

Baba Salt

A Quarterly Newsletter for Baba Owners

Winter 1996

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

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



Speaking of subscriptions, many of you will see

**** LAST ISSUE ** Time to renew!**

on your mailing label. Despite my less than stellar production schedule, *Baba Salt* is very much alive and well. The slush pile of articles is fairly healthy right now and I hope to catch up in another month; getting the Spring '97 issue out while it's still spring! Prompt renewals will be appreciated!

Talking over, with Bob Haussler, the renewals due shortly, we came up with a small incentive. The Baba T-shirts offered on page 15 for \$13.00 will be available **with your paid renewal for \$10**. Better still, if you want two or more T-shirts with one renewal, the price is still \$10 each



Blocks from Joe and Priscilla Brant's *Twilight* (1981 Baba 30, hull no. 113) dry in the early spring sunlight. -Photo by Joe Brant

(although I won't discourage extended renewals!). Send your renewal and T-shirt order (use the order form on page 15) to me and I'll forward the T-shirt order (and money) to Bob.



While many spring commissioning chores are common to any well found boat, each boat type has its own quirks and oddities making for differences in details of commissioning. As Chris and I worked on *One With The Wind*, Chris remarked that we really should make some notes about what has to be done to get things running again. I'm beginning to believe more and more in checklists. Professional pilots use them, the astronauts use them, and if people with the "Right Stuff" use them, maybe there's a useful point to

be learned.



The sharp-eyed amongst you may spot a change to "Coconut Telegraph". Comments and reactions are invited.



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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Tashiba 40 - #160 What's behind the name?

By Richard A. Cassano

The laconic radio exchange of a just-launched Navy fighter pilot to his carrier: "Gray Eagle Departure, Garruda 210 - airborne"

"Roger, 210"

A typical launch event would be twenty aircraft leaving the deck of the *USS Ranger*, (CVA 61) bound for the shores of Vietnam and another combat mission. Ten events might be scheduled in a day. I was a departure controller working in the Carrier Air Traffic Control Center during the 1969 - 71 cruises. The ships that served off the coast of Vietnam were known as, "The Tonkin Gulf Yacht Club". At nineteen years of age, my vast job experience encompassed delivering meat for A&P food stores and attending community college. The Navy was a drastic change. This life experience taught me to set high standards for any project and to be resourceful - lessons to last the rest of my life. Most US Navy sailors I talk to agree their youthful Navy experience changed them forever.

Fresh out of Air Traffic Control School, I was assigned to Air Operations aboard the *USS Ranger*. On the first day, a battle-damaged F-4 Phantom fighter, returning from a sortie, needed to divert to Da Nang air base. The Commander handed me a message he wanted transmitted to Da Nang on a secure radio channel. Anxious to prove myself, but with much confidence and excitement, I picked up the radio handset and started transmitting the message as written.

"Da Nang, Da Nang, Da Nang, this is Air Operations -- *USS Ranger*, Over"

There was no answer. I started transmitting again and again no answer. After the third attempt to raise Da Nang Commander Lacy pushed back in his chair and said, "What the hell are you doing?"

"Sending this message, sir", I answered, unable to understand what was wrong.

"But, but... you have to encode the message first!!" Well, I coded the message and sent it. If the North Vietnamese didn't know by now the *Ranger's* code name was Gray Eagle, I sure made it easy enough for them to learn this fact.

My first sailing experience was in Subic Bay, PI. I teamed up with another sailor and rented a little day sailor. The other guy said he knew how to sail. I had never been on a sailboat in my life. We set out across the harbor on a run to an R&R (Rest and Recreation) spot called Grandee Island. After visiting the island we realized neither of us knew how to tack. We ended up beached on the leeward shore and took a launch back to our ship. Believe it or not, this was the seed for developing a passion to sail.

After four years, with profound respect for the power of Gray Eagle, I left the Navy. Gray Eagle had been in my vocabulary every day, every minute for two years. It was an indelible experience at such a young age that it became part of who I am. My memory of this ship is one of power, fear, adventure and discovery. For me it was the maturing of a kid from the streets of Queens, NY. I knew if I ever bought a sailboat it would be named *Gray Eagle*.

On November 1st, 1996 I was in the office of Ganis Credit Corp., closing on the purchase of a 1988 Tashiba 40. My plan has always been to do a slow adventurous circumnavigation - a two or three years cruise to visit the islands and ports less traveled. Just like Robin Lee Graham in the National Geographic articles, I wanted to be the only boat to visit some lonely tropical island. When I was single, I visualized myself making the trip single-handed.

Now I am married and have a three year old daughter (Emilie). My vision is for a family voyage of adventure and discovery. The last paper was signed and the time to choose a name for documentation had come. With all the pressure of searching for and buying the perfect boat I didn't give serious thought to a name. The name I had in the back of my mind was chosen in a different time and place; it was twenty five years old. I wondered, should I drop the Vietnam-era experience and bring a new name to this table, one from the present? A moment of silence passed. It was only a second, but, it was one of those seconds that stretched all the way back to 1969. I could see the *Ranger* maneuvering up to the pier in Subic Bay. I could feel the heat from the tropical Philippine sun. For just a second I remembered standing on the pier anxiously waiting to ask permission to come aboard for the first time. And then I asked myself, "Will another name serve as well?" Another name...? Not a chance! "*Gray Eagle*. The name will be *Gray Eagle*"

The name *Gray Eagle* is still a valid one. It continues to have significant meaning for me. Each time I say the name my mind hears the waist catapult shudder as another fighter is launched. Will the Tashiba 40 live up to the adventures I once knew aboard the *USS Ranger* in 1969? I think it will far exceed my expectations.

Well, fellow sailors, if you see the *Grey Eagle* flying out there somewhere on the ocean or roosting in some far off port, you will know why she bears that name and where it came from.



Cruising New Brunswick from Maine the Easy Way *Baba Salt*

by Charlie Todd and Barbara Schmid

Here is the best kept secret we have found - warm, freshwater cruising amid stone bluffs and rolling green hills with scenic protected anchorages - all within a few days of down east Maine. In two sunny, warm weeks we negotiated the Reversing Falls at Saint John, traveled in the river 65 nm to Fredericton, the capital of New Brunswick, explored three substantial bays and lakes as well as various streams and towns along the way, and returned to the friendly hospitality of Royal Kennebecasis Yacht Club (RKYC) in Saint John. We there awaited a propitious moment to pass the Reversing Falls and ride the tide west to Passamaquoddy Bay, then back to Maine.

