



# Watson 41 EX RNLI Lifeboat - 1952

<https://www.yachtadvert.com/fr/1378-william-osbourne-watson-41-ex-rnli.html>

11 568 â,- ttc



## Général

Année : 1952

Largeur : 3,35 m

Région : Milford Haven, Royaume-Uni

Constructeur : William Osbourne

Longueur : 12,50 m

Radeau : Non

Leasing en cours : Non

## Moteurs

Carburant : Diesel

Puiss. Unit. (CV) : 47

Marque moteur : Ford

Nombre : 2

# Aménagements

Flybridge : Non

Timonerie : Non

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## électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

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## équipement de pont

Hydraulique : Non

Plateforme AR : Non

Taud d'hivernage : Non

Capote de roof : Non

Cockpit en teck : Non

Grand voile sur enrouleur : Non

Passerelle : Non

Bossoirs : Non

Guindeau électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

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## équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

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# électroménager

Congélateur : Non  
Micro-ondes : Non  
Réchaud électrique : Non  
Lave-linge : Non  
Antenne TV : Non  
TV SAT : Non

Glaçons : Non  
Four : Non  
Réchaud gaz : Non  
Chauffage : Non  
Lave-vaisselle : Non  
TV : Non

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## Divers

**Remarks :**

St Andrew - Non self-righting Watson 41 Ex RNLI Lifeboat, presented in extremely original condition. Privately owned since 1982, and appearing on TV for ITV's "The Royal".

Believed to be the only one of her type in largely original condition, with the exception to her changes in the forward cabin. Sweet to the eye, low profile and rare funnel housing the engine exhausts.&nbsp;

Built in 1952 by William Osborne. She was stationed at Whitehills, Girvan & Arklow during her time in service. Launched 81 times, saving 21 lives.&nbsp;

Re engineed in 1963 by the RNLI to 2 x 47hp Ford-based Parsons 4 Cylinder diesel engines. A welcome upgrade from her original 6 cylinder petrol engines.

**Accommodation :**

Huge, wide side decks  
Funnel for exhausts  
Hatches  
Ventilation

Open rear cockpit, standing helm with 360 vision  
Access to seating area, with benches  
Access to engine bay  
Large engine bay accessed via ladder from seating area

Forward saloon & cabin:

Ex-RNLI crew / casualty quarters  
Light fit out  
Access via ladder from forward deck  
Blue seating / converting into 2 berths  
Storage  
Forward cabin V berths, sleeping 2  
Storage

Possible area for 2 further berths above seating area in main saloon

**St Andrew, ex RNLI Watson 41Lifeboat (ON 897)**  
Built by William Osbourne in 1952.  
The 41&nbsp;ft Watson non self-righting lifeboat was designed for service at stations which required a larger and more powerful boat than the standard carriage launched types, but which could not

accommodate the larger Watson types through boathouse or slipway constraints.

With production starting in 1933, this type of lifeboat was put back into production in 1948, nine years after the previous one had been built. The new revised version had an enlarged cabin which replaced the forward shelter. From 1963 eight of the boats, including St Andrew, were re-engined with 47&nbsp;bhp Ford-based Parsons Porbeagle 4-cylinder diesel engines. The last four 41s to be built, however, were built with one cockpit aft containing the wheel, engine controls, shelter for eight crew and access to the engine room. She served at Whitehills, Girvan and Arklow but, as a new generation of lifeboats were being introduced, St Andrew had 3 spells in the relief fleet lasting in total about 11 years. As the normal life of a lifeboat is 25 years, St Andrew has not had a hard life, the engines being 19 years old when sold out of service, 8 years of that time having been spent in the relief fleet.

St Andrew was the last Watson 41 to be built. It is believed she is the only one of her type largely as original, except for changes to her forward cabin and fore peak. She is much admired partly because she is sweet to the eye, having a low profile and very rare funnel that houses the engine exhausts.

