

I.P.H.

Ian P. Howard & Co.
8 Michael Court, Forest Hill, Vic., 3131

Telephone: (03) 894 1520
Facsimile: (03) 471 0696
Surveyor's Mobile: 018 998 304
Warehouse & Transport Mobile: 018 998 305

Marine Surveyors & Loss Adjusters • Cargo & Salvage Superintendents

SURVEY REPORT (SAIL)

SVYSMSAL

Based on Uniform Shipping Laws Code as amended 1st August, 1984.

DATE: 9 June, 1993
APPLICANT: Mr Peter Evans
ADDRESS: 5/89 Addison Street, Elwood, 3184
SURVEY LOCATION: No. 13 Northwharf, Port of Melbourne
VESSEL NAME/REGISTRATION NO.: EVANNA - MB 428
OWNER: As above
ADDRESS: As above
VESSEL: Pugh 56'
BUILDER: Boat Tech, Laverton
DATE OF MANUFACTURE: 1992

1. GENERAL DESCRIPTION:

This vessel is a new John Pugh designed round bilge carvel motor sailer built in 5mm steel. She has raised decks and the main hull incorporates six watertight compartments, two main fuel tanks and two main sullage tanks.

The deck features a large open cockpit that can be fitted with a battened, boom tent that covers all of the aft deck area. This area provides seating for ten adults enclosed with a full pulpit rail, behind which is an after deck fitted with large stainless steel davits that carries a 10 ft aluminium Stacer dinghy. A hatch cover conceals a locker containing an RFD 8 man life raft. Two hatches, one either side of the locker gains access to the lazarette, housing the hydraulic steering assembly. There is also considerable storage facilities available in this area.

All decks are totally enclosed by full stainless steel railings. On the bow is a large heavy duty hydraulically operated anchor winch which is controlled from the cockpit and feeds the warps and chain from an anchor locker located forward of the collision bulkhead. A CQR anchor is housed on the bow plate and locks into bow roller.

The cockpit is well equipped with repeaters and navigation equipment and the operator can completely control the vessel from the furling of any one or all of the three sails to raising and lowering of the anchor, and docking with the use of the main engine without leaving his station.

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Forward of the raised cabin deck is a substantial stainless steel mast support into which the mast is stepped. The mast, booms and poles are all of marine grade aluminium. The rigging is of 316 grade stainless steel.

From the cockpit, a companionway leads to the upper wheelhouse saloon which incorporates the main bridge station, then forward through a second companion way to a lower main saloon with a large dining area to port and the galley proper on the starboard side. Forward of this saloon are two guest cabins each featuring a double bunk with an upper single berth. There is a small hanging wardrobe, dressing table and several lockers for stowage of clothing and personal items. Each cabin has its own toilet, shower and vanity cabinet with mirror. All cabins are air conditioned as are the saloons and the rest of the vessel.

The forward wall of these cabins forms the fully seated collision bulkhead. The ceilings include a clear polycarbonate hatch which is adjustable or totally sealed depending on the weather. The cabin doors can be fully sealed providing airtight buoyancy in the event of mishap.

The main saloon dinette and galley area is well equipped with seating for six adults on the port side and a large cooking and preparation area to starboard, separated by a large three sided display cabinet. The timbers of which are a combination of old and new, some of which are over 100 years old and has been taken from older ships long gone, and skilfully blended with modern cedar and mahogany and finished to an extremely high standard. The doors of this unit are custom made of similar timbers with decorative lead light glass. Also incorporated in this module is a Eutectic bar fridge which slides out for easy access. Its own air cooled compressor is neatly concealed inside the module.

The galley area has substantial bench space with cook tops, microwave oven, frying pans, mix masters, food blenders and a range of other appliances one would expect to find in a well equipped kitchen. There is also a large fridge freezer unit in double stainless steel cabinets. An integrated Eutectic tank separates the two units. The freezer also features a snap freeze fan unit. The compressor for this unit is located in the main engine room.

From the galley leading aft and under the cockpit is the master cabin featuring a large double berth hanging wardrobe, locker, dressing table and writing desk; a bathroom with shower, toilet, and vanity cabinet with mirror, and again this cabin is fully air conditioned. The aft wall of this cabin is a fully sealed after bulkhead behind which is the lazarette.

From the dining area and up a companionway stairway is the wheelhouse saloon and main bridge station. This saloon is well equipped with comfortable leather seating for six persons. A side board to port containing a small library. The furnishings again are timber of an extremely high quality as is all of the joinery right throughout the vessel.

The main bridge station is exceptionally well equipped with a proliferation of instruments and switch panels each with indicating light telltales. The operating systems are computerised as is the navigation equipment and automatic pilot, all of which is purpose designed so the vessel can be completely operated by one person.

Directly below this saloon is the engine room. The main engine is a naturally aspirated Gardiner 6 cylinder diesel of 180 horsepower. Alongside of which is a 10 kVa diesel alternator. Also located here is the refrigeration compressors and machinery. Desalination equipment, hot water service, hydraulic pumping machinery, and a proliferation of stainless steel and flexible piping which services the vessel are neatly set out. Against the port side is a small workshop area.

The hydraulic system is driven by a 24 volt 4 horsepower motor which operates the anchor and furling winches. A second system consists of a 50 horsepower, power take-off, on the main engine. This system services the bow thruster.

The bow thruster is operated by the hydraulic pump which controls an 8 inch waterpump that sucks in seawater and blows it out through high pressure jets on either side of the bow. A toggle switch on the bridge engages the pump and selects the appropriate jet.

Bilge pumps – Pumping is available from any of the six compartments to a control manifold. This manifold, fitted with a non return valve allows any compartment to be selected for pumping, as well as being able to direct sea water to the fire hose, each compartment is fitted with an electric float switch. If a section floods, an alarm sounds and the appropriate light flashes on the main switchboard.

Waste systems – The three toilets are fed into sullage tanks; one forward and one aft. Two heavy duty sea water pumps control pumping from these tanks. Showers and wash basins drain into small sump tanks and are pumped out by 24 volt electric pump operating on demand. All sullage and waste water is pumped through a 4 inch stand pipe.

Battery charging – A heavy duty 24 volt battery charger has been custom designed and built so that a high charge rate could be maintained without overheating and can provide a continuous 20 amps to the battery banks through a specially designed switchboard which allows simultaneous charging but isolates the banks from each other when power is drawn.

All metal fittings throughout the vessel are of 316 grade stainless steel. In the bilge this has either been painted or covered up during manufacture.

2.	MEASURED LENGTH:	17.04 m
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3.	LOA:	17.45 m
	BEAM:	5.00 m
	DRAUGHT:	2.10 m

4.	NUMBER OF CREW/PASSENGERS:	2 x 4 extended 2 x 20 day cruise only
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COMMENTS SUMMARY:

Every so often a vessel comes along that is absolutely outstanding in quality, appointment and standard of finish. This is one of those vessels. It is an engineers vessel, purpose designed for ease of operation from the handling of the vessel to preparation in the galley. It is capable of carrying its crew of two and two couples over long distances for an indefinite period without crowding, and can cater for twenty guests on a day cruise.