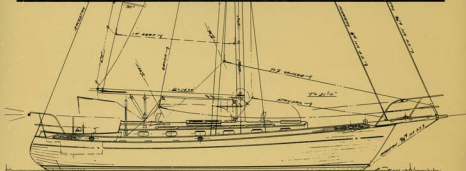


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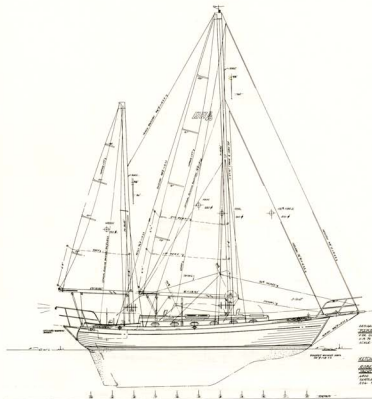
*With a name like Baba, we
can't afford to make mistakes.*



Designed by Robert H. Perry

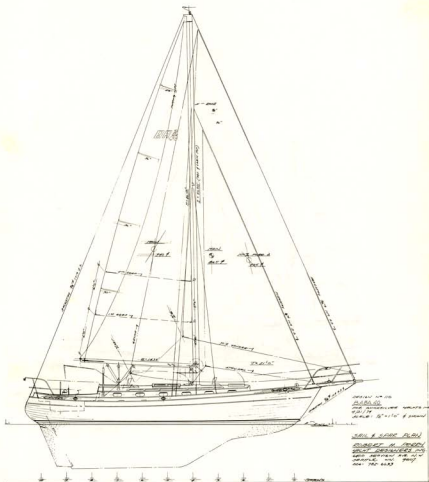
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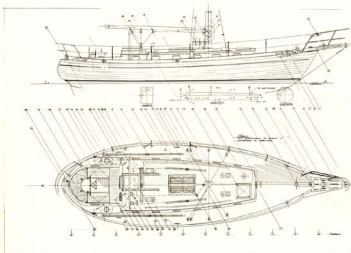




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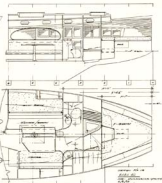
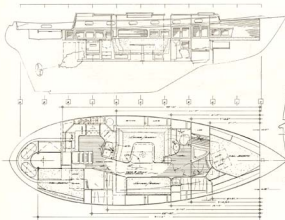
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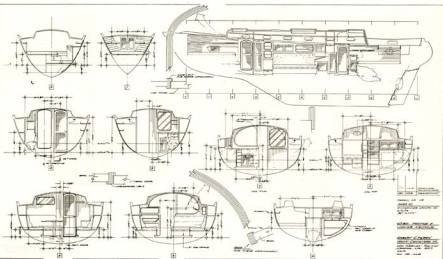


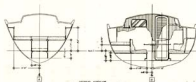
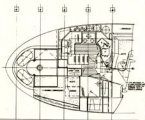
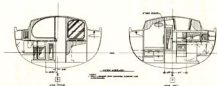
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 924. WOHNRAUM
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 926. SPEISEZIMMER
 927. KABINEN
 928. WASSERWANNE
 929. LAGER
 930. WOHNRAUM
 931. KÜCHE
 932. SPEISE





FOR INFORMATION OF THE ENGINEER

DESIGNED BY THE
NAVY
FOR THE U.S. NAVY
NAVY
NAVY

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SECTION C-C
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BABA-40
SPECIFICATIONS

L.O.A.	39' 10"
D.W.L.	36' 3"
BEAM.....	12' 10"
DRAFT.....	6' 0"
BALLAST.....	12,000 lbs.
DISPLACEMENT.....	29,000 lbs
SAIL AREA (Cutter).....	865 sq. ft.
SAIL AREA (Ketch).....	910 sq. ft.
DISPLACEMENT/LENGTH.....	324
SAIL AREA/DISPLACEMENT (Cutter).....	14.66
SAIL AREA/DISPLACEMENT (Ketch).....	15.42
ENGINE.....	Volvo MD-21A diesel
DESIGNER.....	Robert H. Perry
DEVELOPER.....	Quicksilver Corp.
BUILDER.....	Ta-Shing Yacht Building Company

