



THEA

94' (28.70m) 1979 Kong & Halvorsen
Florida United States



OVERVIEW

Manufacturer: *Kong & Halvorsen*

Engines:	4 Caterpillar	Hull Material:	Wood
Engine Model:	3408	Cruise Speed:	10 Knots
Engine HP:	525	Max Speed:	13 Knots
Beam:	20' 5"	Cabins/Heads:	4 /
Max Draft:	6' 11"	Fuel Type:	Diesel
Water:	1026 G (3885 L)	Fuel:	5484 G (20760 L)

\$2,495,000



Data Sheet

Category: Motor Yachts
Condition: Used
Model Year: 1979
Refit Year: 2022
Beam: 20'5" (6.22m)
Max Draft: 6' 11" (2.11m)
(0.00m)
LOA: 94' 2" (28.70m)
LWL: 85' 11" (26.19m)
Cabins: 4
Sleeps: 8
Single Berths: 1
Double Berths: 1
King Berths: 1
On Deck Master: Yes

Crew Cabins: 2
Captain's Quarters: Yes
Crew Sleeps: 3
Maximum Speed: 13 Knots
Cruise Speed: 10 Knots
Fuel Type: Diesel
Hull Material: Wood
Air Conditioning: Yes

Gross Tonnage: 134
Displacement: 198416 tonnes
Stabilizers: Standard
Fuel Tank: 5484 gal (20760 liters)
Fresh Water: 1026 gal (3885 liters)
Holding Tank: 343 gal (1300 liters)
MCA Certified: No
Builder: Kong & Halvorsen
Interior Color: Teak
Exterior Color: Oyster White
Stock #: 7d34d255-22f3-
ed11-8848-000d3a32e066

Engines/Generators

Engine 1

Caterpillar
3408
Inboard
525HP
391KW
Fuel: Diesel
Hours: 418
Year: 1979

Engine 2

Caterpillar
3408
Inboard
525HP
391KW
Fuel: Diesel
Hours: 437
Year: 1979

Engine 3

Onan

Engine 4

Summary/Description

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KEY FEATURES

- Completely rebuilt and refinished during refits beginning in 2014.
- Her 6.8m beam offers a large interior volume for a vessel of this LOA
- Solidly built with four layers of 12mm planking, giving a 48mm hull thickness throughout.
- Detailed surveys were conducted during both refits
- Both generators use airbag engine mounts to reduce vibration
- Fully integrated hydraulic system running bow and stern thrusters, deck winches, deck cranes, swim platform, and Naiad stabilizers.
- Superb engine room with access via midship deck door.
- Fuel polishing system
- Flexible water management system
- Cruisair air conditioning units (new 2014)
- 12Kw ASEA power converter for when 240V shore power is unavailable
- Private master cabin with separate companionway
- Guest cabin on the upper deck
- Large galley and laundry and generous crew accommodation
- Has cruised in Asia, the Mediterranean, the USA, and Canada.
- Caribe CL 14 RIB tender with 40HP outboard

Motor Yacht THEA

Introducing THEA, an extraordinary vessel that is sure to impress even the most discerning buyers. With a full displacement, twin screw long keel design and a cold moulded timber hull comprised of 4 layers of 12mm planking, laid diagonally, the hull boasts an exceptional thickness of 48mm throughout. This, coupled with the close framing and diagonal planking, ensures unparalleled strength and durability.

Powered by twin Caterpillar 3408 engines, THEA can achieve a maximum speed of 13kts and a cruise speed of 10kts, while her 21,000 ltr fuel capacity ensures long-range capability. Four tastefully finished en-suite guest cabins, a Captains cabin and a further crew bunk cabin provide ample accommodation for all.

Originally built in 1979 in Junk Bay, Hong Kong by Kong & Halvorsen Marine & Engineering Company, THEA has a rich history that is sure to impress. Her builders, Joseph Kong (formerly GM of American Marine Co.) and Harvey Halvorsen, have a combined family history of boat building that dates back to 1887 in Norway and from 1924 in Australia. During World War II, the Halvorsen family built over 250 boats for active service for America, Netherlands, and Australia, and gained a well-deserved reputation for building reliable, strong, and well-designed boats.

