

CARINYA — TA SHING YACHTS



Builder: TA SHING YACHTS

Year Built: 1998

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 48' 10" (14.88m)

Beam: 15' 0" (4.57m)

Min Draft: 6' 9" (2.06m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 9 Kts. (10 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **CARINYA — TA SHING YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **CARINYA — TA SHING YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

The Taswell 49 is a real connoisseurs choice. With the build quality of an Oyster, the feel of a Hylas but with the internal volume of a Moody, she has few equals in the market. For those needing a three cabin layout, she wins hands down.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1998

Year Built: 1998

Country: United Kingdom

Dimensions

LOA: 48' 10" (14.88m)

LWL: 40' 9" (12.42m)

Beam: 15' 0" (4.57m)

Min Draft: 6' 9" (2.06m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Cruise Speed RPM: 2000 Kts.

Max Speed: 9 Kts. (10 MPH)

Max Speed RPM: 2600 Kts.

Displacement: 40000.67281728 Pounds

Water Capacity: 105.6688208 Gallons

Holding Tank: 52.8344104 Gallons

Fuel Capacity: 184.9204364 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Finish: Stainless Steel

Hull Designer: Bill Dixon

Engine Information

Engines: 1

Manufacturer: Yanmar

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Owner's Comments

"CARINYA has been in our family since her final commissioning at Berthons in 1999. We have cruised extensively in UK, Irish and French waters including two trips to the Western Isles in Scotland and regular visits to Brittany and La Rochelle in western France. The centre cockpit design is very safe and comfortable for family cruising with two double staterooms and a smaller two-berth crew (or children's) cabin. The main saloon is very spacious and well finished in teak with carefully crafted furnishings. This provides for excellent living and dining space and is comfortable in a seaway. The U-shaped Galley is very safe for cooking at sea on the Force 10 Propane cooker and food storage for longer trips is supported by large fridge and freezer units. The boat is cutter rigged and easily manageable in strong winds, while downwind sailing with the cruising genneker is very stable. With only minimal preparation the boat is ready for further blue water cruising."

Broker's Comments

Ordered from the renowned Ta Shing Yacht Building Company in Taiwan (also builders of the Mystic 60 and current range of Nordhavn motor yachts) and delivered to the UK in the spring of 1998, her original owner was unable to take delivery, so she was sold by Berthon to her current owner who has enjoyed her ever since. Upon arrival in the UK, further inventory items were added with a view to making CARINYA a fully self-sufficient ocean cruising yacht.

Although rarely cruised much further than the English Channel, West Coast of Scotland and the West Coast of France, CARINYA boats much of the equipment required for serious bluewater passages. Her solid yet slippery Bill Dixon lines will ensure safe and swift passage times and her simply epic build quality and attention to detail will ensure that she keeps going no matter what.

Quite rare to the UK on account of her high original build cost, the Taswell 49 is a real connoisseurs choice. With the build quality of an Oyster, the feel of a Hylas but with the internal volume of a Moody, she has few equals in the market. For those needing a three cabin layout, she wins hands down.

Viewings are very strongly recommended to truly appreciate this fine ocean cruising yacht.

Construction

RCD Status: As a yacht constructed and placed in use within EU waters before the 16th June 1998, it is our understanding that she is therefore exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive)

Hull, Deck & Superstructure Construction:

- Construction in accordance with the strict standards of Lloyd's Register of Shipping and the American Bureau of Shipping (ABS)
- Solid laminate GRP hull
- GRP superstructure with balsa core
- The hull is finished in white gelcoat; dark blue stripe and double waterline
- The deck & superstructure is finished in white gelcoat with beige non-slip areas
- Teak laid decking is fitted to the side decks, coachroof and toerail capping
- Self-draining cockpit with laid cockpit sole and seats
- Moulded in stern platform with bathing
- Hull re-antifouled – May 2014

Keel & Rudder:

- Cast lead fin keel encapsulated with GRP and reinforced with mat and roving.
- GRP rudder blade with stainless steel rudder shaft and full skeg protection

Machinery

Engine & Gearboxes:

- 1 x Yanmar 4JH2-HTE 4-cylinder turbo-charged diesel engine producing 75hp
- Reduction gearbox with flexible coupling to the prop shaft
- 24vDC engine room blower
- Fresh water cooling via raw water intake and heat exchanger
- Single lever throttle control at helm pedestal
- Engine control panel in cockpit with rev counter, voltmeter, oil pressure, water temperature and charge alarms

Maintenance & Performance:

- Engine Hours: Estimated 2,750 as of May 2014
- Engine serviced: January 2014
- Injectors replaced 2012
- Twin water strainers fitted 2013

- Cruising speed: approx 7 knots @ approx 2,000rpm
- Maximum speed: approx 8.5 knots @ approx 2,600rpm
- Fuel consumption – approx 4 litres per hour at 2,000rpm

Propulsion & Steering:

- Steering pedestal in GRP reinforced polyester with hide covered stainless steel wheel connected to rod-linkage & chain steering system
- Emergency steering on rudderpost by tiller
- 24VDC bowthruster
- 3-bladed Maxprop propeller

Electrical Systems

Voltage Systems:

- 24vDC domestic systems with 220vAC from shorepower

Battery Banks:

- 1x 120Ah 12vDC Varta engine & generator start battery - 2008
- 4x 230Ah 12vDC Varta service batteries joined in parallel and series to supply 460Ah @ 24v (2008/13)

Battery Charger/ Inverter:

- Victron Atlas 24/1600 battery charger with 1.6kw inverter

Alternators:

- 12vDC engine-mounted alternator for charging engine start battery
- 24vDC high output alternator for charging service battery bank
- Adverc battery management system

Generator:

- Onan 6.5kva generator
- Generator hours: approx 650 as of May 2014
- Generator last serviced – January 2014

Shore Power:

- 220vAC shore power system with sockets throughout interior

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised fresh water system via 24vDC pressure pump
- Hot water generated by engine-driven calorifier in hot water tank or via 220vAC immersion heater element powered by shorepower or generator.

Watermaker:

- HRO 220vAC reverse osmosis watermaker
- Watermaker hours: approx 14 as of May 2014
- Watermaker laid up – May 2014

Bilge Pumps:

- 1x electric bilge pump with manual control at DC panel
- Manual diaphragm bilge pump

Grey/Blackwater:

- Showers discharge via 24vDC pumps
- Grey water discharges overboard
- Blackwater discharges overboard or to black water holding tanks

Other plumbing:

- Pressurised salt water washdown for anchor
- Pressurised hot & cold freshwater cockpit shower

Tankage

Fuel:

- 700 litres (154 gallons) in 3x stainless steel tanks
- Tank tender level meter at DC panel

Fresh water:

- 400 litres (88 gallons) in 2x stainless steel tanks
- Tank tender level meter at DC panel

Holding tanks:

- 2x 100 litres (23 gallons) black water holding tanks servicing heads compartments
- Black water discharge via manual pump out or via deck pump out

Navigation Equipment

In cockpit:

- Garmin GPS Map 410 colour radar chart plotter display – 2013
- Raytheon ST6000 autopilot with twin control head units (port and starboard of cockpit)
- Raytheon ST60 speed display
- Raytheon ST60 wind display
- Raytheon ST60 close hauled display
- Raytheon ST60 depth display
- Steering compass

At Chart table:

- Raytheon RL70 radar / chart plotter display with closed array scanner on mast
- Raytheon ST60 multi display
- Garmin GPS 128 (interfaced with Garmin GPS Map 410 in cockpit)

Communications Equipment:

- Navico VHF
- Navico Class D DSC controller

Domestic Equipment

Galley:

- Single stainless steel sink with thermostatic hot & cold pressurised supply
- Manual fresh and salt water supplies to sink
- Force 10 gimballed 3-burner propane gas cooker with oven and grill
- Panasonic 220vAC microwave oven
- Top & front loading fridge with 24vDC Frigoboat compressor
- Top loading freezer with 24vDC Frigoboat compressor

Heads/Showers:

- Manual marine heads in heads
- Dedicated hot & cold pressurised showers in both heads compartments
- Hot & cold pressurised cockpit shower

Heating & Ventilation:

- Mikuni diesel-fired hot water cabin heating with outlets throughout interior
- Opening deckhead hatches throughout plus opening sideports

Entertainment:

- AM/FM radio with CD
- Speakers in saloon and in cockpit

Accommodation

Summary of Accommodation:

- Three double cabins plus one further settee berth in saloon to port
- All berths in accommodation cabins may be fitted with lee cloths or lee boards
- Teak joinery throughout
- Corian counters in galley and heads
- White laminate heads compartments
- Pale blue Alcantara upholstery in saloon and accommodation cabins
- Teak & holly soleboards
- Cream padded vinyl headlinings to deckhead

- Blue & white stripped cloth curtains for side-ports
- Retractable mosquito screen for opening deckhead hatches

VIP Cabin:

- Large v-berth with infill to create comfortable double. Stowage beneath bunks. Large hanging locker to starboard. Cupboard to port. Drawers. Overhead cupboards and shelves. Access to ensuite heads.

Forward Heads:

- Ensuite to forward cabin and accessible from main saloon. Manual marine heads, sink with pressurised hot & cold water supply. Dedicated shower cubicle with seat and perspec. Teak grating. Cupboard and mirror.

Twin guest cabin:

- Twin bunks over and under. Hanging locker at forward end. Overhead cupboards and shelves.

Saloon:

- L-shaped settee to port with fixed teak saloon table. Bench seat amidships with drinks stowage beneath. Stowage outboard of seating. Cupboards and shelves. Short settee to starboard, with stowage outboard and above.

Galley area:

- U-shaped galley aft of saloon to starboard. stainless steel sinks. Gimballed gas stove. Top opening fridge & freezers. Large cold box. Ample stowage in lockers, cupboards, drawers and shelves.

Chart table area:

- Forward facing chart table aft of saloon to starboard with chart stowage beneath. Space for navigation instruments. Chart seat with stowage beneath.. lockers for pilot books and wet hanging locker aft of chart seat. DC & AC panels opposite walkthrough above engine and

generator access.

Owner's cabin:

- Large centerline island double berth with split mattresses. Hanging lockers and cupboard to port. Seating to starboard. Dressing table with seat forward.

Ensuite Heads:

- Manual marine heads, sink with pressurised hot & cold water supply. Dedicated shower cubicle with seat and perspec. Teak grating. Cupboard and mirror.

Deck Equipment

Rig:

- Selden silver-anodised aluminium alloy spars
- Keel-stepped mast-head-rigged spar with 2 sets of spreaders
- Selden rod-kicker
- Twin manual Furler furlers for staysail and yankee
- Checkstays
- Stainless steel wire standing rigging – 1998 (rig inspected 2014)
- Split fixed backstay
- Selden inmast furling system
- Lewmar mainsheet system with adjustable track aft of cockpit
- Lewmar deck gear

Winches:

- 2x Lewmar 58ST 2-speed self-tailing electric primary winches
- 2x Lewmar 48ST 2-speed self-tailing manual secondary winches
- 1x Lewmar 48ST 2-speed self-tailing mainsheet winch in cockpit
- 1x Lewmar 48ST 2-speed self-tailing manual halyard/outhaul winch at companionway
- 1x Lewmar 44ST 2-speed self-tailing manual halyard/furling winch at companionway
- 1x Lewmar 40ST 2-speed self-tailing manual halyard winch on mast
- 1x Lewmar 30ST 2-speed self-tailing manual halyard winch on mast
- Line tender for mainsheet track
- Line tender for furling main at mast

Sails:

- UK Sails 9oz Dacron furling mainsail – 1999
- UK Sails 9oz Dacron furling genoa – 2003
- UK Sails 9oz Dacron furling staysail – 1999
- UK Sails 7.5oz Dacron furling yankee – 1999
- UK sails 1.5oz nylon genneker with snuffer – 1999
- Sails laundered 2012

General:

