Subject: Rigging question

From: rick

Date: Saturday, January 01, 2000

Body: I was asked the following: If you had to choose between Sta-lok and Norseman, which would you choose and why? Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: News from Felicity

From: Ken Machtley

Date: Sunday, January 02, 2000

Body: Hi Rick, It's been awhile - how are you and Chris doing? We've decided to stay an extra year here in New Zealand to be around for the America's Cup. The Louis Vuitton Cup starts up in October and we'll be out volunteering as "spectator control" in little runabouts. Should be fun. If you're still running the Baba list, I've got a submission and a question to pass along. First, Tashibas come with a Princess Mariner stove in either 2 or 3 burner configurations. The builder of these stoves was Marine Stainless Fittings in New Zealand. The company has moved and is slightly renamed. If owners of these stoves need spare parts, they can contact Fred Andrews at Stainless Fittings. Phone number is +011 64 9 274 4718. Two friends have had their stoves completely rebuilt by them for < $500 NZ ($250 US) and ours is going in tomorrow. They also have a fix for the "pop" that the oven emits when shutting down the burner. Second, we installed a 17" 3-blade Max-Prop VP to our Tashiba 31 when we left Seattle but are still having issues with correct sizing/pitch. We've adjusted the prop from between 12 degrees and 19 degrees of blade angle (6.8" to 11.0" of pitch). 19 degrees didn't allow the Yanmar 3GM30F past 1900 rpm (engine max is 3600) and 12 degrees didn't give us enough uumph (nor allow the engine past 3000 rpm). We settled on 15 degrees with a max rpm of 2800 and cruising rpm of 2400. We'd be interested in hearing from other Tashiba 31 or Baba 30 owners that have a Max-Prop as to what their size and settings are as we are considering cutting the prop down to 16" or possibly smaller to enable the engine to run at it's designed RPM. If you are able to forward these submissions to the list, I'd greatly appreciate it. Responses may be sent to ken Thanks! Ken SV Felicity 1987 Tashiba 31 www.svfelicity.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Selling.

From: Richard Cassano

Date: Sunday, November 04, 2001

Body: Paul, A long time ago, before I got married, I decided to raise my sailing skills to the point of being able to singlehand the boat. It was 1984, (Islander 36) and I invited a few friends to go for a day sail. No one showed up for various reasons. "It's too windy" - It's too cold" - "It's too....." As I sat in the cockpit with my lunch I decided to go for a sail by myself. Thought out every maneuver and gave it a try. All went well and since than single-handed self-sufficiency has been my standard. My wife has absolutely no responsibilities while aboard. She can go below and sleep the entire voyage if she wishes and that's ok with me. All my seamanship decisions are based on single-handed capabilities. From time to time I do coastal trips alone. The most resent was from Oyster Bay to Annapolis, MD in 20 - 25 knot winds down NJ coast. This instills a strong sense of accomplishment and confidence in ones skill level. In my situation, the only rub at this time are the kids. The seven year old is actually a helpful crew member, but, the 19 month old is a handful that requires one adult, 100% of the time. This is not much fun for my wife even though I take care of all the seamanship and sailing chores. Next summer should be better than last and every year after will improve as Amanda "The Commander" gets older and more predictable. So... Why not start reading all you can on single-handed sailing and develop those skills so you can either sail alone or with your wife and give her absolutely no responsibilities? Just a suggestion ! Hope you keep them both Regards, Rich Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: 2nd Reef on a Baba 30

From: John Tatarsky

Date: Sunday, November 04, 2001

Body: We'd appreciate some advice on how to put in quickly the 2nd reef on the mainsail. We have a Baba 30, and the way it is rigged right now we have to drop the mainsail, remove the stop, slip the appropriate number of slides out of the track, put the stop back in the track, hook the cringle over the reefing hook, tension the halyard, pull in the reefing line for the clew, then tie down all the intermediate points. It's the first part of the process --- pulling the slides out of the track and getting the cringle over the reefing hook --- that seems to take way too long. Is there a faster, more efficient way to do this? As this is the 2nd reef, by the time we need to perform this operation conditions are already fairly interesting. We really would like to handle it as quickly as possible. We did create a jiffy reef for the first reef point, and that works very well. Has anyone ever seen a jiffy reef used for the 2nd reef as well? Or does the webbing get to be so long that when the jiffy reef is not in use, it flails around banging the mast and chafing the sail? We'd very much like to hear how others handle this process. Thanks. Mary & John Tatarsky Baba 30 "Surprise" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Storm trisail

From: John Sweeney

Date: Sunday, November 04, 2001

Body: Wow!! For a lot of reasons, primarily that of sloth, GiGi's storm sail was hoisted, for the first time in it's 15 year life, today. We have the slide track on the mast riveted on just stbd of the mainsail slot. Raising it is not an easy chore with the mainsail dropped and secured on the mast. The 'bump' of sail material forces the trisail so far to starboard that they bind continually. We also found that the splice, where the two track sections join was unequal enough that almost each hank stuck. Some silicone and a file put that right. Then we found that the foot of the sail was almost at the foot of the track i.e. considerably below the boom which makes a starboard tack a tough do. As we're off for the Bahamas/Cuba thursday, probably not much can be done and a triple reefed main will withstand more than I will - still... Anybody have any trisail experience/advice? GiGi crew Tashiba 31 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: 2nd Reef on a Baba 30

From: Bob Richardson

Date: Sunday, November 04, 2001

Body: I use to have the same problems. IMO it's not a good idea to remove some of the slides off the track, because it's too easy for the sail to get away from you...especially when the weather's getting ugly. The solution is to have a reefing strap made. This is a strap about 8" long (whatever works exactly for your situation) that goes through the reefing cringle in the sail. Two rings that are larger than the reefing cringle are sewn into both sides of the strap, so that you can reef on either side. The reefing strap stays on all the time. When you lower the sail to reef, you pull one end of the strap down, over the reefing hook. The trick is to have the reefing strap the right length. If it's too short, it won't reach the reefing hook. Too long and you're cringle will be higher than you want, probably making it difficult to secure the lines along the boom. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: 2nd Reef on a Baba 30

From: Brad Gislason

Date: Sunday, November 04, 2001

Body: >the way it is rigged right now > we have to drop the mainsail, remove the stop, slip the appropriate > number of slides out of the track, put the stop back in the track, > hook the cringle over the reefing hook, tension the halyard--- It my be too simplistic a solution, what I did was to make a loop of 1/2" line in the tack cringle long enough to reach the hook without removing the stop and slides. I leave this loop on permanently. This will raise the clew by 4-6 inches. And yes I do have jiffy reefing in my second reef and glad of it. -- Thanks- Brad Gislason Equilibre Friday Harbor -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Storm trisail

From: Bob Richardson

Date: Monday, November 05, 2001

Body: >What are thoughts on a triple reefed main verses a storm trysail? Why not add a >third reef to the main instead of adding tracks and another sail? We have a third reef on our Tashiba 40 - used it just once. I think it's a good solution. When I got a new mainsail last year, I got a 3rd reef on it too. There is at least one drawback. We have two reefing lines; 1st and 2nd reefs; one on each side of the boom. In order to use the 3rd reef, you have to remove the line from one (prob. the 1st reef) and re thread it through the cringle on the leech/clew of the 3rd reef. Not an insurmountable chore, but when it's blowing 40+, every task can take on Herculean proportions. Remember, you have to lower the sail in order to reach that third cringle on the leech. Thus the sail will be whipping around somewhat when you're threading the needle. Trysails are more expensive than a third reef, you have to deal with another track on the mast, and you have the problem of stowing them. Some say that it's a benefit to have them flying free of the boom. I wouldn't know about that. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Storm trisail

From: Tom Currier

Date: Monday, November 05, 2001

Body: What are thoughts on a triple reefed main verses a storm trysail? Why not add a third reef to the main instead of adding tracks and another sail? TomC s/v Chinita Tashiba 31 pilothouse -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: website

From: Rick_and_Minna

Date: Monday, November 05, 2001

Body: Hello Folks, Just spent the better part of a week putting the lion's share of our website together. There's still much to do, but we managed to finally get the logs and photos from our trip into the San Juans this last July (hey, I got kids if you know what I mean). As we work on So▒adora, I will keep the site updated with pictures and documentation. Not much will be happening over the next 6-8 months, but we hope to do a lot starting in the spring. www.sail2live.com Click on the So▒adora link -or- www.sail2live.com/boats/sonadora If you have time to read it, in the logs section is where you can read our adventure in the San Juans aboard the Baba 30 'Gretel II' out of Anacortes. There is quite a bit of Flash stuff, but I've provided quick links to get around it so you can just ignore it if your connection is a slow one. If you do stop by, drop us a note in the Guest Log. We'd love to hear from you. Cheers, Rick Beddoe Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Storm trisail

From: Warecreek

Date: Monday, November 05, 2001

Body: We raised the storm trysail for the first time today on my Baba 35. Found some of the same problems, especially that one a file can resolve. Maybe you're not hoisting it high enough. When we were comfortable with our set he had the tack at least three feet above the boom and we sheeted the clew back to the running backstay turning block, very well aft. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Selling.

From: BabaDan

Date: Monday, November 05, 2001

Body: So...any good hints for docking by yourself ? Midship line first or....? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Storm trisail

From: BabaDan

Date: Monday, November 05, 2001

Body: The trisail is normally heavier and will stand up to the conditions better than the main with three reefs. The other reason we use our trisail in anything over 30 knts sustained, is that I don't have to worry about flogging, tearing the main, and then being SOL... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Storm trisail

From: John Sweeney

Date: Tuesday, November 06, 2001

Body: Good thought (not raising high enough) if it needn't stay attached to the track. I raised it to the top of the track - maybe 15 ft - and stopped. This put the clew about 2 ft over the cabin roof. Any higher would have allowed it to slide off the top of the track (if it would - it may be crimped), but maybe a free sail would work. Re third reefing points. GiGi has a third reef set up. We've never used it, but have had it rigged. Our normal MO is to attach the second jiffy reef line to the next reef point above the one we're using - a bit of a pain, but not too bad when the sail is lowered to set the previous reef. The bottom 3 or 4 slides on the main are attached to the sail through a network of strings that allow all cringles to be attached to the hook. I thought that was normal but apparently not. GiGi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: solo docking (was selling)

From: Paul Saltzman

Date: Tuesday, November 06, 2001

Body: You asked: >So...any good hints for docking by yourself ? Midship line first or....? evening Star is berthed at a slip with the finger on it's starboard side. Docking is fairly simple. Slow into the slip spring line running aft made ready, when I am at the dock and forward motion has come to almost a complete halt I step off with line in hand and toss it on a cleat. REMEMBER make sure you are in neutral... If wind is blowing you out the spring line will not keep the boat from floating out again, so the next line you want is a bow line. I do the spring first so that the bobstay doesn't ride into the dock. I do the bow second to hold the boat in the slip. Next I shut her down and do all the lines... But truth be told i only every had to dock alone once every other time there is always some one to grab a line. Paul Saltzman Skipper S/V Evening Star Baba 30 http://sites.netscape.net/paulsaltzman -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Selling.

From: Richard Cassano

Date: Tuesday, November 06, 2001

Body: Good question! Gray Eagle lives on a mooring with plenty of room surrounding her. We only dock to get fuel or water. Docking a Baba is something I avoid if possible. When I have to dock single-handed I pre-plan every aspect of wind, tide, weather, traffic and set up all the lines and fenders before leaving the mooring. Rarely do I rely on the dock boys/girls for assistance as they may never have assisted before today and from my experience I'm better off alone. Sometimes a known experienced hand is at the dock and I gladly heave a line to them. Generally, the midship cleated line is the first to secure. With midship secure the panic should be abated. and the other lines tended as needed. If I know I have to go to the dock I start planning a week ahead of time. So much for my driving skills in close quarters! Rich Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA > So...any good hints for docking by yourself ? Midship line first or....? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Docking alone

From: Jerry Eisenberg

Date: Wednesday, November 07, 2001

Body: Belaying pins I could not find wooden pins anywhere. I took 1.25 round dowel wood and drilled holes in the pinrails and glued them in. I then rounded the ends of the pins and varnished the whole thing. Looks great. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: belaying pins

From: Rob Sicade

Date: Thursday, November 08, 2001

Body: Have never order form them, but you might try: http://www.woodwater.com/ http://www.woodenboatfittings.com.au/pins.htm They also seemed to be used on theater stages: http://www.stage-n-studio.com/Cat99_PDF_pages/page47.pdf Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: med mooring a baba

From: Rob Sicade

Date: Thursday, November 08, 2001

Body: OK, so were still a few years away from needing to stern tie to a quay wall, but does anyone have a plan for this? We chartered in Greece last year and found it to be fairly easy with the Beneteau, and pretty stress free when it's a rental your aiming into a small space between two boats, anchor chain pouring out, quay wall coming up fast. In the end it was fun, but every time we parked the boat I wondered what we were going to do with the Baba in Greece. I would guess we'll be anchored most of the time, but there will be the odd occasion when we what to tie up in town for fuel and water. Obviously if we can't back it in it'll have to go in forward with a stern anchor, but the main problem is what to use for a boarding plank between the boat and the wall. The wall is usually higher than the boat, and the plank system must be carried with the boat. Any thoughts on an easy to carry boarding plank, and attaching it to either end of the boat in an easy-to-use manner? Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Docking alone

From: ASGatKIII

Date: Thursday, November 08, 2001

Body: Sounds like your solution is permanent, but if you're interested still, I am going to e:mail the Australian folks and see what they have. Their e:mail address is mail and they list (on their web site) 6", 9" and 12" wooden pins for $A20, 25 and 34 respectively. Don't know for sure what the exchange is today, but I think its around .7 so thats a pretty good price in US$. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: belaying pins

From: ASGatKIII

Date: Thursday, November 08, 2001

Body: Thanks Rob. The one you list is the same Australian folks I found and they appear to have the best selection and prices. Also saw good looking wood blocks and cleats etc. for anyone wanting to get really traditional. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Pins...

From: P Horvat

Date: Thursday, November 08, 2001

Body: I would venture to guess that if you could find someone with a wood lathe you might design your own and have your pins made at a very reasonable price. ... Now all this talk about docking has me worried....I didn't realize it was a matter of so much concern, perhaps I or we've been lucky up 'till now. Mind you... there was one time this summer though, I wanted to go back to the dock and toss in the guy that kept pulling our bow in as we were soon screaming at him to push us off. I guess he thought he was saving us from ourselves....and he worked in a boat yard in Annapolis ! PFH. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: props

From: Rick_and_Minna

Date: Thursday, November 08, 2001

Body: Okay, so everyone is hot for the adjustable props from PYI. Is anyone out there replacing their prop with just a regular ol' fixed prop? I was talking with someone familiar with the Baba 30 and he suggested a 3-blade fixed prop. It sounded a little fishy to me, so I checked it out. Some folks seem to think it's a good idea and that the drag is practically negligible. Anyone have a 3-blade fixed prop? Rick Beddoe 1979 Baba 30 So▒adora p.s., if anyone is wondering how to get the ▒' in 'So▒adora' do this: hold down the 'Alt' key with your left hand. Using your right hand, type this number: '0241' You must type the zero. If you have a Macintosh, hold down the 'apple' key then tap the 'n' key. Let go of the 'apple' key then hit the 'n' key again. Now you can type Spanish! Aren't 'puters just the most fun?! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Docking alone

From: Rick_and_Minna

Date: Thursday, November 08, 2001

Body: So▒adora is currently in a slip on the Columbia River. The slip is near one of the entrances to the Marina. The current cuts across the slip at about 5 or 6 knots and at about a 45 degree angle. I won't mention any more because it just wouldn't be polite to repeat the typical 'procedure' for getting in or out. It involves a language and hand gestures which are outlawed by certain states. This typically offsets any prayers or offerings we make prior to entering or leaving the slip. Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: props

From: Paul Saltzman

Date: Thursday, November 08, 2001

Body: Yep! Evening Star sports a 3 blade fixed prop. Here's what she does in reverse. What ever she wants. Is there any drag, yeah I am sure, but if I was after performance I would have bought a Soling... But truth be told, I notice no adverse effect with the prop. And I am learning to respect its own will. Life is simple once you give up trying to beat prop walk and learn to use it to your own advantage. At , you wrote: >Subject: props >From: "Rick_and_Minna" >checked it out. Some folks seem to think it's a good idea and that the >drag is practically negligible. Anyone have a 3-blade fixed prop? Smooth Sailing, S/V EVENING STAR Baba 30' Hull # 66,ß Skipper,ß Paul Saltzman "Life is too short not to be passionate about everything you choose to do!" Jeff Bleustein, 2001 http://sites.netscape.net/paulsaltzmanßßßßßßßßßßßßßßßßßßßßßßßßßßßßßß http://www.geocities.com/babaweb1/home.htm -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: med mooring a baba

From: Tom Beard

Date: Thursday, November 08, 2001

Body: We cruised a couple of seasons in the Med with a boat similar to the Baba-a Perry boat with bowsprit and canoe stern. We found it best to head in to the quay bow first anchoring by the stern. I used a short chain with rope for a stern anchor, usually a lightweight carried on the stern pulpit and if it became necessary, would adjust tension by wrapping the anchor rode around the primary sheet winch. It really worked slick. (maneuvering wise as well-remember the backing qualities?)The bowsprit was our boarding plank. One time this sprit was over a table at a quayside restaurant on a little Greek island. Clambering is not as graceful as sauntering on and off, but it does eliminate extra gear and snooty guests. The big benefit of bow-to was in popular places where boats actually Med moored three deep. With our pointy stern outboard and no obvious way for those liberty hounds moored outboard of us to board from the seawall we had no late-night partiers clambering over our boat all night. No one would tie to our stern. Some of the popular places tend to cram in three times as many boats as will fit. Frequently we were wedged in so tight fenders collapsed! There is a whole story about watching all these boats, three deep, weigh anchor the following morning. Anchor chains were woven as intricately as an Oriental rug. The chorus of yelling was usually in a minimum of five languages. Tom Beard Moonshadow, Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: boarding plank

From: kenneth earle

Date: Thursday, November 08, 2001

Body: While on our trip from Port Superior Wi. to New York City we slipped into Lexington, Mi.The slip was quite high above the railings. We had to bring the Zodiac back to use as a "step up". Even then , we could of used two Zodiac inflated cases. We just strettttttched. and of course no dock people around when we left. K/JEarle -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: slipping

From: kenneth earle

Date: Thursday, November 08, 2001

Body: Funny thing, we've slipped for seven yrs and our first mooring and learning experience was at the 79 st Marina downtown NYCity and that was at 2130 oclockSo we were shook for awhile .That's all we do up here in the midwest is use dock space after anchoring out for the w/e. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: props

From: GaryK

Date: Thursday, November 08, 2001

Body: I have a fixed prop, no problem, use it when needed and not worth changing. Gary s/v Harmony -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: med mooring a baba

From: marvin stasak

Date: Thursday, November 08, 2001

Body: We chartered in Greece a couple of years ago. The boat was equipped with a boarding plank on the stern. It was pivoted in the center of 1 end which was attached to the boat. The other end had a line on each side attached to the back end of the bimini (as I remember). The board was pulled up and leaned against the bimini. It could then be lowered when needed. The trick was to adjust it so it was just slightly above the quay and not touching so that it wouldn't scrape the concrete. When you stepped on it, the nylon lines stretched enough to press the plank down on the quay. How you would do all this from the bow, I have no idea. Regards, Marv BABA-L mailer wrote: > # Please address replies to: BABA-L > # To add, delete or change addresses, send a note to: baba-ad > # Mail to baba-mail-daemon will be discarded. > > Subject: med mooring a baba >

Subject: Re: props

From: John Sweeney

Date: Thursday, November 08, 2001

Body: We've got a plane 3 bllade prop on GiGi (Tashiba 31). Works great. Mainly when going through a bit of sea. The speed stays up. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: props

From: Brent Evers

Date: Thursday, November 08, 2001

Body: anyone out there replacing their prop with just a regular ol' fixed >prop? I was talking with someone familiar with the Baba 30 and he >suggested a 3-blade fixed prop. It sounded a little fishy to me, so I >checked it out. Some folks seem to think it's a good idea and that the >drag is practically negligible. Anyone have a 3-blade fixed prop? Hey Rick - gotta 3 blade on my 35. Never sail the boat, so I wouldn't have a clue if it the drag is appreciable... Not much useful info I know, but I've got one... makes the boat go back and forth to the pump out pretty good... ;-) Best Regards, Brent -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: props

From: BabaDan

Date: Friday, November 09, 2001

Body: We have a fixed three blade on our Baba 35. As long as you're going forward, it's great ! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: 79 St. Boat Basin

From: P Horvat

Date: Friday, November 09, 2001

Body: Kenneth : >From The Horvat Family What fun, picking up a mooring on the Hudson especially when the tide is running ! Between dodging trash, lumber and condoms (plug intakes) you can have substantial current but also back eddies if you choose a mooring closer to shore. Sometimes you would see adjacent boats pointed in different directions. All said though, there is not a better place to be for access to NEW YORK CITY !!! We stayed 5 days this past summer, enjoyed the 15 dollar/day fee, and the security. Horvats, on Seize The Day. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Galley Sink Drain

From: S/V Aquarius

Date: Friday, November 09, 2001

Body: Having trouble with the galley sink draining properly. It backs up after taking a shower (on the Panda 40, my shower drain shares the thru hull with the galley drain). Have a hunch the problem is in the shower drain. Any ideas how to clear it without using harsh chemicals or totally replacing the hose would be appreciated. Mike Folkestad S/V Aquarius Maple Bay, BC -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin details

From: BABA-L Administration

Date: Friday, November 09, 2001

Body: (EST) Chris and I will be putting OWTW out of commission for the winter (insert wailings and lamentations here) this weekend. Because we find it all too traumatic, we'll have a good lie-down after next week... In Barbados (albeit on shore save for time on a dive boat). Any comments or advice on places to visit or dive operators to use (or not)? Anyway, the list will be quiet starting a week from today for a week. Also, it looks as though we're headed to Grenada in March. Again, and input or advice is welcome. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: sale of Honda 8hp

From: Kerry

Date: Friday, November 09, 2001

Body: FOR SALE: A quick post...thanks for the indulgence. I have a two year old Honda 8 hp four stroke outboard for sale. It is in good condition...usually only two summers...and then only occasionally. I'm located in the mid-Chesapeake Bay area...but also travel to the Annapolis area often. Interested parties should reply off list to o2bsailing Thanks again!! kerry and katherine s/v Aisling Tashiba 36 PH -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Galley Sink Drain

From: Rob Sicade

Date: Friday, November 09, 2001

Body: Mike, I'm kind of surprised your galley drain and shower sump share a thru hull, seems to be a bit far? We use water pressure to clear the hose in the sump, PO installed a nice large strainer that also needs cleaning periodically. It's located about halfway between the sump and thru hull due to accessibility, but the through hull is in the head. At least it gives us a convenient way to back flush the sump hose. To bad TaShing couldn't have managed a bit better access. We've found a sauce pan of nearly boiling water down the kitchen sink drain every month or so keeps it draining quickly - guess most of those clogs are grease related, doen't sound like that your problem, though. Rob Sicade -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Galley Sink Drain

From: Brent Evers

Date: Friday, November 09, 2001

Body: >ideas how to clear it without using harsh chemicals or totally replacing >the >hose would be appreciated. Shove a water hose down it and let'r rip... always seems to blow everything out pretty well for me... Brent -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Galley Sink Drain

From: John Sweeney

Date: Friday, November 09, 2001

Body: Our Tashiba 31 has a similar arrangement with the shower being drained by a sump pump exiting through the galley sink thru-hull. There is a one-way check valve at the thru-hull to prevent water coming in to the sink/shower. This, after a few weeks of disuse will hang up and the sink/shower won't drain. The solution for us is to gain access to the thru-hull check valve (under the sink trash bin on GiGi) and give it a good bang with a wrench. It'll then drain and work until it's next prolonged inactivity. The head sink drain has the same arrangement/problem. GiGi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: leaving the dock (was "docking alone")

From: Brent Evers

Date: Friday, November 09, 2001

Body: one obvious >and very simple technique we always use now, and which I have not seen >mentioned, is to simply "walk the boat" to as advantageous a position as >possible, and only then get back on board and go for it with the engine. I've taken this to the extreme in high winds - Girlfriend takes a line to the bow, I take one to the stern. I guide the stern out and toward the finger dock I'm standing one, she keeps the bow toards the opposite finger, then hauls in once the bow has cleared the piling - I then haul in on the stern. We both jump on and scoot away. Makes you feel like a nerd, but it works pretty well and is pretty foolproof. Brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: sink drain

From: Smcavana

Date: Saturday, November 10, 2001

Body: We have the same problem with the sink drain after using the shower sump, an air lock is created in the check valve, we think. One quick plunge with a mini plumbers helper seems to do the trick. Also, the check valve can get obstructed with crud from the sink, and requires a cleaning every few months. A somewhat disgusting job, but very helpful in keeping the drain running free. On ours we just shut the seacock, take the top off the check valve (some water pours out when you do this), then you can lift the flapper and remove the obstructions...toothpicks, potato peel, all kinds of stuff you can't imagine how it got down the drain in the first place. Susan Cavanaugh SV Free Spirit 81 Baba 40 Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Admin details

From: Warecreek

Date: Saturday, November 10, 2001

Body: Sorry you'll be closing. This Baba 35 sailor had the misfortune to be the first boat to retire from the Caribbean 1500, with a broken boom, off the North Carolina coast, on the second morning. We got taken aback with preventer on in the first punch of a front that would provide more than four hours of unforecast 40-knot-plus winds. The preventer hook, which is missing, appears to have parted and when the boom came up against the mainsheet tackle it also parted, cleanly, at the bail. Judging from the cleanness of the break and the appearance of the metal under where the bail had lain, corrosion had resulted, likely from moisture trapped between the tight-fitting bail and the boom. Beware all. Between Perkins 4-108 and genoa we made our way back to Yorktown this morning, a trip made interesting only by being pulled over at dawn by a Navy gunboat off Cape Henry to help guarantee the safe return home to Norfolk of USNS Enterprise. Bob Austin Fantasia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Galley Sink Drain

From: Warecreek

Date: Saturday, November 10, 2001

Body: My Baba 35's shower sump and galley drain also share a common through-hull. With check valve. Bob Austin Fantasia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: props

From: Warecreek

Date: Sunday, November 11, 2001

Body: Different question: What to do about autopilots. Have/had Cetrek (made by Lucas of England, by any chance?). After installing new electronics and a new rudder feedback unit (ordered and shipped at great expense on a panic basis in the waning hours before my delayed departure on the Caribbean 1500 - see separate posting re retirement therefrom), the unit failed again after 36 hours, indicating Rudder Feedback Unit error. With dinghy on davits, windvanes seem problematic. There's always the pedestal-mounted route, but I have a platform and rudder-post tiller unit built in for the Cetrek and would like to use them if still possible. Would welcome any suggestions. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: props

From: Warecreek

Date: Sunday, November 11, 2001

Body: Actually, I use Alt + 164. Don't remember where I found them, but I have the key for all the diacriticals in several languages, all Alt plus three digits from 130 to 173. Ain't computers wonderful? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Galley Sink Drain

From: Warecreek

Date: Sunday, November 11, 2001

Body: I got a quantity of water aboard the other day and it accumulated in the bilge compartments ahead of the isolated fuel tank bilge and is still there. I can feel the limber that feeds aft to the last compartment ahead of the fuel tank bilge, but for the life of me I can't find the apparently clogged limber leading forward. Fastened to the bottom of that "well" by fiberglass on one side only is a kind of lid that can be lifted up to about a 45 degree angle, allowing me to slip my hand at least partially under it, but I haven't found the limber yet. This on an '80 Baba 35. Any experiences, ideas, comments? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Docking alone

From: Warecreek

Date: Sunday, November 11, 2001

Body: Does anyone out there have, or know where I could find, a used Baba 35 boom? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Autopilots (was Re: props)

From: Richard B. Emerson

Date: Sunday, November 11, 2001

Body: (EST) FWIW, aside from a problem with sticking motor brushes last summer, our Raythen 6000+, with a Type 2S drive, has worked like a charm. As long as the sail trim is balanced, it'll handle steering under sail (we don't have the wind sensor so it doesn't track wind shifts but it can be done) as well as under power. In fact, unless we're really pressing hard to get somewhere, the 6000+ steers more often than I do. Cheers, Rick Warecreek writes: > Different question: What to do about autopilots. Have/had Cetrek > (made by Lucas of England, by any chance?). After installing new > electronics and a new rudder feedback unit (ordered and shipped at > great expense on a panic basis in the waning hours before my > delayed departure on the Caribbean 1500 - see separate posting re > retirement therefrom), the unit failed again after 36 hours, > indicating Rudder Feedback Unit error. With dinghy on davits, > windvanes seem problematic. There's always the pedestal-mounted > route, but I have a platform and rudder-post tiller unit built in > for the Cetrek and would like to use them if still possible. Would > welcome any suggestions. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: subject lines

From: Steve Hodge

Date: Monday, November 12, 2001

Body: Hey, everyone out there on our wonderful Baba forum, I have a little request to ask. Please don't "reply" to a listing if YOUR subject has nothing to do with the email subject line. Please do a "new" posting instead. I, and I'm sure many others out there, like to store postings in folders so that they can be located at a later time and by far the quickest and easiest way to do this is to simply use the subject line. Following a thread is also next to impossible if there is no correspondence between subject line and actual subject! Out of 8 postings which I received this morning, 5 were completely "off subject": - one was "re: props" and was about Alt+164 (and I have no idea what that was about) - one was "re: galley sink drain" and was about access to clogged bilge drains - one was "re: props" and was about autopilots - one was "re: admin details" and was (almost entirely) about a cruising mishap - one was "re: docking alone" and was about finding a boom If you are transitioning subjects, please do a "xxx (was yyy)" as our illustrious administrator did this morning. If you have multiple subjects, it would also help if you could cram them all into the subject line, abbreviating if necessary. Doing this would really help to make the forum much more useful to everyone. (And it should not be Rick's responsibility to change subject lines.) If you are compulsive about having to hit that "reply" button, then just edit the subject line. It can be edited, deleted, changed completely, etc., just like the body of the email can. Thanks a million, everyone! Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: leaving the dock (was "docking alone")

From: Richard B. Emerson

Date: Monday, November 12, 2001

Body: (EST) We put OWTW in her slip stern-first and, of course, depart bow-first. We approach the slip with the dock to starboard and turn to port at about the point where our mast appears to be even with the middle of the slip before our slip. This turn and backing to bring the stern to starboard works with the propwalk. We use a combination of engine and line pulling to get OWTW fully into the slip. Two tip have developed from this process. First, throttle bursts and then getting out of gear minimizes adverse propwalk. Slow engine speed and staying in gear only makes the job harder. Second, if getting into the slip comes apart, the best move is to recognize when it's time to just start over rather than rescue an approach that has come apart. Except in really adverse conditions (we are fortunate to be protected from prevailing southwesterly winds in the summer and fall and spring northwesterly winds blow down the axis of the slip, making backing in easy. It's stiff winds out of the east that make for problems. Last summer, in New England, we found taking moorings a novelty but a little practice made this easy. The biggest problems was just finding a mooring! Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: B35 bilge drains

From: Brent Evers

Date: Monday, November 12, 2001

Body: 79 Baba 5 has one tube on the port side leading from the compartment just in front of the fuek tank to the bilge area behind it and one on the starboard side from up near the annchor locker (can't remember exactly where) to the bilge area behind the tank. No flappers anywhere, doesn't sound like your setup... Best Regards Brent Baba 35 Vogelsang Vallejo, Ca -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Fuel tank

From: Brent Evers

Date: Monday, November 12, 2001

Body: an FYI that I cut mine out this weekend. What a mess. Came out in about 10 pieces and took two days with a cutoff tool, a sawall, a little blood, and a lot of cussing. Probably would have gone better with beer. I had just pin hole type leaks, but wanted to get to the bigle and put in a better fuel system. Am now looking into finding several smaller poly tanks. The outside bottom was very rusted (as others have found) - there were no drain holes in the last bulkhead. Though babas are beautiful boats, I really have to question what Ta shing was thinking. Just a plain dumb design. Best Regards, Brent Baba 35 Vogelsang -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Quick survey on closing thru-hulls...

From: Ken Pearce

Date: Monday, November 12, 2001

Body: Just wondering what the conventional wisdom is regarding thru-hulls below the waterline and leaving the boat unattended. I know that they *should* all be closed but how many of you routinely actually do it? I live on the boat and went sailing often this past summer so I pretty much left them open all the time, operating them at least once a month to keep them lubricated. I'm thinking that I should close the engine raw water intake and galley sink raw water intake for the winter since I won't be taking the boat out much. (Leaving a note card taped to the ignition switch that says "raw water intake closed!") Curious to know what others' routines are... I don't have an automatic bilge pump but it is on the "to do" list this winter! Thanks, Ken Pearce s/v Shantih, Baba-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Steve Hodge

Date: Tuesday, November 13, 2001

Body: We close all--yes, all--our seacocks whenever the boat is unattended overnight or longer. So does the Beneteau in the slip next to me. The theory is it makes for a good night's sleep, particularly as the water depth is about 75 ft. However, this theory conveniently overlooks the fact that the prop shaft "hole" is probably much more likely to sink a boat, and it can't be closed off. If anybody hasn't read Tom Beard's eye-opener posting of about a year ago, they should. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: B35 bilge drains

From: Warecreek

Date: Tuesday, November 13, 2001

Body: Believe I've sorted it out. Thanks. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Warecreek

Date: Tuesday, November 13, 2001

Body: Like you, I don't routinely close my underwater through-hulls (i.e., engine raw water intake, refrigerator cooloing water intake, head) when I park the boat for short periods. I do when I winterize, however. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Richard Cassano

Date: Tuesday, November 13, 2001

Body: Through-hull valves are always closed when leaving the boat. That is, ALL the through-hull valves, except cockpit drains, Propane vent and bilge pump "OUT" are closed. This is part of our religion for if we shall fail to do so the boat will surely be struck down and sunk. Besides, I would be very embarrassed if this happened. The bilge pump is a Rule 3700 GPH pump. It's control switch is hot wired direct to positive and negative distribution or direct to the batteries. When the electrical panel main breaker is turned off and the "1,2,All" switch is turned off the bilge pump still functions on automatic. There is a bilge alarm feature wired to an ear piercing buzzer that would wake anyone. According to Rule, the 3700 GPH pump is only a 2700 GPH pump when there is 8 ' of head pressure to overcome. This is great for a very small leak. I'm not sure what size hole will overwhelm this pump capacity - anyone know the hydraulic formula for this problem? In any case, and in my opinion, the bilge pump or two bilge pumps are considered mandatory shipboard equipment. P.S. The VHF radio is also wired in the same way. Both have in-line fuses. Rich Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Hunter Brumfield

Date: Tuesday, November 13, 2001

Body: >Just wondering what the conventional wisdom is regarding thru-hulls below >the waterline and leaving the boat unattended. > >I know that they *should* all be closed but how many of you routinely >actually do it? I live on the boat and went sailing often this past summer >so I pretty much left them open all the time, operating them at least once a >month to keep them lubricated. In White Crest we religiously close them all when finishing for the day. We have good third-party monitoring of the boat's condition, but would not chance it. Really asking for trouble to not close them. I have a friend here who was stunned and heart-broken to discover "Tennessee Waltz" sitting on the bottom with only about 8 feet of mast showing. It took him a few seconds to comprehend what he was looking at, at his very calm slip. The hose connection apparently just decided to let go. >Curious to know what others' routines are... I don't have an automatic >bilge pump but it is on the "to do" list this winter! Don't trust them. If you are away for more than a few hours, likely the battery would run down and then you'd have TWO problems: 1) a dead battery 2) a very wet boat, in that order. Hunter Tashiba 31 White Crest -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Quick survey on closing thru-hulls...

From: John F. McGrady

Date: Tuesday, November 13, 2001

Body: Only thing I don't recall seeing mentioned in this thread is plugs. Have corks or wooden plugs onboard that fit all through hulls on the boat. A quick jump over the side and plugging a failing through-hull is a quick fix IF you have the plug. JFM sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: leaving the dock (was "docking alone")

From: ASGatKIII

Date: Tuesday, November 13, 2001

Body: I also walk her out as far as possible on port side and my mate uses a hook to fend off the piling at the end on the starboard side. Getting just the right push is the trick so that the bowsprit doesn't come across the slip and into that darn piling. I have envied some of those fin keelers, but not overall. Good luck and good sailing. Also good thought about how to pull in -- our pump out station presents just such a dilemma. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Quick survey on closing thru-hulls...

From: Tom Beard

Date: Tuesday, November 13, 2001

Body: The engine raw water seacock/strainer was wholly inaccessible on our Baba-30. I was finally able to get at it after I removed the engine because the transmission was also inaccessible for servicing. So, apparently in the18 years prior to my owning the boat, the raw water strainer had never been cleaned, as evidenced by the material within (after I beat it apart), nor had the transmission oil been changed or checked in those 18 years! That was the reason for removing the engine-to get at the transmission that failed on our first outing. Obviously, the seacock had never been closed. Oh, the original engine? A Pisces 27. A three cylinder Yanmar replaced it; the new seacock became reachable, and a strainer (see through) was installed up front in the engine compartment. I seldom close through hull seacocks. I make sure they work and do change hoses and clamps periodically-as necessary. I see the seacocks as a back up to a failure in the system and try to keep the system proper. Though for my piece of mind, I do close them with the boat in long term storage. This practice of leaving seacocks open was also when much of my time was spent living on the boat. This routine perhaps, needs to be examined now that I am not around the boat very much, living ashore. This was a good question to cast out. Tom Beard -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Rob Sicade

Date: Tuesday, November 13, 2001

Body: We liveaboard and close all thru-hulls when we'll be gone overnight. I know it doesn't make perfect sense since it'll still sink if a hose gives way when I'm just cross-town during the day, but I guess it's a tradeoff of safety vs convenience. When we repowered I did move the engine thru hull to under the sink so it was more accessible. We now have two thru hulls under the galley sink and three under the shower seat, all of which can be closed in a couple of minutes. Am planning on hooking up the float switch I intalled when repowering and adding an additional auto bilge pump - it's on the list of things to do so I'm sure I'll get to it soon. I do worry about the dripless shaft seal more than the thru hulls - pulling the bellows back lets a lot of water in. Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: ASGatKIII

Date: Tuesday, November 13, 2001

Body: I guess I'm living dangerously, but I leave most or all seacocks open. We're on the boat almost every week and I inspect the hose connections quite frequently. Also operate the seacocks frequently just to keep them from seizing. We're talking alot of seacocks in some pretty tight spaces, some of which require removing stuff from the lazerette and disassembling the lazerette shelf to get down into the bowels of the stern. Others would require removing sails from the quarter berth. In all, I would estimate a good hour of work (not easy work either) to close all seacocks on Tamara. Do some of you honestly do this? Am I being really lazy and foolish? I do keep my insurance policy paid up. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Tom Currier

Date: Tuesday, November 13, 2001

Body: It's very difficult to reach my engine intake thru hull so I never close it. The head thru hull is always closed until I flush over the side. Other thru hulls such as the sink, cockpit drains, etc. all remain open all year during sailing season. My thought is to make sure the hoses and clamps are all carefully inspected once every two or three weeks. TomC s/v Chinita 31' Tashiba pilothouse -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Brent Evers

Date: Tuesday, November 13, 2001

Body: a liveaboard, I just can't see it being feasible to close all seacocks everytime I leave - especially given the inaccesibility of the galley seacock. At some point, you've just got to trust in the equipment and live on the boat. Best Regards, Brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Was thru-hulls...now check valve

From: Brent Evers

Date: Tuesday, November 13, 2001

Body: was a good question to cast out. > >Tom Beard yes it was - closely related, does anyone have Groco check valves in line just before the seacock on the galley and head sink drains? I can't see what good they do as they seal so poorly. They'd never prevent much backflow if the boat were getting low in the water. Are they there only for when one is healing brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Postings

From: Akajvo1

Date: Wednesday, November 14, 2001

Body: I happened to be sitting at my laptop the moment that the first "thru-hull" message came through and immediately sent a reply. I didn't necessarily have any ground-breaking insight on the subject, but since my reply was not posted, I am wondering if I erred in the process? Thanks, Jim Van Orsdol Whitefish Bay, Wi -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin matters

From: BABA-L Administration

Date: Wednesday, November 14, 2001

Body: (EST) A reminder that the list will be taking a vacation from this coming Friday through next Friday. The list will be run until Thursday evening (EST). Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Closing Scarf joint on caprail

From: ASGatKIII

Date: Wednesday, November 14, 2001

Body: Some time ago there was discussion about how to fill or close the narrow gap that may develop in the cap rails' scarf joints. I have four of these joints which all have very fine gaps, maybe a 1/32 to a 1/16 " gap. But enough, I'm afraid to be letting in moisture and darkening the wood around it. When I Cetol'd 18 months ago the Cetol itself was enough to fill these gaps. Now they're open and I'm about to try to do something about it. I remember that in the discussion on-line someone noted that there are probably longtidudinal (sp?) bolts that connect the two halves of the joint, and that tightening these would close up the joint. Makes sense. I see on mine that there are plugs directly opposed to each other on the edge of the caprail. Under these plugs, I would assume, would be the bolt head and nut, and putting a socket to each side might tighten the joint. Before I start picking out plugs etc. etc., I wanted to get a little reassurance that this was in fact what might do the trick. Also, before tightening things up, would it be a good idea to put some epoxy into the joint? Finally, there are two screws or bolts (won't know what they are til I look more closely) that come down through the caprail located about two or three inches to either side of these longtidudinal bolts. If these are left tight and the long. bolts tightened, is there a chance of cracking the rail? Has anyone done this job start to finish? Alternatively, I could clean out the joints and squirt epoxy into the gaps, sand and cetol. Any comments, suggestions? Epoxy v. other types of adhesives/sealants? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Closing Scarf joint on caprail

From: Brent Evers

Date: Thursday, November 15, 2001

Body: originally asked the question about the joints - someone else provided the answer, and I've yet to try it. I do have the same question as you regarding damaging the cap rail. As for filling with epoxy - if you go this route, its best to mix a good amount of sawdust in the epoxy to give it some flexibility and spring. I think I may use a black sealant like 5200 or sikaflex in lieu of epoxy for even more pliability. It may be ugly, but I think it is critical to seal out the water at these joints. I've seen a union that had water damage where water got under the cap rail and I sure don't wnat that to happen.... what a mess... The union was constructed with mohogany under the rail and it was all rotten. Brent Baba 35 Vogelsang -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Closing Scarf joint on caprail

From: ASGatKIII

Date: Monday, November 19, 2001

Body: I did use black caulk on one of the joints before I did anything else. Worked OK I guess. Wasn't too ugly. Just a pain cleaning it out when I wanted to go the epoxy route (which I then opted out of in favor of just letting cetol seeping in). I had to use a plastic hypo. needle to get the stuff in, and I'm not sure it really went deep into the joint. I think the same thing would happen with epoxy/sawdust -- getting it fully into the joint would be the problem. My next try, using whatever, I will tape the edges of the joint so I don't worry about overrun, then press whatever goop I use into the joint with a spaclkling tool. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Babas for sale

From: PUPOOD

Date: Friday, November 23, 2001

Body: (EST) California greetings Baba owners, Anyone know of any Baba sailboats for sale on the West Coast? Haven't seen any in sailing rags or with Yacht brokers. Have reached a dead end in my search. Can anyone help? Appreciate it, and envy you all in your choice of vessels. Dan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Panda For Sale

From: Marilyn Thordarson

Date: Saturday, November 24, 2001

Body: Re your note asking about Pandas for sale on the West Coast. Circe, our Panda 40 is for sale in San Diego through Yachtfinders/windseekers or email us at circe98022 (that's the email address we'll be using while we're gone to Mexico). Otherwise it's thordam Also, I think there's a Panda 38 for sale in the Sausalito area. Our 40 is cruise equipped, ready to go while apparently the 38 is not. Good luck in your boat search; that's always a fun process. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: Dennis VandeLaare

Date: Saturday, November 24, 2001

Body: (PST) Dan, Regarding Babas for sale on the west coast, you might want to check the Baba web site Maretplace at http://www.geocities.com/babaweb1/avail-ves.htm where there are three or four listed. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: Keegan

Date: Saturday, November 24, 2001

Body: > Anyone know of any Baba sailboats for sale on the West Coast? > Haven't seen any in sailing rags or with Yacht brokers. Have reached > a dead end in my search. > Can anyone help? > Appreciate it, and envy you all in your choice of vessels. Check Yachtworld.com. Under Boats for Sale type in Ta Shing in the manufacturer box. There are six for sale on the west coast. Keegan Panda -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: Don & Rebecca

Date: Sunday, November 25, 2001

Body: Hi, Dan. We are Baba/Panda/Tashiba shoppers also. We were just onboard a gorgeous Baba 40 in San Diego. It's a 1985, great condition, lightly used. It's listed with MacDonald Yacht Brokers, www.macyacht.com. By the way, there's also an impeccable 38 foot Panda used as liveaboard cruiser, listed with Cabrillo Yachts in San Diego. Both are beautiful. Meanwhile, we're seeking a slightly smaller Ta Shing, preferably on the east coast. Anyone have any suggestions? Thanks! Rebecca > California greetings Baba owners, > > Anyone know of any Baba sailboats for sale on the West Coast? Haven't seen > any in sailing rags or with Yacht brokers. Have reached a dead end in my > search. > Can anyone help? > Appreciate it, and envy you all in your choice of vessels. > > Dan > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Closing Scarf joint on caprail

From: Alan D. Sugarman

Date: Sunday, November 25, 2001

Body: >From: ASGatKIII >Date: Mon, 19 Nov 2001 13:29:17 EST > >I did use black caulk on one of the joints before I did anything else. >Worked OK I guess. Wasn't too ugly. Just a pain cleaning it out when I >wanted to go the epoxy route (which I then opted out of in favor of just >letting cetol seeping in). I had to use a plastic hypo. needle to get the >stuff in, and I'm not sure it really went deep into the joint. I think the >same thing would happen with epoxy/sawdust -- getting it fully into the joint >would be the problem. My next try, using whatever, I will tape the edges of >the joint so I don't worry about overrun, then press whatever goop I use into >the joint with a spaclkling tool. I was given this suggestion from a professional varnisher this weekend: First, use tung oil before varnishing, especially in the area of the varnish. Then, create a "joint" in the varnish with a razor blade -- so that flexing will not cause the varnish to lift since there is not continuity between the varnish on each side of the scarf joint. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba Annual

From: Paul Saltzman

Date: Monday, November 26, 2001

Body: At , you wrote: >Let me know what you think. > >And don't forget to drop by our site occasionally...things are always >changing. We will soon be entering our logs for our most recent Baba >related adventure. >Rick Beddoe >1979 Baba 30 Sonadora Sounds great. Let me know where you want the images sent. Paul Saltzman Skipper S/V Evening Star Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba Annual

From: Rick_and_Minna

Date: Monday, November 26, 2001

Body: To submit your articles, send to: Rick Beddoe 4720 Park Ave. S Minneapolis, MN 55407 612-823-0900 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba's for sale on West Coast

From: Charles Yingling

Date: Monday, November 26, 2001

Body: There is a Baba 35 at Ballena Bay in Alameda. It has clearly been used for daysailing and partying, not for cruising (no dodger, insufficient ground tackle, dinghy on stern davits where it would be overwhelmed by a following sea, no windvane, etc... Chuck Yingling -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ta shing prices

From: Don & Rebecca

Date: Monday, November 26, 2001

Body: Hello again, Ta Shing list. We are interested in a particular Panda 38, and are seeking financing for the boat. We've found that nearly all boat lenders use the Buc Book value for boats, using recent sales as the basis to calculate the amount they will lend. Unfortunately, there have been very few Babas / Pandas / Tashibas sold in the required amount of time, and those sold must have been real junkers with rock bottom prices. For us, this means that we would have to come up with $40 or $50,000 cash in order to fill the gap between loan amount and the selling price. (We believe this is the only factor, as our credit rating happens to be excellent, and the loan is 100% secured by our flagging investments.) Even if we wanted to come up with the cash to make up the difference, we fear that this problem will rear its ugly head whenever we ourselves sell the boat, years from now. The only people who could buy the boat would be those with a lot of cash, which could make a very small market available to buy my boat. Do any of you have any experience with this trouble, and can you offer any insight on how to get around this problem caused by low Buc Book values? Yes, I agree with the commonly shared belief that Buc Book values are inherently low .... But this doesn't help solve the problem that banks won't lend money beyond the low Buc values. Thanks much! Rebecca Hill -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: Brent Evers

Date: Monday, November 26, 2001

Body: Yachtworld.com. Under Boats for Sale type in Ta Shing in the >manufacturer box. There are six for sale on the west coast. Do the same with www.soundingspub.com - especially for east coast boats. Also - always do two searches - one for 'baba' the other for 'ta shing'. brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: ta shing prices

From: Brent Evers

Date: Tuesday, November 27, 2001

Body: any of you have any experience with this trouble, and can you offer any >insight on how to get around this problem caused by low Buc Book values? >Yes, I agree with the commonly shared belief that Buc Book values are >inherently low .... But this doesn't help solve the problem that banks >won't lend money beyond the low Buc values. Not that I'm an expert, but its my belief that Buc values are fairly close to reality, and that asking prices can be grossly out of whack. There have been a few boats on the market recently that have some absolutely insane asking prices - and include little additional equipment. My advice is to put more credece in the buc value and question what you are willing to pay - it can only work in your benefit. I'm sure its too early to tell, but my guess would be that the current economic situation has begun to create quite a buyers market. I bought my boat last year and looked at several boats that have sold recently - some at extremely low prices. I also looked at several east coast babas. Feel free to contact me directly off list. Brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bilge Switch

From: Rod Barber

Date: Tuesday, November 27, 2001

Body: Went to check on the boat last week.Been about thirty days since last check.(Need to go more often) Pulled up center floor board ahead of fuel tank and found a good 10 inches of water in the forward bilge. Apparently my bilge pump flapper switch had failed. Seems that old switch assembly is screwed to the bottom under the engine. Can't seem to get it out to replace. Should I just drop a new one in? Weight it ? Small space. Packed the shaft and stopped all dripping until I get this switch replaced. Rod Barber Flying Pelican Baba 30 Gig Harbor.. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Bilge Switch

From: Steve Hodge

Date: Tuesday, November 27, 2001

Body: I definitely would not just hang a flapper-type switch down there. Too much potential for the flapper to get stuck somewhere. I have mounted both pumps and switches on vertical stainless flat bars which bolt to the side of the engine pan at the top end. That way I can unbolt them at the top and pull them up to inspect, clean, etc. There is enough slack in the hoses attached to the pumps to allow this. Yes, it's tight, even on a 40. Steve, Panda 40 Alcyon, Tacoma. ----- Original Message ----- > Subject: Bilge Switch > From: "Rod Barber" > > engine. Can't seem to get it out to replace. Should I just drop a > new one in? Weight it ? Small space. Packed the shaft and stopped > all dripping until I get this switch replaced. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bilge Switch

From: Kevin Walsh

Date: Tuesday, November 27, 2001

Body: Rod, Other 30 owners can validate my assumptions, but my bilge switch seems to suffer from the same level of inaccessibility that yours does. There is a long metal strip fastened to the forward bulkhead of the bilge that I assume is attached to the switch. The theory is that you should be abled to unfasten the strip and pull the switch out of the bilge. Haven't tried it, I may be completely wrong. Hope this helps, Kevin > Went to check on the boat last week.Been about thirty days since last > check.(Need to go more often) > Pulled up center floor board ahead of fuel tank and found a good 10 inches > of water in the forward bilge. Apparently my bilge pump flapper switch had > failed. Seems that old switch assembly is screwed to the bottom under the > engine. Can't seem to get it out to replace. Should I just drop a new one > in? Weight it ? Small space. Packed the shaft and stopped all dripping > until I get this switch replaced. > Rod Barber > Flying Pelican > Baba 30 Gig Harbor.. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ta shing prices

From: Smcavana

Date: Tuesday, November 27, 2001

Body: As a former banker, I'm familiar with the BUC, and the notoriously unrealistic values it contains. My advice is to find a banker who has a clue about boats, who has some actual lending authority, and some ability to use their own judgment based on all factors such as credit history etc. Some banks are strictly by the "book" and might as well have robots making loan decisions. A smaller community bank in a boat friendly neighborhood is a good bet. Just my two cents worth. Susan C -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: ta shing prices

From: Ken Pearce

Date: Tuesday, November 27, 2001

Body: I don't know about BUC values, never looked at them myself... When I purchased my Baba 30, the bank was most interested in the fair market value assigned by the survey. They were then willing to lend me 90% of that value, which I thought was great for a 1983 boat. There was a larger deal (the previous owner was upgrading to an Aleuala 38) that was tied into my ability to get financing, so we had some leverage with the bank. "Finance me or lose both deals" is how it was approached. If the surveyed value of the boat is $40-50k below the asking price, then I'd keep looking... My $.02, Ken Pearce B'ham WA, s/v Shantih -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: ta shing prices

From: Brent Evers

Date: Tuesday, November 27, 2001

Body: an FYI - I've been very satisfied with Suntrust Marine lending 1800-797-2628) - based in annapolis, they know the boat lending business well. My only gripe is that they don't lend on boats over 20 years old - though they did make an exception on my boat, which was 21 at the time I did the loan. no affiliation with suntrust, just satisfied... brent -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bilge Switch

From: Warecreek

Date: Tuesday, November 27, 2001

Body: I put a one-piece automatic pump in my bilge (i.e., switch built into pump) on my Baba 35. I screwed it to a lead plate just about as wide as the base of the pump itself and lowered it into the after bilge where it just fit down between the drive shaft and the hull. I left a lanyard on it to help pull it back out; of course the hose serves the same purpose. Just leave your old -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Closing Scarf joint on caprail

From: david.rust

Date: Wednesday, November 28, 2001

Body: Just this fall while putting on an additional coat of varnish on my rails I decided to work this problem. I filled the scarf joint gap with black joint compound (5200? or boat life). I got a small packaged labeled "liquid" which was advertised to have a lower viscosity ideal for filling in small cracks. I taped off the joints to minimize the mess but when I squeezed the tube only a clear liquid came out which ran down the sides. When black stuff came out it was the same consistency as the normal join compound. I used a putty knife to push the compound into the joint. In the end after cleaning up the clear liquid the joints looked great with a thin black line. I would skip the "liquid " stuff in the future or squeeze it into a small container first so it cam be mixed up. David Rust SV Starshine (Baba 35) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: PUPOOD

Date: Wednesday, November 28, 2001

Body: Brent, Thanks for the primer on Baba searches. That explains my lack of luck. I'll try your method and cross my fingers. Dan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Babas for sale

From: PUPOOD

Date: Wednesday, November 28, 2001

Body: Rebecca, Thanks for the San Diego sightings of Babas. Do you happen to recall any prices? As to our search, I will pass along any I stumble upon on the East Coast. Good luck. Dan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Babas for sale

From: PUPOOD

Date: Wednesday, November 28, 2001

Body: Thanks much. I've been overwhelmed with responses. Heartens me to once again feel the fraternity of the sailing neighborhood. I'll follow up on your info. Dan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Panda For Sale

From: PUPOOD

Date: Wednesday, November 28, 2001

Body: Marilyn, I've been overwhelmed by responses from my dinky note. Heartened to once again feel the fraternity/sorority of the sailing world. I'll follow-up on your info, take a look and see if it's in my price range. Best regards, Dan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Babas for sail-sale...

From: P Horvat

Date: Friday, November 30, 2001

Body: Shouldn't all these Babas for sale be listed on the web site under "Vessels Available" ? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba for sale

From: BABA35

Date: Friday, November 30, 2001

Body: Just a quick note that our Baba 35 located in Maine is for sale. She is featured on her own webpage at WWW.baba35.freeservers.com (click on the tabs at the top of the page for each section) and is also listed on Sailnet.com I can be reached at 352-622-7861 or 321-431-7391 (cell) or by e-mail for more details and/or photo's. Stan and Cathy Hunter Gone With The Wind Baba 35 hull # 44 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Windlass Repair

From: rbarneveld

Date: Saturday, December 01, 2001

Body: We have a Simpson Lawrence manual windlass that is not working properly. Does anyone know of a source for getting this repaired? Maybe it's time for an electric? If so what have you found to work well? Russ & Robin Barneveld Robins Nest Panda 34 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Amadon Light story?

From: Tom Beard

Date: Saturday, December 01, 2001

Body: I think it is time for another story from Amadon Light-perhaps about a special holiday dinner, for which Bill and Gary are so famous! Did you ever find pumpkin pie spice in Africa-or cranberries? Was your turkey really a buzzard? Tom Beard Moonshadow, Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Change of e-mail address

From: John Tatarsky

Date: Monday, December 03, 2001

Body: Sorry for the inconvenience, but the extension on our e-mail address has changed. Please update our address for the Baba list to: surprise46 . Thanks, Mary & John Tatarsky Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: chain plate

From: Paul Saltzman

Date: Monday, December 03, 2001

Body: My Baba 30 chain plate to the starboard whisker stay has a crack in it. It's been like this since I purchased Evening Star. Now I want to change it. There were 5 bolts that held it in place. I removed them without a hitch and the plate is still adhering to the hull. I tried to tap it loose as well as to get a scrapper under it, but no go. I fear that it is being held there by 5200... Any advice. Paul Saltzman Skipper S/V Evening Star Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Windlass Repair

From: Ken Beiser

Date: Monday, December 03, 2001

Body: Russ and Robin: In reference to your broken windlass, I tried to email you directly and was unsucessful. I would be interested in buying your broken windlass if you decide to go new, electric or manual. I am on a tight budget and pretty handy. Good luck with the repair or decision for the new one. There are a few of us interested in your research. Ken Beiser S/V Moonshadow II 1978 Baba 30 Whitefish, MT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba Annual

From: Rick_and_Minna

Date: Monday, December 03, 2001

Body: The response to the Baba Annual has been better than anticipated! I decided to give myself a date of January 31st as the date to have this completed. That should give those of you who are interested in submitting time to take a picture or write a few paragraphs about your boat. I'm also working on getting some old pictures from the Ta-Shing factory. I spoke with Lillian about it and she will see what she can do. In the meantime, if anyone has any idea where I might be able to find some of the old brochures, I'd love to use those too. I've completed the cover and website which will follow the progress as it...umm...progresses. Sail2live.com/boats/sonadora/annual If you have any ideas or comments, let me know. You can submit either by e-mail: sonadora Or regular mail: Rick Beddoe 4720 Park Ave. S Minneapolis, MN 612-823-0900 Cheers, Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Windlass Repair

From: Brent Evers

Date: Monday, December 03, 2001

Body: have a Simpson Lawrence manual windlass that is not working properly. >Does anyone know of a source for getting this repaired? What's wrong with it? Just stiff? Take it apart and clean it? brent -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: chain plate

From: Brent Evers

Date: Monday, December 03, 2001

Body: - did you decide to keep the boat or go trawler? Best Regards, brent Baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: chain plate

From: Steve Hart

Date: Monday, December 03, 2001

Body: Paul, You might try a heat gun directed on to the chain plate surface only. Use due care and caution with the heat next to the glass hull, but that should soften the bedding compound. Let us know how it goes. Cap'n Steve S/V Capella Baba 35 #2 ----- Original Message ----- . I tried to tap it loose > as well as to get a scrapper under it, but no go. I fear that it is being > held there by 5200... Any advice. > Paul Saltzman > Skipper > S/V Evening Star > Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: chain plate

From: Richard B. Emerson

Date: Monday, December 03, 2001

Body: (EST) Assuming there's something like 5200 holding the chain plate, heat and piano wire are the recommended choices. Use heat to soften the caulk and saw through with a very thin wire to cut the caulk. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: sales of Babas - East Coast - Annapolis, MD area

From: DHREADY

Date: Monday, December 03, 2001

Body: There have been several Baba 40's and similar vessels sold in the Annapolis, MD in the last several years including Eclipse that we bought recently - a 1984 lightly used cruiser that we are upgrading with new running rigging and new genset, electric winch, etc. Make the broker do a thorough search for you - just like in real estate - willing buyers and sellers - check the market completely to support the loan request. Eclipse Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: chain plate

From: Tom Beard

Date: Tuesday, December 04, 2001

Body: I have removed chainplates a couple of times and find that using a long slender sharp blade works wonders (like a filleting knife). Also, there is a rather new item on the market that sort of dissolves 5200. I used it in combination with a filleting knife in removing well-bedded through-hull fittings. It does work but takes a little time. 'Cant remember the name of the stuff at the moment. It comes in an aerosol can at a big price. But anything that dissolves 5200 is cheap at any price if you need to cut through it. Tom Moonshadow, Panda- 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: 5200 dissolver

From: Steve Hodge

Date: Tuesday, December 04, 2001

Body: Tom's probably referring to "Anti-Bond 2015". West Marine has it, see p. 417. At $7 a can it doesn't strike me as very expensive, as it's much cheaper than a 10oz tube of 5200 in the first place! I haven't tried it but intend to on a $300 autopilot control that I need to relocate but which the PO felt compelled to have to make it an integral part of the hull with 5200. Any advice on whether or not this will also dissolve other things, like the plastic of the control body, cable, or cable connector, would be much appreciated. Steve, Panda 40 Alcyon ----- Original Message ----- > From: "Tom Beard" > slender sharp blade works wonders (like a filleting knife). Also, there > is a rather new item on the market that sort of dissolves 5200. I used > it in combination with a filleting knife in removing well-bedded > through-hull fittings. It does work but takes a little time. 'Cant > remember the name of the stuff at the moment. It comes in an aerosol can > at a big price. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: RE: 5200 dissolver

From: Tom Beard

Date: Tuesday, December 04, 2001

Body: Steve, The plastic through-hull I removed (for a transducer) was not affected by the Anti-Bond 2015 nor was any of the adjoining fiberglass or anything else that came in contact with it including bottom paint-if it mattered. I did use gloves, however. As for the price: the West Marine can was 1.2 oz. for $6.99. I wasn't sure that would be enough for my job so I got a big can (10 oz. or so) for about $20 from a marine supplier. It turns out, it doesn't take too much. And it does work! But it still took some mechanical digging with a blade. It was also helpful to dig down for penetration of the solvent. It finally made a near impossible job (that I had already invested two days and broke one expensive knife) a simple task of an hour or so. Tom -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Purchase Zincs

From: Richard Cassano

Date: Wednesday, December 05, 2001

Body: I'm trying to find a source of Zincs to fit the indentation in the hull on a Tashiba 40. They seem to be an odd size and hole pattern from what is available at West Marine. Is this something I need to buy through TaShing? The previous owner gave me eight Zincs when I purchased the boat. After four years I have used them all. Rich Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Quick survey on closing thru-hulls...

From: Baba56Bungee

Date: Thursday, December 06, 2001

Body: I live aboard the Baba 30 "BunGee" in Ventura CA. I too found the access to the engine raw water intake impossible to get to in a timely manner. Last year I replaced all my thru-hulls, seacocks, and hoses. I upgraded the thru-hulls with BucGongal and the seacocks to Groco. In the process I fibergalssed in the engine raw water intake and the head intake. I replaced these difficult to access thru-hulls with a 1.5 inch thru-hull and seacock ending with a four nipple mainifold located under the first floorboard forward of the fuel tank. I run the engine intake (with a backup valve at the engine), the head intake (backup valve at the head), water maker, and galley raw water from this mainifold. This configuration leaves me with three under the waterline thru-hulls. The head overboard closed in port of course but is also easy to get to. The only diffcult one to get to is the galley sink, I will figure that out one of these days. Ken Howe / BunGee -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sticky rudder

From: Tom Currier

Date: Thursday, December 13, 2001

Body: The rudder on my Tashiba 31' has become very sticky. It's at the point where if I disconnect the steering cables and try to move it manually, I can't. With the steering quadrants hooked up, the leverage provided is sufficient to move the rudder. Before I start to dismantle and lubricate, has anyone been here and have suggestions? Thanks, TomC s/v Chinita 31' Tashiba PH -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bottom Job: Topside

From: Rick_and_Minna

Date: Thursday, December 13, 2001

Body: Wondering who has done their own painting of the topsides. I just got a quote to do our Baba 30. The yard will use two part polyurethane. From what I've heard, that is the best way to go. I've also read about 1 part poly and that it can be brushed or rolled on. I'm mostly curious if anyone has done this and how it worked out. It sounds like a good idea on a smooth hull, but the Baba has a 'lapstrake' effect and I wonder how well hand painting works. Happy Holidays, Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: RE Baba Annual

From: Rick_and_Minna

Date: Thursday, December 13, 2001

Body: Is there a limit? Yes and no. I would suggest that you write whatever you feel you would like to submit. If it seems a bit long, we can negotiate it. Luckily, I don't have a real job as an editor. Cheers, Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE Baba Annual

From: BABA-L Administration

Date: Thursday, December 13, 2001

Body: (EST) [The following was received here with an unresolvable address - RBE] >From: Geniesue aol.com

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Subject: RE: Sticky rudder

From: Tom Beard

Date: Thursday, December 13, 2001

Body: This is a big job, but once I removed a rudder and reassembled it adding a large coil of Teflon rope in the rudder-shaft socket of the shoe on the bottom of the keel so that the entire weight of the rudder through the shaft was supported by this Teflon packing. With cables disconnected, a slight breeze would move the rudder (on the hard) it was so friction free. This requires removing the shoe and I believe there was some discussion on this earlier on the site-if my feeble memory serves me. Tom Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sticky rudder

From: Richard B. Emerson

Date: Thursday, December 13, 2001

Body: (EST) Have you cleaned and greased the bearing in the lazarette and cleaned out the gudgeon at the bottom of the keel? Cheers, Rick Tom Currier writes: > The rudder on my Tashiba 31' has become very sticky. It's at the point > where if I disconnect the steering cables and try to move it manually, I > can't. With the steering quadrants hooked up, the leverage provided is > sufficient to move the rudder. > > Before I start to dismantle and lubricate, has anyone been here and have > suggestions? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Sticky rudder

From: Tom Currier

Date: Thursday, December 13, 2001

Body: I've seen the bearing in the lazarette and will go after that. How do you clean out the gudgeon? Does it need to be disassembled? thanks, tomC BABA-L mailer wrote: >"Richard B. Emerson" > > Have you cleaned and greased the bearing in the lazarette and cleaned > out the gudgeon at the bottom of the keel? > > Tom Currier writes: > > The rudder on my Tashiba 31' has become very sticky. It's at the point > > where if I disconnect the steering cables and try to move it manually, I > > can't. With the steering quadrants hooked up, the leverage provided is > > sufficient to move the rudder. > > > > Before I start to dismantle and lubricate, has anyone been here and have > > suggestions? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Sticky rudder

From: Richard B. Emerson

Date: Thursday, December 13, 2001

Body: (EST) Basically, I'd just blast the gudgeon and rudder post with a high pressure hose to get rid of barnacles, etc. The bulk of the resistance is probably in the bearing at the top of the rudder post. Cheers, Rick Tom Currier writes: > I've seen the bearing in the lazarette and will go after that. How do > you clean out the gudgeon? Does it need to be disassembled? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Sticky rudder

From: Brent Evers

Date: Thursday, December 13, 2001

Body: you cleaned and greased the bearing in the lazarette and cleaned >out the gudgeon at the bottom of the keel? > >Cheers, > Rick Graciously, Rick has volunteerd to write this up and submit this article for the annual... ;-) How do you clean out the gudgeon at the bottom of the keel? Brent Baba 35 Vogelsang -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Sticky rudder

From: Warecreek

Date: Thursday, December 13, 2001

Body: I agree. With all that leverage, I don't see how the very small bearing surface represented by the gudgeon could put that much drag on the rudder. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Sticky rudder

From: Richard B. Emerson

Date: Friday, December 14, 2001

Body: (EST) I doubt that the post and gudgeon are the sole or main culprits here but I'm amazed at the amount of crud that accumulates in hard to reach spots between the rudder and keel as well as the bottom of the rudder post. Hence the suggestion to clean that out, too. My guess is the bearing at the top of the post is in need of at least a stiff shot from a grease gun and maybe disassembly and cleaning. Cheers, Rick Warecreek writes: > I agree. With all that leverage, I don't see how the very small bearing > surface represented by the gudgeon could put that much drag on the rudder. > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: rudder post..

