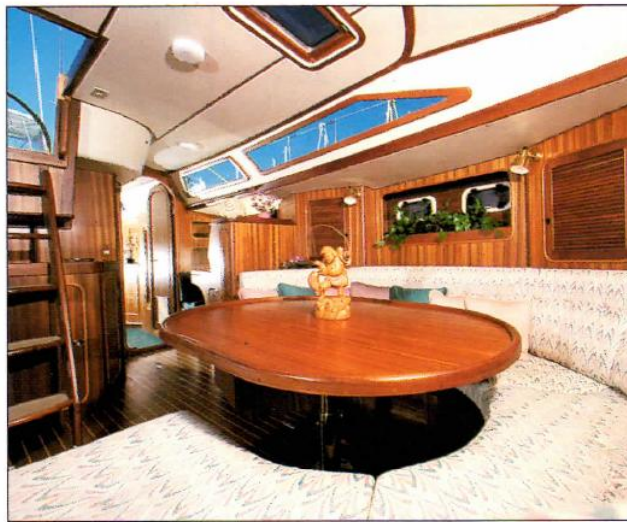


# TASWELL 49



Photos by Paul R. Kennedy



**T**he Taswell 43, reviewed on these pages last August, was received with much acclaim. A Taiwan-built cutter with all the style one would expect from the Ta Shing yard, the 43 delivered sailing performance as well as quality construction and good looks.

Now comes the 49. Introduced at last fall's Annapolis sailboat show, the Taswell 49 is every bit as good as her smaller cousin—a yacht the experienced yachtsman will appreciate.

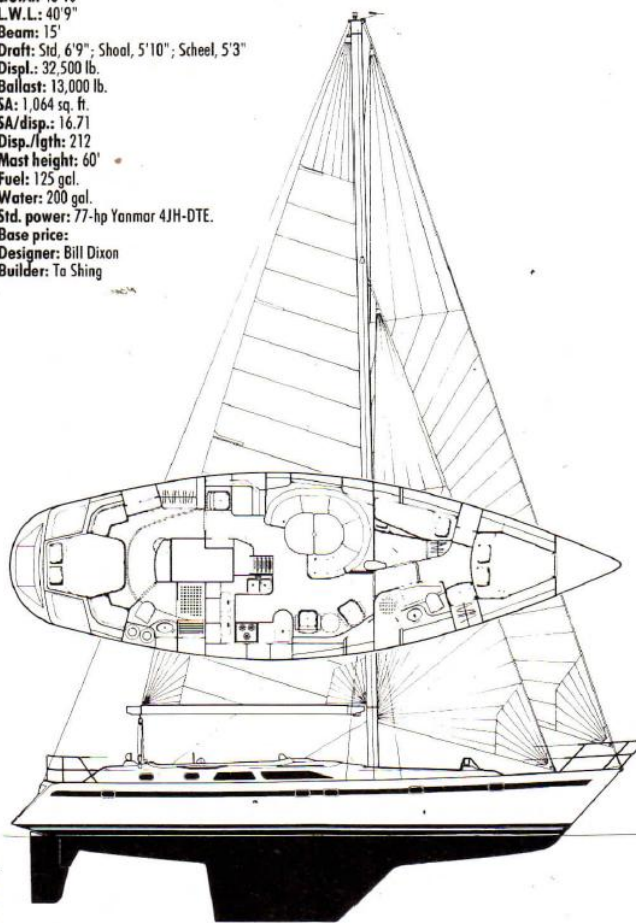
There is no disputing that this center-cockpit cutter is handsome. Her lines are elegant and she has an interior arrangement with saloon and choice of two- or three-stateroom layout that will please nearly everyone.

With a wide beam (15'), deep forefoot and short overhangs, she has all the belowdecks room one would want in a yacht this size. The teak decks and cockpit give it a warm look.

Fiberglass construction includes three longitudinal stringers and six transverse floors; a deck of laminated end-grain balsa.

**The latest from the Ta Shing yard is the Taswell 49. An elegant yacht with spacious interior and quality construction, her performance is surprising. She has a two- or three-cabin layout.**

**Taswell 49**  
**L.O.A.:** 48'10"  
**L.W.L.:** 40'9"  
**Beam:** 15'  
**Draft:** Std, 6'9"; Shoal, 5'10"; Scheel, 5'3"  
**Displ.:** 32,500 lb.  
**Ballast:** 13,000 lb.  
**SA:** 1,064 sq. ft.  
**SA/Disp.:** 16.71  
**Disp./Lgth:** 212  
**Mast height:** 60'  
**Fuel:** 125 gal.  
**Water:** 200 gal.  
**Std. power:** 77-hp Yanmar 4JH-DTE.  
**Base price:**  
**Designer:** Bill Dixon  
**Builder:** Ta Shing



Dick Meyer

But it is out on the water that the Taswell 49 really caught our eye. With the help of Jill Griffin at the Sail Yard in Annapolis, we sailed hull No. 1 on the Severn River recently.

Two of us had the chance to take her out—a golden opportunity to find out if she's a good shorthanded cruising yacht. In winds of 10 to 16 knots she was not as cumbersome as one would expect of a cruising machine. Her medium displacement (32,500 lb.) allowed her to move quite nicely in the medium breeze. Maneuvering was not a problem; it was aided by the spade, and semi-balanced rudder.

With a sail area/displacement ratio of 16.71 and a displacement/length ratio of 212, the Taswell 49 has the potential for speed.

Judging from the afternoon we spent with her, the 49 is a winner.

—Charles Barthold

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