

SV Lauren Marie  
1984 HP 46

### **Equipment List**

July 31, 2022

Note: All info is from memory and subject to verification and correction!

- Quantum Sails, full set with Genoa, staysail, main. Symmetrical spinnaker (gennaker?) and code zero by others. Tri sail is original. Quantum made strong and stiff sails. Overkill. Pretty much lightly used and in good shape.
- Forespar mast and boom are in good shape. Remnants of a whisker/spinnaker pole exist that needs fittings.
- Three large Lewmar deck hatches with blue Sunbrella covers.
- 15 Lewmar Lexan/acrylic port lights. Rubber seals on all port lights have been replaced 2-3 months ago. New lenses 2022. No leaks
- Two Lewmar 55 genoa and spinnaker sheet winches, self-tailing on angled stacks.
- Three Lewmar 46 mainsheet and staysail winches, self-tailing on raised stacks.
- Three Lewmar 30 halyard winches, self-tailing. Mast mounted.
- One Lewmar 40 reef line winch, self-tailing. Mast mounted below the boom.
- Original dodger restitched and in working order but windows need polishing.
- Standing rigging replaced by Svenson's Boatyard in Alameda. Stays, shrouds, halyards, running backs. All of it with Norseman fittings. Magnafluxed. Etc.

- Replaced stainless steel cable life lines and fittings.
- 22" Max prop with new AQ22 Aqueous Metals propeller shaft, new cutlass bearing.
- Ford Lehman four-cylinder diesel engine Super 90 HP
- Borg Warner Velvet Drive transmission with 2:1 reduction
- One folding teak boarding ladder with bronze fittings. Needs mini swing-out support legs to hold it securely against the hull.
- New main salon upholstery two months ago. Deep Red Sumbrella.
- Both cabin bunks are Sumbrella in quiet blue or burgundy in good shape with very little if any noticeable wear. Aft stateroom easy chair re-upholstered last month.
- Battened white vinyl headliner in good shape except for one 3 inch round burn mark from a hanging lamp.
- Forepeak and master staterooms in very good shape.
- All cabinets are solid teak doors and frames with solid wood drawers. Exposed bulkheads are veneered with teak. All interior battens are solid teak.
- Almost all original plastic interior light fixtures have been replaced with stainless steel semi-flush ceiling fixtures fitted with LED bulbs.
- Most lighting on the boat has been changed out to LED.
- Masthead tri-color with anchor light. Original rail mounted deck level nav lights bow and stern remain.
- New halogen spreader lights.
- Si-tex T-100 radar with Furuno array
- ICOM IC-700 fully operational single sideband radio.

- 140 tuner mounted under aft bunk
- Ronstan isolators on the backstay to use as antenna.
- ICOM panel mount VHF
- ICOM walkie talkies (2)
- ACR emergency EPIRB 406 locator beacon bulkhead mounted at NAV station. Needs new battery.
- Out of survey Platismo 8 man canister life raft with survival rations. Deck mounted in cradle.
- Emergency helm/tiller with 4' arm stored in master bunk for quadrant use when needed.
- Lofrans Tigress Windlass was removed and serviced and in 2013. Two deck switches and one separate master breaker for windlass.
- 60 lb. CQR plow anchor with 250' of chain primary anchor on bow roller.
- 25 lb. Danforth stern anchor rail mounted with 150' double braid and 20-30 feet of chain.
- 30 lb. Danforth as backup primary, stored in the bilge. And there was a small Danforth lunch hook for the dink.
- Furuno autopilot with hydraulic cylinder quadrant mounted under the master stateroom bunk, with control inside the aft cockpit hatch.
- Xantrex 813-1500-UL 1500-watt output inverter hard wired and permanently mounted in the bookcase area of the saloon.
- Balmar 900 series (Model 94-100?) 160 amp alternator. Also have the original alternator as a backup in storage at the house and diodes.