From: P Horvat

Date: Friday, December 14, 2001

Body: We disassembled our rudder shoe as part of a fix where steering was stiff on our pilothouse with two steering stations. One of the things we found was that the shoe was filled with compacted "stuff" and was in fact causing the rudder to be pushed upward and either bind where the rudder meets the hull and or bind in the bearing. The rudder seemed to move upward when rotated as if on a screw. This would cause the Binding to occur near the end of the allowable movement. We removed the shoe and sandblasted the cupped portion of the shoe to clean it out. Of course this requires removing the shoe and re-rivet the shoe to install. You can read about the "slack" in the steering system on the Baba web pages dealing with maintenance. This was to do with a poorly fit Key where the Keyways on the shaft and the quadrants were different sized. We had a key made that fit both slots, hence no more slack. The wheels can be rotated easily now by pushing on the rudder and visa versa. Horvats, 40' PH. "Seize The Day". -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bottom Job: Topside

From: Doug A Alling

Date: Monday, December 17, 2001

Body: Haven't painted the topsides yet. But after a lightning strike this summer the mast on our 35 had to come down for rewiring so - - - I decided to repaint it. Went with awlgrip. Beware - the boat bucks can really fly out of your pockets when you get into this stuff! Paint's about 65 bucks a quart - reducer can go for around 100 a half gallon and I was incoherent by the time I got to the accelerator. I went with a brush and still ended up with good results. Up close you can still see some brush strokes but overall the mast looks new and should be well protected for 10 or so years. I recently was told that the biggest difference between the awlgrip and 1 part poly paints is the cure time. Spoke to a neighbor that used one part on his hull and told of a nasty day long piling rub that hardly dulled the shine. If you paint find a tent to do it in - or be real sure of your weather window. Doug & Jacki S/Y Nellie T -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-l's plans for the holidays

From: BABA-L Administration

Date: Monday, December 17, 2001

Body: For a change, Chris and I will be home for the holidays this year. Baba-L will not be taking an extended vacation for Christmas. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cruising Guide recommendation

From: Richard Cassano

Date: Wednesday, December 19, 2001

Body: Can anyone on the list recommend a good cruising guide for the Chesapeake? I see several publications in print, but I don't know from experience which is accurate and up to date. Will be doing some limited cruising next spring. Thanks Rich Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cruising Guide recommendation

From: Richard B. Emerson

Date: Wednesday, December 19, 2001

Body: The guide publsihed by Chesapeake Bay Magazine is the best of the lot. The Gortmullers' accounts of anchorages tend to overdo the superlatives but their accounts of approaches, shoaling, etc. are reliable. The rest are either dated or not really worth the effort. Rick Richard Cassano writes: > Can anyone on the list recommend a good cruising guide for the Chesapeake? I > see several publications in print, but I don't know from experience which is > accurate and up to date. Will be doing some limited cruising next spring. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Christmas greetings

From: Erik Kokborg

Date: Monday, December 24, 2001

Body: Thank you very much!!! The same to you and yours!!! The best....Erik. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Christmas greetings

From: Richard B. Emerson

Date: Monday, December 24, 2001

Body: Chris and I wish you all the peace and joy of the Christmas season. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Keel grounding

From: jon richey

Date: Friday, December 28, 2001

Body: This summer sailing in and around Isle Royal on Lake Superior we found many uncharted rocks, hence I need to patch the keel. Is the outer coating fiberglass and gel coat? Thanks Jon Richey Irish Mist -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Merry Christmas

From: Marilyn Thordarson

Date: Saturday, December 29, 2001

Body: Merry Christmas from Stef & Marilyn currently in Mesa, AZ. Shortly to be enroute back to San Diego to Circe. Cheers. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Keel grounding

From: Warecreek

Date: Tuesday, January 01, 2002

Body: As far as I know, the keel (if you're in a Baba 35, at least) is made up just like your hull, except that it has 6,500 pounds of cast iron inside it. So just treat it like you would your hull. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Who's doing it?

From: Rick_and_Minna

Date: Wednesday, January 02, 2002

Body: That'd be me Rick Beddoe Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Who's doing it?

From: Richard B. Emerson

Date: Wednesday, January 02, 2002

Body: Blame it on the cold, the holidays (Happy New Year, everyone!), or boat withdrawal but I'm blanking on who's doing the Baba annual. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Who's doing it?

From: S/V Aquarius

Date: Wednesday, January 02, 2002

Body: Rick, Fill us in again as to what you need for the annual and things that we may have that you could use. Mike Folkestad S/V Aquarius Tashiba 40 ----- Original Message ----- Rick_and_Minna writes: > > That'd be me > > Rick Beddoe > Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Annual (BA02)

From: Rick_and_Minna

Date: Thursday, January 03, 2002

Body: Good to see folks asking about this. Here's what I would like to see: For each model (Panda, Tashiba, Baba), if someone could send a photo and a writeup of their experiences, that would be ideal. For each model I hope to have at least one article. If there is more than one article and photo, that too would be great. The annual will either be 8pp or 12pp depending on the amount of material I receive. I also will be setting up a survey that I hope to include in the annual. The folks at TaShing sent some really great material that I will be including as well. It should be quite interesting. I will post more details on the Annual website: sail2live.com/boats/sonadora/annual so keep checking in. The deadline I've imposed upon myself is 31 January. My work activity will be picking up considerably after that. Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Annual (BA01) not (BA02)

From: Rick_and_Minna

Date: Thursday, January 03, 2002

Body: Just to clarify... Than Annual is entitled "BA01" for Baba 2001. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cutless bearing removal and replacement, degree

From: Ken Pearce

Date: Monday, January 07, 2002

Body: I'm finally getting around to hauling my Baba-30 and putting it in the yard for a week or two for some repair/maintenance. I'm looking to replace the cutless bearing myself, anyone who has done this and has any words of wisdom, I'd welcome advice. I've read all the material I can find on the web, I'm trying to locate or build a prop puller, and a bearing puller (pusher) with the threaded rod and such. I know there are two set screws on the cutless bearing, is it also a press fit? I'm going to pull the shaft (will it clear the rudder?) and check it for straightness while I'm at it. I'll go back together with a new PSS dripless instead of the stuffing box. My boat is powered with a Yanmar 27 if anyone has a similar setup and knows the shaft dimensions and/or bearing dimensions. Other questions: The loud banging noise I heard at two specific rpm ranges was the coupling bolts, just in front of the stuffing box hitting the inside of the boat, the bilge walls. Not good! Am I naive in thinking that a new cutless bearing will fix this or do I have shaft problems? Engine / trans alignment probs? Should I be recaulking thru-hulls while I've got the boat out of the water? Is that a 2 hour, 2 day, or 2 week job? I will be applying bottom paint, assuming it stops raining long enough for me to do so. I'm also refinancing the boat at a lower rate but the bank wants a survey done, no older than 6 months. Is this a standard requirement or has anyone found banks that will take surveys that are older? Mine is 8 months old. Thanks, Ken Pearce s/v Shantih, B'ham WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cutless bearing removal and replacement, deg

From: Brad Gislason

Date: Monday, January 07, 2002

Body: > I'm looking to replace the > cutless bearing myself, anyone who has done this and has any words of > wisdom, I'd welcome advice. > I'm also refinancing the boat at a lower rate but the bank wants a survey > done, no older than 6 months. Is this a standard requirement or has anyone > found banks that will take surveys that are older? Mine is 8 months old. > > Thanks, > > Ken Pearce > s/v Shantih, B'ham WA Hi Ken, The only trick I could pass on about the cutlass, is to use a hacksaw blade to split the bearing (maybe in two places) for easy removal. As for banks, I shopped around about a month ago and found Viking Bank in Seattle, Ballard to have a good rate and no survey for a refi. Ask for Toby Wilkins. The weather was sure good over the holidays, but now it's back. Thanks- Brad Gislason 360-378-4860 Friday harbor -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cutless bearing removal and replacement, deg

From: Bruce Colglazier Pappas

Date: Monday, January 07, 2002

Body: > -----Original Message----- > From: BABA-L mailer [mailto:baba-mail-daemon > Sent: Monday, January 07, 2002 12:00 AM > To: bcpappas > Subject: Cutless bearing removal and replacement, degree of difficulty? > Should I be recaulking thru-hulls while I've got the boat out of > the water? > Is that a 2 hour, 2 day, or 2 week job? This depends on the age of your boat. If they have never been done, then it's a good maintenance item to do once every 10 years. But I believe in periodic maintenance, before a problem happens. When you pull them, there is a chance you will damage them. I decided to replace all of mine when the yard damaged a larger valve. I replaced them all with bronze ball valves. I'd estimate 1-2 hours for each thru-hull. I won't be facing this for another ten years, God willing. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cutless bearing removal and replacement, deg

From: Rob Sicade

Date: Tuesday, January 08, 2002

Body: We had the yard cut our stern tube and replace the cutlass bearing when repowering - they removed the set screws and cut the cutlass bearing in two places with a saws-all to get it out. The new one was installed with 'non-structural strength' epoxy so will also need cutting to be removed. Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cutless bearing removal and replacement, deg

From: Charles Yingling

Date: Tuesday, January 08, 2002

Body: > > I'm also refinancing the boat at a lower rate but the bank wants a survey > done, no older than 6 months. Is this a standard requirement or has anyone > found banks that will take surveys that are older? Mine is 8 months old. > I just refinanced my boat through Trident funding, a West Coast broker who got me a new loan with Citizen's Bank in Providence, RI - they accepted my old survey, which was about a year old. I don't know where you are located, but the SF Bay area Trident rep is Joan Burleigh at 510-749-0050. She could probably steer you in the right direction. Good luck! Chuck Yingling Hinayana, Baba 30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cutless bearing removal and replacement, deg

From: Casey Jones

Date: Tuesday, January 08, 2002

Body: I'll second the recommendation of Joan Burleigh as a loan originator. She did the loan on our Baba when we were living in Colorado and the boat was in Michigan and her office in SF. Very professional and we had no problems. Casey Jones s/v V'ger Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: New Email Address

From: rbarneveld

Date: Thursday, January 10, 2002

Body: We have just switched to ATT Broadband internet access. Our new email address is: r.barneveld Please make this change in your address books. Thanks Russ & Robin Barneveld -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Throttle cable maintenance

From: ASGatKIII

Date: Monday, January 14, 2002

Body: My throttle is extremely "tight" or in other words, it doesn't move smoothly. The problem is in the cable (Morse) and I would like to either remove and grease the old one or, just replace it with a new one. This one must be at least 10 years old. Problem I have is in getting to the end that connects inside the binnacle to the throttle lever. I took off the compass housing to find that the compass sits atop the layered teak platform, and this has no perceptible means of removal. So from my perspective, I have no way to go down into the binnacle. Has anyone worked on the cable and/or other things inside the binnacle who can offer advice on how to get in there and the problems that will naturally arise as I go through the process? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Throttle cable maintenance

From: Brad Gislason

Date: Monday, January 14, 2002

Body: > > Has anyone worked on the cable and/or other things inside the binnacle who > can offer advice on how to get in there and the problems that will naturally > arise as I go through the process? > You must remove the compass and the wood base to access the linkage. There is a lot of stuff in there, so work slowly (it took me about 8 hours for a full service) and don't drop anything. I use long needle nose pliers to get the cotters. A coat hanger is handy to hang the chain if you need to remove the steering sprocket. I would at this time clean, inspect and grease the steering linkage while it is open. Then enjoy the peace of mind that you can throttle, steer and shift. THX-B -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle cable maintenance

From: Stephen Rappaport

Date: Monday, January 14, 2002

Body: >On my Baba 30 the teak pad is attached to the binnacle by four long >machine screws set in a circle at about 2, 5, 7 and 10 o'clock. The heads >are countersunk, and yours may be hidden by bungs. If you remove the >machine screws the pad lifts right off giving access to the inner works. Steve Rappaport "Hurler" Baba 30 #206 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re. throttle cable

From: ASGatKIII

Date: Tuesday, January 15, 2002

Body: Thanks to all who sent some advice. I will look for those hidden bolts that hold the teak platform on. That was stumping me. And once I look in there I may change my mind and hire a very small monkey to do it for me. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bobstay backing?

From: Rob Sicade

Date: Thursday, January 17, 2002

Body: I'd love to know the same backing plate info for a 40. As far as attaching a snubber to the bobstay lower attachment, I asked a well-experienced rigger who told me the bobstay was the strongest piece of standing rigging on the boat and is engineered for many times greater loads than could possibly be imposed by anchoring. Attaching to the bobstay attachment will increase the tendency for the boat to sail at anchor, but that's a whole different subject. We have managed to finish our riding sail and will be testing it over the next few months. Will post when an opinion develops. Rob Sicade -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bobstay backing?

From: Rod Crist

Date: Thursday, January 17, 2002

Body: Does anyone know what type of backing plate might be behind the lower bobstay attachment on the Baba 30? I have the boat in the yard now and am planning on putting a shackle there for use as an anchor snubber. When we tried to find out, all we found was a solid glassed in area and were unable to access the area where a backing plate might be located. Does anyone have an opinion on the advisability of using this attachment point for an anchoring snubber? ---Rod Crist Sirius, Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bobstay backing?

From: Paul Braschi

Date: Thursday, January 17, 2002

Body: On WanderingStar (35) the backing place is a stainless plate in roughly the same size and shape as the external piece . . . fairly substantial . . . with bolts that must be say 4 plus inches . . . mine is accessible . . . one I had to replace my Samson post and epoxy and new base in place it was dam tricky not to cover the bolts with epoxy . . .To get to them you could use a dremel grinder and a chisel . . . working in the anchor locker is nasty . . . recommend dropping a vacuum hose or two down from above and leave them on . . . Paul Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: bobstay backing

From: Smcavana

Date: Thursday, January 17, 2002

Body: Last year we had the bobstay fitting on our 81 Baba 40 raised a few inches to get it out of the water. The yard guys found that the bolts and nuts were glassed in, not accessible without excavation from inside. Interestingly, despite years of being partially submerged (with water migrating behind the fitting), there was no apparent structural damage to the fitting or the bolts. We just needed to be sure... Susan C Free Spirit Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba Annual Reminder

From: Rick Beddoe

Date: Thursday, January 17, 2002

Body: Just a reminder folks... If you have any articles you'd like to send in, I'd like to have them by the last week of January. All are welcome. Pictures are a plus, but not necessary. You can e-mail photos and articles to the following e-mail address: BABA_List or You can mail hardcopy to: Rick Beddoe 4720 Park Ave. S Minneapolis, MN 55407 612-823-0900 It looks as though the Annual will be 8 pages, but if needed, we can go to 12. I will have a draft up by this weekend for everyone to preview. If you have any questions, feel free to e-mail me at the above e-mail address or you can call as well. Cheers, Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Lower bobstay fitting

From: BABA35

Date: Thursday, January 17, 2002

Body: I found our backing plate on Gone With The Wind to be exactly as Paul of Wandering Star described, about the same size as the outer fitting and not glassed in. Our bolts are also about 3-4 inches long. One thought: the load of the bobstay is partially in a sheer direction. The load imposed by an anchor snubber will be more of a straight pull. i.e. less of an angle. I was very impressed by an article I read years ago which told of a snubber attached to the lower bobstay that pulled out during storm conditions resulting in loss of the boat. The hole left behind was right at the waterline and rather large. As long as the snubber was not too strong, it should break before that could happen. We replaced the lower bobstay fitting with a vee shaped stainless piece about 6 x 8 inches on each side which conforms to the hull and has the same size backing plates. It has 6 bolts in each side and the original two thru the "stem." I originally saw this on a Baba 30 owned by Charlie Todd. He had also raised this attachment point to get the lower bobstay fitting out of the water which happens when loaded for long distance/liveaboard cruising. Ours is raised also. Stan and Cathy Hunter Gone With The Wind Baba 35 Hull #44 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Dry Tortugas

From: rbarneveld

Date: Thursday, January 17, 2002

Body: Robin and I and another couple will be chartering a boat out of Key West during the first week of March. We would like to sail to Marquesas Key and the Dry Tortugas. Does anyone have any experience with this trip or any advice? Since this probably doesn't pertain to the entire list you can email us personally at: r.barneveld Thanks Russ & Robin Robins Nest Panda 34 on the hard in the Great White North -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lower bobstay fitting

From: Rob Sicade

Date: Friday, January 18, 2002

Body: I'd love to get the lower fitting out of the water. The bobstay is sized in part by the angle it makes to the bowsprit. Was this a consideration when moving the lower fitting? I'm guessing the angle changed by only a few degrees, but I've never calculated the loads on the bowsprit, so how much did the move affect the loading on the rig? Just a minor loss in safety factor? I wonder if the boats with visible backing plate are post-TaShing refits? Ours is an 84 and while I'm not 100% sure, I don't believe we have a backing plate in the chain locker opposite the lower bobstay fitting. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: bobstay fitting

From: Smcavana

Date: Saturday, January 19, 2002

Body: About the changed angle when moving the bobstay fitting--we were concerned also, so we called Bob Perry, and he said it was a good idea to move it up about 6 inches, and that there's plenty of strength built in to handle the changed angle. That's for the 81 (hull #9). We have noticed that the later models have the fitting mounted higher, and not in the water. The rigger who did the work on our boat also said no problem with the changed angle. For what its worth, we replaced the bobstay with solid rod, also blessed by Perry. Somewhat controversial, I know. We had our work done at Canoe Cove in Sidney BC, by the way. They did a good job. Susan C -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Tashing

From: Richard Cassano

Date: Tuesday, January 29, 2002

Body: Tom, Nice job with the flowers. I think you made them feel very good. It might help to compile some of the e-mail exchange that lead up to this and forward them so Lillian and her colleagues can see how this all came about. The expression among our list was unanimous with regard to how we felt about the help TaShing provides to some very distant friends. Thank you for taking the initiative. Rich Cassano Gray Eagle -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba30

From: DEANNA HOLDREN

Date: Tuesday, January 29, 2002

Body: Hi, I am considering purchasing a Baba 30 to liveaboard and cruise in the Pacific Northwest. I'd love to travel along Vancouver Island, up to the Queen Charlottes and sometime Alaska. Would any of you on this list like to tell me what you think about the Baba 30, good points and not-so-good, or what things you have changed or would like to change ?? Especially if you do this kind of sailing and single-handing. Thanks, I look forward to meeting you !! Deanna -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Debra Axness

Date: Wednesday, January 30, 2002

Body: (PST) Hello Deanna - Great to hear of another woman sailor out there, please contact me off-list if you wish. I bought my Baba-30 with the intention of single-handing her around the world in 1998. I had it trucked to Duluth, MN and sailed her for two summers on Lake Superior. In the meantime I met my first mate and soul mate Larry, and we left Duluth in July 2000, going out through the Great Lakes, Erie Canal, Hudson River, down the coast via ICW and the open water to Florida. We were heading back up north when it became obvious we would have to stop and work. We are now living aboard in Charleston. Great little boat - a very safe feel to her, no matter what the weather is. A very well-made boat, lots of great craftsmanship on her. A very forgiving boat, you can make all sorts of mistakes on her and she will handle it. Like any boat, there is a lot of maintenance. We have a Yanmar diesel, which is something to look for, since every other engine out there seems to have more problems. There is a lot of storage for a small boat. If you plan to go offshore a lot get an autopilot and a wind vane to self-steer. I could go on, if you have any questions make sure to email me directly. --- BABA-L mailer wrote: > From: DEANNA HOLDREN > > Hi, I am considering purchasing a Baba 30 to > liveaboard and cruise in the > Pacific Northwest. I'd love to travel along > Vancouver Island, up to the > Queen Charlottes and sometime Alaska. Would any of > you on this list like to > tell me what you think about the Baba 30, good > points and not-so-good, or > what things you have changed or would like to change > ?? Especially if you do > this kind of sailing and single-handing. > > Thanks, I look forward to meeting you !! Deanna ===== Debby Axness s/v Debonair, Baba 30 website www.worldwidevoyage.org -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: People

From: Rick Beddoe

Date: Wednesday, January 30, 2002

Body: I would like to pass along some brief thoughts. I have received some really terrific material for the Annual. I don't know if personality has anything to do with owning a Baba, Tashiba, or a Panda, but you folks are truly stellar. I really appreciate the generosity you've shown by sending in pictures of your pride and joy. It's apparent to me that there is more to this than just having a sailboat. Some of your accounts are quite poignant. But the Annual is only part of it. A big hat's off goes out to Tom Currier for sending the flowers. I particularly like how well he managed to translate English into Chinese then back to English... heh. I'm sure that Lillian and her co-workers were ecstatic about it. Way to go Tom! If you would still like to send in some things for the Annual, we will make room for it. This is your Annual and it has been a pleasure to help you make it a reality. If all goes well, the annual should be ready by late February, early March. Cheers and many thanks, Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Rick Beddoe

Date: Wednesday, January 30, 2002

Body: > The skylight leaks, no matter what, so you have to have a cover made for it. > We are also going to have to do a lot of repair work to the cabin top > because of some leak we have never been able to trace. For those of you who might remember way back last spring, I put together a document showing how to re-seal the glass on the skylights. If you're wondering how that worked out, it worked great! No more leaks around the glass. Now, it only leaks around the joints of the frame, the hinge, and a few other mysterious places. That was easily repaired with a cover, as Kathy mentioned. The same goes for the forward hatch. Ours leaks around the base and the joints. A cover took care of that one too. If you would like to see the document again, I can forward on a PDF via e-mail to you. It actually did solve the leaks around the glass, but the problem seems to be the way the joints are joined. I recall someone mentioning that they were going to attempt using biscuits to refurbish the frame. Best bet is a cover. Be sure to get a cover with clear plastic over the windows. The skylight is one of the nicest features of the interior. Don't let the cover ruin it. Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Allen Emer

Date: Wednesday, January 30, 2002

Body: Rick, I bet a lot of us would like to see that PDF on hatch leaks. Sue and I have been chasing them forever and still can't get the leaks stopped. Like other 30 owners we are now lookng at replacing two sections of headliner where the white glossy laminate is peeling with some evidence of rot behind it. Anyone done this before have any good techniques for replacing these ceiling panels? The good news is there are now 3 Baba 30's in the Sandy Hook area so we can have our own raft up this summer :) Gary Korkola showed us his hatch covers and Sue and I are going to shamelessly copy them. Al & Sue Emer S/V Galatea Sandy Hook NJ At , you wrote: > > > > The skylight leaks, no matter what, so you have to have a cover made > for it. > > We are also going to have to do a lot of repair work to the cabin top > > because of some leak we have never been able to trace. > >For those of you who might remember way back last spring, I put together a >document showing how to re-seal the glass on the skylights. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Hatch Refurbish

From: Rick Beddoe

Date: Wednesday, January 30, 2002

Body: Wow, I can't believe the response regarding the hatch repair! It will be located on Dennis' site (http://www.geocities.com/babaweb1/home.htm). You can also find it here: http://sail2live.com/boats/sonadora/files/hatch1.pdf A word of warning, this did not eliminate all the leaks. As others have found out, the joinery leaks as well. Short of taking the hatches completely apart, I don't know what else can be done to stop the leaks. I tried cutting a bevel in the joint and filling it with polysulfide, but that didn't help. Mind you, it doesn't leak like a sieve any more since fixing the seal around the glass, but it does drip. Best solution is to get some nice covers with clear plastic over the windows. Cheers, Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Ted Derivan

Date: Wednesday, January 30, 2002

Body: Hi all, I have just bought Evening Star, 1979 Baba 30 #66 !!! The white laminate on the headliner is peeling for me as well, but it looks like a paint, not a separate liner. I peeled some off and it seems too thin and delicate to be anything but paint. Also I am at City Island NY so count me in for that Sandy Hook raft-up. Ted Derivan S/V Evening Star City Island NY -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: rbarneveld

Date: Wednesday, January 30, 2002

Body: Not only would I like the PDF, but I would also like to see plans, diagrams, photos, or a hatch cover for the butterfly. Russ Barneveld Panda 34 On the hard in snowy Michigan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: more on sea hatches

From: Smcavana

Date: Wednesday, January 30, 2002

Body: Slightly off the topic of leaks...we had plexiglass panels made to replace the metal guards, they slide in and fit nice and snug. They are fine to stand on, they cut down on the water that finds its way inside (although we find the canvas cover--with windows--is the only thing that keeps it really dry) but the really great thing about the plexiglass is it lets a lot more light in than the metal guards. And for anyone with an all wood interior -- including the overhead -- that's a very nice thing. Susan C Free Spirit Baba 40 Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Peter Kauk

Date: Wednesday, January 30, 2002

Body: I am in the process of replacing the headliner at this time begining with the ceiling in the head. I have removed the old headliner and am replacing it with strips of spanish cedar 1.3/4" wide x3/8" thick running for and aft. I am attaching the cedar strips to 1.1/2" wide x3/8" thick pieces of marine grade plywood epoxeyed to the underside of the cabin top port to starboard with screws and bungs and planning to paint it white, i also insulated the area between with 3/8" bubble pack material with foil attached to both sides that is available at Lowe's. I just finished installing it today and plan to start painting later this week. ----- Original Message -----

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Subject: Trimit, darnit!!!

From: BABA-L Administration

Date: Wednesday, January 30, 2002

Body: Sigh... people, people, people, trim the quotes! There's no need to recite an entire thread, complete with headers, over and over. You're making unnecessary work for me. [frown] Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: skylight repairs

From: Valerie Nucci

Date: Wednesday, January 30, 2002

Body: For those of you who might remember way back last spring, I put together a document showing how to re-seal the glass on the skylights. Rick, We would appreciate a copy of the PDF you wrote up. Thanks! Val & Peter Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Rick Beddoe

Date: Wednesday, January 30, 2002

Body: > Not only would I like the PDF, but I would also like to see plans, diagrams, > photos, or a hatch cover for the butterfly. Unlikely that you'll find plans for the hatch. Mr. Perry may be willing to help you for a fee. Tashing may have some drawings but they'll be in metric and in Chinese. As for the hatch cover, the people who made mine actually came down and measured everything. The covers fit perfect. There's a chance they may have the dimensions still for these, but don't count on all the hatches being the same size. Best bet is to contact a company who makes canvas items such as this and have them measure it for you. Cheers, Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Don Vogan

Date: Wednesday, January 30, 2002

Body: > > Sue and I have been chasing them forever and still can't get the leaks > stopped. Like other 30 owners we are now lookng at replacing two sections > of headliner where the white glossy laminate is peeling with some evidence > of rot behind it. Anyone done this before have any good techniques for > replacing these ceiling panels? The FIRST time we had to do this we discovered that what we also thought was white glossy laminate was just paint so it was easy to take it off, make the repairs and have the ceiling repainted with glossy enamel paint. It looked great for awhile, but we either have new leaks or the same leaks were not fixed as we had thought. You might have laminate on your boat, but you might also find as we did that it is just paint. I hope more people write in about solving the roof leaks because we are going to have to have our roof redone AGAIN and all the ideas are great to read about. Kathy Vogan SV Antares Baba 30, Hull No. 12 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: more on sea hatches

From: Don Vogan

Date: Wednesday, January 30, 2002

Body: we had plexiglass panels made to replace > the metal guards, they slide in and fit nice and snug. What a great idea! Kathy Vogan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Skylight repair pdf is on the Baba web site

From: Dennis VandeLaare

Date: Thursday, January 31, 2002

Body: (PST) Rick sent me the Skylight repair pdf to post on the Baba web site. It is available at: http://www.geocities.com/babaweb1/maintenance.htm#ports as "Procedure for skylight hatch repair by Rick Beddoe." Thanks to Rick and everyone else who contributes content for the web site! Dennis VandeLaare, s/v Nightwinds, Baba 30, #240 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Would you buy this boat?

From: Steven Hodge

Date: Thursday, January 31, 2002

Body: No, I wouldn't buy it. The thought of trying to dock, maneuver in tight quarters, etc., while ONLY being able to control the boat with both steering and engine controls at an inside station is too scary to contemplate. Steve, Panda 40 Alcyon. (PS. I thought we had a lot of boats too, but we're one shy of your total, not counting the model ones.) ----- Original Message ----- > Removing the pedestal will mean that engine and transmission controls > will only be at the inside steering station and all instruments will > move inside as well. > > I know I can deal with this, but I wonder how this will affect resale > value. Any thoughts? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Message from Lillian & Rachel

From: Tom Currier

Date: Thursday, January 31, 2002

Body: Received this from Lillian after my email providing some clarity on what mysterious group of people send flowers: -- Dear Tom, Rachel and I thought that we are flattered, but we are really very happy to receive the big planter without any notice, it brought us cheerful whole day long and everyone just curious about the gift. (Do these two old women have secret admirer ??) But, we have to give this honor to all the heroes in our company, without their hard works Rachel and I can't deliver so many complicated parts to our honorable owners. Please pass our appreciation to all our friends. Sincerely, Lillian & Rachel -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Quotes much better!!

From: BABA-L Administration

Date: Thursday, January 31, 2002

Body: The subject says it all. [smile] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Rick Beddoe

Date: Thursday, January 31, 2002

Body: > The FIRST time we had to do this we discovered that what we also thought was > white glossy laminate was just paint so it was easy to take it off, make the > repairs and have the ceiling repainted with glossy enamel paint. My understanding from a Tashiba dealer (Annaoplis Sail Yard) was that on early models, this 'paint' is actually gelcoat. He also informed me that after 1983 I think, they began using a laminate. There may not even be any leaks. We have a few spots where this is coming off and there are no leaks. A couple of good solutions we heard were to use wallpaper (not so good idea) or laminate screwed down with small battens around the perimeter. This appears to be the way newer boats were built anyway and we are considering this as a fix for ours as well Cheers, Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Would you buy this boat?

From: Tom Currier

Date: Thursday, January 31, 2002

Body: So I finally have a pilothouse sailboat that sails well. The one I've worked towards and will be the "last" boat I ever own. Except of course that 22' open cockpit dive boat I'm planning to add to my collection. (let's see; 5 whitewater kayaks, two inflatable dinghies, two wind surfers, 17' runabout, Tashiba PH, endless collection of model sailboats). Yeah, I like boats... To the point: I posted earlier about a steering problem. Turns out (yes, pun intended) the problem is in the outside steering station. I'm thinking of pulling out the entire pedestal and changing the outside steering to the auxiliary rudder, making the emergency tiller steering arrangement more permanent. In installing a new motor, I've already pulled the outside engine control panel and will be installing a cockpit shower in its place. Removing the pedestal will mean that engine and transmission controls will only be at the inside steering station and all instruments will move inside as well. I know I can deal with this, but I wonder how this will affect resale value. Any thoughts? thanks, TomC s/v Chinita 31' Tashiba PH -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Would you buy this boat?

From: Rick Beddoe

Date: Thursday, January 31, 2002

Body: Tom, Knowing what I know about Babas and sailing, which isn't all that much mind you, I would certainly buy this boat. However, my guess is that even though a tiller is very practical, it is not very sexy to most people (notice I didn't say most 'sailors'). By putting a tiller on the boat, you are appealing to a niche band of sailors who share your admirable penchant for sailing. Most sailors (myself included) whether consciously or subconsciously get a charge out of standing behind the wheel even if it's just until the autopilot kicks in. We also have a boat with a tiller (yes, too many boats). Our Capri 22 sails like it is on rails. The feel of the tiller is a real thrill. Somehow, for me anyway, I have a difficult time associating that with a heavy cruiser like a Baba. With that said, I'm not trying to talk you out of it. It just may be that it could be difficult to sell with a tiller. Of course, you do have that wonderful pilothouse and that could easily offset any issues with the tiller. As usual, I'm taking both sides. I would make a bad dictator. Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: more on sea hatches

From: Richard B. Emerson

Date: Thursday, January 31, 2002

Body: I'm slightly skeptical of using plexiglass here for a few reasons. First, if this really is "plexiglass" (as opposed to various polycarbonate plastics), UV radiation in sunlight will degrade and discolor the material after a few years. It will also weaken the material which means a number of risks. I'm also concerned about sealing off the area to a point where water can seap in but not evaporate readily, creating a risk of rot. On OWTW, we had new canvas made (Almo on I-97 in Millersville, MD) with clear windows sewn in. Since we wanted to be close off the windows while we're away, we had "twist to lock" fastners installed at the corners and in the middle of the length. It works well, lets the wood breathe, but holds off soaking moisture. The folks from Almo came out to make measurements, sewed up covers in Sunbrella, and there we are. I agree that the joinery for these hatches is ...ah... lacking. The corners are simple mitered corners instead of having wooden biscuits to stabilize the corners. As the wood dries, the seams open. Not Good. Every so often I find something in the boat that leaves me wondering what someone was thinking when they did the work (e.g., the staysail sheet winches where three of the six mounting bolts are hidden by corner posts in the cabin house). I call them "Master Huang's surprises". The skylight is very much one of Master Huang's surprises. Cheers, Rick Don Vogan writes: > > we had plexiglass panels made to replace the metal guards, they slide in > > and fit nice and snug. > > What a great idea! > > Kathy Vogan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Richard Cassano

Date: Thursday, January 31, 2002

Body: Control of our Baba/Tashiba 40 was greatly improved with a MaxProp. We now have lots of reverse power. I believe owners of the 30 have experienced the same improvement. On the Butterfly hatch leak issue - I have not addressed the joinery or glass leak sources, however, I had an outstanding cover made by Chris Ford Yacht Canvas in Annapolis,MD. He used a material called "SeaMark". This is Sunbrella with an impregnated laminated backing, making it virtually waterproof. The cover has see-through panels where the glass is and SeaMark covers over the see-through panels. When we want light to shine below we roll the covers back and tie them down. The entire hatch cover is attached with snaps around the perimeter of the hatch. Not a drop gets through and the SeaMark does not mildew on the underside. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: Kevin Walsh

Date: Thursday, January 31, 2002

Body: Thanks for the suggestions, Kathy. I'm sure that the weather helm is a result of my inexperience with the cutter rig, and the huge roller-furled genoa probably doesn't help matters too much, so I'll give that a try. The one time I experienced frisky weather conditions with this boat, it was on a downwind course, and while it handled it really well, I too noticed that it did really well with the motor running. With respect to steering, the cables are just fine, so I know that's not the problem. Let me be a bit more specific about the conditions I experienced the last time the boat didn't respond to the helm: I'm sailing at about 3-4 knots, light air, full main and jib (no staysail) and I want to come about. The helm is turned a-lee, the bow comes through the wind, the boom crossess over, the jib and main snap full with wind on the new tack. So far so good. As the bow comes around, I bring the wheel to the new course. Here is where the problem is. The boat simply keeps coming around, eventually onto a broad reach and sometimes even moving down wind. The last time this happened I was forced to kick in the motor to avoid slamming into a seawall (the reason for the tack in the first place.) It's as if I have no steerage whatsoever. I know that I've lost some way as a result of the tack, but it seems like it's very easy in this boat for the lateral resistance of the wind to overcome the flow of water past the rudder. 'm sure that it's a matter of technique, knowing when to bring the wheel around at the right time, etc, etc. In any case, I'm coming to believe that this boat isn't well-suited for sailing out the channel to the ocean, and that I'm better off motoring out. Comments are welcome. Kevin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Would you buy this boat?

From: Richard B. Emerson

Date: Thursday, January 31, 2002

Body: The notion of having controls inside only is, for a boat of this size (vs. say, the QE2 or even a tug) is one I'd prefer not to contemplate. Particularly while watching the boat tie up to a nearby dock with a crew of one helmsman and one deck crewman. Maybe hydraulic controls make sense here? Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Would you buy this boat?

From: Richard Cassano

Date: Thursday, January 31, 2002

Body: My first thought was Hydraulic controls. This would also make autopilot much easier as the hydraulic drive is the autopilot drive as well. Rich Cassano > Maybe hydraulic controls make sense here? > > Cheers, > Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 40 Butterfly Hatch

From: DHREADY

Date: Thursday, January 31, 2002

Body: We also have a butterfly hatch cover for our Baba 40 made by Ford Canvas of Annapolis - same setup with seamark material and it works great, doesn't leak and makes living aboard in Baltimore a pleasant experience to have the light and airiness feeling in the salon area. Worth the effort to get it right. David Ready Baba 40 "Eclipse" Baltimore, MD -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Butterfly Hatch Leaks

From: Peter Kauk

Date: Thursday, January 31, 2002

Body: I have been able to stop all leaks at the hatches and elsewhere by using Capt. Tolley's Creeping Crack Cure, I have found that leaving a cover on the hatches tends to rub the finish of the teak. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Butterfly Hatch Leaks

From: Tom Beard

Date: Thursday, January 31, 2002

Body: I fought these leaks for years and finally did a major task that seemed to solve all the problems. But I never removed the cover as described on several of these notes except when wanting to show off the boat, which was anytime people were around and it wasn't raining. I removed the hatches and re-glued all the corners with epoxy using bar clamps to bring the joints firmly together. I re-glazed all the glass with tinted safety-glass. I used proper commercial glazing compound putting in the new glass after very carefully and smoothly sanding the wood surface to be bedded. When removing the old glass I found the typical black goop used on everything on the boat from deck seams to pipe joint fittings has air bubbles in it that forms gaps in the seal between the frame and glass. Glazing compound doesn't. My final secret was using Get-Rot. I drilled plug size holes in the deck (teak in this case-this may not be a problem on non-teak decks) close around the frame on deck. Into these I poured Get-Rot (a very viscous epoxy, I think) it seems to find its way through all the cracks and crevasses between the frame and deck sealing all solid like running cement down a gopher hole. Then I just plugged the holes with a teak bungs. They looked like they belonged. I did this trick around the main entrance hatch where I had a leak and never could locate the source. And best of all, these steps worked. I suspected the problem originated most with the air bubble gaps in the glass bedding. After I removed the trim before removing the glass, I could see the water tracks through this bedding where it was outlined with dirt carried by the water seeping through from bubble to bubble. I hope these ideas may help. They worked for me. Tom Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Butterfly Hatch Leaks

From: Richard B. Emerson

Date: Thursday, January 31, 2002

Body: And "Capt. Tolley's Creeping Crack Cure" is...? I've never heard of it. Cheers, Rick Peter Kauk writes: > I have been able to stop all leaks at the hatches and elsewhere by > using Capt. Tolley's Creeping Crack Cure, I have found that leaving a > cover on the hatches tends to rub the finish of the teak. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Butterfly Hatch Leaks

From: Peter Kauk

Date: Friday, February 01, 2002

Body: Rick, Captain Tolleys Creeping Crack Cure is a clear invisable liquid that seeks out and penetrates the smallest cracks and openings and seals them up, I got it at either West Marine, or Boat U.S. Pete -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Butterfly Hatch Leaks

From: Peter Kauk

Date: Friday, February 01, 2002

Body: Ann, I got at either West Marine, or Boat U.S. Pete -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Captain Tolley

From: Charles Yingling

Date: Friday, February 01, 2002

Body: I will second the recommendation for Captain Tolley's Creeping Crack Cure. It took me about three applications, but it totally stopped the leaking around my butterfly hatch (which was at the edges of the glass). Chuck Yingling Hinayana, Baba 30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Snow and Ice and teak decks, harmful?

From: Warecreek

Date: Friday, February 01, 2002

Body: Can't imagine snow and ice doing much damage to teak decks. My 35's in its third winter of my ownership uncovered and snowed/iced upon and no problem so far. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Snow and Ice and teak decks, harmful?

From: Valerie Nucci

Date: Friday, February 01, 2002

Body: Where abouts are you, Warecreek? In southern New England, the biggest problem is the freeze and thaw situation if you leave your boat uncovered. If there is a way for water to find its way into a an imperfection in a Thiokol seam, it will during the thaw. Then when the next freeze happens a few days later, you have ice tearing up your Thiokol-to-teak seal, or for that matter, any caulk that has a channel for water to creep into. We've only been through two winters with our Baba, but we had a 1939 yawl with teak decks for our first boat. S/V Valerie Arden Deep River, CT "From: Warecreek Can't imagine snow and ice doing much damage to teak decks. My 35's in its third winter of my ownership uncovered and snowed/iced upon and no problem so far." -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Snow and Ice and teak decks, harmful?

From: Warecreek

Date: Sunday, February 03, 2002

Body: I'm in Yorktown, Virginia, pretty much on the southern end of the deep freeze belt. Maybe I'm not looking close enough for cracking (and I will this spring) but we probably go through only a couple of wet/freeze/thaw/refreeze cycles a season. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Snow and Ice and teak decks, harmful?

From: Kevin Walsh

Date: Sunday, February 03, 2002

Body: When I was in the Navy, I was stationed in Norfolk for several years. I remember one morning in the winter waking up on the ship and finding that the water around the piers had frozen into a patchwork of mini-icebergs, so I'm really familiar with the potential for c-c-c-cold weather in the Tidewater area. Kevin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Snow and Ice and teak decks, harmful?

From: Warecreek

Date: Monday, February 04, 2002

Body: --part1_191.1da7095.298fea18_boundary Content-Type: text/plain; charset="US-ASCII" Content-Transfer-Encoding: 7bit Yeah... it does happen. So far so good this mild winter, though. -- part1_191.1da7095.298fea18_boundary Content-Type: text/html; charset="US-

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Subject: Pedestal

From: Rick Beddoe

Date: Monday, February 04, 2002

Body: I'm interested in thoughts regarding the pedestal 'granny' bar. We have the stock bar and we are considering a larger one. It seems there is a wide range of ideas regarding this. On Gretel II (the boat we chartered in the San Juans), the bar had a larger offset and was higher. I've also seen many boats with bars bristling with gauges. I wonder about this arrangement. it's nice to have all the gauges right there, but in a seaway how safe is it? When we were getting clobbered in the Straight of Juan de Fuca, I had a death grip on the bar. If it would have been covered with gauges, It would have been difficult to grab onto it. I see this bar as a crucial support item in terms of safety. To me, it should be clear of any clutter thus allowing one to hold onto it at any point. This would be especially important at night. With that said, how hard is it to beef up that bar with the stock pedestal? Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Pedestal

From: Richard B. Emerson

Date: Monday, February 04, 2002

Body: Rick Beddoe writes: > I'm interested in thoughts regarding the pedestal 'granny' bar. We have the > stock bar and we are considering a larger one. [...] I see this bar as a > crucial support item in terms of safety. To me, it should be clear of any > clutter thus allowing one to hold onto it at any point. This would be > especially important at night. > > With that said, how hard is it to beef up that bar with the stock pedestal? FWIW, OWTW has a grab bar forward of the pedestal and two display pods mounted on plates just above the level of the shaft for the steering wheel. It's worked well for us in heavy weather. The best bet is to check the Edson catalog for details. Although Grand Deer hardware departs from Edson on occasion (e.g., tapered wheel shaft which I see Edson is *finally* waking up to), in the main we've found the pedestal is ...ah... let's me nice and say very similar to Edson designs. About the only change I'd add is some reinforcement under the cockpit sole. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle and shift cable replacement

From: Tom Currier

Date: Tuesday, February 05, 2002

Body: > I would recommend replacement with Morse type 33C or 33-C supreme cable. Though rather expensive, this is the type of project where you don't want to dig in again for a long time to come. Prices on 33C are about $34.00 for a 10' length and $57.00 for the 33-C supreme. tomC -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Snow and Ice and teak decks, harmful?

From: Richard B. Emerson

Date: Tuesday, February 05, 2002

Body: Fahgedaboudid! There's some indication that sealers like Semco attack deck caulk over time and Thompson's Water Seal is known to do it in a hurry (overnight). Your best bet is to cover the boat. Cheers, Rick Erik Kokborg writes: > How do people feel about protecting teak decks from ice damage by sealing > deck with teak deck sealer? Does it work? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 Sailing Characteristics

From: Charles Yingling

Date: Tuesday, February 05, 2002

Body: The recent posting on sailing characteristics of the Baba 30 reminded me that when I bought my boat, included with the papers was a 4 page typewritten draft discussing the handling characteristics of the boat in various wind and sea combinations, which appeared to be the result of early testing of the first boats actually built. Here is a brief summary of the recommended sail plans: Going to windward (in flat seas): Up to 9 kts: Genoa and main 12 kts: All plain sail 15 kts: Jib and main 18 kts: Jib and reef 22 kts: Staysail and reef 28 kts: Staysail and 2 reefs (For what it's worth, these seem fairly accurate to me; in SF Bay, where we routinely have 15 - 25 kts every day during the May - October season, I usually leave the first reef in all season and can balance for different winds by selecting which foresail(s) to use.) Reaching and running: Less than 12 kts: Reacher 15 kts: Staysail, jib, and reef There is lots more information in the full manuscript; but since it is over 4 pages, my question is, should I post this to the list? Or, I could send it just to those who request it (I understand that long postings are a problem for those out cruising). Chuck Yingling Hinayana, Baba 30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Snow and Ice and teak decks, harmful?

From: Paul Braschi

Date: Tuesday, February 05, 2002

Body: Well . . . yes and no . . . I have only had my boat in real winter three years . . . the first on it was shrink wrapped and all was well . . . last year I didn't wrap the boat and we had a snowy winter . . . by the time spring came around the snow had hastened the demise of the port lazarette cover requiring a complete fiberglass remake and had the weather hatch in the companionway also had its backing significantly weakened that this spring it will require a complete fiberglass rebuild as well . . . additionally the weather lifted the caulk on some sporadic areas where the depth of the groove was minimal . . . all in all I think keeping snow off the deck is a very good thing . . . This year I am living aboard and the clear plastic shrink-wrap enables me to spend part of everyday reading in the cockpit or on the bow . . . plus NO condensation issue at all in fact if I live on the boat next winter I will add a humidifier . . .plus this month I will even start stripping all the teak (I can get to under the shrink-wrap) for a complete Cetol make over . . . shrink-wrap is way cool . . . Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: Skip Randall and Trish Lambert

Date: Tuesday, February 05, 2002

Body: (PST) I vote: send it, send it, I would love to read the whole thing. Skip on Nehalennia, Baba 30 in Annapolis -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: Kevin Walsh

Date: Tuesday, February 05, 2002

Body: I for one would appreciate your posting the full text. Kevin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba30

From: VMSchmid

Date: Tuesday, February 05, 2002

Body: To Deanna with Baba 30 (Mandisa, San Diego) >> Please email me privately. We are also in San Diego. Venda Jubel Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cost of Shrink wrapping a Baba

From: Tom Beard

Date: Tuesday, February 05, 2002

Body: What is shrink-wrap? We on the west coast sail our boats year round-even here in the cold-wet North West. Tom Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: Don Vogan

Date: Tuesday, February 05, 2002

Body: > At four pages of text, please post it to Dennis' website. > > Rick (speaking ex cathedra) How do we get to Dennis' website? I know Don and I will want to reach this also. Kathy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: BABA-L Administration

Date: Tuesday, February 05, 2002

Body: At four pages of text, please post it to Dennis' website. Rick (speaking ex cathedra) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba Characteristics

From: Vincent B. Amacher

Date: Tuesday, February 05, 2002

Body: I would love to read that document. Maybe it could be posted on the web site. I also would like to know if anyone knows how mand yards of material it takes to recover the cushions in a baba 30. I would like to do the v berth then the salon and lter the quarter berth. I would like to be sure I can get enough material doing it a piece at a time like this. Thanks Vince Amacher -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cost of Shrink wrapping a Baba

From: Richard Cassano

Date: Tuesday, February 05, 2002

Body: I was wondering what it costs in different parts of the country to shrink wrap a Baba. For this winter season it cost me $15 a foot for a Tashiba 40. Last year the Long Island, NY boatyard "tried" to charge me $31 per foot but gave me a one time only courtesy, after I complained, and reduced the charged to only $16.75 per foot. The yard manager made it clear this price break would not happen again. I told him I understood and thank you. -Never went back again -. Last fall on Long Island, NY, I spoke to private businesses that do shrink wrapping for $10 to $12 a foot, however, they are not allowed in boatyards or must bill through the yard. This allows the yard to mark the price back up again. Is the shrink wrap market about the same in New England and the West Coast? Rich Cassano Gray Eagle -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 sailing characteristics document

From: Dennis VandeLaare

Date: Tuesday, February 05, 2002

Body: (PST) The Baba 30 sailing characteristics document that was offered by Chuck Yingling has been posted on the Baba web site at the following URL: http://www.geocities.com/babaweb1/baba30_sailchar.htm For those who might want to bookmark the main page of the Baba web site, its URL is: http://www.geocities.com/babaweb1/home.htm Also; periodically I receive inquiries asking why some owners are not included on the Registry of the web site. The reason is that to respect the privacy of Baba owners, I do not list owners on the web site Registry unless they specifically authorize me to do so. If you wish to be included on the Registry and have not already done so, please send an E-mail message to babaweb1 and provide the following information: Owner name(s): Vessel Name: Model: Size: Hull #: Home port: E-mail address(s): Include a small jpeg photo or web address if you wish Dennis VandeLaare s/v Nightwinds, Baba 30, hull# 240 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: New sails

From: Keegan

Date: Tuesday, February 05, 2002

Body: Rob Sicade and Wife: I am ordering new sails from Carrol Hasse and she called you while doing research for my boat and informed me today that you told her your 100% Jib that she sold you "Rocks". Thats great news. Im going with the full batten main and Schaffer bat cars along with the 100% Jib with a foam luff. If there is any suggestions they would be well heard. Thanks Keegan Harper Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba web site

From: BABA-L Administration

Date: Tuesday, February 05, 2002

Body: >From the signon message... "For web surfers, there's a web page at: http://www.geocities.com/babaweb1/home.htm This page was started and is maintained by Dennis VandeLaare, who's doing an excellent job." Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cost of Shrink wrapping a Baba

From: Richard B. Emerson

Date: Tuesday, February 05, 2002

Body: Very simply, a plastic that contracts as heated. Elaborate covers are fashined over frames and using the boat's superstructure itself. At the prices involved, I think a cover made with Sunbrella is a better buy. Cheers, Rick Tom Beard writes: > What is shrink-wrap? We on the west coast sail our boats year round- even > here in the cold-wet North West. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: Charles Yingling

Date: Tuesday, February 05, 2002

Body: > > How do we get to Dennis' website? I know Don and I will want to reach this > also. > > Kathy > The Baba 30 sailing characteristics document that was offered by Chuck Yingling has been posted on the Baba web site at the following URL: http://www.geocities.com/babaweb1/baba30_sailchar.htm For those who might want to bookmark the main page of the Baba web site, its URL is: http://www.geocities.com/babaweb1/home.htm -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cost of Shrink wrapping a Baba

From: Richard Cassano

Date: Tuesday, February 05, 2002

Body: You know Tom, I do more damage to the boat winterizing and recommissioning than I do all season sailing. Keeping it operational all year is a great idea. Do you get any ice in the harbor? Met a guy in Annapolis, on my last visit, who sails all winter. He said he motors through thin ice and dodges the thick ice - He said it's rare when the creek is totally ice-bound. Winter storage in the water is much less expensive than hauling out anyway. Rich C > What is shrink-wrap? We on the west coast sail our boats year round-even > here in the cold-wet North West. > > Tom > Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cost of Shrink wrapping a Baba

From: Tom Beard

Date: Tuesday, February 05, 2002

Body: Mine was just a tongue-in-cheek remark. No ice here or all the way to Alaska due to the Japanese current and deep water. It is three hundred feet deep off the harbor. Six hundred further out. The only ice I bumped into was in Glacier Bay and these were little bergies. Sort of frightening-one the size of a pick-up truck body hit at six knots-dead on. Several appeared astern with bottom paint but a later haul showed absolutely no damage or even marks where ice bumped. However, I understand that that skim ice might do damage, like knife edges. Don't know for sure though. Tom Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Snow and Ice and teak decks, harmful?

From: Erik Kokborg

Date: Tuesday, February 05, 2002

Body: How do people feel about protecting teak decks from ice damage by sealing deck with teak deck sealer? Does it work? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cost of Shrink wrapping a Baba

From: Richard B. Emerson

Date: Wednesday, February 06, 2002

Body: FWIW, we haul OWTW on alternate years. We're basically across the Chesapeake from Annapolis and have the same weather. "...rare when the creek is totally ice-bound" is a little disingenuous. In the past few years we've had freezes hard enough that it took close to a week for the ice in the marina to break up and much of that was due to a boatload of "big ol' bubbas" in the bow for weight as the boat ran up on the ice to break it down. St. Michaels harbor has needed a small icebreaker on more than one occasion to let the work boats out into Eastern Bay. Fortunately bubblers and "Ice Eaters" keep the worst of the ice away when we're in the water but some scraping from ice is almost inevitable. And lest anyone think thin ice can be ignored, try defrosting a fridge by hand some day and, after all the cuts heal, tell us how it was. Anyway, hauling lets the hull dry out, reducing the chance of blistering. Cheers, Rick Richard Cassano writes: > You know Tom, I do more damage to the boat winterizing and recommissioning > than I do all season sailing. Keeping it operational all year is a great > idea. Do you get any ice in the harbor? Met a guy in Annapolis, on my last > visit, who sails all winter. He said he motors through thin ice and dodges > the thick ice - He said it's rare when the creek is totally ice-bound. > Winter storage in the water is much less expensive than hauling out anyway. > Rich C > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cost of Shrink wrapping a Baba

From: Richard Cassano

Date: Wednesday, February 06, 2002

Body: > Mine was just a tongue-in-cheek remark. > Tom > Moonshadow I thought it was just "tongue-in cheek", but than it sounded more and more like a good idea. In fact, I started calculating how one season in the water unwrapped would save me enough money to buy a heater. And two seasons a watermaker....etc. Rich C -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Shrink Wrap..

From: P Horvat

Date: Thursday, February 07, 2002

Body: Cost us $690.00 twenty more than last year, to cover our 40' Pilothouse. They put in a door for access to the cockpit. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Sailing Characteristics

From: Erik Kokborg

Date: Saturday, February 09, 2002

Body: Has anyone had any problems with the mainsheet traveler throughbolts? How does one go about checking out their condition? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Our website is online again!

From: rbarneveld

Date: Sunday, February 10, 2002

Body: To All: After changing internet service providers I have finally gotten our site back online. Check it out at: home.attbi.com/~r.barneveld Thanks Russ and Robin Barneveld Robins Nest Panda 34 On the Hard in the Great White North -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Stain to match darker wood interior

From: jon richey

Date: Monday, February 11, 2002

Body: I have a 1980 Baba 30. With summer right around the corner I would like to redo the engine cover, sand and re stain. Does anyone have a magic formula that will match the dark stain that was used in the early years. Thanks Jon Richey -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: confession

From: Tom Currier

Date: Tuesday, February 12, 2002

Body: Thanks to everyone who sent me checks for Lillian's flowers. Now my confession.... For the 1st. time in my life of living in NH, I believe my car was entered and the checks I was accumulating from everyone were stolen. All told, I had collected exactly $95 (the cost was $94) in small checks and cash. I think this occurred in the Conway, NH area while I was off snow-shoeing. This is my issue and I do not want anyone to send me funds to cover this. However, I am interested in catching the thieves so if the check you sent me was cashed, please let me know via my direct email address and with your help, I may be able to hunt down the perpetrators. Of course the possibility still exists that I'm suffering from "old fart" syndrome and have simply misplaced the package but my wife and I have searched high and low with no luck:). TomC s/v Chinita 31' Tashiba PH p.s. I still leave the keys in my car and full of valuables, the house unlocked, and implicitly trust people not to take advantage of me. It's the way I want to be, and if people feel they need to steal from me, maybe it's because they need something more than I need it. In this case, it was probably some kids and the checks are lying in a snow covered field somewhere, decomposing. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Stain to match darker wood interior

From: Peter Kauk

Date: Tuesday, February 12, 2002

Body: I just use Minwax Antique Oil Finish, no stain Pete -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: mainsheet traveler throughbolts

From: Peter Kauk

Date: Tuesday, February 12, 2002

Body: Erik asks "Has anyone had any problems with the mainsheet traveler throughbolt? How does one go about checkig out their condition" The through bolts run through the cabin deck and the nuts are only accessible by removing the ceiling liner Pete -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: mainsheet traveler throughbolts

From: Rod Barber

Date: Saturday, February 16, 2002

Body: I removed my traveler to get the hatch cover off. Not sure if this was necessary but it seemed the easy way at the time. The Holly-Teak Ceiling Support/Beam that goes across the ceiling just below the traveler and above the galley has a teak strip on the bottom of it. If you can remove this strip you will find that you can remove the beam. The bottom strip was glued on and I had to fabricate a new one out of an old piece of teak. Every thing is replace and you can hardly tell I had it all apart.. Rod Barber The Flying Pelican BAba 30 #17 Gig Harbor WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba, Tashiba, and Panda Information

From: Kerry

Date: Saturday, February 16, 2002

Body: I have a question for those who have Tashing davits installed on their boats...anyone had an install done here? (as opposed to a factory install). I need some info on the installation of both the "sockets" and "arms". Please reply off-list. Thanks! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Hi-Seas Diesel Heater (wick)

From: joe brant

Date: Sunday, February 17, 2002

Body: (PST) I have a Hi-Seas Diesel Heater on TWILIGHT. It is/was Manufactured by Marine Heat Corp in Seattle WA. Model No. 100-C-8. Does anyone know if this company is still in business and/or where I might be able to get a replacement wick for the heater? Thank you, Joe Brant TWILIGHT Baba 30 hull #113 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Dodgers and Biminis

From: Casey Jones

Date: Sunday, February 17, 2002

Body: Help Gang, We're ready to replace my aging dodger with a new hard or soft one before we head offshore. We're looking for information on Biminis that can incorporate a full cockpit enclosure. Our problem areas are the rounded stern, backstay, and boom. We would like to use the bimini top to secure a couple of solar panels. Has anyone done this or have photos of other boats? Thanks Casey and Ann Jones s/v V'ger Baba 35 Tacoma, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Volvo engine...

From: BABA-L Administration

Date: Sunday, February 17, 2002

Body: [The following was received at baba-ad - RBE]

Subject: Leaks

From: Marilyn Thordarson

Date: Monday, February 18, 2002

Body: Fellow boat owners introduced us to a unique product for sealing leaks. It's Creeping Crack Cure. We were extremely doubtful but have found it to work small miracles. It looks a little like Elmers Glue but when applied sparingly, seeps into cracks, sealing them off. It's supposed to be good with wood, glass, rubber, metals, fiberglass, etc. We've only tried it on the teak and works great. The mfg is Capt. Tolley Ltd, England. Should be available at your local marine store. We bought ours at Downwind Marine in San Diego. Marilyn, Panda 40, Circe -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Request for acrylic replacement information

From: Dennis VandeLaare

Date: Monday, February 18, 2002

Body: (PST) I am interested in hearing from anyone who has replaced the acrylic in the companionway hatch and/or forward hatch of a Baba 30. I plan to replace the acrylic of our Baba 30 within the next few weeks and would like to create a document for the Baba web site that others can reference in the future. Information such as the sequence of steps to remove the hatch (i.e. was the traveler support beam removed?), challenges encountered, recommended materials (and sources thereof), what you wouldn't do again, etc, would be appreciated. When our hatch replacement and the document are complete, I'll post a message to the Baba-L, providing details and a link to the document. Given the age of our vessels, I suspect many people will need to accomplish this task soon and a document that is based on the experiences of those who have already done it will be valued. Thanks in advance, Dennis VandeLaare Nightwinds, Baba 30, Hull# 240 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: volvo mechanic

From: DHREADY

Date: Monday, February 18, 2002

Body: To P Horvat (I think that was reference) We are in Baltimore - a Baba 40 with volvo - we used Johnson & Tower recently and they did a good job for us. Reasonable cost is always a question and much more so with Volvo Diesels. No one is cheap. Whitehall marina has the best volvo mechanic in the area but he is stacked up till next decade. Vosbury I believe is the gentleman's name and business. Has been around for ages and was just awarded the national mechanics award by Volvo so he is good and very nice. Just way more busy than he can really handle because a lot of old time boaters won't have anyone but him touch their engines. Try Johnson & Towers and see what they say - they are very competent from our experience. We had to replace / rebuild both the fresh water and raw water pumps on our engine and it was a major job to do the fresh water pump given the way the engine is mounted in the Baba 40. David Ready "Eclipse" - Baltimore, MD -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle cable maintenance/Engine cut-off

From: Hunter Brumfield

Date: Wednesday, February 20, 2002

Body: I just ran across this and would like to relate what we found recently in respect to cable drag. We have been having severe engine cut-off cable drag for several years. We'd dutifully attempt to shoot WD-30 (the Japanese equivalent) and it would ease slightly. Then a couple of weeks ago the problem returned, and it wouldn't even budge. We finally made the effort to trace the cable and it turned out it was only being pinched. Apparently it had nothing to do with cable length or dryness, but just that it had jammed itself into a tight place in the understructure of the sail locker/cockpit seats. Not a bend, but rather was simply being pinched. After being released, it worked fine. Hunter Brumfield Whitecrest Tashiba 31 >Subject: Throttle cable maintenance >From: ASGatKIII >Date: Mon, 14 Jan 2002 13:00:31 EST > >My throttle is extremely "tight" or in other words, it doesn't move smoothly. > The problem is in the cable (Morse) and I would like to either remove and >grease the old one or, just replace it with a new one. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cockpit Tables

From: Paul Braschi

Date: Wednesday, February 20, 2002

Body: Team Baba: With summer fast approaching I wanted to rectify one of the last comfort issues on my 35 . . . .I have had a very difficult time finding the right cockpit table. I was wondering how others have solved this problem. Specific catalogs and models would be most appreciated . . . Paul -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle cable maintenance/Engine cut-off

From: ASGatKIII

Date: Thursday, February 21, 2002

Body: To continue this thread -- after I began the operation of replacing the cables (throttle and trans) (note, there was no kink in mine anywhere along their lengths), and had freed up the cable from the engine side, I operated the throttle lever at the pedistal and it moved back and forward smooth as silk. This made me reconsider the entire job I was getting into. I tried to move the throttle lever at the engine by hand, and knowing it shouldn't be tooo easy (with no mechanical advantage via the cable and lever), it still seemed quite "tight" I took out my trusty manual and read all I could on the mechanism and how it links to the governor etc. etc. and decided not to "f" with it. I sprayed WD-40 around the shaft and lever, reconnected the cable, and it now operates better than before but not as smooth as I would like it to. The worst thing it does is that at higher rpms it tends to slip back to a lower throttle setting, and I can't push it much beyond 3000 rpm. So right now my questions are: (1) how smooth is smooth -- and that's like asking how long is a length of rope, and (2) could it be the adjustment of the cable -- i.e. at what point has the movement of the cable (I think its supposed to have 3" total) been tightened down to the linkage. Maybe a slight adjustment there would give me that additional 1/4-1/2 inch of movement to get to the higher rpm and not have it bounce back. Or, could it be the load on the engine etc. etc. I'm thinking not to that. Thanks for any further input. I've moved on to a completel disassembly of all my winches and a major cleanup of them. Word to anyone as lazy as me -- don't wait the three years I did. (maybe more since I don'[t know when previous owner did it). It gets ugly in there even though the winches seem to work pretty smoothly. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Length of Settee's - Baba 35

From: BABA35

Date: Thursday, February 21, 2002

Body: Does anyone know the length of the settee's in a Baba 35? We were asked this question by a perspective buyer and don't know the answer. Anyone out there in a warm climate who is going to the boat this weekend that would be willing to measure one for us? I do know that the port and starboard are the same. Thanks Stan and Cathy Hunter Gone With The Wind Baba 35 Hull #44 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Any small dogs on board?

From: Alison Spinney

Date: Thursday, February 21, 2002

Body: Dear fellow sailors, my husband and i have just become the proud owners of a 1987 Tashiba 40... and within a couple of years we'll be bailing out,, moving aboard and TAKING OFF. Here's the BIG QUESTION.... We have a very small jack russell terrier who we will not leave behind. I've already read about the challenges of quarantine and such in other countries, but i'm more interested in the MUNDANE aspects of life aboard with a dog.... where and how they "do their business"... I've heard of everything from AstroTurf to a Litter Box (our 11 lb. dog is SMALLER than our cat). I'm anxious to hear any stories and advice!! If this request if more appropriately responded to off-line, then please email me your suggestions at aspinney THANKS! Alison & Chuck Spinney the (future) s/v "Chaliventures III" (she's not christened yet) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Length of Settee's - Baba 35

From: Richard B. Emerson

Date: Thursday, February 21, 2002

Body: Long enough I can stretch out comfortably at 6'. Cheers, Rick BTW, expect Baba-L to take a week off starting late on 2 March. We're headed to Grenada for a charter. Anyone been there recently? BABA35 writes: > Does anyone know the length of the settee's in a Baba 35? We were asked > this question by a perspective buyer and don't know the answer. Anyone out > there in a warm climate who is going to the boat this weekend that would be > willing to measure one for us? I do know that the port and starboard are > the same. Thanks > > Stan and Cathy Hunter > Gone With The Wind > Baba 35 Hull #44 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: dogs on board

From: Valerie Nucci

Date: Thursday, February 21, 2002

Body: First off, congratulations on having excellent taste in boats! The smiles on your faces will only get bigger with each new harbor you sail into. Get used to dinghies coming by with "Beautiful boat!" called out to you as they pass. I can't address small dog issues, as we sail with two very tall standard poodles. Here's my experience coastal cruising with "the girls". If your dog is not elderly, you can probably plan on just two trips ashore daily for major business. We head out in the dinghy around 7:30-8 a.m. and again about 6:30 p.m. (Routine is good for the soul.) Plan on bringing plastic bags with you because you should pick up any mess your animal makes. For passages, we bring along "Home Alone" pads, which go into the trash for later disposal ashore. But if you are going to be out for a while and it sounds like you will be, I think I would opt for the house-breaking drops you can buy and put them on a square of Astroturf, which you could shake out and then put inside netting and dunk clean. I order by mail for a lot of the more "exotic" dog supplies from WWW.JBPET.COM By the way, life jackets are important gear for your pets too. Good luck. Val Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cruising with Dogs

From: Don Vogan

Date: Friday, February 22, 2002

Body: Valerian Root is also a wonderful pet calmer and is purchased at any good store that carries good vitamins. I give it to my dogs whenever we fly also because flying is very stressful to them. My dogs weigh 40 and 50 lbs and I give each of them 1 capsule. If you have a smaller dog, you might try mixing 1/2 capsule with some cheese or peanut butter since it smells awful and they might not want it sprinkled directly on their food. The Rescue Remedy that was mentioned in an earlier post is available at the www.kvvet.com site that I mentioned earlier along with several other homeopatic products. Our former dog that spent so much time on the boat and my mom's poodle frequently used the foredeck teak with NO problems. Seawater washed the decks clean just fine. Kathy V S/V Antares Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: confession

From: dlglueck

Date: Friday, February 22, 2002

Body: Tom, my check hasn't cleared, so I am resending today. Sorry for the hassle. David At , you wrote: ># Please address replies to: BABA-L ># To add, delete or change addresses, send a note to: baba-ad ># Mail to baba-mail-daemon will be discarded. > >Subject: confession >From: Tom Currier >Date: Tue, 12 Feb 2002 07:40:21 -0500 > >Thanks to everyone who sent me checks for Lillian's flowers. Now my >confession.... > >For the 1st. time in my life of living in NH, I believe my car was >entered and the checks I was accumulating from everyone were stolen. >All told, I had collected exactly $95 (the cost was $94) in small >checks and cash. I think this occurred in the Conway, NH area while I >was off snow-shoeing. > >This is my issue and I do not want anyone to send me funds to cover >this. However, I am interested in catching the thieves so if the check >you sent me was cashed, please let me know via my direct email address >and with your help, I may be able to hunt down the perpetrators. > >Of course the possibility still exists that I'm suffering from "old >fart" syndrome and have simply misplaced the package but my wife and I >have searched high and low with no luck:). > >TomC >s/v Chinita >31' Tashiba PH > >p.s. I still leave the keys in my car and full of valuables, the house >unlocked, and implicitly trust people not to take advantage of me. It's >the way I want to be, and if people feel they need to steal from me, >maybe it's because they need something more than I need it. In this >case, it was probably some kids and the checks are lying in a snow >covered field somewhere, decomposing. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Length of Settee's - Baba 35/ask bob

From: JordanB3rd

Date: Friday, February 22, 2002

Body: Just received my Xmas present (late). Drawings of my Baba 30 from Bob Perry. Really nice! He's a high dollar man (read "expensive") but I'm impressed and happy. This set is not the complete drawings, but they have all detail you would need including the length of the settees. Mine are over 6 feet (barely). Since the drawings just came yesterday, I haven't had time to peruse them completely Regards Bill AM, Agnes Lee -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Any small dogs on board?/how about big??