From the time we left RKYC until we returned we saw less than a dozen US cruising yachts, two Brits, and perhaps a dozen Canadians, excluding weekend boaters. We think that this area is lightly cruised because many people are put off by the perceived difficulty in getting there (specifically the distance from Nova Scotia or Maine), the tides of the Bay of Fundy and the Reversing Falls.

Getting There - Saint John is 115 nm from Southwest Harbor on Mt. Desert Island, Maine. Many cruisers do not come much beyond Mt. Desert Island, thus missing exquisite anchorages such as Mistake Island and Roques Island. We went from The Cow's Yard (Mistake Island) to North Head on Grand Manan Island (38 nm) one day, 24 nm to (West) Dipper Harbor the next and on to Saint John and the Reversing Falls (22 nm) the next. There are many other ways to do it and places to stop along the way, although Dipper is the best stop before Saint John.

Most cruisers plan to travel with the tide (you can get a 3 knot boost

in the Grand Manan Channel) and you try to avoid wind against tide situations, which can develop ugly, square waves. This means you wait if conditions aren't right. Fundy Traffic (VHF Ch. 14) keeps an eye on shipping in the entire bay and will be very helpful if asked. They will confirm the time of slack water at the Falls and call customs for you if you have not cleared into Canada yet. (A friendly customs officer will meet you at the RKYC.) You can also clear at the float across from the Coast Guard dock in Saint John, if you choose to stop there, perhaps to wait for the falls. Clearance is easy by phone from any Canadian port - call 1-800-CANPASS.

We found Grand Manan to be crowded and chose to anchor in 15 feet (plus 20 feet of tide) outside the harbor on a quiet night. Dipper is easily entered.



Sayonara rides at anchor. Note the elaborate dodger and cockpit canvaswork.

-Photo courtesy of Charlie Todd and Barbara Schmid

Anchoring is possible but available free moorings are pointed out to you and sharing is common. The tide is 26 feet at springs.

While you will most likely be riding the flood tide to Saint John, remember that some 5 nm from Saint John the current will turn against you at the "foam line" (you 'll know it when you see it) for the rest of the way. Here the fresh water of the river outflow rides over the salt water. We went from a 2 knot boost to stemming a 1 knot current at the foam line. This could be a problem if it makes you late for the falls. You don't want to be late.

The Reversing Falls - Now this is a kick virtually beyond description. The Saint John River dumps a lot of water into the Bay of Fundy. In return, the

Bay of Fundy sends 28 feet of tide surging up to the mouth of the Saint John River and literally turns the flow of the river back. The two currents meet in a narrow gorge. At low water, the surface of the river in the gorge is some 11 to 15 feet above the harbor. This results in substantial falls and amazing whirlpools. Approximately 3 hours and 50 minutes after low water at Saint John (**Atlantic** time, **not** Eastern) the flood tide just counteracts the outflow from the river and there is slack water at the falls. It's a relative mill pond - a piece of cake - for 10 minutes, then the current at the falls reverses and builds until, at high water, the water level on the harbor side is 6 to 10 feet above the river and the falls have reversed. You have to see it to believe it. There is another slack 2 hours after high water. The falls can be traversed in either direction at either slack. Fundy Traffic (VHF Ch. 12 in the vicinity of Saint John Harbor) will advise you of any known traffic. Barges have right of way, although they are infrequent.

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Sayonara - A Baba 30 Rigged for Cruising

text and photos by Charlie Todd and Barbara Schmid

In May 1995 we left Detroit, Michigan on *Sayonara*, headed for Nova Scotia via the St. Lawrence Seaway. After spending the fall cruising south, and the winter in Beaufort, South Carolina, we returned to Maine and the Bay of Fundy for the summer of 1996.

Our Baba 30 (hull no. 110, purchased new in 1982) has a Volvo MD11C engine (S/N 53579 - 2300 hours). We added three major systems to the engine: a closed cooling system (stock Volvo kit), a 105 amp alternator (regulated by Cruising Equipment's AmpHour+2 with Ideal Regulator), and a Sea Frost refrigeration compressor. The refrigeration installation was copied from Swans and Di on *Lothlorien* (hull number unknown). It involves two custom brackets: one to put the compressor where the stock alternator was and another to hold the alternator in its new location. Two new sheaves and a spacer, provided by Sea Frost, are bolted to the front of the flywheel to power the alternator and compressor. A belt to the slot on the flywheel that was used for the belt that powered the

From left to right: idler pulley, water pump, alternator, and refrigeration compressor



standard alternator powers the water pump. The alternator and its bracket no longer tension this belt; we added an idler pulley on a custom bracket to keep this belt tensioned correctly. Earlier versions of the MD11C used a pulley mounted on the front of the flywheel to power the stock alternator and a double pump, mounted in place of the standard sea water pump, which pumps both raw and fresh water with the same shaft. We found that Sea Frost can provide a compressor bracket for the available space on Yanmar engines, engines that come with a closed cooling system. A high-output alternator is also easily added to the Yanmar (be sure to specify the correct casing type when ordering an alternator for a Yanmar as opposed to a Volvo or Universal engine – ed.)

While we are on the subject of the Volvo, we struggled for 10 years with a faulty, custom high-temperature alarm cobbled together by our local Volvo dealer. We were astounded to learn from a very knowledgeable and generous Volvo dealer, Dick Vosbury (Annapolis, MD, (800) 427-3451 or (410) 757-3844) about a Volvo alarm kit (Volvo part number 827940-8) which hooks directly to the temperature sender!

Under the galley sink we have a Power Survivor 35 water maker whose output goes to the port water tank. Also under the sink is a ShurFlo Blaster water pump that feeds an outlet in the bow for anchor and deck wash downs.

A Furuno 1831 radar sits on the top chart table shelf where the display can be swiveled for use from the helm or at the nav station. GPS data, fed to the radar, is displayed at the bottom of the radar screen. The radar antenna is on a heavy-duty gimbaling Questus radar antenna mount attached to the backstay chainplate. Because the backstay runs inside the Questus tube, a custom toggle at the bottom to minimize the wear on the bottom Questus pin and the chainplate is



Sayonara with the cockpit enclosure closed - note the antennas above it

required. The toggle fits tightly on the chainplate, preventing any mount rotation as the radar bracket swings with the boat's rolling. We had a bracket added to the Questus mount to hold a TV antenna and we added, similar to an installation we saw on a Morris 44 at the Annapolis Boat Show, a CARD radar detector antenna beneath the radar antenna.