**Inventory :**

Garmin 500 GPS

Simrad CE33 Plotter / Fishfinder

NASA VHF Radio

Main RNLI Anchor

35lb CQR Anchor

Kelvin Hughes main compass, in binnacle

Lifebuoy & two lights

Marinepool rescue harness

Coastal flare pack

Boathook x 2

Fenders and Warps

No toilet or gas appliances

**Mechanical :**

2 x 1963 47hp Ford-based Parsons 4 Cylinder diesel engines (RNLI Fitted) Serviced 5 hours ago.&nbsp;

1 x Hand bilge pump

5 x Electric bilge pumps

Seago 6-man liferaft

2 x 2kg CO2 Fire extinguishers

2 x Varta 1000AH Batteries (2024)

**Hull & Topsides:**

Aluminium superstructure

Double Diagonal Mahogany on Oak Planking

Canadian Elm Ribs

Teak Keel

English Oak Stem & Stern Posts

Painted in near original RNLI colours (June 2025)

Antifouled June 2025

Anodes Replaced June 2025

















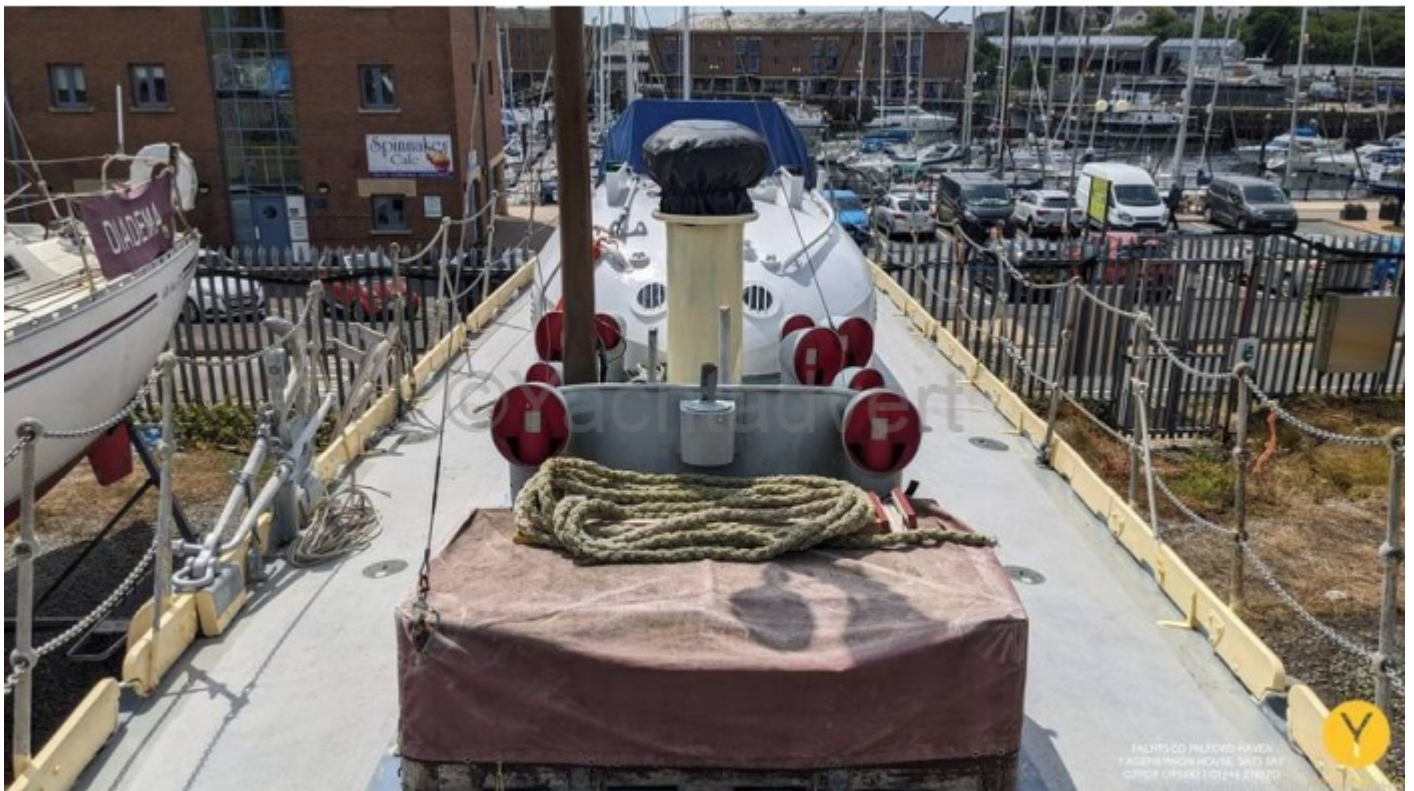
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