From: JordanB3rd

Date: Friday, February 22, 2002

Body: Met an old guy on the ICW with a Lab that grew up on his boat. ...actually got the "shakes" when ashore. He pooped on the foredeck, and skipper washed it OB with a bucket. Not sure that's legal now. Bill AM, Baba30, Agnes Lee -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Panda for sale

From: BABA-L Administration

Date: Saturday, February 23, 2002

Body: [The following was received here. Please contact Todd directly at lotyd - RBE] Hello. I heard of your e-mail site and thought that I would put the word out that my Panda 40 is for sale in case you have people on your list that would like to know about it. It is a 1983 raised salon and currently located in Gig Harbor, Washington. Pictures are available. Thanks, Todd Overby -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Grenada....

From: P Horvat

Date: Sunday, February 24, 2002

Body: Rick : We'll be thinkin' about ya'll enjoying yourselves in the warmth and sunshine. Give us a full report when you get back... enjoy. Horvats, -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin reminders

From: BABA-L Administration

Date: Sunday, February 24, 2002

Body: This is a heads-up that the list will take a break while Chris and I head off with friends to charter out of Grenada for a week, starting early next Saturday morning. The list will be quite from Friday evening (2 Mar) through the following Sunday. Also, a few folks have forgotten that mail to the list as a whole needs to go to Baba-l Administrative matters go to Baba-ad and mail to Baba-mail-daemon will go to the bit bucket to be recycled. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Admin reminders

From: AMWVIDEO

Date: Sunday, February 24, 2002

Body: Thanks for running the site. I have already gotten information that has been of help with my new boat. Have a Great Trip. Andy Weintraub Let's Roll -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Mast

From: Keegan Harper

Date: Sunday, February 24, 2002

Body: Does anyone know (silly question with this group)..... how the mast is stepped on the keel? Upon a brief inspection it appears that the mast is not bolted down at the keel but just sitting on top of a fiberglass support. I would have thought that it would have been glassed in or bolted also. Keegan Harper Mandolin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Hello and Enjoy

From: DHREADY

Date: Sunday, February 24, 2002

Body: Chris & Rick - just a note to again say Billie Jean and I enjoyed meeting ya'll at the Atlantic City Boatshow. We hope you have a great time on the charter. We are getting ready to do the Delmarva 400 in late May. I wonder if there might be any Baba'ers who would like to cruise in company. Have fun. David Ready "Eclipse" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Casey Jones

Date: Sunday, February 24, 2002

Body: Keegan, The wood mast on my 35 is just resting on a fiberglass support. I have stepped it a couple of times and just set it in and shim around the cabin top. Casey Jones s/v V'ger Tacoma, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Grenadines ???

From: Patrick Horvat

Date: Monday, February 25, 2002

Body: How was the trip Rick ??? Wish you had your Baba down there don't you ? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Steven Hodge

Date: Monday, February 25, 2002

Body: Definitely not a silly question...I've often wondered the same about our Panda 40. Our fiberglass support is depressed slightly, as though the downward pressure from the mast has slowly over time deformed it. Is yours likewise? Steve ----- Original Message ----- > Does anyone know (silly question with this group)..... how the mast > is stepped on the keel? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Charles Yingling

Date: Monday, February 25, 2002

Body: > Does anyone know (silly question with this group)..... how the mast > is stepped on the keel? Upon a brief inspection it appears that the > mast is not bolted down at the keel but just sitting on top of a > fiberglass support. I would have thought that it would have been > glassed in or bolted also. > > Keegan Harper > Mandolin Don't know what your boat is, but on the Baba 30 the mast is NOT stepped on the keel, but on the top of the cabin, and is supported by a steel compression post that runs through the corner of the head and is then stepped on the keel, with lag bolts into the forward part of the iron ballast. By the way, I just purchased a set of the Baba 30 drawings from Bob Perry and will be happy to answer any questions that can be addressed by looking at the drawings. Chuck Yingling Hinayana Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Mast step...

From: P Horvat

Date: Monday, February 25, 2002

Body: Our Baba 40 Pilothouse has the mast deck stepped.....stainless compression post below that to the keel. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Keegan Harper

Date: Monday, February 25, 2002

Body: No, mine is not deformed in any way but I cannot see anything connecting the mast to the boat. > I've often wondered the same about our Panda 40. Our fiberglass > support is depressed slightly, as though the downward pressure from > the mast has slowly over time deformed it. Is yours likewise? > Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Doug A Alling

Date: Monday, February 25, 2002

Body: We unstepped the mast on our 35 last summer to have repairs done after a lightning strike. Our mast is stepped right ontop of the ballast with a metal collar to hold it in place. The collar is probably about two inches high. Not sure what the ring is made of, but that was one of the comments made by our surveyor when examining the boat... "why they put two dissimilar metals together like that is a mystery..." I ended up painting my mast while it was down for repairs and heavily coated the bottom to hopefully add a little layer of protection in the bath of water it sometimes sits in. Doug & Jacki S/Y Nellie T -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Mast Step

From: BABA35

Date: Tuesday, February 26, 2002

Body: To continue this thread: I am not certain what length Baba Keegan has, I don't think he specified. It really helps to know the model and length boat when questions are asked! Our Baba 35, like Doug and Jacki's Nellie T, has the mast stepped in a metal collar which sits on the ballast. I believe the plate with the oval collar which the mast slides down over was aluminum. Perhaps the surveyor was referring to the junction of the mast step and the ballast? The compression load from the shrouds and stays keeps the mast from moving. Certainly our design does, since the mast would have to rise vertically almost two inches to clear the collar before it could move laterally from the mast step. One thought about boats going offshore: In the event of a dismasting you would want to keep the lower part of the mast (below where it broke) in place to be used to jury rig a sail. boats have sailed long distances this way to get to a port where proper repairs could take place. If you lose the entire mast it would be tough to jury rig much of a sail. We drilled and tapped the mast and collar to accept two heavy bolts to hold the mast in place in this event. Just don't forget them if the mast needs to be pulled out! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast Step

From: Keegan Harper

Date: Tuesday, February 26, 2002

Body: > I am not certain what length Baba Keegan has, I don't think he specified. It We drilled and tapped the > mast and collar to accept two heavy bolts to hold the mast in place in this > event. I have a Panda 40 and my mast has no collar or bolts therefore I will probably modify it. One more thing to the list.... Keegan Mandolin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mast

From: Warecreek

Date: Thursday, February 28, 2002

Body: Same here with the metal mast of my '35. If I recall, it sits on a slightly raised fiberglass pad/plug on top of the keel. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Maxwell Winches

From: Keegan Harper

Date: Monday, March 04, 2002

Body: I am considering installing the below deck Maxwell Windlass Model 1200. I have a Panda 40 w/5/16 high test chain and a 45lb CQR and a 60lb Bruce. Will the 1200 have enough pull in rough conditions where there is substantial windage on the boat and most or all of the chain has been let out. Maxwell says I am on the border of needing the 2200 Model. Yet the 2200 weighs twice as much as the 1200. Has anyone had experiences where they really put the Maxwell windlasses to test under extreme conditions? Keegan Mandolin Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Roach

From: Keegan Harper

Date: Monday, March 04, 2002

Body: Has anyone increased the roach on their mainsail for a Baba? If so what were the measurable performance results? I am currently scheduled to have Carrol Hasse make me a new set of sails. I have chosen a full batten mainsail with Schaffer Bat Cars. Should I push the roach? If so, How much. Dashew would say do it. Keegan Mandolin Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Maxwell Winches

From: Richard B. Emerson

Date: Tuesday, March 12, 2002

Body: We just stepped off the plane a couple of hours ago and things are still rocking and rolling a bit from the trip but... A general observation about winches and windage (windage! You want windage? We had winds that had the locals talking): the boat's motor does the main job *always*. All the windlass does is haul the slack rode (chain or rope) created by motoring up on the rode. If you can't motor up, forget leaving. FWIW, the boat had a Lofrans (sp???) which offers a very minimal "plan B" if the electric side goes out. Basically, the manual side is a ratcheting collar turned by stuffing a handle into a 1/2" or maybe 3/4" deep hole. Basically darn little purchase and even less rotation to haul the chain in. When the fuse for the foot switch bit the dust, it was easier to simply horse in the 100' chain rode (mercifully in about 10-12' so the total haul was on a fairly short section) than use the manual gizmo. Cheers, Rick Keegan Harper writes: > I am considering installing the below deck Maxwell Windlass Model > 1200. I have a Panda 40 w/5/16 high test chain and a 45lb CQR and a > 60lb Bruce. Will the 1200 have enough pull in rough conditions > where there is substantial windage on the boat and most or all of > the chain has been let out. Maxwell says I am on the border of > needing the 2200 Model. Yet the 2200 weighs twice as much as the > 1200. Has anyone had experiences where they really put the Maxwell > windlasses to test under extreme conditions? > > Keegan > Mandolin > Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Roach

From: Richard B. Emerson

Date: Tuesday, March 12, 2002

Body: A) Please remember that Steve Dashew is darn free with other people's money and his advice (and book prices) reflects that; B) your sailmaker will look at that extra roach and all the repairs it'll want as a nice bit of job security. In a word: fahgedaboutit. Cheers, Rick Keegan Harper writes: > Has anyone increased the roach on their mainsail for a Baba? If so what > were the measurable performance results? > I am currently scheduled to have Carrol Hasse make me a new set of > sails. I have chosen a full batten mainsail with Schaffer Bat Cars. > Should I push the roach? If so, How much. Dashew would say do it. > > Keegan > Mandolin > Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Roach

From: Rob Sicade

Date: Tuesday, March 12, 2002

Body: Don't know the answer, just have more questions. Right now we have the original Lee main and staysail and a 100% jib from Hasse and the boat is so well balanced with these three sails I always assumed we'd have the main made with the same dimensions. How will the larger roach affect the balance of the boat? Wouldn't be a gain if you have to twist off the extra power to maintain balance. Rob Sicade SV Yohelah Keegan Harper wrote: >Has anyone increased the roach on their mainsail for a Baba? If so what >were the measurable performance results? >I am currently scheduled to have Carrol Hasse make me a new set of >sails. I have chosen a full batten mainsail with Schaffer Bat Cars. >Should I push the roach? If so, How much. Dashew would say do it. > >Keegan >Mandolin >Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Roach

From: Paul Braschi

Date: Tuesday, March 12, 2002

Body: I added extra roach (not a lot) to help in lighter winds (UK sails). . . I sail in Southern California and now the East Coast and it has worked out well . . .once again my main is a dream . . . compared to the old Lee the new main drives the boat well, is easier to manage, has a better shape and no matter what the wind performs remarkably better . . . I used the UK sails in MDR . . . Paul Braschi 917 691-699 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Roach

From: Richard B. Emerson

Date: Tuesday, March 12, 2002

Body: We had a new suit of sails made by Quantum and the seams were as asked (although they did bobble the ball a bit with anti-chafe patches on the head sails - the problem was sorted out). We essentially left the 135 genny (aside from foam in the luff), yankee, and staysail designs alone. What we did change was the main and there the biggest change was to move a loose-footed main. We've had much better success shaping the main, one major area of chafe is gone, and, once the sail broke in a little, it's as easy to flake as before. We also put a single full batten at the top and the second batter is a little longer than before. The slides are UHMW pieces (no Batcars) that work well. Overall, the results are very much what we'd hoped for. We got a quote from Lee and liked what we heard from a Lee rep at the Annapolis show. We felt they could have built similar sails at a better price but then we met the Annapolis rep who was, frankly, drunk and an embarrassment. So much for Lee. We also got quotes from North (silly) and UK (only slightly less silly than North). Annapolis has a couple of good local lofts and we might talk to them the next time around but going back to Quantum is very much a possibility, too. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 Tiller

From: Tom Bailey

Date: Tuesday, March 12, 2002

Body: Does anyone out there have a Baba 30 with tiller steering which was original equipment, as opposed to one shipped with a wheel and converted? If so, I would be very interested in some measurements, etc.. Thanks! av8rtrb -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Maxwell Winches and Roach

From: Roma Wehde

Date: Wednesday, March 13, 2002

Body: On our Tashiba 40 we installed the Maxwell 2200. It performs flawlessly; perhaps the BEST single addition we've made to C-Drifters. Mounted on SS platform above Hawsers; dual chain gypsies; foot controls to port; deck wash to starboard (great asset!). We got creative and decided to mount it backwards so there is ample room for the shaft of our CQRs, with exactly the space needed to throw line over sampson post between winch. Looks great; functions even greater. The smaller Maxwell was borderline for our size/weight and we prefer not to be underpowered in emergencies when you need it most! Had our mainsail made by Doyle. Slight roach (nearly brushing backstay), full battens, Ansel cars. Much easier for me to hoist! Better sailing! Roma & Don C-Drifters Tashiba 40 1987 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Maxwell Winches and Roach

From: Keegan Harper

Date: Wednesday, March 13, 2002

Body: Wow! I was in New Zealand on buisniess a couple of weeks ago and visited the Maxwell manufacturing plant. When I actually saw the size of the above deck 2200 I was shocked. That thing is huge! I cannot see putting that on my deck. I do agree that it must work great, it looks like an ox. By the way in New Zealand the exchange rate is .48 cents to the American dollar and you can get Maxwell winches MUCH cheaper by ordering them from a retail store in NZ and having them shipped. I calculated at least a $1000 savings (including shipping) from US prices. I have the information on a store in Auckland that commonly ships them to the USA if anyone wants to know. > On our Tashiba 40 we installed the Maxwell 2200. It performs > flawlessly; perhaps the BEST single addition we've made to > C-Drifters. Mounted on SS platform above Hawsers; dual chain > gypsies; foot controls to port; deck wash to -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Roach

From: Keegan Harper

Date: Wednesday, March 13, 2002

Body: > main made with the same dimensions. How will the larger roach affect the > balance of the boat? Wouldn't be a gain if you have to twist off the > extra power to maintain balance. Good points. Don't know the answer. Keegan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sails

From: Rick Beddoe

Date: Wednesday, March 13, 2002

Body: With all this talk of Roach, if anyone is interested in seeing a list of sail quotes I received from the various manufacturers, let me know and I will send it to you. As for a full roach, here's some comments I've found about it. Don't kill me, I'm just the messenger. "One advantage of having full roach sails, is that the roach is almost vertical for the bottom half, so we reduce the rope required for the first two reefs by using a single part spectra line from the reef cringle to the aft sheave. When reefed the rope is at 45 degrees to the boom, pulling equally down and aft. With smaller roach sails, the roach moves forward as the reefs come down so it is necessary to take the pennant up from the boom and then aft to the sheave to get the required down and aft pull components. A good tip is to use a timber hitch around the boom rather than tying the pennant to a fitting. It is stronger, allows the rope to take up the ideal angle and is easy to tie and undo." "If you are getting a new sail, consider one with additional area in the roach (upper leech). It can be a good move particularly if your boat suffers from a lack of weather helm." "A full roach helps in light air because the wind is stronger the higher you get from the surface." I also put in a query to some of the sail manufacturers because I too am curious as to why this is a big advantage. Cheers, Rick Beddoe 1979 Baba 30 So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sails

From: Richard B. Emerson

Date: Wednesday, March 13, 2002

Body: The question isn't whether a full roach is a Good or Bad Thing, but whether it's appropriate for a particular boat and setting. Imagine a wind surfer or catamaran without a huge roach. But when it comes to a managable sail that will hold up under heavy weather, reefing, etc. on a boat like a Baba, it's just not the best call. Cheers, Rick Rick Beddoe writes: [...] > As for a full roach, here's some comments I've found about it. Don't > kill me, I'm just the messenger. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re:Low boom

From: JordanB3rd

Date: Wednesday, March 13, 2002

Body: My Baba 30, the Agnes Lee, has a boom that is perfectly positioned to take my head off on a jibe, if I am standing in the cockpit. Taking 6 inches off the foot of the sail would solve that problem BUT what is the effect on the sail if said 6 unches is angled to zero at the tack?? Has anyone else had this problem....or is it a problem??? Or is the answer "DUCK"? Bill Jordan, AM -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Re:Low boom

From: Tom Bailey

Date: Wednesday, March 13, 2002

Body: My Baba 30 has the same low boom problem, but I noticed that when I raise the mainsail all the way, there is still about 1 1/2 - 2 feet between the top of the sail and the top of the mast. I intend to raise the gooseneck about 8 - 10 inches. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Tiller

From: Harris Gabel

Date: Wednesday, March 13, 2002

Body: We have an original tiller. I'll measure it this week-end and post the details next week. Harris Gabel 1979 Baba 30 Always Lucky Marina Del Rey, CA >Does anyone out there have a Baba 30 with tiller steering which was >original equipment, as opposed to one shipped with a wheel and >converted? If so, I would be very interested in some measurements, >etc.. > >Thanks! >av8rtrb -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re:Low boom

From: Debra Axness

Date: Thursday, March 14, 2002

Body: (PST) This is interesting - our Baba-30 has a low boom as well. The problem we have is in trying to design a dodger/bimini setup (she is getting new canvas this summer). Even with the topping lift hiked way up, the boom barely clears the dodger and tends to chafe. The area for a bimini is very small. The setup is further complicated by a change in the mainsail sheet and track, which is in the cockpit and off the end of the boom. I think in order to get any bimini to use under way at all, we will have to raise the gooseneck and move the mainsail track to over the companionway (like all other Babas we have seen). The sheet setup is nice for single-handing (I can handle the tiller and mainsheet quite nicely alone in all kinds of weather) but I just don't see how we are going to get her setup for tropical cruising and sun protection. Any thoughts? Has anyone else raised their gooseneck? I assume the mainsail would have to be recut, is that right? Given all that would need to be done, should we go through a sailmaker for the mainsail changes and the dodger/bimini? (I know all Baba owners are full of opinions :-). > Subject: Re: Re:Low boom >

Subject: cruising

From: DEANNA HOLDREN

Date: Thursday, March 14, 2002

Body: HI, to all of you who have written me such thoughtful, well-considered, and amusing notes in the last couple months, regarding Baba 30's: Thank you !! The Baba 30 "DULCIMER" is now my new home, home port Seattle, and I plan to leave early June to cruise the inside of Vancouver Island all summer long. I'd love to meet any of you along the way, or hear tales of your adventures or favorite spots to visit, north of the Gulf Islands. Best to all of you, Deanna -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Low boom

From: Alan D. Sugarman

Date: Thursday, March 14, 2002

Body: When I had the original Lee sail on my Baba 30, the boom would just barely clear my head (I am 5' 11"). The sailmaker for my replacement main gave me a longer leech for better performance which now mean that the end of the boom become a head crasher when standing at the helm. Raising the gooseneck does not seem to make sense to me. Whatever you do will require recutting the main. Other options which would require sail cutting would be: Shorten the Leech. Shorten the boom (a very easy job) by a few inches so that the boom clears the area where one stands when at the helm. I would suspect that these options would have less affect on performance that shortening the luff by raising the gooseneck: this is what a good sailmaker is for. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: cruising

From: Brad Gislason

Date: Thursday, March 14, 2002

Body: > I'd love to meet any of you along the way, or hear tales of your adventures > or favorite spots to visit, north of the Gulf Islands. > > Best to all of you, Deanna Congratulations Deanna, The trip up North is great! Every year we find something new. If you are by Roche Harbor, San Juan Island, give a call. Would love to see your boat. -- Brad & Patricia Gislason "Equilibre" LN41-#51 Friday Harbor 360-378-4860 (da boat's site) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Low boom

From: Charles Yingling

Date: Thursday, March 14, 2002

Body: Regarding the low boom issue - I measured my mast yesterday and it was exactly 22 15/16 inches from the top of the plate that the mast sits on (i.e., is welded to) to the bottom of the lower gooseneck fitting. I also measured this distance on the scale drawings I got from Bob Perry and calculated that the distance should be 22 inches - pretty close. Also according to the drawings, the boom is 12 1/2 feet long, and virtually parallel to the waterline. This would place the end of the boom about 6'2" above the cockpit sole. I have the standard setup with the traveler over the companionway, and a boom gallows which is just above a dodger. Clearly, the boom can't go down too far! Before setting out, I always tighten the topping lift just enough to clear the boom gallows so it can't go any further down. With my main, this does not allow the main to be sheeted completely flat without a reef - but without a reef usually means lighter airs so more shape in the sail is desirable. I would be hesitant to either raise the gooseneck or shorten the boom - as long as the topping lift is tight enough to keep the boom no lower than parallel to the waterline, you should have more than 6 feet clearance - and if you're much taller than that you don't fit belowdecks in a Baba 30 anyway! By the way, Bob also sent me drawings of the original tiller arrangement. I'm not sure how to describe them without a picture, but will try to answer any specific questions. I (semi) retired last week so my wheel to tiller conversion project is getting closer to actually doing something, rather than just theorizing... Chuck Yingling Hinayana, Baba 30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 whisker pole

From: Kevin Walsh

Date: Thursday, March 14, 2002

Body: Anyone know of a source for a whisker pole for a Baba 30? How long should it be? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: low boom

From: Stephen Rappaport

Date: Thursday, March 14, 2002

Body: On Hurler, Baba 30 #206) the boom is short enough so that I am clear of it standing at the helm. After 18 years, though, I still whack my head about every other time I come up the companionway from below. Stephen Rappaport P.O. Box 8 East Blue Hill, Me. 04629 207/374-2015 Fax: 207/374-5866 srappaport -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Low boom

From: Richard B. Emerson

Date: Friday, March 15, 2002

Body: Bob Perry is on record as saying the Baba 30 really needs more mast (IIRC, something like 3-5') so, indeed, trimming the boom or raising the gooseneck will create problems. Since all of these changes would be at the sail's foot, it would do the most damage to overall sail area. It also raises the sail's center of effort, making the boat a little more tender. Cheers, Rick Charles Yingling writes: [...] > I would be hesitant to either raise the gooseneck or shorten the boom - as > long as the topping lift is tight enough to keep the boom no lower than > parallel to the waterline, you should have more than 6 feet clearance - and > if you're much taller than that you don't fit belowdecks in a Baba 30 > anyway! [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Low boom

From: Alan D. Sugarman

Date: Friday, March 15, 2002

Body: >From: "Richard B. Emerson" >Since all of these changes would be at the sail's foot, >it would do the most damage to overall sail area. It also raises the sail's >center of effort, making the boat a little more tender. The low boom for some is a safety issue -- I guess some would give up performance over safety -- I am not sure where I stand on this and when I get my next main, then will deal with the issue. For now, I give a warning every 5 minutes to anyone at the helm. Frankly, in an OSHA environment, hard hats would be required for all at the helm. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Full Roach

From: Rob Sicade

Date: Friday, March 15, 2002

Body: The baba 40 with the taller rig referenced by Perry is raced in Seattle, you can usually find it doing Sloop Tavern races. The boat has no water and very little fuel and sits at least two inches higher on it waterline than we do - we are right at the bottom of the original boot stripe. Funny enough, the owner characterizes the boat as 'a bit tender' when the wind gets up. BABA-L mailer wrote: >Perry has also stated that the Baba 40 would probably benefit from a >slightly taller rig and sail plan and he references one boat that was >rigged that way and its alleged superior performance. > >Carrol Hasse suggests taking the roach out almost to the backstay but >not crossing over therefore eliminating the chafe issue. > >Keegan >Mandolin >Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Re: Full Roach From:

From: Daemon

Date: Friday, March 15, 2002

Body: Perry has also stated that the Baba 40 would probably benefit from a slightly taller rig and sail plan and he references one boat that was rigged that way and its alleged superior performance. Carrol Hasse suggests taking the roach out almost to the backstay but not crossing over therefore eliminating the chafe issue. Keegan Mandolin Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Tashiba 31'/Teak Decks

From: AMWVIDEO

Date: Saturday, March 16, 2002

Body: Does anyone out there know of a good book, magazine or other source that takes you through the steps of refinishing a teak deck? I just bought a beautiful Tashiba 31' that is in great shape. The only thing she really needs is to have the teak caulking stripped, recaulked and sanded. I am considering doing the job myself but I want to be sure I am not getting in over my head. Any information will be appreciated as I am highly motivated to avoid the thousands of $$$ the local Marine Shops want to do the job. Thanks, Andy Weintraub "Lets Roll" Marina del Rey, CA amwVideo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Tashiba 31'/Teak Decks

From: Currier, Thomas (Tom)

Date: Monday, March 18, 2002

Body: This is an excellent web site with a number of handy tips that include taking on a decking project: http://www.yandina.com/TeakDeck.htm tomC s/v Chinita 31' Tashiba PH > Does anyone out there know of a good book, magazine or other source -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Tashiba 31'/Teak Decks

From: Richard B. Emerson

Date: Monday, March 18, 2002

Body: This indeed a very good source!!! Here's another source for consideration: http://www.GrandTec.com - This is completely sealed keyboard (although I'll put a dab of caulk where the cable comes out) which literally can be rolled up(!!!) when not in use. It takes a little practice to get the feel for the key spacing (a little wider than some keyboards - the space bar is split into two pads) but it works quite nicely. Cheers, Rick Currier, Thomas (Tom) writes: > This is an excellent web site with a number of handy tips that include > taking on a decking project: > > http://www.yandina.com/TeakDeck.htm -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: V-Berth hatch window

From: Ted Derivan

Date: Monday, March 18, 2002

Body: Hello all, has anyone replaced the smoked plastic window in the V-Berth hatch? I took apart the hatch and removed the plastic. A local plastic company can make me a new one, but the curve in the hatch will require a mold to be built. This is the expensive part...they quoted me $250 for the mold and up to 6 windows. So if anyone knows of another outlet for this, please let me know. Or if 5 or more Baba owners out there want to get together, maybe we all can split the cost. My Baba, Evening Star is a 30, but I think the hatches are the same on all the Baba's. Thanks for all the great info and help. Ted Derivan Evening Star City Island NY -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: V-Berth hatch window

From: Skip Randall and Trish Lambert

Date: Monday, March 18, 2002

Body: (PST) I would be interested in going in on the window idea for my Baba 30 in Oxford, MD. $50 is OK, but I can't go any higher. Let me know if it's a "go". Skip Randall, S/V Nehalennia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: V-Berth hatch window

From: Charles Yingling

Date: Monday, March 18, 2002

Body: > Hello all, has anyone replaced the smoked plastic window in the V-Berth > hatch? I took apart the hatch and removed the plastic. A local plastic > company can make me a new one, but the curve in the hatch will require a > mold to be built. Seems to me we had a discussion about this a year or so ago - I replaced mine with a simple piece of Lexan (about 5/16" thick, but don't quote me on this), drilled holes in it for the mounting screws, screwed it down firmly along one edge (with sealant all around) and then worked my way from that edge over to the other; the Lexan was just flexible enough to bend over the slight curvature without breaking, and with screws every 2" or so, has held tight for about a year now with no leaks, cracks, or pulling loose. Cost a few bucks. Chuck Yingling Hinayana, Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Tiller

From: Charles Yingling

Date: Monday, March 18, 2002

Body: > > The tiller on mine is 45 1/2" long, from the center of the rudder post to > the end of the tiller, measuring on top of the tiller (tape measure > following the arc of the tiller). > Verry interesting... Perry's original full scale drawing shows the tiller to be 38 3/4" long in plan view, or 39 1/2" if you follow the arc. It is 2 3/8" X 1 3/4" in cross section at the rudder post, tapering to 1 5/8" X 1 1/4" at the forward end. So why is yours longer? Do you need the extra leverage, or could you do just as well if it were a bit shorter? Chuck Yingling Hinayana, Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Grenadines ???

From: Richard B. Emerson

Date: Monday, March 18, 2002

Body: I hoped to see at least one Ta Shing boat on the trip but no such luck. The closest we got was a possible Perry double ender called Lady Charli out of Seattle which seemed to be a cross between a Valiant (hull lines) and maybe a Young Sun (cabin house). Other than that, a Pacfic Seacraft, and a Hans Christian, nothing... not even an "Island Piglet". Although we didn't have any really close calls, more than once I wished for a way to get up off the deck to check the color of the water while conning through reefs. I'll think a little more about either ratlines or mast steps to at least the spreaders. Cheers, Rick Patrick Horvat writes: > How was the trip Rick ??? Wish you had your Baba down there don't you ? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Tiller

From: Harris Gabel

Date: Monday, March 18, 2002

Body: tiller on mine is 45 1/2" long, from the center of the rudder post to the end of the tiller, measuring on top of the tiller (tape measure following the arc of the tiller). Harris Gabel Baba 30 Always Lucky Marina Del Rey, CA >Does anyone out there have a Baba 30 with tiller steering which was >original equipment, as opposed to one shipped with a wheel and >converted? If so, I would be very interested in some measurements, >etc.. > >Thanks! >av8rtrb -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Tiller

From: Harris Gabel

Date: Tuesday, March 19, 2002

Body: tiller came with the boat when we purchased it. I don't know when or why it was replaced, if the original was shorter. It works fine as is, so we never thought to question it. Harris Gabel Baba 30 Always Lucky Marina Del Rey, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: awaiting arrival of first born, a (Tashiba 40)

From: alan nala

Date: Saturday, March 23, 2002

Body: BABA people; The newest discussion group member is not exactly a member, for the moment just a proactive admirer. We are traveling to Racine, WI to pour over the shoulder of our surveyer as he predicts our future based upon present conditions of the hull and machinery. Considering that we are on the slippery launch ramp to taking the plunge we would greatly appreciate any insight that you may wish to share regarding the purchase of a Tashiba 40. (1987 with 5' 5" draft, and fiberglass decks.) Mark and Murph of Cape Cod. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: awaiting arrival of first born, a (Tashiba 40)

From: Bob Richardson

Date: Saturday, March 23, 2002

Body: >a Tashiba 40. (1987 with 5' 5" draft, and fiberglass decks.) Welcome. Was something special done to achieve the 5'5" draft? I thought all were 6' draft, like our 1987, #162. Bob Sailing trip at http://www2.whidbey.net/bobr -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Draft of 40's

From: Steven Hodge

Date: Sunday, March 24, 2002

Body: Speaking of draft, our Panda 40 is also rated as having that "6 foot draft", BUT when last hauled out I decided to measure it. Guess what? As nearly as I could tell it was much closer to 6.5 ft, not 6.0. And that was to a lightly-loaded waterline (ie, not loaded down for extended cruising). Ever since then we have always used 6.5 ft. I highly recommend you actually measure it when hauled out for the survey. Steve, Panda 40 "Alcyon". ----- Original Message ----- > Welcome. Was something special done to achieve the 5'5" draft? I thought > all were 6' draft, like our 1987, #162. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: I never should have sold my PSC Orion

From: Currier, Thomas (Tom)

Date: Friday, March 29, 2002

Body: It was nearly "finished" and it was paid for. I've had the Tashiba for two seasons and I'm suffering from "overwhelming workload" syndrome. New engine, new hot water heater, teak looks like crap, sails need to be replaced, engine controls need to be redone, rudder needs to be dropped and post cleaned and lubricated. THIS IS MY NEW BOAT, DAMMIT; IT'S NOT SUPPOSED TO NEED ALL THIS WORK -AND- I have this humongous boat mortgage thing going on now. I REALLY wish I had my old boat back. Soon as I'm done with this one I think I'm going to sell and buy another Orion. What a sweet boat she was. tomC s/v Chinita -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: thru hulls

From: Rick Beddoe

Date: Friday, March 29, 2002

Body: We ├re finally going to take the plunge and get the hull painted on So▒adora. This is a huge milestone for us so we are very excited. I am curious about thru hulls. It seems to me that the number varies considerably from boat to boat. I counted something like 6 or 7 on our boat. Below is a list of where I think they are: - Head - Galley - Bilge pump - Water intake There are more than 4 and I cannot think of what they may be. Also, has anyone replaced all of their thru hulls? The yard tried to tell me that it could possibly take 2 hours per thru hull to remove. I took that to mean they don ├t want to do the work. Happy Easter Rick Beddoe 1979 Baba 30 So▒adora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: anchor bridle attachment

From: Rick Beddoe

Date: Friday, March 29, 2002

Body: Folks, A while back there was a discussion about moving the bobstay attachment up above the waterline. I am going to make this modification to So▒adora and would also like to add the facility to attach the anchor bridle. For those who have done this, what sort of hardware did you use to make the attachment? Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: I love my baba ! Re: I never should have sold my P

From: Dominique Rommel

Date: Friday, March 29, 2002

Body: Hello, A year ago I bought a Baba 30, built in 1984 called Mrs Muir (after "The Ghost and Mrs Muir".. Last summer I sailed her 600 NM from the West Coast of Scotland to the Shetland Islands. My good old Baba behaved beautifully in rough seas in the Moray Firth of Scotland. At the moment I am spending a lot of time improving the looks of Mrs Muir - it's a fine hobby and keeps me sweet on Sundays and on evenings. This summer I am planning to sail to Norway. I agree that it's a lot of work to keep the teak looking good - but what a pleasure to look at - so much nicer than a plastic boat .... Good sailing to everyone Dominique > ~~~~ > ~~~~~ > ~~~~ > ~~~~ ----- Original Message ----- > Subject: I never should have sold my PSC Orion >

Subject: RE: anchor bridle attachment

From: Rod Crist

Date: Sunday, March 31, 2002

Body: The yard replaced the bobstay pin with a shackle on my Baba 30, Sirius. Shouldn't take more than a few minutes to do once you find the right size shackle. Also, the thru hulls I have on my boat are as follows: below the waterline: head intake, head discharge, engine raw water intake, galley sink, depth transducer, speed transducer above the waterline: bow deck drain, head sink, port and starboard cockpit drains, bilge (shower is tied into it) drain, and propane tank locker drain Rod Crist Baba 30 Sirius 1984 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Anchor bridle and through hulls...

From: Richard B. Emerson

Date: Sunday, March 31, 2002

Body: As I've said before, "if it ain't broke, don't fix it". On the matter of keeping the anchor rode off the bobstay, I attach a chain hook to the rode, lead the tail back to the starboard bow clear through its hawse pipe and make it fast after taking up some of the slack in the rode. This puts the boat's bow slightly off to one side and the wind pressure on the topsides hold us in place, keeping us from swinging back and forth from one "tack" to the other. While Ta Shing generally over-builds chain plate fittings, adding loads in directions other than the original directions in the design is asking for problems down the road. On the matter of through hulls, Ta Shing really did go nuts on them. We have two for the head (inlet & discharge), one head sink discharge, salt water inlet and sink discharge for the galley, engine raw water inlet, two for cockpit discharge, one for the propane locker drain, the engine exhaust, plus four added after the boat was built: knotmeter, depthfinder, and the refrigeration cooling inlet and discharge. Some are at or near the waterline (sink discharges, propane drain, engine exhaust, refrigeration (some 2' off the waterline due to installer error - don't *ever* start me on that rant). Nonetheless, there are a lot of holes in the bottom. An inlet plenum might help somewhat with raw water intake but there's not much help for the head discharge or instruments. So we have wooden plugs for all the through hulls tied to points near the through hulls so that if something fails, there's at least some hope of closing off the worst of the leak. I hope we never test this in an actual failure. [smile] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: thru hulls

From: Richard B. Emerson

Date: Sunday, March 31, 2002

Body: Nah. Keep in mind these things can sieze up and freeing the compression nuts can be less than fun, particularly in a cramped space. However, unless the through hulls show signs of electrolysis or don't seal... "if it ain't broke, don't fix it." What *should* be done, however, is to disassemble the actual rolling block (I forget the right name for it but it's the gizmo the handle attaches to and closes off the passage - stopcock???), clean it and the seat up, apply a light coating of valve grinding paste (from an automotive supply store), work the pieces back and forth to smooth out any scratches in the assembly, clean up the mess, and lightly grease up the parts, and put the seacock back together. Two hours per unit isn't too far off for a time estimate. Cheers, Rick (the one with One With The Wind [g]) Rick Beddoe writes: [...] > Also, has anyone replaced all of their thru hulls? The yard tried to > tell me that it could possibly take 2 hours per thru hull to remove. I > took that to mean they don╞t want to do the work. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: It's a keeper

From: Steven Hodge

Date: Sunday, March 31, 2002

Body: >"alan nala" > > Tashiba people > > Surveyor passed the boat, hereafter known as "Arcturus" with flying > colors. Congratulations! Did you ever measure the draft? (Is it really 5.5 ft?) By the way, be prepared to eventually find one or more things of significance that the surveryor missed, either accidentally or because of inaccessibility. I think it probably happened to all of us. In our case he (supposedly one of the best in the Puget Sound area) missed the fact we didn't have a steaming light and thus were, and still are, illegal to motor at night. He also missed something of significance which wasn't visible directly, but certainly was with a mirror, and was an area that should have been inspected very carefully (prop shaft tube). Have fun! Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: It's a keeper

From: alan nala

Date: Sunday, March 31, 2002

Body: Tashiba people Surveyor passed the boat, hereafter known as "Arcturus" with flying colors. Some very small problems. Meters showed some minor water migration into the upper and lower rudder body resulting in the suggestion that the rudder be opened in two-three years. Diesel oil analysis OK, fiberglass decks ok, and the black iron fuel tanks are still solid. I am spending every spare minute reading; Nigel C., Annapolis book of, Off shore Cruising, Oceanography and Seamanship, Offshore Sailing and most of the publications available all which helps me to realize how much I am truly ignorant. Just to ensure that I do not complete all that I have set out to learn I have added celestial navigation my list. I would appreciate any suggestions on reading materials that you might have. Diesel school, only one day long, is next on the list for this weekend. Hope to have the boat in by the end of April.....How does everyone manage to wait sooooooooooooooo long to sail? Mark -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: It's a keeper

From: Rob Sicade

Date: Monday, April 01, 2002

Body: In our case he(supposedly one of the best in the Puget Sound area) missed the fact we didn't have a steaming light and thus were, and still are, illegal to motor at night. This reminds me of one of my many 'boat epiphanys". When we bought our boat, we too didn't have a steaming light. The surveyor didn't seemed too concerned, I thought perhaps when the boat was commissioned the regs didn't require one. Didn't wory about it too much. After 2 years of owning the boat I discovered that one of the DC breakers labelled "Bow" that didn't appear to do anything was, in fact, connected to a light at the top of the mast that appeared to serve the function of a steaming light. Still need to go up there and see if it's actually 1/2 the anchor light, or if I get 360 out of just the anchor light. Felt pretty stupid discovering this after 2 years, good news is I still seem to be getting smarter as I get older. Now if I could just figure out what the breaker labelled "Courtesy" does, and no, there is no evidence of courtesy lights. Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: steaming light

From: Steven Hodge

Date: Monday, April 01, 2002

Body: I didn't tell the complete story. We had a breaker labelled "masthead" (definition same as "steaming" in the eyes of the USCG). Both the surveyor and the rigger (who we also hired to go up the mast and survey the rigging) missed the fact that it did not turn on a formal steaming light, since there was none, but instead turned on the tricolor light portion of the "combo" light that was at the top of the mast (the others parts being anchor and strobe). A tricolor is indeed legal for vessels "under 12 m" but based on every published specification for the exact length of our "40's" that I have been able to find, we don't seem to qualify, and to be legal need a formal steaming light. Since 40.0 ft = 12.19 m it sounds like we're so close that it wouldn't matter and maybe I'm nit-picking but the difference could potentially mean losing an insurance claim or whatever. I intend to add a steaming light when the mast is yanked next spring. Meanwhile we don't motor at night, at least intentionally. Maybe TaShing figured any light at the masthead was a "masthead" light, hence the breaker label. Steve ----- Original Message ----- To: > much. After 2 years of owning the boat I discovered that one of the DC > breakers labelled "Bow" that didn't appear to do anything was, in fact, > connected to a light at the top of the mast that appeared to serve the > function of a steaming light. Still need to go up there and see if it's -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: steaming light corrected

From: Steven Hodge

Date: Monday, April 01, 2002

Body: Mark Bergin pointed out to me that the tricolor is not legal for motoring. It's been a while since I sorted it out, but to correct the record, he's definitely right and I now remember thinking that maybe TaShing or whoever thought the length of a 40 was such that it was ok to turn on the all-around anchor white light, which is legal for under 12 m. I guess I can't complain about TaShing or whoever being confused. Steve, Panda >12m "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: steaming light

From: Alan D. Sugarman

Date: Monday, April 01, 2002

Body: At , you wrote: >A tricolor is indeed legal for vessels "under 12 m" but based on every >published specification for the exact length of our "40's" that I have been >able to find, we don't seem to qualify, and to be legal need a formal >steaming light. Since 40.0 ft = 12.19 m it sounds like we're so close that >it wouldn't matter and maybe I'm nit-picking but the difference could >potentially mean losing an insurance claim or whatever. I intend to add a >steaming light when the mast is yanked next spring. Meanwhile we don't >motor at night, at least intentionally. The Tri-color light may only be used when under sail- Rule 25 B -- the tricolor is NOT a steaming light. The white part of the tri-color light is a stern light and only faces to the stern. Further, one may not use both the tri-color light and the running lights on the deck ("sidelight and stern light") at the same time. I curse everytime somone does this because the extra lights could indicate almost anything. If behind such a vessel, you see two white lights, one over the other. When a sailboat is not under sail, it is a power boat and the power boat rules must be followed. Rule 23 provides that when a boat under 12 meters is under power, then one can have an all-around light and side lights. Perhaps one could have a sidelights at the top of the mast as per Rule 23 and an all-around white light when steaming buy I do not read the rules that way. Since Rule 21(b) permits vessels under 20 meters to combine the sidelight into a single light. But, I do not like that. I think one is best to have the steaming light above the red and green running lights. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: steaming light

From: Tom Beard

Date: Monday, April 01, 2002

Body: I wired all my boats to have two sets of lights, steaming (powering) and sailing (masthead tri-color). At sea, the steaming lights mounted just above deck level, are nearly impossible to see being below the wave-tops except the forward bearing light on the mast. And, in port or close quarters under power, the masthead tri-color is also impossible to see. This plan also gives me a backup, which is nearly always legal but also can be seen on all occasions. Tom Moonshadow Panda-40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: steaming light

From: Alan D. Sugarman

Date: Monday, April 01, 2002

Body: One other point to my previous message: When a sailboat is under power it is a power boat. One could have a combined light for the sidelights, but, the rule is that "(h) The sidelights, if in a combined lantern and carried on a powerdriven vessel of less than 20 meters in length, shall be placed not less than 1 meter below the masthead light." This comes from Annex 1 to the rule. The sidelight portion of tricolor lights is a "combined lantern" so the white all around light must be a meter or so ABOVE the tri-color. The long and short of this is that the tri-color should not be used when the boat is under power because the stern light part of the tri-color is not one meter above the red/green lights. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: steaming light

From: Rob Sicade

Date: Tuesday, April 02, 2002

Body: So what's at our masthead appears to be a legal steaming light in front of the anchor light. I haven't been to the masthead, but from below it looks like some sort of split light. Assuming what I have is original it would seem that TaShing installed a legal steaming light at the masthead. I wonder if the tri-color was post-TaShing add and someone simply wired in the steaming light wiring because it was there? Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Annual

From: Rick Beddoe

Date: Tuesday, April 02, 2002

Body: Hello Folks, I have been getting some questions regarding the Annual. As I expected, I have become extremely busy with business. Things will lighten up by May, however, and I will have the Annual printed by then. The layout is pretty much finished, so it's simply a matter of getting the prints done. I am glad that people are asking. It shows a great deal of interest. Once it is printed, I will be requesting information from those of you who will be interested in receiving it. Cheers, Rick Beddoe 1979 Baba 30, So▒adora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin reminder

From: BABA-L Administration

Date: Tuesday, April 02, 2002

Body: Chris and I will be away for a week starting tomorrow (3 Apr). The list will be down while we're away. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Length....

From: P Horvat

Date: Saturday, April 06, 2002

Body: We have a set of plans for both the trunk cabin and the pilothouse version of the 40' Baba. Questions were being raised regarding the length on deck. Our plans show 39.89 ft. This is 1.1 tenths of a foot shorter than 40 feet or 12.158 metres. Both hulls are identical. Spring Poem: "Spring is sprung, the grass is riz, the dirty winter runoff is flowing into the tributaries, and it's time to clean all the winter soot off our Babas!" Those of you that did not cover them anyway.....sorry, PFH. PS, Any talk yet about the possibility of another Baba Ha Ha ? (sounds beter than Bla Bla Bla) Who, what, when, where, why not ???? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Length....

From: Erik Kokborg

Date: Tuesday, April 09, 2002

Body: Does anyone have an opinion on silicon bronze vs. stainless as a lower bobstay stem fitting. I have a rigger who wants to go with bronze and I am not sure that that is the best way to go. Thanks,Erik. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Removal of Lead aft of Mast

From: Brent Evers

Date: Tuesday, April 09, 2002

Body: all - I'm trying to finish a fuel tank install and would also like to relocate my batteries. My problem is that there is a large block of something glassed in place just aft of my mast, in the bilge. I know that some baba 35's had about 1000 pound of lead placed in the center on the boat for additional weight. I am considering removing this, because I don't relish carrying around extra baggage, and its in the way of my installing fuel tanks without ripping up the floor. I would also like to locate my batteries where it currently is. Can anyone verify that this is just lead? Any structural issues with removal? Has anyone removed it? What is the form of the lead inside - shot? bars? any info or comments appreciated - Best Regards, Brent Evers Baba 35 hull #24 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Removal of Lead aft of Mast

From: Steve Hart

Date: Wednesday, April 10, 2002

Body: Greetings Brent, My Baba 35 "Capella" (#2) seems to be built as yours is. In my blueprints, there is a statement that all ballast is in the form of steel punchings that are encapsulated in resin. I would think that it would be very difficult to remove that quantity of ballast. Also, have you carefully considered what removing 1,000 lbs of ballast would do to your trim and things like "righting moment"? I think my 35 is rather tender as she sails now. Removing 1000 lbs below the center of gravity might very well raise Captain Steve "Capella" Baba 35 #2 >I would also like to locate my batteries where it >currently is. > >Can anyone verify that this is just lead? Any structural issues with >removal? What is the form of the lead inside - >shot? bars? > >any info or comments appreciated - > >Best Regards, > >Brent Evers >Baba 35 hull #24 >Vogelsang >Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin note

From: BABA-L Administration

Date: Wednesday, April 10, 2002

Body: We're baaack! Chris and I had a good time in Germany (mostly hanging with family) and a bonus on the ride back. We had an excellent view of the area from Cape Cod (except for Nantucket, which was essentially under the a/c so all I saw was the western tip) south to the western end of Long Island before coming in south of Barnegat Inlet. Haze blocked the view of NY Harbor at Verrazano Narrows so we didn't see much there but it was great to trace much of the route we took up the NJ coast to Block Island and beyond. Now that we're back, the list will effectively be in "summer mode" - that is, moving traffic during the week and quiet Friday night through Sunday, while we're on OWTW. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Chainplates/Ba Ha Ha

From: Keegan Harper

Date: Wednesday, April 10, 2002

Body: I pulled several of my chainplates last week. The rigger thought I was wasting my money and time to pull them for possible replacement. He said that the thick steele plates would unlikely ever need to be replaced. He was wrong. We found several hairline cracks in four of them. I am replacing them as we speak. Furthermore, there is a survey report of a Baba 30 on Practical Sailor Website that states that the one thing that had problems on these boats was cracked chainplates. Since I bought the boat two years ago I have had two rig surveys, once upon purchase and once when changing a substantial portion of the standing rigging. Neither survey produced concerns about the chainplates. How about a Ba Ha Ha on the West Coast? Keegan Harper Panda 40 Mandolin San Diego -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Length....

From: Tom Bailey

Date: Wednesday, April 10, 2002

Body: I always thought that silicone bronze was good for fastenings, but that you wanted manganese bronze for fittings because it was stronger. ----- Original Message ----- >

Subject: Bronze v. Stainless (was Length....)

From: Richard B. Emerson

Date: Wednesday, April 10, 2002

Body: Er. is this to be used as a chain plate for the bobstay? If so, I'd pass on bronze, in any alloy, in a heartbeat. Cheers, Rick Erik Kokborg writes: > Does anyone have an opinion on silicon bronze vs. stainless as a lower > bobstay stem fitting. I have a rigger who wants to go with bronze and I am > not sure that that is the best way to go. Thanks,Erik. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: AMWVIDEO

Date: Thursday, April 11, 2002

Body: Keegan, How old is your boat? I assume the chainplates are the original and the same age. My Tashiba 31' is scheduled for a rigging survey this weekend. My boat is an '86. I will be sure to alert the rigger about your findings. I had the bobstay lower cable, swedges and hull fitting checked, following the advice of others on the Baba list. There were cracks so I had the cable, swedges and mounting brackets all replaced. The hull fitting was reseated with new bedding compound and backing plate. Thanks for the heads-up on the chainplates, I'll have them checked. Andy Weintraub Lets Roll amwVideo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Keegan Harper

Date: Thursday, April 11, 2002

Body: > How old is your boat? 1981 Panda Keegan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Tom Beard

Date: Thursday, April 11, 2002

Body: Keegan When we were looking for our 40 footer-for a couple of years-we saw newer boats with cracked chainplates and older without. (This was one of the first places I checked on the boats to determine the care.) It appeared that it was a function of maintenance, not age. We found chainplates cracked mostly where water seeped down them through the deck. The stainless through the deck continuously wet from saltwater and no oxygen was where it happened. I had this problem on another boat within just a few years of new because of deck leaks by the chainplates. I replaced them and years later and many thousands of miles, the replacements were still like new-after sealing against water leaks. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Keegan Harper

Date: Friday, April 12, 2002

Body: >It appeared that it was a function of maintenance, not age Yes I am sure that the previous owner did not adequately care for the boat and therefore was part of the problem with the chainplates. Keegan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin notes

From: BABA-L Administration

Date: Monday, April 22, 2002

Body: BABA-L is very much alive and well, if not very busy. I've had two "where is everybody??" notes about this. I said earlier that Yahoo, Earthlink, MSN, and some other ISP's were being difficult about bulk mailings from BABA-L. The problem has been resolved (I'll spare you the technical details) and none of the recent mailings has failed because of ISP woes. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: fridge

From: Currier, Thomas (Tom)

Date: Tuesday, April 23, 2002

Body: You have a Panda 40 and have *no* room????? Seafrost is located right down the street from me. I know a number of folks who've installed the mechanical cold plate system that they offer and all are extremely pleased with the performance and longevity. It's on the pricey side at around 2.5k but with your recent influx of cash, you're just looking to burn it off anyway, right:)))?? Tom Currier s/v Chinita Tashiba 31 PH -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: fridge

From: Richard B. Emerson

Date: Tuesday, April 23, 2002

Body: FWIW, I still think the Grunert Mariner system is the move to make. It's 12V only (no motor problems and no 110 VAC secondary drive) and works like a mule at planting time. There are no exotic electronic controllers involved (it's all done with relays) and everything is laid out where it can be serviced. We make ice with only a refrigeration cold plate and things do well even in the hot mid-August sun. Cheers, Rick Steven Hodge writes: > Ok, here's a cool topic likely to get a good hot thread going, The Fridge. > > Over the last year and a half or so, we have had a nightmare with our > original Adler/Barbour Cold Machine. After sinking over $800 and a new > compressor and electronic module into it--roughly the price of a new entire > system (don't ask why, that's a long story) it still does not work. > Probably some sort of small leak which the local fridge tech can't track > down. (Fortunately he didn't charge me as he is a fellow boater and took > sympathy on me.) In retrospect, I should have immediately adopted the Tom > Beard approach and not tried to fix it and just replaced it right away. But > sigh, to quote a line from a Bob Seger song "if only I knew now what I > didn't know then...". > > Anyway I've decided to bite the bullet and replace the entire friggin thing. > This is partly driven by wanting to get rid of every vestige of our Demon > Fridge off Alcyon, and is helped by the fact we just sold a house and have a > bit of unexpected cash on hand. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cetol

From: Paul Braschi

Date: Tuesday, April 23, 2002

Body: Team Baba: It has been 8 years since I refinished all the teak on wanderstar with Cetol. . it lasted really well but I thought I would ask for your application techniques rather than trying to reinvent I thought the better part of valor was learning from the collective experience . . . My plan has been to strip/sand with 80 grit (done) then use oxalic acid to get rid of the small black specs and lines (teak is in great shape) then sand with 120 grit . . . Wipe down with acetone and then a coat of Cetol Light . . . eventually 3 coats of light and 3 of gloss . . . light sanding to rough up the surface between coats???? How do you all handle places where lines or such wear off the Cetol . .. How do you do spot repairs . . . Any other techniques . . ..or recommendations . . . thanks . . . Paul Paul Braschi 917 691-6994 - -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: fridge

From: Brent Evers

Date: Wednesday, April 24, 2002

Body: Hi Steve - No comments on manufacturers but I've done a lot of research and learning about refridgeration over the past few months and thought I'd throw out a few comments. Hell I've been living in a fridge for two months (antarctica) - so I didn't catch Tom Beard's thoughts regarding refridgeration - though from his previous posts, I assume he was dead on. Cheap bastard that I am, I will also attempt to build my fridge. I've assembled most of the primary components and if you take your time, you can build a beast of a system for peanuts. Boat fridges fall into two categories - Danfoss compressors and automotive compressors. For boats our size, it quickly became apparent to me that the puny danfoss compressor would not let me pull down my fridge temp efficiently, so i focused on the automotive compressor. You can get a york compressor from a junk yard for about $50-$75. I believe Rparts sells a rebuld kit, but Napa probably does also. Almost all the big boat units (Glacier Bay, Grunert, etc) run the automotive compressors on a Leeson 12v 1/2 hp motor. You can buy one from www.electricmotorwarehouse.com (or something like that) for $225 - I found a new on on ebay for $135. I also picked up a clutch for $35. So I still need cold plates, a heat exchanger, expansion valve, etc, and may purchase from rparts, but the plates and heat exchanger could be made if need be. I assume I'll have a damn good fridge for about 500-600 by the time I'm done, and be able to service it myself. two good bookks on the subject - calder's "refridgeration for pleasure boats" and "living on 12 votls with ample power" by I forget. Best Regards, Brent baba 35 Vogelsang Vallejo, CA BTW - bummed to hear Rparts is having problems... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: bilge, tanks, lead, batteries, etc...

From: Brent Evers

Date: Wednesday, April 24, 2002

Body: Hi all - Well, I did it - my 35 is now 1.5 inches higher in the water. I chipped, cut, hacked, cussed, dug, and generally beat like a rented mule 17 lead ingots that were encased in epoxy and stepped behind the mast. I can now easily slide in two off the shelf plastic fuel tanks and my batteries will be out of the starboard aft quarter, which I am positive will be a better balance than the out of trim boat I had before. Also found that the tube that leads from the chain locker to the bilge was 3/4 filled with epoxy. Anybody know what lead goes for a pound? Best Regards, Brent -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cartegena, Columbia Heats Up

From: BABA-L Administration

Date: Wednesday, April 24, 2002

Body: [Hey, two notes from Amidon Light in the same month! Anyone wanting to contact them should send e-mail to ke6sd - they aren't reading Baba-L right now. RBE] From:

Subject: Baba 30 total height

From: Ben Cacioppo

Date: Wednesday, April 24, 2002

Body: Does anyone know the total, or at least an average, height from the water line to the top of the mast for a Baba 30 with aluminum spars? Ben A Cacioppo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 total height

From: joe brant

Date: Friday, April 26, 2002

Body: (PDT) I figure mine to be about 45 - 46 feet. Take a line (about 50 ft long) and pull one end to the top of the mast with a halyard. Drop the rest over the side, then tie a knot where the wet/dry line is, then measure the dry length and add 3 - 4 feet for the vhf antenna. Joe Brant TWILIGHT Baba 30 Ben Cacioppo wrote: > Does anyone know the total, or at least an average, > height from the water > line to the top of the mast for a Baba 30 with > aluminum spars? > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: bilge, tanks, lead, batteries, etc...

From: BabaDan

Date: Saturday, April 27, 2002

Body: I'd hang onto that lead. In case you decide to go off shore you might wish you had the extra weight.... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Rendezvous...East Coast...

From: P Horvat

Date: Saturday, April 27, 2002

Body: Perhaps the summer humidity is too much for some ergo the lack of responses to the last call of unity. Would there be some interested in a get together along the lines of the one last year but at a later date ? Say around the time of before the Annapolis Boat Show ??? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Nordic Dinghys

From: AMWVIDEO

Date: Saturday, April 27, 2002

Body: Does anyone out there know of a Dinghy Co. called The Nordic Dinghy Co? The Tashiba 31' I just bought came with a beautiful 9ft. hard dinghy. The paperwork I find in the previous owners records only has the name Nordic Dinghy Co., but no contact information. The little boat has cleats, a hole to mount a small mast, a dagger board slot and hinges for a rudder. None of the components to make her into a little sailboat were included in the sale and I would like to outfit her for my son to learn on. Any information is appreciated. Thanks, Andy Weintraub Lets Roll Marina del Rey, CA amwVideo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 Head Sail Question

From: Anthony Pipia

Date: Sunday, April 28, 2002

Body: (PDT) Hello all, I am a fairly new Baba 30 owner. Only had my boat about one and half months. Her name is "Candide". I am very new to sailing, though owning a boat like "Candide" has been a life long dream. I intend to take up a cruising life in a year or two. So I am having "Candide" outfitted with a roller furler on the jib. Now my question: Can anyone suggest what type of headsails work best for a Baba 30 destined to costal cruise at first, but then to cross oceans later. At first I thought a 150% Genoa, but then Bob Perry said I should not go bigger than 140%. Later I read most people prefer 135%. Currently I have a 90% jib (non-roller furler type), a 70% staysail, and asymmetrical spinnaker. I would like to find the best combination of headsails that will cover most of the conditions I am likely to encounter. Anyone want to offer suggestions? Any help would be appreciated. Thanks, Anthony Pipia. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: interested in meeting

From: DHREADY

Date: Sunday, April 28, 2002

Body: Hello All - We are located in Baltimore, MD and would like to get together most anytime with other Baba owners and others - we have a Baba 40 s/v Eclipse vintage 1984. We liveaboard at Anchorage Marina in the Inner Harbor area of Canton. If anyone wishes to cruise to Baltimore we can assist in arranging some transient space at the marina. David Ready & Billie Jean Gibson Eclipse -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Nordic Dinghys

From: Steven Hodge

Date: Sunday, April 28, 2002

Body: Did you try doing a web search? I gave one try and there is something under "Another Opinion" under Cruising World Magazine. Steve, Panda 4 0 Alcyon ----- Original Message ----- >

Subject: Re: Baba 30 Head Sail Question

From: Kathy and Don Vogan

Date: Sunday, April 28, 2002

Body: We had a 135 drifter built and rarely ever used it because it was just too small. Then we found a wonderful sailmaker who built us a terrific 150% and we sailed many, many miles with it. We do not have a spinnaker for Antares so use the 150% pushed out on a long whisker pole downwind. We did have to replace the small cockpit winches with bigger ones to handle the 150. We sailed from Olympia, Washington, to Alaska, back to the Northwest, then to Central America and on to Florida and used the 150% a LOT. Be sure to have good small head sails also because you will encounter lots of rough weather. Don't forget to have a reefing system of some sort for your mainsail. Kathy Vogan Baba 30 Hull #12 Antares -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: nordic dinghys

From: Smcavana

Date: Monday, April 29, 2002

Body: We have a Nordic dinghy, with a gaff rig & tanbark sails. Really a neat rig, but kind of a pain to set up and take down etc.Very fun to sail, though. These dinghies were made here in the Northwest by Mike Nielson (sp?). He doesn't make them any more, but it's possible that he still has some of the old rigs around in storage somewhere. We know Mike, but haven't been in touch for a while. I'll see if I can find a current email address for him. He was living aboard his boat in Poulsbo, Washington the last time we saw him, which was a couple of years ago. I'll post any info I find on this board. Susan Cavanaugh SV Free Spirit (Baba 40) Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: Keegan Harper

Date: Monday, April 29, 2002

Body: Did you hank it on, or free fly it? Keegan > We had a 135 drifter built and rarely ever used it because it was just too > small. Then we found a wonderful sailmaker who built us a terrific 150% -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: Kathy and Don Vogan

Date: Monday, April 29, 2002

Body: > Did you hank it on, or free fly it? > It goes on the headstay, instead of the Yankee, then sheets back to the cockpit. Kathy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Nordic Dinghys

From: Richard B. Emerson

Date: Monday, April 29, 2002

Body: Repeat after me: "Google is my friend, Google is my friend, Google is my friend, Google is my friend." http://www.google.com does a very good job of finding the obscure. Learn to use the advanced search tool and you'll be amazed at what can be turned up. Unrelated to boats but well worth remembering, you can feed the start of an error message from a program or Windows and often find a coherent discussion or explanation of the problem. Cheers, Rick Steven Hodge writes: > Did you try doing a web search? I gave one try and there is something under > "Another Opinion" under Cruising World Magazine. Steve, Panda 4 0 Alcyon > > ----- Original Message ----- > >AMWVIDEO > > > > Does anyone out there know of a Dinghy Co. called The Nordic Dinghy > > Co? [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba, Tashiba, and Panda Information

From: Kerry

Date: Monday, April 29, 2002

Body: Calling all Baba/Tashiba/Panda pilothouse owners...please respond to off list email o2bsailing if you own a pilothouse version of these great sailing vessels. I'm interested in learning more about how many were built...production years, layouts, equipment etc...and where they are currently located. Thanks! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: Bucketboss

Date: Monday, April 29, 2002

Body: Okay, I'll bite. I have been looking at new sails and I'm seriously contemplating going back to a Yankee instead of my 135 headsail.What is the opinion of the list on using the original Yankee/Staysail setup in lieu of a 135 Genny. I have not used a Yankee on this boat as it was missing form the inventory when purchased. From what I understand, this makes some sense. My reasons.?! 1. I find it a pain to tack with the Genny as it usually fouls the inner forestay requiring a trip to the foredeck. 2. I know I can rig a pelican hook disconnect for the stay. What about strength of the rig? what if I need to rig the staysail in a hurry (I use this when the wind pipes up to scary). 3.The genny is near impossible to see (visiually) around. 4. Isn't the boat cutter rigged for a resaon? I singlehand my 30 quite often. How will this affect my upwind performance or performance in general? What are the tradeoffs? I have an assymetrical spinnaker that gets regular use as well. This is not So. Cal. sailing. The boat gets used in the open water of Lake Superior where it can go from nice to nasty in a matter of minutes and back to nice again just as fast. Any opinions would be appreciated and even considered when I place my order next week. Regards, Dave Fierek "Black Sheep" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Rendezvous...East Coast...

From: Ted Derivan

Date: Monday, April 29, 2002

Body: I am in City Island NY with Evening Star a Baba 30. Count me in on an East Coast get together. I know there are a bunch of Baba's in Long Island Sound as well. Maybe the LI sounders could get together. Any ideas?? ----- Original Message ----- >"P Horvat" > > Perhaps the summer humidity is too much for some ergo the lack of responses > to the last call of unity. Would there be some interested in a get together > along the lines of the one last year but at a later date ? Say around the > time of before the Annapolis Boat Show ??? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Baba 30 Head Sail Question

From: Stephen Rappaport

Date: Monday, April 29, 2002

Body: > > >Okay, I'll bite. I sail my Baba 30 in the Gulf of Maine an area noted for fast changing weather, plenty of wind most of the time and often rough seas. After 15 years using the Yankee/staysail rig about 95% of the time, I switched to a 135 genny on a Furlex roller furler. It is a great improvement both on and off the wind. I've used a detachable forestay for about 18 years rigged with a lever from ABI and I can tell you the mast will come down before that fitting ever fails. Steve Rappaport Hurler--Hull No. 206 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Rendevzous

From: Vincent B. Amacher

Date: Monday, April 29, 2002

Body: I would love to come to an east coast rendevzous but I might have to drive or fly because of time constraints. Can we make provisions for people who can't bring their boats? Regards Vince Amacher CHAMA Baba30 Charleston, SC -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Rendezvous...East Coast...

From: Richard Cassano

Date: Monday, April 29, 2002

Body: There has been a Double-Ender rendezvous each Sept for the past four years in Oyster Bay, NY, We get from seven to ten boats from the local area. Sometimes there is a visiting foreign double-ender passing through and we invite them to the BBQ. Will let everyone know the date for this years event about mid-summer. Regards, Rich Cassano Gray Eagle, Tashiba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Re: Baba 30 Head Sail Question From:

From: Daemon

Date: Monday, April 29, 2002

Body: I am in the process of changing my sails on a Panda 40 and have decided to go with the Yankee/ Saysail approach. I had several discussions with Carrol Hasse my sailmaker and she also highly recommended it. I too had originally planned on just having a 135 genoa and not using the staysail very often. Instead I have chosen a 105 Yankee and Staysail combination I can fly free and Carol Hasse is making me a Cruising Spinnaker. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: Richard Cassano

Date: Monday, April 29, 2002

Body: I find that the best way to tack with a full head sail and the staysail is to roll up the genny and tack - than roll it out again. In tight quarters, where there may be a lot of tacking, I just use the staysail and keep the genny rolled -up. Rich Cassano Gray Eagle, Tashiba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rendezvous...East Coast...

