting caught up on the varnishing and polishing that was overlooked somewhat in Alaska. Our cruising will be restricted to leisurely wandering through Puget Sound and British Columbia waters as the tides and winds take us. We're looking forward to a lazy, relaxing summer.

"We are also considering this summer or maybe next as our last year on *Time* as the years are creeping up on me. We had eight great years living aboard and cruising the Pacific Coast - Skagway to Manzanillo, Mexico - but feel the need to settle down again near home and family. So what I'm saying - without really requesting a "For Sale" ad - is that we would welcome contact with anyone with an interest in a 1985 Baba 35 in the future plans."

James C. Lasswell
12747 Camino Emparrado
San Diego, CA 92128-1405

"My husband and I just purchased a Baba 30, 1978, hull #8, a couple of months ago, and plan to cruise in a couple of years...

"We are especially interested in receiving any info from folks on 'specs' on our Baba as none came with it. You
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can send our address and we'll send a SASE to anyone who might have them, R. Perry perhaps?

"Mahalo for your help and information. You can write us at:
Carl & Carol Poulin
111 Sand Island Acc. Rd.
P. O. Box 33
Honolulu, HI 96819

"We are liveaboards and love our boat!"



The best source for this information is Robert H. Perry Yacht Design, Inc. See "An Interview with Robert H. Perry" on page 3 for information about his "consulting membership", mailing address, etc. - ed.

"...Would any of your readers have any idea about how to locate the hull number for a 1980 Baba 35? Also, has anybody out there re-installed Ta Shing-built dinghy davits? We can't seem to get

anything to line up properly. Our boat [Reminisce - ed.] is presently in dry dock storage at Oxford Boat Yard. Can't wait 'til Spring! Happy sailing - hope to see you out there!"

Rusty and Mandy Pearsall
c/o Topton House
5 Center Avenue
Topton, PA 19562



Edie and I (now retired) spent 3 months in the San Juan's (Washington) and the Gulf Islands and Desolation Sound (Canada) area.

No problems, no break downs, little fog.
Nothing to report -

Ed & Edie Kraft
Reverie II

What have you heard on the Coconut Telegraph? Be sure to share your news and photos with **Baba Salt**.

Frank Crezee's '85 Baba 35 Reverie (hull # 115) riding at anchor (and under way on page 2)



Baba Salt**Baba Barann Around the Pacific Ocean**

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

☞ Introduction ☞

The first time I sailed "offshore" I was thirteen. My friend, Mike Poor, and I sailed his 14' boat two miles off the Marblehead lighthouse. The fog rolled in, putting land out of sight. It wasn't just good luck that we'd had a good chart and a compass; basic navigation skills and a healthy respect for the sea were lessons from earlier years. But I'll always remember that combined sense of adventure and responsibility as we plotted our way through the fog, from racing buoy to navigational marker, until we located our mooring buoy.

The sense of accomplishment was great, yet I couldn't share it with my parents. They would have had a fit if they knew Mike and I were out sailing in the pea soup fog. Nevertheless, it was an experience I sought out several more times that summer.

The first time I seriously considered long distance, off-shore passage making was after reading William F. Buckley's Atlantic High. While Buckley's book may have planted the seed, my neighbor Wynn Kampe nurtured the seed. He was planning a trip around the world and was a constant source of good advice. Finally, hassles at work provided all the fertilizer the seed needed to blossom into a full blown dream that had to be fulfilled. (Wynn's trip ended tragically in Argentina, but not before fulfilling one of his life long dreams, rounding Cape Horn.)

Three months later, my wife Candace and I resigned from our high stress

consulting jobs. We had already purchased a Tashiba 40. We named her *Baba BarAnn* after the Beach Boy's popular song, and dreamt about her carrying us to distant beaches. Why wait? Do it now! Our lives took off on a completely new tack, as we feverishly prepared for a long term sailing adventure. We worked seven days a week, trying to check off all the tasks that accumulated on our "to do" lists.

We read many books written by other cruisers... Hal Roth, the Pardeys, the Hiscocks. We wound



Baba Barann riding at anchor off Admiralty Island's Pybus Bay, between Juneau and Petersburg, on a later voyage.

down one lifestyle and wound up another. We canceled insurance and subscriptions, stored furniture, changed addresses, closed bank accounts, leased out our house, moved onto the boat. We learned about ham radio, navigation, provisioning, DC electricity, marine plumbing systems, customs, charts, first aid, and Spanish.

August 21, 1989 was circled on the calendar as the date of departure. That would make it possible for my

fifteen year old son Alex to join us on the first leg to San Francisco, and not miss school. The lists dwindled; we made it happen.

