

Watson Lifeboat 47



Year: 1969
Location: Manchester Ship Canal
LOA: 47' 0" (14.33m)
Beam: 13' 9" (4.20m)
Draft: 4' 6" (1.37m)

Remarks:

KATHLEEN
Also, in
2012

... around the coast of England.
... To re-build this lifeboat again at
... sign being diagonal 'X' lap double skin with
... matches and doors are aluminium.

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REF: 073610



Mechanical and Rigging

Full engine service history
Rewire 2013-2016. Upgrade 2017 Seaking

Mahogany/Oak Hull
Aluminium Superstructure
Oak/Marine Ply Deck

Aluminium top colour to be 'top' painted to new owner's requirements (blue, orange etc)

MECHANICAL

2x 1991 Gardener 36 diesel engines
3 blade prop
Bow thruster

ELECTRICS

10x batteries (2015)
24v
Switched
Engine altinator and 240 battery charger
Shore power & shore power cable

TANKAGE

3x stainless steel fuel tanks - 2x 460L 1x 170L
2x stainless steel water tanks - 1x 185L 1x 230L
1x 45 gallon holding tank

GROUND TACKLE

Anchor: x2
Chain: 400ft cable
Warp: Winch

KNOWN DEFECTS

Needs side (port stb) rubber buffer upgrade

Inventory

GENERAL EQUIPMENT

Searchlight
Horn
Gangway
Bilge pump
Fenders
Boathook
Engine spares
TV
Radio
CD
Clock
Barometer
New galley equipment
Deck lights

Winch
Cabin charger

SAFETY EQUIPMENT

Flares
3x manual fire extinguisher

Accommodation

6 berths in 1 cabin
2x double
2x single

2x burners
Oven
Grill
Microwave
Fridge
Sink

1x head
1x hand basin
1x shower

Cabin heating: Yes
Air conditioning: No

Upholstery: Red
Interior construction: Cabinet maker
Headroom: 5'11" - 6'2"

Remarks :

LIFEBOAT KATHLEEN MARY NOW NAMED KATIE MAY

RNLB KATHLEEN MARY: 'ON 950' is a Watson Class with a 1979 self-righting conversion. Formally stationed at Newhaven, she cost £34,500 to build. A gift from an anonymous donor. She was built by Osbourne's yard, Littlehampton. Eighteen Watson lifeboats were built, but two lost in service. This lifeboat between 1959 - 1977, completed 245 launches and saved 123 lives. The Watson design as proven, later developed the Oakley & Solent class lifeboat.

KATHLEEN MARY was in the reserve fleet until late 1990 and assigned relief duties around the coast of England. Also, in 1989 she was stored at Penlee boat house, Newlyn Harbour, Cornwall. To re-build this lifeboat again at 2015 costs would be £725,000. The mahogany/Oak hull is a special design being diagonal 'X' lap double skin with special canvas between, bolted every sq mm. all top cabin structure, hatches and doors are aluminium.

After RNLi service, the lifeboat was released but re-named **KATIE MAY**, and stored at Mashford's boat yard in Plymouth. Then in 2013 transferred via Liverpool to Salford on the Manchester ship canal. Engine maintenance is by Gardener Engineiers Manchester, trim by MPE Interiors, and electrical maintenance upgrade by SeaKing; both of Birkenhead. KATY MAY was fully repainted in the late Autumn of 2015.

The lifeboat has two 5LW Gardener diesel uprated 70 BHP engines of which - just six were

assembled. The automatic transmission and 2:1 gear box allows full ahead to astern. Operational speed is 11-12 knots on one or two engines in all weathers. Diesel fuel consumption at full speed is 4.5 litre per engine every 10 kilometers. Propellers are three blade with a 750mm diameter; located within hull tunnels. Forward is a bow thruster.

Just cruising, as extra fuel can be carried aft, gives a range of 1600 kilometers on rivers and canals.

At 20,865kg (23 tons), most amenities are fitted for six crew. being toilet, shower and full galley with parafin cooker, 12v fridge, 24v freezer, sink and extraction. Heating is via 24v, 2000w inverter, or a 170L diesel tank to an Eberstpatcher unit. Full storage is available for equipment, food and clothing. Water tanks of 185 & 230 litre are midships, and engine 460 litre diesel tanks are port and starboard for balance. Solar panels now assist charge to ships system circuits, which have a spare standby battery set. Also, engine start batteries can be switched over to start either engine. The electrical screen wiper is 24v belt drive and manufactured by Wynn. Communication is via 12v VHF and 24v three channel seeking VHF radio, with existing 24v LWS and signal direction finding. For legality equipment is upgraded. She has full fifty mile radar, auto helm and Garmin Satalight control. The deck items include; two anchors and a storm emergency anchor on 25mm dia, 124 meter line. ropes are duplicated and graded for purpose to suit weather conditions. An 18,250kg pull winch is located with full lights on foredeck.

KATIE MAY was bought by the present owner and the name KATIE MAY retained on the small ships UK register. The objective is to preserve the lifeboat's classic design and service heritage; also to visit waterways in Europe. The owner's home is in England.

Contact: Boatpoint Conwy, Conwy Marina, Conwy, North Wales, LL32 8GU

Tel: 01492 580001

Email: info@nybconwy.co.uk