- Stainless pulpit and pushpit
- Mid ship gates.
- Bow stern and mid ship cleats
- Stainless steel boarding ladder
- Stainless steel mast pulpits and dorade pulpits
- Polished dorades
- Teak folding cockpit table
- Teak outboard bracket
- Stainless steel outboard davit on pushpit
- Simpson folding davits at transom

Anchoring & Mooring Equipment:

- Maxwell 3500 24vDC electric anchor windlass
- CQR anchor with 60m 3/8ths chain
- Kedge anchor

Covers, Canvas & Cushions:

- Blue canvas sprayhood on stainless steel frame with hide-covered grabrail - 2013
- Blue canvas helm cover
- Blue canvas dodgers
- Cockpit cushions

Safety Equipment:

- ML Lifeguard canister liferaft in pushpit-mounted cradle – service now due
- Horseshoe buoy with Led light

- Jonbuoy MOB recovery
- LED navigation lights

Fire-fighting equipment:

- Fire extinguishers throughout
- Fire blanket at galley

Extracts from Boat International review August 1997

In this situation of a crowded wind-blown waterway, the position of the 49's centre cockpit allowed a reassuring all-round view. Leaving the Hamble against the flood, the yacht sliced effortlessly through breaking seas. Who sets sail under these conditions is sometimes decided by a short straw for the perilous journey on deck. Not so aboard the Taswell... In boisterous weather, exactly when the advantage of good furling gear are felt, the system acquitted itself with honours and there was no need to venture from the security of the cockpit.

Under reduced sail and with wind and tide on her beam, the aswell 49 yomped resolutely into Osborne Bay like a marine. This is a yacht which wants to keep going, and she has the wherewithal to do it. Eighteen tonnes of displacement, a longish fin keel and an easy command on the helm kept her tuned to the intended course with barely a yaw or pitch. Stability under sail is enhanced by the majority of tankage and the engine being situated over the keel.

The Ta Shing yard has now notched up its half century of boatbuilding and, with its Taswell range running from 13.06-21.95m, has found a skilled collaborator in Bill Dixon. He has developed a winning formula for a pacy long-distance cruiser which he can modify to suit a diversity of sizes and crew requirements. On the 49 an incisive bow develops aft to a broad beam which spreads fore and aft and finishes in a raking transom with a neat swimming platform. In profile, the deck moulding for the 49 hugs the sheer but it offers good protection for the crew cockpit and allows long side windows for a standing view from the saloon. In gusting sea spray the teak decks quickly acquired a glistening tan. In more tranquil weather a rectangular teak deck immediately before the mast will be the sun lounger, surrounded by a quartet of shining dorade cowls standing ears-to-the-breeze. Most of the non teak decked coachroof has been given a secure non-skid surface moulded into a beige gelcoat which will not glare under the relentless sun of lower latitudes.

Arrangements on deck are based on sound seafaring knowledge and are designed to bring

cruising joy to newcomer and old hand alike.... The way below is reassuring. Large, curved, stainless steel grabrails are read to hand on deck, and vertical rails are waiting beside the sole-gripping concaved steps to the saloon. Bill Dixon is an acknowledged master in making the most comfortable use of interior volume whilst maximising airiness, a skill which he has applied generously to the Taswell 49.

The quality of the joinery on show reflects the choosiness of a yard with its own sawmill and drying kilns, where grain and colour can be matched with rare perfection. The UK distributor for Taswell claim that 'this is a yacht you could buy with your eyes closed, just feeling the quality'. A mixed workforce of men and women who are meticulous in their attention to detail have achieved a faultless interior finish almost exclusively in the warm hues of teak.

History of Ta Shing Yacht Building Company

Ta Shing started out building boats in 1957 from their (now) 90,000sq feet facility in Tainan City Taiwan. The first builds were fishing boats of wooden construction, although this changed to FRP (fibre reinforced plastic) in 1960, making Ta Shing one of the forefathers of GRP boat construction. In 1977, Ta Shing branched into luxury yacht building with the Baba/Tashiba range from 30-40ft and in 1986 began building the Taswell range from 43-72ft. 1991 saw the addition of Nordhavn to the fleet, a range of explorer motor yachts which are found the world over.

