



TASHIBA 31

THROWING TRADITION TO THE WIND



TRADITION TAKES A TURN FOR THE BETTER

Ta Shing commissioned Robert H. Perry Yacht Designers, Inc. of Seattle to design the Tashiba 31. We thought you might like to read some of Bob's comments on the design.

A CLASSIC LINE... REFINED

"The Tashiba 31 is a logical progres-

BOB PERRY:

sion from my Tashiba 40 design, which began as a departure from my previous double-enders and moved in shape back towards the Valiant 40.

ABOUT TA SHING...

Ta Shing has been building boats for over forty years. Early in 1975 we decided to set aside a portion of our Tainan facility to build quality cruising yachts.

Our decision was a carefully considered one, based on our judgement that cruising sailors would appreciate our years of building experience and our commitment, both personal and corporate, to quality, especially in a market crowded with bargain basement boats built to a price rather than a sense of pride.

Today we are Taiwan's largest builder of sailing yachts. We would be honored to build one for you.

C.M. Juan

C.M. Juan, President
Ta Shing Yacht Building Co., Ltd.



A sparkling performer, the Tashiba 40 proved to be particularly effective on the wind and I began the design of the 31 with this in mind.

THE BOTTOM LINE... BY DESIGN

"In designing the 31's hull shape I've improved performance by moving the center of buoyancy aft. I've also designed a finer bow, flattened buttocks and eliminated a lot of the rocker from the canoe body.

This has dampened pitching while maximizing the available draft for the salient keel. Firming up the bilges has resulted in increased stability. The end result is that the 31 moved easily at seven knots during sea trials, indicating an effective use of the sailing length.

THE CHALLENGE OF A CUTTER RIG

"The cutter rig can be cranky, requiring very careful trim for proper balance. The 31's rig has been designed to help solve this problem. Under sail

LIVING WELL... AT THIRTY ONE

"Changes in hull shape place volume where the interior (as well as performance) benefits. The 31's accommodations are in no way "miniaturized." With two different interior plans available, everyone—from the single sailor to the small family—can have an interior that makes sense for their needs.

AFTER TEN YEARS TOGETHER...

"A quick comment on Ta Shing and quality... The general detailing of the

DESIGNING THE TASHIBA 31

she shows perfect helm balance and feel over a wide variety of conditions. With the 130 percent genoa the 31 has plenty of power to move in light air.

joinerwork is absolutely first class. Their attention to detail creates a 'proper yacht' feel to the entire vessel. I really take pride in our designer-builder relationship. I give each of my designs my very best effort and it is rewarding to see that design come into being reflecting the same kind of pride and effort."



Robert H. Perry



One day, a single yacht gently tugging at her lines, makes sense. A rising sheer catches your eye...one that seems right; more elegant in form than all the rest.

The Tashiba 31 captures that special grace. She's built with craftsmanship almost forgotten, and with attention to detail that will be long remembered.