From: Paul Braschi

Date: Monday, April 29, 2002

Body: I would love a Long Island Baba event . . . . I am in Stamford . . . How about something at the Sand Pit over by Oyster Bay or the Sand Hole up at Port Jeff . . . Paul Braschi 917 691-6994 I am in City Island NY with Evening Star a Baba 30. Count me in on an East Coast get together. I know there are a bunch of Baba's in Long Island Sound as well. Maybe the LI sounders could get together. Any ideas?? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Nordic Dinghys

From: mike phillips

Date: Monday, April 29, 2002

Body: (PDT) The Nordic dinghy was originally built as the "shore boat" to the Ingrid 38, built near Anacortes, WA, I believe. I am reciting all this from my memory of the brochure of the Nordic 9' that I used to own. So the history states, there was a dedicated Nordic 9 production run after many inquiries, after the Ingrid 38 started making appearances in harbors around the world. The Ingrid 38, and presumably her shore boat, the Nordic 9, has gone the way of the Edson, and the company now builds the turbocharged Nordic Tugs. Our little dinghy came with a two part spruce mast, which joined together with a metal insert, a headstay, a tanbark gaff rigged sail, rudder, dagger board, dagger board hole plug, and a beautiful rudder and tiller. Most of the flat pieces were made of 3/8 plywood with teak trimming. The tiller was teak. The parrels for joining the sail to the mast, were the plastic "shower curtain loop" style. As to reproducing the rig, I always felt it would lower the clutter factor in the boat to have a simple "walker bay 8" style rig, and a topping lift. This would really cut down on strings and things, keep the boom off your head with the sail dowsed, and make getting the whole thing set up to go a joy. Hope this helps. Mike Phillips Maggie B. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 30 Head Sail Question

From: Bud Dougherty

Date: Monday, April 29, 2002

Body: We had a 135 genny on a roller furling headstay for the first 2 or 3 years that we owned Play Actor, our Baba 35. When the furler went into self destruct mode, we removed it and decided to try the brand new, unused yankee that came with the boat, since it was a hank on sail. We liked it so much that we're still using it, 12 years later, still hanked on. We have a cruising chute for light air. In anything from 7 knots up to about 30 -35 we fly the yankee in combination with the staysail, and take a reef in the main around 18 knots. The boat balances much better than it ever did with the genny, and it sails closer to the wind. If we're really hard on the wind, we drop the yankee and lash it to the lifelines, as the staysail has a tighter sheeting angle and is a flatter sail. The yankee is quite manageable without roller furling and fits nicely in a ready bag, as does the staysail. We thought about converting the genny to a hank on sail, but we don't have enough use for it to give it room on the boat. We live aboard and cruise the east coast double handed from the Chesapeake to the Bahamas, with a fair number of extended offshore passages, to give an idea of the conditions that we sail in. Not sure if this helps since we're a 35 rather than a 30, but suspect the boats don't sail much diferrently. Bud & Leslie Play Actor Baba 35 hull number 18 Http://playactor.home.att.net -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Selling Baba BarAnn

From: Bob Richardson

Date: Monday, April 29, 2002

Body: After 40,000 miles and 15 fabulous years sailing Baba BarAnn, we're going to swallow the anchor. By the end of the month she'll be at Discovery Yachts on Lake Union, Seattle with a For Sale sign on her. Thanks to all the members of this group for all the good advice and info over the years. Bob Sailing trip at http://www2.whidbey.net/bobr -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rendezvous...East Coast...

From: Valerie Nucci

Date: Tuesday, April 30, 2002

Body: Would any Babas be interested in a rendezvous at some point between Fishers Island and Newport or in that general vicinity (BI Sound, Vineyard Sound, etc.)? More wind for August weekends. Val & Peter Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Nordic Dinghys

From: AMWVIDEO

Date: Tuesday, April 30, 2002

Body: Rick, Thanks for the help. Google is great but our fellow sailors on the Baba-L came up with Mike Nilson, the previous owner of The Nordic Dinghy Company. He has offered to help me find the rigging and sail for my dinghy, proving once again the value of The Baba List. Andy Weintraub Lets Roll Marina del Rey, CA amwVideo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 30 Head Sail Question

From: Anthony Pipia

Date: Tuesday, April 30, 2002

Body: (PDT) Wow! What a great response. Thanks to everyone who responded with advice about headsails for my Baba 30. I am now giving new thought to my original plan which was to go with a 135% genoa. I am going to look a little more at using a yankee as some of you suggested. Thanks again for all the advice. I'll let you know what I decide and how it works out. Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rendezvous...East Coast...

From: Currier, Thomas (Tom)

Date: Tuesday, April 30, 2002

Body: I might be able to do this one. I'm in Kittery, Maine and LI is a bit too far given my work commitments. The further north the better for me. Tom Currier s/v Chinita 31' Tashiba PH Phone: (603)337-3212 Cell: (603)534-0452 > ----- Original Message----- > > Would any Babas be interested in a rendezvous at some point > between Fishers > Island and Newport or in that general vicinity (BI Sound, > Vineyard Sound, > etc.)? More wind for August weekends. > > Val & Peter Nucci > S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: selling Baba BarAnn

From: Smcavana

Date: Tuesday, April 30, 2002

Body: Sorry to hear it, Bob. We've got 16 years in, with only the occasional thought of "swallowing the anchor." One of those times was yesterday when I fired up the trusty Makita for the annual sanding fest. You've contributed a lot of great info over the years. Thanks. And good luck. Susan and Michael Cavanaugh SV Free Spirit Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Selling Baba BarAnn

From: Bruce

Date: Tuesday, April 30, 2002

Body: I bet you're just waiting for one us to ask for the specifics - price, etc. Well, now I have. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Selling Baba BarAnn

From: Hunter Brumfield

Date: Wednesday, May 01, 2002

Body: Sorry to hear that, Bob. From your web page it is clear you had a great time and loved every moment. Thanks for sharing that with us. Hope you can still go out on occasion. Hunter Tokyo Whitecrest Tashiba 31 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: Bucketboss

Date: Wednesday, May 01, 2002

Body: My thanks as well for the headsail input. It seems that the thought of going to a Yankee is confirmed by most, for the same reasons I pondered. Besides..... didn't I purchase a cutter rig? If I wanted a sloop I'd have bought one of those. Many Thanks, Dave Fierek Black Sheep -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Rendezvous...East Coast...

From: Ted Derivan

Date: Wednesday, May 01, 2002

Body: count me in Ted Derivan Evening Star Baba 30 City Island ----- Original Message ----- >"Valerie Nucci" > > Would any Babas be interested in a rendezvous at some point between Fishers > Island and Newport or in that general vicinity (BI Sound, Vineyard Sound, > etc.)? More wind for August weekends. > > Val & Peter Nucci > S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Selling Baba BarAnn

From: Richard Cassano

Date: Wednesday, May 01, 2002

Body: Bob's contribution to me personally has had a life altering impact. Back in 1997 when I was searching for a boat, Bob and I exchanged emails regarding a Tashiba 40 I looked at in June of that year. At first, I was not all that impressed with the character of the boat and questioned it's performance capability. Bob patiently explained what Tashiba/Baba's were all about and ultimately I purchased Gray Eagle. He is personally responsible for providing the essential decision making information I needed to purchase this boat. I have enjoyed and appreciated his input everyday that I am aboard. It has become a love affair between boat and owner. The story of Bob's adventitious voyage through the South Pacific has been a fact filled guide as I purchased equipment and outfitted Gray Eagle. There is nothing more helpful than reading about, "What works and what doesn't" from an experience cruiser. Well Bob, one never knows how significant a few emails can be. Thank you. Wish you the best of health and happiness on the post Baba BarAnn voyage. Regards, Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40, Hull #160 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rendezvous...East Coast...

From: Paul Braschi

Date: Thursday, May 02, 2002

Body: sounds great . . . Paul Paul Braschi 917 691-6994 -----Original Message-----

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Subject: Teak Deck problem

From: Anthony Pipia

Date: Friday, May 03, 2002

Body: () Hello again, You folks were so helpful answering my headsail question that I could not help but ask another. My Baba 30 (Candide) has teak decks that are in pretty good condition overall; however, there are a couple of places were the teak is split or cracked. I have noticed a couple of places where it looks as if the previous owner filled other split areas with some compound. What do you use to fill these gaps? I'd like to prevent the problem from getting worse. Thanks, Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak Deck Problems

From: Rob Sicade

Date: Tuesday, May 07, 2002

Body: Just re-bung where the screws are showing. Get the appropriate size forestner bit, remove the screw, clean up the hole, cut the hole deeper, replace the screw, rebung. Doesn't take much to get the hang of it, I think the Baba homepage has detailed instructions and disclaimers. > Now the bungs are so thin the screw heads are >starting to show, and I'm afraid water will get around them and into the >deck core; bad news. I'm wondering if it's time to pull up the teak >decks and glass over. Any thoughts? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak Deck problem

From: Keegan Harper

Date: Tuesday, May 07, 2002

Body: On my decks I have filled a couple of cracked areas with seam compound, the same stuff you put in the seams....but black does not look so good so I bought some white for the couple of areas that are cracked. That turns kinda brown after awhile so that is what I would do. > noticed a couple of places where it looks as if the > previous owner filled other split areas with some > compound. What do you use to fill these gaps? I'd like > to prevent the problem from getting worse. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 total height

From: ASGatKIII

Date: Tuesday, May 07, 2002

Body: The specs I have list it at 43 feet plus some inches. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Head Sail Question

From: ASGatKIII

Date: Tuesday, May 07, 2002

Body: When you have a roller furled headsail on, and want to switch to a hank on (while underway), is there any way to do this? I may be mistaken but I thought I saw an ad somewhere sometime ago that offered a headsail that "hanked around the furled headsail" -- large hanks made of rope??? Other than that, i can't think of how to do it which makes the 135 I have down below (hank on, brand new from previous owner) useless. If I were to have a sailmaker cut off the hanks and add a foil rope, how much would it reduce the sail? Since my Yankee on the furler is on its last legs, I am thinking of taking off the furler (Profurl, in good condition). By my first mate (wife) who does a good deal of foredeck work as is does not relish the idea of getting rid of roller furling. Any further thoughts on this subject or is everyone quite headsail'd out? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Teak Deck Problems

From: Tom Bailey

Date: Tuesday, May 07, 2002

Body: On this subject; the original owner of my boat used a high-strength pressure washer to clean the decks. Worked great for him, but ate away one hell of a lot of teak. Now the bungs are so thin the screw heads are starting to show, and I'm afraid water will get around them and into the deck core; bad news. I'm wondering if it's time to pull up the teak decks and glass over. Any thoughts? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak Deck Problems

From: Richard B. Emerson

Date: Tuesday, May 07, 2002

Body: I can think of a few things to be done to PO's (previous owners) who abuse decks that way. "Drawn and quartered and buried at midnight at a crossroads" figures prominently in those suggestions. Moving on... The decks have a surprising amount of meat to them. Your best bet is to get professional advice on re-setting the screws and appying bungs. I know some people have pulled off their decks but that strikes me as rather drastic. Cheers, Rick Tom Bailey writes: > On this subject; the original owner of my boat used a high-strength > pressure washer to clean the decks. Worked great for him, but ate away > one hell of a lot of teak. Now the bungs are so thin the screw heads are > starting to show, and I'm afraid water will get around them and into the > deck core; bad news. I'm wondering if it's time to pull up the teak > decks and glass over. Any thoughts? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Teak Deck Problems

From: Paul Braschi

Date: Tuesday, May 07, 2002

Body: I would love to hear from anyone who has pulled their teak decks Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin notes

From: BABA-L Administration

Date: Tuesday, May 07, 2002

Body: We're going throught the joys of brightwork maintenance and that means I have been and will be putting in a few extra days on OWTW. The list will be quiet while I'm away Wednesday and Friday through Monday (when OWTW is scheduled to go back in the water if a) the yard can find our prop and b) replaces the four docklines they managed to lose in moving us around this spring- grrrrr...). Oh, and if y'all are really nice, I'll tell you about the guy a 100 yards away in the yard, trying to spray paint a sport fish with Imron or Awlgrip in a 15-20 kt breeze. Whee...!!! Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak Deck problem

From: Richard B. Emerson

Date: Tuesday, May 07, 2002

Body: Life Caulk used to come in brown (a rather reddish brown, almost like a too saturated flesh tone) and I've used that to seal seams in hatches. If you can find it, it's worth a try. Cheers, Rick Keegan Harper writes: > On my decks I have filled a couple of cracked areas with seam > compound, the same stuff you put in the seams....but black does not > look so good so I bought some white for the couple of areas that are > cracked. That turns kinda brown after awhile so that is what I would > do. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Admin notes

From: Paul Braschi

Date: Tuesday, May 07, 2002

Body: Good luck with all your bright work. . . Spring commissioning is a bear . . no doubt about it . . Paul -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Teak Deck problem

From: Paul Braschi

Date: Tuesday, May 07, 2002

Body: btw . . . replacing badly split deck boards isn't all that hard . . . time consuming but pretty straight forward . . . you cut the old one out square or as a joint with a router or chisel and unscrew . . . then make a pattern . . . cut a new board, bed, screw, bung, mask, caulk and sand . . . Good luck Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak Deck problem

From: Hunter Brumfield

Date: Wednesday, May 08, 2002

Body: >From: "Richard B. Emerson" > >Life Caulk used to come in brown (a rather reddish brown, almost like a too >saturated flesh tone) and I've used that to seal seams in hatches. If you can >find it, it's worth a try. I bought it from West Marine years ago. Did they quit selling it? Great stuff. Hunter -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Teak Deck Problems

From: Brent Evers

Date: Wednesday, May 08, 2002

Body: >I would love to hear from anyone who has pulled their teak decks >Paul Braschi >917 691-6994 Haven't had to and don't plan to, but I've always felt the way that manufacturers install teak decks as a bit moronic. IF I ever have to pull them, I thought that I would 're-install' them by planing them down and screwing them into elevated (1.2"_ or so stringers across the deck with no caulk between them - maybe a 1/4" gap. This would isolate the screws' intrusion to the deck to only the glassed in stringer and allow me to remove them every couple of years and clen up underneath. Seems to me the boat would also be somewhat cooler (as in temp) thoughts? brent baba 35 Vogelsang Vallejo, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Whining about yards (was RE: Admin notes)

From: Richard B. Emerson

Date: Wednesday, May 08, 2002

Body: Of course it would help if the yard didn't walk off with our dock lines (120' of 1/2" 3-strand just plain gone...), they didn't break the edge off a locker floorboard (if it doesn't fit, stomp on it - sigh...), subcontractors (gel coat repair) showed up as promised, it didn't rain as the last strokes of Cetol went on (happily, no damage done there!!!), and other subcontractors didn't try to shoot Imron / Awlgrip upwind in a 15-20 kt breeze (we *seem* to have dodged that bullet - the owner of the sport fisher took it between the eyes with a rotten paint job that had to be re-shot). These people seemed to have pulled their aft together last fall, only to revert to their usual mouth-breathing, knuckle-dragging selves this spring. Are we having fun yet? [G] Cheers, Rick Paul Braschi writes: > Good luck with all your bright work. . . Spring commissioning is a bear . . > no doubt about it . . Paul -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Engine cooling system airlocks

From: Dennis VandeLaare

Date: Sunday, May 12, 2002

Body: (PDT) Ken & Cathy McIntire, who are cruising in the area of Exuma, asked me to post a message on this list regarding airlocks they are experiencing in the engine cooling loop of Kahlua, a Baba 30. While motoring and experiencing sudden heels exceeding 25 degrees, they have experienced several airlocks. They would appreciate comments or suggestions from others who have experienced similar problems. Because their E-mail capability is limited, they are not subscribed to Baba-L. I will summarize and forward responses to them. Many thanks, Dennis -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: A Short One For The List

From: BABA-L Administration

Date: Sunday, May 12, 2002

Body: [Here's another note from Bill Healy on Amadon Light. Also, he sent this note: Seperately, I am sending a short note for the List. However, while meeting with Ian and Rachel on Lydia B, they mentioned that they thought something had happened to Lillian Hwang. They were not sure, having missed the first email about it. Will you please advise? Has anyone heard anything one way or the other? Please copy Bill at ke6sd NOTE! Bill does not get Baba-l mailings-replies to Baba-L will not reach him.] A week after arriving in the San Blas Islands a Baba 30 came in and anchored on the other side of the small island we were at. A dinghy ride around brought us to Lydia B, sailed from Vancouver, B.C., by Ian of the U.K. and Rachel of Minnisota. They had just come through the Panama Canal, and are heading north to San Andres and eventually the east coast of the U.S. Ian was thrilled with the sea performance of the Baba 30 and the quality of the construction. We spent several hours talking Baba/Panda/TaShiba stories, and while worn out, had not exhausted the number of things to discus. We hope to continue the conversation tomorrow evening at a potluck on a micro island beach nearby. The venue for the potluck is the foredeck of a Halberg Rassy 42, which sits wrecked on the outer reef. The foredeck was cut clean off, and is now a table on the beach. Those Kuna Indians know a good table when they see one. Ciao, Bill Healy Amadon Light of Honolulu At Anchor San Blas Islands -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Engine cooling system airlocks

From: Richard B. Emerson

Date: Monday, May 13, 2002

Body: I've had this happen on rare occasion with a Universal M-40 in a Baba 35. The fix, I suspect, is to go to a sealed cooling system with a remote reservoir, such as that used in cars. Good luck finding the parts in Exuma! Cheers, Rick Dennis VandeLaare writes: > Ken & Cathy McIntire, who are cruising in the area of Exuma, asked me > to post a message on this list regarding airlocks they are experiencing > in the engine cooling loop of Kahlua, a Baba 30. > > While motoring and experiencing sudden heels exceeding 25 degrees, they > have experienced several airlocks. They would appreciate comments or > suggestions from others who have experienced similar problems. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin notes

From: BABA-L Administration

Date: Wednesday, May 15, 2002

Body: Barring more weather surprises (a nearby marina experienced 100 MPH winds in recent thunderstorms) and contractor surprises ("we're delaying launches while we build a new travel lisft"), One With The Wind, should go overboard sometime Thursday. I'll be spending a long weekend putting her back in full commission so Baba-l will be quiet Thursday through Sunday. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Engine cooling system airlocks

From: John Sweeney

Date: Sunday, May 19, 2002

Body: We're a bit late with our two cents but GiGi (Tashiba 31 w/ Yanmar 3GM30) gets the odd airlock when we have been on a hard starboard tack for a prolonged period. I'm sure that the lean is not great enough for the water pick-up to come out of the water, and equally sure that the problem is that the water drains from the system while sailing on that tack. The result is that next start is dry, with two or three starts with a minute or so between them to restore flow. I've not tried letting the boat set level for 15 minutes or so first before the first start. That might work. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Port rubber Gaskets

From: Richard Cassano

Date: Monday, May 20, 2002

Body: I have installed new Tashing rubber port gaskets in all of the ports aboard Gary Eagle. So far, I have not been able to find an adhesive that will keep the gaskets in place. I tried Marine grade silicone, Goop, and some other clear Sealant/adhesive and all have failed to keep the gasket's in the groove. When the ports are dogged down and than reopened, a day or two later, the rubber gaskets pull out of the groove. Seems like getting rubber to glue to the bronze ports is part of the problem. Has anyone had success with the installation of port gaskets and are they staying in place? Your suggestions are much appreciated as I have run out of ideas. Regards to all, Rich Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Painted Decks

From: Bob Richardson

Date: Monday, May 20, 2002

Body: >I have a Baba 35, Hull # 109. Since I have the original sales documents >I know that she came originly without teak decks, They have a gray >coating where the teak would be that has a shine to it like it may have >mica in it for a non-skid , look kind of silver when the sun is right. >Does any one know what this material may be and where or where I might >find out. I'd guess it's just ordinary beach sand mixed in with the paint. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Painted Decks

From: Ed McChain, The Allen Group

Date: Monday, May 20, 2002

Body: I have a Baba 35, Hull # 109. Since I have the original sales documents I know that she came originly without teak decks, They have a gray coating where the teak would be that has a shine to it like it may have mica in it for a non-skid , look kind of silver when the sun is right. Does any one know what this material may be and where or where I might find out. Ed McChain Thistledown -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: baba sail area & halyards

From: dominique pharos

Date: Monday, May 20, 2002

Body: Content-Transfer-Encoding: quoted-printable Hi, I have a Baba 30 with wooden mast, cutter rig.Does anybody know the sail area of the different sails ? I am about to replace the halyards. I was thinking of replacing the halyards with 10 mm (staysail) and 12 mm diameter marlow (yankee and main). Any recommendations about this ? Dominique yacht "Mrs Muir" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Port rubber Gaskets

From: John F. McGrady

Date: Monday, May 20, 2002

Body: Ahoy! We've replaced the port gaskets on Querencia at least twice without any problems. The first time we used rubber cement. The last time, last October, I believe we used a "rubber cement" type adhesive just hanging on a rack at a convenience store. Perhaps prepping or waiting is the key. We take the ports entirely off (just tap out the bronze hinge stem), then use screw drivers, dental tools, chisels to get the old gasket out.... eventually get it clean as possible with wire brush and steel wool. Then we wipe the port groove down with acetone and after drying put the cement on the port and the gasket.... and plop the gasket in. After waiting about half-an-hour we put the ports back on their hinges but do NOT screw down the wing-nuts until waiting for 24 hours. (Sunny weather helps!) It was a 4 hour job for two people to do all the ports. Aloha, JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Port rubber Gaskets

From: Bucketboss

Date: Monday, May 20, 2002

Body: Have you tried 3M rubber weatherstrip adhesive a.k.a."yellow death". It comes in a tube not unlike toothpaste and holds rubber to virtually anything. Usually available at the local auto parts supplier or automotive paint supply store. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Port rubber Gaskets

From: Richard Cassano

Date: Monday, May 20, 2002

Body: Thank you, I will give this a try. Richard > Have you tried 3M rubber weatherstrip adhesive a.k.a."yellow death". It comes -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Port rubber Gaskets

From: John Sweeney

Date: Tuesday, May 21, 2002

Body: We put new gaskets on GiGi well over a year ago with only a dab or two of weatherstripping cement. There shouldn't be anything trying to pull them out. You might have 'sticky lips' on the port frame. In addition to sticking to the gasket, that causes them to wear a lot faster too, so we clean and wax ours each season. GiGi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Gaskets...

From: P Horvat

Date: Wednesday, May 22, 2002

Body: We changed all port gaskets two seasons ago with material from Fawcetts in Annapolis. Wedged in place (friction fit) and lubed the mating surface with a waterproof wax grease.(name excapes me). I think the trick is to have the proper size gasket material so that it fits tight. Horvats, Seize The Days. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Gaskets...

From: Richard B. Emerson

Date: Wednesday, May 22, 2002

Body: I think I've mentioned this before but if not, any petroleum grease is death for gaskets. Silicone-based grease, available at SCUBA or dive shops, does a good job of keeping gaskets supple and doesn't damage the material. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Whisker Stay adjustment

From: COFFMAN462

Date: Wednesday, May 29, 2002

Body: While refinishing the teak on my Baba 30 I noticed a little more movement in the whisker stays than I previously experienced. Does anyone have information on the proper adjustment procedure or how to tell if the whisker stays are tensioned correctly. Thanks Rich Coffman s/v Sea Witch -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba-30 Location of battery charger?

From: John F. McGrady

Date: Thursday, May 30, 2002

Body: >Ahoy! > >PS, Getting ready to schedule a two-week haulout be sure to go to church first! JFM -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 Location of battery charger?

From: Ken Pearce

Date: Thursday, May 30, 2002

Body: Hi all, I've purchased a new Tru-Charge 40 for Shantih and would like to know where other Baba-30's have their battery chargers installed? My existing charger is underneath the cockpit and a bit of a challenge to get to. Just curious where others have installed their chargers... Thanks, Ken Pearce B'ham WA, Shantih - Baba30, PS, Getting ready to schedule a two-week hualout for bottom paint, cutless bearing, dripless shaft seal, and thru-hulls. Be ready for LOTS of questions... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Charger Location

From: Akajvo1

Date: Thursday, May 30, 2002

Body: My charger is mounted inside the small hanging locker adjacent (starboard) to the companionway, on the quarterberth side. It's close to the main electrical panel, batteries and is easily accessed if necessary. Jim Van Orsdol Baba 30 Elysium Whitefish Bay, Wi. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba-30 Location of battery charger?

From: mike phillips

Date: Friday, May 31, 2002

Body: (PDT) Our charger, a fairly hefty one, is under the seat of the nav station. Mike Phillips Maggie B. B-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bowsprit

From: John F. McGrady

Date: Friday, May 31, 2002

Body: Ahoy mates, Yep, one day sailing I noticed a heck of a lot of slack in the forestay and the caulking seal open between the sprit and the rail. Ah yes the damned bolt through the sprit and into the chain locker that can only be reached by a a very skinny person with very long arms is indeed the problem . Get a flash light and try and look up there. Keep your fingers crossed the bolt has just fallen off.(Actually, when we first purchased Querencia there was no nut on! We put one on.) About 15 years later this bolt broke, perhaps due to electrolytic corrosion between the different metals of the bolt and the nut. We had to extract the bolt using a crowbar topsides using plenty of beef; this was after removing the pulpit (not so bad). I think we relaxed the stays too. Put in a new bolt if necessary, US steel and get that skinny person with a long arm ((We had to enlist our daughter in law; lanky and dedicated to the cause.) to get in the chain locker and put on a similar nut with a ratchet and extensions. Get your caulking back in underneath and crank her down from the top while she holds on from below. I don't think you will need to take the bowsprit itself off. Best of Luck and Smooth Sailing, John SV Querencia http://www.sailingthedream.com/ >From: "Ted Derivan" > >Hi all, I have noticed that the bowsprit on Evening Star (Baba 30) has >raised off the deck by about 1/4 inch or so. It seems that there is a >bolt running throught the bowsprit into the deck joint and exiting into >the anchor locker. Can this bolt be tighted?? What would cause this??? > Any suggestions would be appreciated. Also has anyone ever taken the >bowsprit off and then put it back on? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bowsprit

From: Kevin Walsh

Date: Friday, May 31, 2002

Body: I noticed that about my Baba 30 as well. I'd be interested in understanding whether the boat was built that way, or if it's simply that my bowsprit is being slowly pulled out by the roots. Kevin >

Subject: Re: Bowsprit

From: mike phillips

Date: Friday, May 31, 2002

Body: (PDT) Due to corrosion of the nearly always submerged bobstay fitting, the bobstay parted while beating (of course) one day, and this is what caused our bowsprit to raise up about 1/4 inch. You'd probably have noticed the lack of a bobstay by now, so you probably have some other reason, simply loosening your bobstay, (and I'd check this out quick), the backstay picks up the slack, as it were, hence the bowsprit rises. You may wish to ease the backstay and crank a couple of halyards forward to the bow hawsepipes to ease the strain on the bowsprit. There is a bolt in the anchor locker, but I never got to ours. I'm just not that small. To fix this I raised the bobstay fitting about 7" above the waterline (careful here, another long story), replaced everything with very strong bobstay wire and fittings, gooped as well as I could below the bowsprit, and cranked it all down again. Everything has been fine since then (just sailed down the Washington/Oregon/California offshore route). Hope this helps. Mike Phillips Baba 30 SV Maggie B. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Charger Location

From: Anthony Pipia

Date: Friday, May 31, 2002

Body: (PDT) Mine is inside the nav station cabinet. On the opposite side from the nav electronics and about half way between bottom and top of the cabinet. It's the small storage cuddy just aft of the starboard settee. Anthony. Candide -- Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bowsprit

From: Ted Derivan

Date: Friday, May 31, 2002

Body: Hi all, I have noticed that the bowsprit on Evening Star (Baba 30) has raised off the deck by about 1/4 inch or so. It seems that there is a bolt running throught the bowsprit into the deck joint and exiting into the anchor locker. Can this bolt be tighted?? What would cause this??? Any suggestions would be appreciated. Also has anyone ever taken the bowsprit off and then put it back on? Thanks for all your help. Ted Derivan Evening Star City Island, NY -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bowsprit

From: Tom Beard

Date: Sunday, June 02, 2002

Body: I have found that this bolt is really unnecessary except to hold the bowsprit in place until all the rigging is attached and tuned. If there is ever a belly-button on the boat, this is it. It cannot even begin to absorb the forces imposed on the bowsprit either laterally or vertically. The bowsprit must have some space to move slightly as loads change. The bobstay length holds down the bowsprit at the fore end and the bowsprit's after end is hinged at the king post. The bowsprit should be free to move or float between these two attachment points. The bolt in the middle interrupts the freedom for the entire bowsprit to move. If bobstay is too long (not adjusted properly), the backstay and mast loads from sailing will pull the bowsprit up from the deck. If the bolt is tightened to hold the bowsprit in place and the bobstay not adjusted, all that happens is the bolt with washer will just crush itself down into the wood of the bowsprit or strip off the threads of the nut below. This unnecessary bolt only adds to a possible leak in the foredeck and source of rot in the bowsprit. I feel it could be eliminated. On the placement of the battery charger: beneath the navigator's seat is a nice location for charger or inverter. However, one might want to add vent holes to allow for dissipation of hot air from the units. That is what I did and found it ideal from all standpoints including the short leads to and from the electrical distribution points. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bowsprit

From: John F. McGrady

Date: Wednesday, June 05, 2002

Body: Ahoy mates! > >This unnecessary bolt..... I feel it could be eliminated. Egad. I totally disagree. It directly opposes the staysail stay and isn't a bad thing to have when other things might fail. No argument though. Different strokes for different folks. :-) > >On the placement of the battery charger Interesting that we have never had one other than a solar panel in Querencia's life. OK... we had a cheap one in the dock box for a while. We've had the philosophy that if our batteries need serious recharging it's time to replace them which we've done only 3 times in over 20 years. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bowsprit

From: Tom Beard

Date: Wednesday, June 05, 2002

Body: Aha! Finally someone to disagree with me. Wonderful! My rebuttal is: that little bolt without any substantial backing plates or BIG washers is like a short piece of light line tied in to extend the anchor rode. The fitting holding the rear of the sprit to the bitt and bobstay tension on the gammon iron holds the spar. That little bolt is a nuisance and in no way dependable as a backup for anything but holding the bowsprit in place when removing the rigging. I'm not always right - maybe even on this. It is just an opinion based on observations with three boats with the same inadequate for anything - bolt. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bowsprit

From: Paul Braschi

Date: Wednesday, June 05, 2002

Body: Ah the bolt . . . bottom line . . . I keep it loose . . . I have never seen the bow sprit move . . . I have replaced my bowsprit and Samson post because of termites (from the factory) . . .Crans bob and whisker stays were replaced and improved . . . the bolt isn't as big a hassle as one might believe . . . a crescent wrench attached to a stick or long handle and poof a nut on a bolt . . . I also made the Sampson post removable via a stainless collar through bolted to the bulkhead . . . My Trace 1512 Inverter / Charger sits behind the Nav station cushions in the top cubby . . . runs are short . . . access is good . . . heat dissipation excellent . . . trace inverter lasted 8 years and kept 4 L16's for 8 years as well . . . can't beat that I keep my Ample power regulator and battery separator in this cubby as well . . . short runs, dry, easy access . . . Paul Braschi 917 691-6994 >This unnecessary bolt..... I feel it could be eliminated. y -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: New instruments

From: Rob Sicade

Date: Thursday, June 06, 2002

Body: I am replacing the depth and speed instrumentation. The old instrumentation uses bronze transducers for both depth and speed. The new units I purchased came with plastic transducers for both. Bronze are available for about 4 times the price and the supplier seemed to think it's a waste of money for a fiberglass boat; he thought the boat has bronze because that's what was available when the original instrumentation was purchased. I don't mind buying bronze as long as there is a reason for the additional expense and I can't come up with one. Any ideas or opinions? Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: John F. McGrady

Date: Thursday, June 06, 2002

Body: Ahoy Mates, Querencia has two transducers on her, for depth, inside the "engine room" underneath the binnacle. One transducer is plastic, the other bronze. The main coastal depthmeter LED display is mounted in the nav station (viewable from the cockpit with the hatch open), the other read out is a mobile display (long wire) to bring up on deck. On both transducers we just sanded the inside of the hull and "glued" them on with silicone. I guess we didn't want to put any more holes in the hull at the time. Both still work fine, decades later. Never had a transducer fail. As for speed, we carry a Walker knotmeter which I think has been used only a couple of times. It probably should be in a museum. With Querencia she seems to do four speeds: 0 , 2, 4, and 6 so guessing how fast we're going is pretty easy and no electronics is required. JFM SV Quereencia sailngthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ammeter mystery

From: Rob Sicade

Date: Thursday, June 06, 2002

Body: This makes no sense. Initially I thought a wiring problem or defective charger, but even if you have a wiring problem, I'm having a hard time seeing how loads from the battery and loads to the battery could both be traversing the same wire in the same direction, which is the only way you'd see the sum instead of the diference. If the battery charger is not running at full output, is it possible you are simply monitoring the battery charger output and the increase is the battery charger supplying more current as the load increases? This might be a good time to invest in one of those new fangled DC clamp on ammeters. I hear you can get them for around a hundred bucks and it'll end up saving you a lot of time. This will allow you to confirm battery charger output and verify that the new meter is reading correctly. I'd be really tempted to connect the shunt after the battery selector switch or move it to the negative side of things. Other alternative is to start disconnecting stuff until there's nothing left but the problem. This is one of those interesting-but-thank-god-it's-not-on-my-boat problems. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: New instruments

From: Steven Hodge

Date: Thursday, June 06, 2002

Body: Electronically, I wouldn't think there was any advantage to bronze over plastic. Corrosion-wise there is nothing better than plastic. Mechanically, however, one might suppose that bronze, being stronger than plastic, might withstand a "scraping" blow better. I thought about that a bit when I put my plastic ones in Alcyon, but I figure they are put in with so much 5200 that anything protuding below the hull surface could probably be sheared off and the rest would remain watertight. In fact, perhaps that is a counter agrument in favor of plastic. Perhaps a bronze one would be strong enough to get ripped completely out in a shearing blow, ie, opening up a hole. As for a "puncturing" type of blow, I don't think either would stand much chance, and there are very likely other more serious problems to worry about at that point. All this, of course, is just completely undocumented speculation. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Ammeter mystery

From: Paul Braschi

Date: Thursday, June 06, 2002

Body: be sure and check that you are running the wires from the shunt correctly . . . if they are reversed the meter will read discharging when charging and vice a versa . . . I've done it and had a similar problem . . . $$ to donuts that will be your problem . . . when in doubt re-wire entire meter system . . . Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Ammeter mystery

From: Richard B. Emerson

Date: Thursday, June 06, 2002

Body: Went there, did that, no change (except for the polarity). Cheers, Rick Paul Braschi writes: > be sure and check that you are running the wires from the shunt correctly . > . . if they are reversed the meter will read discharging when charging and > vice a versa . . . I've done it and had a similar problem . . . $$ to donuts > that will be your problem . . . when in doubt re-wire entire meter system . > . . -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ammeter mystery

From: Richard B. Emerson

Date: Thursday, June 06, 2002

Body: Indeed, "this makes no sense" applies big time. I am beginning to suspect a poor connection somewhere is raising one end of the shunt ever so slightly above the other end. While I can't easily put the old ammeter in the return circuit well enough to handle 40 amps, I think I can jury rig something to take under ten amps well. With some luck, I'll find that a dirty connection "upstream" is creating a small resistance with a voltage across it which fools the ammeter (remember it's really a 50 mv voltmeter displaying millivolts as amps). Cheers, Rick Rob Sicade writes: > This makes no sense. Initially I thought a wiring problem or defective > charger, but even if you have a wiring problem, I'm having a hard time > seeing how loads from the battery and loads to the battery could both be > traversing the same wire in the same direction, which is the only way > you'd see the sum instead of the diference. If the battery charger is > not running at full output, is it possible you are simply monitoring the > battery charger output and the increase is the battery charger supplying > more current as the load increases? > > This might be a good time to invest in one of those new fangled DC clamp > on ammeters. I hear you can get them for around a hundred bucks and > it'll end up saving you a lot of time. This will allow you to confirm > battery charger output and verify that the new meter is reading > correctly. I'd be really tempted to connect the shunt after the battery > selector switch or move it to the negative side of things. Other > alternative is to start disconnecting stuff until there's nothing left > but the problem. > > This is one of those interesting-but-thank-god-it's-not-on-my-boat problems. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Change of address.....

From: P Horvat

Date: Friday, June 07, 2002

Body: NOTICE; Patrick Horvat and Tee Time International have a new address. PO Box 1261, Lethbridge, Alberta, Canada, T1J-4K1...Contact telephone is Wolf Eichhorn at 403 327-2298 and our new E mail address is golf2sail Please change your address book. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Anchorage Mapping Help

From: GaryK

Date: Monday, June 10, 2002

Body: I am tasked with mapping our yacht clubs anchorage and would sure appreciate recommendations on the best software/GPS combination that will enable us to map 150 moorings with Lat/Lon locations. It must also have the ability to annotate vessel name and owner. Simple and economical, either handheld downloadable to PC or we could use our laptop and download GPS data to the mapping program. Gary Korkala s/v Harmony Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Anchorage Mapping Help

From: Ted Derivan

Date: Monday, June 10, 2002

Body: I have maptech's "chartview tracker" software, it is very good. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Anchorage Mapping Help

From: Richard B. Emerson

Date: Monday, June 10, 2002

Body: Well, any of the WAAS GPS receivers will typically give a fix within about 10-15' if the satellites are behaving. Depending on the spacing of your mooring field, that should do the trick. Any of the charting programs such as The Cap'n or Nobeltec's products allows you to plot the postion and mark it directly. OTOH, that'll be about a $700 investment for the software and receiver. I'd recommend doing careful bearings instead. It's more work but *much* less expensive unless you want to buy the stuff anyway. Cheers, Rick GaryK writes: > I am tasked with mapping our yacht clubs anchorage and would sure > appreciate recommendations on the best software/GPS > combination that will enable us to map 150 moorings with > Lat/Lon locations. It must also have the ability to annotate > vessel name and owner. > > Simple and economical, either handheld downloadable to PC > or we could use our laptop and download GPS data to the mapping > program. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Anchorage Mapping Help

From: John F. McGrady

Date: Monday, June 10, 2002

Body: The Garmin GPS eTrex at around $100 is real cheap compared to a $3K Sat Nav we once had aboard. It takes a while to learn to jump around with its tiny screen, but holds 500 waypoints and is super portable. You can name a way point with any 6 alphanumeric characters you want so you would need to code your vessels and owners. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Anchorage Mapping Help

From: Allen Emer

Date: Monday, June 10, 2002

Body: Gary, I have a copy of The Cap.n you can use to create the map. Haven't seen you sailing around the Hook yet. We were in the Cove this weekend and watched 5 boats go aground. After you finish the mooring project lets get together and Map horseshoe cove and get it distributed ...my air horn is over worked and creating fluorocarbon holes in the atmosphere trying to warn off boats trying to come over the shoal. Last year one guy in a 35 ft winged keel wonder grounded so perfectly that when the tide went out the hull was completely out of the water by 2 feet all around.....everybody in the anchorage was sitting on deck with adult beverages waiting for the boat to fall over. Gotta tell ya ,the guy and his wife did a great job ....for 6 hrs neither one of them so shifted an inch of their weight in the cockpit, and much to the consternation of all of us on deck betting when it would tip over .... it never did. Some one got a picture of it. If I find it I'll send it round. Give me a call lets get together .....now we have 3 Baba30's in Sandy Hook NJ! Al & Sue Emer S/V Galatea 732-946-1601 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Anchorage Mapping Help

From: Steven Hodge

Date: Monday, June 10, 2002

Body: I tend to concur with Rick's KISS suggestion. A project like this should not require the outlay of ANY money. An alternative to Rick's suggestion is to just borrow a handheld GPS from your neighbor (if you don't already have one) and then--horror of horrors--write down the lat/lon in a notebook and then--horror of horrors--plot them by hand on a chart. With 2 dividers I'll bet that could be done faster, even for a 150 points, than doing all the running around buying software, getting the GPS hooked up to a computer (which usually requires purchase of an optional cable), getting the software working, getting the software working correctly, and so on. Something else to keep in mind, alluded to by Rick, is what accuracy you need (not want). Not everybody has a WAAS GPS receiver yet so if you need the accuracy of it then it may be tough to borrow one...and expensive to buy one. However, I doubt you need the accuracy of the WAAS system. Now that that selective availability is turned off the accuracy of any old GPS receiver, handheld or otherwise, is still undoubtedly within the swinging room of a 40ft boat on a mooring. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lots of questions on my Baba-30...

From: Rob Sicade

Date: Tuesday, June 11, 2002

Body: > > >with WD-40. > I would suggest spraying with Kroil if you're really serious about unsticking them. WD-40 isn't as good as generic 'liquid wrench' type penetrants and Kroil is several orders of magnitude better than liquid wrench. > Are there usually one-way valves on the intake >fittings of the hoses down in the bilge? What are those square boxes >attached to the end of the hoses down there and should they be fixed or >allowed to move around? > You can find them in most marine catalogs, if they are like ours they keeps the opening down, screen out large debris, and contain a one-way valve. >3.) Several of my seacocks are pretty green. What's the best way to clean >these up? Wire brush? Solvents? (or just buy new ones?) > Green is OK, even the new one we installed last fall is now green. If you're in doubt clean a small part of one or two, make sure thet are still the correct color and are solid. The 18 yr-old one we removed was in excellent shape, despite the green patina. I only clean them around the ground connection to ensure good electrical contact. Cleaning off the patina will only sacrifice more metal to re-create it. > >Any other tips on thru-hulls and bottom paint greatly appreciated. If you >have brand name products that work well for you, I'd love to know about >them. Details help us "newbees". > Ask around your local area to find out which bottom paints work well. Also find a knowledgable yard or paint supplier to find out which are compatible if you do want to switch to a different paint. PO used Micron CSC ablative (or is it sloughing) paint on our boat and I love the stuff. Takes me two hours to sand the whole hull, downside is it has to cure 24 hours before splashing. Works great in Puget Sound but I have no knowledge on how it would work elsewhere. Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Lots of questions on my Baba-30...

From: Ken Pearce

Date: Tuesday, June 11, 2002

Body: All, In preparation for my haulout, I'm trying to prep as much as possible before the $16/day yard-rent charge starts. My list this year includes a cutless bearing, PYI dripless, shaft, prop, thru-hulls and bottom paint. I climbed under the cockpit lastnight and began soaking any corroded looking bolts with WD-40. Questions: 1.) My electric and manual bilge pump outlets are plumbed to a tee, and the tee is attached to the thru-hull. The electric pump hose is 1" dia, the manual looks like 2". Looks to me like the electric pump would just pump water back into the manual pump hose, sure some would fall out the thru-hull, but it doesn't look very efficient. Is this the way it was plumbed from the factory? Are there usually one-way valves on the intake fittings of the hoses down in the bilge? What are those square boxes attached to the end of the hoses down there and should they be fixed or allowed to move around? There's also a large rolled up screen or wire assembly quasi-fixed to the end of the smaller hose, is this some kind of filter? 2.) The bolts which attach the prop shaft coupler to the shaft, where it bolts to the tranny are corroded beyond recognition. (Not the larger ones which bolt through the round rubber pad, but the smaller ones perpendicular to the shaft clamping the coupler plate collar to the shaft) Anyone know if these are hex head bolts or "Robertsons" (square head)??? 3.) Several of my seacocks are pretty green. What's the best way to clean these up? Wire brush? Solvents? (or just buy new ones?) Any other tips on thru-hulls and bottom paint greatly appreciated. If you have brand name products that work well for you, I'd love to know about them. Details help us "newbees". Thanks in advance, Ken Pearce B'ham WA, s/v Shantih Baba-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lots of questions on my Baba-30...

From: Tom Bailey

Date: Tuesday, June 11, 2002

Body: I just hauled my Baba 30 last March, and if you are really going to change the cutlass bearing, be prepared for a real BEAR! Mine had one set screw buried under 1/4 inch of white (fiberglass?). I had to grind away all around the bronze shaft log to find it; it was on the starbord side, about 3/4 of an inch from the aft end. There was also a small sharp screw on the bottom which attached some kind of copper grounding strap, and went into the bronze shaft log deep enough to also hold in the cutlass bearing. The worst part however, was that I couldn't get any kind of tool up inside to help pull it out either from outside the boat (after removing the propellor shaft), or from inside, because there seems to be a stainless pipe on the foreward end of the shaft log that is almost the same diameter as the cutlass bearing. I'm sure that sounds confusing, but what it boils down to is that when I tried to pound against the cutlass bearing from inside the boat, all I could pound against was the inside rubber part. I ended up using a sawsall and cutting the cutlass bearing into two semi-circular sections to get it out. A real mess. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Lots of questions on my Baba-30...

From: Tom Beard

Date: Tuesday, June 11, 2002

Body: Tom Bailey's comments are close to what you will experience. I've done the job several times on different boats and all can be described exactly as Tom explains it. It is doable - just troublesome. Tom Beard MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lots of questions on my Baba-30...

From: Rob Sicade

Date: Wednesday, June 12, 2002

Body: The yard replaced our cutlass bearing during our re-power. In addition to the set screws they said it was epoxied in with 'non-structural' epoxy, which is also the way they re-installed it. Their reasoning was they'd rather have a little more difficulty removing it than have one pop out in the water. It makes the job pretty much how Tom describes. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Ammeter mystery

From: Steven Hodge

Date: Friday, June 14, 2002

Body: If there were ever a prize for The Best Vendor on Earth, Blue Sea would win it hands down in my book. I had a similar experience with them, which I described on this forum a couple of years (?) ago. I always buy their stuff if at all possible. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Ammeter mystery

From: Richard B. Emerson

Date: Friday, June 14, 2002

Body: Recently I posted a note about a misbehaving digital ammeter. The problem has been resolved: the meter was defective. Blue Sea Systems gets major "attaboy" thanks for their excellent support and prompt replacement of the unit (sent on a "try it, let us know what happens, and send us the old one with the enclosed prepaid return shipping label" basis). I wired the replacement to the existing wiring harness and the display was just what one might expect. Blue Sea goes up on my Good Guy vendor list with Raymarine, Raritan, and West Marine. Rick Emerson S/V One With The Wind, Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 cutless bearing day one...

From: Ken Pearce

Date: Saturday, June 15, 2002

Body: Sorry to blast this to the whole list, but I'm in the throws of my haul-out and whoa nelly, are we havin' some fun! Finally got the propshaft out at 1am this morning. After borrowing a prop puller from the yard, which helped tremendously, the coupler flange that bolts to the tranny proved to be the next problem. I was able to get one of the four internal-hex-head bolts out, the other three were hopeless. I drilled another one out with a new sharp bit, and then realized there was enough gap in the flange collar to get at the bolts from the side. Ran to Walmart and got that Dremel which now I don't know how I ever lived without. After using the cutting disk to cut the bolts, I then had to use a gear puller to pull the flange off. Using a puller is fun when you are using it with something clamped nicely in a vice on a workbench, trying to turn a wrench in the bilge of a Baba-30 left me with bloody knuckles and bruised arms. But at 1am, Shantih and I gave birth to a 28 pound prop-shaft! Tomorrow the cutless bearing. For those of you who responded previously, I know about the two set screws on either side, but I've only received one response detailing another bolt or screw on the bottom, possibly for some sort of bonding strap/wire... If any others remember the screw on the bottom, then I'll grind away some fiberglass under there and see if I can spot it... Cheers, Ken Pearce B'ham, WA s/v Shantih -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba-30 cutless bearing day one...

From: Rick Beddoe

Date: Saturday, June 15, 2002

Body: Pictures! We want pictures! Especially of the cutlass bearing. Of course, you don't want to send pics to this list, but you can send them to my personal e-mail. I know that pictures are the last thing on your mind at 1am with bloody knuckles. In addition, you may want to contact Good Old Boat. They pay for adventures such as this. Nice job, Ken Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: the other Rick

From: Rick Beddoe

Date: Saturday, June 15, 2002

Body: That's funny...I was told you were the other Rick...;-> Good clarification re: pictures Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba-30 cutless bearing day one...

From: Richard B. Emerson

Date: Saturday, June 15, 2002

Body: Just to clarify the point, send pictures to Rick Beddoe at Baba_List or Dennis VandeLaare at babaweb1 and *not* to Baba-L (although you can copy me at rick Cheers, Rick Emerson (not to be confused with the "other" Rick) Rick Beddoe writes: > Pictures! We want pictures! Especially of the cutlass bearing. Of > course, you don't want to send pics to this list, but you can send them > to my personal e-mail. I know that pictures are the last thing on your > mind at 1am with bloody knuckles. > > In addition, you may want to contact Good Old Boat. They pay for > adventures such as this. > > Nice job, Ken > > Rick Beddoe > http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: the other Rick

From: Richard B. Emerson

Date: Saturday, June 15, 2002

Body: Um, to quote Al Einstein: "it's all relative." [L] Cheers, Rick Rick Beddoe writes: > That's funny...I was told you were the other Rick...;-> > > Good clarification re: pictures > > Rick Beddoe > http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 cutless bearing day two...

From: Ken Pearce

Date: Sunday, June 16, 2002

Body: For those of you who requested pictures, they are on the way (probably tomorrow evening). They are on the camera, just haven't had time to get them to the web. I am documenting as much as possible with before, during and after pictures. The good news is that the cutless bearing is out! Woo Hoo! After borrowing a friend's sawzall, and buying a 9" blade for it, I was able to cut, chisel, tug, tear, and finally pull (on the pieces with channel-locks) the bearing out. All total I had to make 4 cuts along the interior length and then work with a chisel to get the corners turned up and then drive the chisel between the bronze stern tube and the bearing. I think I ended up with 9 pieces when I was done. The pieces furthest in were brittle and came out in irregular shapes (photos to follow). Luckily none of my sawzall cuts damaged the bronze log and there are only minor scratches from the chisel work. BTW, my bearing had only one set-screw on the starboard side at 3-o'clock about 3/4" in. Now I know that the set-screw is mainly for comic relief, I can't imagine that bearing ever sliding ANY direction! The bearing itself was 5 inches long with an O.D. of 2" and an I.D. of 1-1/4". Tomorrow, seacocks and thru-hulls! (and church!) The nice thing about working on your own boat is knowing how it's put together and knowing what it's made of, and I like my Baba more and more each day! Cheers! Ken Pearce B'ham, WA on-the-hard/v Shantih -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bungee

From: Rod Barber

Date: Sunday, June 16, 2002

Body: I was down in Ventura for a few nights last week, was walking the docks and came across a Baba 30 (Bungee). I know I've seen this name on the list but I can't put an owners name with it. Rod Barber The Flying Pelican Gig Harbor,WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 cutless bearing day three...

From: Ken Pearce

Date: Sunday, June 16, 2002

Body: For those wanting pictures, see: http://titan.cc.wwu.edu/~pearceke/haulout_june_2002/medium/medium1.htm (there's a link at the bottom for "next page") Some of the pics have been renamed according to what they are, however my picture editing (rotating, renaming) program is locking up my system and I have no time for MS-Windows-2000 goblins at this point. A few notes: OK, I exaggerated, my cutless bearing came out in 6 pieces, not 9. The pics named "boatyard_damage" will be addressed AFTER I get out of the yard. No comment for now. My steering quadrant is badly rusted, let's hope it's surface rust, I'll get it blasted tomorrow. Today's accomplishments, got the packing gland on the rudder post apart and pulled the flax gland out, will repack tomorrow. From the looks of things, my electrical bonding system is due for a makeover. Now I'm off to clean the bilge! Are we having fun yet? ;) Cheers! (Boat maintenance WILL drive you to drink.) Ken Pearce B'ham WA, trailerred/v Shantih -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba-30 cutless bearing day three...

From: John F. McGrady

Date: Sunday, June 16, 2002

Body: > > >For those wanting pictures, see: > >http://titan.cc.wwu.edu/~pearceke/haulout_june_2002/medium/medium1.htm excellent! thank you! JFM SV Querencia sailngthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Metric or SAE?

From: Ken Pearce

Date: Sunday, June 16, 2002

Body: In measuring my prop shaft and cutless bearing et all, should I be using metric or sae measurements? The shaft looks to be 1-1/4". The cutless bearing appears to be 2" O.D. x 5" long. Many of the bolts and nuts I'm encountering are metric, what's the group wisdom on what was used by Ta Shing in 1983? Thanks, Ken -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Water in my shoe! :(

From: Ken Pearce

Date: Monday, June 17, 2002

Body: My first haulout saga continues... I've found a soft spot in the keel all the way at the back edge, starboard side, about 2 feet up from the bottom. The bottom paint was cracked there, it chipped away easily with my finger, then I started pushing on whatever the light green surface is beneath the bottom paint, and it cracked with the push of my finger as well. The size of the soft spot is about the size of a quarter or just a bit bigger. I'm going to have a local fiberglass expert take a look at it and see what he recommends. There is also a drip of water coming out of the bronze "shoe" at the bottom, rear of the keel. The round pin (I'm guessing that's what it is) lets out one drop of water every 3 or 4 minutes, not very much. Anyone know how to remove the shoe? Or some way to drain this interior water? I'd also be interested in any fiberglass repair technique recommendations. I'm not sure how much I want to dig into the spot... Thus the expert consultation in the morning. Cheers, Ken Pearce B'ham, WA s/v Shantih -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Metric or SAE?

From: Vincent B. Amacher

Date: Monday, June 17, 2002

Body: When the surveyor measured my shaft he said it was 32mm. Regards Vince Amacher Baba 30 CHAMA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Boarding ladder

From: Steven Hodge

Date: Monday, June 17, 2002

Body: What is a GOOD boarding ladder to get for our boats? Specifically one that remains attached to the boat as you are trying to get in/out of a dinghy from it? The one that came with Alcyon is the kind that has the pin that slides down into a mating vertical slot and any sort of upward force immediately pops it out. Besides being a big hassle I'm sure it's ultimately going to be the cause of an accident. Thanks, Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Water in my shoe! :(

From: John F. McGrady

Date: Monday, June 17, 2002

Body: Ahoy mates... > > >I've found a soft spot Chase that sucker carefully, probably with a 3" grinder and a steady hand.... and get all the water out... let it dry. What you have here is a failure of the water/fiberglass barrier.... i.e. a bubble. Feather the edges and fix prn with mat and System 3, or the likes.... fare it in, including barrier coat, once again as necessary..... then bottom paint. While I think we have used Petite in the past I am very curious about the new AWLGRIP paint for below the waterline. bubbles.... leaks in the fiberglass skin... ...not hard to do, and do talk to someone knowledgeable with bubbles and fiberglass. Once you know how to fix a bubble or twelve it's no big thing. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Metric or SAE?

From: John F. McGrady

Date: Monday, June 17, 2002

Body: Ahoy mates! > > >When the surveyor measured my shaft he said it was 32mm. Interesting. Perhaps no two are alike. from the log: ---------- After having another machinist look at it (the prop nuts and the puller nut which would not go on) it was determined to be 20mm X 1.5 nut. He re-tapped the 13/16 X 16 U.S. to those specs (very very close to each other) and it did spin on the shaft but not quite enough. The original lathe work on the original Taiwan shaft was a close approximation but not a perfect match to a 20mm fine thread.... ---------- JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lots of questions on my Baba-30...

From: John F. McGrady

Date: Monday, June 17, 2002

Body: >>with WD-40. >> >I would suggest spraying with Kroil if you're really serious about >unsticking them. WD-40 isn't as good as generic 'liquid wrench' type >penetrants and Kroil is several orders of magnitude better than liquid >wrench. > > > FROM THE LOG: ---------- All the while during this the coupler was "soaked" in lubricant (MISTY), liquid wrench, WD-40, you name it. Especially down the set screws of the coupler. We pounded patiently with a hammer (down on the coupler over the shaft, NOT toward the engine.) We prayed and the shaft came right out, no problem. Oddly enough this was on September 11th and we were quite sad during this successful attempt to pull the shaft. A quiet hurrah. ---------- JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Boarding ladder

From: Bob Richardson

Date: Monday, June 17, 2002

Body: The one we have seems to work pretty well. The sides of the ladder are shaped like inverted J's, go over the cap rail, and rest on the deck, without touching the cap rail. There are two little legs, perhaps 6" long, that fold out from each side, with 2" diameter plastic suction cup-like feet that rest on the side of the boat. It's light and stows fairly well in the lazerette. Don't know who makes it, or where you can get it, but it seems to be the type of ladder you're looking for. We've had it for 15 years, so it's also durable. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: dripping shoe...

From: Smcavana

Date: Monday, June 17, 2002

Body: We observed a similar dripping several years ago when we were hauled out for a couple of months during our repower. We asked the yard guys what they thought, and after lots of consultation, they drilled a small hole in the keel area, above the shoe, and a considerable stream of water came shooting out for what seemed like a very long time (maybe an hour or so, then dripped for days) We were pretty mortified, but finally discovered that a crack in the bilge area under the engine had allowed bilge water to migrate into a large void in this area above the shoe, (which we had also removed by this time--the yard guys did it, and I don't think it was easy) The water was not rusty, but kind of bilgy, eventually it stopped dripping, they dried out the area and filled it with epoxy from above, then repaired the bilge crack. The iron in the keel was apparently not involved,(we were assured it its sealed off in fiberglass) and there hasn't been any more dripping from the shoe. We do notice this frequently in full keel boats in the yard. It's interesting what you find out when the boat's out of the water for awhile. A few years ago we noticed a similar dripping from the bobstay fitting which finally motivated us to move the bobstay up a few inches, but that's another story. Good luck with your haul out! Susan C SV Free Spirit, 1981 Baba 40 Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bilge Pump switch

From: Bob Richardson

Date: Monday, June 17, 2002

Body: Is there a reason why an automatic bilge pump won't work in a Baba 30? You mentioned water coming from the ice box into the bilge. Since hot air rises and cold air sinks, you could be losing a fair amount of cold air by venting into the bilge. I know that several boats do it that way, but you might be losing a lot of energy keeping that box cold. Do you have a trap arrangement to keep the cold in? If you really use ice in your ice box, then you have a large amount of water to drain from the refer, so a drain into the bilge, hopefully with a trap, is probably a reasonable solution. Our 40 has a hokey arrangement to get water out of the refer, but it works. We switch a t-valve and then use the salt water pump to suck water out of the refer in into the sink. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bilge Pump switch

From: Vincent B. Amacher

Date: Monday, June 17, 2002

Body: I would be interested to hear what everybody else does to activate their bilge pump on a baba 30. There doesn't seem to be any easy way to do it. Right now I check the bilge every few days and the only water we get in the bilge comes from the ice box, but I am afraid to leave the boat for any extended period. Any suggestions? Thank You Vince Amacher Baba 30 CHAMA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Bilge Pump switch

From: Rod Barber

Date: Monday, June 17, 2002

Body: For those of us that have not changed to a drip less seal for the prop shaft it is necessary to have some water drip thru the shaft seal..Always some water in the bilge..I have a flipper switch mounted on a 3" X 4" zinc. Dropped it to the bottom on the bilge. Have it hot wired to the battery(in-line fuse) and the other end to the bilge pump. Works great for the last 10 years.. Rod The Flying Pelican Baba 30 Gig Harbor WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Boarding ladder

From: Richard B. Emerson

Date: Monday, June 17, 2002

Body: We have a ladder now made by Mystic Stainless and Aluminum (the original fabricator either joined Mystic or sold the ladder designs to them). They're not cheap but they're darn near as bullet-proof as the boat and can be mounted in a number of ways. We have ours permanently mounted on the starboard gate in the lifeline; if I were to do it again, I'd get the hinge kit that allows putting the ladder in second set of hinges (this makes more sense when you look at the web site). The ladder is sturdy enough to support my weight while loaded up with scuba gear including weights for a 7mm wet suit or something like 80+ lbs in addition to my svelte (!) 220 lbs. The web site is http://www.mysticstainless.com/ Cheers, Rick Steven Hodge writes: > What is a GOOD boarding ladder to get for our boats? Specifically one > that remains attached to the boat as you are trying to get in/out of a > dinghy from it? The one that came with Alcyon is the kind that has the > pin that slides down into a mating vertical slot and any sort of upward > force immediately pops it out. Besides being a big hassle I'm sure it's > ultimately going to be the cause of an accident. Thanks, Steve, Panda > 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba-30 cutless bearing day three...

From: Rick Beddoe

Date: Tuesday, June 18, 2002

Body: Ken, Great Job! I'm sure like me, the rest of us are grateful for you taking a few bloody knuckles for us. We're all waiting with bated breath. Cheers, Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Boarding ladder

From: JordanB3rd

Date: Tuesday, June 18, 2002

Body: --part1_142.101f99ee.2a409762_boundary Content-Type: text/plain; charset="US-ASCII" Content-Transfer-Encoding: 7bit mysticstainless.com builds a superb boarding ladder. They accept email orders. Expensive but well worth it. Mounts on a short length of Gen

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Subject: Baba-30 haulout day 5,6,7,8

From: Ken Pearce

Date: Sunday, June 23, 2002

Body: For those of you following along with the home version of our game: http://titan.cc.wwu.edu/~pearceke/haulout_june_2002/day5678/medium/medium1.htm -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Richard Cassano

Date: Sunday, June 23, 2002

Body: Rob, What brand of sailing instruments are you going to install? Rich Cassano, Gray Eagle -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Metric or SAE?

From: Tom Bailey

Date: Sunday, June 23, 2002

Body: Your measurements match mine; I used sae. Your experience with the cutlass bearing sounds remarkably similar to mine! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Rob Sicade

Date: Monday, June 24, 2002

Body: Installed, this weekend, Raymarine ST60 series. Had Datamarine, decided to go with someone I suspect will be around for a while. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Traveler attachment

From: Ken Beiser

Date: Monday, June 24, 2002

Body: Hi, all, I have enjoyed learning everything I can about our Baba 30. Thanks, most recently, to Ken in B-ham for great photo coverage. Today, among about 10 other boat projects, I was trying to inspect the attachment of our teak traveler arch. I see some slight movement when under stress on the port side. I tried to remove the pad eye that is over the post portion that goes to the coach roof. Two of the four fasteners are bolts (I think) and are really tight. I buggered one up with an impact driver but got it to turn a few times. Then I removed the trim covering the laminated beam that is directly under the traveler. I did not find any fasteners related to the traveler arch mount. I can usually see how things are put together pretty easily but this coach roof construction is baffling. I can't see how the ceiling panels are installed on ours either. I know this has been discussed here in the past. I think the laminated beams are the key. Can anyone help? I was also complaining to our colleague, Carl, in Hawaii about some of the many unserviceable things on the Babas. I know it's a good boat but it could have been (a lot) better. Is that Perry's design or Ta Shings responsibility? Thanks for everything! Ken in Montana S/V Moonshadow II 1978 Baba 30 Whitefish, MT PS Here is an address that has an article that begins a column in our local paper about us and the Horvats (Baba 40, Seize the Days). It's not a very well written or accurate column but it is about Baba families that have met through this site. http://whitefishpilot.com/display/inn_news/news4.txt -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Stephen Rappaport

Date: Monday, June 24, 2002

Body: >Installed, this weekend, Raymarine ST60 series. Had Datamarine How difficult was the swap? I have old Datamarine and I'm thinking about something a little more modern. Steve Rappaport -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Richard Cassano

Date: Tuesday, June 25, 2002

Body: Good decision on the Raymarine ST60. I went with the Nexus instruments and have found them to be far too compicated for general cruising needs. Their perfomance is poor with depth accuracy very questionable even after the new depth terminal board was installed. Two displays returned for condensation, server returned for replacement. and now the wind transducer on top of the mast is not working. Wish I had gone with Raymarine or Simrad IS-15's. Actually, It may be good for my sailing instinct to do without any instruments for awhile. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Rob Sicade

Date: Tuesday, June 25, 2002

Body: > > >How difficult was the swap? ... > Compared to other recent postings about haulouts, it was a snap. The specs I had for the Datamarines indicated a diam of 2-1/16th, the ST60's were 1.96 inches. In reality they they are exactly the same size. No issues with re-doing holes through the boat. I probably spent 3 hours total removing the old ones. I was glad they were bronze because I ended up using a propane torch to soften the 5200 so I could remove the retractable speed xducer. I also tried 5200 de-bonder which worked on the surface but didn't help because the hull (with reinforcing) was over 2" thick and it just wouldn't penetrate far enough. Even after breaking the adhesive bond you have to unscrew them from that much sealant. I installed the new ones with 4200. The total job with puttering was probably 5 hours. I'm doing the real work now, re-running cables through the cockpit sole into the stainless binnacle guard, and making a teak instrument panel that passes muster with the ambiance police. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: New instruments

From: Steven Hodge

Date: Tuesday, June 25, 2002

Body: A couple of years ago I removed old transducers. Since I knew they were being trashed, I simply took a big drill to them. They came out real quickly, much of it in the form of bronze dust, and it was easy to clean out the old 5200 from the hole afterwards. There was also a bit of a perverse delight in drilling right through a transducer that had never worked. Unfortunately the replacement for one of the holes was a lot smaller than the old one, and making the hole smaller was a big pain and took a lot of tedious work. It was in an area where the hull was almost 2" think (if I recall correctly). If anyone is interested I can describe the technique I used. Steve, Panda 40 "Alcyon" ----- Original Message----- Subject: Re: New instruments I probably spent 3 hours total removing the old ones. I was glad they were bronze because I ended up using a propane torch to soften the 5200 so I could remove the retractable speed xducer. I also tried 5200 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Casey

Date: Tuesday, June 25, 2002

Body: Pictures Please!!! I'm in the same boat and going to use the same instruments. Casey Jones s/ V'ger Tacoma, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: HeavyWeather Tactics on Tashiba40

From: Steven Hodge

Date: Wednesday, June 26, 2002

Body: I found Nick Nicholson's article on "The Reefing Staysail" in the latest issue of Practical Sailor (7/1/02) very interesting food for thought. Does anyone have any comments on it? Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: New instruments

From: Steven Hodge

Date: Wednesday, June 26, 2002

Body: Give me a few days and I'll have some pictures of a teak instrument "bridge" across the companion way and a teak instrument panel at the binnacle that I have just installed and am busy wiring up. I'm also working on my own web site but that project has sunk to very low priority levels right now. So can I have a quick refresher on how best to post pictures for the forum? Steve, Panda 40 "Alcyon" -----Original Message----- Subject: Re: New instruments Pictures Please!!! I'm in the same boat and going to use the same instruments. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: HeavyWeather Tactics on Tashiba40

From: Alison Spinney

Date: Wednesday, June 26, 2002

Body: Does anyone with a Tashiba (preferably) or Baba 40 have any experience heaving to in heavy weather? ..... and if so, what was your sail configuration...and any other successful tactics? With all the reading that we're doing, we're wondering if using our storm trysail alone works well...or if it's much better to also use a storm jib?..... ALSO...has anyone ever used a sea anchor, and if so what kind and how did it work for you? thanks.. Alison and Chuck S/V Chaliventures III, Tashiba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: Richard B. Emerson

Date: Wednesday, June 26, 2002

Body: Although not specific to the Tashiba and Baba 40, I highly recommend reading Lin and Larry Pardey's "Storm Tactics Handbok". I know the Pardeys can be something of a hot button issue with people but this book holds together well on its own merit. Cheers, Rick Alison Spinney writes: > Does anyone with a Tashiba (preferably) or Baba 40 have any experience > heaving to in heavy weather? ..... and if so, what was your sail > configuration...and any other successful tactics? With all the reading > that we're doing, we're wondering if using our storm trysail alone works > well...or if it's much better to also use a storm jib?..... ALSO...has > anyone ever used a sea anchor, and if so what kind and how did it work for > you? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: New instruments

From: Rob Sicade

Date: Wednesday, June 26, 2002

Body: By the time I got the transducers out the only thing to take a picture of were two holes in the bottom of the boat, so I didn't. However, the teak instrument panel is shaping up nicely (more by luck than design since I'm not a woodworker) and will certainly be documenting that part of the project with the digital. Casey, are you and Ann going to make the Perry Rendevous this year? Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: Alison Spinney

Date: Wednesday, June 26, 2002

Body: Rick, you're right... it's a great book; we've read it twice.... which is why we're asking if the Pardey's advice works well for TASHIBA 40's..... they make a fairly compelling argument that storm anchors and storm trysails are the way to go We've also read Cole's Heavy Weather Sailing and (Vigor's)The Seaworthy Offshore Sailboat, among others, which discuss benefits/drawbacks of lots of different storm tacts. We're trying to see what works best with OUR type of boat.... Alison A. Spinney Channel Storage Sales - Southeast US IBM Americas, Sales & Distribution Voice & FAX: 301-803-3425 (tieline: 262) Internet address: aspinney Mailing address: 5700 Colfax Avenue, Alexandria, VA 22311 www.storage.ibm.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: Kevin Walsh

Date: Wednesday, June 26, 2002

Body: I'm sure that I speak for others as well when I say that you should feel free to elaborate as fully as you'd like without regard to length on this topic. I too have a Baba 30 and am very interested in as much detail as you'd like to impart with respect to managing such inhospitable conditions. Kevin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: New instruments

From: Paul Braschi

Date: Wednesday, June 26, 2002

Body: Does anyone have a source for Teak instrument panels across the companion way . . . and how did you run the wires . . . did you put your Radar? GPS? or chart plotter in the panel ???. . . Paul Braschi 917 691-6994 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: overhead in aft cabin

From: Steven Hodge

Date: Wednesday, June 26, 2002

Body: Has anyone ever removed the overhead panels in the aft cabin? I would like to run some wires up there, alongside wires already placed there by TaShing. The problem is there are a zillion nuts/washers holding the genoa track in place and many backing plates for cleats, etc, all of which are securely pinning the overhead panels in place. Is it easy and safe to remove all the nuts, etc, specifically just what I need to remove to get the panels off, and then put them back *without* having to go through all the rigamarole of rebedding all the hardware that is being held by them? Nothing leaks so that is not a reason to have to do this right now. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: HeavyWeather Tactics on Tashiba40

From: Tom Beard

Date: Wednesday, June 26, 2002

Body: The best tactic we found that worked every time without putting ourselves in danger on deck rigging gear and manipulating sails is hoving to. Figure out how your boat hoves to in various wind strengths and set it up then get below to rest. The ride is usually surprisingly comfortable in most conditions. We've done it in winds from 45 to 98 knots and seas for 20 to 60 feet. In all these situations I did not want to be on deck rigging or recovering restraining gear. The loads encountered with drogues or restraining gear are enormous leading to something breaking. These observations don't hold true for the lightweight racing hulls but our heavy displacement, with broad keels, ride quite well and scoot little. But, then you won't catch me cruising in a racing hull either. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 Haulout, Day 8-14...

