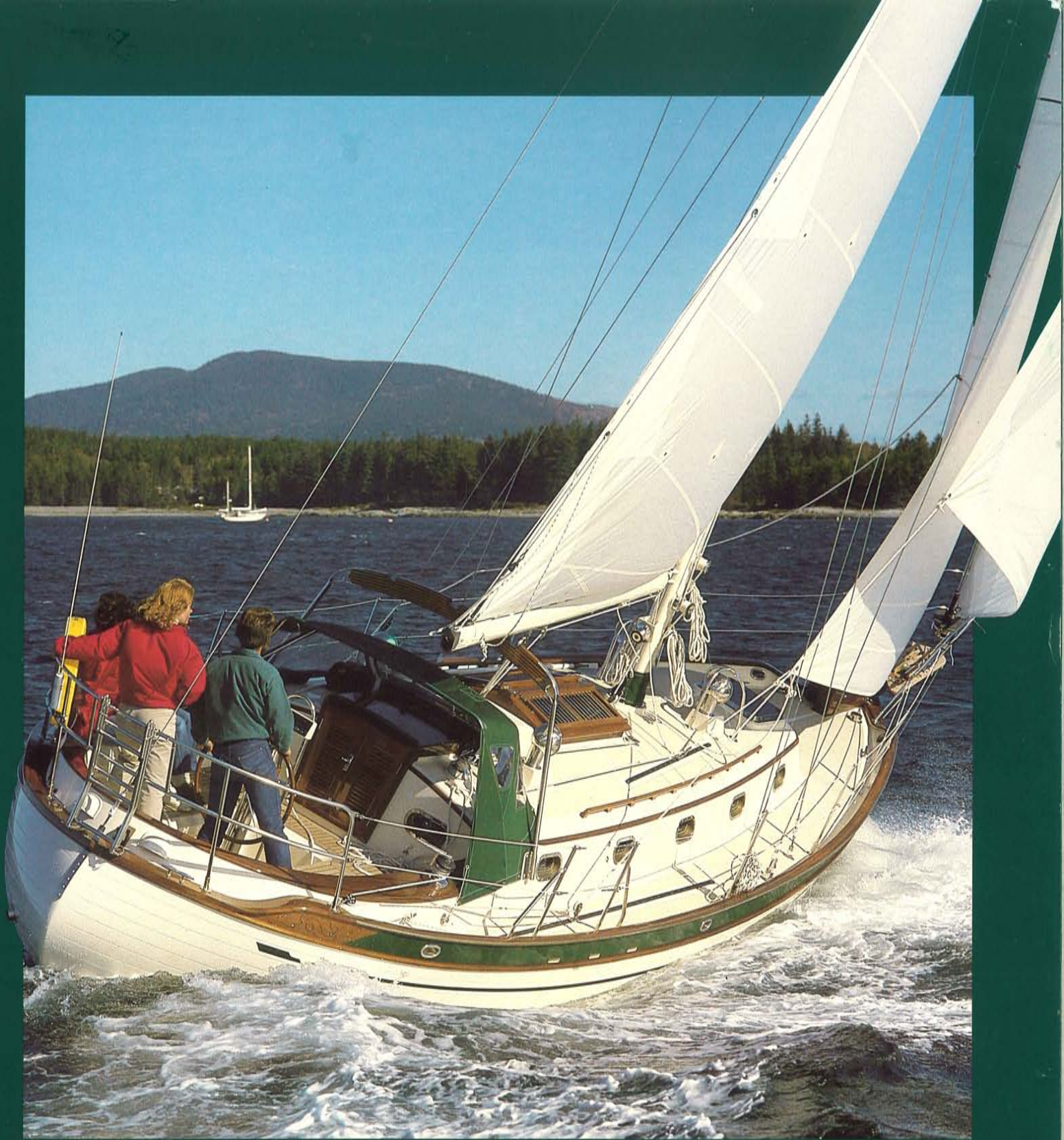




TO TAKE YOU BEYOND SUMMER'S END

TASHIBA 36

such a good design. Only then did I start the Tashiba 40 design.

In the design of a series of yachts I deliberately establish a direction for development and refinement. For the

The aim: to produce a traditionally styled canoe sterned double ender that showed good responsiveness and an excellent turn of speed on the wind.

BOB PERRY ON THE DESIGN OF THE TAS

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.



Tashiba series I first reevaluated a proven performer and winner, the Val-

I first reevaluated a proven performer and winner, to see what elements made it such a good design.

iant 40, to see what elements made it

The result: the new generation Tashiba series; fast and responsive while maintaining the forgiving qualities that make the full keel boat so attractive.

