



Thira 118 (11,80 m) - 1989



Layout :

- Length : 11,80 m (38' 8")
- LOA : 15,5 m (50')
- Beam : 3,65 m (12')
- Draft : 1,90 m (6'2")
- Material : Steel
- Rigging : Cutter ketch
- Engine : Sole Diesel 62 HP

Price : 5,5 M XPF / 46 100 euros

Sturdy and rustic offshore sailboat.

Equipped and sound for long trips.

Visible in Tasmania, Australia.

Interior fittings :

2 to 5 sleeps - 1 double cabin

- Aft owner's cabin (bed 150x190)
- Head with shower and toilet
- Saloon with possibility of a double bed by lowering the table
- U-shaped galley to port
- Chart table to starboard with adjoining pilot-berth
- Fore double cabin transformed into sail and anchor locker

Building and history

Thira 118 type ketch sailboat, amateur built in 1989 at the Ghisonaccia shipyard in Corsica, France.

Rigged in fore-and-aft rigged ketch, the steel hull is with chines (12 to 6 mm plates) and long keel, the masts (11m and 7m), booms and horns in Oregon pine (Bob Escoffier shipyard in St Malo in 2006) . Original designs by architect available.

She had 11 months of work in New Zealand (Whangarei) in 2009 and 2010: complete sandblasting, treatment of the interior and exterior hull and epoxy deck, new slope on rail, electricity redone, plumbing redone, complete insulation, new Reckman genoa furler, furler Profurl staysail.

New work in 2016 and 2017 in the same place: painting of the hull and masts, non-slip, new gantry, new stainless steel and acrylic companionway hood, new modular saloon cover (from a simple sun / rain awning protecting the skipper to the tent completely closed).

The first owner sails from France to the Caribbean.

The current owner bought her in 2003 in Guadeloupe and left for Polynesia via Panama, then Cook, Tonga, Niue, Wallis, Fiji, New Zealand, New Caledonia, Australia.

List of jobs available.

Engine

Sole Diesel 62 HP engine, perfect condition and regularly maintained (2004)

Engine maintenance (Sep 2018) oil changed, oil filter, pre-filter, diesel filter changed

Three-bladed bronze propeller France Hélices, perfect condition (2005)

700 L tank in the keel with drain deck

Cutter fore-and-aft rigged ketch

Mats, booms and horns in Oregon pine (Bob Escoffier shipyard in St Malo in 2006)
Running rigging redone (2016/2017)
Mixed standing rigging stainless steel 2005 / spectra 2015
Star sail fore-and-aft rig mainsail 3 reef (2005)
Happy Yachting fore-and-aft rig mizzen 3 reef (2014)
Sailonet genoa and staysail (2015)
1 Old emergency genoa still in good condition
1 New Happy Yachting storm-jib never used
Reckman genoa furler (2010)
Profurl staysail furler
2 Winch ST52
2 Winch 48
1 Winch 24
1 Giot aft winch (1989)

Ground tackle

Lofran's 1200W windlass
2 DELTA 25kg anchors
1 FOB 25Kg anchor
1 Rocna anchor 30kg
50 m chain diameter 10, 100 m rope diameter 25
Many ropes and hawsers
2 Hooks

Comfort

2 Stainless steel fresh water tanks of 250 L, total 500 L
Sinks
Plumbing redone (2009/2010)
Complete insulation (2009/2010)
Isotherm 12V 50L fridge / freezer (2007)
FORCE10 2 burner gas stove + oven (2006)
New Dickinson ANTARTICA heater never used
2 Electric pumps (and spare)
JABSCO toilet with optional 10L holding tank
Deck shower
Numerous shelves and cabinets
Radio CD Mp3 Pioneer

Electrics

Electricity redone (2009/2010)
320 Ah house batteries park (2016)
115 Ah engine battery (2016)
Solar panels, total 350W
Aerogen 4 wind vane
Mastervolt BTM1 controller
Mastervolt pure sine 1200W 220V inverter
OPTOLAMP LED automatic masthead light
Powerful LED spotlight

Electronics and navigation instruments

SIMRAD NAC3 autopilot (dec 2017)
USB AIS receiver (2018)
GME fixed VHF
Navicom handheld VHF
Fixed GME GPS
Garmin72 handheld GPS
USB GPS

BLU ICOM 700 pro
ICOM AT110 tuner
Pactor III pro
BLU antenna changed in 2017
W7 marinized computer: OpenCPN, CMaps world, airmail (2017)
Furuno FI30 log sounder (to be revised)
NKE depth-sounder (to be reviewed) with new spare transducer
TAKTIC bluetooth wind vane (2012)
L&S 50 hydraulic lifting jack 700 kg
Radar FURUNO 16 / 25NM (to be revised)
Mer-veille radar detector (to be revised)
Many paper maps

Safety equipment

2 Life raft 6 people (to be revised)
1 Self-inflating life jackets with 406 Mhz beacon
1 Self-inflating life jackets
6 Standard life jackets with harness
Kanad 406Mhz beacon
Lifelines (2017)
Ocean mast ladder
MOB Horseshoe
2 Waterproof emergency containers
2 Fire extinguishers (to be revised)

Dinghy

Reinforced CP / Epoxy hard dinghy (2016)
4 HP outboard engine, still running in (2017)
12L and 5L gazoline tanks

Miscellaneous

Many tools: electric drill, grinder, sander, saw, screws, bolts, stainless steel fasteners ...
Industrial vacuum cleaner (wet and dry)
Digital multimeter
Engine spare parts (generator, pumps, cooler, etc.)
Various paints and epoxy
Electric lines
Water pipe
Plumbing and electrical equipment
All documentation for electronics
Engine spare parts (alternator, water pump, starter, camshaft ...)
15L Aluminum diving bottle with stab and octopus
Non-slip paint (2016/17)
Paint and rust point fixed (primed with Carboguard 504 and 2 layers of Carbothane 134 (ALTEX) (November 2018)
Gantry (2016/17)
Hood in stainless steel and acrylic (2016/17)
Modular saloon cover, from a simple sun cover / rainwater collector protecting the skipper to a completely closed tent (2016/17)
Elm wood bowsprit regularly checked and repainted
Saloon folding table
Paddle

Last bottom paint: February 2020 with antifouling and anode replacement (Tasmania)

Works to do

Change or repair the depth sounder
Replace the genoa furler line
Change the chain or regalanize
Add a layer of paint on the hull above the waterline (5 Kg of Altex RAL 1015 paint on board)
Replace the hatches of the saloon and the fore cabin

Replace interior upholstery

Main strengths

Central cockpit well protected from sea spray, rain and sun

TAXES AND NAVIGATION PERMITS

- France and EU: VAT paid upon first purchase, registered in France, unlimited stay in French waters
- French West Indies: VAT and OM paid in 2003: unlimited stay in FWI waters
- Polynesia: "Papeetisation" paid in 2006, unlimited stay in Polynesian waters
- Australia: GST and import taxes paid in 2018

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.