From: Ken Pearce

Date: Thursday, June 27, 2002

Body: For those of you following along: http://titan.cc.wwu.edu/~pearceke/haulout_june_2002/day_8_to_14/medium/medium1.htm A more complete documenting to follow next week. Shantih will be back in the water tomorrow at 10am and we will be sailing for the next 3 days. :) Cheers! Ken "The Bilge Cleaner" Pearce B'ham, WA s/v Shantih Baba-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: Richard B. Emerson

Date: Friday, June 28, 2002

Body: Don't stop now - this getting good! Cheers, Rick mike phillips writes: > For what it is worth, I applied the tactics of the > Pardeys' Heavy Weather Tactics while sailing down the > Washington, Oregon, California coast (average of 100 > miles out). [...] > This has gotten fairly lengthy already, and there are > many little details not mentioned here of course, if > you want them, let me know. > > Getting the sea anchor in is another chapter. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: Alison Spinney

Date: Friday, June 28, 2002

Body: Richard, I think the response is loud and clear.... we're all thirsting for details..... just think of this is a draft of your memoirs..... Thanks, Alison & Chuck S/V Chaliventures III -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: HeavyWeather Tactics on Tashiba40

From: Rick Beddoe

Date: Friday, June 28, 2002

Body: Okay, I'll bite... I wish I had some real experience about heaving to. All I can relate is the itty, bitty 6' rollers we encountered in Puget Sound. We didn't try any heavy weather tactic other than 3000 rpms on the little Volvo. We have heaved to with our Capri 22, but that's a whole 'nother ball of wax. She's a fin keel, spade rudder fractional rig. With the 110% only, she heaves to, but oscillates a little. Our main is oversized, so heaving to with the main was a pointless attempt. I've used heaving to when single handing just to stop the boat and fiddle around. It's good practice. The only comment I have is regarding the mention of putting stern-to to the waves. Yes, our canoe stern makes a nice 'bow' when there's a following sea, but parking the stern using a drogue sounds like a bad idea. This is a good way to lose a rudder. Of course, the rudder on our Baba 30 seems to be indestructible, but I'd rather not risk it. The best advice I've ever heard is to practice heaving to by going out when the weather is a little beyond your comfort zone. This is something we plan on practicing when So▒adora makes it back into the water. This is a great discussion. Sure am glad I never delete my e-mails. Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Heavy Weather Avoidance

From: Richard B. Emerson

Date: Friday, June 28, 2002

Body: Bob, thanks for these fascinating insights into Pacific sailing! Encore! Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: HeavyWeather Tactics on Tashiba40

From: John Sweeney

Date: Saturday, June 29, 2002

Body: A puzzlement, as deep as Rick's reverse flow electrons. Coming back from 'the south', GiGi developed the habit of loosing power a few times a day for a second or two. We cruise at 2500 rpm with the Yanmar 3GM30. It would smoothly decrease to about 2000 rpm for a few seconds, return to 2300ish rpm, decrease to 2000 again, then return to normal operation.. Knowing that the ignition system wasn't the problem, I figured fuel starvation. Blew out the lines, changed the filters (they didn't look bad) and found no change. In GA, a mech found a loose fitting on the secondary filter, tightened it, and the problem went away; until last week (probably 50 operating hours later) when it returned, except worse - dropped to 1000-1500 rpm and cycled three or four times. I tightened every connection in the fuel system to no avail. The big fear is, of course. that it's going to go to 0 at a critical time. Any thoughts? FW&FS john GiGi Tashiba 31 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Engine Trouble

From: Anthony Pipia

Date: Saturday, June 29, 2002

Body: (PDT) Hello all, This Thursday the engine (Volvo MD11C) on my Baba 30 stalled and refused to start. Not being an experience diesel mechanic, I asked some people around the marina for what do to. Many people said it has to be the fuel system. So replaced all the fuel filters, found an external electric fuel pump the previous owner added was broken, and replace it. Then bleed the system. Engine still would not start. So I pulled the injectors, cleaned and tested them. Bleed the system again. Now the Engine will start and run poorly if I give it full throttle but stalls with less than full throttle. So I am wondering what you folks think. Here are the facts: I've only had the boat about 4 months. I probably put about 10 hours on the engine since I've owned the boat--always worked great. It came with 3/4 full tank. Its at 1/2 now. I don't know how long the fuel has been sitting in the tank, or what condition the fuel or tank is in. I changed the oil last week. Oil level looks okay. The oil light came on when the trouble started, and still stays on even if I keep the engine running (full throttle). I know the fuel is getting to the injectors because I cranked the engine with the injectors upside down and could see the four streams of fuel squirt out nicely. I am about ready to call in a mechanic. But I may first try to drain the oil and gas and fill it with fresh oil and gas. This is my last resort. Anyone else have any other suggestions or ideas? Let me know. Thanks, Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cockpit Tent for Baba 30

From: joe brant

Date: Sunday, June 30, 2002

Body: (PDT) No bimini? Need some shade and rain protection? I have a custom made cockpit tent that came with my Baba 30 when I bought it. It has proven very useful over the years in protecting the cockpit and companionway from sun and rain while anchoring or at the dock. I have not tried to use it while motoring, but you might be able to rig it that way. It is easy and quick to install and take down. It is designed to be used on boats that do not have a bimini or dodger, but I have been using it with my dodger and it works even better. I have since installed a rigid bimini and so it is no longer useable on my boat. It should also fit the Tashiba 31. Digital photos are available. If anyone is interested, please contact me off-list at baba30twilight Joe Brant TWILIGHT Baba 30 hull #113 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Engine Trouble

From: John Sweeney

Date: Monday, July 01, 2002

Body: Try clean fuel before the mechanic. john GiGi Yanmar 3gm30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 haulout, final...

From: Ken Pearce

Date: Monday, July 01, 2002

Body: Some more pictures of "Shantih" going back into the water. She is *much* happier in the water than in those stands! http://titan.cc.wwu.edu/~pearceke/haulout_june_2002/day_14_blaine_move/medium/medium1.htm Finished re-assembling and re-greasing all my seacocks, then it was back into the water. Ran around looking for leaks before they took off the straps. "Burped" the new dripless shaftseal to let the air out and let water in. Bilge is DRY! (and clean) I was all ready to take off sailing for the last 3 days of my vacation when the familiar clanking noise returned as I motored away from the boatyard. I jumped below the cockpit to see what was making the racket and realised that it had been the transmission all this time. The cutless bearing and stuffing box definitely needed replacing because the stuffing box was banging against the side of the bilge. But I had not diagnosed the transmission "gear slipping" noise before. Pulled back into my slip and started drinking beer in the pouring rain! :) After a short celebration for getting out of the boatyard, I found the transmission was low on oil and that the linkage that shifts the trans into gear was not pushing the lever all the way. Added oil and adjusted the shift linkage and all seems well for now. Motored for about 1.5 hours on Saturday, and SAILED for about 6 on my way to my new home slip in Blaine Washington. Brand new marina and nice big 36' slip. Thanks to all who offered advice, it was very valuable to me. Ken Pearce Blaine, WA s/v Shantih Baba-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Traveler attachment

From: Tom Beard

Date: Tuesday, July 02, 2002

Body: Ken, Did you ever get an answer to your traveler question? I tried to remember how it was all lashed up and couldn't come up with an answer. My only thought is to run new bolts all the way through and put a stainless backing plate or very big washer under the cabin ceiling, capping it all off with an acorn nut for a somewhat finished look. If there is room you could use 5/32, or there-abouts, bolts - two at each end (or one 3/8) and forget about what is there already - they being backups. I might even think about using carriage bolts here for a nice finish, or you could recess and plug. But, as I recall, isn't there a plate at the end of the traveler with a half loop in it? You might put the bolt beneath this or even remove it and replace with a ring bolt - like the stainless towing eyebolt achieving two jobs with one item. I always shot for these ideas. Sorry I can't be more helpful. I did enjoy the photo and article of the two Baba families from Flathead Lake and their impending voyages. A Baba owner for only a year and already famous! We wish you and your family well. I haven't even been down to see our boat in weeks. I've been busy as a book editor and Carolyn is farming her nursery which is more than twice as large as when you saw it. We have no talk now about a trip over to your place because of all the scheduling conflicts during the summer but maybe - just maybe??? Fondly, Tom -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Diesel Backfire

From: GaryK

Date: Monday, July 08, 2002

Body: My Volvo MD11 has recently developed what sounds like 2 or 3 backfires as I start it. They are loud pops from the engine but no sign of any damage and the engine runs the same as before. It does not always do it. I know diesels are not supposed to do this. Any thoughts, comments, corrections. Best regards, Gary Korkala s/v Harmony Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba-30 Yanmar 3GMF steel fuel line leak???

From: Ken Pearce

Date: Friday, July 12, 2002

Body: I have a Baba-30 with a Yanmar 3GMF 27hp diesel. The steel fuel line on the starboard side of the engine with several 90-degree bends in it is leaking at the rear fitting. It has two copper washers, one on either side of the fitting where it is leaking. I tightened it a bit and it LEAKED MORE! Has anyone experienced this problem before and is there a know fix? Thanks in advance, In more positive news, I finally made it solo across the Straight of Georgia and spent a weekend in Narvaez Bay on Saturna Island. NOW I know why everyone goes through so much pain in boat maintenance, it IS worth it! http://titan.cc.wwu.edu/~pearceke/saturna_070602/saturna_070602.htm Ken Pearce Blaine, WA s/v Shantih , Baba-30 PS, anyone with specific information for anchoring in False Creek, Vancouver, let me know... looks crowded and crazy this time of year. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Diesel Backfire

From: Russ Matta

Date: Sunday, July 14, 2002

Body: Gary, I have the same engine (VolvoMD11C) but have not experienced that problem. If you don't get an answer here you might try boatdiesel.com. If you do find out what is causing the backfire please let us know. Cheers, Russ Matta s/v Circeo Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba-30 Yanmar 3GMF steel fuel line leak???

From: sousa, stephen (ENG)

Date: Sunday, July 14, 2002

Body: Ken, Replace the copper washers and snug up the banjo bolt which enters the fuel pump. I would also carry a few extras on board just in case. The same washers are also used on the fitting to the fuel filter. I am not a Baba, but like to own one someday. Currently sail an Alberg 30 with the 2GM20, same basic motor. Regards, Stephen -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba-30 Yanmar 3GMF steel fuel line leak???

From: Stephen Rappaport

Date: Sunday, July 14, 2002

Body: >It has two copper washers, one on either side of the >fitting where it is leaking. These copper washers get work hardened over time. If you can't find appropriate replacements, remove them and heat them with a torch until they are cherry red. Let them cool and they'll seal properly again. Steve Rappaport Hurler Baba 20 #206 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba-30 Yanmar 3GMF steel fuel line leak???

From: Steven Hodge

Date: Monday, July 15, 2002

Body: Ken, we were there in the summer of 99 and it was, as you say, crowded and crazy. We didn't anchor but took a slip on the N end of Granville Island, expensive but we had to for other reasons. We heard a rumor at that time that anchoring was going to be disallowed but I'm pretty sure I saw boats anchored there a few weeks ago when I was there by land. If I were going to try it I would first call the Harbor Master by land telephone well ahead, to find out what the real skinny is. Also, try to avoid using the pumpout station nearby, the one under the Burrard St. Bridge. Lots of pigeons live in the bridge structure overhead. We learned this the hard way. It was one more straw on the pile that eventually led to putting in a Lectra/San. Steve, Panda 40 Alcyon -----Original Message----- From: BABA-L mailer [mailto:baba-mail-daemon Sent: Sunday, July 14, 2002 12:00 AM To: stevehodge Subject: Baba-30 Yanmar 3GMF steel fuel line leak??? PS, anyone with specific information for anchoring in False Creek, Vancouver, let me know... looks crowded and crazy this time of year. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: General Hardware Q's

From: Bob Richardson

Date: Monday, July 15, 2002

Body: >* Winches I think Andersons were top rated by Practical Sailor. Sounds like you don't really need self tailing. >* Roller Furling A definite must. I have ProFurl but Harken is fine. >* Radar A gotta have IMO if you sail in the Pacific NW or New England. Otherwise, lower on the priority list. >* Batteries I believe that 6-volt golf card batteries are the most cost effective way to go. If your batteries are hard to get to, the benefit of gels becomes more important. >* Anchors I'd go with a CQR and a Danforth type....more dissimilar types than CQR & Bruce to cover a wider range or anchoring situations. Also, a Danforth type (especially a Fortress) will reduce weight on the bow, and minimize hobby horsing. More importantly, you need a 2nd anchor that you can row out and set from a dinghy. How will you hoist the anchor and rode? How will you clean it off before it enters the chain locker? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Diesel Backfire

From: GaryK

Date: Monday, July 15, 2002

Body: I am a bit chagrinned, the backfire got worse, sounded more like a low engine knock. Turned out to be the alternator bracket tapping on the engine stair cover. At very low RPM the engine vibrated enough to cause the noise. So problem solved. Best regards, Gary Korkala s/v Harmony Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: General Hardware Q's

From: Steven Hodge

Date: Monday, July 15, 2002

Body: Subject: General Hardware Q's

Subject: Subscriber infected

From: Richard B. Emerson

Date: Tuesday, July 16, 2002

Body: Given the volume of virus attacks (with pointers to Baba-L) received here this morning, someone has been tagged by one of the e-mail related viruses making the rounds. I *strongly* recommend using either Norton or MacAfee antivirus tools on *any* machine handling e-mail or connections outside of the machine itself. Baba-L is completely virus-proof because 1) nobody is allowed to post binary data and 2) every message is manually checked (remember, please, this is a moderated list). Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Fresh water pumps

From: David Glueck

Date: Tuesday, July 16, 2002

Body: I am about to replace my fresh water pump on Halcyon. It feeds the galley and the head and a filter water tap. The current pump is an old style, belt driven (Jabsco?. It is bulky and noisy. It is also mounted high in the lazarette on a shelf, so it loses prime easily since it is well above the water tanks. I would like to replace it by relocating to the space beneath the head sink, or even opposite the head door under the sole. So, has anyone done this? What pump did you use? Am I overlooking an even better idea? Comments? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: General Hardware Q's

From: Richard Cassano

Date: Tuesday, July 16, 2002

Body: Just a comment on the need for Radar: In the Northeast, I wouldn't sail without radar. One experience going from good viz to zero viz and the unit will pay for itself. Even at night in clear conditions when depth of field for humans is virtually nil the radar is a great aid. We use it to determine the distance to ships we can see but are unable to determine distance away. In addition, I have used my radar to locate the most intense cell of a squall front as it approached. Not that I could do anything about it, but at least we knew what was coming. Some of the radar features available on Furuno and Raytheon radars required a "Secret clearance" back in 1969 when I was in the Navy. Some feature were not even invented than. Today the learning curve for radar is not as steep as it once was. May I suggest you consider the best you can afford. One other point. I personally am not a fan of "all in one" charting/radar systems. If the "system" goes down all the tied in functions are lost. I like "Radar" alone - maybe in color - but just the radar not the chartploting, overlay, depth /sailing instrument combination systems. We have an old Furuno 1800 CRT display. The new LCD's draw very little current and can be left on for long periods if needed. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Subscriber infected

From: Richard Cassano

Date: Tuesday, July 16, 2002

Body: Rick, I have been overwhelmed with infected email this morning as well. Not from the Baba-L but from many other unsolicited sources. The Norton's Antivirus 2002 has picked them all up and has been scanning all my outgoing mail so I don't pass along any infected mail. The outgoing scan is a great feature added to Norton's this year. Rich Cassano -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: General Hardware Q's

From: Rick Beddoe

Date: Tuesday, July 16, 2002

Body: Thanks folks, this is all great info. My comments regarding radar had to do with an article I read where the use of radar at sea was difficult due to swells blocking the signal. I'm guilty of believing everything I read, I suppose. This has my head thinking about other equipment as well... * Head I keep hearing about Lectra San. Where can I find more info about this? Also, our existing head seems to be a K-mart blue-light special. What's a good model that fits in the tiny space on a Baba 30? Also also, the previous owner used a rubber expandable tank for the holding tank. What have others done to place a proper holding tank? And no, the expandable tank didn't explode although it is not, um, 'oderless'. * Dinghy I have a line on a used Zodiac 310 model, 80s vintage. Anyone know if this dinghy has a good reputation? I noticed that Zodiac still makes it, so perhaps that's a good sign. * Tools This is a good one. I'm a tool freak. If anyone has a list of tools...I know that is a lot to ask...I'd be very interested. * Rigging Has anyone replaced their swaged fittings with swageless (Norseman, StaLok)? Is it a good idea? I have gained experience inspecting swaged fittings since we almost lost a checkstay on our 22' Capri. * Mast steps Anyone have mast steps? Permanent or otherwise... I'm sure I'll think of more. I hope some of you are finding this useful too. Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Engine Hours

From: Rick Beddoe

Date: Tuesday, July 16, 2002

Body: Is there a way to tell how many hours are on an engine? I think that the previous owner did not re-set the engine hour meter when he re-powered. I'm guessing not... Rick Beddoe http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Fresh water pumps

From: Richard B. Emerson

Date: Tuesday, July 16, 2002

Body: It's not the location of the pump that's getting you but air leaks in the plumbing or a worn gasket in the pump. I agree the PAR pumps are noisy (one good reason to use a foot pump) and draw a lot of current (about 9-10 A) but they're darn near bullet-proof. I'd leave the pump in place after doing a re-build and tightening up the hose clamps. Cheers, Rick David Glueck writes: > I am about to replace my fresh water pump on Halcyon. It feeds the > galley and the head and a filter water tap. The current pump is an old > style, belt driven (Jabsco?. It is bulky and noisy. It is also mounted > high in the lazarette on a shelf, so it loses prime easily since it is > well above the water tanks. I would like to replace it by relocating > to the space beneath the head sink, or even opposite the head door > under the sole. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: General Hardware Q's

From: Richard B. Emerson

Date: Tuesday, July 16, 2002

Body: Rick Beddoe writes: > Thanks folks, this is all great info. My comments regarding radar had to > do with an article I read where the use of radar at sea was difficult > due to swells blocking the signal. I'm guilty of believing everything I > read, I suppose. Strictly speaking, swells do block (well, reflect) signals but only when they're an appreciable percentage of the radar antenna's height off the deck. Sea clutter does mask small returns but that's one of the reasons for continual practice. > This has my head thinking about other equipment as well... > > * Head > I keep hearing about Lectra San. Where can I find more info about this? > Also, our existing head seems to be a K-mart blue-light special. What's > a good model that fits in the tiny space on a Baba 30? Also also, the > previous owner used a rubber expandable tank for the holding tank. What > have others done to place a proper holding tank? And no, the expandable > tank didn't explode although it is not, um, 'oderless'. Good luck finding a commode - most of them are fine for weekends and that's about it. Check out Raritan's web site (http://www.raritaneng.com) for the full story on Lectra/San units. They have the manuals available in PDF format. > * Dinghy > I have a line on a used Zodiac 310 model, 80s vintage. Anyone know if > this dinghy has a good reputation? I noticed that Zodiac still makes it, > so perhaps that's a good sign. A twenty year old dinghy is probably tempting the fates. Sunlight, ozone, and salt water all combine to literally grind a dink apart. While we love our Zodiac with an inflatable floor (it does a nice job of stiffening the boat), coral and coral sand will make short work of an inflatable. OTOH, RIB's are much more robust but weigh a lot (130-150 lbs) and are a significant drag to tow. [...] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Lost note

From: Richard B. Emerson

Date: Tuesday, July 16, 2002

Body: I've moved to a Comcast cable modem (so far, so good) and in the process of checking Comcast's tolerance for bulk mail I lost a note about Rolls batteries. If the poster would be so kind as to re-post the note, I'll try not to lose it this time. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fresh water pumps

From: DHREADY

Date: Wednesday, July 17, 2002

Body: Hi to all - On our Baba 40 the fresh water pump is a sureflow 5.2 gal/min quiet pump with pressure switch, and accumulator tank. Pump is below floor center of salon area and the accumulator tank is mounted up and behind galley area by sink and stove. It all works fine but is not as quiet as I would like. I will probably replace the pump subassembly next spring to quiet it down. If your jabsco is losing the prime try putting a foot valve or backflow preventer at tank outlet so that water column stays in the hoses to the pump. David Ready s/v Eclipse Baltimore, MD -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Mast steps

From: Bob Richardson

Date: Wednesday, July 17, 2002

Body: I think mast steps are a terrible idea. 1. Most importantly, they are VERY dangerous. My off-shore sailing mentor died from a fall, after climbing to the top of the mast with his steps. 2. They add a lot of windage and some weight - neither of which helps performance. 3. They weaken the mast, with all the holes drilled. 4. Some can be a source of fouled lines, others can rattle a little bit, all should be avoided. 5. They're ugly. One of the problems with off shore sailing is the lack of exercise you can get. You certainly can't go for a walk. While the continual motion requires some activity with your leg muscles, in general, you legs get weaker - especially the muscles used for climbing. If you then try to use mast steps, your ability will not be as good as when you were preparing for your cruise. Add any motion at sea and your really have a recipe for disaster. Fahgeddaboutit. Tell us what you really think about mast steps Bob :) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Throttle Adjustment

From: coffman462

Date: Wednesday, July 17, 2002

Body: When crusing under power, on my BABA 30, I find that above 2000 RPM I have to hold onto the throttle knob in order to maintian the desired engine speed, otherwise the RPMs will slowly drift back to 2000. Is there an adustment or fix that can be performed that will prevent the engine throttle from drifting. Tx Rich Coffman -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fresh water pumps

From: Richard B. Emerson

Date: Wednesday, July 17, 2002

Body: Two thoughts on the subject: first, usually when we come back to the boat after a week, I can turn the water pump breaker on and the pump doesn't run; the system is holding the pressure present at the end of the previous weekend. Second, the vibration damping on most pumps is abysmal. There's plenty of room for improvement in mounting the pump. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle Adjustment

From: Keegan Harper

Date: Wednesday, July 17, 2002

Body: On my boat there is a pin on a chain that is inserted in the teak ring near the throttle lever which holds the throttle in place at high RPMs, this works great but of course you have to remember its there in case you want to throttle down quickly. I do not know if this was from the factory or an after market idea from the previous owner. > When crusing under power, on my BABA 30, I find that above 2000 RPM I > have to hold onto the throttle knob in order to maintian the desired > engine speed, otherwise the RPMs will slowly drift back to 2000. Is -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: General Hardware Q's

From: Charles Yingling

Date: Wednesday, July 17, 2002

Body: > our existing head seems to be a K-mart blue-light special. What's > a good model that fits in the tiny space on a Baba 30? Surprisingly, most standard heads will fit - mine has a full sized bowl, just like at home, rather than the tiny boat-sized ones. The best reputation is the Wilcox-Crittenden "Skipper" model, although it costs nearly a thou - Groco makes an almost identical model for significantly less. > > * Dinghy > I have a line on a used Zodiac 310 model, 80s vintage. Anyone know if > this dinghy has a good reputation? I noticed that Zodiac still makes it, > so perhaps that's a good sign. Avoid used inflatables like the plague. Most of them have a 5 year warranty, which means that a 1980's model is way past it. The rubber deteriorates over time, to the point where they are not repairable. I learned this the hard way! By the way, the Walker Bay 8 molded plastic dinghy just fits on the foredeck of a Baba 30 (covers the forward hatch) and doesn't get in the way of the standard headsails when tacking. Great little boat, and virtually undestructible! Chuck Yingling Hinayana, Baba30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Throttle Adjustment

From: Currier, Tom

Date: Wednesday, July 17, 2002

Body: I just ran thru this problem. There is a clip available from Morse that you clamp as close as possible to your controls on the throttle cable. It works well but be careful not to make it too tight as it will bind the cable. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle Adjustment

From: Richard B. Emerson

Date: Wednesday, July 17, 2002

Body: IMNSHO, that's a disaster looking for a place to happen. We use a couple of rubber bands linked together. If I have to shut down in a hurry, at worst I break the rubber bands. If nothing else, you really should have a shear pin or something that will let go with a not too hard tug on the throttle. Cheers, Rick Keegan Harper writes: > On my boat there is a pin on a chain that is inserted in the teak ring near > the throttle lever which holds the throttle in place at high RPMs, this > works great but of course you have to remember its there in case you want to > throttle down quickly. I do not know if this was from the factory or an > after market idea from the previous owner. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Dinghy

From: Vincent Amacher

Date: Wednesday, July 17, 2002

Body: (PDT) I am building a dinghy that breaks into two nesting pieces and will fit between the sampson post and the coach house on a baba 30. It is an eight foot stitch and glue model desinged by B and B Yachts http://www.bandbyachtdesigns.com/ it is almost complete. So far the construction has gone pretty well. I will post a follow up when I can comment on things like rowing, motoring and how easy it is to assemble. Vince Amacher Baba 30 CHAMA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Lost note

From: dalling

Date: Wednesday, July 17, 2002

Body: Jeez, Rick - You're sounding more like the Post Office all the time! (HA!) There was an inquiry about new batts and I was just passing along some info from one of those ads/stories that I read in Latts and Atts. The new (?) Rolls batteries that have an exterior case and individual cells that can be inserted / extracted. Each cell is also self-contained meaning more security in case of a breech. The other big selling point is that while the finished battery may weigh as much as your boat you can load one cell at a time making it a practical installation. Sounds as if they may cost a fortune but they are guaranteed for 10 years and should have a 10-15 year life span. Wow! Just an FYI. Smooth sailing everyone. Doug & Jacki Nellie T 35' Frog Mortar Cr MD -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Throttle Adjustment

From: John Sweeney

Date: Thursday, July 18, 2002

Body: We second the rubber band approach. GiGi has a rubber tube at the base of the throttle cable with a clamp to provide 'the proper tension' but its a constant adjustment job; so we use a small bungee from the binicle guard around the throttle, works perfectly' The crimp type throttle friction methods are just asking to wear through the cable FWFS GiGi Tashiba 31 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Throttle Adjustment

From: Currier, Tom

Date: Thursday, July 18, 2002

Body: Something just doesn't seem right about holding my nice Tashiba together with rubber bands..... > > We second the rubber band approach. GiGi has a rubber tube > at the base of the throttle cable with a clamp to provide > 'the proper tension' but its a constant adjustment job; so we > use a small bungee from the binicle guard around the > throttle, works perfectly' The crimp type throttle friction > methods are just asking to wear through the cable -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Throttle Adjustment

From: Stephen Rappaport

Date: Thursday, July 18, 2002

Body: > >Something just doesn't seem right about holding my nice Tashiba together >with rubber bands..... I had this problem a few years ago. I took the compass and its mounting base off the pedestal, as if I were trying to get at the steering chain. The throttle cable is attached to a split fitting that clamps on the shaft of the throttle lever. A drop of Loctite and judicious use of a screwdriver on the clamping screw eliminated the problem. Steve Rappaport Hurler Baba 30 #206 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Monitor

From: Rob Sicade

Date: Monday, July 22, 2002

Body: Does anyone have experience using a Monitor windvane with a tillerpilot while motoring? Scanmar discourages the practice but I'd like a little more information before discarding the idea. Scanmar's concerns center around the more turbulent water from prop wash. Hard to disagree with, but how much harder is it on the windvane? Is it just increased bearing wear? If it just causes a slightly increased maintenance schedule then I'm inclined to use it under power, but I obviously don't want to trash it, either. Anyone have experience or opinions they'd be willing to share? Rob Sicade S/V Yohelah -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Transmission setting when sailing?

From: Bob Richardson

Date: Monday, July 22, 2002

Body: This topic was discussed in very great length a few years ago on rec.boating. The conclusion was: put your transmission in REVERSE. Not only does this save wear and tear on the transmission, but also allows you to sail a bit faster. The winning argument (at least for me) concerning speed went like this. If you were in a helicopter that was falling, would you want the blades spinning slowly, or not at all. If turning slowly, they actually slow your descent. Likewise for a boat prop....if turning it actually slows you down a bit. So lock your prop, save your transmission, and go faster. If you "lock" it in forward gear, the prop is still susceptible to spinning, not accomplishing your goal. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Transmission setting when sailing?

From: Ken Pearce

Date: Monday, July 22, 2002

Body: Is there a general consensus on whether to have the transmission in-gear when sailing? I have a 2-blade prop and a Yanmar 3GMF (27hp) on my Baba-30. Just wondering what other people do when sailing (motor being off)... Forward, neutral, or reverse??? Thanks, Ken Pearce B'ham WA, s/v Shantih - Baba30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Monitor

From: Tom Beard

Date: Monday, July 22, 2002

Body: Many years ago now (nearly 20), the idea of hooking the Monitor to a tiller-pilot was passed to me by the Monitor folks. It had only been an idea suggested to them and they knew of no one that tried it or had any suggestions on how to do it. Well, I had a Tiller Master and figured out a way to drive the wind vane with it. We then used that combination for perhaps 60,000 miles. It worked superbly! We got to rely on it for nearly all conditions except for heavy weather, trade winds and high winds where the vane works best. Motor sailing was a snap! We would sometimes go motor-sail for a week at a time (all 24 hours a day) when encountering a high in mid-passage. A modern SUV could not bring more pleasure to our lives! But there is a downside, but only slight. Bearings in the Monitor did wear faster, I'm sure. But we always had it back to the factory for rebuild (and updating) during extended layovers when possible. And once I did it in the cockpit. We carried all the spare bearings and bushings. This crewman deserved the best of care - it was there for us all the time (with the tiller-pilot) and especially during heavy weather. I frequently remarked, if the Monitor could dock the boat, I would have it doing that as well. The wear and tear on the tiller-pilot is nil since it is operating at a no-load condition. Current used is also in milliamps, a huge difference from a fully operational autopilot or even a tiller-pilot steering the tiller. Our present boat sports a Monitor plus a full-service autopilot below decks. I also have a tiller-pilot I plan to rig to the Monitor once more. Belt and suspenders! It works! I hope this helps. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Transmission setting when sailing?

From: Tom Beard

Date: Monday, July 22, 2002

Body: As a licensed commercial helicopter pilot, fixed-wing ATP and seaplane pilot, I find this helicopter analogy horrifying! If the blade rotational velocity slows below the operational RPM in the autorotational mode, they will cone upwards like raising arms straight over one's head. The helicopter then can follow a brick in formation, straight down, and the brick has a better chance of survival. A better comparison is a propeller on an airplane. If, with a dead engine, the prop allow to rotate with the wind, it will create more drag than if it were stopped. An airplane will glide further with a fixed (non-rotating) propeller. This option is usually not available in single-engine aircraft. Though I did prove this phenomenon once with one of my several "dead stick" landings back in the days when equipment wasn't quite as reliable as today. Short message: In a boat, use what ever technique the engine/transmission allows that permits the prop to be fixed when sailing. Feathering blades, of course is far better. Forget airplanes and helicopters. They are not as much fun as boats. And airplane drivers tend to tell tall tales, too frequently. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Monitor

From: Patrick Horvat

Date: Monday, July 22, 2002

Body: (EDT) Look into "Cape Horn"(French spelling..Quebec..Cap Horn) Check it out and let us know what you think..We've been thinking about it. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Transmission setting when sailing..

From: Patrick Horvat

Date: Monday, July 22, 2002

Body: (EDT) We set it in Reverse so it does not spin the prop and shaft. If we set it in "forward" it will spin. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Transmission setting when sailing?

From: Richard B. Emerson

Date: Monday, July 22, 2002

Body: This question surfaces periodically and the answer is an ambiguous "it depends". First, different transmissions rely on differing lubrication schemes and in some cases letting the shaft spin means relying on whatever ATF landed on the bearings the last time the transmission was driven by the engine. Hurth, for example, recommends putting their transmissions in reverse to look the prop in place. With a two-blade prop there is some benefit in hiding the prop behind the keel. An indexed shaft brake will help here. Three bladed props obviously can't hide behind the keel; the question is what configuration exposes the prop the least. And, of course, a feathering prop is very attractive on this score. However, I'm not aware of a currently produced feathering prop that will fit in the aperture without some serious glass work to get the needed clearance. Cheers, Rick Ken Pearce writes: > Is there a general consensus on whether to have the transmission in-gear > when sailing? I have a 2-blade prop and a Yanmar 3GMF (27hp) on my Baba-30. > Just wondering what other people do when sailing (motor being off)... > Forward, neutral, or reverse??? > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Transmission setting when sailing?

From: John Sweeney

Date: Tuesday, July 23, 2002

Body: We have same engine but 3 bladed prop. It really does windmill when in neutral or forward under sail, so we keep it in reverse. That stops the windmilling. The upside, less wear on the equipment; the downside, tough to get out of reverse if you want to start the motor while you have appreciable forward speed. gigi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Speaking of props

From: Currier, Tom

Date: Tuesday, July 23, 2002

Body: This weekend while encountering headwinds and short, steep waves, we had problems with the boat coming to an abrupt halt while under power. With every significant wave, we'd pound thru it and would experience this problem. I've been told by our local marina that a three bladed prop would readily solve this issue so am thinking of a three bladed feathering prop. The maxiprop runs about $2200 so is a significant expense. Does anyone have any experience with this in their baba 30 or Tashiba 31'. Thanks, tomC s/v Chinita 31' Tashiba PH -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Monitor

From: Tom Beard

Date: Tuesday, July 23, 2002

Body: I'm not sure I see why the tiller autopilot should add more wear than that imposed by the wind on the vane. Rick, et al, I should have explained where the wear comes from. The turbulent flow from the propeller causes the water paddle to shudder. The blade amplifies this irregular motion and back-feeds it into the system, in effect causing a shuddering in all the bearings and bushings. From my experience, for the benefits, it is acceptable but must be considered as a maintenance concern. These observations only apply to Monitors. I have no experience with others. Tom MOONSAHDOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Monitor

From: Richard B. Emerson

Date: Tuesday, July 23, 2002

Body: I'm not sure I see why the tiller autopilot should add more wear than that imposed by the wind on the vane. Conceivably, because the wind pressure could be heavier in a fresh breeze, it might be slightly less wearing. Cheers, Rick Tom Beard writes: > Many years ago now (nearly 20), the idea of hooking the Monitor to a > tiller-pilot was passed to me by the Monitor folks. It had only been an [...] > > But there is a downside, but only slight. Bearings in the Monitor did > wear faster, I'm sure. But we always had it back to the factory for > rebuild (and updating) during extended layovers when possible. And once > I did it in the cockpit. We carried all the spare bearings and bushings. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Monitor

From: Rob Sicade

Date: Tuesday, July 23, 2002

Body: The idea seems to be that the more turbulent prop wash on the paddle causes the unit to wear faster by transmitting increased vibration. While resurfing this the last few days I ran into one account where the monitor was noticeably vibrating when motoring and the person opted for a more traditional autopilot. But then it could have been the installation. The tiller pilot causes no additional wear, at least as long as the attachment is done carefully to eliminate the possibility of overdriving the vane assembly. Rob > >I'm not sure I see why the tiller autopilot should add more wear than that >imposed by the wind on the vane. Conceivably, because the wind pressure could >be heavier in a fresh breeze, it might be slightly less wearing. > >Cheers, > Rick > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Speaking of props

From: Currier, Tom

Date: Tuesday, July 23, 2002

Body: Thanks Rick: We've done everything right; stripped bottom to glass and went ablative, repitched prop so we get a perfect 3600RPM out of our 3GM30F at full throttle, and just replaced the engine (has about 16 hours on it) and know it's running right and is aligned properly. Being a pilothouse we've got a bit more windage. I'd stay we are being stopped by 30 knots of wind and 5' steep, choppy seas heading straight in. If we head off a few degrees and add a staysail we're much better off but we can't always go in that direction:) Your comments on the three blade are cause for concern and I'll think carefully before moving forward with that idea. Thanks again, TomC s/v Chinita 31' Tashiba PH http://home.attbi.com/~curriernh/chinita/index.html -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Monitor

From: Rob Sicade

Date: Tuesday, July 23, 2002

Body: > > >Look into "Cape Horn"... > Too late, I put the last two bolts in the Monitor last night. The Westsail 43 next door has a Cape Horn. Great looking unit. I personally opted away from the units with the big shaft holes through the stern for personal uneasiness not based in any engineering principles. In looking at the top 5 or so windvanes I came to the conclusion all of them work and all have owners that absolutely love their particular unit. We chose the Monitor based on reports of great success on Baba's and similar boats, and also because of Scanmar's reputation for excellent customer service. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Speaking of props

From: Rob Sicade

Date: Tuesday, July 23, 2002

Body: > > >There's no question Maxi-Props work but they're surprisingly complex, hard to >adjust in the water ... the prop zinc was designed by someone who never owned a boat. Specifcially, the mounting bolts for the zinc are around the edge of the zinc. > Last time we hauled I re-pitched our max prop and found the three blade to actually be pretty easy to work with. Once I had all the pieces spread out under the boat it seemed much simpler. I wouldn't try to re-pitch it in the water and the diver in Seattle that re-pitches them in the water charges more than it costs to sling my boat for half an hour. Of course, once the pitch is set right for the engine I have no plans to re-pitch again. My mechanic suggested painting the zinc with bottom paint around the mounting holes to force wear in the middle of the zinc. I'll post if it works, should know in a few more months since the zincs seem to last about 4 months.. Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Monitor

From: Rob Sicade

Date: Tuesday, July 23, 2002

Body: Thanks Tom, excellent information. I'm hooking up the tiller pilot and ordering spare bearings. Thanks again, Rob -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Speaking of props

From: Richard B. Emerson

Date: Tuesday, July 23, 2002

Body: I dunno... If we're talking about the sort of short steep trash that I see in the Chesapeake, strictly speaking there may not be a problem. You may well be better off tacking into this sort of sea. Cheers, Rick Currier, Tom writes: > We've done everything right; stripped bottom to glass and went ablative, > repitched prop so we get a perfect 3600RPM out of our 3GM30F at full > throttle, and just replaced the engine (has about 16 hours on it) and know > it's running right and is aligned properly. > > Being a pilothouse we've got a bit more windage. I'd stay we are being > stopped by 30 knots of wind and 5' steep, choppy seas heading straight in. > If we head off a few degrees and add a staysail we're much better off but we > can't always go in that direction:) > > Your comments on the three blade are cause for concern and I'll think > carefully before moving forward with that idea. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Monitor

From: Casey

Date: Tuesday, July 23, 2002

Body: Rob, I'm using an old Autohelm 1000 that I picked up at the Swap meet on my Monitor. We have motored up and down Puget Sound (That windless lake) and not touched the wheel. The problem that I have had is when the seas build and the boat the gets knocked off course. The tiler pilot will fully extend and the monitor does not have time to respond. The unit goes into standby mode and you have to rebalance the boat. I'm currently looking at a below deck hydraulic unit. Casey Jones s/v V'ger Baba 35 Tacoma, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: No HTML, please!!!

From: BABA-L Administration

Date: Tuesday, July 23, 2002

Body: More and more HTML is creeping back into Baba-L traffic. PLEASE be sure you're sending plain text to the list. One recent message was 11K with HTML and 2.5K without - 'nuff said, I trust. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Transmission setting when sailing?

From: John F. McGrady

Date: Wednesday, July 24, 2002

Body: Ahoy mates! I imagine I should feel like an idiot after sailing all those thousand of miles over the past 20 years with the gear shift in neutral. But I don't. Everything worked out fine and we still have the same engine and transmission... and I don't think I ever started the engine with it in gear. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Speaking of props

From: John Sweeney

Date: Wednesday, July 24, 2002

Body: GiGi, Tashibas 31, had the same problem. We cruise under power at about 2500 rpm. Normally that gives us 5.5 kts on the gauge. With the 2 blade, we'd lose a half kt of so on each steep wave until about 2 kts. The 3 bladed prop allows the boat to accellerate faster, not go faster. It therefore lets you regain more speed between 'smacks on the nose'. When the Chesapeake is feeling its oats, it can still bang us back to 2 kts, but it takes much worse conditions. fwfs gigi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Transmission setting when sailing?

From: Ken Pearce

Date: Wednesday, July 24, 2002

Body: Thanks to all who replied... I was sailing with my tranny in forward gear, however, for only dozens of miles so far, not thousands! "Thousands of miles without a problem in neutral..." sounds like a good arguement for neutral! I also like the recommendation for putting it in reverse so that it doesn't spin at all. I will attempt to keep it in reverse with my 2-blade prop positioned behind the keel. And I will shift it into reverse when the boat is not moving forward at any appreciable rate of speed. PREVIOUS OWNER NOTES: The PO of my boat actually purchased a Max-Prop feathering prop for Shantih (Baba-30) but it would not fit in the aperture. They only discovered this AFTER the purchase, thankfully they were able to return the prop. I believe he spoke to Bob Perry and was told that the aperture could be enlarged by cutting away part of the rudder, but this sounded like too much trouble and expense and was not done. While on the same topic of transmissions, there was an incident on Shantih (during the PO's era) where by the rubber spacer between the transmission and the shaft coupler was TORN AWAY! I believe if I understood the story, they were sailing at a pretty good speed and then the engine was started, was warming up at raised rpm and then accidentally shifted into reverse when someone bumbed into the lever. I guess that rubber spacer is the designed "weak link" and did its job... Ken Pearce Back in B'ham, WA s/v Shantih - Baba30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Subject:

From: Harris Gabel

Date: Thursday, July 25, 2002

Body: I've hauled out to paint. While on the hard, I am changing the zincs. Of the two forward of the rudder, the one on the port side has been pretty well consumed, showing that it has been working. The one on the starboard side has only a few pits. I was trying to see where these zincs made contact with the metal in the hull in order to provide protection, but I could not see anywhere where the zincs or the bolts contacted metal. It looks like the zincs lie on the hull fiberglass and the bolts go through holes that are also glassed. Does anyone know how this works? I'm trying to find out metal to scrape clean to achieve a good contact with the zincs. Harris Gabel S/V Always Lucky, Baba 30 Marina Del Rey, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Zincs

From: Richard B. Emerson

Date: Thursday, July 25, 2002

Body: The hull zinc mounts against a metal plate in a recess in the hull. Scrape the surface where the zinc mounts and the plat should show up. It's possible it's covered by either deposits from old zincs or (horrors!) the plate was painted over in the past. Check that the mounting bolts are properly grounded on the inside of the hull. Cheers, Rick Harris Gabel writes: > I've hauled out to paint. While on the hard, I am changing the zincs. Of > the two forward of the rudder, the one on the port side has been pretty > well consumed, showing that it has been working. The one on the starboard > side has only a few pits. > > I was trying to see where these zincs made contact with the metal in the > hull in order to provide protection, but I could not see anywhere where the > zincs or the bolts contacted metal. It looks like the zincs lie on the > hull fiberglass and the bolts go through holes that are also glassed. > > Does anyone know how this works? > > I'm trying to find out metal to scrape clean to achieve a good contact with > the zincs. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Harris Gabel

Date: Thursday, July 25, 2002

Body: Rick, Thanks for this guidance. What should I look for to see if the mounting bolts are properly grounded inside the hull? Harris Gabel S/V Always Lucky, Baba 30 Marina Del Rey, CA >From: baba-mail-daemon (BABA-L mailer) >Reply-To: baba-l >To: harris_gabel >Subject: Zincs >Date: Thu, 25 Jul 2002 08:18:15 -0400 (EDT) > ># Please address replies to: BABA-L ># To add, delete or change addresses, send a note to: >baba-ad ># Mail to baba-mail-daemon will be discarded. > >Subject: Zincs >From: "Richard B. Emerson" >Date: Thu, 25 Jul 2002 08:13:12 -0400 > >The hull zinc mounts against a metal plate in a recess in the hull. Scrape >the surface where the zinc mounts and the plat should show up. It's >possible >it's covered by either deposits from old zincs or (horrors!) the plate was >painted over in the past. Check that the mounting bolts are properly >grounded >on the inside of the hull. > >Cheers, > Rick

_____ MSN Photos is the easiest way to share and print your photos: http://photos.msn.com/support/worldwide.aspx -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Richard B. Emerson

Date: Thursday, July 25, 2002

Body: There should be a heavy (10 - 12 AWG?) wire (green on OWTW) attached to one of the studs for each hull zinc mount and leading back to the ground bus bar. Cheers, Rick Harris Gabel writes: > Thanks for this guidance. What should I look for to see if the mounting > bolts are properly grounded inside the hull? > > >From: "Richard B. Emerson" > > > >The hull zinc mounts against a metal plate in a recess in the hull. > >Scrape the surface where the zinc mounts and the plat should show up. > >It's possible it's covered by either deposits from old zincs or (horrors!) > >the plate was painted over in the past. Check that the mounting bolts are > >properly grounded on the inside of the hull. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Stephen Rappaport

Date: Friday, July 26, 2002

Body: >The hull zinc mounts against a metal plate in a recess in the hull. When I got my Baba 30 from Bass Harbor Marine in 1983 the zincs were isolated from the hull by fitted rubber "booties". Over the years, the rubber mats deteriorated and eventually found their way into the boatyard garbage can. There is no metal plate on the outside of hull No. 206. Steve Rappaport Hurler -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Richard Cassano

Date: Friday, July 26, 2002

Body: Last winter I purchased new zincs with rubber boots on the bottom from, "The Sailyard" in Annapolis. I was told they were from Tashing . When fitted to the hull the only contact with the electrical ground was through the two studs. Did not make much sense to me - I thought there should be as much electrical contact as possible. I was tempted to remove the rubber boots but didn't. Will see at the end of the season what they look like. Richard Cassano > When I got my Baba 30 from Bass Harbor Marine in 1983 the zincs were > isolated from the hull by fitted rubber "booties". Over the years, the > rubber mats deteriorated and eventually found their way into the boatyard > garbage can. There is no metal plate on the outside of hull No. 206. > > Steve Rappaport > Hurler -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Richard B. Emerson

Date: Friday, July 26, 2002

Body: FWIW, the zincs that fit OWTW are available from West, etc. They're made by a Canadian company, Canadian Metals. The part number is ZHC-2. There is also a ZHC-3 which is slightly longer and wider and has slightly different centers for the studs but a few minutes with a file will fix this. The ZHC-3 is often less expensive even though it's bigger. Go figure. Cheers, Rick Richard Cassano writes: > Last winter I purchased new zincs with rubber boots on the bottom from, "The > Sailyard" in Annapolis. I was told they were from Tashing . When fitted to > the hull the only contact with the electrical ground was through the two > studs. Did not make much sense to me - I thought there should be as much > electrical contact as possible. I was tempted to remove the rubber boots but > didn't. Will see at the end of the season what they look like. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba lost in storm

From: Tottenusa

Date: Saturday, July 27, 2002

Body: [Anyone got any leads? Chuck's been added to the list. - RBE] My brother owned a Baba 35 when it was recently lost in a storm in Sag Harbor, New York. The boat was his baby and he kept it in excellent condition. It just so happens that he proposed to get married just prior to losing his boat while it was moored and I know it would mean a lot to him to find a Baba 40 or Tashiba 40 to replace it. If you know of anyone that has a similar boat that they are willing to sell at a reasonable price, please let me know. It would be greatly appreciated. Thanks, -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: John Sweeney

Date: Sunday, July 28, 2002

Body: Actually you've hit on one of the few sources for Tashing zincs (for Tashiba 31 anyway). Before we found the Sailyard, used Ricks solution an tried machining 'standard' zincs to size. It mostly worked but was a pain. The rubber boots, I guess, fill the edge gaps and cushion the ride. In any case, the zinc would rest on fiberglass if no rubber installed and would have no better connection - maybe worse if there were some point contacts between zinc and boat. The attachment through the studs is way more than adequate. The currents are miniscule. The connection to the back of the studs is important and tough to access, but the most important parameter is lots of area exposed to sea water. gigi crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Harris Gabel

Date: Monday, July 29, 2002

Body: Our 1979 Baba does not have metal plates under the zincs. A section without paint under the zinc attachment points revealed just the hull. There was some black residue under one zinc, which could have been what was left from a long-gone rubber "bootie." In any case, from the posted replies, ("The attachment through the studs is way more than adequate. The currents are miniscule. The connection to the back of the studs is important and tough to access") I am assuming that contact with the zincs is made inside the tubes into which I insert the two bronze bolts that hold the two zincs to the side of the hull. Is this correct? Is there a way to get ensure good contact inside the tube? > >The hull zinc mounts against a metal plate in a recess in the hull. > > >When I got my Baba 30 from Bass Harbor Marine in 1983 the zincs were >isolated from the hull by fitted rubber "booties". Over the years, the >rubber mats deteriorated and eventually found their way into the boatyard >garbage can. There is no metal plate on the outside of hull No. 206. > >Steve Rappaport >Hurler > Harris Gabel S/V Always Lucky, Baba 30 Marina Del Rey, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Transmission setting when sailing?

From: Warecreek

Date: Monday, July 29, 2002

Body: My Borg-Warner Velvet Drive coupled to Perkins 4-108 on my Baba 35 can not be locked. It allows the prop to freewheel under all conditions. A previous owner apparently had a shaft brake, but it leaked fluid and was not worth the effort. So I live with it. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Perkins 4-108 with Borg Warner

From: BABA35

Date: Monday, July 29, 2002

Body: Warecreek wrote: My Borg-Warner Velvet Drive coupled to Perkins 4-108 on my Baba 35 can not be locked. It allows the prop to freewheel under all conditions. A previous owner apparently had a shaft brake, but it leaked fluid and was not worth the effort. So I live with it. (Was that you, One With The Wind?) You are probably aware of this but just in case.....The owners manual which came with our Baba 35 with a Perkins 4-108 and a Borg-Warner Velvet Drive transmission says that this is not a problem as far as the transmission is concerned. They say that at sailboat speeds the prop won't rotate fast enough to cause wear problems. In the case of a high speed boat with two engines and one shut down it is a problem. We just left ours in neutral and let it freewheel. The prop/shaft/transmission did cause a faint rumbling sound. The noise only occurred above about 5.5 knots and other boat noises often drowned it out anyway. Just so you know that Borg Warner isn't concerned about transmission damage. Stan and Cathy Hunter Gone With The Wind 1981 Baba 35 Hull # 44 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Perkins 4-108 with Borg Warner

From: Warecreek

Date: Monday, July 29, 2002

Body: Thanks. Bob Austin... Fantasia. Don't know my 35's hull number, but it's an 81 as well. I lie at Yorktown, on the Chesapeake. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Zincs

From: Harris Gabel

Date: Monday, July 29, 2002

Body: Some more poking around inside the holes for the bolts revealed the contact points for the zincs: the upper portion of the aft hole is metal at the edges. This must be where the contact with the zincs is made, via the aft bolt. During the process of cleaning the metal, I found that the metal is the lower edge of a plate that sits under the upper, rear portion of the zincs on both sides. So it turns out that my 1979 Baba 30 does have a plate under the zincs after all. However, since it seems to have been glassed in on both sides (I only saw it when I chipped away a bit of the overlay), it does not appear to be designed to make direct contact with the zincs. Thanks to everyone for the helpful information on this matter. Harris Gabel S/V Always Lucky, Baba 30 Marina Del Rey, CA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Richard Cassano

Date: Tuesday, July 30, 2002

Body: Subject: Baba lost in storm Just wondering....how did he lose his Baba 35 in a storm in Sag Harbor? Is there a, "Lesson learned" in the story for us? Bob Richardson is selling his Tashiba 40 - you might want to contact him. Don't think anyone would sell any of these boats at a "Good" price. They are pretty outstanding boats. If you want one you just have to bite the bullet and pay the number. In my case, Gray Eagle is tied up for another generation as it is in my Will. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Alan D. Sugarman

Date: Tuesday, July 30, 2002

Body: Good question - maybe he forgot where he parked it? >From: Richard Cassano >Subject: Baba lost in storm > >Just wondering....how did he lose his Baba 35 in a storm in Sag Harbor? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Crevice Corrosion

From: Ken Beiser

Date: Tuesday, August 06, 2002

Body: I just removed my port chain plates for, I believe, their first inspection since it was built. I discovered what I believe is early stages of crevice corrosion on two plates. I would say the pits are less than 1/32" deep and in a area less than 1/2" on one and a 1/4" diameter on the other and not near any fastener holes. Should I replace the plates or can I reuse them and inspect more frequently? (I would prefer it if all the hardware was bronze but that may be time and cost prohibitive even for just the chainplates). Are there other places anyone has found crevice corrosion problems that they can pass on to the rest of us? On another note, has anyone got any experience with vacuum panels for the icebox/refridge? Thanks for your help! Ken Beiser S/V Moonshadow II 1978 Baba 30 Whitefish, Montana -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: vacuum panels

From: Steven Hodge

Date: Wednesday, August 07, 2002

Body: In the course of replacing my Demon Fridge (still ongoing thanks to a backlog at Danfoss) I briefly researched whether or not I should do this also. I came to the conclusion that the vacuum panels would be great (a) if you had a nice rectangular-shaped icebox (mine has one side following the hull shape), (b) you were building an icebox from scratch, or at least were willing to rip up the counter top (mine is teak and I'm not willing to do this), (c) you incorporated some protection for them as they become useless if punctured, (d) the corners can't really be vacuum-sealed effectively, and (3) you could justify the high expense. Pretty much a no-brainer for me...my existing 3" of foam insulation will do just fine, thank you. Consider upgrading to a cold plate system. This also increases overall efficiency, the same thing more insulation does. So does going to a water-cooled condenser if in warm water...but not too sure this would be significant in a Montana lake. Steve, Panda 40 Alcyon -----Original Message-----

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Subject: batten pockets

From: Steven Hodge

Date: Wednesday, August 07, 2002

Body: Alcyon has Harken battcars and full battens. I've just finished replacing 3 broken battens, 2 of them were a real battle. In retrospect I suspect the mysterious pocket at the luff end would have made it easier if I hadn't been so paranoid and had the guts to pull it apart. Inside the outer pocket of sail material is an inner "pocket" of some sort of tough webbing-type material that is folded into a U with the bottom of the U at the very outer end and the opening of the U facing forward to receive the batten. One side of this U is sewn to the sail proper and the other side is attached to the outer pocket with velcro, one piece of velcro on the U and the mating piece on the inside of the outer pocket. It's clear that if the velcro were "decoupled" one half of the U could be pulled out and a batten easily inserted from the luff end. There is also a small light-weight webbing "tab" a few inches long coming out the end, and which trails off the sail like a telltale, which I always assumed it was, but was somewhat suspect as they are not the usual lightweight "ribbons" that telltales are. I now suspect it is some sort of "pull tab" that possibly helps you pull the velcro apart and that side of the U out of the pocket. What stopped me from pulling the velcro apart and out was not knowing exactly how I would get it all back in place, ie, slide the velcro side of the U back into the pocket as it would love to instantly lomp onto its mating half long before it were fully in place. Does anyone else have such pockets, or at least know how they are supposed to "work" to replace battens? Thanks, Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Crevice Corrosion

From: Tom Beard

Date: Wednesday, August 07, 2002

Body: Ken, I suspect this is a problem on most boats at our boat's age now. I would recommend replacing the chain plates. The reason is: locally fabricated replacements are not too costly compared to the time and effort in digging old chain plates out for inspection and then replacing them repeatedly. Then too, you might not be in a location or have time to get the job done later when breakage does occur off cruising. I've done the job before and would dread the extra work of having to re-inspect old questionable chain plates. Finally, there is an unnecessary nagging feeling you don't need during that eventual heavy weather slog. "How are my chain plates doing in this?" Sorry. How are you coming on your trip preparations and plans? Tom -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: batten pockets

From: Warecreek

Date: Wednesday, August 07, 2002

Body: Before you slide the velcro tab back into the batten pocket, insert a thin, flat stick, such as a plastic ruler, between the mating faces of the Velcro. Push the tab down until it snugs up around the end of the batten, then slip your flat stick out, allowing the velcro faces to come into contact. Bob Fantasia Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: batten pockets

From: Steven Hodge

Date: Wednesday, August 07, 2002

Body: Thanks for the tip. I'd wondered if that was what you had to do. In fact, I had a 1" putty knife ready to try it, but didn't have the guts to pull the velcro out. Thought it safer to run it by this great forum instead. I take it this is a tried and true technique, not just theory? Steve -----Original Message-----

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Subject: Re: Crevice Corrosion / Inspecting chainplates (ho

From: Ken Pearce

Date: Thursday, August 08, 2002

Body: How does one go about inspecting chainplates? Is it pretty much a visual inspection or are there other techniques. I think I remember someone telling me to put a wrench on them somewhere and see if I could detect any movement???? Also, if anyone has "bad" chainplates and would like to take some pictures of what to look for, I would love to see them. If you send me the pics I can put them on the web for all... (no attachments to the list-serv...) Thanks, Ken Pearce Back in B'ham, WA s/v Shantih, Baba-30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Crevice Corrosion / Inspecting chainplates (ho

From: Tom Beard

Date: Thursday, August 08, 2002

Body: Cracks can sometimes be detected radiating out from beneath the bolt heads. But if you can see these, it is definitely time to change. Earlier detection can only come from removing the chainplates from the boat where you can inspect in those areas where moisture can collect but no air - through deck, bedded areas and the backside of the chainplate where bolted to the hull. One should not suddenly think their rig is falling down from a crack in a chainplate. As I recall a factor of safety designed in, is in the order of near 5 to 1. As I recall, I believe the entire boat can be lifted by just one chainplate, or should be able to be. One tough item. I have only seen a couple of isolated instances of chainplate failures and these were not on cruising boats built like ours. And other factors influenced it besides age. However this is not an item to start panicking over. It is just that about 25 years have passed now and it is probably time to look at them to be assured of another 25 years of safe sailing with your boat. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: A smelly time

From: dalling

Date: Thursday, August 08, 2002

Body: I hope my typing is accurate enough for all to read. The lenses on my gas mask tend to fog from time to time making it hard to see the keyboard! We've encountered odors that would "knock a buzzard off a s**t wagon" on our last cruise. Pumped out not too long ago and so we know that our holding tank is not full... but every time we pump the head we are getting some awful odors in the vberth. After visual inspection I can see no leaks in the system. I'm wondering if it could be coming from the vented loop? Further work on the problem is planned this weekend. (That's how I like to spend my spare time!) Any thoughts, experiences? Doug and Jacki Nellie T -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: batten pockets

From: Rick Beddoe

Date: Thursday, August 08, 2002

Body: We have North sails on our Capri 22. We use a 6" length of old batten to push in the pockets. Now that you have 3 broken battens lying around, you might have just what it takes. Rick Beddoe 1979 Baba 30, So▒adora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Bud Dougherty

Date: Thursday, August 08, 2002

Body: Check for a plugged vent line - that causes positive pressure in the tank, and prevents normal decomposition from occurring. Also may result in leaks, and even a cracked tank, if you pull enough vacuum on the tank during pump outs. Vent lines on holding tanks are prone to get stopped up when the tank is overfilled, allowing solids to accumulate in the hose. Bud Dougherty Play Actor Baba 35 hull #18 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: A smelly time

From: Richard B. Emerson

Date: Thursday, August 08, 2002

Body: First off, unless you have a problem with black water leaks (readily detectable as brown stains, etc.), the smell arises when the bacteria consuming the waste become anaerobic. Contrary to many people's initial thought, a holding tank needs lots of air to remain smell-free. As long as the bacteria are aerobic, they'll break down waste without a lot of unpleasant odor. So... be sure the tank's vent line is open (no insect nests, kinks, etc.). We found (during the problems with the LectraSan) that pouring vinegar into the system and letting it stand as long as possible (we actually let two gallons of vinegar stand all week) does wonders on killing off odors coming from hoses (wipe a hose with an unscented tissue, take a sniff, and you'll spot permeated hoses). The Ta-Shing-supplied vent loops with their metal vents seize up over time. I've taken two vents apart and both were too rusty and mineral-encrusted to revive. I was able to use Forespar Marelon vented loops to replace them. Cheers, Rick dalling writes: > I hope my typing is accurate enough for all to read. The lenses on my gas > mask tend to fog from time to time making it hard to see the keyboard! > We've encountered odors that would "knock a buzzard off a s**t wagon" on > our last cruise. Pumped out not too long ago and so we know that our > holding tank is not full... but every time we pump the head we are getting > some awful odors in the vberth. After visual inspection I can see no leaks > in the system. I'm wondering if it could be coming from the vented loop? > Further work on the problem is planned this weekend. (That's how I like to > spend my spare time!) Any thoughts, experiences? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Smells...

From: Patrick Horvat

Date: Thursday, August 08, 2002

Body: (EDT) We found it necessary to close the discharge valve (one valve for both the holding tank and the toilet overboard) when sailing upwind or when motion was anything more that flat calm. The water surging in and out of the discharge line causes air in the holding system to be forced out the vents on the stb side of the pilothouse. This in turn drifts back to the cockpit....took a while to figure it out but now we sail with the through hull closed (should anyway) and, you guessed it, no stink ! We can still use the toilet because it can pump into the holding tank. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: batten pockets

From: Warecreek

Date: Thursday, August 08, 2002

Body: Indeed, I have done it. By the way, to get the velcro out, slip your shim between the mating surfaces then pull. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: A smelly time

From: Warecreek

Date: Thursday, August 08, 2002

Body: I had this problem one season on my Baba 35, when the breeze was forward of the beam and carried vent odors aft. But they were on deck only. Eventually went away as the chemistry of the holding tank's contents changed, I guess. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Steven Hodge

Date: Friday, August 09, 2002

Body: Rick, did you actually pump vineagar thru the LectraSan? I thought according to LectraSan it would be death to the unit if you used anything but their concentrate. Also, I'm amazed people can actually get access to their head vented loops. I could only do so by basically disassembling the entire head plumbing, which I did when I put in the LectraSan. I put in one of the Groco bronze vented loops which has a big (> 1" dia.) flap valve in the cap which can be screwed off for checking or, if necessary, replacement. I figured the large diameter would be less likely to clog. I also cut an access hole (accessible by removing a drawer) so I can get at the cap w/o having to disassemble everything. The Forespar ones have the vent in a removable cap too. I love our LectraSan! Well worth the money! Steve -----Original Message----- From: "Richard B. Emerson" We found (during the problems with the LectraSan) that pouring vinegar into the system and letting it stand as long as possible (we actually let two gallons of vinegar stand all week) does The Ta-Shing-supplied vent loops with their metal vents seize up over time. I've taken two vents apart and both were too rusty and mineral-encrusted to revive. I was able to use Forespar Marelon vented loops to replace them. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: How to Fix a Boat Fridge...

