

Baba Salt

A Quarterly Newsletter for Baba Owners

Spring 1997

The variety of *Baba Salt* readers continues to expand as this issue's page one photo shows. On BABA-L, we've been joined by a sailor currently living near Zürich, Switzerland. As Jim pointed out, although landlocked, Switzerland has two lakes over 60 miles long, offering room for some extended sailing. My own horizons have expanded a bit with a schooner trip to Bermuda, aboard Ocean Navigator magazine's *Ocean Star*.



One of the reasons for taking the trip was to learn more about the business of navigation, both along the coast and off shore. The marine stores and catalogs are filled with any number of gizmos which are supposed to make sailing more fun, easier, etc., etc. Henry David Thoreau's admonition to "simplify, simplify" applies to sailing as much as anything. On *Ocean Star* I found that two simple right-angle triangles do every bit as well as fancy rolling parallel rulers and are more reliable than even parallel rulers with two links - no moving parts! Better still, with the two triangles, it's easy to get lines perpendicular to the line being transferred (and at 45° angles). Two pieces of plastic - it doesn't get much simpler.

We worked on that mythical beast, celestial navigation. Thanks to Buell Heminway of *Ocean Star* for dispelling the notion that this is "rocket science." I quickly learned that the hardest part is getting the actual sight. Trying to drop the Sun to the horizon



John Barnett's Baba 30 *Airloom* (hull no. 46) sailing on a rainy day in Alaska.

-Photo by Dan Stroeing

as the boat bounces and bobs and rigging swings into the field of view makes for a challenge! Although I can work my way through the Nautical Almanac and H. O. 249 to make sense of the observations (I still have to watch those dancing *d*'s and *v*'s, though), the Celesticomp V, based on a Sharp programmable calculator, simplifies the business of reducing sights significantly. The task is taken to the point where it takes no more than a few minutes to reduce a full round of sights. I quickly found I had no problem with grabbing a few extra shots for "insurance", knowing that it wouldn't take long to reduce the extra shots later.

One of the side benefits of the trip was the chance to sample a variety of

sextants. I tried the boat's C. Plath and found it to be rock solid (and rock heavy!). I also tried a few shots with an (now former East) German Freiburger sextant. Visually, it's almost a piece of sculpture but practically I was very disappointed by it; the number of filter options is limited and the vernier is difficult to read. I've also used a U.S. Navy Mk-2 sextant which is a good unit but seems to run about \$100 more than the Astra IIIB. In sampling other sextants I found nothing to make me regret going with the Astra IIIB bought for the trip. My only real gripe with the Astra is with the lighting for evening shots. The green LED works well but the battery compartment is only slightly more watertight than the proverbial submarine with screendoors. The contacts are probably adequate for a prototype but otherwise not up to par for production. This is, however, a minor item as a shaded flashlight is needed to write down observations anyway. Otherwise, the Astra was comparable to the Plath on this trip.

Plastic triangles are available from a variety of sources. The Celesticomp is available from many sources; I bought mine from Robert White in Boston, MA. The sextant came from Tom O'Meara at St. Brendan's Isle (sbi@jax-inter.net - 1-800-544-2132 - 1-904-269-2171) for less than the importer (Celestaire) charges.



In discussing Babas, Pandas, and
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Tashibas with people who express interest in buying a boat, one question I've been asked is "what goes wrong most frequently?" I'm not aware of any particular pattern of failures beyond the usual engine woes and so on. While I don't want to dwell on negatives, if there are any inherent weaknesses in these boats, maybe we should talk about things to watch for.



I'll be staying with the color printing in the "Coconut Telegraph" section. Unfortunately, barring a massive donation, there won't be a full-color **Baba Salt** any time soon even though I did receive requests for it.



Fair winds and following seas !

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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Kan Pei and YinYang Visit Barkley Sound

By Robbie Robinson

Dear Rick,
 Just a few notes that may be of interest for your newsletter... Michael Schattenkerk (*YinYang*, Nimble 30 sail) and Robbie Robinson (*Kan Pei*, Baba 30, sail) sailed in company out to Barkley Sound for a two week cruise in late June, early July. After months of planning our first "ocean trip" we headed out, with two on *Kan Pei* (Robbie and friend Geoff Prentiss) and Michael singlehanding *YinYang* at the last minute. His singlehanding was not planned but turned out to be fine. As both boats have similar speeds under both power and sail, we were able to stay in company all the way out and until we had both wind and fog coming back.

The two week trip involved three days in transit each way and a week in the Broken Group, an incredible "sea of rocks" and islands in the middle of Barkley Sound, the southernmost protected sound on Vancouver's Wild Coast. The timing of the trip was centered on minimizing exposure to fog and maximizing sunshine or the lack of rain. This meant a May or June departure and being back well before the fog really sets in late July or "Fogust" as they say in Bamfield.

From Victoria, it's an 82 mile run out the Straits of Juan de Fuca to the protection of Barkley Sound. We split the trip into two parts by staying over night on the way out at Campbell Cove in Becher Bay, Just this side of Sooke. This anchorage allowed a 2:30 am departure in the moonlight that got us out of the grips of Juan de Fuca's current and predictable strong westerly winds. (We planned on six knots in favorable conditions.) Early afternoon found us offshore of Port San Juan, a large, unprotected, and roly anchorage that may provide some relief if the weather gets really bad... but it was so foggy we never even saw the entrance. We entered the fog bank in the early morning not far past Shearingham Light (just west of Sooke Harbour) and

motored into the ever-increasing swells until mid afternoon. With two boats motoring side by side we were able to retain most of our orientation while navigating by GPS; neither boat has radar. *Kan Pei's* tanbark sails helped, as did *YinYang's* dark green hull, in keeping each other visible. Our fog bank was 40 miles long on the outbound trek. We popped out of the thickness into a bright day at Pachena Point, just before spectacular Cape Beale, the rocky lighthouse guarding the southern entrance to Barkley Sound.

