

## William Osbourne Arun Class Lifeboat



**Year:** 1973  
**Location:** Blyth  
**LOA:** 52' 6" (16.00m)  
**Beam:** 17' 8" (5.33m)  
**Draft:** 5' 5" (1.65m)

**Remarks:**

The "Samuel" was in service by the RNLI. Built in Littlehampton, Dorset. She served from 1973 until 1997 and took part in several operations. She has an aluminium superstructure. She is powered by

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## Mechanical and Rigging

### **Construction:**

One of three wooden hulled Arun Class boats. The hull is triple diagonal construction made from 3 layers of 3/8" laminated 45 degrees to the keel running forward, spiled and planked fore and aft with the final layer laid at 45 degrees to the keel running aft.

5 copper roves were used every time the planks crossed ensuring that the hull is immensely strong. Any refit work was always carried out at the builders, William Osbournes in Littlehampton.

Hull is painted in dark green with heavy duty "D" fender for protection. Black non-slip decks with steel pipe stern, bow and stanchions painted in grey. Aluminium wheelhouse painted in rescue orange, Aft deck with access to wheelhouse and stairs to upper helm. Aluminium framed glazed windows give all-round visibility. Foredeck with safety bars, Samson bollard and Simpson Lawrence electric windlass with a double gypsy.

### **Engine & Electrics:**

The boat is powered by twin Caterpillar D-343TA diesels. These aftercooled units offer more power, generating 359 and 370bhp at the shaft and flywheel at 1800rpm, with intermittent and maximum power ratings of 460 and 550bhp. The engines are accessed via the aft accommodation space behind a watertight door. The space is illuminated and personnel are protected from the working engines by protective bars. The 6 fuel tanks are located here with change over and selection valves. The engines are well maintained and in a state of readiness.

Bank of 8x12V batteries providing engine start and domestic power, There is also a small generator.

## Inventory

The following items are included.

- Raymarine E120 chart plotter
- Raymarine E90 Chart plotter
- Advantsea Chart plotter
- Furuno GPS navigator
- Raymarine ST60 wind speed/direction
- DSC VHF
- Compass at both helms
- Engine room camera system
- Electric windlass
- Anchor
- Warps and fenders
- Navigation lights
- Searchlight
- Horn
- Fire extinguishers
- First aid kit

## Accommodation

The interior is divided into three defined areas. The wheelhouse has the lower helm with the pilot and copilot seating. Behind this and behind a bulkhead are the radio operator, navigator and crew seats. Aft is an accommodation area which has access to the engine room, steering gear and generator and has a seating/berth area port and starboard. In the bow is the survivor/crew area with bench seating port and starboard. In the bow is a large heads compartment with sea toilet and shower. The interior is carpeted and in good order.

## Remarks :

Unique opportunity to purchase a piece of RNLI history. "Samuel J" was one of the first of the extremely successful Arun Class lifeboats which would back then provide lifeboat crews around the country a vehicle which could respond quickly to emergencies and craft in distress. The Arun could travel at an astonishing, for the time, 19 knots and compared to the 10-11 knots that the current lifeboats of that era achieved and could be the difference between life and death. The Arun was part of the "All Weather" fleet and has slowly been superseded by the Trent, Severn and Tamar class vessels. The Arun is still used by Icelandic rescue teams which is a testament to her design and sea keeping capabilities.

Based at St Peter Port, Guernsey, she was launched as the "Sir William Arnold", and was one of three built from wood. She was in active service from 1973 to 1997 and is currently the most successful lifeboat ever to be stationed at Guernsey. Known affectionally by her crew as "The Willie", she completed 600 rescue missions, and many of her crew were decorated for gallantry. One of her more famous rescues was the saving of 29 lives from the "Bonita" in December 1981. Ex coxswain Buz White describes her as "the best Arun ever built" and remembers her fondly. He loved this boat so much he even named his son Arun and had him baptised onboard the boat. Fond memories.

Further historical information can be found on the highly informative St Peter Port Lifeboat website.

<http://www.rnli.org.gg/guernseys-lifeboat/>

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