



## Lifeboat - 1970

<https://www.yachtadvert.com/fr/804-lifeboat.html>

30 956 € ttc



### Général

Matériaux : GRP Poly

Largeur : 3,35 m

Région : Plymouth, Royaume-Uni

Année : 1970

Longueur : 10,06 m

Radeau : Non

Leasing en cours : Non

### Moteurs

Carburant : Diesel

Puiss. Unit. (CV) : 70

Marque moteur : Daewoo LO34

Nombre : 3

# 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 éléc. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

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# électroménager

Congélateur : Non	Glaçons : Non
Micro-ondes : Non	Four : Non
Réchaud électrique : Non	Réchaud gaz : Non
Lave-linge : Non	Chauffage : Non
Antenne TV : Non	Lave-vaisselle : Non
TV SAT : Non	TV : Non

## Divers

**<strong>Remarks :**

**<p>**This is an ex-ship lifeboat, as you would expect of a vessel made for this purpose; she is exceptionally well made with fundamental sea-going features. I would have no hesitation in taking this vessel to sea. She has over two tonnes of lead and steel ballast; she has a long keel and still has the engine configuration used if she were a ship's lifeboat with two smaller auxiliary engines and a single central engine of 70hp.

The boat has been well maintained and upgraded throughout the years and has been in the same ownership for 20 years. The current owner had her lying ashore for almost ten years whilst she was refitted and has been in the water each season for the last 12 years.

**<strong>Accommodation :</strong>**

Sleeps 6 in two cabins

4 x large single bunk berths in the forward cabin

C-shaped seating to port in the saloon with storage below

Large saloon table

Convertible double berth in the saloon

Linear galley to starboard with cupboard & drawer storage, two burner gas hob, stainless steel hand basin with pressurised and filtered cold water

Electric seawater toilet

Weheelhouse with helmsman and navigators seat

Upholstery recovered in 2023

Headlining and hull linings replaced in 2023

Carpets renewed throughout in 2022/23

**<strong>Inventory :</strong>**

**<strong>Navigation Aids:**

**</strong>Garmin GPSmap 551 chartplotter**

**Garmin GPS 128 &nbsp;**

**Garmin echo 501c Chartplotter fishfinder/echosounder**

**Cobra Marine DSC, VHF &nbsp;radio**

**<strong>Ground Tackle:</strong>**

**Delta anchor**

**CQR kedge anchor&nbsp;**

**Chain&nbsp;**

**Stainless steel bow &nbsp;roller**

**<strong>Deck Gear:</strong>**  
Stainless steel handrail on upper deck  
Stainless steel mooring cleats, bollards & fairleads  
Stainless steel gantry  
Stainless steel grab rails  
Stainless steel boarding ladder ;  
Opening deck hatch  
Stainless steel deck ventilators  
Stainless steel pushpit  
Cockpit bench seat

**<strong>Safety Equipment:</strong>**  
Manual bilge pump  
Rule 1100 gph electric bilge pump ;  
Rule automatic float switch ;  
Electric searchlight ;  
Navigation, steaming & anchor lights  
Stainless steel gantry mounted foghorn ;

**<strong>Equipment:</strong>**  
Canvas cockpit cover  
Radio &/CD player  
Internal & external speakers  
Flatscreen television

**<strong>Mechanical :</strong>**

**<strong>Construction:</strong>**  
Built in 1970  
Ex lifeboat  
GRP hull  
Underwater profile stripped & epoxy coated 2010 ;  
Professionally painted hull topsides in 2022  
Marine ply deck, fibreglass epoxy sheathed  
Wheelhouse is a marine ply top, hardwood frame & professionally spray painted in 2022 ;  
Long keel with 1.25 tonne of lead & 1 tonne of steel  
Teleflex cable wheel steering with a galvanised steel rudder (re-galvanised in 2022)  
D fendering/rubbing strake replaced in 2022

**<strong>Mechanics:**

**</strong>**This boat is powered by three engines, the main engine is a Daewoo L034, which is used as the primary engine.