Compared to typical models the "36" has a harder turn to the bilge, more volume aft and a finer entry. This results in more stability through form, a longer sailing length, good speed to weather and greater all-around responsiveness.

Balance is the primary goal in designing a rig for the Tashiba 36. A light, balanced helm reduces fatigue for helmsmen and mechanical steering systems alike. Developing a slight weather helm as the breeze picks up

TASHIBA 36

One outstanding aspect of this design is that Ta Shing builds it. Ta Shing has

Quality is evident in every level of construction.

proven itself to be the premier yard in



means one will not have to reef just to maintain a manageable helm. In plan-

Balance is the primary goal in designing a rig for the Tashiba 36.

ning the layout of the rig I have retained positive aspects of the cutter without incurring negative ones. The sail area to displacement ratio of the 36 is 15.07.

Thirty-six feet allows us to expand a

basic layout into a comfortable interior. There are no tricks, just good common sense and generous proportions. For example, headroom is maximized and

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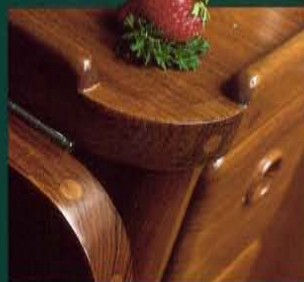
a huge galley makes this an ideal live-aboard boat.

Taiwan. Quality is evident in every level of construction. We work in concert to insure that the boat is built as designed. This translates into a yacht that a sailor can take pride in owning.

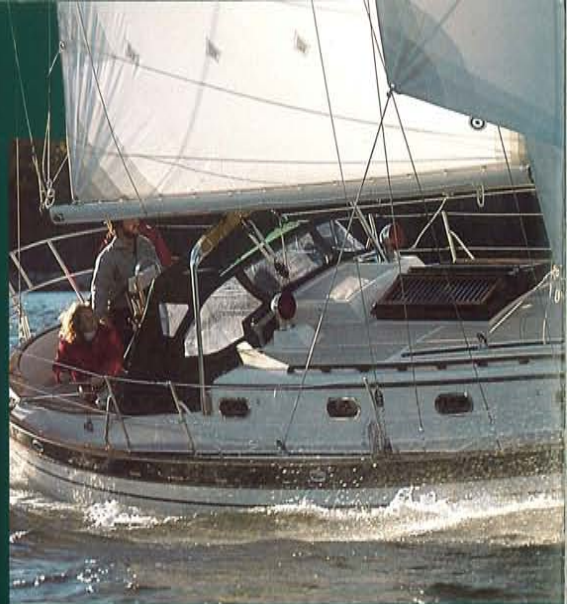
A handwritten signature in black ink, reading "Robert H. Perry".

Robert H. Perry

Exhilarating performance is complemented by design that promotes ease and comfort at sea. Most accommodation plans are not really very accommodating. This one is!



A teak and holly sole, impeccable teak joinerywork finished with a flawless satin varnish make a quiet statement about what constitutes elegance at sea.



CREATING ENDURING EXO



The forward stateroom makes a point of providing a snug berth for two. Small lockers, bookshelves, perfectly placed reading lights (and a hanging locker large enough to be useful), make this sleeping area livable.

The main saloon is the heart of this yacht's life. Settees that seat six for dinner, sleep three when needed. With the optional aft stateroom she provides ample privacy for two couples.

The nav area provides room for charts, instrumentation and enough electronics to plot a position anywhere you might venture... while providing you with comfort enough to do it with accuracy.





The galley will turn out warm, nourishing meals at sea and (with a little help from you) gourmet repasts at anchor. Bins, lockers and plenty of stowage for stores are vital in a true passage-making yacht. This one provides them.

ELLENCE AT SEA



CONSTRUCTION

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

Hand laminated deck with endgrain balsa sandwich construction.

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

Colonial Ivory gelcoat standard with choice of coloring for bulwark, cove stripe and boot top.

Hull-to-deck joint is fastened 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 1 x 19 stainless steel wire rigging fabricated in the

United States.

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

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

Ten Schaefer Marine blocks.