Looking at the nav station, there's the radar detector display, GPS, and ham radio, through-bolted to the deck. Aft of them is an AM-FM stereo cassette player in a recessed mount in the bulkhead behind the nav station. We added twelve 12-volt



The GPS, radar detector and ham radio above with the breaker panels below

breakers in a Paneltronics panel. The original panel had to be moved up in order to provide room for the additional breakers. Much of the original wiring has been replaced with Ancor marine-grade wire. We'd found some of the original copper wire had

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grown brittle and deteriorated in the presence of salt water.

A hinged drawer above the v-berth provides much needed chart stowage. We also added shelves for clothing storage forward and a shelf for a built-in TV at the forward end of the starboard settee.

Our Alpha 3000 autopilot is mounted below the cockpit. Our rudder shaft had been machined square for the standard steering quadrant. By moving the quadrant down about half an inch and re-aligning the sheaves afterwards room was provided above the quadrant to attach the hydraulic ram for the Alpha. It clears the

located where the original pad eyes were (new pad eyes were included). The windshield is attached to the top of



A nice clean TV shelf that minimizes intrusion into the cabin

the dodger and the front of the boom gallows. A bimini frame is attached to the aft side of the gallows and is supported by two vertical posts on top of the pushpit. Another frame off those verticals holds the aft end of solar panels attached to the gallows and above the bimini. John Bowen (Dockside Canvas, Mt. Clemens, Michigan (810) 463-1231) did the canvas work. John is a genius and his staff is excellent.

We carry 150 pounds of anchors and 350 feet of chain (various lengths) as well as various rope rodes, spare

was replaced. When we replaced the bobstay we found that the base of the bobstay had not been bonded to the rest of the bonding system. We also found, by testing electrical resistance, the entire bonding system ran to the tiny propeller shaft zinc (except for the rudder hinges, which were wired to the two big zincs on the keel). We go through the propeller's zinc in a couple of months, and the big zincs don't last a year. It appears that more electrical sleuthing is necessary.

In order to provide a more favorable anchoring scope, we had a bracket built and attached, with heavy bolts and backing plates, just above the water in the bow. This bracket holds a nylon line that is made fast to the



The chart carrier attached to the overhead in the v-berth is a good use of space

underside of the cockpit sole by less than an inch.

The canvas cockpit enclosure is the single greatest personal comfort improvement. The dodger frame includes grab rails on the sides and end and a vertical post on each side provides triangular support for a freestanding frame. The standard boom gallows, which mounts on the cabin sides, both restricts visibility from the helm and prevents the dodger frame from folding forward. We had Tops-In-Quality, Inc. (Marysville, Michigan (313) 364-7150) manufacture a custom boom gallows. It runs over the binnacle and just catches the aft end of the boom. The vertical supports for the gallows are anchored in custom stanchion bases



The cockpit enclosure with the side curtains rolled up - note the deployed swim ladder between the boat's name and the Monitor wind vane

parts, sewing machine, etc., resulting in our sitting about 10 inches low at the bow and 4 inches low at the stem. As a result, the base of the bobstay is well under water. The swage at the lower end of the stay corroded quickly and



The shackle has gusset plates above and below, making the shackle very strong.

anchor chain by a rolling hitch. The anchor chain is then eased out until the line takes the load. With this arrangement we no longer hear the chain clanking away. The nylon line acts as a snubber and shock absorber. Best of all, with the chain made fast close to the waterline, we can ride on a shorter rode for a given depth of water.

We're always happy to discuss our Baba (or anyone else's). Please write us at:

Charlie Todd and Barb Schmid
S/V Sayonara
60 Canterbury, Court
Orange Park, Florida 32065-7201

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The Royal Kennebecasis Yacht Club, Saint John - 5 nm above the falls, beyond the gorge and the rocky hills adjacent, you will find the RKYC. Moorings, diesel, gasoline, water, showers, friendly bar and modest, inexpensive food service. There is no charge for moorings or use of the facilities. There is a bus to town at the corner, though you won't have to take it if a club member sees you waiting for the bus. The mall at the transfer point has supermarkets, pharmacy and liquor and beer store. A short ride from the transfer point on another bus takes you to the Reversing Falls. You won't believe you came through there.

Several walking tours are mapped for this historic city which was founded in 1783 by British "loyalists" who left the US for friendlier territory. Saint John is still delightfully friendly and interesting; whenever we stopped on the street for a moment to study our map the nearest passerby would come over within seconds to offer assistance. How very pleasant. The Old City Market is open six days a week and, if you plan your visit for a Wednesday, you may enjoy tea with the mayor between 1400 and 1530 hours at Loyalist House, with a free tour of the house/museum thrown in.

Cruising the River - It's an easy three day trip to Fredricton, with the rocky scenery near Saint John gradually giving way to pastoral hills and farms. Some say the trip is like one on the canals of Europe. Along the way, Belleisle Bay (gorgeous!), Washademoak Lake and Grand Lake offer good sailing in protected, fresh waters. Don't miss Kingston Creek and Jenkins Cove in Belleisle Bay and Flower Cove and Douglas Harbor in Grand Lake. In Douglas Harbor helpful locals will direct you to available, free moorings: elsewhere you can just anchor out. Contact the cable ferries on VHF Ch. 16 and do

not cross ahead of them without being aware of the cable rising to near the surface in front of the ferry.

Gagetown is a good stop for meats and some basic foods. There are two nice restaurants and an interesting museum, the Tilley House. Moorings were \$10 Canadian (\$7 US) in 1996; you can anchor in the secluded creek on the Gagetown Island (east) side, ¼ mile past the Gagetown Marina (diesel, gasoline, pump-out, water and showers). Explore the nature trails and the ruins on the island. The chart shows no water in the creek but we carried 10 feet ¼ mile up. On heading north out of Gagetown, beware of an unmarked shoal near the head of the island. While a "rock reported 1985" appears to be marked by a red buoy, one of the Brits smacked a rock well on the channel side of the buoy. Local knowledge says stay close to the green buoys and within spitting distance of that shore. We carried 15 feet all the way following that advice.