Bamfield is the upper terminus of the 45 mile Pacific Rim Trail leading from just west of Victoria up the coastline of outer Vancouver Island. It is served by the mail freighter *Lady Rose* from Port Alberni and is only otherwise accessible by private logging road or by seaplane. The town uses boardwalks almost exclusively, like a small Alaskan town, and has more artists than fresh vegetables. Don't plan on provisioning much here!

Our Week in the Broken Island Group was delightful. Sunny skies prevailed despite the nearby annual rainfall of nearly 300 inches. We anchored in totally tranquil coves, tide-locked lagoons and in the boisterous outer island anchorages closer to the ocean swells. We explored ancient Indian summer village sites, shell middens and sea caves with hanging maiden ferns. The area is a kayaker's dream with literally hundreds of islets, rocks and incredible wildlife. Much of the forest is "old growth" and thick. The anchorages were so quiet we only rarely used our dinghy motor so as not to violate the incredible peace. Sea life is abundant and the birds were incredible. We encountered five eagles in one tree alone! Just outside the park boundaries in the Pinkerton Islands two of the three of us enjoyed fresh oysters and mussels... all we could eat!

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BRN2SAIL

By Candace Allen

Baba Salt

Ahead of us was a car with the license plate BRN2VRNSH, and all I could think was, "Please, not me."

Now, I know some people think that varnishing sanctifies the soul, soothes the psyche, and massages the libido, but frankly, I think those people are a little nuts. Admit it, anyone who brushes on varnish and then sands it off just to brush on another coat and sand it off again and again exhibits obsessive compulsive behavior.

Still, I had to do something after two years in the tropics, so I tried it; I stripped, bleached, sanded, and varnished the cap rails of our Baba 40 until I had brushed on a dozen coats of the stuff, and sanded off at least half as many. Okay, I didn't do it all by myself; Bob helped. When we finished, *Baba BarAnn* looked beautiful! How could we keep her that way? Books suggest applying maintenance coats three or four times a year. My back hurt, my neck ached, and my mind said "nevermore," but something had to be done, or all that varnish would soon look like chipped nail polish on hands badly in need of a manicure.

Professionals recommend covering up the brightwork in a giant tent that entombs the entire boat, but I've seen some of those big tops and frankly, entering Fort Knox looks easier than entering a shrouded boat. Once you drape, wrap, and snap your boat in all that canvas, you might as well put her away in moth balls for the season. I want to protect the cap rails and still use the boat.

So, I decided to make cap rail covers. But how could I attach them without installing extra hardware on the boat? I wanted freestanding covers. The answer is thinly cut pieces of PVC pipe that fit snugly over the cap rails holding the covers in place. Since our boat has a teak strip on the hull six inches below the cap rail, I made the

covers wide enough to cover the cap rail and the strip. No, I haven't varnished the strip yet, but now I have incentive. If you make extra wide covers, you need to weight them with sandbags to prevent them from flapping in the wind.

Here's what you'll need to make your cap rail covers and holders:

- sewing machine and thread
- acrylic canvas (I used Sunbrella)
- sacrificial material for chafe (I used leather)
- scissors
- electric saw
- PVC pipe - schedule 20, three-inch diameter (for cap rails approximately four inches wide)
- sand (optional)
- ½ inch webbing for sandbags (optional)
- grommets, die, and mallet (optional)
- line for tie downs (optional)

Instructions:

Step 1) Because of the curvature of the boat, I made several short, overlapping covers instead of one long cover for each cap rail. You can make them any length, but I found it easiest to work with canvas five to ten feet long. Measure the length of the cap rail. Determine the approximate length and the number of covers you want per cap rail. For instance, if you make eight foot covers and your boat is 40 feet, you will need five covers per cap rail. Each cover will actually need to be slightly longer than eight feet to allow for overlapping.

Step 2) Measure the width of the cap rail, or for extra wide covers, from the cap rail to the point you want the cloth to fall.

Step 3) Before you cut the material, be sure to add two inches on all sides for a hem. Also, add three or four inches on any edge that will overlap another. Now, cut out the cap rail covers.

Step 4) Draw a line one inch from the edge all the way around each cover. Fold one inch under and then another inch so no raw edges show. Top-stitch all four sides near the outer edge. Turn the covers over and stitch near the turned under edge. Each cover should now have a one-inch finished hem. If your covers protect the cap rails only and nothing else, skip to Step 7.

Step 5) (optional) Make sandbags. You will need two bags for each cover. To make a bag, cut a piece of material 12 inches by 6 inches. Fold a ½-inch flap along the short edges, the top of the bag. Start at one flap and draw a line ½ inch from the edge to the other flap; repeat on the other edge. Fold the bag in half, flaps out, so that the folded size is 6 inches by 5 ½ inches. Stitch the side seams on the lines. Turn the bag right side out. Fill it 2/3 full. Cut a three inch long strip of webbing; make a loop and pin it to the middle of the open end of the bag. Top stitch the bag closed and the loop in place.

Step 6) (optional) Install one grommet in the lower corner of each cover. If the hemmed area is too thick, install the grommet directly above the hem. Cut one tie for each bag, making sure that you melt the end of each tie to prevent unraveling.

Step 7) With an electric saw, or a fine-tooth hand saw, cut a one-inch ring from the PVC pipe. Remove about two inches from the circumference of the ring. PVC pipe is flexible enough to spread over the cap rail and then snap back into place. Although the three-inch diameter pipe handles a wide range of cap rail sizes, be sure to test the clip on your cap rail to make sure it fits. Adjust the opening before you cut out the remaining clips. Place a clip approximately every three feet and at each end where the covers overlap.

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Our return trip became a fog challenge before we even got out of the sound... with a 43 mile fog bank with the westerly winds behind. We sailed downwind into the fog as the wind built into a fresh gale with 40 knots from behind and we literally flew back in the straits. (When K.D. Lang's belting out "Big-boned Gal" and your Baba 30's surfing at over 10 knots... you know you're having a good time!)

