

COVER STORY

"Lauriana"

DESIGNED by Mr. A. C. Barber and built by J. Hayes & Son, Lauriana was launched in November, 1938, at North Sydney, New South Wales. Length overall is 62ft., water line length 58ft., beam 16ft. and with a 7ft. 8in. draught. The external lead ballast is six tons and the register tonnage 54. Ketch rigged, with a total sail area of over 2000 feet, her main mast is 77ft. and the mizzen 59ft.

The hull is planked with 1½ in. New Zealand Kauri, the decks are of beech and the wheelhouse and exterior cabin work is teak with varnish finish.

The accommodation consists of a two-berth cabin forward, next the saloon with four Pullman-type berths. The panelling is in polished rosewood. To the starboard of the foyer is the toilet, wash basin and

The owner, Mr. Meyer, at the wheel under sail in a light breeze.

shower, and to port is the galley fitted with refrigerator, hot water urn, gas stove and sink.

The engine room has full head room and contains two berths and a toilet. The main engine is a six cylinder Gardner marine diesel L3 of 102 h.p. at 800 r.p.m. driving through a 2-1 reduction gear to a 3ft. 2in. four-bladed bronze propeller, giving a top speed of ten knots. The auxiliary engine is a Morris Vedette petrol engine driving a 32-volt generator and a refrigerator compressor. The wheelhouse is fitted with dual control steering, compass and a panel on which is mounted the engine gauges and the controls. On the port side is a settee and a refrigerator. On the flying bridge there is dual control steering with the engine controls and gauges. Steering gear and engine controls are hydraulically operated. The anchor capstan and wash pump are driven by a shaft from the main engine. Fresh water capacity is 300 gallons carried in four tanks in the bilges, whilst the fuel tanks have a capacity of 500 gallons. Lauriana was commissioned in the Naval Auxiliary Patrol in World War II, and took an active part in the Japanese midget submarine raid on Sydney Harbour on the 31st May, 1942.

Lauriana did not suffer any damage from war service and was refitted and handed back to her owner in her original condition.

The main engine. A Gardner 6 L3 Marine Diesel is the main propulsion unit of Lauriana, giving her a top speed of about ten knots in still water.