What makes Ta Shing truly special is their sourcing of high quality hard woods and their own inhouse saw mill. It is quite common for a client or their surveyor to travel to the yard to personally select the trees to be used in the fitout of their yacht.

To date, in excess of 1,200 cruising sailing yacht and powerboats have been completed by Ta Shing with the company now safely in the hands of the son of the original founder. Within the workforce there are over 40 employees with in excess of 30yrs experience in the industry. The company now boasts full ISO9001 compliancy.

Exclusions

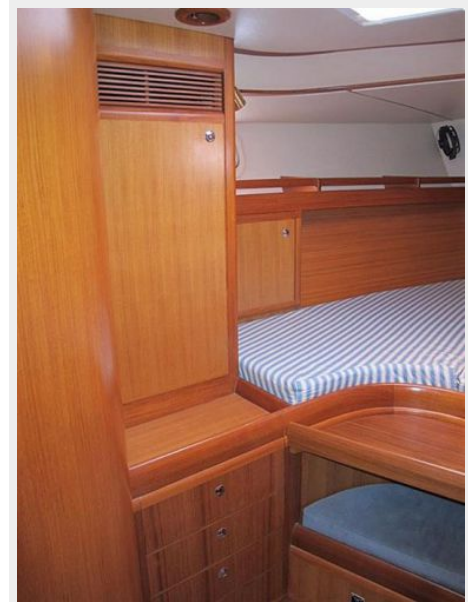
Owner's personal belongings.

Disclaimer

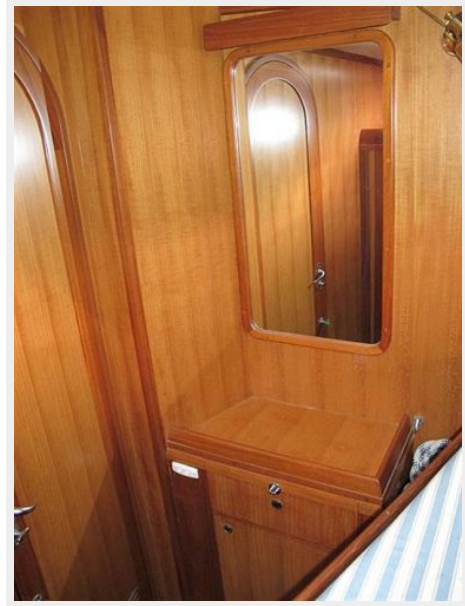
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PHOTOS

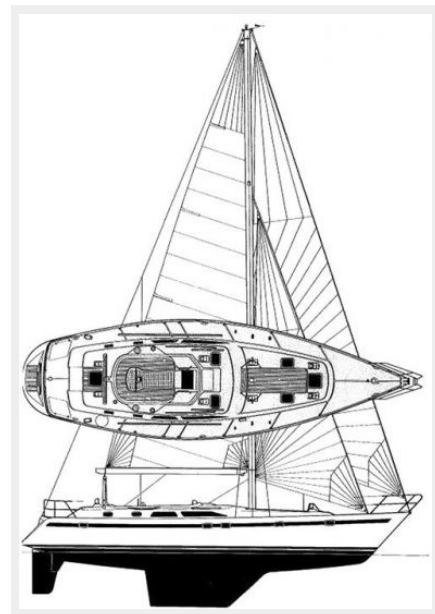
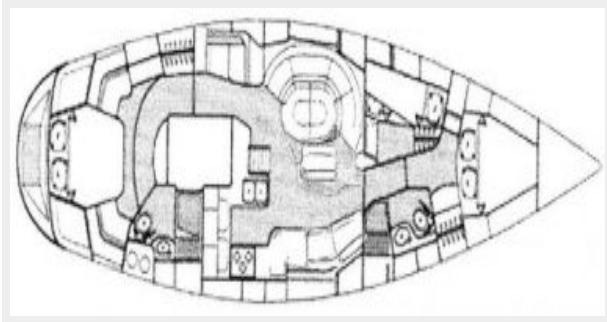












CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com/en/

Telephones

USA: +1(954)274-4435

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004