




30' (9.14m) 1978 Baba
Langkawi Malaysia



OVERVIEW

\$39,900

Manufacturer:	Baba	
Engines:	Hull Material:	Fiberglass
Engine Model:	Cruise Speed:	Knots
Engine HP:	Max Speed:	Knots
Beam:	Cabins/Heads:	/
Max Draft:	Fuel Type:	Diesel
Water:	Fuel:	



Data Sheet

Category: Cruisers	Knots	Imported: No
Subcategory: Cutter	Knots	In Stock: Yes
Condition: Used	Fuel Type: Diesel	
Model Year: 1978	Hull Material: Fiberglass	
LOA: 30' (9.14m)		

Engines/Generators

Summary/Description

1978 Ta Shing Baba 30 Beautifully maintained Baba 30 ready to start your adventure! 2010 survey available for seriously interested parties. NEWer DECKS, NEWer ENGINE (both 2011).

Full Specs

FULL SPECS

A classic Baba 30 is for sale in Langkawi, Malaysia! A rare find in this part of the world, she is vessel of charm, character and known sailing ability. This vessel has had only two owners since new. She has a long pedigree that places her among the best sailing crafts available in her size. The Robert Perry design is a guarantee for both grace and a sea kindness, a vessel that is of a different epoch. Extra Budget II is a boat that is well suited for a couple or a young family that has an understanding and love for craftsmanship. The joy of being aboard a boat that will turn heads, keep out the weather and make you feel like part of sailing's true tradition- this is all assured with this special little vessel. She is a rare find in the Asian part of the world and she is ready for more adventure with a new and understanding owner who will care for her as the other two have. SPECIFICATIONS: Price: US \$45,000 - negotiable Vessel Name: Extra Budget II Year:1979 Length:29' 9" - 9.07m Beam:10 ft 3 inch Draft: 4ft, 9 inch Displacement:12500lbs Keel / Ballast: Full keel with cutaway forefoot Vessel Location: Langkawi Island, Telaga Harbour Malaysia. Region: Asia Designer: Robert Perry Builder: Ta Shing boatbuilders, Taiwan Hull Material: Fiberglass/GRP Decks Material: Teak deck overlay over fiberglass deck/new in 2011 Engine: New 2011. Engine Make: Beta Horsepower: 30 hp Fuel Type: Diesel Engine Hours: Very low. Fuel Consumption: 3.5 liters per hour at correct cruising speed and RPM Max Speed:7.0 knots at 3,600rpm Cruise Speed:5.5- 6.0 knots 2,800 rpm Propulsion: Technodrive TMC 40 with Variprop, four blade prop 2011 Fuel:100 lt. steel tank Water:230 lt.- approx. steel tanks n.2 Dinghy: None Outboard: None Covers: Bimini 2017, Boat covers 2017, Hatch and porthole covers Accommodations Head room 6ft. 4in. Interior finish Teak and white. U shaped galley to port, chart table and nav station to starboard, open saloon with bulkhead fold up table, port and starboard settee berths, lockers and bins above each. The head is forward to starboard, leading to a spacious cabin area with a double V-berth with large lockers below and louvered shelves to port and starboard, all surrounded by teak inner planking. Cabins:1 Berths:4 berth. Shower: Exterior fresh-water shower Toilet: Yes Entertainment: DVD player with two speakers Galley: A compact and practical galley on the port side. Refrigeration: Oze fridge, frig/ freezer, 12v-eutectic plate, insulated custom built, spacious box. Stove:Broadwater, ss. 2 burner with oven Water-Maker: None Ground Tackle Anchors N. 2 Anchor Winch:SL 555, HD, manual Chain and Rope:300ft, hi-test, 5/6° Wrap/ 100 ft, 5/8th nylon Winches: Total of 9 Arco winches, N. 2 self /tailers new 2009 Bilge Pumps: N. 1 electrical new 2017, and N. 1 manual to be serviced Life Raft: Avon 4 man inspected in 2012 Life Jackets: None Flares: Need new ones Fire Protection:3 fire extinguishers, (Needing service) Electrics Both 240/12V Solar Panels: 3 Solar Panels / one old and two new Start Batteries: N. 1- 110 Amp House Batteries :N1- 120 Amp Electronics / Navigation GPS: yes VHF: Standard Horizon 2005 Depth sounder: PROBE forward looking sounder, 1996 Auto Pilot: No Sail Inventory N. 1 Main/ 1997, with lazy jacks and new cover N. 1 Genoa / 1997 Furler roller furling, 2018 repaired and new blue UV protection added. And assortment of other sails for a total of 4, all in serviceable condition, all dating from 1997/95: Total sail area 504sq. Ft. Mast / Rigging Mast/ Rigging/ : 2004, Oversized Selden, Single spreader, anodized aluminum mast and boom, with jiffy reefing. Rigging ¼" and 5/16", with Stalok/Norseman fittings, all new 2004, Remarks: Full new engine, gear box, shaft and propeller 2011. Full hull gelcoat inspection, sanding, fairing and painting with 2 coats of Awlgrip primer, 3 coats of Awlgrip Oyster white paint. Painting of new Water Line and Cavita Line with International Perfection Paint. 2012. Bottom paint re-done in 2017, 2022 New teak deck 2011 See excerpt below from a Sailing Magazine review by the esteemed John Kretschmer: "A blue water beauty that was built to last" The Baba 30 is a small but serious cruising boat. And it certainly looks the part with a shapely canoe stern, springy sheer line and proud bowsprit. The Baba 30 pedigree arcs through Colin Archer's converted lifeboats of the 19th century to the famed Tahiti ketches that carried early cruisers around the world between wars. More recently, like many small double-enders that sprang to life in the 1970s, the Baba 30 was inspired by the stunning