Can you imagine our excitement, our apprehension? The longest trip we'd taken was a one month circumnavigation of Vancouver Island. We'd never sailed offshore more than a few miles, and never overnight. How far would we get?

☞ The Getaway ☞

On Sunday, we dropped off our car with Alayne, one of Candace's best friends. She said she'd try selling it for us, and did so within the week. Late in the day Joel, my long-time friend and bridge partner, stopped by with a bottle of champagne and final best wishes. That was really nice. That night we walked up to Azteca on Market Street for the "last supper" in Seattle. Shortly after arriving back at the boat, around 9 PM, one of Alex's friends showed up to say goodbye. She didn't leave until 10:30 or so. So our good-byes were said and we were ready to go.

Monday morning it was drop off the key with the marina, top off the water tanks, and then through the locks. I won't be missing them any! One of the first things I noticed was the knotmeter's failure to register our speed. In two years of owning the boat I'd never had that problem. Now, when I'm pulling away from the dock on my lifetime saga, it quits on me! Well, that's something I'll have to deal with later.

Then to Shilshole to top off the diesel tank. While there I started talking to a guy who was filling the tanks in his large, beautiful, \$500,000+ (I can't guess prices when they get that big)

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power boat. When he asked where we were going, I couldn't resist saying "around the world." After chatting some more, he said that he owned a small winery, Salmon Bay, and gave us three bottles to send us on our way. As I write this, we've had one bottle and it's very good... definitely much better than the caliber I'm used to buying.

Now we wanted to take a spin around Elliott Bay to "say goodbye to the office," and perhaps rub it in a little. The Seattle marine operator would not take our International telephone card, since it was a local call, and she wouldn't take our Visa card, either. What to do? We called the office collect and the switchboard operator accepted the call!

We jibed around and headed north to Port Townsend, our destination for the first night. By Point No Point, the wind had swung around to the north, and was quite threatening. The wind generator was screaming and rain was starting to spit. While reefing the mainsail, the wind generator came apart! Two of the four bolts holding the rudder on the generator had shaken loose, making the whole device rattle like crazy. By now it was raining sideways, with the wind gusting to 29 knots straight from the north, and it was getting dark. Port Townsend seemed a bit optimistic, so we headed over to Port Ludlow to lick our wounds.

Into the little harbor at Port Ludlow, we anchored for the night and had a great steak dinner. The rain had stopped long enough to use the barbecue. Early next morning we headed to Port Townsend, in the drizzle, to get the reefing system fixed properly. While there, Alex and I took down the wind generator and fixed the rudder. We also replaced the 6 foot shaft for the blades, which I felt made way too much noise with no appreciable increase in output, with the standard 5 foot shaft. Candace picked up some

more sail repair supplies at Port Townsend Sails.

At 1400 we hit the slack low tide at Point Wilson, and started motoring out the Strait of Juan de Fuca. Although the tide was turning against us, and there was no wind, the sun finally came out, and spirits were high. We had fixed all the major problems, and headed to Port Angeles for the night.

While picking up a mooring buoy, near the ferry terminal, I noticed two cruising boats from Alaska. Cruising boats are distinctive by all their clutter on deck. Several water and diesel jugs strapped to stanchions, bicycles sometime attached to the shrouds, a barbecue, life raft, extra anchors, outboard motor on the stern pulpit, and of course a dinghy somewhere. I wondered if they had just come down from Alaska, and where they were headed.

✦ Passage to San Francisco ✦

Next morning at 0800 we motored into the thick fog and headed west. One eye was glued to the radar, while the other tried to peer through the fog. There are some major-sized logs out there; perhaps 20 feet long and two feet in diameter! While missing tankers to the north (at least they were showing up with regularity on the radar) and dodging logs, we were "surprised" from time to time as we slid within 50-100 feet of some very small fishing boats. These were 12-18 foot open boats with one or two fishermen who would wave and give us a toothless grin, as we passed them in the fog. If only they knew how close disaster was! Because of the 5 foot swell in the Strait, they weren't distinguishable

on the radar from the sea clutter (static-like spots on a radar screen caused by reflections from waves). If we hit them they really would have been sea clutter.

About 1700 we were abeam of Neah Bay. The weather forecast was for more overcast skies and fog the next morning. We saw no advantage to spending the night there, so out into the Pacific we continued, heading toward the southwest and wanting to leave the fog and shipping lanes. Just past Cape Flattery, the radar helped us avoid a collision with a tug and 300 foot barge. It was invisible until perhaps 100 or 200 feet away. At 2000 the wind freshened, and veered to the north, so we hoisted sails and continued down the coast.

