

CAPTAIN W. N. HENRY

W. N. HENRY, J.P., F.C.I.L.A., A.A.I.I., A.I.L.A.
J. A. HENRY, M.I.B.S.

MARINE SURVEYOR & TRANSIT
LOSS ADJUSTER
SMALL CRAFT CONSTRUCTION
& SALVAGE CONSULTANT
COMPASS ADJUSTER
MARINE CLAIMS CONSULTANTS

144 SEAVIEW ROAD
TENNYSON
SOUTH AUSTRALIA, 5022.
TELEPHONE: 356 6866 (ALL HOURS)

REF: 4424/1034
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SURVEY REPORT

AUXILIARY KETCH "LAURIANA"

Account L. Le CORNU

*Details
6 Trans lead EXTERIOR
etc*

THIS IS TO CERTIFY that the undersigned, at the request of Bain Dawes S.A. Pty. Ltd., carried out an examination of the above craft while she lay afloat at moorings at the Royal South Australian Yacht Squadron premises at Outer Harbor, S.A. on various dates in order to consider her condition and value:

And now reports as follows:-

Vessel: "Lauriana" is a fully decked ketch rigged auxiliary sailing craft, having the following dimensions:-

Length overall	62.1 feet
Beam	16.0 feet
Draft	9.5 feet
Net register tonnage	54.06
Thames tonnage	62.64

The craft is used for pleasure cruising in local waters and is maintained by a permanent crew who are normally in attendance.

The vessel is moored at the Outer Harbor premises of the Royal South Australian Yacht Squadron at an easily accessible mooring which consists of two piles located forward and aft with permanent mooring cables. She also maintains a similar mooring at the premises of the Port Adelaide Sailing Club.

Indentification: The vessel has the following:-

Radio call sign	VJ2025
Registration issued by the S.A.	
Dept. of Marine and Harbors	SA134S

Owner: The vessel is owned by L. Le Cornu of 68 O'Connell Street, North Adelaide, who acts as master when the vessel is cruising and has had considerable experience and training in navigation and seamanship.

Hull: X The vessel was afloat at the time of examination and it was therefore not possible to conduct an inspection of the exterior of the hull below the water-line and, as the hull is well fitted out internally, the hull planking was accessible at selected points only.

An examination has been carried out to the extent possible and from this it appears that the craft is constructed on a jarrah keel with hardwood planking on double laminated New Zealand Kauri ribs and oregon stringers.

The fastenings are of copper and the interior of the hull was dry, clean and well preserved.

Ventilation appeared to be satisfactory and an extensive investigation of those areas which are normally susceptible to deterioration revealed that there was no development of this at any point.

At the time of inspection, the bilges were seen to be dry with the exception of the after bilge which contained a small quantity of water, as a result of seepage from the stern gland. The hull is laid out as follows:-

Chain Locker: Located forward of a water-tight bulkhead and accessible through a water-tight hatch on deck.

Forward Cabin: 7' in length, lined and panelled throughout and equipped with 2 single bunks.

Forward Saloon: 7' in length, extensively lined and panelled and fitted with a table and settee.

Radio Cabin: Located on the port side abreast the forward saloon, extensively lined and panelled and fitted with a single bunk and radio equipment.

Shower Recess: Tiled and drained, located on the starboard side of a foyer.

Oilskin Locker: Located on the port side of the foyer behind a curved access stairway to the deck cabin.

Port and Starboard Double Bunks: Lined and panelled, accessible from the foyer.

Toilet Compartment: Extensively tiled and drained, located on the starboard side abreast the forward part of the engine casing.

Refrigeration, Deep Freeze and Washing Machine: Located on the port side abreast the engine casing. *Storage cabinet*

After Cabin: Located across the vessel aft of the engine casing, extensively lined and panelled and equipped with 2 single bunks.

Toilet, Bath and Shower Compartment: Extensively tiled and drained, located on the starboard side abreast the engine casing. *removed as required.*

Access throughout the vessel is along the centre line forward of the engine casing with a passage on the port side leading to the after cabin.

There is no access along the length of the vessel on the starboard side as the area abreast the engine casing is occupied by a forward toilet and an after bathroom.

Stern Lockers: Used for storage of equipment and containing auxiliary generating equipment, accessible from the deck.

Hull Access: The hull is equipped with port-holes which are in water-tight condition and can be closed securely. *(Chrome handles not on hand)*

The following access points from deck have been noted:-

Chain locker hatch secured by heavy clamps.

Forward stairway leading from the deck cabin.

After hatchway leading from the after part of the deck to the after cabin.