Fredricton is the end of the road for sailboats because the railway bridge no longer opens. Anchor bow and stern by the bridge between the green buoy and the shore in 12 feet. At the municipal dock, just past the railroad bridge, you and your dinghy will be warmly welcomed. Try to plan your visit to include a Saturday for the excellent farmers market, 3 blocks from the dock, where you will find a delightful array of fresh fruits, vegetables, fish, meat, breads and goodies as well as crafts and entertainers. It's not to be missed! A good grocery is within 4 blocks of the marina as are several historic sites, an excellent museum, and the rest of "downtown" Fredricton.

Books and Charts - Nicholas Tracy's *Cruising Guide to the Bay of Fundy and the Saint John River* contains some interesting history and very helpful charts of the tidal currents as well as other information necessary for cruise planning. It may not be worth the money as a cruising guide. The

official Canadian *Sailing Directions for the Saint John River* ATL 107, 1994, are very well done and contain considerable information and many photos. A wealth of helpful information, including the best descriptions of anchorages, is found in *The Cruising Guide to the New England Coast* by Duncan, Fenn and Ware.

There have been substantial recent changes to the buoys in the river above the falls. One can get to RKYC with old charts but at that point it would be best to have a look at the new charts which are supposed to be published shortly.

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Heard on the Internet...

Baba Salt

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

From: John Mason <JMason@AOL.COM>
Sender: The Sailing and amateur BoatBuilding List <YACHT-L@NIC.SURFNET.NL>
To: YACHT-L@NIC.SURFNET.NL
Subject: Re: Throwing rubbish overboard
Date: Fri, 21 Mar 1997 09:35:33 -0500

The decision on trash disposal has been made for you, courtesy of MARPOL Annex V (a treaty). Below is our waste management plan, a required document on vessels over 12 meters. We copied it more or less verbatim from a sample in "Gently With the Tides", a book on living aboard. What you really do is your own concern, but you would do well to present as if you are complying with this treaty. The bottom line is no plastic overboard ever. You also must have a notice displayed (similar to the "no oil" notice).

There are also local regulations to consider.

Waste Management Plan for the vessel Wanderstar:

Person in charge of this plan is John Mason.

Procedures:

If the vessel is outside of 12 miles from shore all the garbage with the exception of food materials and paper is put in a garbage bag to be disposed of in the trash container at the harbor at the end of the trip. Food materials and paper generated in the galley are collected in a bucket or paper bag and emptied over the side.

If the vessel is within 12 miles of shore all the garbage generated on this vessel is put in a garbage bag and disposed of in the trash containers at the harbor at the end of the trip (or is given to the tender vessel to take to shore for disposal).

All crew members have been oriented to the requirements of MARPOL Annex V by the captain and all new crew are specifically shown the MARPOL V placard and told to keep all refuse stowed on board. Passenger orientation to the vessel includes being shown the location of the trash receptacles and mention of refuse discharge regulations.

John Mason
SV Wanderstar
Lying Titusville FL

From: John Bierrie <bierrie@IX.NETCOM.COM>
Sender: The Sailing and amateur BoatBuilding List <YACHT-L@NIC.SURFNET.NL>
To: YACHT-L@NIC.SURFNET.NL
Subject: Re: Throwing rubbish overboard
Date: Fri, 21 Mar 1997 17:53:35 -0600

>I've just been thinking about throwing rubbish overboard, and I was
>wondering what everyone else thought (legal issues aside.) I'm not so much
>thinking about dumping stuff over the side in anchorages or just off the
>coast, which is clearly antisocial, but (say) ten or more miles offshore,

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>or maybe in mid-ocean. What do you think about the moral implications in
>the following situations?

Dave,

There are various rules and regulations governing this activity (in our country and elsewhere) and if you follow them, you'll stay "legal"... for what that's worth.

Generally speaking "we" follow our own set of rules...

Coastal Cruising: Everything (except bread usually) is packaged up and disposed of in a trash container on-shore.

Long Distance (offshore) Cruising: Food stuff's are disposed of overboard. Some packaging material (cardboard/paper) may also be (if necessary). Everything else is saved and disposed of on-shore, of what there is. We do not take plastic or glass containers onboard when doing offshore cruising, except for those we expect to be "recycling" (onboard). Most notably are 1 gal. water containers, etc. which are used to mix powdered milk, lemonaid, iced tea, etc. Otherwise items in plastic are re-packaged before leaving into something more "friendly" (tupperwear is great stuff! :-))

My downfall are aluminium and steel cans (soda & whatever food...). When well offshore and not expecting landfall for a few weeks, these "tend" to fall overboard. BUT... I take very little soda on offshore trips (a few 6packs for treats and they are usually crushed and saved, but...) and we do recycle (onboard) as many steel containers as we can. We have kept a supply of "cat food" tops (plastic slip on can tops) so that the cans can be used as storage containers for other items (leftovers, screws, etc., etc.).

It may not be perfect, but it's better than what we've seen from many others...

John

From: SigYachts@aol.com
To: rick@ssg.com
Subject: "Pandarosa"
Date: Thu, 10 Apr 1997 12:45:58

We've [sold] several Ta Shing boats this spring and are putting the buyers in touch with you [...including] Taswell 43 *Sugarbird* (Jason Suess/Zarah Johnson-Morris), Seattle; Panda 38 *Pandacea*, (Ed & Lisa

Starinchak) Portland and Panda 40 Pilothouse *Pandarosa* (Todd & Lori Overby), Alaska.