We survived the Graveyard of the Pacific! Michael learned a lot about himself and his boat, having to singlehand his boat this trip, but we all agreed that even with the long days, the big swells, the thick fog and the long distances that Barkley was definitely worth the effort... next time we're staying out there longer!

We're happy to talk with folks who may wish to make the trek out to Barkley next season!

That's it for now.

Best Regards,
Robbie Robinson

[Look for an account of Robbie's latest trip in *Kan Pei*, a 5 week, 900 mile circumnavigation of Vancouver Island, in an upcoming **Baba Salt**. - ed]



The 1997 Rum Cup Challenge 4 Not Your typical Sailboat Race

By John Barnett

The Juneau Sailing Club's Rum Cup Challenge is NOT your typical sailboat race with sleek racing boats, "hotshot" crews and countless mark roundings. In fact, the Rum Cup is more like a cruising flotilla with a start and finish line thrown in for fun. What sets it apart from a normal race? First of all, protests are not allowed. If someone says "you cut me off at the start...I want to protest", the Race Committee replies with "so?... by the way do you have a bottle opener?" If someone says "Blue sails shouldn't be allowed!...I want to protest!", the Race Committee replies, "so?... did you ever find that bottle opener?"

1997 marks the third year of the Rum Cup Challenge. In 1995, a total of 12 boats participated in the race while in 1996, 18 local boats joined the event. This year as many as 25 sailing vessels may participate. Each boat usually has crews that range from a few singlehanders up to six people. There are four rounds comprising eight individual races during the series that begins on Memorial Day weekend and ends on Labor Day weekend. Two of the rounds require the participating boats to race from Juneau to Taku Harbor and back, a distance of approximately 17 miles each way. The other two rounds are to Admiralty Cove on the north side of Admiralty Island, approximately 19 miles each way. There are 4 rounds totaling 8 races. Only 1 complete round is needed to qualify for a trophy! For the overall prizes and trophies, 4 of the eight legs are throw-outs. All the boats anchor overnight during each of the rounds and participate in beach parties and barbecues. There are prizes, trophies and accolades of praise for the participants. You do not have to be a member of the Juneau Sailing Club to enter the series. The race is limited to sailboats only, but powerboats are more than welcome to follow the racers and join in the post-race activities.

Probably the most unique facet of the Rum Cup racing series is the

handicapping system. Handicaps for normal racing events usually revolve around the size of boat, types of sails carried, keel type and whether a spinnaker is used or not. The Rum Cup uses a system called the Dynamic Rum Cup Handicap System (DRCHS). This system is unique in that it not only takes into consideration the normal handicap for a certain boat type but it also adds additional handicaps for typical cruising boat amenities. The handicaps include such things as whether the boat is used as a liveaboard or whether certain items are aboard the vessel during a race. The list of items that additional handicaps are awarded for include televisions, VCRs, electric refrigeration, dodgers, dinghies, dogs and babies (dogs and babies?). This system also gives the vessel credit if the crew has little or no racing experience (Rum Cup racing doesn't count).

On top of all the additional handicapping, another interesting twist is added through the DRCHS approach. After each of the rounds, each vessel not placing first in a round has their total handicap increased by 25% of what would have been required to beat the first place vessel. The theory behind this is that by the end of the summer all the boats should be fairly evenly matched if sailed reasonably well, no matter how fast the actual boat might be. The system has proven to be quite successful. In the 1996 series, a Rawson 30 Pilothouse, S/V *Tuesday*, won Round 3 of the series, even though it trailed S/V *Spindrift*, an Islander 36, a proven racing thoroughbred, during the entire series. Skipper Jim Mahan n S/V *Tuesday* sailed his boat very well that round (besides, he had a dog on board...personally I think the dog was at the helm...). S/V *Spindrift* actually won the Rum Runner Award for fastest uncorrected time for the entire

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Heard on the Internet...

Comments seen on YACHT-L, Live-Aboard, and other 'net sources

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From: Jim Tyrrell and Sue Noble <copper@rockisland.com>
To: Baba mailing list address <BABA-L@ssg.com>
Subject: Galley Countertops and All-Over Headroom
Date: Tue, 27 May 1997 09:18:28 -0700

Hello again -

FYI, after lots of input regarding finish applications for our galley countertops (for which we are most grateful), we have decided to try mineral oil (suggested by our next-door neighbors in the marina, no less). Our reasons, and theirs: (1) ease of application (sand off old finish/apply mineral oil), thereby no downtime to speak of and no horrid smell to deal with; (2) easy maintenance (scrub/reapply when needed); and (3) no worries using it in a food area. We'll let you know how it goes. (Oh, yes - the countertops will be lighter, thereby creating a nice contrast with the surrounding wood.)

On another matter, we have discovered some disparity in over-all headroom between our Baba and one we just met recently ("Gitano", hull #13 to our heretofore thought-to-be hull #18). "Gitano's" cabin sole is 2" lower than ours. This, of course creates subtle but definite differences in interior structure (less room in the bilge, a step built in for hiking into the forepeak, more stowage under the settees, for example - and Gigano has shelves in the hanging locker just aft of the forepeak, which we really like.)

We recently heard through an unofficial source that our hull was "Numero Uno" in the Baba 30 line (a previous owner (prior to the Ackers) told another Baba 30 owner several years ago, who in turn told us when we visited Friday Harbor where this third party is moored). Lest you all think we are somewhat short of our required [number of] "oars in the water", let me add that there is no documentation to be found of the complete hull number, only six numbers on the registration (the last two numbers being "18"), and from info provided by one of you in the past, the real and actual hull number is to be found in the middle of a long string of numbers (of which we don't have any ...(?). SO ... I guess we are really dealing with two separate, but possibly related subjects -

(1) If, in fact, we have hull #1 (and how do we go about finding that out) -

(2) does that explain why our cabin has less headroom (Ta Shing decided at some later time to lower the cabin sole)??.?

Are we all completely confused now? (Apologies.)