After being sold to the current owners in Greece, she underwent a complete rebuild from 2012 to 2014, during which time her hull was extended by approximately 2 metres. She has since undergone yet another substantial refit, bringing her to A1 condition and ready for new adventures.

With its classic appearance, modern systems, and clever redundancy and flexibility, THEA is truly a labour of love for the current owners. We are thrilled to introduce you to this stunning motor yacht and invite you to embark on your own exciting journey with THEA.

Rebuild and Refit 2012-2014 and 2018-2022

THEA underwent an extensive rebuild in Thailand between 2012 and 2014. The hull was stripped to the frames and the stern section aft of the transom was lengthened. New wiring, hose, fittings and equipment were installed. Approximately 30 ribs were replaced and the hull was entirely retimbered. All portholes were converted to larger, strengthened ports to allow safe egress. The engines and generators were rebuilt. THEA remained in Langkawi, Malaysia through the pandemic with very little use possible. She was hauled at a shipyard in March 2021 for a complete repaint (from Navy blue hull to Oyster White), varnish and mechanical upgrades as needed. She will be launched back to the water in April 2023 and any new owner will immediately benefit from the refit work undertaken.

Aft Deck

Originally built as an 80ft vessel, the stern section aft of the transom was lengthened during the rebuild of 2014. This modification has allowed for a large, hydraulic swim platform to be fitted, along with a large storage garage. The solidly constructed platform is protected by hull extrusions both sides and is ideal for use with a swimming net for children. This is a powerful platform that can also be used for the tender than can then be stored in the garage using removeable rollers. Moving up from the platform via steps both sides, the cockpit has a fixed bench seat facing forward which is accompanied by outdoor free standing furniture. The use of varnished teak to the rails and capstan bases in this area maintains the traditional feel.

Side decks

The side decks to port and starboard are very safe and easy to pass. A new stainless steel handrail tops the teak capping rails on the main deck. Canvas drop covers remain in place to cover the decks and cap rails when unattended and the high bulwarks provide confidence. The original deckhead lights have been retained to maintain a sense of history.

Foredeck

The foredeck has storage lockers and a U shaped bench seat which is deep and protected. A custom table sits between the seats for dining and can also be lowered to form a daybed. Twin new Muir anchor windlasses are set forward with anchor and chain running from pockets as opposed to a bow roller. The bow area is wide thanks to the forward flare in the hull and a lattice work teak bow seat would be a perfect place to relax. The foredeck has fittings for a sunshade and sun umbrella. There are speakers connected to the vessels stereo system.

Anchoring and Mooring

THEA is equipped with 2 x Admiralty style anchors which are approximately 150kg each. They are attached to 14mm studded galvanised chain and handled using 2 x Muir 4500 vertical windlasses. An anchor wash system uses either fresh, or salt water.

Salon/Dining

Entering from the cockpit through double opening timber doors, one is welcomed into an informal lounge that is both wide and comfortable. It has the appearance of being a full beam salon whereas in fact there are generous side decks running both sides. Solid teak floors and teak veneer on all vertical surfaces are coupled with off white upholstered deckhead panels and teak louvre frames are used in place of curtains which is an excellent solution. These frames can be removed for full window views. Sofas and armchairs make for a relaxing atmosphere. A real 'home away from home'.

Moving forward through the open 'arched' bulkhead that is also an outstanding feature that works very well, one finds the dining area. An extendable custom dining table can seat 8 persons and is made from a special Thai timber called

'Khao Dam'. This black wood is complemented by black deckhead panels set in teak and with LED feature lights. Doors open to the deck from port and starboard side giving great access and cross ventilation in all conditions. Servery drawers and cabinets contain all galleyware and make this a perfect dining area, whether formal or informal.

A sliding serving hatch and bar connects the dining room and the galley, and a day head is cleverly concealed and conveniently located port side forward.

Galley

The galley is found on the portside running fore and aft and is a true chefs delight. It is fully fitted with appliances, including a commercial gas range, and has a full height fridge, dishwasher, microwave and oven. Corian counter tops are deep and run outboard of the galley below the opening windows. A double stainless sink and a rubbish solution that empties out via deck access show that much thought has gone into the functionality of the galley. Indirect lighting, and bright glass panels make this a wonderful space on board.

Forward of the galley, taking the forepart of the boat from port to starboard is the utility area that leads to crew accommodation and features a chest freezer, icemaker, washing machine and dryer.