In addition, wanted to alert you to articles in the new cruising magazine "Latitudes & Attitudes" with a series of articles written by the couple that circumnavigated *Pandarosa*, 1984 Panda 40 Pilothouse. This issue includes an article about their losing their mast

off the coast of Australia... w/color photos, etc. The magazine is fun...believe it was founded by Bob Bitchin, the original founder of 'Tattoo' magazine who sold out and went cruising himself... anyway... here's contact for the magazine (\$19/yr- 6 issues):

Latitudes & Attitudes
P . O . B o x 6 6 8
(Please turn to page 14)

Baba Salt**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

nothin' telegraph,

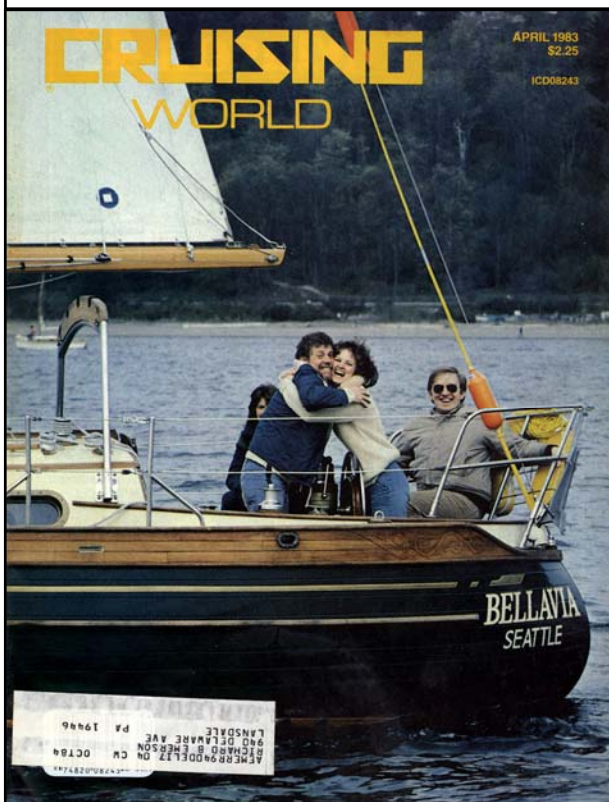
IN MEMORIAM

With regret, **Baba Salt** marks the passing of Paul Fredrick, late husband of Dr. Christabel Fredrick.

Dr. Fredrick writes:"...I sold "*Ducksoup*" to Bill [Hart] last summer. This has grieved me but the boat was too much to handle after the death of my husband.

"Although I no longer have a boat I would be glad to help any subscriber who might come to [the] S. W. Michigan shore line. [I am] only 6 miles from Waukegan Harbor."

"The Way We Were" This cover from the April 1983 issue of *Cruising World* is captioned "Clipping along in Puget Sound in *Bellavia*, their Baba 30, John and Robin Martin, of Seattle Washington do a bit of impromptu mugging for Phil Uhl's camera." The sharp-eyed reader will note the cover price: \$2.25.



Chris and Rick Emerson's *One With The Wind* (1985 Baba 35, hull no. 119) reaching down Langford Creek off the Chesapeake Bay

-Photo courtesy of Dolores Murphy

Dr. Fredrick was of considerable help to Chris and me during, among other projects, our search for refrigeration for *One With The Wind* and I trust that **Baba Salt** sailors in the area will take the time to keep in touch with her and, of course, offer the chance to get back on the water.

Dr. Fredrick can be contacted at:

Christabel H. Fredrick, DVM
116 West Washington Street
Lake Bluff, Illinois 60044
849-234-4460

Baba Salt



Frank Crezee's *Reverie* (1985 Baba 35, hull no. 115) close reaching off the California coast.

Several readers have asked for ideas about some sort of protection from the elements while standing in the cockpit. The curve at the aft end of the cockpit makes typical bimini designs difficult or impractical to install. *Sayonara's* canvaswork is one solution; on *One With The Wind* we use an awning zipped to and brought back from the trailing edge of the dodger. What do you use on your boat? What would you like to do on your boat if your present arrangement isn't adequate? Have certain canvas colors or materials worked better (or worse) than others? What about a dark upper layer and light bottom layer or vice versa? **Baba Salt** needs your ideas and photos!

The following was received from Baba supporter and broker, Robbie Robinson:

"I have ordered and will soon have in stock several sets of "Ta Shing Teak Caprail Nameplates". They are cast metal, gold in color, contoured towards the shape of the caprail and make great stepping places when [mounted] between the boarding gates on top of the caprail. They are \$100 per pair, postpaid and available through

Signature Yachts
901 Fairview Ave. N #A-140
Seattle WA 98109
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The ruler in the photo is 12 inches long.

About this "color supplement": this section is an experiment by a die-hard computer gadgeteer. The page was printed on a Hewlett Packard DeskJet 870 Cse inkjet printer and the photos here and throughout the issue were scanned on a Umax S-12 flatbed scanner. The section, and the entire issue, was laid out using Microsoft Publisher 97 and Adobe Photoshop v4.0. I'd like to hear reactions (good and bad) and suggestions about **Baba Salt's** appearance.



Photo by Robbie Robinson

Baba BarAnn Around the Pacific Ocean

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

Baba Salt

South to Long Beach

The number of projects to be completed before leaving the U.S. is diminishing. I'm starting to feel good about our preparedness. Candace really has done a great job in the provisioning and food planning area. More than that, she's made the boat very comfortable and clean. She's also concentrated on the medical side of things. Because of my asthma, I couldn't get any health insurance after COBRA runs out. The PPO plan at work didn't provide any coverage outside of the Seattle area. So we've been without any health coverage since leaving Seattle. Once we leave the U.S. we can be covered under an International Plan which is provided by a company in England. Hopefully that will be as good as it appears. Just £305 per year (less than \$500) and I'll be covered for 100% of all in-patient expenses, both hospital and medical, with a 50,000 pounds sterling maximum per year. However, it doesn't apply in the U.S. or Canada. Candace's premium is even less!

We've met some fun cruisers. A couple from Alaska has been most helpful, especially in the ham radio area. I should have the weatherfax working perfectly in about a week. It's been one of the lowest priorities. I'm getting down to the bottom of the list!

On October 22 we left Santa Barbara. After 13 days we were starting to get marina rot. It was good to get back on the sea. We left, with our friends Chuck and Bev from Alaska, for Santa Cruz Island. On the way we saw about eight Dall Porpoises... the first we'd seen since Puget Sound, one shark, and many seals. More importantly, the seals had several babies. It was neat to see the little baby seals, perhaps 18 inches long, jumping and swimming. Unlike the seals we'd seen so often between San Francisco and Santa Barbara, these seals have ears.

We anchored at China Harbor on Santa Cruz Island the first night, and Prisoners Harbor, slightly to the west, the next night. I

got the weatherfax working. I received a weatherfax, on the ham radio, from Hawaii, which was converted via the modem into the computer. I did some editing and then printed out the weather map for the north Pacific. Unfortunately, it showed a big storm coming. I also used this PK-232 system to "listen" to two ham operators using morse code. The system interprets the dots and dashes, and just prints out the words on the computer screen. For my first "translation" I got a gushy conversation between a guy in Colorado Springs and a girl in Tucson. ("I love you very much"... "You're the best"... etc.) That was kind of fun.