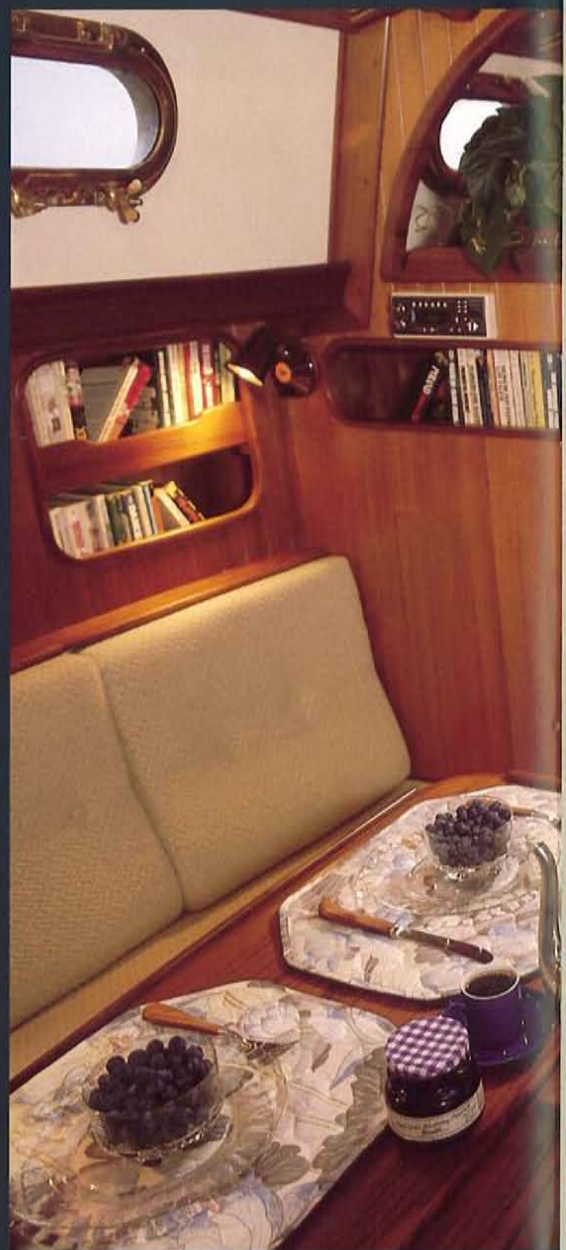


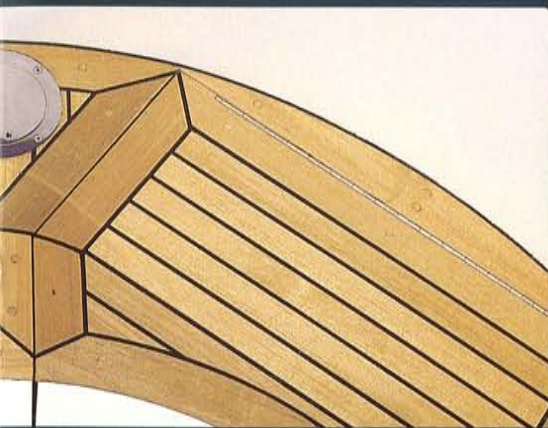
DESIGNED WITH COMMON SENSE..... C



As you descend her companionway the first thing you note is the understated elegance. It feels right... exactly the way a quality yacht ought to be.

Open a drawer: intricate, strong joints; no rough edges or unfinished surfaces. The drawer slides smoothly in and out. It fits.





Now glance around the main saloon. Everywhere you look are examples of thoughtful design, intelligence and care. Notice the teak. The joinery is impeccable. Pieces are matched to both grain and color. The finish: flawless.