We would like to hear from any and all about this latest puzzlement, and also if anyone has had experience with mineral oil (however, by then the dirty deed may have been done.)

Thank you for your patience. You know, its really nice to know that you guys are out there (and have the patience to wade through this).

[This is a common question: "Where's the HIN on my boat." While the Baba 35's seem to well marked, some boats are real puzzles. Please pass on any hints you have. - ed]

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From: John Mason <JMason@AOL.COM>
Sender: The Sailing and amateur BoatBuilding List <YACHT-L@NIC.SURFNET.NL>
To: Multiple recipients of list YACHT-L <YACHT-L@NIC.SURFNET.NL>
Subject: Ship's Papers
Date: Wed, 8 Jan 1997 14:07:18 -0500

There have been some inquiries on one of these lists about vessel paperwork. We carry the items listed below in two 6" by 11" zipper wallets, ready for inspection by authorities if required. Some of these things are clearly less than vital, but this is how we choose to carry them.

Ship Papers Wallet:

- 1) USCG Document (original)
- 2) Florida State Registrations for our boat and for our two inflatable dinghies (originals)
- 3) Insurance Policy (copy)
- 4) US FCC Ship Radio License (original)
- 5) US FCC Ham Radio License (original)
- 6) Bill of Sale of yacht (copy)
- 7) 406MHz EPIRB registration form
- 8) Lifteraft inspection certificate
- 9) US Customs Annual Decal User Fee paper
- 10) Waste Management Plan Writeup
- 11) Proof of sales taxes paid
- 12) Zarpes and port or entry clearances (none at the moment)
- 13) Cruising permits (none at the moment)

Crew Papers Wallet:

- 1) Current US Passports for all crew members
- 2) WHO International Certificates of Vaccinations for all crew members (the yellow-colored shot records)
- 3) Birth certificates
- 4) Copy of our marriage certificate
- 5) SCUBA cards
- 6) Driver's Licences (FL) when not on our persons
- 7) Restricted Radiophone license

These wallets are placed for easy access both for inspections and for abandon ship emergencies.

We keep an ample supply of copies of everything in a third packet, stored in a separate place.

John Mason
SV Wanderstar
Lying Titusville, FL

[Ship's papers are hardly a major topic of discussion among sailors but as boats move from country to country, not having information on hand at a moment's notice could lead to difficulties.

Every boat has its handling quirks - we tend to think in terms of how to trim when the wind picks up from 10 to 15 knots more often than going from 15 knots to 30 knots or more. While most cruisers report that very little of their time is spent in gale force winds or greater, it will happen sooner or later. What follows is a response to my question about heaving to. Also, the Pardeys' views on storm management are contained in a new paperbound book, Storm Tactics, available from the usual marine book sources. - ed]

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>Chris and I attended some very good seminars at the Atlantic City Boat
>Show this past Friday. In one of them Lin and Larry Pardey talked
>about storm tactics and particularly heaving to as a way to handle
>conditions where sailing was either difficult (storms) or unwise
>(entering a strange harbor at night). Very briefly, they argue that
>the best strategy is to heave to in such a manner that the boat's
>position relative to the wind is much like sailing close-hauled but
>the boat's motion is downwind and *not* fore-reaching. As Larry put
>it, "toss a wad of paper overboard on the windward beam and it should
>move straight to windward relative to the boat and not move forward or
>astern". He also argued for setting only a deeply reefed main or
>storm trysail with *no* headsail and the rudder pointing to windward
>(or tiller leeward). I didn't have time to ask about how this works
>in confused seas or cross chop.
>
>How do you handle this situation? I'd like feedback on this for use
>in Baba Salt so please reply to BABA-L@ssg.com which, I hope, will
>make for some interesting discussion.

we have best luck with our staysail, which keeps us moving ahead ever so slightly. with Querencia simply bring in the *windward* sheet tight and cleat it off. set the wheel opposite. were in the situation so much, we have often considered gilding the stay sail in gold when it is retired. although we had a storm sail, even reefing points in the staysail, a full staysail has never been too much sail that I can remember for our Baba 30, and without a club foot it is very nicely tended. we cleat always take only one wrap on the staysail winches and cleat the sheets to keep things from fouling, which can happen easily in storm conditions with sloppy sheets.

as far as *heading* when heaving to..... it is important to realize that the vessel is crabbing and moving somewhat forward and sideways..... use caution if you have a lee shore, not to find yourself in an unexpected predicament..... lay off the land.

John F. McGrady

[John's web book [Sailing the Dream](http://www.coconutinfo.com/sailingthedream.html) is at <http://www.coconutinfo.com/sailingthedream.html>

On BABA-L, there have been requests for wiring diagrams for various boats. If you have a schematic for your boat and can share it, please let us know- ed]

[In discussing wind vanes with a friend, I remembered I had the following comments received from both YACHT-L and private e-mail late in January of this year. - ed.]

From: "Robert E. Handschumacher" <75223.100@COMPUSERVE.COM>
Sender: The Sailing and amateur BoatBuilding List <YACHT-L@NIC.SURFNET.NL>
Subject: Re: autopilot thoughts re monitor controls

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We have a Monitor vane on a Valiant 40 with a stern much like a Baba. Have passaged to S. America and elsewhere and am fully satisfied with the system. I too did not like the control lines but solved this by running them forward outside the coaming and up to a 8" teak "steering wheel" I turned out of teak. With the proper diameter on the drum of the wheel it serves as an excellent means of steering since it is under the dodger on the winch flat and permits us to steer from the protection of the dodger. Incidentally we have tiller steering which we really like on passages since we installed a stub tiller about 20" long which recieves the control chain from the wind vane, keeps the main tiller in a verical position and thus leaves the cockpit completely clear. We thoroughly endorse the Monitor after about 20,000 miles with no failures. Good luck with your plans. Bob

From: "Robert E. Handschumacher" <75223.100@CompuServe.COM>
To: Rick Emerson <rick@ssg.com>
Subject: Re: autopilot thoughts re monitor controls