Baba40



BABA-40

OPTIONAL EQUIPMENT LIST

1. Teak overlay on the cabin top, exterior
2. Spruce overlay on the cabin overhead, interior
3. Teak overlay on the exterior cabin sides
4. Teak overlay on the interior cabin sides
5. Teak overlay on the cockpit well sides and inside the cockpit coaming
6. Laminated boom gallows
7. Screens for all opening ports and hatches
8. Teak boarding ladder
9. Stainless steel pedestal guard
10. Cockpit cushion, 3" thick, vinyl covered
11. Boat's name carved in the bulwark, port and starboard
12. Fresh or salt water hand pump, installed
13. Fresh or salt water foot pump, installed
14. Colored hull in lieu of the standard light gray hull color
15. Colored house in lieu of the standard light gray house color
16. Perkins 4-108 diesel engine in lieu of the standard Volvo MD-21A engine
17. P.V.C. foam core insulated hull
18. Varnished cabin sole in lieu of the standard oil finish
19. Main cabin table constructed to lower for double berth, with filler cushion
20. Teak end-table/locker in lieu of the standard heater platform space
21. 130' Genoa sail
22. Teak sea hatch that companionway hatch slides into
23. Fiberglass dinghy
24. Stainless steel dinghy davits, installed
25. Teak 2" x 2" rub rail installed about 6" under the cove stripe
26. Stainless steel stern bomkin with teak grate and extended stern pulpit

**QUICKSILVER
CORPORATION**

3040 WEST COMMODORE WAY
SEATTLE, WASHINGTON 98199
(206) 285-1666
TWX # 910-444-2014

A MESSAGE FROM THE DEVELOPER

Dear Cruising Sailor:

I have been involved in the development of high-quality Oriental yachts since the mid-seventies, when I took delivery of the first CT-37 sailboat to be launched. Mine was a custom model of this early Perry design, and in the following months I helped Bob Perry and other new CT-37 owners plan custom interiors for most of the 37's sold in the Northwest. That work led to a long collaboration with Bob Perry's design office where we have since developed the Baba 30, the Flying Dutchman 35, and the Tatoosh line of boats. The Baba 40 is a natural outgrowth of our experience with the updated "traditional" hulls and of the growing maturity of the Far Eastern boat building industry. The 40 is bigger, faster, and more efficient than her predecessors, and we are very excited with the way the boat has evolved.

Bob Perry has designed all of the boats that I have imported from Taiwan, and the fruits of his knowledge and experience in both design and construction are evident in the new Baba. I personally visit the Far East at least five times a year, and I have a full-time inspector and coordinator on Taiwan who oversees matters when I am not there. The inspector, Bob Perry, and I have gone over the Baba 40 tooling very carefully, to insure that everything has been done right. That care, coupled with the obvious skills of the yard building the Baba's, has resulted in an exceptional value in a cruising yacht.

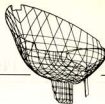
The Baba 40 has made many measurable improvements on the usual "traditional" cruising boat, and we consider her to be the ultimate blend of long keel advantages and modern performance. When you inspect the Baba 40 for yourself, you will see what we mean. Some boats look like "naturals" as though they were born to sail rather than formulated. The Baba 40 is one of these boats.

Look over the material in this information packet. We have made it as complete as possible, with all of the pertinent layouts and plans, designer comments, equipment lists, specifications and photos. Her equipment schedule is filled with items from the top of the market rather than the bottom, and this American/European hardware is matched by the quality of her lay-up and joinerwork. Again, we are very proud of the boat and we are sure that when you look her over carefully, you will be as pleased as we are.

Smooth sailing,



Bob Berg
President
QUICKSILVER CORPORATION



ROBERT H. PERRY YACHT DESIGNERS, INC.

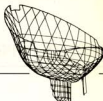
BABA-40

For years we've been pushing for lighter and lighter boats, especially for racing. It's been a long propaganda campaign, and right in the middle of it, I realized that heavier displacement cruising boats were being starved for attention. They were being ignored by designers who had all kinds of new data developed for high performance boats. Our office has been trying to redress this imbalance, and our new "full-keel" boats reflect a modern knowledge of foils. Their distribution of volume reflects what we've learned about hydrodynamics, and an understanding of what really works underwater. The BABA-40 is about the eighth in a line of updated traditional designs that we have done and I think we've learned a lot in the course of that series of boats.

One of our most well received designs has been the Flying Dutchman Baba-30. Her flavor is definitely Scandinavian "lifeboat" style, but there have been refinements incorporated into the hull and rig to make her a relatively high performance full keel design. We are often complimented by Baba-30 owners on the degree of performance that their fat little boats exhibit. This style has been further refined in later boats, and now the BABA-40 is a logical extension of the line. The BABA-40 is a beamy, long keel design that is a stiff and powerful sailer.