From: Steven Hodge

Date: Friday, August 09, 2002

Body: ..or "The Demon Fridge, Continued." I discovered how to fix a Demon Fridge. Here are the steps: 1. Battle it for at least 1 year, sinking unmentionable amounts of money into it. 2. Go do something else, like remodel a house, for at least 6 months. 3. During this sabbatical periodically turn on the Demon Fridge and see if it has decided to work. Don't be too concerned because it won't have, because the next step--the crucial one--has not yet been done. Nonetheless you must go through the motions of trying. 4. Finally, give up totally and order a completely new system, for even more unmentionable amounts of money. 5. Do step 4 at a time when Danfoss has a huge backlog, so that your new fridge arrives way too late to put it in for your upcoming trip that year. Ideally, time things so your new fridge will arrive only a day or two before you leave on your trip, as ours will. 6. In addition, allow yourself to become resigned to once again being in icebox mode for your trip and not having a nice supply of cold beers. 7. Four weeks before your trip load the fridge--now icebox--up with lots of blocks of ice, and keep the ice replaced as it melts. Why four weeks ahead? Don't ask. 8. Two weeks before your trip, turn on your Demon Fridge again. Make sure there is plenty of unmelted ice at the time you do this. This ice must be left in place. Why? Once again, don't ask. 9. Your Demon Fridge will now work flawlessly. In fact, it's performance will get better and better as time goes on. I will let the forum know in a month, after our trip is finished, if this is truly a recommended technique. Also, pay no heed to Tom Beard's advice, which is "Never attempt to repair a fridge, just bite the bullet and replace it". It looks like I have found a method to fix the most demonic fridge imaginable. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Valerie Nucci

Date: Friday, August 09, 2002

Body: We replaced the holding tank system completely on the Valerie Arden (and yes, the original vent line had problems). Here's a reference I used which we found helpful for many head-related questions: http://www.boatered.com/pres/phmenu.htm Peggy Hall is a leader in the marine trades on boat sanitation systems and she answers email questions too! Val Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Hunter Brumfield

Date: Friday, August 09, 2002

Body: We had a problem with the toilet overflowing from siphoning if we ever left the pump lever in the "wet bowl" setting. This can sink your boat. I eventually disassembled the hose and discovered that the hole/valve at the top of the loop was blocked. It took a bit of effort, but once cleaned the siphon effect was gone. Hunter Brumfield Tashiba 31 Whitecrest, Tokyo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Fuel Starvation

From: Rod Barber

Date: Friday, August 09, 2002

Body: Baba 30 MD11 Just came back from two weeks in the San Juan's. When departing the first day we had barely left the slip when the engine slowly quit. Plenty of fuel with all the proper additives..Squeezed the bulb to see if there was fuel coming out of the tank to the filter (RACOR) . Bulb was not picking up fuel. Lost the prime somehow. Took the top off of the filter(it was low) Sucked some fuel from the tank at filled the filter. Started right up. Motored sailed to Blake Island. Next morning started with no problem. Two days at Anacortes. Started no problem. One week later after two days at Roche Harbor had the same problem and used the same treatment to get it started. Had to keep squeezing the bulb until the engine ran smooth and then again no problems all day. I know there are many possible villains that can attribute to this but has anybody had this specific problem? Rod Barber The Flying Pelican BAba 30 Gig Harbor -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fuel Starvation

From: Allen Emer

Date: Sunday, August 11, 2002

Body: Had a problem close to yours on our Baba30 Galatea. See if this fits..... Started fine in spring but died after 10 mins or so ....bleed the air ..runs fine for hours and hours ..but if it was shut down and left over night , the next morning a repeat performance. Turned out to be the shut off valve right at the top of the fuel tank. This valve was a screw down (water hose type) affair and the packing was worn. We replaced it with a lever-like ball valve I and it's been fine ever since. Good luck Al & Sue Emer S/V Galatea Sandy Hook NJ -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Richard B. Emerson

Date: Sunday, August 11, 2002

Body: Yep, two gallons of bulk white vinegar from the local Safeway. Now, after they pickled the plumbing, I ran something like 4-5 gallons of fresh water through the system before thinking about lighting off the electrolysis sequence. Keep in mind that Raritan also suggests using muriatic acid (a hydrochloric acid solution) as a way to dissolve mineral deposits. Remember all the rules for handling acids including always add acid to water and *never* the reverse. I'm sure there are Bad Things which should never go into a LectraSan but generally, as long as a lot of fresh water is run through the unit before going for a processing cycle, things should be fine. Just don't load the thing with "pink pop" and then try to process it. Cheers, Rick Steven Hodge writes: > Rick, did you actually pump vineagar thru the LectraSan? I thought > according to LectraSan it would be death to the unit if you used > anything but their concentrate. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Corrosion

From: Richard Cassano

Date: Monday, August 12, 2002

Body: Hunter, Great article on corrosion. I have read many and this one tells the corrosion story so I can understand what to do when assembling projects. At the end of the piece it says there is a follow-up on "Bonding". Now I know "Bonding " is like talking about religion or politics but if you have the Bonding article I would like to read it. Thanks, Richard Cassano S/V Gray Eagle, Tashiba 40 < Subject: Corrosion -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RFI from Alternator

From: Richard Cassano

Date: Monday, August 12, 2002

Body: Hello List, Just finished installing a new Icom M-802 SSB radio. First impression is very positive. Seems like an outstanding radio with very clear reception and easy email capability. With the clear reception comes any radio interference from other onboard electrical devices. Most offenders are easy to eliminate by just shutting them off. However, I must be able to receive clearly and transmit while the engine is on. With all electrical/electronic devices off and the Yanmar engine running there is RFI which I assume is from the alternator. Has anyone encountered RFI from the alternator and eliminated it with success? Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fuel Starvation

From: John F. McGrady

Date: Monday, August 12, 2002

Body: Ahoy mates! If it takes that long a time to come around to dying it must be a pin hole leak. On Querencia it was a pin-hole leak in the copper fuel line which we replaced with neoprene (?), tank to pump. Another time it was the wing nut on the bottom of an external fuel filter (Dacor I believe) which had vibrated loose. When the engine dies, often you can hear the last suck of air; you can hear the leak location, if all is quiet and the engine companion way cover is off. Stethoscope may be useful. Thanks for the tip on the gate valve on the fuel tank. Haven't ever thought of that. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fuel Starvation

From: John Sweeney

Date: Monday, August 12, 2002

Body: Obviously its an air leak. The fact that the fuel in the filter was low meaans that its at the filter or behind. The filter itself has several possible leak points (ports, attach points, the hose itself) and then there is the other end where it connects to the tank. Try starting there and work your way through the whole path tightening every connection. Surprizingly even a leak on the other side of the fuel pump (where the fuel is under pressure) can cause the problem. Its more apparent though because there is also seepage. Good luck GiGi Crew -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fuel Starvation

From: Alan D. Sugarman

Date: Monday, August 12, 2002

Body: > >Subject: Re: Fuel Starvation >From: Allen Emer >Date: Sun, 11 Aug 2002 21:25:12 -0400 >Turned out to be the shut off valve right at the top of the fuel >tank. This valve was a screw down (water hose type) affair and the packing >was worn. We replaced it with a lever-like ball valve I and it's been fine >ever since. I had a similar problem that bedeviled me for several years -- and replaced twice all of the hoses and filters in the fuel system. The problem turned out to also be related to the same shut off valve - where the fuel is drawn from the tank. The intake pipe draws fuel from the bottom of the tank -- and the valve has to connect to that pipe. The valve was not turned down all the way and air was leaking in at this coupling. In the meantime, I recommend that one carry an emergency day tank set-tup which is a 2-3 gallon portable jerry can that will rest on the engine compartment cover - with appropriate tubes/bulbs etc. to siphon the fuel directly to the lift pump attached to the engine. The gravity feed permits no air into the system -- there is no suction. I have used this at times of dirty fuel and other hard to find leaks (once from a broken air vent on the Racor). Alan Baba 30 227 Framboise New York/Annapolis -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RFI from Alternator

From: Richard B. Emerson

Date: Monday, August 12, 2002

Body: Well done on getting the SSB in! What did you have to do for grounding? There are RFI filters for alternators (mostly capacitors for the hot lead coming off the alternator with a by-pass to ground). Ham radio suppliers, commercial communications companies, and West and BOAT/US shouldall have sources for them. Cheers, Rick Richard Cassano writes: > Hello List, > Just finished installing a new Icom M-802 SSB radio. First impression is > very positive. Seems like an outstanding radio with very clear reception and > easy email capability. With the clear reception comes any radio interference > from other onboard electrical devices. Most offenders are easy to eliminate > by just shutting them off. However, I must be able to receive clearly and > transmit while the engine is on. With all electrical/electronic devices off > and the Yanmar engine running there is RFI which I assume is from the > alternator. Has anyone encountered RFI from the alternator and eliminated it > with success? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: A smelly time

From: Hunter Brumfield

Date: Tuesday, August 13, 2002

Body: > >Also, I'm amazed people can actually get access to their head vented >loops. I could only do so by basically disassembling the entire head >plumbing, which I did when I put in the LectraSan. I put in one of the >Groco bronze vented loops which has a big (> 1" dia.) flap valve in the >cap which can be screwed off for checking or, if necessary, replacement. >I figured the large diameter would be less likely to clog. I also cut >an access hole (accessible by removing a drawer) so I can get at the cap >w/o having to disassemble everything. The Forespar ones have the vent >in a removable cap too. > >I love our LectraSan! Well worth the money! > >Steve > Disassembly of most of it is what I had to do. Not a fun job, and you have to be upside down for most of it. Hunter Tashiba 31, Whitecrest -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Tottenusa

Date: Tuesday, August 13, 2002

Body: My brother's permenant mooring was in Newport, New Jersey. He had also kept a mooring in Sag Habor during the summer for the last few years. While on vacation in Paris, there was a strong Northeastern and his boat, along with 12 others, broke away from his mooring and smashed into a jetty during the storm. There were several large holes in the hull and the boat was completely submerged for three days. Unfortunately, you can not control mother nature. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Alan D. Sugarman

Date: Tuesday, August 13, 2002

Body: At 02:05 PM 8/13/2002 -0400, you wrote: >My brother's permenant mooring was in Newport, New Jersey. He had also kept >a mooring in Sag Habor during the summer for the last few years. While on >vacation in Paris, there was a strong Northeastern and his boat, along with >12 others, broke away from his mooring and smashed into a jetty during the >storm. There were several large holes in the hull and the boat was >completely submerged for three days. Unfortunately, you can not control >mother nature. Wow - when did this happen - this year? I know that some harbor's have notoriously undersized moorings - Newport used to be a regular crash zone. I think the moorings were upgraded there but I was always nervous leaving my boat there after Sept.1 Did the moorings drag?? I always thought the Baba hulls were bulletproof -- guess not. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Alan D. Sugarman

Date: Tuesday, August 13, 2002

Body: There is a story about this storm that I found in the Sag Harbor Express Web Site http://www.sagharboronline.com/farchive.htm Here is the headline: THE SAG HARBOR EXPRESS ISSUE DATE: 10/04/01 October 2001 Nor'easter Strands Yachts "The nor'easter battered the harbor for more than 48 hours, which wind gusts exceeding 40 miles per hour." The storm would have been on the weekend of September 29-30, 2001. Also check out other articles on the harbor including this one published two weeks before the storm: Consider Sweeping Changes in Harbor "The village currently issues permits for spaces in its mooring field. The individual permit holders are responsible for having the actual moorings, which basically consist of a float and an anchor, installed." There is another article about the harbormaster resigning a few weeks after the storm. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Hola de Amadon Light In Panama

From: Amadon Light

Date: Tuesday, August 13, 2002

Body: [Note Amadon Light's back on line for a bit - RBE] Hello Rick, We are sitting at Pedro Megal Boat Club in the middle of the Panama Canal, and will be making a flying trip to the U.S. For the next two months a land line will be available to receive Baba-L through-put. Will you please send it to: amadonlight As a bit of a lark, I recently sent the following into Latitude 38, after seeing a friend's letter there. Fair winds, Bill From: Amadon Light

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Subject: SSB help

From: Valerie Nucci

Date: Wednesday, August 14, 2002

Body: We have yet to "play" with the SSB, although our boat's previous owners used it regularly down in the Caribbean & South America. I am unsure of the very basics of SSB, like how to do a radio check, etc. I have just stayed with the VHF since we have only cruised between CT, MA and Nantucket. I did get the FCC license. I would like to get more familiar with SSB, so as we journey farther my skills will be up to snuff. Can anyone on the list recommend a helpful website for new users or give me some tips here. I have the manual for this old SSB onboard, but it is more installation oriented. Thanks, Val Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: SSB help

From: Richard Cassano

Date: Wednesday, August 14, 2002

Body: Val, The following are interesting web sites for SSB. 1. http://www.wloradio.com/ 2. http://www.marinenet.net/ 3. http://hometown.aol.com/hehilgen/myhomepage/vacation.html Also, Bermuda Harbor Radio has a great web site. There is an East Coast Cruisers Net each morning at 0830. The frequency is around 8+ MHz - sorry, I don't have the exact frequency in mind right now, but will post it when I get back from the boat and check the radio log. This "cruisers net" is a good place to get used to using the radio. It is a Marine frequency so a Ham license is not needed and the Net only uses boat name as ID. They have check-ins by region and by boats underway or not. I have a few seasons of experience with the SSB starting with an SGC 2000 and now a new Icom M-802. This is the first summer with a Ham license and this has opened up a vast potential of frequencies to communicate . Regards, Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY, USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: original date

From: Ed McChain

Date: Wednesday, August 14, 2002

Body: Can any one tell me the date of the original Baba design. I need to know to enter my Baba35 in a Hospice event. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: original date

From: Charles Yingling

Date: Wednesday, August 14, 2002

Body: > > Can any one tell me the date of the original Baba design. I need to > know to enter my Baba35 in a Hospice event. > Perry's original drawings for the Baba 30 are dated in January and February 1977. I think the first actual boats were completed in 1978. Not sure about the 35, though I think they were done at the same time... Chuck Yingling Hinayana, Baba 30 Sausalito -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: original date

From: Richard B. Emerson

Date: Thursday, August 15, 2002

Body: Er, the Baba 35 was initially released at the Flying Dutchman and drawn for Will Eckholt (sp???). Bob Berg (AKA "Ba Ba", the spoken Chinese rendition of his name) showed up after this, so far as I know. While I can't place the date of the design, I have a hazy recollection it's at least 2 and maybe 4 years earlier (i.e., '75 or '73). In general the chronology of the Baba is fading or at least subject to the vagaries of recollection. In the great Scheme of Things this isn't a big deal but documenting the history before the players are totally lost might be a bad idea. Since the bulk of the activity was in the Seattle area, someone in that area might have better odds of getting the job done. Cheers, Rick Charles Yingling writes: > > Can any one tell me the date of the original Baba design. I need to > > know to enter my Baba35 in a Hospice event. > > > Perry's original drawings for the Baba 30 are dated in January and February > 1977. I think the first actual boats were completed in 1978. Not sure about > the 35, though I think they were done at the same time... > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: More news from Felicty

From: Richard B. Emerson

Date: Friday, August 16, 2002

Body: Here are some follow-up comments from Ken Machtly about the operation now supporting Mariner stoves: "Surface mail is: Stainless Fittings & Fabrications Ltd PO Box 51071 Pakuranga, Auckland New Zealand Street address for visitors is: 2/30 Sir William Avenue East Tamaki, Auckland Phone: 011 +64 (09) 274-4718 Mobile: 011 +64 (25) 486-401 Fax: 011 +64 (09) 274-9590 The managing director is Fred Andrews and he was a joy to work with. We just got our stove back today and it looks like new. They fixed some minor things, de-rusted and painted the core of the burner, re-welded our grill, made new fiddles, fixed the "pop" in the oven, and even replaced the front sticker! For others with Mariner stoves (Princess or Regal), they do have some spare parts left. They said the core thing to make sure owners know is that there are no original replacements for the burners. If they rust out, they can replace them with other burners, but it's not cheap or particularly easy he said. One local stove in for repair was getting this done. He recommended wire brushing the rust down as much as possible and then painting with a high-temp paint. Ours had rust flaking off but he said they were actually in quite good condition - and they now look new!" A couple of other general comments of interest: "[If] anyone is coming down to Auckland between now and April, they're welcome to stop by and chat. We're in Bayswater marina in slip D18, right across from downtown Auckland." "Have you checked out our site at www.svfelicity.com recently? I added a full equipment spec from our outfitting up there a few months ago under the Boat section." Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba lost in storm

From: Tottenusa

Date: Friday, August 16, 2002

Body: We are not sure if the mooring broke or if the line broke. When my brother arrived it was already removed from the water by a salvage company. I believe the incident took place in June this year. My brother has been in some bad storms, but the hull is no match to pounding waves into a jetty. He normally would move his boat back to Newport, New Jersey by September, so he did not expect a big storm when it came. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: original Baba design date

From: JordanB3rd

Date: Friday, August 16, 2002

Body: Contact Bob Perry. He has a website and his e-mail address is there. (Incidentally, last Christmas my loving spouse gave me a set of drawings from Bob.) My Baba30 was designed in 1976 And built in 1980. Is this hospice event the Turkey Shoot out of Yankee Point? I raced there (my first) and won the proctology award. Bill Jordan, AM -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Interested in a boomkin?

From: Alison Spinney

Date: Monday, August 19, 2002

Body: Our 40' Tashiba has a splendid little boomkin on her stern which, unfortunately, we must remove. We are having a Monitor windvane installed, and they are mutually exclusive.... If anyone is interested in doing a TRADE,,,,,, our boomkin/stern pulpit for a REGULAR stern pulpit, we'd love to hear from ya. we have a "soft photo" if you're interested in seeing it.. Alison & Chuck Spinney s/v Chaliventures III -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: shaft and stern tube size

From: Vincent Amacher

Date: Monday, August 19, 2002

Body: () Hi Everybody, All at once my dripless packing started leaking. I now hear a never before heard rumble from the prop when under power. I am afraid the time has come to replace the cutless bearing and dripless packing. When we had the boat surveyed the surveyor said the shaft was 32 mm which is just slightly larger than 1-1/4 in. Does this jive with all of the other Baba 30's out there? What size is the stern tube? I have changed internet providers and lost my archive of the list but I remember someone had just completed a cutless bearing replacement and even had pictures. Can you please repost the url? Thank You Vince Amacher BABA 30 CHAMA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: shaft and stern tube size (Baba 30)

From: Ken Pearce

Date: Monday, August 19, 2002

Body: http://www.ac.wwu.edu/~pearceke/haulout_june_2002/medium/medium1.htm >remember someone had just completed a cutless bearing replacement and >even >had pictures. Can you please repost the url? You can contact me at ken__pearce for additional advice and my experience... Do you own a saws-all? You will most likely need one. Good luck! Ken Pearce B'ham WA - Shantih - Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Happy New Year!!! from Baba-L

From: Baba-L Administration

Date: Friday, December 31, 2004

Body: We seem to be running out of pages in the calendar so it must be time to wish you all a very Happy New Year and all the best for the coming year. BTW, list readership is slowly creaping towards the 140 mark, which is an all-time high. Cheers, Rick & Chris -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Happy New Year!!! from Baba-L

From: Stephen Rappaport

Date: Friday, December 31, 2004

Body: And a very Happy New Year to the both of you! Steve Rappaport -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Ladders

From: Voyager

Date: Sunday, January 02, 2005

Body: Anyone have any suggestions for a SS boarding ladder for a Baba 30? We have a Monitor wind vane hanging off the stern already. Thanx. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba Swim ladder - the kind

From: John F. McGrady

Date: Sunday, January 02, 2005

Body: Ahoy mates! After about 15 years of using a rope ladder one day we finally found the "perfect ladder" and the end of our toe-smashing-days. It is SS, 6 foot folding, removable, extremely sturdy. Hangs over through the gate, feet keep it well off the hull, extends well into the water for easy boarding. West Marine #900455668. Perhaps the best things is it fits in the lazarette! You can put chocks on the deck (supplied) but we opted to not install those and I use my topsiders temporarily for protection of the deck ends of the ladder when we use it. Use a lanyard so you don't lose your ladder since it is not inexpensive. When anchored off Waikiki we hang it when we go swimming, even in the south swell, and it works great. JFM SV Querencia BABA 30 sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ladders

From: David Glueck

Date: Sunday, January 02, 2005

Body: I had a s/s ladder that I bought from mysticstainless.com. I had a special bracket fabricated and put a track on both toe rails that allowed it to be positioned at the gate, or moved aft to be clear of sheets while sailing. If you contact me off list, I can send some photos. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ladders

From: Richard B. Emerson

Date: Sunday, January 02, 2005

Body: Although they're rather expensive, the ladders from Mystic Stainless & Aluminmum in Mystic, CT are robust, easy to live with, and can be fitted where you want. We have one on OWTW and it's been put through the mill (including being down while motoring - oops!). Check http://www.mysticstainless.com for details. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ladders

From: Russ Barneveld

Date: Sunday, January 02, 2005

Body: We also just installed the fold-away ladder from Mystic Stainless on our Panda 34. It's worth every penny!!!!!!! Russ Barneveld Affiliate Professor 350 C DeVos Center College Of Education Grand Valley State University barnever (616)331-3409 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Ladders

From: Ken Beiser

Date: Sunday, January 02, 2005

Body: Voyager, I made my own ladder for my Baba 30. I purchased the boarding ladder hardware from Fisheries Supply in Seattle and it was not cheap....like 65 bucks for two pairs of mounting cast polished brass "bases" and a pair of the ladder top brackets. I used the second pair of bases so I could store the ladder on the stern rail. It also folded and I mounted it right where we have the passage in the lifelines. The base hardware does stick out from the hull about and inch and if you do a lot of docking using the touch method, it could be a problem. Not a problem for us since we were on the hook for 18 months. It actually worked quite well but "is not for everyone". I am a woodworker so the main ladder was "fun" to build. I heard of one company called Mystic Stainless that makes a dynamite ladder that mounts in the lifeline/stanchion system but I think it was over $500. Ken Moonshadow II Whitefish, MT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: boarding ladders

From: harry barker

Date: Sunday, January 02, 2005

Body: hello baba30 owners I have the same problem as Voyager re boarding ladders for baba30. I have seen s/s ladders fitted between the access point port/stb on safety rails. I think a company in the US do these but unable to locate in the UK. kind regards harry (Lydia B) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ladders

From: Voyager

Date: Monday, January 03, 2005

Body: Yoshi, Interesting site. It was also an adventure in surfing since most of the text was indecipherable. It's very interesting to see how the different cultures address the various issues involving our boats. It's also interesting how the love of boats is so universal. Steve P.S. Thanks all for the comments. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Ladders

From: Yoshinori Taniguchi

Date: Monday, January 03, 2005

Body: Hi: This isn't quite a suggestion at all, but I would like you to view the below web site (of a boat yard I use in Japan). http://www.marinetech.jp/start.htm One very first photo is my new boarding ladder from land (not from water) transformed from a 7-step Marquipt seastairs that I obtained as a used from an individual while I was in the US last year. Click the first photo showing the stairs, then you can view other photos. The second photo says that you may use it as a swim ladder for humans and the other says it can be okay even for your dogs to get back to the boat from the water by hanging it diagonally. Our boat yard person longitudinally cut the stairs into approximately a half (originally 48 cm wide now only 30 cm) and also cut one step off despite my objection (!). I thought it would be a bit too short as a swim ladder (my boat yard was too stubborn to listen to me). But I already found it is very nice to have the seastairs on our piers. The yard made a special swivel platform that rotates to any angle you wish. However, I do not think I would highly recommend this. I HAVE NEVER USED IT IN WATER YET but I probably would not appreciate it a lot as it is too heavy to handle. Earlier I regret that I brought it back to Japan from the US, but I did not want to waste it (but I ended up spending more money than expected;). I will see how I find it useful when I swim with my Labrador this summer. A happy new year to all. Yoshi ---------- Yoshi Taniguchi 1979 Baba 35, Sunseaker ---------- -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Ladders From:

From: Daemon

Date: Tuesday, January 04, 2005

Body: The Mystic ladder is sure a beauty, while I do not think the auxiliary deck mounted handle is necessary for safe boarding. I can have a replica of this unit manufactured here in Mexico for around $300 (I estimate). My custom design will have polished diamond plate for attachment to the cap rail. Dave Lewis S/V Bella Ensenada, BC, Mexico -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Yahoo abuse of personal information

From: Baba-L Administration

Date: Tuesday, January 04, 2005

Body: While I am generally loathe to take up space on Baba-L with Internet issues (very much off-topic), the following note shows an egregious abuse of trust by Yahoo. Basically what happens is *any* Internet activity you do through Yahoo is tracked not only by Yahoo (I don't like even that but some people are willing to accept that as a price of using a site) but sold to third parties. And it is this sale of your Yahoo (and beyond!) use to third parties that is unacceptable. Worse, Yahoo buries their statement that this happens and further buries the opt-out mechanism (which should be an opt-in choice to begin with except most people would never participate). Here is the message I received from Andrew Ratliff via AtlanticDiver: "Hi folks, In case you are interested in protecting your online privacy: Yahoo is now using something called "Web Beacons" to track Yahoo Group users around the net and see what you're doing and where you are going - similar to cookies. Yahoo is recording every website and every group you visit. Take a look at their updated privacy statement: http://privacy.yahoo.com/privacy http://privacy.yahoo.com/privacy About half-way down the page, in the section on cookies, you will see a link that says web beacons. Click on the phrase "web beacons": http://privacy.yahoo.com/privacy/us/beacons/details.html That will bring you to a paragraph entitled "Outside the Yahoo Network." In this section you'll see a little "click here to opt out" link that will let you "opt-out" of their new method of snooping. Once you have clicked that link, you are exempted. Notice the "Success" message on the top of the next page. Be careful because on that page there is a "Cancel Opt-out" button that, if clicked, will *undo** the opt-out. Feel free to forward this to other groups." Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Panda 40 Water Tank Removal

From: Shane Wilson

Date: Tuesday, January 04, 2005

Body: Dear All: I'm considering the removal/replacement of the port side (90 gallons, allegedly) water tank located under the settee. I wanted to check and see if anyone has done this and what type of difficulties they faced. I would prefer to remove it whole and without cutting into any polished teak, if possible. How about the starboard 70 gallon tank? Any easier, more difficult? Thanks, Shane Wilson S/V Muse -- 1984 Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Panda 40 Water Tank Removal

From: Richard B. Emerson

Date: Tuesday, January 04, 2005

Body: Are you pulling the tank for a short term repair or long term? If it's the latter, consider the tank's contents represent a significant amount of weight in terms of the boat's trim. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Panda 40 Water Tank Removal

From: Shane Wilson

Date: Wednesday, January 05, 2005

Body: Of course. Short term removal and replacement of the tanks while the Panda 40 is on the hard. Thanks, Shane Wilson -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: for sale

From: brian james

Date: Thursday, January 06, 2005

Body: (PST) rari is a 1 owner baba 30 hull 44. she has been enjoying the warm climates of the west coast of mexico. she is very well equipped and is ready to continue on with a new owner. all of the standard baba features plus many custom upgrades. the 27hp isuzu diesel has been completely rebuilt and pushes a 3 bladed prop thru a hurth transmission. 5 anchors with 280' of chain plus 3-300' nylon rodes with chain and approx 200' of additional chain. main, 130, 100, staysail, storm jib and cruising spinniker with sock. all in great to new shape. heavy duty whisker pole on track up mast. dodger with full cockpit awnings plus cockpit and forefeck awnings. 2 complete autohelm 4000 autopilots plus a spare drive ring. also an autohelm 2000 autopilot. village marine little wonder water maker with new membrane and pressure vessel 6-04. 600 amp hours of batteries with a 105 amp alternator, 40 amp battery charger and a honda 1000 generator. rari as been barrier coated. she has new stancions and chainplates. avon rollup dingy with dingy wheels and lifting bridle. the 9.8 nissian outboard has a forespare lifting crane and many spares. the list of improvements, features and spares goes on and on. rari is truely a turn key cruiser and ready to literally continue on tomorrow. she has no defered maintenance. she is located in san carlos mexico. an easy 5 hour drive from arizona on good roads so shes ready to start where the best cruising is. $55,000 sailrari -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: New addition to Showcase

From: sonadora

Date: Thursday, January 06, 2005

Body: Happy New Year folks, I'm happy to announce a new addition to the Showcase: John and Davey McGrady's wonderful little ship, the Baba 30 'Querencia'. It's a great addition and probably not what you would expect! Thanks to John for providing this one. If you aren't familiar with John, he is the author of Sailing the Dream. If you do not own a copy of this book...shame on you! Cheers, Rick Beddoe 1978 Baba 30 'Sonadora' http://sail2live.com p.s., since the list is pushing the 140 mark for readers, I'm going to continue to petition Baba/Panda/Tashiba owners for more photos/descriptions of your vessels. I have plenty of server space. The Showcase has been well received so don't be shy. At present we have 18 vessels in the showcase - thanks to all who have contributed!. Yes, our illustrious e-mail list leader is conspicuously absent ;-) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: NEED COMMENTS

From: van ford

Date: Sunday, January 09, 2005

Body: I have learned that stainless in the absence of oxygen in saltwater will rust, so would it not be wise to uncover the straps making up the rudder supports both on the boat and rudder? I took some material off the plates because it felt loose and on a couple I found rust on the stainless. Any comments would be appreciated. Van.. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: crevice corrosion comments

From: Ken Beiser

Date: Sunday, January 09, 2005

Body: Van, I visually inspected what I could for all the rudder components but did not remove them. I did remove chain plates and found some crevice corrosion. It definitely is happening on our boats and we need to stay on top of the inspections. So far, my inspections have averted any disasters. I inspected the bowsprit fitting again this fall and found a small crack forming and radiating out from the bob stay hole. I will have that cut off and put a thicker one on by a fellow I found that used to work welding for NASA. When I was in Bellingham, WA in October I saw a Baba or Panda 40 in the marina and was surprised that fitting and tang is not any bigger than on the Baba 30. The toggle and pin is plenty big enough for a thicker tang. It is not just occurring on our "older boats, either. I know some cruisers in the tropics were finding crevice corrosion on some newer boats. Some electrolysis and galvanic corrosion from stray current is also causing lots of grief with the stainless hardware and their bronze props. I wish EVERYTHING was bronze. I saw a newer Bristol Channel Cutter like that.... Ken Moonshadow II (in our barn here in Whitefish, Montana)..it's going to be REALLY cold her later this week (-15F). I am glad that rarely happens. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: crevice corrosion comments again

From: Ken Beiser

Date: Sunday, January 09, 2005

Body: Van, I just recalled during my inspection of the rudder stainless straps, I found a copper bonding strap that is part of the whole boat bonding. If you are a believer in bonding, check the bonding is still good by using a volt-ohm meter when your boat is hauled. I found a couple through hulls that needed the wires repaired to complete the bonding. Ken again -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: NEED COMMENTS

From: Voyager

Date: Monday, January 10, 2005

Body: The way I understand it from prior boat surveys is that stainless steel will corrode in a low oxygen environment. Therefore, the stainless needs to be either sealed up entirely such that oxygen cannot get to it at all or exposed entirely such that oxygen can get to it entirely. Stainless that has loose caulking around it will corrode and such things as plastic coated SS lifelines are prime candidates for corrosion. The conditions you describe on your rudder sound conducive to corrosion. Having said that, I thought that the rudder had bronze supports. Captain Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Toe Rail

From: Baba 30

Date: Monday, January 10, 2005

Body: Anyone know of a supplier for the the bronze? brass? strip that runs a long the toe rail on the BABA 30s? Thanks, Austin & Dana Salley ARETE' Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: NEED COMMENTS

From: Rick

Date: Monday, January 10, 2005

Body: I wish I could be of some assistance in this matter but I have no knowlege. I will confer with a friend of mine who would have a great deal of knowlege on this subject. Rick Lorac; Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: NEED COMMENTS

From: Amwvideo1

Date: Monday, January 10, 2005

Body: Hey Van, We all expect stainless steel to stay shiny and clean. After all it is called "stainless steel" I recently met a man who works with the metal in various applications, and he explained to me that there are different grades of stainless. Different grades, have different resistance to rust and corrosion. He called the process galvanic corrosion. Sound familiar? It is that same anode/cathode corrosion that we fight using zincs and wire bonding throughout our vessels. Oxygen need not be present. Contact between two different metals such as your rudder stainless and a bolt or screws of a different metal create the conditions for corrosion in an electrolite (sea Water), I suggest you look at a web site called the Stainless Steel Information Center. It explains galvanic corrosion and a whole host of info on stainless. Good Luck, Andy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 40

From: Baba-L Administration

Date: Monday, January 10, 2005

Body: [I took the liberty of posting Dave's note to Baba-L where I figure Baba 40 owners can speak to their questions better than I can. He's now on the list so answers posted to Baba-L will reach him. - RBE] HI My name is David Glessing. I am trying to get sailing info on baba 40 ,Because my wife and I have just returned from a weeks boat search in Maryland and Florida looking at masons and tayanas of which I have spent a year researching . When we where shown a baba40 which we like very much but have no clue how they sail . Any info would be very welcome.Dave my contact nos 952 470 7357 or 612 799 2473 thanks again -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Alan Sugarman

Date: Monday, January 10, 2005

Body: At 12:36 PM 1/10/2005 -0500, you wrote: >I wish EVERYTHING was bronze. I saw a newer Bristol Channel Cutter >like that.... I had a bronze cranse iron/ring/bobstay fitting whatever cast to replace the stainless steel. A foundry could probably do this using the stainless steel one you have as a mold. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: NEED COMMENTS

From: van ford

Date: Tuesday, January 11, 2005

Body: One answer I was looking for was how many of you have your stainless rudder straps exposed or covered? Van... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 40

From: Richard Cassano

Date: Tuesday, January 11, 2005

Body: For a heavy cruising boat of 29,000 lbs displacement the Baba 40 sails surprisingly well. It is an outstanding cruising boat for a family or couple. It is capably of going anywhere in the world. Early on in my relationship with Gray Eagle I was caught in a 70 knot squall that marched across Long Island Sound. Never did I have a concern about the boat. It was the crew who were most vulnerable. Let me say this - If I had to buy a boat all over again and with unlimited money, I would seek to find another Baba/Tashiba 40. Because the boat is so well balanced it is easily sailed single-handed. Unfortunately for those looking to buy a 40, Gray Eagle will never be sold; it is in my will to be left for the next generation. If I can be of any further help answering specific questions just let me know. Welcome to the list. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA 631 368-1002 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 40

From: Sonadora

Date: Tuesday, January 11, 2005

Body: Dave, Great to see you made it! I think Minnesotans are becoming one of the largest groups of Baba-philes in the world. Folks, Dave and I have spoken at length regarding his new found fondness of Baba 40s. In particular, we talked a lot about how these boats go to windward. Any info (especially comparisons to other vessels) on how a Baba 40 performs close hauled would be most helpful. I seem to recall discussion about a Baba 40 in Seattle that was 'lightened' and given a taller mast in order to compete in regattas in Puget Sound. Anyone heard of this? Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com ~ we're interested in pictures + descriptions of Baba/Panda/Tashiba for the showcase ~ http://sail2live.com/boats/showcase -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Ken Beiser

Date: Tuesday, January 11, 2005

Body: Great idea, "Alan. (to have a new bronze piece) but wouldn't it have to be larger (thicker) due to the design strength of bronze vs stainless (or like we call it: "stain-more")? I would be wary of using existing fittings as patterns. It may well be over-designed like many of the things on the Baba...but I like it that way. Ken -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: NEED COMMENTS

From: Ken Beiser

Date: Tuesday, January 11, 2005

Body: Good question, Van! Mine are "covered". Actually the straps/rivets are bedded and covered with epoxy but the guideon and pintals (spelling???) are exposed "stain-more" steel, (hopefully it is really 316 stainless). What are the better alternatives, besides an outboard rudder!? Ken -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 40

From: Christopher Small

Date: Tuesday, January 11, 2005

Body: I'd like to echo Richards comments and add a couple more. 1. She loves 15knts of wind and must have 10 knts or you're in for a slow go. 2. I left Newport in a steady 25-30 knts of N.E.wind, ten minutes ahead of a Hinckley 42. With a reef in the main and just the Yankee up we stayed ahead of him all the way into Stonington harbor 20+ miles away. The guy came over in his dinghy once we had come to rest in the harbor and said, "what is that boat anyway?" He was obviously disappointed in his investment! 3. We have good friends who cruise with us in an Alden 54. I obviously can't pretend to compare the two boats, but they will typically give us twenty minutes on a 20 mile run and many times they don't even catch us and I've never been embarrassed. More interesting, their boat doesn't point any higher than ours. It is a GREAT Boat!! Chris Small Small Wonder Tashiba 40 Old Saybrook, CT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: NEED COMMENTS

From: van ford

Date: Wednesday, January 12, 2005

Body: Ken, Unless I am doing something really wrong I intend to uncover mine so that their would not be an absence of oxygen with regards to the stainless. Another benefit is that it can be monitored easily versus no idea of what is going on if covered. If anyone knows any reason not to do so please acknowledge. Just my thoughts. Van... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: stainless rudder hardware

From: Tom Beard

Date: Wednesday, January 12, 2005

Body: I don't believe there is any point for concern on the rudder stainless pintles and gudgeons. I have been examining these on several boats over the past 25 years and have found no need for concern. Oh, they look rather bad from surface rust but I have not found any structurally damaging corrosion. They are overbuilt and carry a very light load. I've tried covering them (without success). I've tried exposing them (with same success). I paint them with a barrier coat. I paint them (exposed) with bottom paint. Results are always the same. I don't believe the surface rust is of any concern, especially for the cost and effort of trying to improve on something that already does it job effectively, and apparently, forever. Now it is different where there are stainless fittings that are highly loaded, especially those with holes, as Ken mentioned. Bobstay fittings and chainplates - these require inspections and necessary replacement due to corrosive effects. Also, the effects from failure on these parts are more catastrophic. Ken, We've got to get over - when it is warmer - and see MS II again and hear of your adventures. We are impressed and admire you and Janet for pulling off your dreams and putting a lot of saltwater past the keel of MS II. Tom MOONSHADOW (Panda-40 #19) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin: System upgraded

From: Baba-L Administration

Date: Wednesday, January 12, 2005

Body: I recently did a system upgrade on the Baba-L host (now running SuSE Linux V9.2, FWIW, in place of V9.0) and it looks as though some messages sent yesterday were duplicated. Oops, sorry 'bout that. So far as I can figure out, things are now stabilized and it shouldn't happen again. At least I hope so. [smile] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Rick

Date: Wednesday, January 12, 2005

Body: A supplier from Port Townsend Supply claims to have developed a bronze which is stronger than stainless, which has varying degrees of strength. This may be worth further research. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rudders, stainless steel, and exposure

From: Steven Hodge

Date: Wednesday, January 12, 2005

Body: I too have been only watching this same thread peripherally. And I agree with everything Rick says. If there is no water present, corrosion has a huge uphill battle...dry stainless steel will easily outlive you and me regardless of what particular alloy it is. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Casey and Ann Jones

Date: Wednesday, January 12, 2005

Body: I pulled out my drawings that I got from Bob Perry and looked at the construction of my rudder. As I remembered there are no rudder straps in the design. There is a 3/16 inch rudder plate welded to the 1 1/2 inch rudder stock and overlaid with foam and fiberglass. I confirmed this when I drilled out holes to install zinc mounting bolts. The plate itself is rather large at over half the size of the rudder with four holes drilled in it like in aircraft construction to reduce weight. Casey Jones s/v V'ger Baba 35 lying Eagle Harbor, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Rudders, stainless steel, and exposure

From: Richard B. Emerson

Date: Wednesday, January 12, 2005

Body: I must admit I've only been watching this conversation peripherally but... I think a point's been missed here. Stainless will rust, albeit reluctantly in many cases. Leaving it out in open water is not going to reduce the odds of this happening but increase them. Remember what rusting is, it's oxidization. If stainless is kept dry, the metal is much less likely to have problems. And, as I think I saw, keeping the stainless dry also reduces the chances of galvanic corrosion. Further, although there's been some discussion of the type of alloy used, unless one is going to replace all of Ta Shing's stainless work with something else (not a cheap proposition), you're stuck with their alloy choices which did not factor in full time exposure to salt water. Finally, boat speed is sensitive to wetted area and smooth water flow. We all know that even simple bottom pain buildup, over time, slows a boat. External straps and fastenings add more surface irregularities, adding drag. In short, I simply don't see any value in exposed rudder straps compared to a fully enclosed or capsulized rudder. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Stainless Steel Water Tanks

From: Cindy Ballreich

Date: Wednesday, January 12, 2005

Body: Since the stainless steel rudder hardware thread seems to be winding down, I thought I'd add something about stainless water tanks. We're in the process of cleaning out the water tanks on Mandisa. I don't think they've ever been cleaned. (Especially given what a pain it was to get at the port tank.) I was expecting a lot of rust, but there was actually very little on the tank itself. Almost all of the rust was on the welds, and that wasn't too bad. I certainly don't think there is any threat to the integrity of the tanks. I'm wondering if anyone has any thoughts on preventing further rust. I read somewhere that welding "un-stainlesses" the stainless steel and that good welders will use some kind of nasty acid application to rearrange the molecules or something. This seems like way more than we want to deal with, but if there was an easy process we'd like to hear about it. Cindy ps. congrats on the new server Rick! I'm a RedHat girl myself, but I hear good things about SuSE. -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 40

From: Herb

Date: Wednesday, January 12, 2005

Body: As an ex Baba 40 owner I owned hull 104 built in 1983 from 87 to 97 when due to illness we had to part. I agree with Richard Cassano as to the sea worthiness and handling. I too was caught in a squall in Long Island Sound with just my wife and I aboard with minimal distress. We sailed the East coast from Maine to North Carolina and lived aboard for periods of 3 or more months. I also particiipated in the Marion Bermuda races in 87 and 89 and traversed the Gulf Stream with impunity on these trips. I sold her reluctantly to a younger couple who intended to retire aboard and sail the world. Unfortunately I do not know how their plans worked out but she certainly was a good vessel for this. Herbert Boss Kismet hboss5 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Richard B. Emerson

Date: Wednesday, January 12, 2005

Body: It's not just a matter of strength but corrosion resistance, ductability, hardness... there are a host of factors that apply when choosing a metal for an application. Cheers, Rick S/V One With The Wind, Baba 35 BABA-L mailer writes: > From: "Rick" > > A supplier from Port Townsend Supply claims to have developed a bronze which > is stronger than stainless, which has varying degrees of strength. This may > be worth further research. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Stainless Steel Water Tanks

From: Richard B. Emerson

Date: Wednesday, January 12, 2005

Body: Frankly, I wouldn't worry over much about small amounts of rust along a weld. If it's really getting out of hand (try poking with something like a dental probe [or ice pick] to see if the rust is a thin layer or... well, not so thin), I'd think hard about at least coating the seams with an epoxy that's safe with potable water systems (that is, have a chat with West Systems). However, it may be more productive to investigate ways to gain access to the interior of the tanks so you can inspect them and scrub them if they really need it. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: crevice corrosion comments

From: Alan Sugarman

Date: Wednesday, January 12, 2005

Body: Ken Actually, mine was beefed up - you are correct. I sent you a photo by separate e-mail of the actual fitting. Hope it was big enough. It should have been polished before it was placed on the bobstay. Stainless was way too expensive to fabricate if I wanted 316. The existing fitting can be used a guide for the new piece, I would assume a good foundry could take the fitting and come up with something with good strength. Alan >Subject: Re: crevice corrosion comments >From: "Ken Beiser" >Date: Tue, 11 Jan 2005 16:41:27 -0700 > >Great idea, "Alan. (to have a new bronze piece) but wouldn't it have to be >larger (thicker) due to the design strength of bronze vs stainless (or like >we call it: "stain-more")? I would be wary of using existing fittings as >patterns. It may well be over-designed like many of the things on the >Baba...but I like it that way. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: My Thanks For A Job Well Done

From: NickH92576

Date: Thursday, January 13, 2005

Body: Greetings A thanks for keeping BABA-L alive and well. Over the years it has been most helpful. The attitudes of the "list master" and the members are marvelous. Everyone tries to be so helpful! Again, I appreciate your efforts in keeping it alive. Even though we sold Puffin, our Baba 30, this past spring, I hope you don't mind my hanging around and continuing to receive BABA-L. We now "sail" a 1980 Cheoy Lee motorsailor designed by our Mr. Bob Perry in the late 70's. It shares many design similarities to the Baba's; double-ended, beamy, heavy, etc. I share many of the same problems and concerns as those who own Baba's and find everyone's comments useful. Nick Hodnett Rye, NY -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Admin: testing the mailer

From: Steven Hodge

Date: Thursday, January 13, 2005

Body: For the second day in a row, I'm completely seconding what Rick says. Never let AOL come anywhere near your computer. My daughter's computer had to be rebuilt from scratch, all because of AOL. It's the computer equivalent of a tapeworm. Steve, Panda 40 Alcyon -----Original Message----- From: BABA-L mailer [mailto:baba-mail-daemon Sent: Thursday, January 13, 2005 6:14 AM To: stevehodge Yet another reason to avoid AOL like the plague. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin: testing the mailer

From: Baba-L Administration

Date: Thursday, January 13, 2005

Body: Sigh... for many of you, this will be a waste of time but... AOL (who also operates cs.com) has blocked Baba-L for sending too much mail (must be some kind of spammer). This is a test to see if they fixed that. Yet another reason to avoid AOL like the plague. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Admin: testing the mailer

From: Venda M. Schmid

Date: Thursday, January 13, 2005

Body: My msn delivered it just fine... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Stainless Steel Water Tanks

From: Rick

Date: Thursday, January 13, 2005

Body: I recently purchased a 79 Baba 30. I did not note any rust on the tank. The insides were very clean. If you have concern for rust on the outside, there is product called Dowell Corning which does a great job of rust and corrosion control. Rick Williams Lorac; Baba 30 # 71 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba, Tashiba, and Panda Information

From: Erik Kokborg

Date: Thursday, January 13, 2005

Body: Has anyone had the problem of engine exhaust entering cockpit and cabin = areas under certain motoring conditions? What can be done to eliminate = the problem? Thanks,Erik. S/V Brise, Baba 30. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Cindy Ballreich

Date: Friday, January 14, 2005

Body: BABA-L mailer wrote: > > Has anyone had the problem of engine exhaust entering cockpit and cabin = > areas under certain motoring conditions? What can be done to eliminate = > the problem? Thanks,Erik. S/V Brise, Baba 30. > Do you mean exhaust fumes just drifting into the cockpit and cabin from the stern via air currents - or something else? As far as I know, the "station wagon effect" is just something boats do. (In California we now have to plaster warning stickers about CO poisoning all over our boats if we want to sell them.) -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba, Tashiba, and Panda Information

From: Richard Cassano

Date: Friday, January 14, 2005

Body: Yes, when motoring with a following breeze exhaust can find its way into the cockpit and down below. I have installed 12 volt DC powered CO detectors in the quarter birth and V-birth with a switch at the nav station. When motoring they are always on. Venting the interior by opening ports or cracking open a hatch will help mix clean air with any bad air. If the cockpit smells like exhaust I sit on the combing against the lifelines where fresh air passes the dodger. Other than this I have found no better solution. This is a very valid concern and something a captain should be looking for in a light following breeze. Wind from other directions does not seem to create this problem. CO danger is not a specific problem aboard Babas but a dangerous situation aboard all boats. Richard Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Richard B. Emerson

Date: Friday, January 14, 2005

Body: It's a good question and there is a real risk from carbon monoxide in the exhaust. I honestly don't know of a better answer than the seemingly flip "don't motor downwind". BTW, it's a good idea to check the exhaust system from the inside on occasion, particularly the mixing elbow where hot exhaust meets hot salt water, a particularly nasty combination. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Strictly Sail in Phila.

From: Richard B. Emerson

Date: Friday, January 14, 2005

Body: The former Atlantic City sailboat show has moved to Philadelphia and happens the weekend after next. Chris and I will be there Saturday and I know David Ready will be there. Anyone else? Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin: mailer testing

From: Baba-L Administration

Date: Friday, January 14, 2005

Body: For this test, please do not send "I got it" notes. All of the results appear here. The mail is bounced or it's not - if it's bounced, I'll know it and it's the bounced notes that count. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Bucketboss

Date: Friday, January 14, 2005

Body: Why are we motoring in a sailboat with an apparent wind aft? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba, Tashiba, and Panda Information

From: Richard Cassano

Date: Friday, January 14, 2005

Body: Cindy, The "station wagon effect" is definitely part of the problem but with sailboats it's the wind blowing from behind faster than the speed of the boat that puts CO into the living spaces. I remember the "station wagon effect" from when I was a kid and station wagons could be driven with the rear window down while all of us kids fought to sit in the rear facing seat. If it weren't for all those car rides I would have many more brain cells than I do now. Twenty years of NYC firefighting didn't help the situation either. With all that in mind I would be most embarrassed if I died aboard my own boat from carbon monoxide poisoning so installed all the protection we have now. You should see the inventory of extinguishers we carry :) Richard Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA To: baba-l From: "John F. McGrady" Subject: Re: engine exhaust > > > >Has anyone had the problem of engine exhaust entering cockpit and cabin >areas under certain motoring conditions? What can be done to eliminate >the problem? Ahoy mates, Power upwind rather than downwind. :-) Also check your exhaust hoses underneath the cockpit, and the "pot" for leakage. As a matter of fact check from the exhaust manifold aft, engine running, flashlight on. Over the years we've had leaks develop in several areas. Don't get your necktie caught in the flywheel! JFM jfm SV Querencia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Ken Beiser

Date: Friday, January 14, 2005

Body: Erik, We generally only experienced the exhaust fumes when motoring downwind....and that is one of the better points of sail for our Baba 30. Usually the schedule would dictate firing up the Yanmar. We island hopped and had to make it to many anchorages when the sunlight was good. I HATED motoring downwind! Especially after beating into it for about 1500 miles! I tried a piece of (2 inch?) exhaust hose on the exhaust outlet to get the fumes a bit father away from the boat with hopes that would help...I don't think it did. Plus it put the exhaust farther under water when motor sailing on a port tack. I think our dodger could have also added to the problem in some situations. Ken Moonshadow II Whitefish, MT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba, Tashiba, and Panda Information

From: Steven Hodge

Date: Friday, January 14, 2005

Body: Well, for one, an apparent wind of 1 knot is enough to waft exhaust gases into the cockpit but sure not enough to push my 30,000 lb boat through the water. Steve, Panda 40 Alcyon. -----Original Message-----

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Subject: Fire Extinguishers

From: Alan Sugarman

Date: Friday, January 14, 2005

Body: Richard I would very much like to hear your recommendations for extinguishers - including in the engine compartment and every where else. This is a most confusing topic. I do not even know how long they last - the pressure meter says they are charged - but - after 7 years?? Alan >From: Richard Cassano *** >Twenty years of NYC firefighting didn't help the situation >either. With all that in mind I would be most embarrassed if I died aboard >my own boat from carbon monoxide poisoning so installed all the protection >we have now. You should see the inventory of extinguishers we carry :) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: s/v Aquarius

Date: Saturday, January 15, 2005

Body: > > Why are we motoring in a sailboat with an apparent wind aft? > The wind will die down around the next corner? Mike -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fire Extinguishers

From: s/v Aquarius

Date: Saturday, January 15, 2005

Body: Alan, Fire extinguishers need to be weighed annually (USCG reg and maybe even your insurance would appreciate it). We found the fire service shops (they do these kinds of things) around marinas are a good source of info on what kind, how many to mount and where. We went for overkill but then we never needed them. We were warned to stay away from the ones with the plastic fittings on the top as they misfired more often than not even when they were "in the green." Mike -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba, Tashiba, and Panda Information

From: Alan Goldstein

Date: Saturday, January 15, 2005

Body: As simple as it may be, and I'm not saying it solves the exhaust problem 100% (nor should we not install CO detectors), but WEATHER CURTAINS go a long way toward deflecting the air flow up and over the cockpit. I haven't motored downwind for 1500 miles, but I do come through the GG Bridge under power fairly often and I've never fallen asleep at the wheel. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Strictly Sail in Phila.

From: Allen Emer

Date: Saturday, January 15, 2005

Body: We're looking forward to the Philly Sailboat show too....can't get thru a winter without at least one sailboat fix...it starts the countdown till spring for us. Al & Sue Emer S/V Galatea Sandy Hook, NJ -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Insignia Questions

From: Cindy Ballreich

Date: Saturday, January 15, 2005

Body: Greetings all! Ordering a new mainsail (hooray!) brings up the question of insignia. Our old sail (and I do mean old!) has the red "BA 2/30" insignia. Questions: Did Babas ever use any other insignia? Was any color other than red used? What the heck does the "2/30" mean? And does anyone sail their Baba without an insignia on the sail? Thanks!! Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Erik Kokborg

Date: Saturday, January 15, 2005

Body: My exhaust problem comes when I am heading into the wind and I wonder how much the dodger contributes to the problem.....Erik,Baba 30,Brise. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Insignia Questions

From: Richard B. Emerson

Date: Sunday, January 16, 2005

Body: That's easy. The "2" is as in "Ba squared" or Ba Ba". And the 30 might just maybe could be the boat's length... hmmm...? [grin] Anyway, done properly the emblem is a slightly italic block letter BA with the 2/30 to the same height and width as the BA. The bar is horizontal. As to it being red, that seems a bit odd - I've always seen them in black. Your sailmaker should have the design on file. You could do without the insignia but then you'd spend more time saying, "No, she's not a Tayana or Young Sun 30". In short, you like the insignia. The insignia is your friend... Cheers, Rick Cindy Ballreich writes: > Ordering a new mainsail (hooray!) brings up the question of insignia. > Our old sail (and I do mean old!) has the red "BA 2/30" insignia. > Questions: Did Babas ever use any other insignia? Was any color other > than red used? What the heck does the "2/30" mean? And does anyone sail > their Baba without an insignia on the sail? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: Sonadora

Date: Sunday, January 16, 2005

Body: I have a 1:1 scale vector based graphic of the Baba 30 insignia if anyone's interested. You should be able to provide this graphic to any sail maker for them to use as a pattern. Take the graphic to Kinko's and have them print it on a large-format printer e-mail me at beddoes if interested (do not use the e-mail address on the header of this message - it goes in the bin). Cheers, Rick 1978 Baba 30 Sonadora http://sail2live.com ~ Baba showcase call for entries: http://sail2live.com/boats/showcase ~ -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Fire Extinguishers

From: Voyager

Date: Sunday, January 16, 2005

Body: The fire extinguishers (the ones that mount on the wall) need to be taken out of their holders once every six months or so, inverted and shaken vigorously to keep the contents from caking up and packing into the bottom. The Emergency Response team for our chem plant gave these instructions to everyone for home (boat?) safety. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Survey

From: Donna & Dave Glessing

Date: Sunday, January 16, 2005

Body: Nature Hi everyone We have just had our offer accepted on a Baba 40 and are approaching survey. Does anyone have any recommendations as to points/problems to look out for that may be inherent in the Baba? Also, does anyone know whether or not spares for the Universal engine are readily available. Many thanks, Dave Glessing -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Survey

From: Baba-L Administration

Date: Sunday, January 16, 2005

Body: Aside from the usual boat issues, the biggest issue with Babas is the fuel tank which is prone to rust from the outside as well as the inside. The tank is made of iron, not stainless, which is not a "bad thing" as such but for various reasons as been the most common Baba-specific required refurbishment project. The Universal motor is well named; finding spares should not be an issue. Best of luck with your survey! Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Survey

From: Wilf Rennecke

Date: Sunday, January 16, 2005

Body: Yes, the fuel tank for sure !!!! The fiberglass holding tank could also be a potential problem, ours had to be replaced as it had developed a number of pinholes due to a very thin lay-up. The new tank is of 1/2" polycarbonate, cost about 400$can. It was quite the challenge to reinstall! One of the most important items to check should be the "bobstay fitting on the stem!!! Check the throughbolts and the tang bolt for "crevice corrosion"! I do speak from expierience, more on that in an other email. Good luck on your purchase. What H.P. is Your " Universal"? Happy days, Wilf -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Strictly Sail in Phila.

From: Richard Cassano

Date: Sunday, January 16, 2005

Body: Rick, The crew from Gray Eagle will be at Philly Saturday as long as the weather is reasonable. We can be contacted on Cell phone # 516 551-8182 during the day. Hope to see you there. Rich Richard Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: Tom Beard

Date: Sunday, January 16, 2005

Body: How about Ba squared? Or Baba... Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: survey

From: Steven Hodge

Date: Sunday, January 16, 2005

Body: Two comments: 1. Fuel tank. Dave's comments make it sound like there is only one solution, and that it requires "major surgery in the interior". In actual fact there are probably as many solutions to this issue as there are Baba/Panda/Tashiba owners, and most of these--in fact, all that I know of--do not require "major surgery of the interior". 2. Our windlass cables are 24-year old welding cable. They are in good shape and power our huge Plath windlass just fine. I have no plans to replace them just because they don't meet current marine grade specs. I did, however, replace the welding cables used for the engine as the insulation does not like engine oil and became very spongy. It is impossible to have ALL your DC wiring be "marine grade", ie, tinned stranded copper. If you rigidly required this, you'd have to throw out all those wonderful electronics & computers you have on board. Steve, Panda 40 "Alcyon" -----Original Message----- From:

Subject: Re: Survey

From: Donna & Dave Glessing

Date: Sunday, January 16, 2005

Body: Hi Wilf Thank you very much for the info would like more info if you have it. The universal is a 44 hp m 50. Thanks again Dave -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: Alan Sugarman

Date: Sunday, January 16, 2005

Body: And for those new BaBa owners, BaBA is what the TaShing boatyard workers called Bob Berg. Bob Berg was the original mover behind the Baba. The original name was Flying Dutchman (which is why your boat numbers have "FD" in them) but there was another line of boats with that name (I think a round the buoy racer). Anyway, I was not there then, but this is what I have been told. Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: Re: Baba, Tashiba, and Panda Information

From: Richard B. Emerson

Date: Sunday, January 16, 2005

Body: A dodger certainly can cause some problems when motoring to windward. Air comes over the top and then curls under the dodger to fill the (relatively) lower air pressure under the dodger top. This curl could conceivably suck in exhaust fumes but I've never run into that with a dodger alone. But... I have encountered on a Tayana 37 with a gallows that came right down to the dodger. In that case, motoring into about 10-12 kts apparent was enough to cause a serious problem. It's possible, if you have gallows on Brise, that the same thing could be happening. The best fix is to create a small gap between the gallows and dodger, creating a forced air stream over the dodger, which should help clear exhaust-tainted air. And, in good weather, think about opening up the front of the dodger. Also, be sure the fumes are coming from astern and not from inside the boat. But I'm sure you knew that. [smile] Cheers, Rick P.S. I know some people argue for removing the gallows altogether; more than once I have found them invaluable when managing a swinging boom in a rough seaway. Erik Kokborg writes: > My exhaust problem comes when I am heading into the wind and I wonder how > much the dodger contributes to the problem.....Erik,Baba 30,Brise. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Fire Extinguishers

From: Alan Sugarman

Date: Sunday, January 16, 2005

Body: Rich Thank you very much. I knew I would get a good answer from you. One question is a supplier for this stuff. Any suggestions? I had never heard of Halotron. If you have the Halotron, why use the BC??? Do I gather that you would always start with the Halotron because it will cause less mess, and then use the others? Of course, in a real fire, anything goes. I always have an extinguisher in my cockpit locker and one in the head and one next to the galley. For the locker, I want one impervious to salt water. I am going to replace everything including the old Halon unit in my engine compartment. Alan remember a Baba 30 has less space than a 40 so I cannot go overboard - but, there is less to burn!!! ********** "Framboise" Port Annapolis Marina Baba 30-xls, Hull No. 227. [43' custom aluminum spar, no quarterberth, no boom gallows, Yanmar 3GMF, teak veneer interior, new stainless steel fuel tank!] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: Richard B. Emerson

Date: Monday, January 17, 2005

Body: I've heard this story ("Baba" being an accented corruption of "Bob Berg") directly from Bob Perry. I've never talked with Bob Berg (has anyone reading Baba-L ever talked with him???). There is, indeed, a class boat called a Flying Dutchman (the name for the later-to-be-named Baba 35). It's my understanding that Will Eckholts (spelling???) commissioned the Flying Dutchman design and Bob Berg didn't get involved until the Baba 30 design was commissioned (or it was commissioned by Berg and Eckholts). At Any rate, I think the FD predates Berg's involvement with Babas. Cheers, Rick Alan Sugarman writes: > And for those new BaBa owners, BaBA is what the TaShing boatyard workers > called Bob Berg. > > Bob Berg was the original mover behind the Baba. > > The original name was Flying Dutchman (which is why your boat numbers have > "FD" in them) but there was another line of boats with that name (I think a > round the buoy racer). > > Anyway, I was not there then, but this is what I have been told. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: RE: Insignia Questions

From: Tom Beard

Date: Monday, January 17, 2005

Body: It has been years since I've talked to Bob Berg or Bob Perry about this item so my recollection might be a shade off. As I recall, Bob Berg had a yacht sales company in Seattle in the 1970s called Flying Dutchman. He arranged for the importation of the Tayana 37 when it was first on the market and was instrumental in many of the design features. I once owned an early model Tayana-37 Berg had tricked out with all the teak fantasies possible to load onto a boat - for its original customer. Following the Tayana's success, he embarked on a new line with Bob Perry's design input - the Panda/Baba. The "Baba" lore is correct. It came from the name used by yard workers when referring to him. I recall sailing with both Bobs on the first Baba-40 imported in Seattle sometime in the early 1980s. And it was Bob Perry who told me about the Ba 2 on the sail logo being Ba squared or Baba. Tom -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba, Tashiba, and Panda Information

From: Ken Beiser

Date: Monday, January 17, 2005

Body: I concur with Rick...I love my boom gallows! Also, in tropical or similar weather, opening the dodger is another wonderful feature. Ken Moonshadow II -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: Tom Beard

Date: Monday, January 17, 2005

Body: Perhaps we need to gather thoughts from Bob Perry's memory on this. Cobwebs are too thick in my mind anymore. I do not know of Eckholt. I believe some of this information is (was) on the Tayana site, related by Perry. I will check. Tom I'm confused... I remember Perry talking about Berg and a T-37 Berg was working on but had the impression he came to what became Babas later. Where does Eckholt (SP???) come into the picture? Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: RE: Insignia Questions

From: Richard B. Emerson

Date: Monday, January 17, 2005

Body: I'm confused... I remember Perry talking about Berg and a T-37 Berg was working on but had the impression he came to what became Babas later. Where does Eckholt (SP???) come into the picture? Cheers, Rick Tom Beard writes: > > It has been years since I've talked to Bob Berg or Bob Perry about this item > so my recollection might be a shade off. As I recall, Bob Berg had a yacht > sales company in Seattle in the 1970s called Flying Dutchman. He arranged > for the importation of the Tayana 37 when it was first on the market and was > instrumental in many of the design features. I once owned an early model > Tayana-37 Berg had tricked out with all the teak fantasies possible to load > onto a boat - for its original customer. Following the Tayana's success, he > embarked on a new line with Bob Perry's design input - the Panda/Baba. [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Survey

From: Shane Wilson

Date: Monday, January 17, 2005

Body: [I'm obliged to amend one point made below - Ta Shing's stainless work has not shown a disproportionately high number of problems. That is not to say problems don't show up on occasion but no more frequently than is typical for most boats. The Taiwanese marine industry has produced some rather bad knockoffs with questionable materials and it is wise to keep a weather eye out for them. But based on what I've experienced directly and through reading this list, I do not count Babas among the boats that suffer, in any great degree, from poor materials - RBE] Congratulations Dave & Donna! You've seen some very good replies to your email below. One thing I would add is that it is possible that much of the critical stainless steel in the boat could need replacement and this is EXPENSIVE. Tawainese stainless steel has a well deserved reputation for being inferior stuff and if it proves bad you will need to have much of the replacement SS fittings custom-made by reputable craftpeople. Problem areas to pay particular attention to are standing rigging SS. This would include chainplates, tangs and any of the stainless connected with the standing rigging as well as stanchion bases/bolts, etc. Have a competent aloft rigging survey done and be prepared to re-rig soon if it hasn't been done yet. Pull at least one chainplate for close inspection. Pay special attention to the bobstay and its fittings. Again, congratulations and best of luck! Shane Wilson Panda 40 S/V Muse Seattle, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Survey

From: Shane Wilson

Date: Monday, January 17, 2005

Body: [It appears that babasend may have crashed either while mailing this note or at the end of mailing this note. I can't tell which happened so I'm reposting it - RBE] [I'm obliged to amend one point made below - Ta Shing's stainless work has not shown a disproportionately high number of problems. That is not to say problems don't show up on occasion but no more frequently than is typical for most boats. The Taiwanese marine industry has produced some rather bad knockoffs with questionable materials and it is wise to keep a weather eye out for them. But based on what I've experienced directly and through reading this list, I do not count Babas among the boats that suffer, in any great degree, from poor materials - RBE] Congratulations Dave & Donna! You've seen some very good replies to your email below. One thing I would add is that it is possible that much of the critical stainless steel in the boat could need replacement and this is EXPENSIVE. Tawainese stainless steel has a well deserved reputation for being inferior stuff and if it proves bad you will need to have much of the replacement SS fittings custom-made by reputable craftpeople. Problem areas to pay particular attention to are standing rigging SS. This would include chainplates, tangs and any of the stainless connected with the standing rigging as well as stanchion bases/bolts, etc. Have a competent aloft rigging survey done and be prepared to re-rig soon if it hasn't been done yet. Pull at least one chainplate for close inspection. Pay special attention to the bobstay and its fittings. Again, congratulations and best of luck! Shane Wilson Panda 40 S/V Muse Seattle, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Insignia Questions

From: sonadora

Date: Monday, January 17, 2005

Body: Recently, Bob Perry spilled the beans on a bulletin board about all of this. Unfortunately, I don't have a clue where that was. I do believe that link is buried somewhere in a message to our list. I do recall, however, that someone in the loop (Eckholtz perhaps?) gave Perry the runaround with regards to a design for the Hans Christian yard back in the 70s. In the thread on the bulletin board, Bob bemoaned his pittance of a fee that he received to design the Union 32 (HC). In fact, had it not been for that, Bob Perry's name would have been all over Hans Christian and quite possibly not on the Baba line at all. I believe Bob Berg was involved with the HC deal as well. Again, this is a question for Mr. Perry and I could just be starting a really terrific rumor. Cheers, Rick Beddoe 1978 Baba 30 Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ADMIN: AOL strikes yet again

From: Baba-L Administration

Date: Tuesday, January 18, 2005

Body: First, this is not a test, this is "the real deal". No replies are needed. AOL again bounced some mailings from Baba-L. After some level of activity, AOL decides to bounce Baba-L mailings and there is little I can do about this. So... if you are reading this note via aol.com or cs.com, please contact them directly to complain about their blocking Baba-L. You will have to argue with them directly, as an AOL user, that you want all Baba-L mailings. I would like to say that you'll be safe asking AOL to whitelist pinefields.com but I know of at least one bogus address (sexymitch) that is making the rounds. How this is possible I have no idea as this user name does not exist here (and, short of entering this house to use the Linux system, can't exist) so I leave it to your choice on whitelisting anything from pinefields.com. The bounced mailings were re-sent this morning and, I think, will not bounce again. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: S/V Magic, Baba 40

From: Onsvmagic

Date: Tuesday, January 18, 2005

Body: Oh, man,..S/V ELSHA is in mourning. MAGIC used to tag along side by side up the coast and around the Chesapeake and across the docks at Ferry Point. I am sure she'll be appreciated by the new owners and I am also sure they have chosen the new owners well. MAGIC will surely again show her stuff wherever she's taken, come the ocean or the Chesapeake. She might even meet ELSHA again somewhere along the waters. Surely will ELSHA proudly salute her who has taken good care of her former captain Fred and first mate Kathy. Long shall she live and carry her owners safley around the world! Elmer Hayes S/V Elsha -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Insignia Questions