success of the Westsail 32. Baba 30 designer Bob Perry confesses that the Westsail was a role model of sorts for some of his early cruising designs..... If you're a traditionalist the Baba 30 will stir you. Nicely proportioned and laden with teak, the Baba 30 conjures visions of lush tropical islands. Close your eyes, can you see it, a lovely Baby 30 swinging at anchor in Cook's Bay, Moorea? Once aboard you realize that the Baba 30 isn't really a pocket cruiser. It's a big boat trapped in short body. The 12,500 pounds of displacement and 5,000 pounds of ballast are the telling figures. By way of comparison, other early full-keel 30-footers like the Alberg, Bristol and Cape Dory weigh considerably less. The rig is a classic cutter with 504 square feet of working sail area... The hull shape features a long bow overhang and gradual sloping forefoot that trails into a long keel section. The rudder is completely protected and the prop is housed in a small aperture. While the Baba 30 is at home in blue water, especially if it's blowing, it's a handful when backing into a slip under power. The hull is solid fiberglass, laid up to heavy scantlings. Supposedly the lamination schedule exceeded Lloyd's A-1 specs and some boats were built to Lloyd's 100-A1 and have the certificate to prove it. This process didn't require more fiberglass just more supervision. The deck is cored with either balsa or plywood, in either case end-grain sections were used to prevent the spread of core delamination caused by leaks.... Down below While the layout is predictable, the workmanship is remarkable. The interior fairly drips with teak. White mica surfaces in the galley are about the only areas below that are not finished in teak. It's impressive how well many of the 30s still look. This is a testament to excellent original construction and to building boats that didn't leak. Nothing spoils a handsome teak interior faster than leaky decks and overhead fittings. While the interior is a bit dark by today's standards, it's also warm and inviting in colder climates. There's good ventilation provided by two huge overhead hatches and opening bronze portlights. The layout features a U-shaped galley to port including double stainless sinks, a full-sized stove and oven and ample storage. This is a galley more likely found aboard a 36-foot cruiser. Opposite is a quarterberth that forms the seat for the nav station. This berth usually turns into a storage bin. The chart table is also well-sized with a couple of shelves above. The electrical panel is positioned so that it is easy to accidentally trip breakers when seated at the nav station, but this is easily corrected. There's also a draining wet locker to starboard of the companionway. " Read the full review at:[http://sailingmagazine. Net/article-14-baba-30](http://sailingmagazine.Net/article-14-baba-30). Html <http://bluewaterboats. Org/baba-30/> This Baba 30 is available for viewing by appointment. She is ready to set sail and is a beautiful classic style boat full of character and charm. Please contact me today for more information or a viewing.