We were generally 30-40 miles offshore, with 10-20 knot winds from the north. About one-third of the time, when the wind fell below 5 or 6 knots, we used the "iron genoa" (engine), to both continue our progress and charge the batteries. With radar, LORAN, lights, refrigeration, and radios, we had a heavy electrical diet that couldn't be ignored.

Candace had the 7-11 watches, Alex the 11-3, and I the 3-7 watch. We had the whole world to ourselves; 360 degrees of water and waves. We saw the lights of a few ships the first three nights, but generally we were out of sight of land and ships the entire trip. On Candace's morning shift, August 24, she was visited by 75-100 porpoises. She saw them coming from miles away, generally in groups of three, leaping in unison. Once at the boat they continued to perform for about one-half hour, doing complete flips, belly rolls, and, of course, diving under the boat.

One morning as I relieved Alex for the 0300 watch, we were at the mouth of the Columbia River, about 20 miles offshore. We flashed the light around

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and saw the ocean completely covered with salmon fingerlings. Every square foot of ocean, as far as could be seen, had three or four fingerlings jumping and heading south. There must have been at least 10,000 fish. And we didn't see the ones below the surface of the ocean. That was really spectacular.

The porpoises came a few more times, the weather gradually improved, and our passage was progressing with no problems... except for seasickness. Candace felt really lousy the first 3 to 5 days, Alex didn't feel great but never complained, and I felt punk enough to try one of those scopolamine patches. They worked pretty well, at least for Alex and me.

Life under sail, 24 hours a day, is fairly difficult. The boat is always rocking and pounding through the waves, the noise of the wind and water is non-stop, and it's an effort to do almost anything. Eating requires holding the plate with one hand, and a fork in the other. This means that it's impossible to cut your food with a knife, since you'd need a third hand to hold the plate from falling off the table. Of course your beverage is held between your knees. Walking around, inside the boat, requires use of the hand rails, and a plethora of bruises is inevitable. Difficulty in sleeping goes without saying, even without the need to rise in the middle of the night to take your watch. It was also quite cold. I wore a shirt, a sweatshirt, a heavy wool sweater, a down ski parka, wool hat, gloves, and boots completed my outfit.

Near southern Oregon, about 0500 on my watch, I noticed a light off to starboard, but my radar showed a boat off to port. At first I thought this was because we were heeling a little to port. I held my course and soon saw the boat off to port, which was on the radar screen, and a Coast Guard cutter off to starboard, which had lights on,

but could not be picked up by my radar. Could they have had some kind of device to jam radar signals? Pretty sneaky! They probably were looking for drug smugglers. They checked me out from a mile away, as they slowly continued to the north.

Dead reckoning was crude to non-



Baba Barann reaching off on the high seas

existent, without boat speed or log instruments; however we felt comfortable that the LORAN was working well. Every 2 or 3 hours we'd mark our position on the chart as we continued our progress down the Washington and Oregon coasts. When we crossed 42 degrees north, the skipper cried out "welcome to California," even though we were 40 miles offshore. The boogie box was put in the companionway to blast Beach Boy music out to the cockpit, the sun was shining, with temperatures in the low forties, and the wind picking up along with our spirits.

☞First Storm at Sea☞

We then put a second reef in the main, as the seas were building, perhaps to 10 feet, in the early afternoon. Then the yankee came down and the storm staysail was raised, as sail shortening still seemed smart. Even though the seas had grown to 12-14 feet, the apparent wind speed was only in the high twenties. We were moving quite fast, perhaps 7-8 knots down the waves, with the wind about 140 degrees off the starboard quarter. It was getting colder and darker as night approached, and I was becoming more and more concerned about the height of the seas and our increasing speed.

We decided to trail some warps off the stern. One 200 foot line (3/4 inch) was looped around another 200 foot line which was fastened to each to the stern cleats. This slowed us down and made steering much easier. Sometime earlier we had gone to shorter shifts, and hand steering, as I didn't trust the Monitor wind vane to avoid broaching when we came down some of the big seas. It's quite a sight to see these large waves coming at our stern, way above your heads, with the warps coming completely out of the water by about 4 feet, when we were in the troughs. About 2000 the wind picked up some more, gusting to 33 knots apparent. A third reef was tucked in the main, but our progress wasn't slowed appreciably. Steering was difficult, and the entire crew was quite tired. We were about 40 miles offshore, northwest of Cape Mendocino. I was concerned about our high rate of speed going down the waves, and worried about broaching. What to do?