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

DECK HARDWARE & EQUIPMENT

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

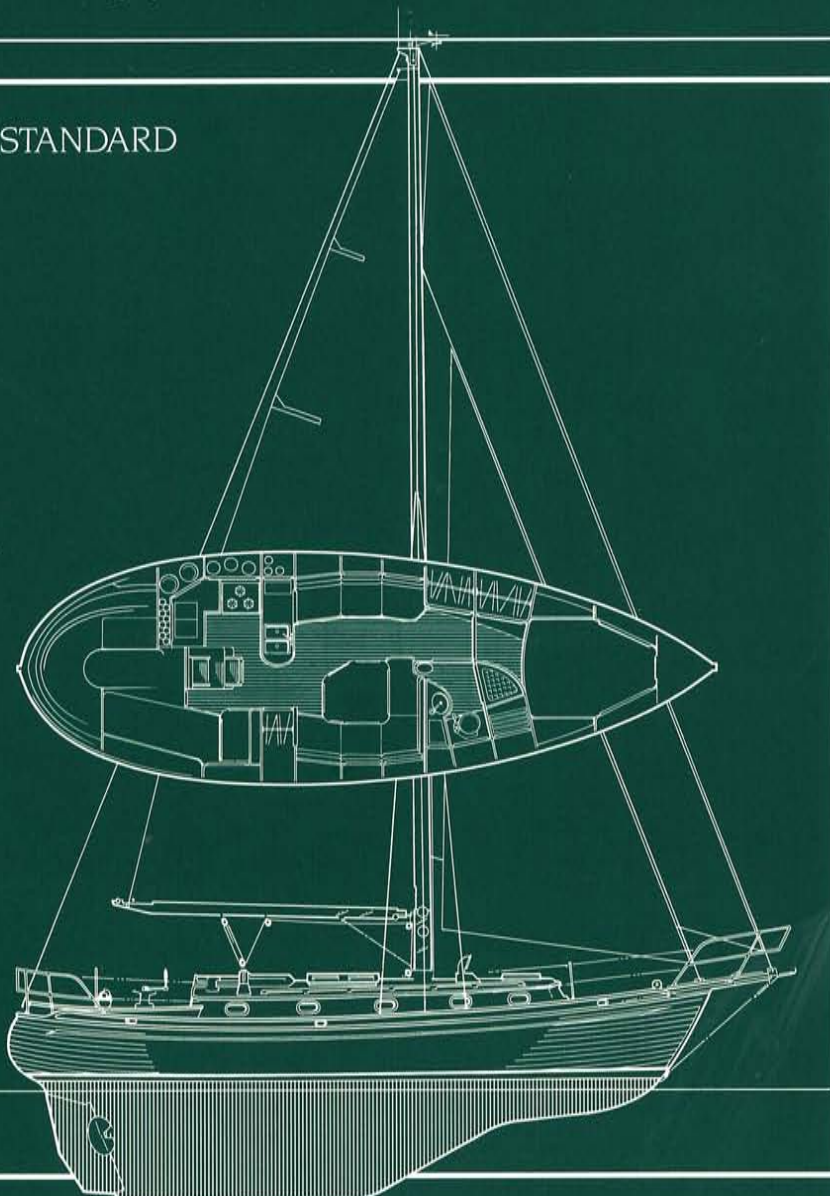
Thirteen bronze opening ports with s.s. outer rings.

Six hawsepipe fairleads with cleats and one sampson post.



L.O.A. (on deck)	35'-11"
L.W.L.	30'-5"
BEAM	11'-9 1/4"

STANDARD



Teak skylight over main saloon (plexi-glass hatch optional).

Teak forepeak hatch with plexiglass top.

Four FRP dorade vent boxes with cowls (sheetguards optional).

Two clamshell vents for engine and lazarette ventilation.

Stainless steel vent over shower stall.

Four 1 1/2" cockpit drains.

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

Deck prisms over navigation area, galley and forward stateroom.

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

Emergency tiller with deck plate access.

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

All s.s. deck hardware electropolished.

MECHANICAL

Yanmar 4JHE 44 h.p. diesel engine with freshwater cooling, flexible mountings and flexible stuffing box.

Extra fuel filter/separator.

Water-cooled exhaust with "Aqualift" type muffler.

Engine room insulation: 1 1/8" lead-foam with foil jacket.

Dual engine controls, pedestal mounted with Morse cables.

Propeller: 18" x 13" x 2 with 1 1/4" S.S.



DRAFT _____ 5'-6"
 DRAFT (shoal) _____ 4'-6"
 DISPLACEMENT _____ 20,350 lbs.

BALLAST _____ 8,740 lbs.
 SAIL AREA (standard) _____ 703 sq. ft.
 SAIL AREA (pilothouse) _____ 705 sq. ft.

SPECIFICATIONS

INTERIOR

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

Fiberglass molded head/shower with separate shower sump.