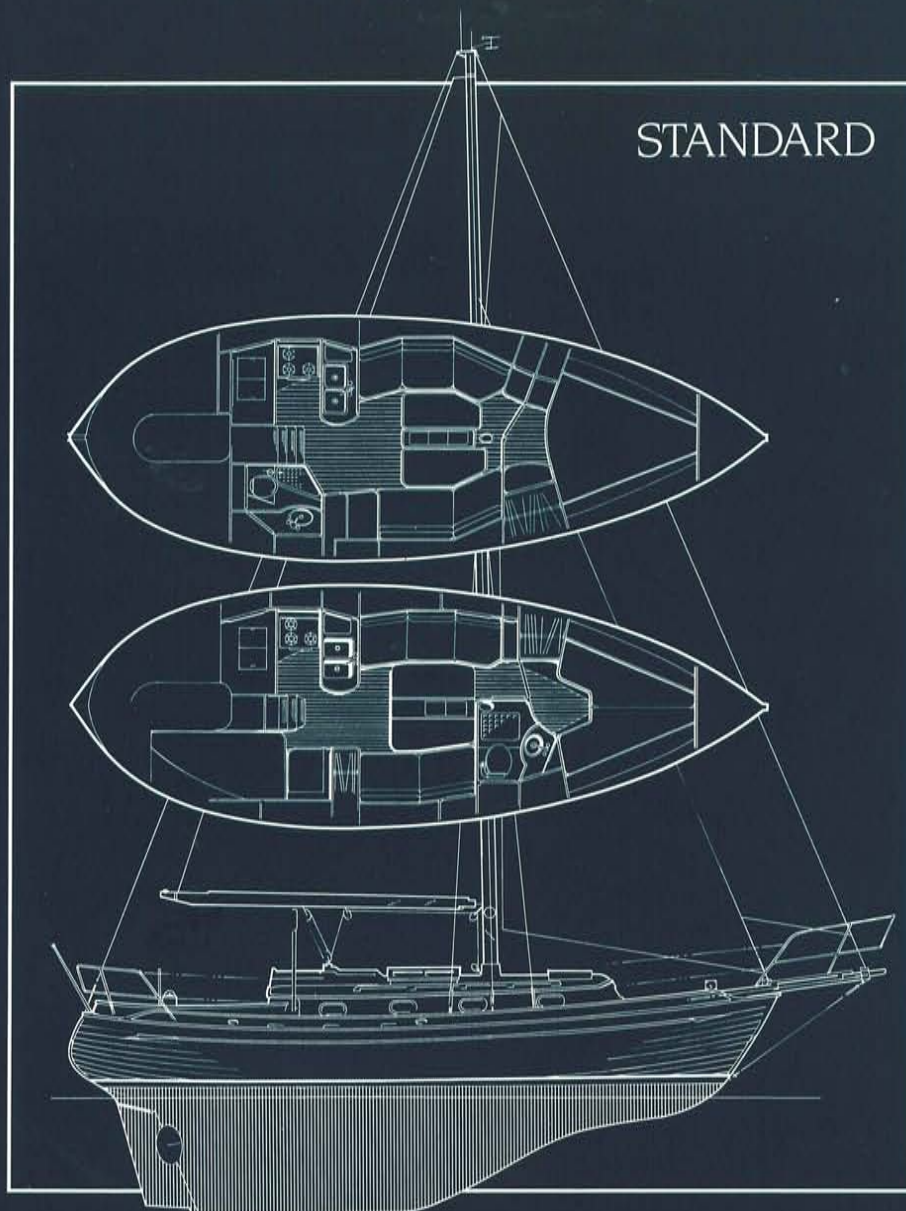
Up to four dorades, three hatches and eleven opening ports keep the air below fresh and circulating whether at sea or at anchor in a tropical lagoon.

Stand in the galley. Notice how it wraps around you. You can safely prepare meals, even in a seaway. Extra deep sinks drain on either tack and keep both water and dishes in the sink and out of the rest of the boat.

CRAFTED WITH UNCOMMON ELEGANCE



YACHTBUILDERS
TASHING
TO · THE · WORLD



STANDARD



AND OUR PILOTHOUSE
TAKES TOP HONORS

SPECIFICATION

L.O.A. _____
 L.O.D. _____
 L.W.L. _____
 BEAM _____
 DRAFT (STD). _____
 (SHOAL) _____
 DISPLACEMENT _____
 BALLAST (STD). _____
 (PILOTHOUSE) _____
 SAIL AREA _____

CONSTRUCTION

Hand laminated one-piece fiberglass hull, laid up complying with American Bureau of Ships (ABS) standards.

Hand laminated deck with end grain balsa sandwich construction.

One piece cast iron ballast captured with resin and six paired layers of glass, mat and roving (lead optional in the shoal draft version).

Colonial ivory gel coat standard with bulwark, cove stripe and boot top coloring selected by owner.

Hull-to-deck joint is thru bolted on four inch centers, sealed with 3M 5200 adhesive/sealant and covered with a teak cap rail bedded in polysulfide sealant.

SPARS, RIGGING & SAILS

U.S. made spar system with 1x19 stainless steel wire rigging fabricated in the

United States.