I trolled a line trying to catch dinner, but without success. That was the first time I'd done any fishing on the trip. We planned to leave early, at 0430 on October 25th, for the long trip to Redondo Beach, just south of Marina Del Rey. However, the wind came up quite strongly from the North, making our anchorage extremely uncomfortable, and dangerous, with a lee shore. So we got up to leave at 0250! We hadn't slept any, because of the noise and rocking. The 66 mile trip was accompanied with 10-11 foot seas and winds in the mid 20 knot range. Both Candace and I were very tired and quite seasick. It was not a pleasant journey.

Just before ducking behind the breakwater at Redondo Beach, our dinghy flew off the boat. We quickly did a 180 degree turn, Candace grabbed the boat hook, and she retrieved the dinghy before the large waves could push us onto the beach. Whew! Because of the closeness of the beach, we knew we only would have one shot at getting our dinghy back. Even in the harbor, there were gusts up to 30 knots, and waves were breaking over the breakwater. We put out a bow anchor with plenty of scope, as well as a stern anchor. Despite the winds, it was a smooth and pleasant anchorage. The next day I got two new lures, and one worked great. I caught one mackerel, about 18 inches long. It tasted "mushy" and we threw it out. I also caught a Pacific Bonito, about 24 inches long. The first night it was fried and the second night it was poached, with onions, tomatoes, green olives, and spices.

From Redondo Beach we then went to Long

Beach where we had to pay \$18 to use some mooring buoys! On Sunday morning, October 29, we were awoken by the Santa Ana winds, up to 25 knots. Talk about a "busman's holiday," we spent five hours at the Long Beach boat show. We finally took the plunge and ordered insulators for the backstays to obtain the best possible reception for the ham radio. We also got some aluminum propane tanks to replace the steel ones which were rusting away. The stove, and the barbecue, use propane. Each of our new tanks holds 5 gallons of LPG (20 pounds), which may last us about 3 or 4 months before needing to be refilled.

Sunday night, we went out to dinner with Doyal and Wilmoth Boring. He's a Principal in the Mercer LA office, and a long time friend and sailor. Doyal actually saw *Baba BarAnn* in Marina Del Rey, before we did, and sent us many pictures.

On Monday we played tourist, and saw the *Spruce Goose* and the *Queen Mary*. We really enjoyed both attractions. Howard Hughes, like William Randolph Hearst, seemed larger than life. Both had tons of money, were successful simultaneously in movies and another endeavor, and squired the most beautiful movie actresses.

On Tuesday we continued south, just a few miles, to Alamitos Bay. Here we stayed at a dock and enjoyed shore power and water. Candace spent many hours cleaning off the Santa Ana dust that covered the boat during Sunday's wind. We got some more spare parts at West Marine, and filled our new propane tanks.

One of the projects I've been working on is an audible alarm for the bilge. I found just what I wanted. If our automatic bilge pump is overwhelmed and water rises more than 3 inches above it, then my new alarm will set off a buzzer. So many other systems I've seen either have the buzzer connected to the bilge pump (causing the alarm to always go off whenever the bilge pump runs) or have an alarm that is tied into the ship's electrical system. Since one reason for bilge pump failure is battery failure, it

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Baba Salt

seems crazy to have an alarm which uses the same battery system. This new alarm just uses two 9 volt batteries, requires no wiring, and costs about half as much.

I ordered four 30 watt, Solarex solar panels, to be picked up in San Diego. I hope these will produce 50 to 60 amp hours per day of clean, quiet electricity. Between them and the windmill, I should need to run the diesel engine to generate additional power only a few hours per week. Of course, it's really difficult to judge our needs in tropical climates. Refrigeration consumes 60 to 80 percent of our electrical diet. Just how well will the "fridge" be insulated when it gets hot?

During the first week of November, it's been very cold during mornings in Los Angeles (into the 40's), but it warms to shirt sleeve weather by noon. Unfortunately, the boat's heating system hasn't worked since leaving Seattle. So we wear lots of sweaters or sweatshirts to keep warm during the mornings and evenings. Tonight we're puttin' another blanket on the bed!

We've been hearing that Newport Beach is extremely crowded and not that nice a place to visit. However, the backstay insulators, which I'd ordered at the boat show, were to be picked up in Newport Beach. On Wednesday, November 1, I was talking to a guy on the dock who was interested in buying a boat that was for sale. He was very friendly, (like almost everyone in California) and offered to give me a ride to Newport Beach to pick up the insulators. I hopped into his Mercedes and headed to Newport Beach, about 30 minutes south of Long Beach. After picking up the insulators, he decided to give me a ride back to the marina. Fantastic. Now we didn't have to go to Newport Beach, and I could install the insulators while using the good facilities of the marina.

The next morning I went up in the bosun chair and removed the backstay. It was a bit scary, being at the top of the mast with no backstay support. Since our mast is stepped on the keel, as opposed to the deck, my fears were partially assuaged. Then I cut the backstay in two places, and

put in the insulators, exactly 32 feet 10 inches apart. That's the distance that's perfect for the 20 meter ham radio band that we use the most. Other bands are also available because we have an automatic antenna tuner. Needless to say, it's a bit scary cutting the backstay, since it's such an important component of the rig. Everything seemed to work out perfectly, and we were using our new antenna that night. We talked to our friends, Chuck and Bev on *Carina* who were still anchored over by the *Spruce Goose/Queen Mary*. They said our signal was loud and clear.

On Friday night we went to a Chinese restaurant with a cruising couple from Fairbanks, AK. They had sailed from Mexico to Hawaii last year, and back to Long Beach in the summer. Their boat is only 28 feet long, but is quite seaworthy. Unlike most cruising couples, he's the one that gets seasick the most.

