

STARFARES GEM — TA SHING YACHTS



Builder: TA SHING YACHTS

LOA: 38' 0" (11.58m)

Year Built: 1985

Max Draft: 5' 9" (1.75m)

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Starfares Gem — 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 **Starfares Gem — 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

Two owner Cruiser. Maintained with care, Main and Jib sails NEW in 2008. Hull sandblasted below waterline in 2010, even the Interior cushions have been fully reupholstered with new foam. This beautiful Ta Shing is ready to sail, she's just waiting for her new owner!

Basic Information

Category: Cruising Sailboat

Model Year: 1985

Year Built: 1985

Country: United States

Dimensions

LOA: 38' 0" (11.58m)

LWL: 31' 8" (9.65m)

LOD: 38' 0" (11.58m)

Max Draft: 5' 9" (1.75m)

MFG Length: 37' 7" (11.46m)

Speed, Capacities and Weight

Displacement: 19000 Pounds

Water Capacity: 70 Gallons

Fuel Capacity: 40 Gallons

Accommodations

Total Cabins: 1

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Universal

Model: M50B

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Rig: Cutter

Aluminum mast and boom: Converted to inner halyards and repainted (2010)

- Internal double jiffy reefing
- Internal topping lift
- Internal outhaul

Winches- Lewmar Self tailing:

- One #16 CST Staysail halyard, mast
- One #16 CST Main reef at base of mast
- One #30 CST Main halyard, mast
- Two #30 CST Staysail sheets, cabin top
- One #40 CST Jib Halyard, mast
- One #40 CST Main Sheet
- Two #48 CST Primary, cockpit

Harken roller furling on new forestay (2008)

Replaced remaining standing rigging (2010)

Inner forestay on ABI forestay lever

Sails

- Main: Battened main with two reef points (Replaced 2008)
- Jib: 135 percent on Harken Mark IV roller furling (Replaced 2008)
- Staysail: Original hank on sail

Auxillary Propulsion Diesel

Repowered in 2002 replaced original Universal M40 (32 hp) with Universal M50B (42 hp)

Engine Hours: approx 300

Diesel Tankage: Replaced original black iron tank with 2 aluminum tanks (2010)

Forward- 40 Gallon-Labeled

Aft- 40 Gallon- Labeled

Propeller: 18 inch 14 inch pitch two bladed propeller

Ground Tackle

- Lighthouse windless one chain and one rope gypsy
- Primary Anchor: 55 pound CQR on 350feet of 5/16 high strength rode
- Secondary Anchor: Fortress 300 feet of 3/4 inch diameter rode
- Divided forward chain locker
- Seawater anchor wash down on foredeck

Instruments

In pods at helm Furuno FI-50 series (2010)

- Speed/Depth/ Water Temperature FI-305
- Wind FI-501
- FI-5001 wind transducer at mast head
- Ritchie Globemaster binnacle compass mounted on pedestal (original)

Autopilot

- Robertson AP-200 (1991)

Radio:

- VHF: ICOM-M604 at NAV station with HM-162B/SW remote microphone mounted in cockpit
- 200 series diamond marine VHF antennae mounted at top of mast

Electrical

Bass AC and DC Electrical Panel

12 Volt DC

- House Battery 4 six volt batteries deep cycle
- Separate engine start battery
- Cruising equipment monitor/regulator with dual amp hour meter
- 110 Watt, Siemens SM110 Solar Panel mounted on top of davits
- High output alternator

120 Volt AC

- (2) 30 Amp services; one dedicated to HVAC unit

Navigation Lights

- (All LED) Replaced (2010)
- Tricolor/anchor at top of mast
- Running, Steaming with deck light, and Stern

Accommodations

Sleeping accommodations for up to six. Queen sized berth forward with lockers under and outboard. Large hanging locker across from head. Main salon has a U shaped settee with hi-lo table that opens up to form double berth. Settee to port with end table. NAV station to starboard with hinged teak chart table Quarter berth aft.

All interior bulkheads are of solid teak staving, satin varnished. Hanging lockers are lined with camphor wood; overheads are Formica secured with teak battens and laminated teak beams. Spruce battening against all exposed hull surfaces; teak and holly cabin sole; chocolate brown cushions and curtains. Cushions have been reupholstered with new foam

Galley

Keyhole galley with large double top loading refrigerator with rack storage. 9) burner LPG stove with oven and broiler. Double stainless steel sink. Fresh and sea water foot pumps. Abundant storage in louvered lockers and drawers throughout.

- Stove
- Force 10 Propane two burner oven
- Dual propane tanks in rear cockpit ladder
- Xintex dual sensor propane detector with solenoid control valve

Refrigeration:

- Glacier Bay holding plate refrigeration system with 12 volt direct drive DC compressor utilizing original ice box.

Head

Stainless Steel Sink, marble vanity top, skipper Crittenden Head, and separate shower. Storage drawers and louvered lockers.