The hull shape of the BABA-40 uses a rather shallow canoe body with much flatter buttocks than usually seen in this type of design. There is a fairly abrupt knuckle at the forefoot to increase the prismatic coefficient and add to the sailing-length of the boat. The fairbody has been pared away forward to reduce superfluous displacement, and that displacement is put where it will add to performance. In the 40 we used current data on foil lengths and thicknesses to arrive at a proper keel shape. It is a good lifting body, a big sturdy structure (which is important both in construction terms and when you use a tide grid or even a more primitive haulout method), plus it allows us to use less expensive ballast, iron rather than lead, and still have room for tankage or storage. In addition, the transition from the canoe body to the keel is much more efficient than in the more "traditional" long keel designs. The 12' 10" beam of the 40 gives it good form stability, and the way the beam is carried aft further enhances the stability and reaching power of this design. The displacement to length ratio is 324.

ROBERT H. PERRY YACHT DESIGNERS, INC.



The BABA-40 has a cutter rig as standard and the option of a ketch arrangement. The cutter rig offers slightly better performance to weather, while the ketch rig's forte will be reaching. The sail area to displacement ratio for the ketch is 15.42 and 14.66 for the cutter. While these figures may seem relatively low, you must keep in mind the size of the "J" measurement for both of these rigs and remember that a reasonable sized genoa will quickly increase these ratios.

The BABA-40 interior has benefited from the close cooperation between my office and Bob Berg, the developer of the boat. Bob has excellent ideas about interior layouts. We draft them up, then he dissects them all over again to make sure that every inch of interior is well used. Also, Bob works very closely with the builders, and he knows exactly what kind of work they can execute best, so we can rely heavily on curved bulkheads, cutaways and beautiful detailing. Obviously the interior of the 40 reflects far more "man-hours" of design than most others.

The BABA-40 has two interior plans that allow for changing the forward cabin from V-berths to a fixed double berth. There is also the option of utilizing a two-settee berth layout in the main cabin with a pilot berth to port. This gives the benefit of providing two excellent sea berths for offshore work. With the forward cabin in the fixed double berth configuration, the 40 will be very comfortable for two cruising couples. Note the enclosed shower stall with teak seat. The main cabin has been arranged to provide a large dinette to port with space for six to eat and a chart table and settee/berth to starboard. There is space for a cabin heater forward of the starboard settee. There are four separate hanging lockers. The galley is in the "keyhole" configuration and offers security and handiness in its layout. The quarter cabin offers enough space to be considered a second stateroom and there is a large hanging locker and a bank of drawers under the forward end of the berth.

Anyone who has seen the BABA-40 knows that she is a very handsome vessel, and having inspected the tooling, I can say that her good looks continue well beneath the skin. Her lines are subtle and there is none of the cartoonish quality that you usually see on yachts of a "traditional" style. The overall styling conveys a blend of modern functionalism and a classic aesthetic quality that makes the BABA-40 a unique design statement rather than just another caricature of an obsolete type.

BABA 40

EQUIPMENT SPECIFICATIONS AND DESIGN FEATURES

HULL Hand-laminated 24 oz. woven roving alternated with 1.5 oz. mat producing a laminate .410" thick at the rail, .572" thick at the waterline and .896" at the keel per designer specifications. Keel thickness represents 22 layers of mat and roving. All bulkheads and flats are bonded to the hull per designer specifications.

DECK Single-unit, hand laminated 24 oz. woven roving alternated with 1.5 oz. mat to designer specifications. CONTOURKORE balsa wood and high density closed-cell foam core material used in the deck and house for stiffening, insulation and weight saving properties. Non-skid molded-in surface on the house top. Teak decks are standard, bedded in Thiokol or equal.

BALLAST Internal sealed, 12,000 pound cast iron in one piece to minimum tolerances and glassed over to reinforced hull sections.

MAST & BOOM ISOMAT one-piece aluminum extension or equal, silver or black anodized mast & boom. Mast has internal mainsail track and molded spinnaker track. Tapered airfoil section aluminum spreaders. Internal tubing for future wiring. Boom has internal outhaul, jiffy reefing and topping lift. Spreader lights.