Standard working sails by Neil Pryde come with sail cover (main) or sail bags (yankee jib, staysail).

Eight Lewmar chrome-plated bronze winches (self-tailing, optional).

Ten Schaefer Marine blocks.

Black anodized main sheet track, genoa tracks and staysail tracks (optional s.s. tracks available).

DECK HARDWARE & EQUIPMENT

Stainless bow and stern pulpits with double life lines, stanchions and opening gates port and starboard.

Eleven bronze opening ports with s.s. outer rings.

Two bronze anchor roller chocks

Six hawsepipe fairleads with cleats and one sampson post.

Teak skylight over main saloon (s.s. and plexiglas hatch, optional).

Teak forepeak hatch with acrylic top.

Two dorade vent boxes with cowls, sheet guards standard (teak and aft vents optional).

Two shell vent boxes for engine and lazarette ventilation.

Four 1½" cockpit drains.

Propane locker for two 20 lb. tanks with overboard drain.

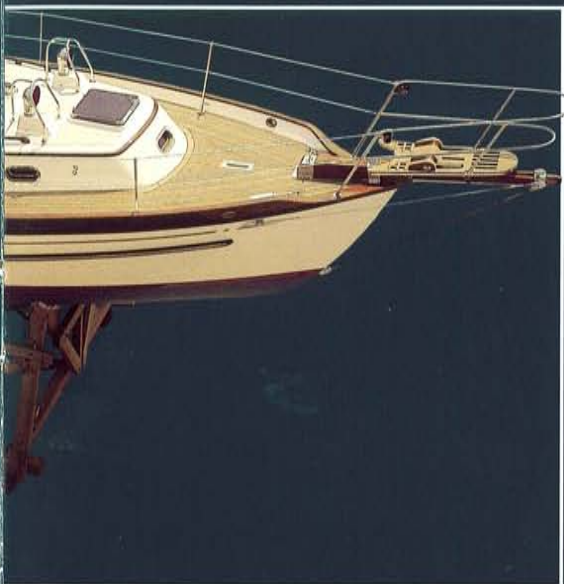
Four investment cast s.s. deck filling plates: (2) water, (1) fuel, (1) waste.

All deck hardware thru bolted with s.s. backing plates.

All s.s. deck hardware electropolished.

MECHANICAL

Yanmar 3GM30F 27 h.p. diesel engine with freshwater cooling, flexible mountings and flexible stuffing box.



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One manual bilge pump (one liter per stroke capacity).

One fresh water and one salt water foot pump in galley.

All thru-hull fittings bronze ABS-approved with ball valve cocks.

ELECTRICAL

12 Volt D.C. and 110 volt A.C. ship's electrical system.

One electrical panel with circuit breakers, indicator lights and metering.

One 100 amp-hour ship's battery with four-way selector switch (with provision for three batteries, standard).

Thirty amp Marincor shorepower connector.

Seven dome lights and six cabin lights.

All wiring is multi-strand and color coded.

INTERIOR

Formica galley counter, deep s.s. sinks, sink covers, s.s. lined stove area, ice box with at least 4" insulation, drawers and lockers.

Fiberglass molded head/shower, separate shower sump optional.

Louvered teak locker doors.

Varnished teak and spruce cabin sole with recessed dust trap.

Four inch foam cushions with removable fabric covers.

Removable formica overhead standard, tongue and groove ash optional.

Teak saloon table and teak chart table.

All specifications are subject to change or modification without notice. Photographs may show owner or dealer installed options.

35'-4"
30'-9 1/4"
25'-9 1/2"
10'-8"
5'-0"
4'-6"
13,790 lbs.
4,705 lbs.
4,100 lbs.
550 ft.²

Water-cooled exhaust with "Aqualift" type muffler.

Engine room insulation: two inch lead-foam with foil jacket.

Dual engine controls, pedestal mounted with Morse cables.

Propeller: 17" x 13" x 2 with 1 1/4" s.s. shaft and dripless shaft seal.