SAILING CHARACTERISTICS

BABA-30 SAILING CHARACTERISTICS

(thanks to Charles Yingling for this document)

Going to Windward

Going to windward with Genoa and Main in less than about 6 knots of wind generates too much lee helm. The boat will not lie closer to the wind than 60 degrees. (A very light 180% Drifter Genoa might go in 2-6 knots). 8 to 10 knots balances the helm with Main and Genoa. This combination can be carried to at least 17 knots without strain, and with slight weather helm in more than 10 knots.

In the range from 12 to 17 knots there is very little difference between the drive of the Genoa and that of the Working Headsails. 15-18 knots requires a single reef with two headsails but the full Main may be carried with the Genoa. Beyond that point extensive shortening down is necessary. A single reef and Working Jib is sufficient in 15 to 25 knots. 22 to 30 knots of wind requires one reef and the Staysail. Two reefs will be necessary if the wind sustains 30 to 35 knots. Beyond 35 knots on the wind is the range of the Storm Trysail with the Staysail or Storm Jib.

For every sail combination there is a particular wind strength that gives a neutral helm. The point of balance depends on sail trim and sea state.

In flat seas:Genoa and Main about 9 knots

All plain sail about 12 knots

Jib and Main about 15 knots

Jib and reef about 18 knots

Staysail and reef about 22 knots

Staysail and 2 reefs about 28 knots

According to the books, a small weather helm is better than none at all to windward, so slightly more wind than is listed would be preferable. Head seas tend to counteract weather helm. The boat must be sailed rather full in a head sea with as much sail as may be shown without going rail down. (The engine at slow turns helps keep the way on when she starts to pitch). The angle of the seas to the course has a large effect on helm balance to windward. One tack may have lee helm while the other has weather helm.

While sailing to windward the Main should be sheeted flat and trimmed with the traveler, in all but less than 10 knots of wind. The traveler should be to windward of the centerline in light airs, with the sheet eased to increase the camber of the sail. The Main halyard should be eased in light airs to eliminate wrinkles parallel to the luff. Generally, the Main sets best with the boom at a 7 degree angle to the centerline (or less). It is not advantageous to pull the boom to windward of the centerline.

The Main alone does not provide much drive but it is cooperative on a number of points. Close to the wind, the boat will find a course to suit whatever weather helm is provided. Care should be taken not to allow the course to wander too far off the wind, as this might cause a sudden change of status.

The Main should be trimmed with the traveler down to 60 degrees off the wind, and secured with a vang at greater angles. The Main must be sheeted almost amidships while close reaching with a reacher, due to backwind.

Reaching and Running

In less than about 12 knots of relative wind the Reacher is our best sail for reaching and running. It may be carried to 60 degrees by sheeting flat and allowing the tack to rise slightly.

In less than about 6 knots of wind, the Reacher will fly alone with 150-180 degrees of apparent wind. However, this sail is almost impossible to take down without the full Main to blanket it. If the Main is hoisted on a run or broad reach the battens will foul on the lower and intermediate shrouds unless someone pulls the leech aft as the main is hoisted. In any case, a sharp weather eye is useful while flying the Reacher alone.