- Balmar MC-614-H digital charge controller.
- Charles UL approved 40 amp bulkhead mounted battery charger. Hard wired to battery cabinet.
- Dual Racor Turbine 500 fuel filters with manifolding for switch on-the-fly filters, includes pressure gage. Electric fuel pump for priming and polishing fuel mounted next to the factory assembly.
- Four glass mat gel-cell house batteries.
- Two Raritan manual heads. The aft head has a holding tank. The forward head holding tank was decommissioned 2-3 years ago. The custom tank remains in place below the cabin sole.
- Head Faucets have been replaced because the pull-out hoses broke and replacements were not available in Mexico.
- Showers are 'splash' type at this time and work very well in the forward head. Showers can be recreated by replacing the faucets if you wish. Sump pumps are in place and work well.
- We do not use the aft head anymore. But it's all there and works when you want it to.
- All tankage is 316 SS. The Starboard fuel tank is original and does not leak.
- Port side has two 20-gallon polypropylene Moeller diesel tanks.
- Refrigeration is Technautics dual cold plate system for refrigeration and freezer.
- Belt driven engine mounted compressor for offshore, and 110 VAC compressor unit with water cooling for dock use with shore power. New cold plate for refrigeration side installed 2020.
- Datamarine dash mounted analog instruments. New engine

gauges and hours meter. Tach takes a moment or so to warm up.

- Spectra water maker was pickled and never recommissioned. Many Spectra parts remain in place.
- We use an iPad with Navionics and have 3 handheld GPS. Earlier nav instruments have been removed and a new instrument panel created for an (anticipated) new chart plotter, but as yet not acquired.
- 2013 Complete bottom job done along with the installation of the Max prop, new rudder bearings, rudder straps and hinges, cutlass bearing, propeller shaft, etc. Berkeley Marine Center, CA
- Last haul out and bottom job was by Bercovich Boat Yard in La Paz maybe in 2017. Repaired rudder cracks. Sealed and rehung. Keel is lead encased in fiberglass.
- BOSS panel mounted AM/FM CD player radio with new speakers mounted in cabinets and on deck in the cockpit.
- 32 " flat screen JVC TV set with an antenna.
- Three-burner Seaward stainless propane stove with oven, on gimbals.
- Three propane tanks, two horizontal mounts in propane locker with regulators for galley service.
- One vertical propane tank with regulator for BBQ.
- One remarkably durable stainless steel BBQ with 316 burner, Rail mounted.
- The original teak decks were beautiful but they eventually leaked and lifted and we replaced them with new gel coat and anti-skid applied works well.
- The hull is in good shape. Looks great when polished and waxed.

- Last serious survey was May 20 2013, before I left going south. He was very thorough. A copy of his report is attached.
- The standing rigging on the boat was surveyed in 2017. No comments. However, he did go up the rig and found no issues.
- Teak cockpit table, removable, stows under after hatch ladder.
- Teak double drop-leaf dining table in main salon. Seats 8 (or more in a pinch).
- Overhead ceiling lights (most) are fitted with both red and white bulbs for offshore night use. The ones that aren't are fitted with two white bulbs for higher illumination when desired (all switches have two settings, either red and white, or high and low.)
- High illumination halogen spotlight at the nav station for chart use.
- New Whale Gusher hand pump, cockpit mounted by helm. Plumbed out mid-hull level.
- 3200 GPH bilge pump with float switch, plumbed to combing level exit.
- Avon Redcrest 310 inflatable RIB. Well constructed and very durable. With a 1982 Nissan 8hp two-stroke outboard engine with a spare propeller.
- Temporary, removable, portable swing arm hoist for the outboard to the aft deck. This is simply a pole with an adjustable arm that pivots, with a small double-block line. We made a 3-point bridle for the engine and hoist it from sea level to deck with this thing. Very helpful. Stows in lazarette. Professionally made and sold for this purpose.