Glad the system we use with the monitor was of interest. Feel free to pass it on to Baba with attribution if you would. I have been meaning to write it up with more details and a couple of pictures for the Valiant newsletter and Monitor. Two hints, insertion of a 1' piece of stout shock cord keeps the line taut and the line should only take one turn around the wheel drum which should have a diameter of about 2,5". This is important so that a qurter turn of the wheel only gives a 5 - 10 degree course change. Be sure the pulley set screw on the vane is tight. I also ribbed the bearing surface of the drum and pulley to give the line a good grip. If I get around to a full writup I will send you a copy. Meantime, join us in dreaming of sailing for those last three months before we hit the water again. Bob

FROM: Liveright, Dr. Timothy
1985 BABA 30 FOR SALE

Please pass the word around that my Baba is on the block. Loaded with radar, SSB, refrigeration, water maker, new main, roller furled 135 Genoa, cruising spinaker, rewired below mast, battery monitoring system, 100 amp alternator, inverter, new cushions. Must have left some things out but ready to sail anywhere. Located in Annapolis. Interested parties can get back on FMAIL (TBL1@wonder.em.cdc.gov) or call at 215/493-4903.



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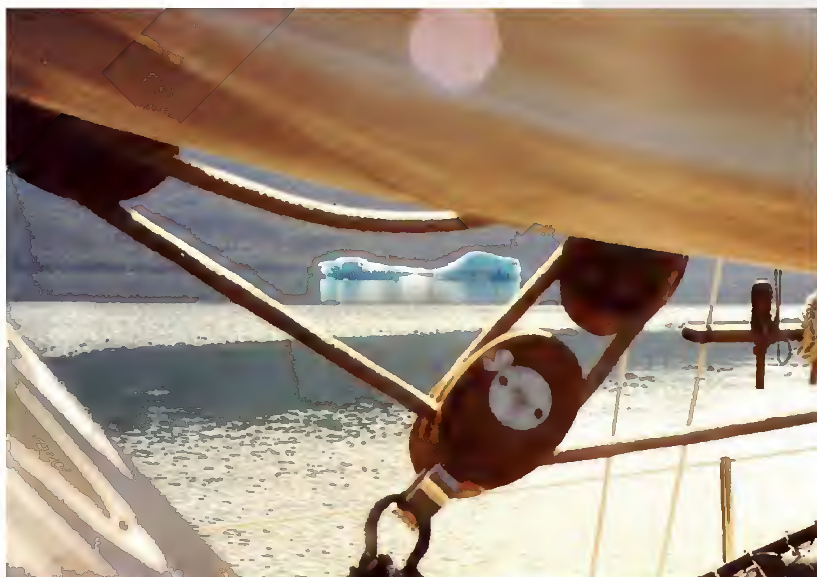
Coconut Telegraph

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

- - Jimmy Buffett



A challenge for the sharp-eyed:
What's happening in this picture?



Richard Cassano's *Grey Eagle* (1988 Tashiba 40, hull no. 160) under way in challenging conditions and tied up with a satisfied skipper and delivery crew. (See "Tashiba 40 - #160 What's Behind the Name?", page 2, Winter 1996 *Baba Salt*)

-Photos courtesy of
Richard Cassano

Lori and John Barnett's *Airloom* (1978 *Baba* 30) encounters icebergs while sailing south of Juneau, AK, again while entering Tracy Arm, and find a lot of ice, Sawyer Glacier.

-Photos by John Barnett



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fastest uncorrected time for the entire 1996 Rum Cup Series. So ya see - it doesn't matter if you have a very very, very slow boat - just get on board and go - you just might **WIN!**

For the 1997 series, Bacardi has come aboard as a supporter. The 1997 Rum Cup now promises to be one of the Juneau Sailing Club's most exciting events. With Bacardi providing support along with several other local establishments, the prize list should be quite an incentive to shake the cobwebs off many local sailboats.

Bacardi will be providing promotional items, banners, t-shirts and hats as well as donating case of special spirits for the awards party. Bacardi has a sincere interest in minimal impact water activities. In 1994, Bacardi Limited established the Bacardi Foundation to raise awareness of the preservation and conservation of environmentally sensitive coastal and recreational waters and beaches. In conjunction with the Nature Conservancy, Bacardi Limited sponsored activities to preserve marine life in the Florida reefs. Additionally, the company is a founding member of the Stockholm Water Foundation and has established the Bacardi-Stockholm Water Foundation Professorship at M.I.T. for the study and preservation of water management.

In addition to Bacardi, Wings of Alaska and Taku Glacier Lodge have teamed up to provide an outstanding first place award for the 1997 Bacardi Rum Cup Challenge. They have offered a free roundtrip ride for 2 to Taku Glacier Lodge complete with lunch at their Salmon Bake for the winning boat. Wings of Alaska and the Juneau Sailing Club have shared the Juneau Harbor scene for many years so this is a wonderful prize from our friends with Wings! Local pub G.W. Teal has also come aboard as a 1997 sponsor. They will be providing a gift certificate to one of the 1997 winners to enjoy lunch in their valley tavern and eatery. The

Breakwater, 1996 Rum Cup supporter and longtime friend of the Juneau Sailing Club, will be providing dinner for two for the winning boat while local artist Richard Austerman, who graciously donated two wonderful artworks in 1996, is reportedly working on a special wood carving for the 1997 prize list. Mt. Roberts Tram has also returned as a 1997 sponsor to provide several Tramway tickets to our winners. Mikes Place, another 1996 supporter of the series, has kindly donated a lunch for two at their fine Douglas restaurant and Northwest Germain, a new local canvas and sail repair service, will be providing a "perpetual" Rum Cup Challenge flag to be flown above the winning boat and subsequently passed on to the following year's winners.