We had noticed that our new windlass, installed just last July, already was showing lots of electrolysis. It was improperly installed since there was no barrier between the aluminum windlass and the stainless steel mounting bracket. With a little salt water, electrolysis was attacking the less "noble" aluminum. So on Saturday, I took off the windlass and inserted a heavy duty vinyl barrier. Of course there was much corrosion, and it took all day. With all the people down at the marina on the weekend, there was a never ending stream of people offering help and assistance, and in particular, tools to borrow. That night we were invited to dinner on *Lightin'* by a couple we'd met at the marina. *Lightin'* was formerly owned by Ted Turner, and is more of a racing boat than a cruising boat. But Blair and Kathy have done a great job remodeling it. They're planning to leave for the Marqueses next March. It was a great dinner with shrimp and fettuccine.

Sunday morning we left for Santa Catalina Island. That night we stayed at Emerald Bay (aptly named), and the next two at the Isthmus. Anchoring, for free is not allowed on Catalina. You have to pick up a floating "wand" which has lines attached to a mooring buoy on one end for the bow, and a

stern anchor on the other end. The winter rates are pretty cheap, \$26 for the entire week. For the most part we just read, wrote, and relaxed. We noticed that the automatic bilge pump was running a few times a day, whereas formerly it ran about once a week. I found a slow, drip, drip, leak coming from our stuffing box. This will have to be fixed very shortly. I've also been looking into roller furling systems that would be a lot better than the Mariner System we had. Initially I was attracted to the Hood LD system and its continuous line, rather than have the line accumulate on a drum like all the other systems. Now I'm leaning toward a ProFurl system.

On Wednesday, November 8, we left Santa Catalina Island for Dana Point. We had by far the best sail of our entire trip. Smooth seas, 9 to 14 knot winds on the beam, and blue skies. The windvane steered almost all the way, our speed peaked at 7.35 knots, and our navigation was flawless. Perfect. I even tried out two sun sights with the sextant. Both put us within one mile of our position as reported by LORAN. That's quite encouraging. I realize that the sextant won't be as accurate with rough seas, and worthless when it's cloudy or dark, but it's reassuring that celestial navigation works so well at other times.

When we pulled into the anchorage at Dana Point, we noticed the same Canadian boat that was next to us at the San Francisco Municipal Marina. They shared some tips about getting all the paper work done with the Mexican authorities. Dana Point looked like a very nice spot, perhaps the nicest we've been to since Seattle; it would have been nice to stay longer. There was an old tall ship, *Pilgrim*, moored next to us. About 30 grade school kids spent the night on the boat, learning about seafaring life 200 years ago. They were really having a good time.

On Thursday we headed for Mission Bay in San Diego... our last port of call in the USA. Another sun sight with the sextant put us less than one-half a mile away from my LORAN position (I think the LORAN is off!) I also received and printed out a

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Baba Salt*(Continued from page 12)*

weatherfax of the northeastern Pacific Ocean. Looks like ugly weather in Washington state, with a couple of nice highs foretelling continued good weather in southern California. Candace is studying Spanish everyday now. Just north of Mission Bay we encountered a gigantic kelp bed, perhaps five miles long by two miles wide. Of course some kelp wrapped around our prop, but that was easily cleaned off after we anchored.

We're here in San Diego, two thirds of the way to Cabo San Lucas and about 1,400 miles from Seattle. Except for the Mariner roller furling, there have been no major problems. Ruining our cameras with that wave in San Simeon was pretty bad, but they were vulnerable and likely to be totaled sooner or later. Now its time for final provisioning, getting our Mexican paper work completed, as well as our Mexican ham licenses, and finishing the final projects. The weather in San Diego is fantastic.

Final Preparations

On November 21 we motored around Point Loma to San Diego to get a little closer to the America's Cup "action." Do you remember the America's Cup races, called the "Coma off Pt. Loma" by some sports writer who was bored with the mismatch between the "cat and the dog?" Of course that was a take off on the Ali/Frazer heavyweight fight billed as the "Thrilla in Manila" Lest I digress, San Diego is really quite a sailing mecca, and they're still into the America's Cup. All the banks, the Post Office, and all the stores have sailing pictures on the walls. Bumper stickers query "To sail, or to varnish, that is the question" or perhaps, "Read the Deed," following the theme of the America's Cup court proceedings.

Before San Diego, we spent twelve days in Mission Bay, The anchoring rules only allow four days at anchor per week in Mission Bay, so we spent four days on the hook in beautiful Mariner's Cove, four on

the dock at the Hyatt Islandia Marina, and then four back in the cove. Except for a visit from Candace's parents (they drove their RV from Houston), it was a period of non-stop projects. Redo the brightwork, following up on the promise we made in Benicia to keep it looking nice; minor rewiring on the windmill; and finish installing the ham antenna. (Actually, hams never finish tinkering with their antennas. That's why they spend 90% of the time talking about them.) We bought a ProFurl roller furling system for the headsail (but not the staysil), two large M-55 ARCO solar panels (they've temporarily stopped making the Solvonics ones that I had originally ordered), spare light bulbs for all the lights, a stainless steel cable to lock the dinghy, several filters and a repair kit for the water maker. Finally, we both got a spare pair of eyeglasses, and carbon paper to help us fill out the multiple copies of Mexican paperwork. Can you imagine the bill we're running up on our VISA card? Many of the other cruisers who are "headin' south" are spending just as crazily as we are. It's a feeding frenzy at the marine stores in San Diego!

In contrast to all the pro sailing vibes exuded by business and the general public in San Diego, their Harbor Police have made it quite difficult for cruisers. Unlike any other port on the West Coast that we've been to, San Diego is the only one that requires a boat anchored during daylight hours to hoist a black ball, twelve inches in diameter. We stuffed some laundry in a black plastic trash bag, tied it up in a roundish bundle, and hoisted it for all the harbor police to see. They also require anchor lights to be lit at least twenty minutes before sunset. Anyway, we complied, even though it wasted electricity. The harbor police also give tickets if you're in a dinghy that's not registered. In Washington state, a small dinghy is not required to be registered so long as there's no motor on it. Finally they require a dinghy to display red and green running lights, as well as a white stern light, if being operated at night. The fines for these "infractions" are in the \$75 to \$125 range. What a hassle! To make matters worse, the only legal anchorage is between the San Diego airport and the Navy's airport, so it's quite noisy. We put up with that crap for only

one night while we checked out the marinas. We found a good spot for \$15 per night in Commercial Basin on Shelter Island near all the marine stores.