Accommodations

THEA offers four unique cabins for guests, each with its own distinct layout and perspective. The private Master Cabin is located aft and can be accessed through its own companionway, leading from the salon. Upon entering the cabin, guests will find a small foyer that leads to a translucent glass panel separating it from the master bathroom. This feature allows diffused light to flow between the two spaces. The centrally positioned King-sized master bed faces forward and comes with a flat-screen TV on an electric lifter concealed at the foot of the bed. Guests will also find a leather-topped working desk and bookshelves to port, with drawers, cabinets, and wardrobes to starboard. A fridge is located in a cabinet to the port side.

The Master Cabin is full-beam and benefits from ample light and airflow provided by opening hull ports. It is tastefully decorated with teak floors, marble counter tops, and an upholstered bulkhead aft. The master head and shower is particularly spacious and light, thanks to the translucent 'wall.' The en-suite is finished with contrasting mosaic tiles, black marble floors, and a timber deckhead. It comes with a Vacuflush head, full shower stall, and Italian 'Gessi' brand high-rise faucet and washbasin.

The other two double guest cabins are located forward of midships and share a second companionway situated to starboard, leading from the dining room just aft of the main deck day head. This companionway leads to an athwartships corridor, providing access to the two guest cabins.

The starboard guest cabin is fore and aft and comes with an en-suite bathroom. This cabin is flexible, with one single berth opposite a long sofa that can be converted to be a twin cabin or a double. An occasional pullman berth could be fitted here. The cabin comes with a TV, working desk, and chair. Large hull ports provide ample light and ventilation. The cabin is finished in teak, with mosaic, marble, and contrasting colors in the en-suite head and shower.

The port guest cabin features a queen-size double berth, which is positioned athwartships and faces out to the hull windows. A Thai silk headboard is featured, and again a working desk and TV can be found. This cabin is larger than the portside cabin, and the en-suite head and shower are finished with glass panels and marble.

On the Upper Deck, located directly behind the wheelhouse, is the 4th guest cabin, which would ideally suit an owner/driver or anyone who enjoys a cabin with ultimate views and access to a private deck. This cabin features a Queen bed positioned to port facing aft, a particularly large en-suite bathroom, and hanging lockers and a working desk to starboard. Sliding timber doors open up to the deck and a large, sheltered seating area with a table for dining or conversion to a day bed. This deck is fully shaded by a fixed stainless steel bimini, and an open area is found further aft

with space for the tender when underway or three aft-facing lounge chairs when the tender is deployed.

All cabins are tastefully finished with teak flooring and offer plenty of storage. Marble, glass, and granite have been used throughout the bathrooms, stairways, and galley.

The crew accommodation can be accessed by a crew companionway leading forward from the galley. The captain's double cabin is found in the bow, with a second twin cabin just aft. These cabins share a well-appointed head. These cabins are voluminous, with increased head height, ample light, and ventilation. Either of these cabins could easily be used as additional guest cabins.

Pilothouse

Walking up from the dining area via a stairway to starboard is the wheelhouse. A full beam dash contains the navigational electronics and steering is either via a Joystick controlling the rudders, or the stylish 'art deco' hubless wheel. The twin helm seats are slimline in design and mounted on a customized bracket that allows both seats to turn and face the table and sofa situated behind. This allows for owner/driving dining in the wheelhouse whilst underway, and in fact a dumb waiter leads her direct from the galley to assist. The viewing sofa is large and comfortable with superb views underway. Sliding side doors lead from the wheelhouse out to the wide Portuguese bridge surrounded by a solid teak cap rail. A locker in the centre of the Portuguese bridge has rudder, engine and thruster controls along with a Raymarine chartplotter, allowing the skipper to drive from outside.

Generators

THEA is fitted with two 35KW Luger/John Deere powered Northern Lights generators. Each has local and remote starting. Both generators are mounted on airbag engine mounts to minimise vibration. The generators have low hours with approximately 2750hrs on both sides.

Hydraulic System

The vessel is built with a fully integrated hydraulic system. Items on board using this system are Bow and Stern Thrusters, windlasses, all deck winches, both deck cranes, swim platform and stabilisers.