The Reacher benefits from the pole on beam and broad reaches, as well as wing-and-wing. Sheeted well out and high on the tack, the Reacher will fly on the same side as the Main to about 150 degrees relative wind. Beyond this point it will be blanketed unless the Main is jibed. On a run the Reacher fills best with the Main slightly by the lee (less than 10 degrees). The helm is somewhat sluggish on a run. Large lee helm may be generated by the Reacher on reaching courses in light winds. This lee helm is also present, but less powerful, with other headsails.

The combination of full Main and Reacher will cause a broach in more than about 15 knots of relative wind. If the wind should increase beyond this strength, the Main must be brought to the same side as the Reacher. Run directly down wind to blanket the Reacher. If it will not empty, rig a snatch block at the mast end of the pole track (on front of mast). Lead the lazy sheet through this block and pull the clew inboard. Secure the clew end of the lazy sheet to the staysail halyard cleat on the mast. When the Reacher is empty, gather it in along the foot as it is lowered away.

Extreme weather helm is developed by rolling in a following sea. This condition is aggravated by the Reacher and Full Main. With the other headsails the Full Main may be carried to about 18 knots of relative wind, broad off. It should be stressed that the Reacher will not blanket behind a reefed Main. about 15 knots relative does not appreciably reduce speed and it relieves the weather helm. The single reef balances better with both Working Jib and Staysail, but the Jib does not draw well beyond about 130 degrees relative wind. The Jib alone with the single reefed Main will fly to about 150 degrees relative wind.

The Working Jib poled to windward with Main and Staysail to leeward allows a point of 150-160 degrees relative. There is some weather helm at 8-12 knots but this can be somewhat eased by oversheeting the Staysail. Without the pole, the Working Jib is very tender wing-and-wing. It will fly only when the Jib is between 0 to 5 degrees by the lee. The Genoa poled out wing-and-wing with the Main draws best on this same point and is well behaved in this range. The pole is most useful when the spare halyard is used as a topping lift. (We need to middle a long line and make a snap shackle fast at the center to use as permanent fore and aft gus).

Heavy Weather Notes:

The critical area of yaw when rounding up seems to be between 150 and 120 degrees relative wind. The yaw accelerates quite rapidly due to increased heel. This is aggravated by gusting winds and quartering seas. Large amounts of weather helm are usually needed to counter this. If the boat is run off beyond 150 degrees the amount of weather helm is reduced and the rudder must be eased to prevent a jibe. Most of the turning force is generated by the Mainsail. The Genoa alone has not been tried in more than 8 knots relative wind but it is doubtful that it can be flown in more than about 22 knots.

In winds over 35 knots the Working Jib alone is a real driver. So far the Staysail alone has not been tried nor has the Storm Jib or any combination with the Trysail. The double reefed Main also offers possibilities.