Seattle-ites would be surprised to see the gestapo-like harbor police of southern California. When I checked into the Santa Barbara marina I was intimidated by the large revolvers strapped on their hips. In order to use the marina, not only do you have to pay some inflated price, but you also have to show your current, unexpired, state boaters' registration. Then the police actually check that the registration numbers and the boat description match with your registration. All this is done in an unfriendly, confrontational atmosphere. When you're used to dealing with the friendly Californians that I've talked so much about earlier, it's quite a shock to be treated like a hardened criminal just to pay a ridiculous price for a dock. This has been the case in every municipal marina in Southern California. Northern California is a different state!

Shelter Island. What a great spot for cruisers! There are more than twenty stores selling various stuff and services for boaters... all within walking distance. Plus laundromats, banks, grocery stores, and restaurants galore. We checked in with the Downwind Marine Store which seems to try harder than any other, catering to the cruisers heading to Mexico. They provide many services, for free, just on the chance you'll spend what's left of your cruising kitty with them. For example, they will forward mail to us in Mexico. They have a beat up truck which we can use for free. We've signed up for it on Friday to do a bunch of errands in downtown San Diego. They monitor several ham nets and will forward messages to us. This will allow people to call Downwind Marine in San Diego (619-224-2733) to forward a non-business message to us via the ham radio. Even if we're not listening to the net that day, another cruiser who's in our vicinity may hear the message and volunteer to forward it to us. This is great.

I spent almost all of Thanksgiving Day

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Baba Salt

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installing the new ProFurl system. This was quite an undertaking, but everything seemed to go smoothly. First I had to go up in the bosun chair and remove the headstay. Then all the aluminum extrusions and the rest of the system had to be installed on the forestay while it was on the dock. Then the tricky part was reattaching the forestay, with all the heavy furling system on it, without bending it. With a long line in hand, Candace went to the top of the mast in the bosun chair and lead it through a turning block. I put the heavy furling drum, which is at the bottom of the forestay, in a styrofoam box. One end of the long line was attached to the top of the forestay and the other end was wrapped around a jib winch. As I started to winch up the top of the forestay, the styrofoam box at the bottom slid smoothly along the dock. This approach worked perfectly, and we hoisted the furling system without bending it. I can't wait to try it out.

Candace fixed a small, 9 pound, turkey with stuffing and gravy, then topped it off with pumpkin pie. Like most Americans, we had leftover turkey for several days. We were thankful for many, many things.

On Friday, we borrowed the Downwind Marine beater truck and went downtown to get our Mexican cruising papers. Whether or not one fishes, it's necessary to get a fishing license for the boat, the dinghy, and all people on board. That set us back \$61. The Tourist Permit was free, but something else cost \$16. Candace picked up another how-to-speak Spanish book, and I picked up a spare start-stop switch for the windmill.

In San Diego we had the diesel engine serviced. Not too surprisingly it had been knocked out of alignment somewhat by the "Delta Danforth" episode. We picked up a spare fan and module (the "brains") for the refrigerator. Everything we've heard tells us that our large Adler Barbour Cold Machine will break down under constant running in the tropics. So we're preparing as best we can.

We had noticed that the water was tasting

a little bit "moldy," so Candace emptied all the tanks and cleaned them as best she could. Then she treated them with bleach, flushed them a few times, and then refilled them. This was a good task to complete while we had easy access to a plentiful water supply. I installed a charcoal water filter for the galley foot pump. We noticed an immediate improvement in water quality.

I purchased another 150 feet of chain. The 200 feet we already had plus the new chain were joined together to form a single, 350 foot long, all chain anchor rode. We want all chain to avoid chafing in coral anchorages. I stretched it out along the dock, up and back in 25 foot segments. Then I spray painted red marks at 25', 75', 125', etc., and white marks at 50', 100', 150', etc. With these marks on the chain, it's easy to let out the desired amount while anchoring.

One project I didn't get around to completing was calibration of the knotmeter and log. The initial adjustment, after the instrument was fixed in Redondo Beach, was made strictly from the memory that we went about 6.25 knots when the motor ran at 2,400 RPM's. That should be close enough for government work!

We made radio contact with Chuck and Bev on *Carina* for the first time in weeks. They were "around the corner" in Mission Bay. Together we rented a car and drove to Mexicali to get our Mexican ham licenses. What a hassle. Virtually every other country in the world has free reciprocity concerning the licensing of foreign hams. Not Mexico. It's a 2.5 hour trip to Mexicali, the capital of Baja California Norte. At the border, I exchanged less than \$400 for a million pesos. I guess that makes us Mexican millionaires! Then we drove around from the "Direccion General De Normatividad Y Control De Comunicaciones," to a store to get four copies made (they didn't even have a copy machine in the government building), then to a bank to pay 76,000 pesos and finally back to the government building to get the final papers stamped. Afterwards we went to a new shopping mall in Mexicali, had lunch and ice cream cones, then headed back to San Diego. It was fun trying to

communicate in Spanish. Everyone was friendly, and getting in and out of the country was "no problema"

One of the last projects before heading south was the mounting of the solar panels. They have to be moved around to get optimum output from the sun. I built a frame to hold both panels and completed the wiring. I hope my arrangement works. Every boat seems to have a different idea when it comes to mounting solar panels. That's because there really isn't a single best solution.

We bought a Mexican flag, and a new USA flag since ours was kind of frayed. Candace also made a Q flag. That's a solid yellow flag that's hoisted when you sail into a new country and request clearance. Final food purchases were completed and we declared we were ready.

Now it's time to have fun.



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Redondo Beach, CA 90277
310-798-3445 - Fax 310-798-3448. Anyway, highly recommend magazine to fellow Baba members.

I'm in process of preparing *Kan Pei* for a circumnavigation of Vancouver Island this summer, up the inside, down the outside. It's 867 miles and pretty remote, challenging coastline. Hopefully will have some stories to tell! [...]
Robbie Robinson

[Thanks to Joe Brant who mailed me a copy of *Latitudes & Attitudes!* - ed.]

Renew Now To Get A Baba T-shirt For \$10

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	2	4	3	1	14
X Large	2	5	5	3	6

When you renew your subscription, send \$10 for each Baba T-shirt you want (yes, you can have more than one at this bargain price). 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**
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Baba Salt**Baba Salt** Subscriber Survey

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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.)

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 (none, Datamarine, etc.) (1, 2, 3, etc.) (250, 325, etc.)

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