A large pump is fitted to each engine which can be isolated. Adjustments to tension and alignment of the belts can be easily made. A 75 litre reservoir tank supplies fluid to the pumps.

The system is run from the engines when underway, but can also be operated using a 220V or 12v pump when alongside or at anchor. Cooling of the hydraulics is done via a dedicated cooler atop the seawater manifold.

Fuel System

The fuel system consists of two filling points on deck, port and starboard. Fuel travels directly to the six steel fuel tanks via a common line for a total capacity of 20,760ltrs. The fuel tanks were a new construction during the 2014 refit, and have adequate access for cleaning. There is no day tank, so fuel is drawn from any selected tank (or tanks) and directed to the Racor filters. There are four Racor 75-1000 filters arranged port and starboard in a dual filter arrangement. Emergency shut of valves are located externally at the entrance to the engine room.

THEA also boats an Algae-X FPS-5000 Fuel polishing system that is plumbed into the supply and return manifolds so that fuel can be filtered from, and to, any tank.

Water System

Fresh water is contained in three fibreglass tanks totalling 3885 litres. The fresh water system is very flexible and fully

redundant. There are three independent systems and each system has its own manifold, fresh water pump and accumulator tank.

Fresh water tanks can be filled by several methods. Shore water can be directed to any of the three tanks, or directly to any of the three manifolds. For example, shore unfiltered water may feed toilets, whilst potable drinking water from a specified tank might feed all taps. Salt water may also be introduced to the system if required. Salt water is taken from the sea chest and passed through a 24V priming pump. One pump is dedicated to salt water for anchor and deck washdowns, with a single salt water faucet fitted internally in the galley.

Filling of the tanks may be done from shore into any of the three tanks. They may also be filled using the Sea Recovery 450-1800 watermaker, or even from deck harvesting scuppers and drains that may collect water from a tropical downpour.

THEA is fitted with a 240V and 380V water heater mounted in the engine room. Either, or both, of these water heaters can also take heat from generators to heat fresh water, as well as electrically.

Sanitation, Black and Grey Water

THEA is fitted with six heads. All were new in 2014. All heads are plumbed directly into a 1300ltrs fibreglass black water tank. A stainless steel discharge manifold is connected to the deck pump out stations, and a macerating discharge pump to overboard. The black water tank is fitted with a sea water flushing valve.

Grey water from air-conditioning units, sinks, showers and washing machines drain into manifolds and sump pumps that are directed overboard through Y valves. All grey water on board may be directed to the black tanks, if desired.

Air Conditioning / Heating

THEA has eight Cruisair reverse cycle air conditioning units. All were new in 2014. Seawater is drawn through the sea water manifold and feeds a split system. Water is passed through a dedicated strainer and is fed to two separate pumps feed the units fore and aft in the vessel.

Condensate drains from each unit are plumbed to a sump pump that sends the drainage either overboard, or to the grey water tank.

Electrical System

THEA is fitted with single and three phase connections. The vessel also has an ASEA 12KW power converter for when 240V shorepower is unavailable. Selector switches allow choices between either of the two generators or shore power to the main bus bars.

The vessel features both 24V and 12V DC. All DC systems on board are 24V except for the navigation suite on the bridge, and starting and charging system for the generators.

The Main Engine start batteries were new in 2022. Alternators for each engine provide charging for their dedicated start batteries and the house batteries. The engine start batteries also have independent chargers for each battery bank.

The house batteries are all new in 2023 and consist of 12 batteries providing a maximum of 2000 A/Hr at 24V.

There are 8 x 250W solar panels which can also supply charge input to the house batteries.

Navigational Electronics

- All electronics fitted new in 2012

- Raymarine E127 MFD display
- Raymarine E125 MFD display
- Raymarine E95 MFD display
- Raymarine P70R Autopilot
- Raymarine CP450 CHIRP Sounder
- Raymarine RS130 GPS Antennae
- Raymarine i70 Repeater
- Raymarine AIS Transceiver Class B
- Raymarine Joystick
- Raymarine SuperHD Open Array Radar 72NM.
- CCTV cameras

Propulsion / Engine

THEA is fitted with two Caterpillar 3208 turbocharged diesel engines producing 525HP each. These engines were rebuilt in 2014 and currently show 417 and 427 hrs.

Sea water cooling is provided through sea chests.



















































