Louvered teak locker doors.

Four inch foam cushions with removable fabric covers.

Removable formica overhead standard, with tongue and groove spruce 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.

Photography was shot off Mt. Desert Island, Maine. Our thanks to Bob, Greg and Shelley of Bass Harbor Marine for their generous help and cooperation while shooting the photography for this brochure.

shaft and dripless shaft seal.

PLUMBING & TANKAGE

Hot and cold pressure water system with Moen fixtures.

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

One 75 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 ten-gallon hot water heater.

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

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

All thru-hull fittings bronze lever-action ABS-approved with ball valve seacocks.

ELECTRICAL

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

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

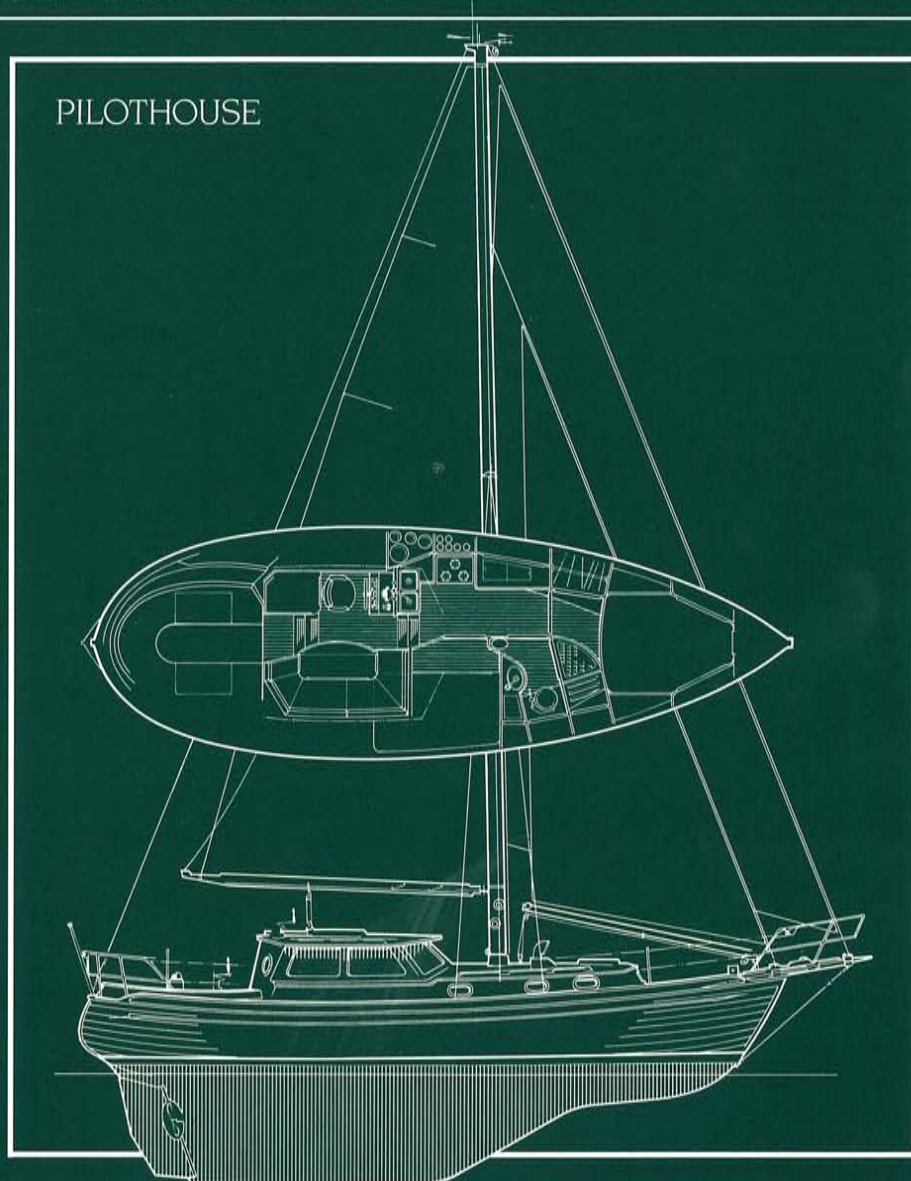
Two 100 amp-hour ship's batteries with four-way selector switch (provision for three batteries, standard).

Eight dome lights, five cabin lights and four fluorescent lights.

Navigation lights to international rules.

All wiring is multi-strand and color coded.

PILOTHOUSE



YACHTBUILDERS
TA SHING
TO · THE · WORLD



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