If you would like more information on the 1997 Bacardi Rum Cup Challenge, call (907) 364-2848 or (907) 586-2838 for details or write to: Juneau Sailing Club
P.O. Box 1286
Juneau, Alaska 99802
Email to sailing@ptialaska.net
Website at <http://www.ptialaska.net/~sailing>

[Lori and John Barnett's own web page is at <http://www.ptialaska.net/~airloom/index.html>
- ed.]



Lori and John Barnett's *Airloom* (1978 Baba 30) hard on the wind during a round of the 1997 Rum Cup Challenge Sailboat Race.

-Photo by Mike Kelly



Lori and John Barnett's *Airloom* (1978 Baba 30) enjoying more benign conditions, sailing in light air in Gastineau Channel.

-Photo by Terry Tavel



Baba BarAnn Around the Pacific Ocean

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

Baba Salt

Coronados Islands

On Monday morning, December 4, we topped off the diesel tank and headed south. Since we didn't get away until after lunch, we planned to anchor for the night at the Coronados Islands, then make the 45 mile trip to Ensenada the next day to clear customs. Although the prevailing winds are from the north, that day we had them from the southeast... right on the nose. One starboard tack down to Tijuana, then a port tack out to the Coronados Islands and we expected to arrive just before sunset.

The weather had different ideas. Despite clear skies everywhere else, the islands were socked in with thick fog. That cut out the sun's light an hour early and we were left in the dark and the fog. We dropped the sails and motored toward the islands, navigating 100% with radar. We threaded *Baba BarAnn* between the middle and the south islands, then maneuvered into a small cove, and dropped the anchor when we hit the 5 fathom mark. This was all done without ever seeing land! The radar showed we were in a cove with about 50 yards on three sides, and open to the south. When we turned off the engine, we could hear breakers all around us. We were anything but comfortable. Knowing that sleep would be impossible in such a tenuous anchorage, we decided to continue south. So up came the anchor, and we threaded our way back out, between the Islas Los Coronados. I'll never do anything as stupid as that again.

We then hoisted the sails and started to beat our way south in dense fog. About every hour or so we'd tack, not playing the wind shifts. We didn't

want to arrive at Ensenada before sunrise. That was a mistake, and we ended up sailing all night long, getting only 20 miles further south. In essence we ended up sailing back and forth, east and west. Then the wind died completely, so we had to motor the rest of the way to Ensenada, in order to arrive there before dark!

Ensenada



Candace gracing the shores of Cabo San Lucas

-Photo by Bob Richardson

Ensenada is the largest town in the Baja, with about 250,000 people. The air and water pollution was terrible. An enterprising young guy motored out in his panga (18 foot open boat) and tried to get us to use his mooring at \$5 per night, with "taxi" service at \$1 per person per trip. No thanks. We anchored a little further away from town, next to two other cruisers. The boat next to us recognized us from Mission Bay, and even remembered my name. We rowed over, enjoyed a cerveza, and found out the routine for completing all the paperwork. The next morning, we motored the dinghy into town and completed all the red tape in just over an hour. It really wasn't too bad.

Then we headed for the fish market. We were the only gringos, and we slowly checked out all the stalls. A small, but muscular boy, perhaps 14

years old, knew a little more English than the others, and had a nice style, as well as some nice looking fish. We picked up a fresh looking fish and said "How much?" "Five dollars!" That seemed high, so Candace asked how much it weighed. He threw it up on some scales above his head, and it read 1.2 kilos. I'm not sure whether or not his hand was on the scale, but that wasn't important. This fish certainly wasn't going to be sold by the pound. Candace said "5,000 pesos," he said "10,000." After a few more rounds of negotiations, we settled on 7,000, or about \$2.65. Welcome to Mexico. Actually bartering was kind of fun. We both thought it was a fair price. Then the boy expertly filleted our fish and we were off. We stopped at a Fish Taco stand (they have lots of them), only to buy some fresh cilantro to season our fish. The entire transaction took place in Spanish as Candace asked "¿Puedo comprar cilantro?" (Can I buy cilantro?) We gave the girl 15 cents for a large bunch and then we went back to the boat. We had to get out of the choking air and smelly harbor as soon as possible. After lunch we headed to Islas Todos Santos, just 10 miles east of Ensenada.

Islas Todas Santos

Just a few hundred yards off the island our depth sounder still wasn't registering. Since it's good for depths down to 650 feet, I was sure that all the oil in Ensenada had fouled the transducer. But shortly before reaching the island, it started registering 500-600 foot depths. The one good anchorage is a cove about 250 feet in diameter, with rocks all around on three sides, and there was one boat in there already. As we entered, its skipper waved, so I knew he wasn't going to be too grumpy

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Baba Salt

about sharing his secluded cove with us. He said he had a stern anchor out, and suggested we tie a stern line to shore. In tight quarters between his boat and the rocks, I spun *Baba BarAnn* around, and headed back out so Candace could drop the bow anchor and 200 feet of chain. After backing down and setting the anchor, I grabbed a bag in the lazarette that contains the stern anchor rode, jumped into the dinghy, tied one end of the rode to the boat, and then rowed to shore to find a spot to tie our line. Finding nothing but steep, sharp rocks, it didn't look good when I scrambled to shore with the dinghy painter and the last 10 feet of anchor line. Just around the corner of the rock I'd landed on, I found a large metal ring sticking out. Just what I needed. Charlie's Charts of Mexico had mentioned such a ring, but I didn't think I'd be lucky enough to land my dinghy on just the right rock. I quickly tied a bowline, and got back to the boat as fast as possible.

Meanwhile Candace had her hands full keeping the boat off the rocks. Once on board, I quickly winched in the stern line while Candace brought in 50 feet of anchor chain, thereby pulling us away from the rocks, in between the anchor and shore. I'd noticed that our neighbor's boat, *Moko Jumbi*, was a Hylas 42 with a Seattle home port.

After quickly consulting the computer, I jumped back on deck and said "Thanks for the help Jim! You're Jim O'Connell, aren't you?" We hadn't met before so he was really confused. I'd been told by the head of the Seattle Crow's Nest marine store, last July, that I should look up his friend on a Hylas 42 who had similar cruising plans. The computer didn't have his boat's name, but it had enough information for an educated guess.