Fresh Water System/ HVAC/ Sanitary

- Original twin 70 gallon stainless steel fresh water tanks to port and starboard
- Fresh water pump with expansion tank
- 110 volt electric hot water heater connected to engine cooling system

HVAC:

- Cabin Mate Marine Air Systems A/C and Heating
- Diesel fired Heater. Not functioning; leak in boiler unit

Sanitary:

- Wilcox Crittenden Skipper Head II
- Electro Scan (2007)
- Original Holding tank (fiberglass)

On Deck

- Stainless Steel tube frames for Bimini and dodger
- Stainless Steel Kato marine Dinghy Davits
- Four dorsal vents

Disclaimer

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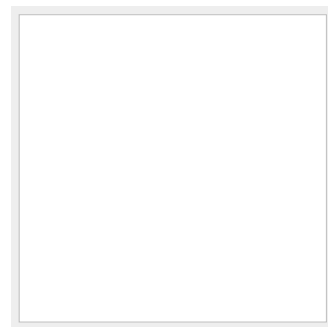
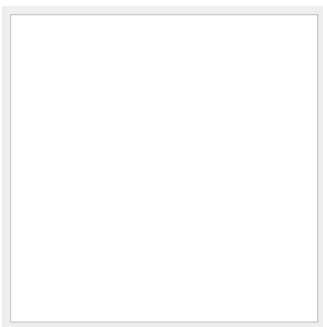
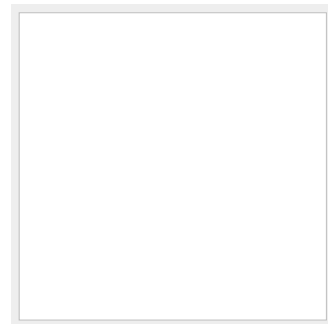
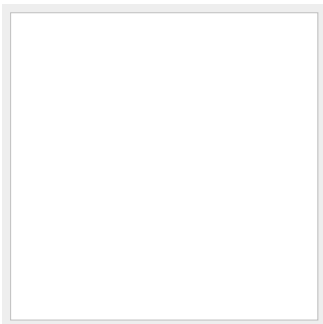
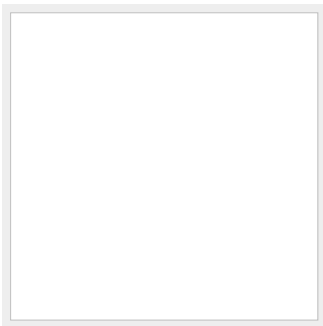
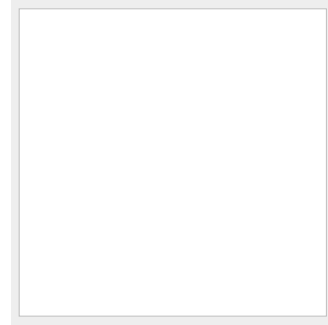
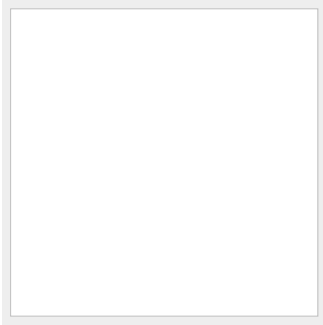
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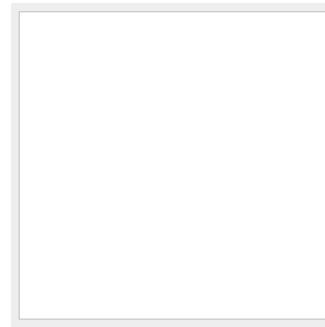
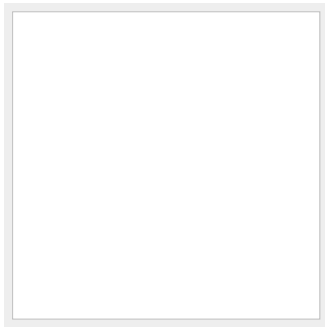
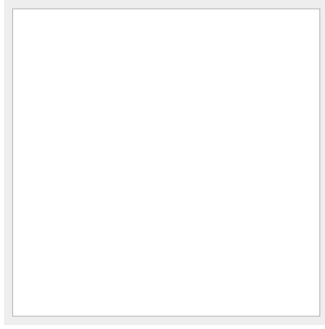
Owner's personal belongings.

Disclaimer

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PHOTOS





CONTACTS

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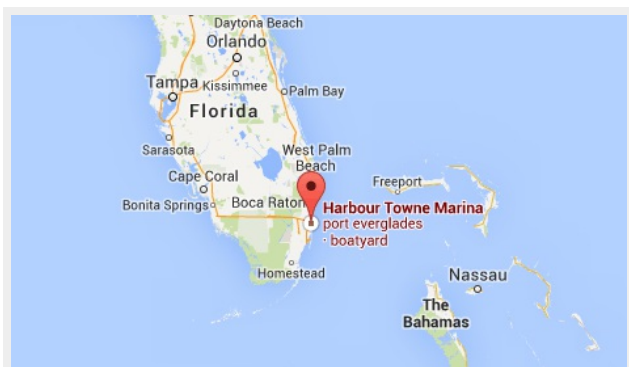
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Sunday: **closed**

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