At 2200 we tried to heave to. I'd done this many times before with great success on 23 *Skiddoo*, my San Juan 23, but had never been satisfied with my results on *Baba BarAnn*. I put the helm over, backwinding the staysail, and let the boat sail herself. Then I went below, locking the companion

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way boards in the hatch. We were heading straight west, away from land and trouble, but we were beam reaching at breakneck speed, rather than really hove to. This process was quite unnerving to the entire crew. The LORAN gave our progress at 9-10 knots as we screamed over the water, flying over the wave tops. The noise and motion were very unsettling. Sleep was impossible, except for Alex.

By 0330 the next morning we were 90 miles offshore, the wind and seas had subsided somewhat, and we were ready for new tactics. Back to the east we headed, although our progress was much slower. There must have been some current pushing us westerly, along with the weather. We headed toward shore. Perhaps Eureka, the nearest port, would be a good spot to lick our wounds and regroup.

As we neared the coast and came within VHF range, we called the Coast Guard to find out the tidal situation for our midnight ETA. Unfortunately, the tide would be ebbing at maximum current, with the current going into the teeth of the seas. Rather than wait around for a more favorable time to cross the bar at Eureka, we decided to continue south.

This was not the time to have another major problem with the roller furling but somehow a cotter pin in the staysail stay turnbuckle worked loose. After rolling up the staysail, the stay came completely out of the turnbuckle. Now we had the staysail stay, with the staysail partially wound around it, flaying all over the deck, lashing out at the mast, the radar dome, us, the shrouds, you name it. While thrashing around, the stay cut the bottom line of the Firdell Blipper radar reflector. Even though the reflector remained attached at the top, it banged against the mast for the rest of the trip. Using the sheets, we got the stay wound around the mast a few times and under control. At least it wouldn't decapitate

anyone. The staysail was then unwound, and removed from the stay. Then the stay was reattached to the turnbuckle, and of course a cotter pin was firmly inserted. That was almost a real disaster!

Progress under sail, and sometimes under power, was good as we closed in on San Francisco. Our ETA in San Francisco was 0400 on Wednesday, August 30. To avoid arrival at that hour, we decided to spend the night at Bodega Bay, about 55 miles north of San Francisco. We had a glorious beat to the east, winds in the 20-25 knot range, and fairly high seas. The fog was quite thick in the morning. As we neared the coast and shipping lanes, our radar was called on more and more to avoid collisions. Alex saw land first, after a week at sea.

Coming into Bodega Bay the winds increased to 28 knots. Neither the staysail, nor the yankee could be rolled up completely with our ailing roller furling. In that wind, it was necessary to unroll the yankee, and then disconnect it from the forestay. As Alex and Candace struggled with the yankee, the staysail came unwound further with the leach of the sail thrashing mightily. The damage to the leach meant that Candace later spent an afternoon fixing it, once we arrived in San Francisco.

With sheets and sails thrashing about, the situation was becoming ugly. Under power I headed downwind to lessen the apparent wind speed, but this provided only partial relief. Just as we got the staysail under control, the Coast Guard from Bodega Bay came speeding out to see if we needed any assistance. Perhaps earlier we could have used some help but now we were OK. So into Bodega Bay for the night. Yes, it was difficult walking on land with our sea legs.

The next day, in thick fog, we

motored the remaining distance to San Francisco. Although we could see the base of the bridge, the Golden Gate was otherwise completely hidden from view. As we headed into Sausalito, the wind, which had been almost nonexistent the entire day, picked up to 28 knots. Worse, while we motored around, looking for a mooring, we were stuck in the mud for about 10 minutes. Welcome to San Francisco Bay! It is really shallow everywhere.

Our first offshore passage was history. We arrived safely, although somewhat battered. Our Mariner roller furling was the cause of most of our grief. Next, our difficulty, and unpreparedness, with the high seas provided most of the remaining problems. We resolved to scrap the roller furling, and replace it with traditional hanked on sails. I got a copy of *Heavy Weather Sailing* by K. Adlard Coles and started devouring it immediately. I never realized that the learning curve would be so steep! And we'd only just begun.

[This is the first installment in the saga of *Baba Barann*. The story continues with the next *Baba Salt*. - ed.]



Janet Acker, aboard *Baba 30 Bodega*, asked about Sikkens Cetol and other owners' experiences with this product. What do you use on your brightwork and how satisfied are you with it? If you use Cetol, do you also use the high gloss overcoat? Please send your replies to *Baba Salt* or you can contact Janet via the Internet at execedus@pacificrim.net.

Baba Salt

Baba 30 Tee-Shirt Order Form

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 tee-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

- ★ -

Crew neck short sleeve extra-heavy POWER-T by ONEITA
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White Baba 30 lettering and sail plan line drawings

The price includes S&H, CA sales tax and \$2 per shirt for **Baba Salt**

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