We dinghied over and became more acquainted. I told him how I'd known his step-father, Duff Kennedy, who is

the head of one of Seattle's largest pension asset management firms. He wanted to know what other information we had in the computer! He and his friend, Robin, both commented on our expert anchoring routine. I wanted to agree that a lot of things were done right, and some a little bit lucky (like finding that ring in the rock, and having just enough line), but just bit my tongue. During our trip around Vancouver Island last year we had much practice with stern lines, and we'd done a lot of anchoring.

That night's dinner of fish poached with tomatoes, onions, green olives, and fresh cilantro was great. Our first day in Mexico was a big success. I just hope it's a harbinger of many good times to come. The next morning I picked up Jim and Robin and we dinghied to shore to take pictures and climb around. Then we weighed anchor and headed south.

«Five Days Offshore»

After three glorious hours of sunshine and favorable winds, the winds died and we were becalmed. We're really trying to preserve our diesel, and couldn't motor at the drop of the wind. This looked like a good time for a "doldrums drill." So we waited, and waited, and waited for the wind to come up. After twelve hours we were still in the same place, it was 2 AM, and we had enough. On went the motor for about nine hours. Shortly before noon some favorable winds picked up from the Northwest, and we were off. Smooth seas, and fair winds from the northwest. Perfect.

We headed out, as much as 100 miles offshore, and charged down the Baja coast. We sailed non-stop for five days, generally with brisk Santana winds. At times there were gusts over 30 MPH, but generally we had 15-25 knot winds. We were moving. The first few days were tough, only because we couldn't get used to

sleeping with the noise and motion of the boat. Exhaustion is a good remedy for that problem, so after three days with virtually no sleep, I finally got the hang of it. There's a natural tendency for your body to resist the rolling motion. When the boat rocks one way, your muscles react the other way. How many times have I heard, you've got to go with the flow. Not only was I exhausted, but my thigh and shoulder muscles were sore from resisting.

Offshore passages are not easy. When you're not on watch, you lie down with eyes closed, hoping to sleep 10 minutes here or there. There are four different sleeping areas on *Baba BarAnn*. The vee berth, where we normally sleep at the bow of the boat, is too noisy, and has too much motion when we're sailing. The best alternative is the aft cabin for port or starboard tacks. The main salon has one settee on the starboard, and one on the port. They're probably the best, especially when it's very rocky. However, the person on watch uses the starboard area in front of the nav station, and could disturb someone trying to use the port settee.

Being "on watch" entails carefully looking around the horizon every 20 minutes and sometimes checking the radar screen. You can set a timer to wake yourself every 20 minutes if there are no problems with steering, although it's better to stay awake. When motoring, it's quite easy, since the auto pilot steers flawlessly, and there's no need to conserve electricity. That means the radar can be on all the time. Under sail, the wind vane generally has no problem steering, especially if the winds are fairly consistent. Light winds, with a quartering sea, on a broad reach can be a problem, since a wave can force a gybe.

The "on watch" person is fully
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Baba Salt*(Continued from page 12)*

responsible for keeping the boat sailing safely and in the desired direction. Sail reefing or changing is a two person job, so the "off watch" must be awakened. A thermos of hot water is ready for coffee or tea, while candy bars, fruit, nuts, and other munchies are handy. About every hour or so a dot is put on the chart to plot our dead reckoning, along with the time, log (odometer miles), and course steered. I usually read during night watches, while Candace fights seasickness and sleepiness. Sometimes we listen to tapes on the Walkman.

☞Celestial Navigation☞

Of course we saw no land, and only a very few boats would show up on the horizon. We were far enough south such that the LORAN was unreliable. We didn't have SatNav or GPS. That meant I could now practice celestial navigation when it really counted. Our starting position was plotted on the chart from our last land observation. To this we added our "dead reckoning," (DR,) plots. A "running fix" was obtained using the sextant and a hand calculator. It would provide two crossing lines of position (LOPs) from sun sights, so we marked that spot on the chart and compared it with our assumed position from DR. Hopefully the two were close. Based on wild guesses about the current, the perceived quality of the sun sights, and divine intervention, I then determined a new starting point, from which we recommenced DR plotting.

The next day another running fix showed us to be about 20 miles behind our DR position. Either my celestial was off, or the log on the boat was off. Since celestial showed that we went 120 miles in the last 21 hours, not 140, I recalibrated (recalibrated seems a bit too refined a term for the action... how about re-

eyeballed) the log to give 15 percent lower readings. Forget that this was only the first day I had used celestial navigation... of course it was more accurate than the expensive "odometer" on the boat. This celestial stuff is supposed to be really accurate, although it was a bit tricky getting readings with my sextant when the boat was rocking in 5-8 foot waves. Anyway, that's what I did.

That night I got a fix using two stars. Star fixes at night were possible because the full moon made the horizon visible. The next day our DR position was within two miles of a celestial position obtained with three stars. About twice a day we would have radio contact on the 40 meter band with Chuck on Carina. He'd left two days before we had, but our non-stop trip had caught up with him. He was traveling south near the coast, while we headed ESE... both converging on Bahia Santa Maria with an ETA of noon on December 13. At sunrise I spotted land... just a mountain. Was it perhaps Mt. San Lazaro, on the north entrance to Bahia Santa Maria. That mountain should have a bearing of 77 degrees magnetic, not 66 degrees. I'm either further south, or somehow that's a very high mountain further north and inland (off my charts) from Mt. San Lazaro. Of course I'm fully aware that it could be one of a dozen mountains on the coast. Where am I? It's starting to get tense. My confidence and celestial bravado are starting to shake. Candace suggests calling Chuck, who has satellite navigation, to get a visual check on our landfall. I didn't want to resort to that unless it was absolutely necessary. I'd gotten us this far (wherever "this" was) so we're not going to cheat just 20 miles from the finish.