There is no securing arrangement for the forward stairway, but the after hatchway can be secured and rendered water-tight.

The door sills to port and starboard on the deck cabin are of a sufficient height to keep out water and the doors can be closed firmly.

Deck: The deck of the vessel is of laid teak planking, which is well caulked and secured on heavy beams. These were not generally accessible as the cabins below were lined, but the fastenings appeared to be secure where they could be inspected.

Deck Cabin: The vessel is equipped with a deck cabin extending from aft of the main mast, which terminates in a raised exterior steering position, and astern of this there is a cockpit, which is set down into the main deck.

The deck cabin is extensively furnished and is equipped with steering and engine controls at the forward end, together with a chart and dining table, while across the after end is a galley.

Standing Rigging: The vessel is equipped with main and mizzen masts of oregon, which are supported by adequate stainless steel standing rigging, and are used to carry sail and also to support the radio aerial array.

The rigging has been progressively overhauled over the period of the present ownership and the mast, spars and rigging was all seen to be in satisfactory condition.

Running Rigging: The vessel is equipped with a head sail on a boom, genoa head sail, main sail and a mizzen sail all of heavy duty terylene, and the running rigging is of flexible steel wire.

3 New Sails
The sails and rigging were seen to be in satisfactory condition.

1 Yanmar
Machinery: The vessel is powered by a Gardiner 6L3B 6 cylinder diesel engine, equipped with a 2 to 1 reduction gear box, which drives a 3½" monel shaft on which is suspended a 5 blade right handed propeller.

This engine is located midships between the foyer and the after cabin referred to above and is accessible through the panels, which can be removed as required.

X
The engine is in extremely well kept condition and the craft is fitted with a full range of tools and workshop equipment for the carrying out of repairs. The permanent crew man who is employed is a qualified engineer and is familiar with the machinery.

240 & 24V 260V
Electrical Equipment: The main engine is fitted with an alternator for the supply of electrical current and in addition the vessel is fitted with a Perkins 4 cylinder type D4/236 diesel engine, which operates a 3 phase 15 KW alternator.

The electrical system makes provision for the supply of power at 12 volts for the operation of radio equipment, 24 volts for starting and auxiliary machinery equipment and 240 volts for the operation of domestic appliances.

The electrical system is extensively fused and switch gear is located on the inboard side of the port passageway against the engine casing.

new Radio
new engine
Radio: The craft is equipped with a Marconi Oceanspan VII and Marconi Atalanta radio transmitter and receiver, which is located in the port side cabin abreast the forward saloon, the system being supplied from the main or auxiliary alternating equipment, or from emergency batteries.

music

Navigation Equipment: The following have been noted:-

Koden KS-357 Direction Finding Equipment
 Kelvin Hughes Radar
 Furuno Echo Sounder
 Brookes and Gatehouse Harrier Log
 Magnetic Compasses located at the steering position in the deck cabin and also at the steering position on the bridge aft of the deck cabin.

Domestic Equipment: The following domestic equipment is on board:-

Located in the deck cabin galley:

Trio Stereophonic radio
 Westinghouse Deluxe oven
 Refrigerator
 Toaster and Electric Kettle
 3 burner Hot Plate
 Stainless Steel Sink
 Vertical grill

The above are operated from the 240 volt electric system.

Located in the port passageway abreast the engine compartment:

Deep Freeze unit
 Refrigeration equipment
 Hoover Keymatic Washing Machine

Deck Stores and Equipment: The craft is equipped with an electric windlass located in way of the chain locker on the fore-deck which handles 2 stockless anchors and a sufficient quantity of $\frac{3}{4}$ " chain, close link, on the port side, and 7/16" stud link chain on the starboard side.

The windlass is equipped with sufficiently heavy gearing and fittings to handle this equipment.

A 10' fibreglass singhy is secured to the port side of the fore-deck on chocks and is equipped with a mast and sailing equipment.

The vessel is generally fitted out with mooring lines, fenders, distress signals and other equipment, such as are required in the normal process of cruising in local waters.

Valuation: As a result of the above inspection and taking into account the high quality of workmanship in this craft, together with the high standard of maintenance, it is considered that she has a value for insurance and other purposes in the vicinity of three hundred thousand dollars. It is further considered that this sum may be apportioned as follows:-

Hull	\$145,000
Hull fittings and furnishings	45,000
Main Engine and Propulsion Equipment	50,000
Auxiliary Machinery and Electrical system	23,000
Mast, Sails and Rigging	18,000
Navigation Equipment	15,000
Domestic Equipment	4,000

\$300,000

This report is issued without prejudice and for the benefit of whom it may concern.

Marine Surveyor.