STANDING RIGGING Furnished by ISOMAT or equal, all stainless 1 X 19 construction with swaged terminals.

THROUGH HULLS Bronze thru-hulls equipped with bronze lever-action seacocks. Electrically bonded to the ship's bonding system.

DECK HARDWARE Double stainless steel bow and stern pulpits and double vinyl-coated lifelines with large opening gates port and starboard. Teak wood roller-bearing blocks for the running rigging. Roller bearing main sheet traveler. Genoa tracks port and starboard. All deck hardware thru-bolted with stainless steel backing plates. Six hawse fairleads. Laminated bowsprit with a teak grate and bronze double anchor rollers.

PORTS AND HATCHES 15 bronze self-draining opening ports. Large teak wood double opening butterfly hatch over the main cabin. Large opening hatch on the housetop over the forward stateroom. Teak companionway hatch. Muchroom vent over the shower area.

PROPANE STORAGE Large molded-in storage area in the cockpit for two propane gas tanks. Storage area is vented to the outside of the hull.

STEERING SYSTEM Bronze steering pedestal with stainless steel support post. Stainless steel rimmed teak steering wheel. Engine controls and steering brake are mounted on the pedestal. Chain/wire cable steering to quadrant. Adjustable sheave assembly with built-in quadrant end stops. Emergency steering tiller.

WINCHES Eight LEWMAR chrome plated bronze winches. Two locking winch handles and one non-locking handle.

Primary winches	#48CST	(2)	Two-speed self-tailing
Main Sheet winch	#40CST	(1)	Two-speed self-tailing
Staysail Sheet winches	#30CST	(2)	Single-speed self-tailing
Genoa Halyard winch	#30C	(1)	Two-speed
Main Halyard winch	#16C	(1)	Two-speed
Staysail Halyard winch	# 7C	(1)	One-speed
*Mizzen Halyard winch	# 7C	(1)	One-speed
*Mizzen sheet winch	#16C	(1)	Two-speed

*Note: used on ketch version

ENGINE VOLVO MD-21A 52hp four cylinder diesel engine, fresh-water cooled. Instrument panel with engine alarm system. Morse engine throttle and shift control cables. Manual engine stop control. Separate fuel filter-separator installed in the fuel line to the engine. Engine mounted on rubber mounts with flexible stuffing box. Water cooled exhaust "aqua-lift" muffler installed in the engine exhaust line.

SAILS LEE working sails consisting of main sail with two rows of reef points, staysail, working jib plus the mizzen sail with one row of reef points on the ketch version. Blue sail covers.

TANKAGE Two stainless steel fresh water tanks with a total storage capacity of 150 gallons (85 gallons-port tank/65 gallons-starboard tank). One black-iron fuel tank with 83 gallon storage capacity. All tanks have baffels, access plates and are electrically bonded to the ship's bonding system. One fiberglass holding tank is standard with the yacht.

ELECTRICAL SYSTEM Two heavy-duty 105amp, 12-volt marine batteries with a four position master battery switch. OCEAN INDUSTRIES electrical panel for both 12-volt DC and 110-volt AC systems; four meters, battery condition meter and reverse-polarity lamp, circuit breakers on all circuits plus provision for additional breakers. Overhead dome lights plus bulkhead lamps. AQUA SIGNAL running lights to International Rule. 110-volt AC outlets throughout the yacht.

PLUMBING SYSTEM PAR pressure water pump. Hot & cold pressure water at the galley area, head area & shower. Marine head with holding tank, valved to go either directly overboard or into the holding tank. Deep double stainless steel sinks in the galley. 110-volt AC hot water heater plus heat exchanger for hot water from the engine cooling system. Manual bilge pump mounted in the cockpit area plus one 12-volt DC electric pump. All hot water is plumbed through copper pipe and all cold water is plumbed through nylon reinforced vinyl wall tubing. Shower sump pump.

INTERIOR Teak & light wood cabin sole with built-in dust bin. All counters in the galley are of light-dark wood and the counter in the head is of light colored marble. All interior bulkheads are covered with solid vertical teak staving. Vinyl covered 4" foam cushions on all settee and berth areas. Laminated teak door and locker frames. Built-in heater space. Choice of either spruce or teak battens against the side of the berth areas. Separate aft cabin with double berth. Louvered locker doors. Laminated beams overhead.

NOTE: QUICKSILVER CORPORATION is constantly striving to improve its products, thus specifications are subject to change without notice.