Candace has a good suggestion of quickly taking another sun sight, and it places us about 5 miles further south from our DR track. Now I'm comfortable that the mountain is Mt.

San Lazaro. We did it! We found that needle in a hay stack on the Baja coast, using celestial navigation! We turn slightly to the north and confidently head toward the bay.

☞Bahia Santa Maria☞

A little later, I call Chuck to ask if that's him I can see, sailing by the Cabo San Lazaro lighthouse. Yup, and he sees *Baba BarAnn* coming in from the SW. I challenge with "First fish wins a beer!" We meet up at the entrance to the bay, just 15 minutes after he'd arrived. Of course I was trolling a lure. I started to pretend like I had a big fish on... but it was too late. I saw him dip his net into the water and lift a small fish. "Chuck, you're not going to count a fish under 12 inches, are you?"

It's hot and sunny. That night we have dinner on Carina, enjoying some of the tuna fish that Chuck caught a few days ago. They're not as thrilled since they've been eating tuna fish for 3 days! I have a slight case of "immotion sickness" since it's so calm in the bay, but I'm extremely happy with the successful completion of our first long passage as a couple. Excluding the half day bobbing up and down during the "doldrums drill," we traveled 621 nautical miles in 4.5 days, at an average speed of 5.75 knots... 138 miles per day. About 20% of the time we were motoring at the same 5.75 knots. Seasickness was not a problem, although we took some pills the first few days. I also found out that there is a strong southerly current which explains why I ended up 5 miles south of my assumed position.

December 14 I traded a small bottle of Canadian Club and a third of a loaf of bread that Candace baked yesterday for four lobster... it worked out to about 75 cents per lobster. They're spiny lobster, about one pound a

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Baba Salt

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piece. Candace caught 4 Pacific Herring by jigging for them with little hooks just off the stern. They're a pretty fish, about 10-12 inches long, with yellow around the "ears." Chuck and Bev traded for their lobsters and came over to Baba BarAnn for dinner. We had pan fried fish, two lobsters per person, potato salad, veggies, and cold sauvignon blanc. Somehow we even found room for chocolate cake and coffee. The solar panels could easily supply enough electricity for the water maker, and have some left over for the refrigerator. So this is Baja life. Nice.

Final Leg South to Cabo San Lucas

Just 160 miles south to Cabo. We left at 7 AM, hoping to arrive during daylight the next day. It was drizzling... just like Seattle. Soon the sails were up and we were beating south. Yes, the wind was directly from the southeast where we were heading. As the wind picked up, we reefed the main. Later we took down the staysail. When the wind built to 25 knots, and the waves increased, we had to fall off a bit. Once again back and forth, east and west, making very little progress toward our destination. At 30 knots, we stopped beating (the boat as well as our heads against the wall) and started motoring south. All night and day we pound against the waves. That night rain squalls were interspersed with lightning, wind, and waves. Eating and sleeping was impossible. Maintaining balance and our stomach was a full time occupation. This passage ranked down there with Cape Mendocino for terrible trips.

Late the next morning, the sun came out for a brief instant, allowing us to use the sextant and "shoot the sun." In order to get our exact position, we combined an east-west celestial line-of-position with our radar's north-south line six miles offshore. Three

more hours to go. What a miserable passage. At times the motor could only make one knot forward progress against the wind and sea. Crashing off the top of one particularly large wave, the doors to the chain locker came open, spilling wet chain over our bedding. Because we don't sleep in the vee berth during such violent motion, we didn't notice our soggy sheets until arriving in port. Finally we turned the corner into Cabo San Lucas. The sun was now blazing hot and the weather was glorious. We squeezed into the crowded inner harbor and dropped the anchor. Four more times we reanchored that night, trying to fit. Bedding and clothes were brought on deck to dry out. After dinner we went to Bequia Chief for tea and cake. We first met this boat in San Luis Obispo, then later Santa Barbara, more than two months ago. Actually, we had met their son, Tavis, who's an extremely affable, outgoing 14 year old. He let me copy one of his computer space games. Finally we meet Tavis' parents, Tom and Jan, and little sister Jo. Like all cruising children, they're taking correspondence classes. Most American kids are taking a high school course produced by the University of Nebraska, or a grade school course produced by the Calvert School in Maryland. The Canadian children seem to be taking courses offered by the government.

The next day we played the Mexican paper shuffle game. *Clovelly*, a Vancouver boat we first met in the Delta, said the record was one and a half hours for the process. So we walked one mile to the Port Capitania's office. Unlike at Ensenada, he said go to "inmigracion" first. Next we walked to the copy store, got three more copies than they needed in Ensenada (48 cents), then walked two miles to a 15' by 15' shack to get them stamped by "inmigracion." Then back to the Port Captain for more stamping. Finally, next door to the Taxman to get

another form filled out and pay 5,780 pesos (\$2.25). Because we walked pass the "inmigracion" shack several times before having the nerve to enter the barbed wire yard, it took us two and one half hours.

Next we "checked in" at Papi's Deli, the cruisers' main rendezvous point in Cabo San Lucas. We were boat number 133 this year. By the time the season's over, 350 boats will check in. Papi's runs the cruisers' VHF net where info is swapped, equipment is bought and sold by cruisers, and activities are announced. That night there was a free Christmas party put on by the downtown merchants.

After lunch, we checked out some stores for some minor shopping (a.k.a. tried out our Spanish). Our language skills are substandard but acceptable in a pinch. Some things cost less, some more, but most are about the same as USA prices. We met Chuck and Bev who had just arrived almost 20 hours after us. They had some engine problems and motored very little. We both commiserated on the rough passage.

We decided to avail ourselves of a real luxury. Miguel on VHF channel 14 picks up laundry at our boat, and then returns it all clean and folded for 12,000 pesos (\$4.50) per six pound load. We stuffed three weeks' worth into a large sail bag and hoped it weighed less than 24 pounds.



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

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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.

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