From: Cindy Ballreich

Date: Tuesday, January 18, 2005

Body: > > I do recall, however, that someone in the loop (Eckholtz perhaps?) gave > Perry the runaround with regards to a design for the Hans Christian yard > back in the 70s. In the thread on the bulletin board, Bob bemoaned his pittance > of a fee that he received to design the Union 32 (HC). In fact, had it not > been for that, Bob Perry's name would have been all over Hans Christian > and quite possibly not on the Baba line at all. I believe Bob Berg was involved > with the HC deal as well. > > Again, this is a question for Mr. Perry and I could just be starting a really > terrific rumor. > I also have heard this story. Apparently a guy named John Edwards (who owned HC) commissioned Bob to do an HC34. I think they made a few of these, but Edwards stretched the design to 36 feet and called it a "new design" to keep from paying royalties to Bob. They made these for a while, but the karma caught up with Edwards when the Union yard seized the molds. Union made the boat under several names. The "Union Polaris 36" seems to be the most popular. Apparently Bob designed the Tayana 37 to spite Edwards and, in fact, the T37 has out-sold the HC36 many times over. One place the story can be found it here (near the bottom)...
http://www.cruiser.co.za/hostsecret8.asp -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: BABA

From: Sonadora

Date: Tuesday, January 18, 2005

Body: What a great story! I noticed a boat on Yachtworld that claims to be built by Lyman Morse and designed by Robert Perry. The owner says it's a 41' Tashiba. It looks a lot like a Baba 40 pilot house except at the stern. If you're curious, go to Yachtworld and search for Tashiba. I would still be interested in hearing more about the story behind Hans Christian and how that plays into the Baba line. Cheers, Rick Beddoe 1978 Baba 30 'Sonadora' ~ site updated: http://sail2live.com ~ I will be adding a link to the Baba 30 insignia and other Baba graphics for downloading (including the drawing I made of the Baba 30 that you see when entering the Sonadora section) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: BABA

From: Russ Barneveld

Date: Tuesday, January 18, 2005

Body: Thanks for the great info on Babas and Pandas. We own a Panda 34, hull #5 and love it. Our boat is in the Great Lakes right now... but would love to come to a rally in the Northwest. Let us know if something develops. Russ & Robin Robins Nest Panda 34 Pentwater, MI Russ Barneveld Affiliate Professor 350 C DeVos Center College Of Education Grand Valley State University barnever (616)331-3409 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Survey

From: Donna & Dave Glessing

Date: Tuesday, January 18, 2005

Body: Thanks Shane I understand where you are coming from with the stainless steel side of things but I don't think our surveyor will pull a chain plate in fact I know he won't. So any pointers on the stainless and what to look for would be really helpful. We really are in no position to be able to afford all new stainless. She had new standing rigging & turn buckles in 98. Any more help would be great due to have survey done in three weeks. We would also like any info on the possible cost of mast pulpits (ganny bars) and boarding ladder if any one has had to purchase these items. Thank you all so much for the advice its good to talk. Dave& Donna. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: BABA

From: Richard Cassano

Date: Tuesday, January 18, 2005

Body: Wilf, What a great story on the origin of Baba and the first hulls produced. Your email should be cut in stone so we have the truth for all time. Is Bob Berg still alive and reachable? Anyone have an email address for him? Maybe he can tell us his stories about the day to day construction of the Baba line. I'm sure there are many inside stories of design changes and alterations in construction methods, etc, etc. Personally, I would like to know if TaShing ever discussed the fuel tank design limitations as far as future removal and replacement goes. Richard Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Tall Mast and Stainless

From: Alan Sugarman

Date: Tuesday, January 18, 2005

Body: At 03:23 PM 1/18/2005 -0500, you wrote: > P.S. Someone had enquired about a lighter design and a taller >rig, I know that Tim Morgenroth of "Airloom" who is also a member of >the forum did this and there may be others. This past year I rerigged my Baba 30 with a 43 foot mast - giving me not only great light air performance but a boom vang since I raised the boom about 6 inches so the vang would clear the butterfly. But, I have not tested it in over 12 knot winds - I am still not sure if she will be too tender. I took a lot of junk off the boat and it is riding much higher, and is more tender just for that reason. so, I am not ready to recommend this just yet, but, I did leave a number of boats astern with puzzled looks. The xls in the BABA names means extra long stick I also installed forward lowers. I hope to sail more this season: I had some bad boat work done, which is being remedied this winter (try this, a check valve installed backward for the galley sink). As to other thread re stainless, I have most Taiwan stainless off the boat - the rest of the chain plates will go next week. One repair not mentioned on this list: I have to have new lazarette hatches built - the old ones are just failiing. Has anyone else had to do this? Alan ********** "Framboise" Port Annapolis Marina Baba 30-xls, Hull No. 227. [43' custom aluminum spar, no quarterberth, no boom gallows, Yanmar 3GMF, teak veneer interior] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Insignia Questions

From: sonadora

Date: Tuesday, January 18, 2005

Body: That's it! Thanks Cindy! When Sonadora was in Portland, we had a neighbor with a Union 36. I never got a chance to see inside, but outside it's all HC. Interestingly, on the older models the helm is positioned with the shaft pointing aft, just as the older T37. Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cloudy Port Glass

From: Alan Goldstein

Date: Wednesday, January 19, 2005

Body: Has anyone had their port glass begin to "fog" over -- become opaque on the perimeter, working its way in toward the center? This is what is occuring in three of my 12 ports, one of which has reached the point where its clouding out about 10% of the entire window's surface area. Anyone know what might be causing this or if there is a cure other than replacing the glass? If it became necessary to replace the glass (for any reason), can anyone tell me what thickness and type of glass is appropriate (1/2 " tempered??). Would it be possible to have any old glass maker cut it from the right material, or is this to be another specialized part that only Ta Shing can supply? Has anyone done this job? Does the glass come out by prying out what seems to be a bronze retaining ring inside? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Survey

From: Rick Beddoe

Date: Wednesday, January 19, 2005

Body: Dave and Donna, Check out Mystic Stainless (www.mysticstainless.com). There is pricing for the boarding ladder on the site. Cheers, Rick Beddoe 1978 Baba 30 Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cloudy Port Glass

From: s/v Aquarius

Date: Wednesday, January 19, 2005

Body: Short answer: Replace. Nits and grits are on the BABA web site. You should not have to go to Ta Shing Mike > > From: "Alan Goldstein" > > Has anyone had their port glass begin to "fog" over -- become opaque > on the perimeter, working its way in toward the center? This is > what is occuring in three of my 12 ports, one of which has reached > the point where its clouding out about 10% of the entire window's > surface area. Anyone know what might be causing this or if there is > a cure other than replacing the glass? > -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: email to aol

From: baba

Date: Wednesday, January 19, 2005

Body: [The following note is part of an off-list discussion about the AOL problem. Specifically, I've had to drop 22 names who use aol.com or cs.com because of the overhead of the bounces from AOL. The Cavanaughs are fighting the good fight to get AOL to cooperate and I hope for everyone's sake AOL can be made to see reason. BTW, the Cavanaughs are reading this list via a non-AOL account. Also, I'm storing all Baba-L messages for a massive upload to the AOL folks if and when AOL stops blacklisting Baba-L. - RBE Hi Rick, this is the email I sent today regarding this situation. I took the liberty of quoting you, although I removed the names of the other AOL customers. Hope that's ok. I'm not expecting much from the first few replies, but I'd like to eventually talk to a real person with some decision making power. In the meantime, we're working on getting a new address through one of our business email accounts. I guess I didn't realize until now how much valuable info we have gotten from Baba L over the years. Thanks again for all the effort. Susan Cavanaugh --- Return-path: .From: Smcavana Full-name: Smcavana Message-ID:

Subject: RE: Cloudy Port Glass

From: sonadora

Date: Wednesday, January 19, 2005

Body: When removing the glass (for the exact same problem) I noticed why this happens. The glass is actually a sandwich of two pieces with a film inside. Prehaps all tempered glass is made this way, but my new glass is not (and is tempered). Moisture finds its way between the glass and mucks up the film. Replacement is fairly simple. I paid around $180 for 10 pieces cut at a local glass supply place. You will need to replace the gasket. This gasket is still available from TaShing, but you could probably substitute something else for it. Cheers, Rick Beddoe 1978 Baba 30 Sonadora http://sail2live.com >-- Original Message -- >From: "Alan Goldstein" > >Has anyone had their port glass begin to "fog" over -- become opaque >on the perimeter, working its way in toward the center? This is what >is occuring in three of my 12 ports, one of which has reached the >point where its clouding out about 10% of the entire window's surface >area. Anyone know what might be causing this or if there is a cure >other than replacing the glass? [...] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: Hathon, Chris

Date: Thursday, January 20, 2005

Body: Alan, I have replaced all the glass on Synergy, our Baba 40 and the task was not difficult. I had two different sized ports and pulled out one of each and replaced with Plexiglas so the glass cutter had a pattern. Used the same type safety glass, I seem to recall the thickness being 3/8", and caulked with structural silicone 795. The bronze retaining ring is held in place by 4 screws. I could not find replacements so be careful. I also took the opportunity to rebed each port and buff all the bronze. Also, replace the gasket while you're at it. With the safety glass, be careful when you are cleaning it just prior to caulking. If you use something like lacquer thinner, it will attack the plastic film between the glass which is a good reason to have a couple of extra pieces of glass cut. Chris S/V Synergy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cloudy Port Glass

From: rayhrn3

Date: Thursday, January 20, 2005

Body: (CST) Alan, I have experienced this problem on my last boat, a Cheoy Lee, and I've just purchased a Baba 35 last July that has the same problem. It's a case of delamination. The port glass is a laminated glass and the fog results from delamination. Only thing to do is replace them. On my Cheoy Lee I popped one out and took it to a local glass place who used it as a pattern for new ones. I'll be doing same on the Baba this spring. If you go to the 'main' Baba home page under maintenance there's a great article by Hunter (Steve I think) about how he did his. It's a good read. Look for it for clues. Ray Baba 35 'Flavor' Houston -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cloudy Port Glass

From: Voyager

Date: Thursday, January 20, 2005

Body: Our windows seem to be fogging over, too. I assume that the offending material is safety-glass that has a thin latex core to prevent shattering. Safety-glass in old cars have the same problem. I'm sure that you can have them replaced by any auto glass shop. I'd do it myself now, but I've got more pressing jobs to do on the boat. Good luck and let us know how things turned out. Cheers, Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sails and Rigging on the Crusing World BBS

From: Cindy Ballreich

Date: Thursday, January 20, 2005

Body: FYI: Rick Beddoe has a really good thread going on the Cruising World BBS about sails and rigging as they apply to the Baba 30 (and cutters in general). Bob Perry is participating and makes many interesting comments. So far, it hasn't turned into a flame-war so check it out quick before the trolls jump in. http://forum.cruisingworld.com/forums/genlmesg/index.pl?read=397106 -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ADMIN: Quotes

From: Baba-L Administration

Date: Thursday, January 20, 2005

Body: Sigh... do me a favor, people, and trim the quotes!!! I've got my hands full with the AOL mess and don't want to burn time trimming down quotes. Too many people are just slamming "yeah, me, too" on top of quotes of long messages. Take the time to cut the header and footer off, at least. I've been trimming and, in many cases, deleting quotes to save space here and at the receiving end but it's taking time I'm running short on. It is faster for me to bounce a long note than edit it. 'Nuff said, I trust. Rick P.S. For those who may be confused on the point, this is a *moderated* list which means editing can and does happen. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: Richard Cassano

Date: Thursday, January 20, 2005

Body: I had a local glass shop make up new glass insert for the ports at $20 each. I only needed two at the time. Suggest you unbolt the port at the hinges, put duct tape over the opening to keep rain out and head to a glass shop. The place I went to thought it an interesting job - not their run of the mill request. He used exact same thickness and temper and did a great job. His first attempt cut the oval a little short and he gave that one to me for free as it did not meet his standard, (or mine). I keep this one as a back-up. It makes it easier for the glass shop if you remove the gasket, clean out the grove and as I remember there is a bronze retainer holding down the glass with screws. With all this disassembled it should be less time consuming to have the replacement made. One note: a fellow Baba 40, "Wanderlust" Had an Annapolis plastics shop make up all new lexan replacements for the ports. They looked good to me and seemed safer than glass. Richard Cassano S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cloudy Port Glass

From: Voyager

Date: Thursday, January 20, 2005

Body: Check out http://www.smallparts.com/ for hard to find little things... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Sails and Rigging on the Crusing World BBS

From: Cindy Ballreich

Date: Thursday, January 20, 2005

Body: BABA-L mailer wrote: > > I used to go to the Cruising World forum a lot, but at the time it seemed to > be troll central and I lost interest. > It frequently still is!! The fact that your thread has held up as well as it has is amazing. I'm sure someone will turn it to guns or politics flame-war at any moment! (It was recently revealed that Mr. Perry sometimes logs on to the CWBB as assorted anonymous users and flames his own posts! Those PNW winters must be harder than I thought.) -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Sails and Rigging on the Crusing World BBS

From: Sonadora

Date: Thursday, January 20, 2005

Body: Oh great Cindy...thanks. Now everyone will know what a noob I am....hehe It really is a good thread and I learned a ton about running backstays as well as boom vangs. I used to go to the Cruising World forum a lot, but at the time it seemed to be troll central and I lost interest. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: email to aol

From: Richard Cassano

Date: Thursday, January 20, 2005

Body: Rick Beddoe - Good rant! I too can not understand the aol thing. I just don't know why the "made up" content aol provides is so special. We have cable Internet connection here and also get 5 email addresses, some email filtering and other benefits for the basic ISP fee. In addition, I can access my email from anywhere in the world. Had aol many years ago and graduated to the raw Internet never to look back. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ADMIN: AOL thread suspended

From: Baba-L Administration

Date: Thursday, January 20, 2005

Body: I think it's best to suspend the AOL thread as being off-topic for Baba-L. If there are any developments, I'll pass them along. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Moving Bobstay Fitting out of water

From: Wilf Rennecke

Date: Friday, January 21, 2005

Body: Alan, sorry to hear that you found the same mess in your chain locker as we did. Did you notice the much heavier stem structure to support the bobstay fitting? This is why I feel I would like to ask Bob Perry's opinion on moving the fitting up.Did you have to change the length of the bobstay itself, or was there enough room on the turnbuckle? My plan now is to fit a 1/2" plywood floor for the chain locker plum a new drain and then epoxy it all in. at the same time I'll place a divider down the middle in a vertical fashion to separate the two anchor rodes. Painting inside the chain locker will be challenge that I'm not to eager to face! Perhaps 2 or 3 scotch'n water before starting will make it easier? Wilf -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Gauge Compatability

From: Voyager

Date: Friday, January 21, 2005

Body: Captains, My old Datamarine gauges are shot. Do I have to replace the old gauges = with Datamarine again or can I get some other make? Can the old = Datamarine sensor lead wires (depth and speed) be cut for splicing etc. = or does that mess up how they work? Right now I'm getting speed from the = GPS and depth from a little Hummingbird depth finder. Are these OK to = use, or is there something inherently wrong with using the GPS for speed = and the Hummingbird for depth? Cheers, Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Gauge Compatability

From: Alan Goldstein

Date: Friday, January 21, 2005

Body: First let me thank everyone who responded to my cloudy port problem. I now have plenty of great information on which to base by decision(s) on if, when and how to proceed. Re. the Datamarine guages being shot -- basically so are mine, although I think I can probably salvage the speed indicator with a new paddlewheel transducer. My bigger problem is the wind indicator at the top of the mast. Seems the bearing is shot and the darn thing spins only when it feels like it -- needs about 10 knots just to get going and I suspect its registering around 6-10 knots when its blowing 20 or more. Some things you just don't need electronics to tell you. Anyway, question is: can the sending unit be changed out, fixed or should it be replaced along with the Datamarine 5100 unit itself? I think the issue of compatibility is key here; any old windvane won't work with the Datamarine unit, so its probably fix or replace entirely as I don't think a replacement vane alone is available. Anyone know differently? Re. speed from a GPS. Isn't that going to give you speed over the ground, while your speed guage via transducer gives you speed through the water. I also use it but do alot of mental adjustments at the same time. It won't work too well when going into or with a strong current as we have in the Bay. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Moving Bobstay Fitting out of water

From: Alan Goldstein

Date: Friday, January 21, 2005

Body: We used to have a little chimpanzee who we'd rent out by the day for such jobs -- remember that bolt that's holding down the Sampson post? Another tricky job for a monkey. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Jib sheet chafing on Dodger

From: Alan Goldstein

Date: Friday, January 21, 2005

Body: I had a look at Rick Beddoe's picture of his boat's cockpit on the CW forum, and it brought up a question/situation that I dealt with years ago but which it appears either Rich doesn't have or hasn't dealt with. On the port side, if you have your winch located where probably 99% are on Baba 30's, and you have a Dodger which is snapped to the side of the coach house, and you need to wrap your jib sheet clockwise around the winch, we found that it rubbed right along the surface of the dodger. To solve this I put a block on the padeye aft of the winch (with a piece of heavy leather under it -- slotted the leather to fit over the padeye -- so's not to damage the finish on the quarter deck) and I run the sheet first through the block, then forward to the winch where I get a good angle to the winch and can wrap clockwise. This keeps the sheet six inches or more away from the dodger. No problem on the starboard side since clockwise around that winch is outboard. Anyone else find this necessary? Rich, don't you have this problem? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Moving Bobstay Fitting out of water

From: Ken Beiser

Date: Friday, January 21, 2005

Body: I also wanted to move my bobstay up but replaced the existing fasteners at the original location instead. I ended up using 316 stainless all-thread and one of them went all the way through the samson post into the vee berth. I capped the washer and nut with some teak and it is also covered by the cushion/mattress. The upper fastener now goes through into the anchor locker and is backed by a piece of teak shaped and bedded in epoxy to the inner surfaces of the hull/stem. I should have moved it up since it was below the water most of the time while cruising...I have now moved my antifouling (waterline) up tot he top of the stripe...a little late though since we may be done with extended cruising with this boat. I would recommend moving the bobstay up but it may involve work on the bobstay itself. I just hate stainless that close to the waterline! Working in the anchor locker is a PITA. I put a (removable) divider in ours, too, and another deck pipe so we had two sets of ground tackle ready to go...no wonder our waterline disappeared. Ken Moonshadow II (nicknamed Mood Shadow after pounding into trade winds with a family of four for over 1000 miles!) Whitefish, Montana -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Gauge Compatibility

From: Richard Cassano

Date: Friday, January 21, 2005

Body: Steve, You can replace the instruments with any brand you like. Speed from GPS is measured over the surface of the earth and speed from the boat transducer measures the speed through the water. It is good to have both. The difference between them will tell you if you are fighting a current or have the current going with you. On some brands of depth transducers the length of the wire should not be cut because the impedance of the wire plays some part in the calculations. I just sent this exact question to Airmar, the manufacturer of transducers for just about all the newer sailing instruments and their reply was it was ok to cut as long a waterproof junction box was used to make the final connections. I would rely on the instruction manual with whatever new instruments you buy to guide you on the cut/no cut question. Some instruments use a proprietary data signal. This is ok but I would like to see, in addition, the ability to output NMEA data. Most systems do this anyway. Finally, unless you are a big time racer of your Baba, keep it simple. I just upgraded my old NEXUS instruments with the new ComNav. The new ComNav are very nice and seem like a big improvement over what I had before. Richard Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Jib sheet chafing on Dodger

From: Steven Hodge

Date: Friday, January 21, 2005

Body: Absolutely. It makes a mess out of the dodger. Several Baba/Panda's that I have seen use a cheek block instead of the pad eye. That's what I intend to do. Meanwhile there is an easy kludge trick that Rob Sicade told me about, if you have neither pad eye or cheek block in that location. We have used it the past 2 years ever since the moment our new dodger went on. Lash a block with heavy line to the cap rail, passing the line through the chock that is nearby. This works perfectly to keep the line from chafing the dodger...until you can get around to a more permanent fix. Steve, Panda 40 "Alcyon" -----Original Message-----

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Subject: speed

From: Tom Beard

Date: Friday, January 21, 2005

Body: The topic of speed is one dear to my soul. We constantly monitor the differential between the GPS speed (over the ground) to through the water speed to determine current current conditions. A one-knot current on the bow or stern can amount to 24 miles in one day or around 20 percent of a day's travel. We discovered the oceans full of rivers and always maneuver to take advantage of favorable currents or clear out of unfavorable. The track of these currents are dynamic and constantly wavering. Over thirty years ago, I was on a project with NOAA to experiment with new infrared devices to detect currents. We spend days flying over the Gulf of Mexico. We flew tracks all day long and spent the evenings in a motel room plotting currents on charts based on temperatures detected. Their dynamics were impressive. It was like watching the swirling in the smoke and flames from a bonfire. Satellites have taken over the job and precise maps show daily flows in selected areas. We do not take the shortest route between ports but wander to take advantage of currents. It generally cuts a number of days off on a major crossing. Twenty percent of a three-week trip is four days! Once traveling with a pack of cruisers off Brazil, we wandered off in search of better waters and discovered a five-knot current going our direction. The next day we checked in with our group and were 100 miles ahead. The importance of having the advantage of noting both speeds is significant for offshore cruising. Tom Moonshadow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Jib sheet chafing on Dodger

From: H P SCHMID

Date: Friday, January 21, 2005

Body: > Several Baba/Panda's that I have seen use a cheek block instead of the > pad eye. I have the problem, not so much with the dodger (unless I add the back side windows), but with the sheet scraping against the outside edge of the wood to which the winch is mounted. Does anyone have a picture of the installation of the cheek block, and information on the make of the cheek block. Pete Schmid S/V Jubel, Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Moving Bobstay Fitting out of water

From: Alan Sugarman

Date: Friday, January 21, 2005

Body: >Subject: RE: Moving Bobstay Fitting out of water >From: "Wilf Rennecke" > >Did you notice the much heavier stem structure to >support the bobstay fitting? I am not sure what you mean by heavier stem structure. If you mean the cranse iron, then, I did replace it with a heavier bronze fitting >This is why I feel I would like to ask Bob >Perry's opinion on moving the fitting up. Good luck - liability wise, I doubt if he would opine. But, anyway, the main issue is the angle of the bobstay. If it does not change much, what could the problem be. Also, remember that this angle is pretty arbitrary - all you are doing is puting balancing the load of the headstay. There could be an issue of rotational fore-aft torque on the cranse iron - that is why is should be lengthened which I did as well. I would like to see the original loading computation for this - I bet a computation was never done. >Did you have to change the >length of the bobstay itself, or was there enough room on the >turnbuckle? The bobstay is shorter. If you have norseman's, not a problem. Also, while mucking in your chain locker, make sure that the Samson post is bedded to the hull. That is in Perry's plan. It was not followed by TaShing - permitting some rotational movement by the Samson post. Alan l -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Jib sheet chafing on Dodger

From: Sonadora

Date: Friday, January 21, 2005

Body: Hmmmm...I don't recall the jib sheet touching our dodger (which is getting replaced this year). If you take a look at this picture: http://www.sail2live.com/boats/sonadora/pictures/sailing_minna.jpg (boy, if my wife knew her shoulders were getting this much airplay I'd never hear the end of it!) If you look in the upper portion of this picture you'll see the mounting point for the dodger. It's well inboard of the sheet. Steve's idea makes me think of perhaps rigging the sheet similar to a roller furling line. Put the snatch block on the base of one of the stanchions. Also as Steve mentioned, you could put the snatch block on that padeye just aft of the winch (where you should also attach your running backs! <-- now I sound like I know what I'm talking about) Cheers, Rick Beddoe (the other Rick ;>) 1978 Baba 30 Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Jib sheet chafing on Dodger

From: Steven Hodge

Date: Friday, January 21, 2005

Body: Pete, or anyone else interested, I just happen to have some pictures of Rob & Teresa Sicade's "Yohelah", which was featured in Good Old Boat magazine a while back. They were taken for dodger purposes, but happen to show the cheek blocks on their boat. I have 3 pictures, each about 0.5 MB. Send me an email off-list and I'll send them to you. As for the make/model, I think they are Harken, but my memory is pretty shaky right now. However, it just so happens that I'm going to visit them tomorrow morning, for other reasons, and I'll get the specs. I need them anyway. I have the same problem with the sheet chafing the wood also. Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Jib sheet chafing on Dodger

From: Cindy Ballreich

Date: Friday, January 21, 2005

Body: > I have the problem, not so much with the dodger (unless I add the back side > windows), but with the sheet scraping against the outside edge of the wood > to which the winch is mounted. We have a little rub strake on the edge of the coaming (or whatever this part of the cockpit is called) which the port jib sheet slides over. It really saves the varnish. I've linked to a photo of our cockpit which shows it at the lower left. http://www.ballreich.net/mandisa/tour/cockpit-2.jpg You can get them at West. They're not very expensive. -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba, Tashiba, and Panda Information

From: Michael & Susan Cavanaugh

Date: Friday, January 21, 2005

Body: We tried to post this a few days ago, but maybe the AOL problem goofed it up. In 2000, when we discovered water migrating behind the bobstay fitting, we raised it out of the water. Before we did it, we conferred with Bob Perry, who said it was a "good idea to raise the bobstay tang about 6 inches. There is enough safety factor in the bobstay and fittings to take the increased load." He was referring to our 1981 Baba 40 and a few others--the fitting was raised out of the water on the new 40's very soon after ours was built. Susan Cavanaugh SV Free Spirit Anacortes, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: Wilf Rennecke

Date: Saturday, January 22, 2005

Body: Re: Cloudy Port Glass Just briefly back to the cloudy port theme.Warlord also has 2 cloudy ports that need changing. I've been Procrastinating to do that job. I phoned our local glass shop to get a clear! answer.(punny). I was informed that we are most likely speaking of laminated safety glass. It is available in 4.5 mm and 6mm thickness, in clear or tinted. It is NOT tempered glass!!! Tempered glass is regular glass to begin with, it is cut to size and shape and then put through a tempering process after which it can no longer be cut--- break. Lexan is a good choice. It is available in any thickness, clear or tinted but, it scratches! Cheers, Wilf, Warlord -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Jib sheet chafing on Dodger

From: H P SCHMID

Date: Saturday, January 22, 2005

Body: > If you look in the upper portion of this picture you'll see the mounting > point for the dodger. It's well inboard of the sheet. > Cheers, > > Rick Beddoe (the other Rick ;>) Rick, The mounting point for the dodger (in your picture) is for the aft frame support bar. Jubel has the same mounting point in roughly the same position, but the dodger attaches to the outside of the coaming or wall where the winch is mounted. If you add a rear triangle window on the dodger, to provide better protection, you will have the same interference problem that is being discussed. This is due to the window coming back as far as the frame support bar. If you (or anyone else) would like I can take some pictures the next time I get to the boat (in about a couple of weeks) that demonstrates the issue. Send me an email and I'll send them after taking them. Pete Schmid S/V Jubel, Panda 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re:Sheet chafing

From: Wilf Rennecke

Date: Sunday, January 23, 2005

Body: Re:Sheet chafing. The sheet chafing appears to be an inherent problem with most if not all Babas - Pandas. I believe the port winch should have had an angular wedge under it to have a better leading angle of attack. I've seen this done on other boats. We too had toyed with a metal rub strake and even bought them but decided against them.We've tried snatch blocks in the padeye located near the last stanchion on the aft deck,even tried 2 shackles and a snatch block that was hung by a shock cord from the lifeline - no success! My plan now is to place a footblock (turningblock)on the aft caprail, just where it intersects with the winch pad. In a picture Cindy shows her very nice varnish work on Mandisa,putting a padeye in plain view. That is precisely the spot where I'm planning to place our footblocks. I've cut out shim blocks angled about 15 deg. toward the winch pad. I may, after checking, add a slight angle toward the genoa leadblock, 5 deg. or so. I'm using Lewmar # 19833400 double size 3 footblocks. I like the double better , it allows me to keep a spinnaker sheet,or other on the ready. If you opt for single blocks then the Lewmar # 19831400 size 3 is correct. 3 indicating sheet diameter to 5/8" 0r a #2 block would handle sheets to 9/16". These footblocks have a 4-bolt bottom plate that gives one the option to install a " bail" instead of the 2 bolts aft, allowing one to hang a snatch block or such. Perhaps for the running backstay or other,just like a padeye. Wilf, Warlord Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: Wilf Rennecke

Date: Sunday, January 23, 2005

Body: Re: Cloudy port glass Rick, you are right! however, a couple of years ago I replaced our main hatch in Warlord with tinted Lexan and it appears there are different grades ? of Lexan. We were told that the stuff we bought was much more UV resistant then others they stocked. So far so good !!!!!! Just a note on drilling this material, go slow! I was given a special drill bit to do the job. It appeared to be a shallower cut. Cheers, Wilf, Warlord Baba 40 -----Original Message-----

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Subject: Baba, Tashiba, and Panda Information

From: Wilf Rennecke

Date: Sunday, January 23, 2005

Body: Re: Bobstay Fitting Alan proposed a question regarding my comments about the heavier stem structure. On Warlord, at least, following the stem line inside the chain locker, just above the floor of said locker, is a pronounced step in the lay-up of the stem structure (approx. 5-6" thickness). Obviously constructed heavier to take the extra load of pull introduced by the bobstay resulting from loads carried down from the forestay. Our shortest bolt in the bobstay fitting is about 5-1/2" and the longest about 8". We feel that it was constructed this way for the reasons above and that if one does elect to move the bobstay fitting up, the area behind it should be reinforced equally well. Susan and Michael, of Free Spirit, Baba 40 did raise their fitting up about 6" and changed the bobstay to solid rod with the approval of Bob Perry. Wilf - Warlord Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: sonadora

Date: Sunday, January 23, 2005

Body: A word about Lexan (brand name for polycarbonate) We used this to make signs. In fact, most lighted signs that you see use Lexan. This is because it does not shatter. In fact, this is the stuff used for bullet proof "glass". The problem with Lexan is that it does not stand up well to UV exposure. After just a couple of years of intense sun, it will begin to cloud up. White Lexan starts to yellow (not that anyone would use white Lexan). Another option is Acrylic. However Acrylic will shatter, though it's pretty tough stuff. It does stand up to UV better than Lexan, but not much better. I would be inclined to stick with glass on the opening ports. Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: removing prop

From: harry barker

Date: Monday, January 24, 2005

Body: I need to remove prop from my Baba30 1979 mod. to replace cutlass bearing. the main problem is removing the propshaft from the gearbox coupling. I've got the 4 off nuts off the bolts(looks to be 8mm fine thread)' could be 5/16 unf? also got the castle nut and cone unscrewed from the outbourd end of the coupling but still unable to part the 2 part coupling to remove the propshaft. I think the coupling is a Vetus type but not sure. engine is Yanmar 3 cyl 1995 mod. seems like you need arms about 5ft long with hydraulic fingers and eyes that can see around corners to work in the cockpit locker to get to this job!!!! access limited where's that midget? harry (Lydia b) -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Refrigeration Conversion

From: Voyager

Date: Monday, January 24, 2005

Body: Captains, I've decided to bite the bullet and convert our ice box on our 1983 Baba 30 to a refrigerated unit. I've seen the conversions before for a number of boats, but I was wondering if any Baba 30 (or other) owners had any specific comments concerning this project. I'd be interested in what manufacturer, size, ice box modifications. I've already looked at Carl Poulins conversion at the Baba site.=20 I've also decided to descend into bankruptcy and buy one of those Mystic SS Ladders. My question here is how was the attachment to the boat made on the caprail? I realize I can just shoot some wood screws in and call it good, but I thought that a through-bolt would be better. Comments? Thanks, Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re:Sheet chafing

From: Paul Braschi

Date: Monday, January 24, 2005

Body: (PST) Sadly, I don't have a photo . . . but to solve this problem I built laminated teak blocks cut on a , cut on a compound angle . . . they are mounted behind the pad eyes (I still use with snatch blocks for my Genaker) I used Garhauer cheek block with really long bolts . . . the part of the laminated wood that you would discard makes a perfect backing plate . . . complex but not difficult . . . elegant fix . . . works great . . looks fabulous . . . -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Ladders

From: Paul Braschi

Date: Monday, January 24, 2005

Body: (PST) I have not seen a Garhauer boardingladder but I am a big fan of their products - great price points - great quality and more beautiful every year - I would put them on my short list . . . Paul Wandering Star -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Refrigeration Conversion

From: Hathon, Chris

Date: Monday, January 24, 2005

Body: Steve, I can't help you with a Baba 30 conversion but if someone wants to know about a 40, we just finished rebuilding ours from the hull out. With regard to a boarding ladder, I asked Charlie at Mystic to build some brackets that mount on the inside surface to avoid drilling the caprail. The ladder curves over the caprail when lowered, looks great, preserves the varnished (and uncluttered) rail and with two sets of brackets I can move the ladder to either side. Mystic did a fantastic job from a faxed drawing and only a modest price increase for the custom work. Chris -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Refrigeration Conversion

From: Alan Sugarman

Date: Monday, January 24, 2005

Body: You should seriously consider a keel cooler system such as a Frigoboat system. It is quieter, smaller and more efficient (amps to cooling) than an air cooled unit. It is also more expensive and requires a haul out and a hole in the bottom. I installed it under the galley sink. I used a standard evaporator type unit in the ice box. At 09:46 AM 1/24/2005 -0500, you wrote: >From: "Voyager" >I've decided to bite the bullet and convert our ice box on our 1983 >Baba 30 to a refrigerated unit. I've seen the conversions before for a >number of boats, but I was wondering if any Baba 30 (or other) owners >had any specific comments concerning this project. I'd ********** "Framboise" Port Annapolis Marina Baba 30-xls, Hull No. 227. [43' custom aluminum spar, no quarterberth, no boom gallows, Yanmar 3GMF, teak veneer interior] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Jib sheet chafing on Dodger

From: Dave Lewis

Date: Monday, January 24, 2005

Body: Hi Pete, I have not had much luck communicating on this network, many times people find fault with my input. However, I know you and I think I am following this conversation about jib sheet free running to the wench? Anyhow, if I am correct, the solution was solved by the previous owners of Bella by mounting a cheek block aft of the wench both port and starboasrd. This works well as the jib sheet goes from the deck track block to the cheek block then forward to the wench. I can send photos if you like? Hope to see both Venda and you in SD one of these days. Dave S/V Bella -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Refrigeration Conversion

From: Richard B. Emerson

Date: Monday, January 24, 2005

Body: We have a Grunert Mariner (AKA AR-50) system on board and I recommend it high;y. It's a 12V cold plate system which means the unit needs to run periodically to recharge the plate. Even on the hotest days in the Chesapeake the icebox on our Baba 35 is well enough insulated that one or two cycles a day will make ice (aluminum trays against the cold plate) even though this is a refrigeration plate and not a freezer plate. The advantage to this system is that it works under way or at the dock, unlike units with engine driven compressors. Most of those systems are backed up with a second 110V compressor. Our system has one compressor which is located under the port cockpit locker sole, which means we don't lose locker space. The cold plate takes up some volume, of course, but this will be true of any refrigeration system. Two points are worth noting. The system uses a raw water heat exchanger. It is a very good idea to keep the discharge port as close to the waterline as possible (our installer put it about 2' off the waterline and the noise is unmistakable. Second, the raw water circulation pump is not self-priming. Even with the inlet well below the waterline, it's possible for an air lock to form when then boat heels well to port. Be very sure the installer either uses a self-priming pump or provides a *reliable* way to re-prime the system. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cloudy Port Glass

From: sonadora

Date: Monday, January 24, 2005

Body: Be VERY careful when cutting/drilling Lexan (or acrylic). It cracks very easily and small splinters will fly everywhere. Best bet when drilling is to start with a pilot hole. Make sure the material is well supported under the drill and don't put a whole lot of force down. If you need to cut Lexan, best to use something to score with then break it at the score. Otherwise, use a very fine-toothed saw at high speed. I would think tinted Lexan would stand up to UV well. I would be interested to see what a 10 year old tinted Lexan hatch would look like. Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: on the subject of stains

From: Dan Cary

Date: Wednesday, February 09, 2005

Body: On our Baba 35 we used cetol to accent the raised scroll work and let the rest of it (background) go gray...I have also seen boats that had the scroll work painted to match the canvas...kind of a different look. Dan Cary S/V Geneace Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: on the subject of stains

From: Alan Sugarman

Date: Wednesday, February 09, 2005

Body: Cindy I sanded off the scrollwork years ago - nearly impossible to keep varnished, and, frankly, from an artistic point of view, it is sort of kitschy, although I am sure some would differ. Alan At 07:34 PM 2/9/2005, you wrote: >Has anyone ever tried accenting the scrollwork on the gunwales with a >light stain? My mind goes to strange places while I varnish. This is one >of those places. >Cindy Ballreich -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Engine Box Questions

From: Alan Sugarman

Date: Wednesday, February 09, 2005

Body: At 10:17 AM 2/8/2005, Cindy wrote: >? Does anyone know of a source for >the veneer that covers the engine box (and much of the rest of the Baba >interior)? Veneer is veneer. Teak veneer is available. One source of teak veneer is http://www.worldpanel.com/ This is a messy web site, but they have veneers of teak. http://www.certainlywood.com/woodmenu.htm Following is a practical sailor article. http://www.practical-sailor.com/newspics/charts/8610plywoodmarine.pdf See as an example: http://www.islandwaterworld.com/pdf1/cat04_120.pdf LA60001 Veneer, Teak 1.5mm 4'x 8' Sheet $136.50tp://www.maritimewoodproducts.com/interiors.asp http://www.billkraemerveneers.com/products.html Try google. Basically, you should be able to find teak veneer - you just need to match it to the grain of your teak. You should probably take a photo of the teak grain you are trying to match Teak veneer is a mainstay of any carpenter working on boats, There is a provider in the Annapolis area Exotic Lumbers. I would assume there is a marine lumber dealer wherever boats are built. The method is:you have to sand off the old veneer then epoxy down the new. If you have trim, you need to remove the trim (remove the bungs etc) before attempting the procedure. And then replace the trim. I am told by experts that sanding is the way to go to remove the old veneer. Then the new venneer is epoxied to the exisitng panel (after the old veneer is sanded of). As far as "staining", first see what happens when you varnish a test strip. [Iwould not try this myself. I would help you on your boat and then learn the technique!!!] Good luck, Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: on the subject of stains

From: Voyager

Date: Thursday, February 10, 2005

Body: I saw one boat that put gold paint on the scroll work after varnishing, etc. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Stains

From: Ian Laval

Date: Thursday, February 10, 2005

Body: Be careful when you apply stain to raw wood with exposed end-grain as with parts of the scroll-work. It's liable to soak up more stain (particularly if it's a spirit stain), darken more than adjacent areas and magnify surface defects, particularly chips and scratches. If you must do this, abrade finely, seal the wood first and apply a coloured finish. Ian Laval (furnituremaker). -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: on the subject of stains

From: Coffman, Rich K.

Date: Thursday, February 10, 2005

Body: Haven't used light stain, but gold leaf looks good. Rich -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: on the subject of stains

From: Richard Cassano

Date: Thursday, February 10, 2005

Body: I have used Cetol on the decorative scrollwork but often thought highlighting the raised design in "Red" using paint would make a nice traditional oriental presentation. Maybe someday I will have the nerve to try this. Richard Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Engine Box Questions

From: Mark Bergin

Date: Thursday, February 10, 2005

Body: (PST) > Rick (my husband) suggested that once we're retired (and have all > kinds > of time) we can countersink the screws and install plugs as you did. > In > the meantime, they don't cause any problems other than the visual > one. Probably wouldn't take more than an hour or so to do if you have the bits, plugs, glue, flush cut saw and/or sanding block. > Sorry to hear that the veneer is no longer available. (I kind of > expected that though.) I expect to run up against the same problem and will try to replicate the 'pseudo-staved' appearance by using a 'v'-cutting or bead cutting router bit on good quality teak faced plywood followed by penetrating epoxy to seal/protect. You might try the same when the time arises (I would practice on the cheap stuff first). -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Mainsheet Traveler

From: John F. McGrady

Date: Sunday, February 13, 2005

Body: Ahoy mates, On Querencia for the past 20-some-years we have used the pad-eye as the tack for a boom vang: http://www.sailingthedream.com/querencia_vang.jpg (300k) In addition to helping flatten the sail, the vang also allows for a more controlled tack in most conditions. You leave the vang tacked until after tacking and raising the traveler. Then release. Believe it or not you can jury-rig the same vang to the mid-ship cleat to stud the main sail in certain downwind conditions. Aloha, JFM SV Querencia >From: "Wilf Rennecke" >Date: Mon, 31 Jan 2005 14:56:45 -0800 > > > Having owned Warlord since new we've never used the pad-eyes on >either end of the mainsheet traveler for anything other than tying off >the traveler control lines. Does anyone know what their intended use >actually was? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Stains

From: s/v Aquarius

Date: Monday, February 14, 2005

Body: Have seen some highlighted in a "gold leaf" faux, I am sure but gold colored. They liked it! Mike -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Kudos for Hood Sailmakers

From: Voyager

Date: Tuesday, February 15, 2005

Body: Cindy, We used North Sails for similar reasons when we replaced our main sail. The sales representative from North Sail loft in Fort Lauderdale came down to our slip near Key Largo (a three hour round trip) and took all of the measurements. We gave him our old main sail, also North, to try and sell for us. He found a guy who was looking for a new main for his Pearson and bought our old main! When the sail was ready, the sales rep came back down to Key Largo to drop it off, although he would have installed it if we had requested. We got a 20% rebate for ordering the sail during the summer for fall delivery. Fantastic service, great price, great product, and knowledgeable staff. They also gave us free tickets to the Miami Boat Show next week. I'm still working on a free North cap:). Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Kudos for Hood Sailmakers

From: sonadora

Date: Tuesday, February 15, 2005

Body: Cindy, This is great to hear! Joe Cooper from Hood has been patiently following our sailing excapades for years...always politely checking in to see when we're ready to buy. He is the epitome of someone who genuinely seems interested in how we're coming along. I too got quotes from Doyle, Neil Pryde, and Lee (and some local guys). Lee was certainly the cheapest. All had the same specs except Hood. Hood really spec'd out a very beefy set of sails that sounded to me to be the most durable. Price-wise they were in the upper-middle of the pack. We are planning on a new yankee and main this season. If possible, would you be able to provide the measurements you took? I won't use them as it seems to me the spars on Baba 30s vary too much to be reliable. It could be useful for Joe, however, to provide a more accurate quote. When did you buy your sails? I was told that the fall is the best time. Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com ~ all are welcome to download the graphics Cindy used. I will also be putting up full-scale drawings for the scroll work once Sonadora comes out of hibernation. These could be used for a variety of nice projects...maybe you could make the trim on your house match your boat! ~ -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Fw: on the subject of stains

From: Baba 30

Date: Tuesday, February 15, 2005

Body: Cindy, We just used signature finish (by the maker of Honey Teak) in a gold leaf. We used a new teak product on the rest of the gunwales. I got a lot of complements from the dock walkers. I'll post a picture and send a link later. Austin S/V Arete' Baba 30 #64 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Kudos for Hood Sailmakers

From: Richard Cassano

Date: Tuesday, February 15, 2005

Body: The additional roach will prove to be a considerable performance boost. We did the same and are very happy with the results. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Kudos for Hood Sailmakers

From: Cindy Ballreich

Date: Tuesday, February 15, 2005

Body: Hi Rick, > > If possible, would you be able to provide the measurements you took? I > won't use them as it seems to me the spars on Baba 30s vary too much > to be reliable. It could be useful for Joe, however, to provide a > more accurate quote. The measurements on our invoice appear to be the "standard" measurements... I=39.5 J=14 P=35 E=12 They gave us the quote based on those numbers. You ought to call Robin Sodaro at the Sausalito loft (415-332-4104) and he can give you more info. I think there was a lot of details like the nature of our gooseneck and tack, how the outhaul was situated, and how much room there was under the backstay. As I mentioned, Greg (the local rep) took a LOT of time measuring. I would think that Robin would probably make your sails too as Sausalito appears to be the west coast loft. (He definitely has experience with Babas.) > > When did you buy your sails? I was told that the fall is the best time. We were able to get in on the "winter" rates which I think ended January 31. I'm not sure when those rates start. You should talk to Joe or Robin about the rates. We ordered January 13th and our sail was installed February 10th. Cindy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Kudos for Hood Sailmakers

From: Alan Goldstein

Date: Tuesday, February 15, 2005

Body: With that said, is it a secret (or perhaps uncouth of me to ask) how much they charged for a Baba 30 mainsail? I'm in the "thinking about it" stage, trying to make that 20 year sail last another season or two. Since I'm just across the bay from Sausalito, your experience and satisfaction with the Hood loft there is very interesting to me. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Kudos for Hood Sailmakers

From: Cindy Ballreich

Date: Tuesday, February 15, 2005

Body: Voyager wrote: > I'm still working on a free North cap:). We got two caps (beige and yellow) a tote bag and a small duffel!! Free stuff! You gotta love it! (The bags are made out of cloth for sails we'll NEVER be able to afford!) Our old main was pretty sad. (It may have been the original sail.) We took it and our old (tiny) CQR anchor to Minney's (http://www.minneysyachtsurplus.com/) for credit. Other excitement: yesterday the riggers started measuring Mandisa for new standing rigging! -- Cindy Ballreich S/V Mandisa Baba 30 #218 "varnish never sleeps" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Engine Box Questions

From: Steven Hodge

Date: Tuesday, February 15, 2005

Body: Thanks for all the leads, Alan. However, rather than wading through them all, do you know if any of them have the GROOVED teak veneer that is in the interior? I was focussing on that as that's what I thought Cindy was after, and it's the grooves that stopped things cold with the local dealer I contacted. As the other email response mentioned, one could try a V-bit in a router to make your own grooved veneer, and as I said I thought of doing that, but--if my memory serves me correctly--the only regular ungrooved teak veneer plywood that I could find had such thin teak veneer that to make the same sized grooves, the bottom of the groove would be well into the base plywood. And, basically, I think that's why I gave up on the idea. I guess one could get just straight veneer of the req'd thickness for the grooves and then, as you say, replace the old veneer with it, but that sounds like simply way too much work. IMHO, my simple replacement with ungrooved teak veneer works just fine, and no one ever notices that it is ungrooved, including me. Frankly, it is more of a problem to match the finish, particularly as I found there is no one magic finish that will work in all cases because UV-fading over 20+ years has caused variations on the original finish from place to place in the interior. Steve, Panda 40 Alcyon -----Original Message----- From: BABA-L mailer [mailto:baba-mail-daemon Sent: Monday, February 14, 2005 10:09 PM To: stevehodge Subject: Re: Engine Box Questions Veneer is veneer. Teak veneer is available. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Kudos for Hood Sailmakers

From: Cindy Ballreich

Date: Tuesday, February 15, 2005

Body: Alan Goldstein wrote: > With that said, is it a secret (or perhaps uncouth of me to ask) how much > they charged for a Baba 30 mainsail? These were all the quotes I received between January 1st and 10th. I submitted all of the requests via email and gave them all the same info. Doyle $1,819.00 Ullman $1,932.00 Hood $1,533.00 North $1,738.00 UK can't find their quote - it was about $1,850.00 E/P never responded There are a lot of adjustment factors so "your mileage may vary". -- Cindy Ballreich S/V Mandisa Baba 30 #218 "varnish never sleeps" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Mainsheet Traveler

From: Baba_List

Date: Tuesday, February 15, 2005

Body: That's a great idea John! I've been asking around about boom vangs for the past 6 months (even Bob Perry chimed in) and that's the first time this was suggested. Bob suggested using a bail closer to the gooseneck with two vangs attached to the stanchion bases on port and starboard. Your idea looks much more manageable. First thing I'll do this season is move our vang from the current ridiculous position to where you have it. Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sails/veneer

From: Paul Braschi

Date: Tuesday, February 15, 2005

Body: (PST) There are many great sailmakers but I would be remiss if I didn't sing the praises of UK sails . . . Prices were great and they had tremendous cruising experience . . . for you SF sailors with cruising intentions be sure to build sails that are lighter and bigger than you might use if you were going to be only Bay sailing . . . There aren't that many places where it blows as hard and often as the bay . . . I have created replacement veneer by using individual boards with a back and a bit of glass . . stong, beautiful, better than new Fairwinds, Paul Wandering Star - Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

---

Subject: RE: Kudos for Hood Sailmakers

From: Alan Goldstein

Date: Tuesday, February 15, 2005

Body: Thanks Cindy. I'm actually relieved. I paid almost that much 8 years ago for a mainsail for my Pacific Seacraft 25 from Pineapple Sails.... a very reputable and quality oriented (but obviously expensive) local loft in Oakland. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Cockpit Table

From: sonadora

Date: Tuesday, February 15, 2005

Body: wondering if anyone has managed to wedge a folding cockpit table into a Baba 30. Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Sailmakers and vangs

From: Richard B. Emerson

Date: Wednesday, February 16, 2005

Body: Speaking from the Annapolis area and having OWTW's suite redone four years ago, we did the boat show crawl through sailmakers and wound up going with Quantum. Once the sails were tuned up after trials, they definitely worked out well. However, it took a couple of tries to get chafe patches in the right place (the top edge of the first try was right at the bottom edge of where the patches are needed). We also talked to Lee sails and liked both the price and the general tone of the rep we talked to. Then we met the Annpolis rep who was, literally, three sheets to the wind. Forget that! However, had he not proven to be a total fool or had the guy we talked to (who was based in New England somewhere) been the rep, Lee would have gotten the nod. Although the sails are built in China, there are lofts in the US. Four years later, the biggest issues we have with the sails relate more to the skipper and getting trim right. Properly trimmed, we can still run down boats our size and larger. - - - While I can see rigging a block and tackle from the eyes at the ends of the traveler, it's only effective up to a point but isn't as effective when the boom is way out, on a beam reach or running downwind. For those circumstances, I'm back to rigging a strap around the midships cleat and attaching the other end of the block and tackle to a bail on the boom. The point here is to have the main sheet hauling down on the boom from one direction and the preventer (not really a vang here) hauling down from another direction. The biggest problem with this arrangement is casting things off in a hurry is a real challenge. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: vangs

From: Tom Beard

Date: Wednesday, February 16, 2005

Body: I use a shackle in place of the pin for the after shroud/chainplate connection. This shackle is very useful. It is an anchor point for blocks for the Dutchman boom brake and for temporary vangs, as Bob Perry suggest. I have used the fittings at the ends of the traveler as an anchor point for temporary vangs as well. This is very useful for the long runs in the trades where several days may pass without much sail adjustment. They prevent the boom from leaping in surging waves. I have also used this as a foreguy to hold the main boom out during light wind conditions in rough seas by attaching it to a bail farther aft on the boom. I maintain a couple (or more) gun tackle-four or five part, 3/8 inch line that extends out ten or so feet-with snap shackles at both ends and a cam cleat for guys or vangs and general use about the boat. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Cockpit Table

From: Ken Beiser

Date: Wednesday, February 16, 2005

Body: I fabricated a small one that works with a drink/binoc holder I also made. It is adequate for two and still leaves passage to below. The foot well on a Baba 30 didn't see our feet often and it was tighter with the table. It worked for us for school work at anchor and eating simple meals (most of them!) and serving snacks. Once we had visitors from our neighboring "buddy boats" outside St Georges, Grenada (before the hurricane devastation) and we squeezed 9 on board for a comfy little party. Everyone was snug, didn't move much and had fun! We called it the "sundowner" or "happy hour" but our kids corrected us said it was "happy hours" since it usually went from about 4:30 to about 9 ("cruiser's midnight"). If anyone is interested, I could look through pictures to see if any show the table. It is not on board now but I could photo it uninstalled, too. Ken Moonshadow II 1978 Baba 30 Cutter Whitefish, MT ----- Original Message ----- > From: sonadora > > wondering if anyone has managed to wedge a folding cockpit table into a > Baba 30. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Reviving the Scroll

From: John F. McGrady

Date: Wednesday, February 16, 2005

Body: Ahoy mates, You can have a lot of fun and some satisfaction reviving the scroll with a hobby wood carving set. Mine is composed of several types of discoid, cleavers, and curette originally sold in a small, thick, clear vinyl zippered bag. I think I picked it up in Chinatown. Do just that; accent the scrollwork, sand, whatever works. A thing of beauty. Perhaps a bit meretricious, but no more than the gilding of any pirate's vessel, ahrr. :-) I discovered this interest to revive the scroll after a rather large ketch ran into us one day in the wee early hours of the morning in Everett, Washington many moons ago. The rude awakening was gone before we could salvage a conversation or reckon the damage to the scroll and I took the repair on as an appetizer before morning victuals. Rescue the sea scrolls and accent them. It will please Neptune. JFM SV Querencia sailingthedream.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Blue Water Boat Ride Opportunity

From: HarryT42

Date: Wednesday, February 16, 2005

Body: A buddy of mine (Phil Sherwood) is down in Puerto Vallarta, Mexico with his 1987 Passport 40. Come April 18, he's heading to Hilo, Hawaii...leaving Hilo on May 13....and getting into Friday Harbor, WA. in, on or around June 4. HE'S LOOKING FOR CREW, 2 or 3 or ? people for all or either leg of the voyage. Transportation to and from the boat would be crew's responsibility, but he will provision the boat (should you be guilt wracked, suppose he'd accept contributions.) As for what he's looking for in crew abilities: 1. No negative souls. Just pleasant people willing and able to work/live as a team. 2. Basic sailing and watchkeeping competence mandatory. Previous crew experience, especially blue-water experience, a plus. 3. Gender not important. This is about making two long passages safely and enjoyably. He's not looking for a soulmate or life partner, just good sailors who are enjoyable to be around. If you're interested, please contact Phil at : pts Based on my experiences with Phil, think you'd find him a most enjoyable person to be around, a knowledgeable sailor, and about 6' 5" tall. Thanks. harry t. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba Swim/Boarding ladder

From: Daemon

Date: Thursday, February 17, 2005

Body: Greeting fellow sailors, A new stainless steel boarding ladder is designed and manufactured here in Ensenada, BC, Mexico, by PEP a custom SST mfg., company. It appears to have all the features of the Mystic ladder, as it folds up into three two foot sections; however, it can stow inboard the life lines or outboard the life lines for extended cruises. It mounts to the hull with two fittings inboard and below the gunnels rail, removable with two ball lock pins so it can serve port or starboard. There is no other ladder to my knowledge that has all these features, making it as light, strong, and versatile as possible. If anyone is interested in this product... I invite you to contact me directly and I will send more detailed information and photos as soon as it is mounted onboard. Dave S/V Bella Ensenada, BC, Mexico (619) 913-1584 US cell phone, leave message -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: cowl vents

From: Warwick Hansell

Date: Thursday, February 17, 2005

Body: Are the Baba 30 cowl vents a standard thread and does anyone know a source for the original white-fiberglass vents that came with the boat? -- Or new stainless steel replacements? Thanks Craig Hansell SV Gretel II 1983 Baba 30 warwick.hansell -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Ken Beiser

Date: Thursday, February 17, 2005

Body: I checked my chain plates a few years ago and found some light corrosion. I was able to polish it out and reinstall and reseal them. I have said it before that I would definitely prefer bronze EVERYWHERE but for chainplates, they would probably have to be heavier. Don't forget to inspect the other chainplates and stay fittings. The stern one is installed in such a manner that some original carpentry destruction needs to happen. There are a few areas like that in the Baba 30 (ie: traveler bolts, vent hoses, etc) Ken Moonshadow II -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: cowl vents

From: Jack McKay

Date: Thursday, February 17, 2005

Body: Hello Baba folks Just visited the Fisheries Supply store in Seattle and purchased two stainless steel cowl vents. The vents were significantly lower in price than at West Marine. Jack -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Cockpit Table

From: Baba_List

Date: Thursday, February 17, 2005

Body: I would be interested in photos. Thanks, Rick Beddoe 1978 Baba 30 Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: cowl vents

From: Coffman, Rich K.

Date: Thursday, February 17, 2005

Body: I replaced mine with SS cowl vents that came with the threaded base that mounts to the dorade. they were purchased from West Marine. The base fit in the existing dorade holes. New doradesw are available from http://marinershardware.com/OrdDorBod.htm Rich Coffman s/v Sea Witch -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: cowl vents

From: Jack McKay

Date: Thursday, February 17, 2005

Body: Cowl vents are at:
http://www.fisheriessupply.com/online/default.asp ---------- Dr. Jack McKay -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: cowl vents

From: Paul Braschi

Date: Thursday, February 17, 2005

Body: (PST) btw the Dorades paint up better than new . . . super easy job . . . fill . .. sand . . . spray paint primer, spray paint final 2-3 coats -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Chainplates

From: Paul Collister

Date: Thursday, February 17, 2005

Body: Having decided to re-bed all of my thru deck fittings, I removed the first chainplate today with a view to cleaning it and reseating it. However the rear of the plate which had been out of view had extensive corrosion and several rust caked crevices. I will head off to a local fabricator tomorrow to get a price for 6 new chainplates. Has anyone else had similar problems? This has all been caused by lack of proper maintenance in sealing the through deck fittings. Also I have seen it written that the baba 30 has a plywood core on the deck, mine would appear to be balsa? Regards, Paul C, Lady-Stardust Baba 30 Liverpool UK. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Harris Gabel

Date: Friday, February 18, 2005

Body: As I was working the turnbuckles as part of routine maintenance, one of the chainplates broke off in my hands. It was corroded clear through where it passed through the deck. It looked clean and sound above the deck and below. The adjacent chainplate was about to go as well. I felt lucky that the chainplate gave way at dockside, not at sea. Needless to say, I replaced all the chainplates. Ours is a 1979 Baba 30. The chainplate had apparently been corroding for years in the deck and finally gave way. Now I plan to pull the chainplates for inspection periodically. Harris Gabel s/v Always Lucky -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Outboard Motor Mount

From: Cindy Ballreich

Date: Saturday, February 19, 2005

Body: > Has anyone come up with an off the shelf method to mount an outboard > on the Baba 30s angled stern rail or configured something to secure > the motor to top and bottom rails? The only "off the shelf" outboard mount that _might_ work is the Edson one that they sell at West. It's stupidly expensive. We made a "quick and dirty" mount for Mandisa last season and it's worked out so well that we're going to make another one "properly" this year. I plan on taking photos of the process to share because I know that this is an issue for a lot of people. Basically, it's a piece of 3/4" plywood about 2' long and 10" wide. You hold it up against the rail where you want it to be and you mark the locations of the rails with a pencil. Then you drill holes for "U" bolts so that they stradle the marks you made. Get some clear water hose to cover the rails so the U bolts don't mess them up. You'll need a second piece of 3/4" ply to double the thickness of the top of the mount to keep the motor away from the ends of the U bolts. (You will probably need to trim the U bolts to keep the ends from sticking out too far.) We didn't paint or treat the first one and it was pretty ugly. We used cheap hardware store parts (which rusted) and the whole project only cost $15 (take THAT Edson). It worked great for the whole season. I was amazed at how many people at our marina stopped to ask where we got it so they could get one. Hopefully, we'll do a more profesional job on the next one. > Also is 55 lbs too much to hang on the "leaning" rail? We have a 4hp 2cycle Yamaha which probably weighs 40lbs. We worry about the weight too. We keep an eye on the rail and so far we haven't had any problems. -- Cindy Ballreich S/V Mandisa Baba 30 #218 "varnish never sleeps" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Outboard Motor Mount

From: Frank Vitale

Date: Saturday, February 19, 2005

Body: I'm planning to buy an outboard (5HP Nissan) and would like to mount it on our stern rails. I have two questions: Has anyone come up with an off the shelf method to mount an outboard on the Baba 30s angled stern rail or configured something to secure the motor to top and bottom rails? Also is 55 lbs too much to hang on the "leaning" rail? Thanks, Frank "Sojourn" Baba 30 Boston, MA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Outboard Motor Mount

From: Ken Beiser

Date: Saturday, February 19, 2005

Body: I made an outboard mount that sandwiches both the upper and lower stern rails. We not only had a 15 hp Yamaha (2 stroke) on there but also a folding wood swim ladder I made, two fishing rod holders, Lifesling, Magma grill, and one support (of four) for our solar panels. It was fine. Ken Moonshadow II -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Outboard Motor Mount

From: Tom Beard

Date: Saturday, February 19, 2005

Body: I have made several outboard engine mounts for the stern rail and used them successfully with engines up to 15 HP. After traveling thousands of miles, there was never any failure of any railings-or engine mount. I take two pieces of teak about 5 by 6 inches (just a little larger than the engine clamp), about 5/8 inches thick or so and hold cheek at a T intersection of an upright, then mark on the backside where the railing sets against the wood. Check the distance the engine clamps open and use this, minus a bit, as the controlling thickness for the finished block. Then I make filler blocks the thickness of the railing to fill the open spaces, gluing them to one cheek block. I join the two cheek blocks with countersunk screws then sand and round all corners finishing as desired. To install, all I do is to unscrew the several screws and reattach to the railing. The resulting block is unobtrusive and can be removed if needed in just moments. It works, is cheap, and easy to make. On some, I have used thicker cheek blocks and thinner filler. In this case it is necessary to carve a groove where the railing goes. Some carving may still be required due to the slight curvature in the railing. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Outboard Motor Mount

From: Richard B. Emerson

Date: Saturday, February 19, 2005

Body: We hang a 3.5 hp Nissan two stroke off the back of OWTW's stern pulpit with no problem. I can't see a 55 lb. motor being an issue for a Baba 30. A friend made a mount with some pieces of white plastic (Plexiglass?) just bolted together to surround the top rung of the stern pulpit and extending down to the next run and held in place with U-bolts. All very "no-tech", inexpensive, and... it works! [grin] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Outboard Motor Mount

From: Alan Sugarman

Date: Saturday, February 19, 2005

Body: Is this a 2 or 4 stroke?? I have an older 2hp Honda 4-stroke. The carburetor loves to jam up and it need then to be serviced at 2 to 3 bills. I need a new outboard with more power 5 to 6 hp, but, frankly, with the heavier weight of the 4-strokes and my experience re clogged carbs, I am wary. Any thoughts? Alan >Subject: Outboard Motor Mount >From: Frank Vitale >I'm planning to buy an outboard (5HP Nissan) and would like to mount it on >our stern rails. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Max prop

From: Donna & Dave Glessing

Date: Saturday, February 19, 2005

Body: Can anybody tell me how much advantage the max prop gives them on the Baba 40. That's if anybody has one. And is the cost worthwhile? Also, has anybody had the pleasure of replacing the fuel tank. If so could they tell us what's involved and cost. Thanks -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Paul Collister

Date: Saturday, February 19, 2005

Body: 'Ours is a 1979 Baba 30. The chainplate had apparently been corroding for years in the deck and finally gave way.' Wow, that is worrying; well I pulled the opposite chainplate today, starboard lower aft, as these can come out without needing to worry to much about the mast falling down, and it was also badly corroded just as you say, water had been sitting underneath the covering deckplate and corroding away. Although the crevice was only half way through the thickness of the plate and extending about half an inch in, I'm sure this could have led to failure very quickly. I also have drilled a small hole, about 2mm diameter, at the bottom of the knee the chainplates attach to and was rewarded with a small gush of water. Presumably there is a cavity within the knee where water can collect. I think my baba is a very early one, but I can't find a serial number anywhere. So it's definitely new chainplates all round Regards, Paul C, Lady Stardust, Liverpool Marina UK. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Erik Kokborg

Date: Saturday, February 19, 2005

Body: What is a good sealant to use on chainplate deck fittings? Erik,S/VBrise,1985 Baba 30. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Engine Mounts

From: Steve Sullivan

Date: Saturday, February 19, 2005

Body: I'm looking for information on changing the engine mounts on my Baba 40. I have a Volvo MD 30A with an MS2B reversing gear. If you have any specs, suggested suppliers, or part numbers that would be great. Also wonder what you used to lift the engine to change the mounts. I would imagine something from the companionway but exactly what I don't know and I'm unsure of how much weight the companionway can handle. Thanks in advance for any information. Steve Sullivan s/v Tamboura Baba 40, 144 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Baba_List

Date: Sunday, February 20, 2005

Body: Wow, that is really creepy. I now have a #1 item to check with spring commissioning My chainplates above and below deck are spotless at the moment, but that sounds like the same situation you had. If you don't mind me asking, how much did it cost much per chainplate? Maybe all the Baba 30 owners should get together so we can buy in bulk! [g] Cheers, Rick Beddoe 1979 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Outboard Motor Mount

From: Alan Goldstein

Date: Sunday, February 20, 2005

Body: My boat came with a great outboard mount: a block of teak, about 8"x12" and a good 1 1/2" thick which had the T shape of the rail (where the horizontal meets the vertical) routed out to about half the depth of the block and the rail. The block then fit over the rail and was held on with U-bolts. I use the past tense cause I took it home about a year ago to give it a few coats of Cetol, and damn if I can't find it. (I moved my residence and packed lots of stuff away in the process -- otherwise I'm pretty much in control of my faculties). -----Original Message-----

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Subject: RE: Engine Mounts

From: Steven Hodge

Date: Sunday, February 20, 2005

Body: I can't give you help on specs, but lifting the engine is easy. Put a hefty wood beam (like a 4x6) across the top of the companion way and use a come-along. The cabin top can easily handle the weight. If in doubt, just have 3 average adult humans stand on the rim of the companionway. Remember to first detach anything that might hang up or break off. Steve, Panda 40 "Alcyon" -----Original Message----- From: BABA-L mailer [mailto:baba-mail-daemon Sent: Sunday, February 20, 2005 9:45 AM To: stevehodge Subject: Engine Mounts Also wonder what you used to lift the engine to change the mounts. I would imagine something from the companionway but exactly what I don't know and I'm unsure of how much weight the companionway can handle. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Max prop

From: Bruce

Date: Sunday, February 20, 2005

Body: I am told that the only prop conversion that works without making the aperture larger on a Baba 40 is to use a Luke: http://www.peluke.com/Propellers/propellers.html --Bruce -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Alan Sugarman

Date: Sunday, February 20, 2005

Body: I am replacing my chainplates now - all have been replaced except for the stern chainplate, which requires some carpentry. Anyway, one part of the expense is the cost of polishing the ss chainplates - one trick here is to polish only the part that stick out above deck. As for buying in bulk, I am not sure if there would be much savings and, I fear that all Baba's are not the same ... Alan At 02:14 PM 2/20/2005, Beddoe wrote: >Subject: RE: Chainplates >If you don't mind me asking, how much did it cost much per chainplate? Maybe >all the Baba 30 owners should get together so we can buy in bulk! [g] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 30 Fuel Tank

From: Baba_List

Date: Sunday, February 20, 2005

Body: Great explanation Steve. Now, anyone out there with as good an explanation for Baba 30 fuel tank replacement? Rick Beddoe 1979 Baba 30, Sonadora http://sail2live.com

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Subject: Maxi-Prop

From: dave

Date: Sunday, February 20, 2005

Body: They fit just fine... Tlk to PYI and make sure the hub is modified and the shaft is shortened to accomodate the shortende hub. Dave S/V Bella -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Paul Collister

Date: Monday, February 21, 2005

Body: I haven't got a quote yet for replacements but I will post it when I do. I should point out that when I bought my baba there were rust stains around the bolts on the chainplates and staining on the surrounding fabric, this indicated to the surveyor and I that water was getting into the fitting. Given that the fitting had been sitting in water, it is not unreasonable to suspect that corrosion would occur. If the caulking around the chainplate had been maintained throughout the life of the boat, there should be no reason to worry about the chainplates, but if at any point the caulking let water in, there is great possibility for corrosion to occur, and mostly out of site. Given my experience, I would not buy another baba without first checking the chainplates; I found it amusing, but scary that one of my chainplates had a good solid 5 bolts securing it to the hull, but above the top bolt, hidden in the deck, had a crack started which could easily spread the width of the fitting. Regards Paul C, Lay Stardust, Baba 30, Liverpool UK -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Steven Hodge