PLUMBING & TANKAGE

Hot and cold pressure water system with Moen fixtures.

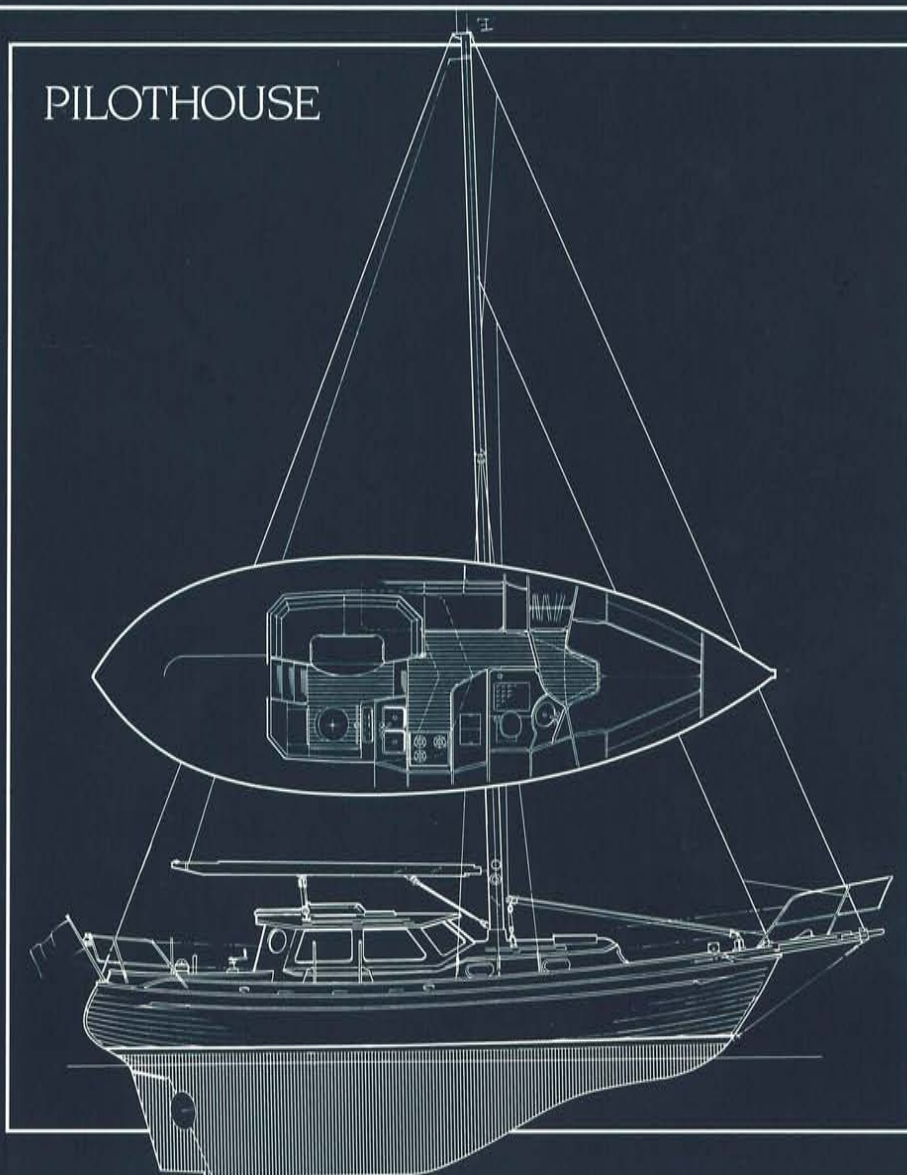
Ninety gallons of water in two s.s. watertanks with inspection plates and internal baffles.

One forty gallon black iron fuel tank with inspection plate and baffles.

One manual marine toilet with holding tank and "Y" valve for direct discharge at sea.

One 1500 g.p.h. electric bilge pump.

PILOTHOUSE



YACHTBUILDERS
TASHING
TO · THE · WORLD



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