BOB PERRY COMMENTS

Deetgnerre Commentg BABA30 be the inaglc n length. AnythLng ahorter than 30r ls Thtrty feet aeemsto unless you are ul'lling to make come too anall for a long dlatancE erulserp rēatou! cqmpronlaeel n your comfort. At *:af reef can do ftre.dealgner four ?ul'l length berth a'and an encl'oaed r rrther'uorkabl b glle y l gt leaat head _r lht ona rell danger, for the deaignerl at thle length lc lhat tfrire nay the yacht too,tlght' The tayetFgei cruLaer./racar' at be a tcndrney to lake around ?1000 lbs. Thig lr flhe lor ahort about titf"tf fect relghs ln today et ueakend trlpa and dayaallng, but relating thla dlaplacement to an lconpanying Interior epece you ulll' fnd that the light Vacftt la rerloualy volums'gf evatlabtb mechanical similtude aays that the dlaprasemsnt short:of ato.uaggepaceo The lau of or volumeof a yacht'uarles'.' eg the cube of the rrlaterllne. In simplr ternal taPtdlY ae the this means that the aveilable storrlageand tank space decreages a rather beany rrraterlina tength of the yecht decreaseg. I chQee!o' deatgn of 3?9' This rf?orded double qr.rder,ith the healthy dlaplacemEnt tollangtn'satlo l' me the Interlor volume.!e Oo a uery comfortablg layout. I see It as a pēasons l challenge to take a type of yacht l n thlc caae l the hull llner to rElatively heavy, tradltlonql doubla endar, and uork ulth a knot ln apeed out of the dealgn'that t canl l atnply Fl nE:. 3vēty tenth of tlitt.s utl be algu.r I have do not resign'myself to a tradl.tlonal deglgn. It gl.uen lhe BABi 30 an aaally drlven hutl utth a prlematic coEfficlant df '50' ghould help take care of lhe performance J.n ltght alr' The hull haa Thie to enhance etabllty and alao provlde e coneldeiable flair to tha topeldas dry ride to ueather. The run of the'buttockp la conaderalle nore fl.r t than the ,Colin type.. Thia should elfuninate the Ennqylng hobbyhorelng tradltional Archer; cqrved auay the garboard tendanc lgs of that type and alao lnp,rova apeed. l'hauc this type of dealgn; ln an ef?qrt to naxlnlze the area, ag I have before ln keel rfini ?or a glven amount of overall draft. This feature helps availablq the garboards !,here lt lg vcry hard elimlnaib upeleaa added dlaplacement ln use and lt eleo lnproves the stabllty curve of thc yacht. to affclently the ft?th deaign of thla general type that I hava donal ln the The BA8A30 la general model. last three yEarr, and t feet it le a refinment o? the 04* sgAvrEW AVE.N.\il /

SEILrTJ4ffi wrsl / 2ija'782',oo33 f RM/gRTtr{"PJSRRY YACWI| Di.sSIGIVIEIR BABA30...Oseignerrrs c o m m B n t s c o n t . comfortable cruising The accomodatlons have been laid out for a small family uith lack of ncrammitian. In alnd. The most noteurorthyfeature is the overalf very rthumanlyrt The conoonents of the Interior are all .sized and should uork U-shapedulith an 'enormousice-box opposlts double very uell. The ,9o11eyis Thc thrco burner glmbalod stove gimbals Eo 50 degraea. The rea! o? the lln&1. You might note that thEre ia a uci lgcker layout lg rrthir ,qflfexplanatory. ,r?t tnd lnothi.r, qii\$gfng locker folurard. The head is quite spacious for a yacht i:Of Headroomis 6r4r' throughout. There la B0 gallons these overalldiacnsions. .fi#';" : 'of ttre settee berths and 36 gallons of fuel under the ryatar located"#iild|i i t .t, cabln rolg. .. ; i',, i. the paatl th! oue to the success that I have had utilizing the cutter r19 in BABAg0 uas designed rrith a ta.II cutter rig. The saij. area to displacement ratio Ls 14.9?. trjhile this may be vieured as a relatiuely lour figurel it ls my contention that at this size, 30 feet, the use oi a 150F genoa ie not rrrouldopt for a highef, sail acea to digPlacement prohibitive. On a larger design I dont think many figure to eliminate the need of ganoas cprnpletely. Houlever, I people r,lill object to handtimg the genoa on a thirty foot yacht. fly aim in the design of this rig uras to design a rig compatable trith the hull I had designed in maximumperformsfleo This is partly.rrrrhy I did not chosB a terms of deriving ketch rig. I am trying to optimize the,indr.rard capability of thia tIpe of \ yacht and I feel the cutter does that job the best, in the cruielng appllcatlon. the 'ehape in Again, the challenge is. to take a traditional type and modify a manner that rrlill not denegrate the parent model and at the same tima not gubslanflally improving destroy the ffromanceno? the traditional look uhile the sailing performallcBo The .result. is a yacht, the BABA30t that is not a ncute cartoonrt but a really capable offshore cruising yacht.



























