Date: Monday, February 21, 2005

Body: I second that. They fit just fine if the things Dave mentioned are done. I my case I did have the yard enlarge the opening a little in the top part of the rudder "U", where the prop comes closest to the perimeter of the aperature, but it was not absolutely necessary. I did it because it brought the clearance in that area from just under 2" to just over 2", which is the suggested minimum clearance, and because it did not cost much to have it done and there is plenty of material there. Whether or not you would have the minimum go below 2" would probably depend on exactly how the rest of the mods (as suggested by Dave) go. On Alcyon the previous owner put the Max Prop on, but did not do the shortened-hub version (perhaps because PYI didn't do it then) and consequently ended up putting on a size of Max Prop one too small for the boat, a 16" versus the correct 18". PYI, however, can make a 16" into an 18" for $300, so that's what I had done. How they do it I'm not sure, but it's a heck of a better deal than buying a new prop. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Max prop

From: Richard B. Emerson

Date: Monday, February 21, 2005

Body: I like what Max Props do for boats but my experience is they're not much fun to set up and they eat zincs in an annoying (and expensive) way. The props I've seen have to be disassembled to be adjusted. Doing the work in the water is feasible (if you're on air - forget doing this with breath-hold dives) but the risk of dropping pieces is significant. So each "tweak" means a trip to a travel lift or careening. The zinc for the hub is held down by three hex screws around the edge of the zinc. Where the zinc is the thinnest. And corrodes away soonest. If two screws fail, the zinc can move off-center, creating a significant imbalance. I've worked on boats where the screws have simply backed out once they're no longer held in place by compressing the zinc. Plan on carrying lots of spares. And, of course, the aperture has to be modified (mostly by hogging out the leading edge of the rudder) to install the prop in the first place. Hull mods, travel lift bills, and lots of zincs and screws - not, IMHO, an attractive choice. The Luke prop looks attractive *if* it fits in the existing aperture and can be tuned in the water. CDI made a prop that would have worked and was adjustable in the water but they had major production problems and no longer make the prop. I've seen a German prop that is reported to fit and is adjustable in the water but the importer at the time has since "gone away". Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Fuel Tank

From: Ted Derivan

Date: Monday, February 21, 2005

Body: Rick, The Baba 30 fuel tank replacement is much easier. No cutting floor boards. In spring 2002 I pulled out the old black iron tank. To do: Unscrew the floor supports under the hatch to the tank, disconnect all the fuel lines. Drain any fuel out of the tank. Lift out. For me it was very easy. I had a company in NJ make me a new tank copied off the original. They made an aluminum tank that was then epoxy painted. The original tank was supported by 2 1"x1" strips of wood and the floor supports from above. I made new strips of wood and then cleaned the bilge area before installation. All in all it was a quick process, the tank cost about $350 or so. I did all the rest. It was also a good time to put in a fuel gauge on top of the tank. Hope this helps, give me an e mail off list to discuss more. Ted Derivan Evening Star 1979 Baba 30 Lunenburg, NS www.marinerking.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Outboard Motor Mount

From: Frank Vitale

Date: Monday, February 21, 2005

Body: I was planning to go with the 4 stroke Nissan at 5HP. Both the Nissan 4 and 5 HP are the same weight at 55lbs. with no internal fuel tanks. I hadn't heard about the clogged carb problems. Any others out there experiencing the same problem? Would like to know before I buy!. Frank S/V Sojourn Baba 30 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Max prop From:

From: Daemon

Date: Monday, February 21, 2005

Body: This statement is not true: And, of course, the aperture has to be modified (mostly by hogging out the leading edge of the rudder) to install the prop in the first place. The hub is modified by PYI and a custom shaft is fitted, no hogging out required. I have photos of this installation for those that might be interested. Dave S/V Bella Baba 40-142 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Max prop

From: Alan Sugarman

Date: Monday, February 21, 2005

Body: At 12:55 PM 2/21/2005, you wrote: >Subject: Re: Max prop >From: "Richard B. Emerson" >And, of course, the aperture has to be modified (mostly by hogging out the >leading edge of the rudder) to install the prop in the first place. Hull >mods, travel lift bills, and lots of zincs and screws - not, IMHO, an >attractive choice. On the Baba 30, at least Hull 227, the aperture does not need to be modified in order to install a See the following photos of my maxprop being adjusted. This could not be done in the water and frankly I could not have done it myself without causing a mess and a stressed neck. The zinc is removed from these photos. I purchase extra zincs in bulk. The zincs are easy to change in the water, so I am told. The zincs should last for a year or more. They go at the same rate as the main zincs. Sorry - these are high res photos. http://www.baba30.com/maxprop.htm -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Hathon, Chris

Date: Monday, February 21, 2005

Body: This string of emails is timely as I had intended to post a similar inquiry regarding feathering props. We have a Baba 40 that we are in the last stages of preparing for cruising and the question of a feathering prop is next on the list. The benefits while sailing appear obvious but for me the big questions involve maneuverability, like backing up and turning in tight spaces? Given the hull shape, does the Max-Prop (or others if anyone has tried them) help? Right now with a fixed 3 blade, I can spin her around in her own length provided I can go to port but the other way is ugly, a lot like backing up. Also, any comments on relative efficiency (hull speed/RPM)? Chris Baba 40 S/V Synergy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Fuel Tank

From: Alan Sugarman

Date: Monday, February 21, 2005

Body: >From: Ted Derivan >Rick, The Baba 30 fuel tank replacement is much easier. No cutting floor >boards. In spring 2002 I pulled out the old black iron tank. >Ted Derivan The Baba 30 is indeed easier. See the link below to photos of my old and new tank. My new tank is 316 stainless to USCG standards, supposedly. I actually added a couple of things after the photo of the new tank outside the boat. A fuel sender. A second fuel sump pickup that goes all the way to the bottom to pick up crud, and the return. This will be hooked up to a fuel pump and a separate Racor to polish the fuel. Actually, I had wanted the cutout where the pickups are are to extend across the tank to make it less cramped - would loose a few pints of fuel. This was lost in translation. http://www.baba30.com/baba30fueltank.htm Alan -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Harris Gabel

Date: Monday, February 21, 2005

Body: The cost of my replacements were about $90 each. The local vendor bid at $50/hour + materials. The vendor, for LA area people, is Riley Marine Products in Long Beach (562) 435-5233. As another note on my experience, I recall asking the previous owner when he had re-bedded the chainplates. He said he had not done it. This should have been a big red flag. When I removed the chainplates, they all had the heavy black calking Ta Shing used as bedding material. It seemes as thought no previous owner had ever renewed the calking. In retrospect, it is no surprise that water leaked in and the steel corroded. As another posting noted, there should not have been a problem if the bedding had been properly maintanied. Harris Gabel s/v Always Lucky -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Baba 30 Fuel Tank

From: Alan Goldstein

Date: Tuesday, February 22, 2005

Body: Do any of you who have replaced this exact fuel tank (the one in the linked photos) know what the precise capacity of this tank is? I've been using a rough estimate for six years. All the data regarding tankage, both fuel and water, that came with the boat was wrong. I've estimated the fuel tank to hold about 30 gallons. -----Original Message-----

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Subject: RE: Chainplates

From: Alan Goldstein

Date: Tuesday, February 22, 2005

Body: More questions on the subject of wire and chainplates etc. (1) For all you metalurgists or electricians... wouldn't there be some way to test the metal for soundness short of removing the chainplate for a visual inspection? Maybe like passing an electrical current through it and measuring its resistence? (this from a rank amateur user of a mutimeter) Wouldn't corrosion, to the extent we've been discussing, show up as resistence? (2) For those who have removed the chainplates....how difficult was it to break them loose from the bedding compound (presumably something like 5200 was used)? Did you use heat? (3) On the subject of wire rope...I know it seems to be a rule of thumb (at least around my dock) that any wire that is 20 years old should be replaced. I ask the simple question -- why? Wouldn't the need for replacing the rigging have as much to do with its condition as its age? Is there something about ss wire that degenerates over time regardless of how hard its been used (stretched, snatched, cut, corroded etc)? Maybe I'm just looking for an excuse NOT to re-rig (mine is a 1985 Baba 30), but the boat has never been cruised, has always been carefully washed down with fresh water, wire has been cleaned and polished from top to bottom several times in its life, and there appears to be no meat hooks, rust or corrosion spots anywhere on any of the stays. The mast tangs were rebedded five years ago when the mast was down and refinished. So back to the question -- is there something inherent in ss wire that just makes it weaker after 20 years? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Herb

Date: Tuesday, February 22, 2005

Body: chris We owned Baba 40 #104 built in 83 from 87 to 97. She had a Luke feathering prop when we purchased her and performed beautifully both forward and reverse as well as turning to starboard or port in her own boat length. I could not recommend this prop more highly. We visited Paul Luke in East Boothbay Maine several times and he was very helpful with suggestions on maintenance etc. Herb Boss BABA alum -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Tom Beard

Date: Tuesday, February 22, 2005

Body: I agree with Steve's observation. There is a noticeable difference in control in backing between the prop types with the MaxProp showing, hands down, a favorable action. It may be Steve's last opinion, "Mars now has a slightly different alignment with respect to Alpha Centauri..." but it probably has more to do with the blade efficiency in reverse pitch. (significantly greater thrust at a low rpm) Having a MaxProp on my boats is no longer an option-it is a requirement. Also, this topic was discussed in a string earlier with solutions overcoming aperture size, etc. Someone may have saved that string. I installed ours on a Baba-40 without any reshaping of the aperture, but only shortening the shaft, shaft tube extension, and installing a custom stern bearing. I determined the space required for the prop by making a profile template of the MaxProp in full feather, held it in place, and moved the rudder full right and left. The critical dimensions were reached with full throw of the rudder. This determined how far forward, toward the deadwood, I had to locate the prop and the overall length of the shaft. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Source for Bulk Zinks for MAXPROP

From: Troy Griffin

Date: Tuesday, February 22, 2005

Body: (PST) Alan, What is your source for purchasing bulk zinks for the MAXPROP? Troy s/v Oasis Baba 30 Pearl Harbor, Hawaii -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Paul Braschi

Date: Wednesday, February 23, 2005

Body: (PST) Good info . . . What would you approximate the price for the entire project? Paul -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Source for Bulk Zinks for MAXPROP

From: Alan Sugarman

Date: Wednesday, February 23, 2005

Body: At 12:49 AM 2/23/2005, you wrote: >From: Troy Griffin o.com> >Date: Tue, 22 Feb 2005 19:13:09 -0800 (PST) >What is your source for purchasing bulk zinks for the >MAXPROP? >Troy http://www.pyiinc.com/index.php?section=browse&action=browse-category&dept_id=30&sn=4 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Max-Prop

From: Tom Beard

Date: Wednesday, February 23, 2005

Body: Paul, It is difficult for me to place a price on the job of replacing the prop. The price of the MaxProp is a constant nearly everywhere, but the local work varies widely. I am fortunate in some ways that I live where there are machine shops for commercial vessels and relatively low prices. I obtained a new shaft and had the same machine shop make a stern bearing for it using plastic materials commonly used for fishing boats and tugs. The cutting of the stern tube extension I did myself with a Sawsall and hand filing. I also did all the installation but was assisted in the shaft alignment by a friend who used a computer shaft-alignment tool. This is a tool used by mills and machinery intense manufacturing facilities to align shafts. It was remarkable in its results. I have never had a shaft operate so true. Rotation at any speed is NOT noticeable. In gear or out is not detectable through vibration or the lack of it. This might also be a function of a new (true) shaft and the stern bearing machined to the shaft with tolerances in the thousands. Sorry, I cannot come up with numbers for costs. They are more a function of local providers and how much work the owner wants to do. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 30 Fuel Tank

From: Ted Derivan

Date: Wednesday, February 23, 2005

Body: When Atlantic Welding in NJ made the new tank for me they indicated 22 gallons. I have never put more than 12 or so at a time so I am not sure but I trust the math that the fabricator did. Ted ----- Original Message ----- > From: "Alan Goldstein" > > Do any of you who have replaced this exact fuel tank (the one in the > linked photos) know what the precise capacity of this tank is? I've > been using a rough estimate for six years. All the data regarding > tankage, both fuel and water, that came with the boat was wrong. > I've estimated the fuel tank to hold about 30 gallons. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Max-Prop

From: Donna & Dave Glessing

Date: Wednesday, February 23, 2005

Body: Tom MY wife & I have just brought a baba 40 & are planning on going cruising in the coming year .Ihave tow long keeled vessels in the U K and we no that they don't go astern.So I think we will bite the bullet and buy a max prop .Can you tell me was necessary to in stall a custom stern bearing and can one do the job themselves .And if so can you give us any more detail . thanks very much. Dave& Donna. ----- Original Message -----

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Subject: Re: Baba 30 Fuel Tank

From: Erik Kokborg

Date: Wednesday, February 23, 2005

Body: My fuel tank holds about 28 gals. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Harris Gabel

Date: Thursday, February 24, 2005

Body: Regarding the difficulty of removing the chainplates, it was quite a chore. They were held very tightly by the black bedding compound Ta Shing used. It was not 5200. I was able to get them out by removing bolts and hammering at them with a rubber mallet to loosen them. It is work, but it can (and probably should) be done. Harris Gabel s/v Always Lucky -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Cindy Ballreich

Date: Thursday, February 24, 2005

Body: You know, some times ignorance really *is* bliss. We'd managed to convince ourselves that the chainplate ruckus didn't have anything to do with us. After all, Mandisa's a 1984 boat that's spent its life in southern California. Our child couldn't be involved! It's those OTHER kids! Well, we're having new rigging installed, and while things were taken apart why not just pull one - say the starboard forward chainplate? It'll put our minds at ease once we see the nice shiny steel... http://www.ballreich.net/mandisa/baba-l/chainplate/stbd_fwdside_2.jpg http://www.ballreich.net/mandisa/baba-l/chainplate/edge_2.jpg http://www.ballreich.net/mandisa/baba-l/chainplate/stbd_aftside.jpg Turns out the original plates are 304 steel. Our rigger sends his complements to the mailing list! Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 "varnish never sleeps" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Ken Beiser

Date: Thursday, February 24, 2005

Body: I made some "ruckus" a few years ago as well about crevice corrosion. I didn't have any as bad as Cindy's and we were able to polish it out without losing much stainless. Even if it is 316, it will still corrode. Has anyone checked on bronze replacements? Thanks for the pics, Cindy. Right now I am dealing with the tabs (tangs) on the ring fitting on the bowsprit. The bottom tang is shot. I may just have a thicker one welded on but we are dying the whole thing again tomorrow. Makes we wonder about the plate on the top of the bowsprit, too. Anyone know how it comes off? I just hate stainless. Ken Moonshadow II PS after 18 months in the tropics, I may still pull all those chain plates again! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Chainplates

From: sonadora

Date: Friday, February 25, 2005

Body: That's it! I'm converting our Baba 30 to a trawler! Actually, when replacing these things, do they need to be polished? Does it make a difference in cost? I'm suspecting that it would. Thanks! Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Cindy Ballreich

Date: Friday, February 25, 2005

Body: Rick Beddoe wrote: > Actually, when replacing these things, do they need to be polished? Does > it make a difference in cost? I'm suspecting that it would. Our rigger said that it doesn't (or at least not very much). He said that the cost was in the machining. Here's a new question: can the backstay chainplate be removed without cutting the caprail? Has anyone removed it? Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Shane Wilson

Date: Friday, February 25, 2005

Body: Chainplates and other SS parts should be polished as this decreases the avaible surface area for corrosion to take hold. Ironically, the most important part to polish is the hidden bits, as this is where water is most likely to settle. Plus, polishing makes the SS pretty... Shane Wilson Panda 40 Muse Puget Sound, WA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates

From: Paul Collister

Date: Friday, February 25, 2005

Body: Hi Cindy, Im glad you found out about your chainplates now, they look like they are pretty far gone. So far I have only removed two of mine and sent them off to get quotes for replacements. Currently it seems they will cost around =A325 UK pounds each, I think that's about $30. I = am replacing them all as I will be surprised if they aren=92t all damaged. = I have specified 316 for the replacements. With regards to the sealant, I will be using Sikaflex 292, I couldn=92t tell what was on there before, there was some very strong elastic sealant on the chainplate deck plates, but there didn=92t seem to be any sealant remaining on the plates themselves. I was able to lift them simply by putting a screwdriver through the shroud fixing hole and pulling. I also found those deck plates have corroded underneath, but I don't see that as a problem as long as I seal them fully. Hopefully once replaced with 316 these chainplates should outlive the boat, assuming the sealant is maintained. Regards, Paul, Lady Stardust, Baba 30, Liverpool Marina UK -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates and other Stainless Stuff

From: Ken Beiser

Date: Friday, February 25, 2005

Body: My understanding is that 316 is just "more resistant" to crevice corrosion but I would hope it couldn't outlive your well cared for Baba! I stopped by the welding shop today and looked at the dye tracks on my bow sprit ring/tangs and it looked pretty bad. We were thinking of searching for some 3/8" wall (is 1/4" now), 316 stainless pipe 3 1/2" in diam. (only 2 1/2" long)....anyone have any suggestions? Got too late to search the steel suppliers here today. Also, anyone replaced their double sink with a single of more reasonable size in the Baba 30. We need a new faucet, too. Ken Moonshadow II -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates and other Stainless Stuff

From: Steven Hodge

Date: Saturday, February 26, 2005

Body: Ken, try Specialty Metals in Kent (near Seattle), 253-872-0424. They have a $25 minimum. You may have to buy a foot of it, but call them up, they're accomodating. Also, we too are thinking of a single sink, so am interested in the same thing. As for faucets, my recommendation is to forget the marine stuff. Just buy a regular house faucet. You'll have a vastly bigger selection. We got a beautiful brass Kohler for Alcyon, through Home Depot I think. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chainplates and other Stainless Stuff

From: sousa, stephen (ENG)

Date: Saturday, February 26, 2005

Body: Ken, Try these folks in Seattle, I have purchased stainless bar from them previously. They have good pricing and will provide cutting for an extra charge. 316 stainless will have less crevise corrosion and surface rust as well. If you have a plating shop nearby ask if they will passivate the stainless prior to installation.

Subject: RE: Chainplates and other Stainless Stuff

From: sousa, stephen (ENG)

Date: Saturday, February 26, 2005

Body: Ken, See link below. http://www.onlinemetals.com/merchant.cfm?id=24&step=2 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates and other Stainless Stuff

From: Cindy Ballreich

Date: Saturday, February 26, 2005

Body: sousa, stephen wrote: > If you have a plating shop nearby ask if they will passivate the > stainless prior to installation. What is "passivating"? I've heard this term before, but I think it was in the context of welding. Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Evers, Brent

Date: Saturday, February 26, 2005

Body: >Here's a new question: can the backstay chainplate be removed without >cutting the caprail? Has anyone removed it? On my Baba 35 it can. Getting it back was aided with the removal for a bit of wood inside the socket/fitting. BTW - I just re-rigged last fall and removed all chainplates. I found about half of the sidestay chainplates slightly corroded. The backstay and bobstay plates were both in excellent condition although the bolts securing them were in poor condition. I ended up not replacing any plates but many of the bolts. If I go offshore with the boat, I will probably go back and replace those marginal plates. I sure would like to know what the black compound is that Ta Shing used. It seems far superior to anything I have every been able to purchase as far as lack of voids and pliability after 25 years. Brent Baba 35 Despacio -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chain plates

From: van ford

Date: Sunday, February 27, 2005

Body: While on the subject of replacement, how about the tangs for the standing rigging on the mast. I have heard of people re-rigging but no one has said anything about the stainless on the mast as needing replacement. Van... -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: repowering

From: Jim Swallow

Date: Sunday, February 27, 2005

Body: (PST) Greetings- Has anyone repowered a Baba 35 with the new Yanmar 3 cyl 40 hp diesel(3JH4E)? If so, was a parallel or 7 degree transmission fitted? Any helpful hints for installation? How about the changing of the exhaust to 3"? Engine mount issues? We have come a long way in our renovation so far with a new bowsprit, anchor platform, cap rail, scroll board...lots of expensive sawdust! Fair winds, Jim Swallow Baba 35 Ft Walton Beach, FL PS We have also replaced all the chainplates(with 316). 5 of the original 8 were severely corroded or cracked! We will prime the metal with Lifecaulk Primer, and seal with Lifecaulk polysulfide to facilitate future removal for inspection. The corrosion was caused by either stagnant water at the deck level; or by the trim plates being 316, and the chainplates being 304. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: repowering

From: David Glueck

Date: Sunday, February 27, 2005

Body: I replaced a Perkins w a Yanmar. I also replaced all the engine mounts and insulated. Call me at 312-505-3050 if you wish to discuss. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chain plates + standing water

From: Baba_List

Date: Sunday, February 27, 2005

Body: Does anyone have issue with the location of scuppers? I was thinking of adding an additional one and I was wondering if anyone else has tried this. We don't normally get any standing water until the boat is on the hard. No matter how much we plead with the marina, they still can't seem to orient the boat in such a way as to facilitate drainage. Also, I was thinking of epoxying a lip in the scuppers. Anyone else tried this? Cheers, Rick Beddoe 1978 Baba 30, Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Chainplates

From: Harris Gabel

Date: Tuesday, March 01, 2005

Body: Cindy, >Here's a new question: can the backstay chainplate be removed without >cutting the caprail? Has anyone removed it? I had to cut a small piece out of the caprail to get the curved chainplate out. It turned out that there was no corrosion whatsoever on the backstay chainplate. It seems like the caprail did not trap moisture and cause corrosion in the same way as the deck. In retrospect, unless I was going offshore, I'm not sure I would have replaced this chainplate. Harris Gabel s/v Always Lucky -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Bronze NPSM Pipe Caps

From: Mark Bergin

Date: Wednesday, March 02, 2005

Body: (PST) Does anyone know of where (or even if) it is possible to obtain NPSM (or NPS, same thing) threaded caps that are compatible with the threads on through-hull fittings (I mean the fitting itself without a seacock installed). I have a couple of through-hulls that I'd like to cap for now and possibly eliminate later. I'd prefer the $5 cap approach to the $100 seacock and NPT plug approach. I'm not sure that everyone knows, but through-hulls are typically made with 'square'(NPSM) threads. Seacocks typically have female NPSM threads on the inlet side and provide female NPT threads on the outlet side. Although an NPT fitting can be started onto an NPSM pipe, it will not snug up properly, and in fact is trouble waiting to happen. Thanks Mark Bergin -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Bronze NPSM Pipe Caps

From: Steven Hodge

Date: Wednesday, March 02, 2005

Body: Try McMaster-Carr, http://www.mcmaster.com/. You may have to call them and talk to a human. Steve, Panda 40 "Alcyon" -----Original Message----- Does anyone know of where (or even if) it is possible to obtain NPSM (or NPS, same thing) threaded caps that are compatible with the threads on through-hull fittings (I mean the fitting itself without a seacock -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chain plates + standing water

From: V / P Nucci

Date: Thursday, March 03, 2005

Body: When we haul the Valerie Arden, I stay aboard with a pocketful of marbles. The yard guys wait until I have tested how the marbles roll in the waterways before they back off with the machinery. :-) Val Nucci S/V Valerie Arden, Baba 40 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Chain plates

From: Tom Beard

Date: Thursday, March 03, 2005

Body: Interesting that the Tayana site is also going through a heavy discussion on chainplates as well. Perhaps it is a 30-year thing with these Taiwan boats. And regardless of what you use to replace the chainplates with, it will be necessary again in another 30 years. Here is a comment from one 1977 Tayana-37 owner: "Well, I picked up the new chainplates today, and the machinist also showed me the old chainplates. When he stress loaded them only minimally, the crevice corrosion crack widened to a frightening extent on both of the two forward chain plates." Chainplates are added to next year's list of to-dos for MOONSHADOW. Tom MOONSHADOW PS: As a sailboat owner, I don't have my marbles. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: sail lug question

From: Cindy Ballreich

Date: Thursday, March 03, 2005

Body: Would someone with a Baba 30 mainsail that raises and lowers smoothly mind measuring one of his sail lugs and reporting back with the results? We're having a bit if a binding problem with our new sail and we'd like to see if perhaps the new lugs are a little too small. Thanks! Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: sail lug question

From: Alan Goldstein

Date: Thursday, March 03, 2005

Body: Cindy, I can't answer your question right now, but I can tell you we solved that same problem by regularly cleaning and lubricating the track. I thought the same thing, then I put the silicon to work and voila. -----Original Message----- Cindy Ballreich Would someone with a Baba 30 mainsail that raises and lowers smoothly mind measuring one of his sail lugs and reporting back with the results? We're having a bit if a binding problem with our new sail and we'd like to see if perhaps the new lugs are a little too small. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Test

From: Rick

Date: Thursday, March 03, 2005

Body: Sorry to bother but, I have had no luck with my inquiries of water heater plumbing and was wondering if my E-mails are getting through. Please E-mail me if anyone gets this request. Rick Williams s/v Lorac Baba 30 #79 [Please reply *directly* to rwsail35 and not to the list - RBE] -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: sail lug question

From: Baba_List

Date: Thursday, March 03, 2005

Body: regularly cleaning and lubricating the track. I'll second that. I take some tissue paper soaked in oil and place it between the 1st and 2nd lug. Take the sails up and down a few times and it works wonders. We had some issues after having our mast repainted, but now we're good. I had to replace some slides and the only way I could know for sure was to borrow a few from our chandlery to see which ones fit. There are only a few sizes that are close. I ended up having to file down the one with the closest fit. Cheers, Rick Beddoe 1978 Baba 30 Sonadora http://sail2live.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: sail lug question

From: Richard Cassano

Date: Friday, March 04, 2005

Body: We had the same problem with resistance when raising the main. Even with the correct lugs it was difficult. I installed the Tides Marine Strong Track System which requires all the lugs to be changed to stainless steel. This system can be self installed. Now I can raise the main (hand over hand) without using the winch until the sail reaches within a few feet of the top. At this point I only need to turn the winch three or four turns before it's up. When I drop the main it comes down like a guillotine. This has been one of the best labor saving boat projects I have done, (for the cost). Most important is measuring correctly as per the instructions from Tides Marine. Measure three times to be sure all is correct. You can buy direct from them and the customer service is outstanding. Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: sail lug question

From: Alan Sugarman

Date: Friday, March 04, 2005

Body: Cindy Do you know have battens in your new mainsail - if so, you will need some type of special slides where the battens are located such as a Harken Battcar: http://www.harken.com/mainsail/mainsail.php One solution for those putting on new sails etc. is to consider a Strong track. http://www.tidesmarine.com/sail-track.html This is something, that in my view, the sailmaker for the new main should help you out with. Alan At 08:08 PM 3/3/2005, you wrote: >From: Cindy Ballreich >Date: Thu, 03 Mar 2005 16:21:07 -0800 > >We're having a bit if a binding problem with our new sail and we'd like >to see if perhaps the new lugs are a little too small. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Test--water heater

From: Anthony Pipia

Date: Friday, March 04, 2005

Body: (PST) I have an original volvo in my baba 30, but my water heater is electric, and does not connect to the engine at all. I don't know how the boat was setup originally with regard to the water heater. It had two previous owners. Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: sail lug question

From: Richard B. Emerson

Date: Friday, March 04, 2005

Body: Two thoughts on this: first, be sure the track is clean and the slugs or slides aren't binding on crud. Second, avoid anything oily, as it only attracts more dirt and dust. A healthy dose of silicon on the slugs followed by running them up the mast should do the trick. There are also some Teflon-based lubricants but most seem to have some sort of thickener which brings you back to having something on the mast that holds dirt. Also, it may help to think about the type of slugs you have - there are some good, slick slugs which are both naturally slick and harder, resisting imbedded dirt. Cheers, Rick P.S. Slugs go inside a track or groove, slides run outside of the track. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: sail lug question

From: Cindy Ballreich

Date: Friday, March 04, 2005

Body: This question came to mind shortly after we installed the new sail. Our mast has a pin at the bottom of the track that holds the slugs in place. The first time we noticed that we might have a problem was when we saw that the slugs were able to "wiggle" past the pin and drop out of the track. (This never happened with the old sail.) We solved this problem by getting a stopper at Boat US and installing it at the bottom of the track. We haven't been able to raise the sail since it was bent on the mast because of the rigging work that's being done (complicated by the discovery of the chainplate problem). For a brief moment last week we had a combination of all of our shrouds and stays in place, and no wind. I took the opportunity to raise the sail so I could measure for new reefing lines. This is when I discovered that the slugs can catch in the track - both going up and (especially) coming down. I'm sure that the track does need to be lubricated, and we will do this as soon as possible, but the old sail never had this problem. Of course it's possible that the old sail fabric was so soft that it sagged before the webbing holding the slugs did, and that's what kept the slugs from binding. This is why we wanted to find out what size slugs others were using. It's completely possible that this is just a cleaning and "breaking in" problem, but we'd like to know for sure. Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: sail lug question

From: Cindy Ballreich

Date: Friday, March 04, 2005

Body: Richard Cassano wrote: > > I installed the Tides Marine Strong Track > System which requires all the lugs to be changed to stainless steel. This looks like a "full batten only" solution. Is that correct? We have the traditional battens and I don't think we can use this. -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Giving away Baba 30 V-berth cushions

From: Anthony Pipia

Date: Friday, March 04, 2005

Body: (PST) I have recently put a mattress in my v-berth. I'd like to get rid of the old cushions. They are vinyl light blue and in fairly good condition. We are moving and I don't want to take them. If anyone wants them let me know. They're free, except for shipping charges. I'll send them (COD). Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Brion Toss on chainplates

From: Cindy Ballreich

Date: Friday, March 04, 2005

Body: Kind of interesting after all of the recent discussion. This month's Fairleads newsletter is about chainplates (or the lack there-of)... http://briontoss.com/education/archive/miscmar05.htm -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Test--water heater

From: Rick

Date: Friday, March 04, 2005

Body: Thanks. I'm in the same situation. I am owner #3. I appreciate the return. Rick Williams s/v Lorac Baba 30 #71 ----- Original Message ----- >

Subject: Re: sail lug question

From: Rick

Date: Friday, March 04, 2005

Body: Hi Cindy. The Main on my boat was difficult to raise. I cleaned the track and can now raise it with little difficulty. Most sail lofts can set you up with slides which are longer than the standard slide. If binding is the problem, this will usually resolve the issue. Rick Williams s/v Lorac Baba 30 #71 ----- Original Message ----- >Cindy Ballreich > > Richard Cassano wrote: >> >> I installed the Tides Marine Strong Track >> System which requires all the lugs to be changed to stainless steel. > > This looks like a "full batten only" solution. Is that correct? We have > the traditional battens and I don't think we can use this. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: sail lug question

From: Richard Cassano

Date: Friday, March 04, 2005

Body: I have the traditional battens and two full battens but it can be used with all full battens if this is what you decide to get on a new sail. The sail slugs that are ordered with the system conform to whatever your mainsail needs. What makes Strong Track such an improvement is the slippery insert that the slugs ride in. Richard Richard Cassano, KC2ISG S/V Gray Eagle, Tashiba 40 Oyster Bay, NY USA > Richard Cassano wrote: > > > > I installed the Tides Marine Strong Track > > System which requires all the lugs to be changed to stainless steel. > > This looks like a "full batten only" solution. Is that correct? We have > the traditional battens and I don't think we can use this. > > -- > Cindy Ballreich > S/V Mandisa > Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: v-berth mattress

From: Anthony Pipia

Date: Sunday, March 06, 2005

Body: (PST) Russ, I used the Handcraft mattress company (http://www.hmcwest.com/index.htm) Mine is foam (6 inches), because the other options were too thick and would have made it impossible to open my lockers. It is great improvement over the cushions, but then I am don't require much comfort. Others may find it not plush enough. It is probably the best I could do given the thickness requirement. It is also hinged in the center, so it folds from port to starboard and vise versa. Makes it easy to get at the storage underneath. It cost me about $1175.00 for the mattress with the hinge. I also had them make custom sheets. The total was about $1400.00. They came out and measured everything. They did a great job. I have no complaints. Anthony. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: v-berth mattress

From: Rick

Date: Sunday, March 06, 2005

Body: Hi Russ. I have a mattress in Baba 30 also. It is not an inner-spring type, but it is one of the most comfortable beds I have slept on. I feel it to be one of the best creature comforts you can get. $300.00 is not a bad price. Good winds & fair sailing. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: v-berth mattress

From: r.matta

Date: Sunday, March 06, 2005

Body: I am also interested in a v-berth mattress. Where did you have your made? Also, if you don't mind my asking, what was the cost. Did you have a foam mattress made or is it a real innerspring mattress. I took my v-berth cushions to a local mattress factory and they wanted to make it out of bunk bed foam. I am not sure if that will be an improvement or not. Their estimate was $300.00. Russ Matta Baba 30 Circeo -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: cockpit tables for Baba 30 wheel steering

From: Ken Beiser

Date: Tuesday, March 08, 2005

Body: I put a half dozen photos together of my cockpit table while it was in use for a couple people from the list. Let me know if others are interested. Ken Moonshadow II Whitefish, MT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: v-berth mattress

From: David Glueck

Date: Tuesday, March 08, 2005

Body: When I replaced the foam in vee berth, I was able to find a supplier of "memory foam" that is essentially the same as the heavily advertised and very expensive Tempurpedic. I don't remember where I got it, but I know I found it quickly with Google. It is the most comfortable mattress I have ever slept on! -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: west coast Baba's

From: Jim Swallow

Date: Friday, March 11, 2005

Body: (PST) Greetings- Are there any Baba 35's in the San Francisco area(or north of SF)? I will be in northern California from the 15th to the 28th and would love to see a sistership while I am there. Jim Swallow Ft Walton Beach, FL -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Rigging question

From: Richard Cassano

Date: Thursday, March 17, 2005

Body: > I was asked the following: If you had to choose between Sta-lok and > Norseman, which would you choose and why? I was told by a trusted rigger they are both very well engineered products but his preference was Norseman. His reason was that the Norseman provided a slightly greater grip on the wire than Sta-lok. On the other hand Sta-lok is more available in rigging supply shops world-wide. In the end, I let the rigger use what he was most comfortable working with so.... when the backstay was replaced all new Norseman were used including new Norseman isolators for the SSB radio antenna. A few seasons later I had all the rest of the rigging replaced by a different rigger and he liked Sta-lok for all the lower shrouds and headstay. Not a very definitive answer but the true story. You might check the Brion Toss web site for his opinion. Look for "SparTalk" and use the search tool to find the previous discussion on Norseman vs. Sta-lok. http://www.briontoss.com/index.html Richard Cassano s/v Gray Eagle -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Interior finish

From: Sailing Vessel Cambria

Date: Sunday, March 20, 2005

Body: (PST) Hola from Michael and Elizabeth, S/V Cambria, a Panda 40. We have been in Mexico for the past five years, living full time on the boat, and our interior finish has taken a bit of beating. We would like to refinish things like the companionway steps and galley fiddles, but we can't figure out what the original finish was. Does anyone know what material was used for finishing - varathane, urathane, some-other-thane we haven't heard about? Item of interest: the 40's come with a mast step made of plywood encased in fiberglass. Not a great idea. The fiberglass on ours did a good job of retaining moisture and turning our step into very expensive compost. We replaced it with 2.5 inches of aluminum plate cast in Chockfast (a marine engine bedding compound), which we covered in epoxy and cloth. M & E S/V Cambria San Carlos, Sonora -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Interior finish

From: Wilf Rennecke

Date: Monday, March 21, 2005

Body: Not knowing where your boat was commissioned I can only tell you that the boats commissioned in Seattle had Daly's "SeaFin" on the interior finish. The product is excellent and still available from Daly's. Last summer I redid most of the interior, first washing with a mild TSP solution to remove residues from cooking, exhaust, etc., then rinsing with clear water and reapplying the SeaFin. Allow the wood to dry thoroughly (not a problem where you are) and apply with a small brush or rag. A little light sanding is necessary in areas such as the galley where you may have stains from grease or whatever. I found it easier cutting in with a brush than with a rag and much less messy. I refinished the companionway interior hatch frame and sides and also the stairs with Epifanes varnish. Looks fantastic! We are going to apply a strip of non-skid tape to the stair edges. I am sure there are other products on the market but this was in answer to your question and I have found it to be a great product. Certainly brings the teak back to life. Daly's "SeaFin" is available from West Marine and probably from other chandlers as well. Happy refinishing!!! Bonnie Rennecke - "Warlord" Baba 40 Hull #4 Powell River, British Columbia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: G'day Rick

From: Gary Walls & Bill Healy

Date: Monday, March 21, 2005

Body: G'day Rick, Amadon Light is tied up behind a house, up a canal, off another canal, off a river in Mooloolaba, an hour and half north of Brisbane, Australia. So, it should be safe as the cyclone season downunder nears its end. We are back in California for a visit and again have access to the web to receive all that good info on the List. A terminal crash carried away a lot of info in the on-board computer. However, on landing an immediate visit to the nearby Mac store produced a new Powerbook that is faster than a speeding bullet and able to leap tall buildings in a single bound. Now, time is spent scouring marine stores and marine web sites looking for those elusive and expensive parts. I am sure boat work in the U.S. is heating up as Spring arrives. So, it will be interesting to see what the Babafolk are up to. I have exchanged a number of humorous emails with Bob Perry and expect to visit with him next month in Seattle. Hope all goes well with you. Fair winds, Bill Healy -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Daly's Seafin

From: Paul Braschi

Date: Tuesday, March 22, 2005

Body: (PST) How many coats of Daly's Seafin did you apply? -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Thru Hull Fittings

From: Alan Goldstein

Date: Tuesday, March 22, 2005

Body: Yesterday my diver told me he thought my thru hull fittings were looking kind of corroded. I will be hauling out soon and will take a closer, out of the water look, but in the meantime, have any of you replaced any or all of the thru hulls? Is it possible that only the mushroom fitting on the water side of the hull may be corroded, while the seacocks inside are OK. From the inside, visually, the seacocks all look great -- shiny bronze, solid pads, no rust on handles etc. If only the mushrooms need replacing it would save considerable bucks. Has anyone out there done this job? If so, can you give me a heads up on (1) difficulty of getting the mushroom off the seacock (is there some kind of special tool that will grip the mushroom from the inside while you unscrew it from the seacock?) and (2) cost of the job if you've replaced either or both mushroom and seacock and how many....I think there are 12 thru hulls altogether. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Thru Hull Fittings From:

From: Daemon

Date: Wednesday, March 23, 2005

Body: If there is any doubt on thru-hull fittings it is almost, but not quite, a no brainer to replace. There are several reasons to replace hull fittings: age, corrosion, inability to work (open/shut/open) smoothly, and if they are approaching 20 years of age, you might want to consider doing it. The new ones are Teflon seated ball valves and of last durability. To remove take off the flange and beat the old one out with a mallet and piece of wood to absorb what would other wise be metal to metal contact. Install new one with generous amount of sealing compound and possible new wooden or wonder board hull gasket. You can do this or pay to have it done, if you choose to do the latter, make sure you are present when it is done so the next time you will know how to do it yourself. Dave Lewis S/V Bella Ensenada, BC, Mexico Baba 40 #142 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: mast step

From: Jack McKay

Date: Wednesday, March 23, 2005

Body: Does anyone know where I could find a new or rebuild transmission for Volvo MD 11 engine (on a 30' Baba)?
Jack ---------- --- Dr. Jack McKay Executive Director, The HORACE MANN LEAGUE of the USA : http://www.hmleague.org 61D N. Chandler Court, Port Ludlow, WA 98365 Cellphone: 402 850 0034 FAX 360 437 0641 Professor Emeritus, Educational Administration, University of Nebraska at Omaha -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Thru Hull Fittings

From: Steven Hodge

Date: Wednesday, March 23, 2005

Body: I've replaced all my thru-hull/seacocks with Forespar marelon "combo" units. Getting the old ones out is easy...if you butcher them. Getting them out in one piece is probably next to impossible, given the tenacious stuff TaShing bonded them in with (5200 I think). To get them out, first remove the seacock. Then take a reciprocating saw and make four cuts 90 degrees apart up the central hole from the outside, thus cutting the thru-hull into 4 quarter-sections. Each section is then easily pried and/or hammered inwards toward the axis of the hole, ie, "collapsing" them inwards, and then extracted. The thru-hulls do have notches in the sides of the outer hole to take a tool to turn or, more probably, keep them from turning while the seacock is screwed on. But once those babies are bonded in, forget it. (You can make a tool easily by simply cutting a piece of suitable-thickness metal to the correct size.) My recommendation is to wait until you are hauled. They are probably perfectly ok. All mine were. I just replaced all mine on general principle, and because some seacocks were frozen open, despite all techniques to free them. I also had a seacock (the head waste one) that had a small hole corroded through in the barb. But the thru-hulls were all just fine. Steve, Panda 40 "Alcyon" -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Daly's Seafin

From: Wilf Rennecke

Date: Wednesday, March 23, 2005

Body: I applied two coats of SeaFin. If your wood is really dried out and thirsty you may require a third coat. Allow it to dry thoroughly between coats and give yourself lots of ventilation even after coating. Cheers, Bonnie Rennecke - "Warlord" British Columbia -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: mast step

From: dalling

Date: Wednesday, March 23, 2005

Body: Jack - We had our transmission replaced on our Volvo MD 17 (in a '35) two years ago. Haven Harbour in Rock Hall MD did the job. I think they used Mack Boring out of New Jersey to aquire the new transmission. Doug Alling - Nellie T -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: MD11c Transmission

From: Allen Emer

Date: Thursday, March 24, 2005

Body: You may want to consider getting the Tranny overhauled. You didn't state what the problem was with it but the usual problem with these cone and pin type transmissions is that the cone pads get worn enough that it is tricky to get it into gear. (wiggling the shift lever helps). We had our MD11c tranny overhauled for such a problem a bunch of years ago. If you do need to replace the cones, as long as its opened its a good idea to go the whole route and replace the bearings, seals ect for a full overhaul. Ours ran about $2000...probably cheaper than buying a new one. Al & Sue Emer S/V Galatea Sandy Hook, NJ -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 35 Re-power

From: david.rust

Date: Thursday, March 24, 2005

Body: My MD17C is reaching its end-of-life and I am considering a re-power this spring. Its main issue is overheating even with the thermostat removed. After 26 years and 2200 hrs it appears to be used up. The main choices for replacements are: Yanmar 4JH4E 54HP Volvo D2-55 55HP (based on Perkins) Westerbeke 44B Four 44HP Yanmar 3JH4E 39HP Volvo MD2040 39HP (based on Perkins) All of these choices have more power than the MD17C (HP). My biggest question is how much more power is enough? What size engines do other Baba35s have? David Rust Starshine - Baba35 Hull # 28 E-Mail: david.rust Phone / Voice Mail: (425) 487-7149 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Baba 35 Re-power

From: Richard B. Emerson

Date: Thursday, March 24, 2005

Body: BABA-L mailer writes: > From: david.rust > > My MD17C is reaching its end-of-life and I am considering a re-power this > spring. > > Its main issue is overheating even with the thermostat removed. > After 26 years and 2200 hrs it appears to be used up. > Uh, 2200 hours in a diesel should be more like "nicely broken in". What have you done to sort out the overheating? Possible culprits include the raw and fresh water pump and associated intake and outlet (mixing elbow), the heat exchanger, the block (either deposits in the cooling passages or a cracked block - the latter will show up as water in the oil), or... the prop. Too much pitch will get the engine to heat up in a matter of 5-10 minutes. We're still working on flattening OWTW's pitch for this very reason. OWTW's Universal M-40 (25 HP ???) now has 2100 hours on it and about all it wants is to have the injectors cleaned and possibly the glow plugs replaced (cold start problems). If you want to swap the engine "just because", go with a Yanmar. They're strong, reliable, and they're commonly used, which means people aren't likely to say "well, golly, Vern, I ain't never seen one of those before!" But, IMHO, you'll be better off with a good mechanic sorting out the overheating. Changing engines isn't cheap or easy. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Baba 35 Re-power

From: dalling

Date: Thursday, March 24, 2005

Body: Dave - We had a similar situation with our MD 17 when we bought the boat about four years ago. The previous owner had tried everything... cleaning the Sendor cooler, new hoses, impellers, even rebuilding the top half of the engine. (He only let us know about this on the day we took delivery of the boat.) Then came our transmission trouble. We lost reverse and decided to replace the transmission with a new one to the tune of about 3K. With the new transmission in - no more over heating! I can only assume that some of the cooling hose/tubing in the transmission was causing a bottle neck and preventing proper cooling of the engine. An aside - I just replaced our old Groco head and all the hoses in the sanitation system. No pictures but I do have some scratch and sniff samples from the boat should you be considering the same. (A great deterrent.) Doug Alling Nellie T Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Head problems (was Re: Baba 35 Re-power)

From: Richard B. Emerson

Date: Friday, March 25, 2005

Body: BABA-L mailer writes: > From: dalling [...] > An aside - I just replaced our old Groco head and all the hoses in the > sanitation system. No pictures but I do have some scratch and sniff > samples from the boat should you be considering the same. (A great > deterrent.) Believe it or not, this is not a good sign. Unless the hose was freshly used, it shouldn't be all that stinky. If it was really ripe, it's an indication that the system isn't properly vented or black water was left standing too long. Properly flushed, waste should either be in the holding tank or waste treatment system (e.g., LectraSan). We went through a host of problems with our head and they all came down to having (literally) about 10' of excess hose. Once I re-organized things, the odor problems ended. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Engine Refit

From: Rick

Date: Saturday, March 26, 2005

Body: I agree with the 2100 hours as being very little. this is about the half life of a well maintained engine. You may want to have the exhaust manifold rotted. It did the trick with the heating issue with my Volvo. A good mechanic is probably your best solution, unless you just prefer a new engine. I have had some very poor luck with Yanmar (the cheapest on your list.) Westerbeke is a great engine but, it is on the high end of the price range. Rick Williams S/V Lorac; Baba 30 #71 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Head problems

From: Cindy Ballreich

Date: Saturday, March 26, 2005

Body: BABA-L mailer wrote: > > Believe it or not, this is not a good sign. Unless the hose was freshly used, > it shouldn't be all that stinky. If it was really ripe, it's an indication > that the system isn't properly vented or black water was left standing too > long. Properly flushed, waste should either be in the holding tank or waste > treatment system (e.g., LectraSan). > You are absolutely right that a properly flushed head will minimize hose odors, but eventually most hoses will absorb some odor. If the head isn't being flushed well enough and black water is left sitting in the hose it will happen MUCH faster. This is especially true of rubber hoses, but even the white "sanitation" hose will apparently absorb odor after enough time. Once odors have permeated the hose, no amount of flushing, tank treatments, or vent cleaning will make it smell better. Peggie Hall (the Head Mistress) recommends wetting a clean rag with very hot water and wrapping it around the suspect hose. Take it off after an hour and give it a sniff. You'll know right away if your hoses need to be replaced. We've replaced about half of the hoses on Mandisa and the improvement has been dramatic. Flushing properly, keeping the vent clean, and regular doses of OrorLos have kept odors to a minimum. Our biggest issue right now is the pump out fitting on the holding tank which is on the side of the tank near the bottom. This means that we can only pump down to the top of that fitting - about 3" from the bottom of the tank - before the pump starts to suck air. That leaves about 3 gallons of liquid in the tank at all times. That's 3 gallons of capacity that can't be used, and 3 gallons of black water that we have to live with at all times. Gotta deal with that somehow. Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Thru Hull Fittings

From: Steven Hodge

Date: Saturday, March 26, 2005

Body: A brief follow-up to my earlier posting and to Wilf's. I too found the same, flange bonded into the fiberglass. If you just plan on replacing the thru-hull and seacock, there is a "piece of cake" method to get the old thru-hull & seacock out. The method is to simply attack it with demolition tools. I used the reciprocating saw that I mentioned for the thru-hull fitting to simply cut off as much of the old seacock as possible, ie, as close to the flange as possible. It will cut all the way across a bronze seacock almost like it were made of butter. That exposes the flange and stub of thru-hull. Then do the four cuts with the reciprocating saw up inside the thru-hull from the outside of the boat, as I described in the previous post. Then go back inside and use a die grinder to complete the four cuts across the flange. I used the grinder to cut most of the way through, then finished off with a Dremel, just to make sure I didn't slice into the hull. Once you have done this everything has been cut into four "quarters", except for the mushroom flange on the outside of the hull. In most cases this was sufficient to enable the four pieces to be easily pried inwards and the bond with the hull broken. In some cases I also completed the cuts across the face of the mushroom flange with a Dremel. And, as Wilf mentions, in some cases I had to chisel off some overlying fiberglass. This butcher method does not require any unscrewing, pipe wrenches, muscle work, cursing, etc. You can get the complete thing out, including thru-hull in half an hour or so. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Head problems

From: dave

Date: Sunday, March 27, 2005

Body: It sound like you will periodically have to open the holding tank and use your wet/dry vacuum to pump it dry then sanitize the tank. I always make sure the plumbing and rinse water (water after flush) is sufficient to eliminate all waste (solid or liquid) in the line. On occasion I pump chlorinated (water and bleach) solution through the plumbing and let it sit in the hoses for a day or two, this seems to work in overcoming the odor from hose problem. Dave S/V Bella -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Head problems

From: Steven Hodge

Date: Sunday, March 27, 2005

Body: That's one of many reasons that I yanked the holding tank and put a LectraSan in its place. The pump out fitting on our long-since-departed holding tank was such that we only had about 11 gal usable on a nominal 17 gal holding tank. Unlike some of the other problems with a holding tank, this particular problem is one that's difficult to figure out how to fix, because unless you put the pump-out fitting on the bottom of the tank you're always going to have some unusable volume and stinky brown (to use its real color) water. You also need to factor in the vent fitting. Ours was near the top of the side, so that meant there was also unusable space at the top of the tank. The 11 gal figure is the two spaces combined. Holding tanks just plain reek of problems (pun intended). They are merely a political solution to an enviromental issue. Technology-wise they are on the same level as an outhouse. Steve, Panda 40 Alcyon. -----Original Message----- From: Cindy Ballreich Our biggest issue right now is the pump out fitting on the holding tank which is on the side of the tank near the bottom. This means that we can only pump down to the top of that fitting - about 3" from the bottom of the tank - before the pump starts to suck air. That leaves about 3 gallons of liquid in the tank at all times. That's 3 gallons of capacity that can't be used, and 3 gallons of black water that we have to live with at all times. Gotta deal with that somehow. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Head problems

From: Steven Hodge

Date: Monday, March 28, 2005

Body: Cindy, the L/S would only occupy about the same space as your 7-8 gal holding tank (I think--Baba-L Rick can answer this better than I). As for the no-discharge zones, you are not required to have a holding tank, only to not discharge. Our solution for these situations, should we encounter them (and there are some up in B.C.), is a "Packin' Potty", but so far we've never used it because we've just used the simple alternative of using the on-shore facilities which so far have always been at no-discharge sites we've been at (admittedly not many). The complete freedom from holding tanks & pump-out stations is well worth the infrequent minor inconvenience. Keep it in mind for when you are beyond the triage stage. Steve -----Original Message----- The LectraSan is a *very* cool thing, but we visit some hardcore "no discharge" places where we have to have a holding tank. Having a usefully sized holding tank AND a LectraSan would be a significant space crunch. -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Thru Hull Fittings

From: Wilf Rennecke

Date: Monday, March 28, 2005

Body: Just a quick note on Steve's comments, I fully agree with his method. Only problem I had, I was too scared to go at it with my brand new reciprocating saw for one, and for the other, I have to save everything. I don't know what I'm going to do with the old valves but, I just had to save them! No wonder I can't get into my garage. My wife loves it wh en I say: Oh, some day I'll find a use for it.? The valves are now lying next to the old holding tank------ I love messing around in boats!!!! Cheers to you all and have fun, they tell me it's not all WORK ------- I don't know ???? Wilf, Warlord, Baba 40, Powell River, British Columbia. -----Original Message-----

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Subject: RE: Head problems

From: Richard B. Emerson

Date: Tuesday, March 29, 2005

Body: BABA-L mailer writes: > From: "Steven Hodge" > > Cindy, the L/S would only occupy about the same space as your 7-8 gal > holding tank (I think--Baba-L Rick can answer this better than I). The LectraSan's internal volume is much smaller - about two gallons. The overall dimensions are 13 1/2" high, 16" wide, and 9 3/4" deep. See Raritan's web site (http://www.raritaneng.com/) and drill down through Products to Waste Treatment for installation manuals, etc. Raritan likes a salt water tank to ensure enough salinity in the effluent (the system electrolyzes salt water into bleach) but we've found it's far easier to just toss a cup of salt into the bowl before use. Not getting salinity up will kill the electrode pack and they're hellishly expensive to replace. Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin: Baba-L takes a breather

From: Baba-L Administration

Date: Wednesday, April 06, 2005

Body: I'll be on the road starting later today (7 April) through 17 April. I assume, from the deafening silence, that everyone's busy replacing motors, chainplates, and heads. Have fun collecting stories for when Baba-L wakes back up. [grin] Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Wanted Baba 35

From: Paul Braschi

Date: Wednesday, April 13, 2005

Body: () I ran into someone who is looking to buy a Baba 35 or 40 . . . anybody know of any for sale??? Paul Wandering Star Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Foreign Port Documentation

From: Paul Braschi

Date: Thursday, April 14, 2005

Body: (PDT) A couple of questions from you experienced international cruisers - What documentation is required when checking into Foreign Ports? Requirements and advice Have any of you had a shotgun onboard? Pros, cons, recommendations Medical Insurance, Boat Insurance recommendations? Thanks, Paul Wandering Star Baba 35 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Wanted Baba 35

From: Jack McKay

Date: Sunday, April 17, 2005

Body: Hello, I know of a 30' Baba that is for sale. Jack -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Admin: Clearing In and Out and Guns

From: Baba-L Administration

Date: Monday, April 18, 2005

Body: I let the initial questions stand because of general value. The responses pretty well sum up the basic information needed. The topics are, however, not specific to Ta Shing boats and, therefore, the thread is closed. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Teak

From: Gary Korkala

Date: Monday, April 18, 2005

Body: I am in process of stripping all varnish off cap rail and side molding, down to bare wood. Has anyone out there NOT applied a finish, ie., more varnish and how does it look? My decks have never been coated with anything and they look great. If not a good idea to leave bare I was going with the new Epifanes that can be coated without sanding. Thanks, Gary Korkala Harmony - Baba 30 Security Defense Systems Corporation Kodex, Inc. (NDT Division) 160 Park Avenue - Nutley, NJ 07110 USA Tel. 973-235-0606 Fax. 973-235-0132 mailto:kodex www.securitydefense.com -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: Hank Dietz

Date: Tuesday, April 19, 2005

Body: I am sure you will get various responses. One thought about the deck is to never put anything on it other than salt water. Why saltwater. The salt will kill any freshwater algae. That is the stuff that turns darkish or blackish. My boat is 60 miles inland on the Columbia River and fresh water algae growth is a constant problem in the Pacific Northwest. Another reason to not "finish" the deck is that you want friction. Have you ever tried to go forward on a wet, rolling, pitching deck? It is difficult enough without adding a slippery deck. Some time ago while in Cabo I saw a boat in " show " condition. I asked how it was maintained and the cap rails as well as the teak borders were varnished and the remainder of the boat was left to weather that soft beautiful gray. Once again I was told that the decks were flushed daily with salt water. I liked it so much that is how I finished my Baba 30. I did in fact varnish the hatch covers, and the dorade boxes but the rest is natural. Back to the decks..... some people I know have oiled their decks and as they age they get darker and darker, I am sure that it affords some protection but being oiled they seem to be a magnet for dirt and grime. Other than the safety factor about slippery decks I think it is just personal preferance -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: propellor size

From: Jim Swallow

Date: Tuesday, April 19, 2005

Body: (PDT) Greetings- I am in the process of repowering my Baba 35 with a Yanmar 40 hp 3 cyl. I will be changing the prop as well and was wondering: 1) What is the maximum diameter prop that will fit the Baba 35 aperture? 2) Has anyone fit this engine(3jh4e) with a 2.36 gear ratio, and if so what propellor specs were used? 3) How is performance with the specs used? Any changes made on pitch or diameter? I plan to install a three blade prop. Thanks for any info, Jim Swallow -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: Ken Beiser at Western Woodwrights in Whitefish

Date: Tuesday, April 19, 2005

Body: I saw a Tayana 37 (Driftwood-Port Aransas, Texas) that was all raw teak and it looked fabulous! Jeff says "green and gray, all the way" (green bronze and gray teak). We tried a section of our cap rail since the varnished surface is SO slippery getting aboard from our dinghy when it was wet. It worked well and looked nice but I was worried about two things: 1) fasteners/plugs/scarf joints may not be watertight on our boat and the varnish MAY help seal these. They look good WITH varnish but I can't predict how they would be raw. 2) the transition to raw takes either a lot of grinding which isn't too bad for about 90% of it but it's tough to get to some areas or takes a lot of time just weathering away Anyone else given it a try? Our teak decks look great, too. I still like them. Ken Moonshadow II Whitefish, MT -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: Cindy Ballreich

Date: Tuesday, April 19, 2005

Body: Gary Korkala wrote: > > I am in process of stripping all varnish off cap rail and side > molding, down to bare wood. Has anyone out there NOT > applied a finish, ie., more varnish and how does it look? > If you like the silver look, this is a perfectly reasonable thing to do. There are several boats in our harbor that have silver teak. However, your teak won't have any protection from stains, and will have less protection from impact than finished teak. If you decide to go back to a varnished surface, you'll have to bleach it and do more sanding than you'd otherwise have to. I expect that silver teak will affect the resale value of the boat if you decide to sell her. At one point we spoke to a professional brightwork person who suggested doing a really good varnish job and then covering it with paint. She said that this would hold up MUCH better than just the varnish, and could be removed with a heat gun. We may do this if we go cruising. (She also said that painting unprotected teak is a fairly permanent decision.) Cindy -- Cindy Ballreich S/V Mandisa Baba 30 #218 -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Another Teak Question

From: Voyager

Date: Tuesday, April 19, 2005

Body: Los Captains, What can I use to fill all of the various holes in the teak in the cabin? I'm changing out some of the things that the previous owner had set up. I've tried plastic wood and a bunch of other stuff, but I'd like to find something that just comes in a tube or something that I can put on with my finger, wipe off the excess and call it good. All I've got are little screw holes to fill. Just as an aside, our head had no way to empty the holding tank overboard, so I installed a y-valve and a little manual Whale pump and now I'm all set. Of course, this was all done with my right hand since I couldn't use both hands at the same time. My left arm was used to prop myself up on the toilet lid while I worked. After a total of 12-hours of fooling around with this little beast, I found that the little finger on my left hand was numb. I pinched a nerve and the numbness didn't go away for a month! Sometimes I don't think I like this sailor's life very much!!!!! Cheers, Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Teak

From: Steven Hodge

Date: Tuesday, April 19, 2005

Body: Our cap rails were cleaned of all finish by the PO over 10 years ago and have been "natural" ever since. We keep thinking we will apply a finish, but never have yet. They don't look as great as cap rails that have a finish, but they are really really easy to take care of. Steve, Panda 40 Alcyon -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Another Teak Question

From: Tom Beard

Date: Tuesday, April 19, 2005

Body: I use teak plugs glue in. If the interior is an oil finish, they blend with a light sanding with 400 or greater wet and dry with teak oil, and no one will ever notice the difference. Nor will you eventually. Varnishing takes a little more effort to blend in but it is possible and again, no one will be the wiser. In fact, this method is so satisfactory that I seldom hesitate to make changes that require punching holes. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: Jack McKay

Date: Tuesday, April 19, 2005

Body: Hi Hank, Enjoyed reading your wisdom sharing about using salt water on the teak decks. Good advice. Mine (Baba 30) teak decks were gray and dirty from the past winter. I bought a power washer and tried it on the teak. My fear was that it would harm the teak. Well, two days later, they look a heck of lot better and hopefully not the worse for power washing. I used the low pressure and the washing sure took away a lot of dirt. There are places that I could tell that I had not cleaned as well as others, but overall it looks much better. Now, my question. Should I still use teak brightner? Jack McKay, Sunsinger, Baba 30, Port
Ludlow ---------- Dr. Jack McKay Executive Director, The HORACE MANN LEAGUE of the USA : http://www.hmleague.org 61D N. Chandler Court, Port Ludlow, WA 98365 Cellphone: 402 850 0034 FAX 360 437 0641 Professor Emeritus, Educational Administration, University of Nebraska at Omaha -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: RE: Teak

From: Tom Beard

Date: Tuesday, April 19, 2005

Body: In thirty years of "teak" boats, we've had teak exposed just about every way. While the silver look is just great, it too does not hold up-except at sea and in the tropics where it constantly gets that saltwater wash down and sun. The lovely silver-look lasted all of about three weeks after arriving in the great northwest from tropical waters. Then they started that transition to green and black. They also show just about every scuffmark by revealing the fresh bright teak beneath the very-soft silver cover. Also, the wood surface appears to ablate a little faster (oxidation?) loosing the soft wood and leaving raised grains. This condition is great for working on deck even in the wettest of conditions, however. And this is almost the only way one could keep the boat in continuous cruising through the banana belt-eh, Amadon? A note here: sailing ships from the past with wood decks had no lovely oils or varnishes to keep them. Instead, the crew turned out once a week and holystoned the decks. But then the wood was likely to be two to three inches thick and there was an extra hand or two with nothing to do. Those ships were expected to live only about 15 years. Tom MOONSHADOW -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: David Ready

Date: Tuesday, April 19, 2005

Body: About the Teak issue as raised by Gary Korkala - Gary, we stripped down all the brightwork (caprail, exterior upper section of hull and scrollwork, hatches and butterfly hatch, companionway doors, boom gallows, etc) and applied filler and repaired wood dings and joint separations, then two coats of teak wood sealer, two coats of Epifanes quick buildup with tinting, and four coats Epifanes clearcoat. Eclipse was beautiful and I definitely think it helped to sell her. We even had powerboaters wanting her and they didn't even like sailboats. Good luck David & Billie Jean Ready Former Baba 40 "Eclipse" owners -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Another Teak Question

From: s/v Aquarius

Date: Wednesday, April 20, 2005

Body: Check out this web site for their marine oil finish and their tips and techniques for application. They have several interior finishes as well. Do not use the marine oil on the interior! http://www.penofin.com/ Mike -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Re: Teak

From: Voyager

Date: Wednesday, April 20, 2005

Body: [The following note had a technical problem - some people received it, most did not. My apologies for the delay - RBE] > When we got our boat, the teak was bare and looked very bad. We sanded > everything down and put three coats of Cetol Light and two coats of clear > Cetol on it. We like it much better. > > Steve -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: cruising insurance minimalist option

From: Ken Beiser at Western Woodwrights in Whitefish

Date: Wednesday, April 20, 2005

Body: Pardon me. I know the thread is closed and not Baba specific, but I had something to add and will be as brief as possible. One option for cruisers is DAN. Diver's Alert Network. And you don't need to be a diver. By joining DAN for, I think about $25 per year, you can get insurance coverage that will cover transportation to medical help "anywhere in the world". I am sorry I don't have more details but it may be worth looking at (google search?). If we go again, we will. Ken Subject: RE: Teak

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Subject: Baba-L Down - DO NOT REPLY!!!

From: Baba-L Administration

Date: Saturday, April 23, 2005

Body: Sigh... Comcast decided Baba-L is spam and shut down *all* of my e-mail for 48 hours. Suffice it to say the telephone call to Comcast was not fun. The problem is that Comcast views even a couple of thousand messages (currently ten Baba-L mailings a day produces 1180 mailings to subscribers) as spamming, regardless of content or intent. And there is no hope of lifting that short of buying a commercial account. That isn't about to happen. At this point, there are three options: 1) Fold Baba-L, or find someone with the resources to handle the volume, as it currently exists. 2) Move Baba-L to Yahoo or a similar forum. Given Yahoo's penchant for spamming, their addition of ads that verge on scams (e.g., cell phone antenna ehnancers), and generally slovenly mail formatting, it might be a chilly day in Hades before I do that. 3) Send Baba-L mailings in a daily digest format. Apparently Copmcast doesn't seem to be troubled by 100+ notes of, say, 5 to 10K. This solution requires a significant programming effort to write a digester that also discards HTML, vcards, and tediously long quotes for short messages. My inclination is to try option 3, depending on what's needed to write the digester. That will not be a quick, overnight project; I'm guessing at about two weeks to do the job, given all the other work I have in front of me. I'll keep you posted as things develop. In the meantime DO NOT MAIL TO BABA-L! It won't go out and by the time the digester is running, the note may well be stale. To contact me directly, mailto:baba-ad I apologize for the inconvenience but there is really little I can do to control the matter. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: ADMIN: Running out the mail queue

From: Baba-L Administration

Date: Tuesday, April 26, 2005

Body: What follows are the remaining mailings in the mail queue. Please do NOT reply to them (feel free to contact the author DIRECTLY). There have been three alternatives offered. In trying to decide how best to proceed, I need feedback on one question: how important is it for you to access Baba-L while away from home? As Internet cafes and the like begin to show up in a number of cruising grounds, it appears that the old acoustic couplers and borrowed phone lines are dropping (or have dropped) from the scene. However it's my understanding that SSB and satellite e-mail and their message constraints are still very much an issue. If it turns out that shifting to a web-site model for Baba-L is effective for almost all readers, I'll look more closely at that option. Otherwise, I continue to search for a friendly SMTP host. Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-

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Subject: Wrapping up Baba-L

From: Baba-L Administration

Date: Friday, April 29, 2005

Body: If all goes according to plan, this is the last note from Baba-L. Bruce Pappas located a web site, SailJazz.com, operated by Sam and Cheryl Boyle, which will become the new home for what was Baba-L. SailJazz is a web site for and by sailors and it has an extensive collection of make and model specific message forums including "baba". To take a look at the new home, try http://www.SailJazz.com Moving to SailJazz offers a chance to touch on sailing issues in general (there are excellent articles, in the main areas, by well known writers) as well as more focused forums. Additionally, these forums exist as e-mail forums, much as happened with Baba-L, and as web accessable message areas. Best of all, those who opt for e-mail will see web postings and vice versa. Additionally, using SailJazz's baba forum offers serveral features which have been asked for in the past. Baba (not Baba-L) messages are being archived and new messages can be received individually or in digest form. And this move also allows baba-related e-mail to be offered again to folks on AOL. So, what do you have to do? Basically, sit back and enjoy the ride. The Baba-L address list will be ported to SailJazz. At some point you should browse the site, adjust your account to your liking, and, of course, have a look around the site. I think you'll like it. If you do not wish to use this new site, please advise me of your choice no later than noon (EDT), 2 May (this coming Monday). I'll drop your address from the list before it's transmitted to SailJazz. It's been a fun ride with Baba-L and I'll be sorry to lay it down. I'll be posting to baba, of course, but just as one more face in the crowd. My thanks go to all the people who've helped over the years - you've all made Baba-L a nice place to be. And now that place is "baba". Cheers, Rick -*- BABA-L - Discussing Babas, Tashibas, and Pandas -*-