There are then two auxiliary engines which are not used and purely backup engines from the boat's previous lifeboat days

Main engine: Daewoo L034 70hp diesel engine (NEW 2015)  
Shaft driven  
Single lever morse engine control  
Shaft seals on all engines (REPLACED 2023)  
Auxiliary engines: Twin Saab 18hp diesel engines ;  
Shaft driven  
Single lever morse engine control  
Lewmar bow thruster

Diesel-fired cabin heater

**<strong>Electrics:**

**</strong>6 x 12v batteries**

**Charging from engine alternators**

**Solar panel charging**

**Solar charge controller**

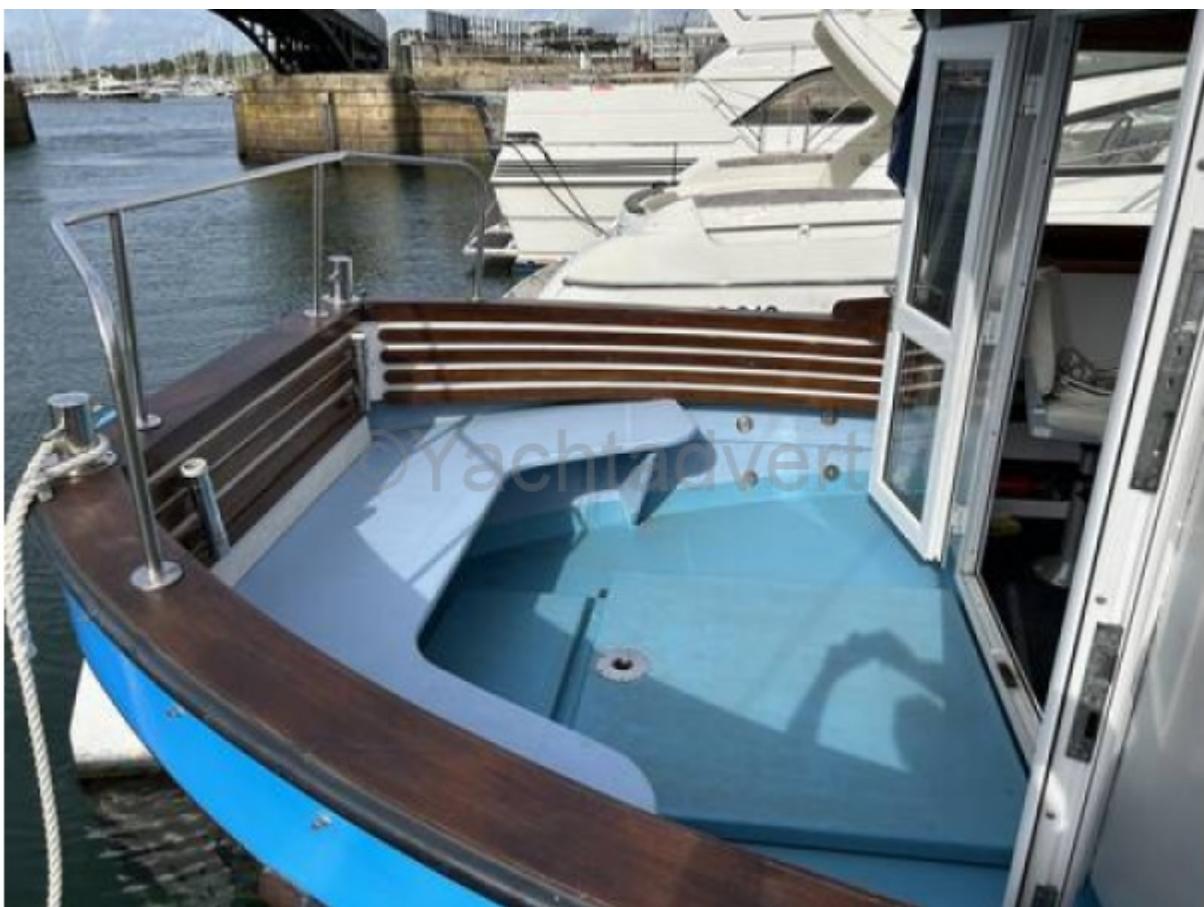
**LED lighting**

**<strong>Tankage:</strong>**

**Fuel capacity 275 litres in a stainless steel tank**

**Freshwater capacity 100 litres in a single flexible tank**

**</p></strong>**









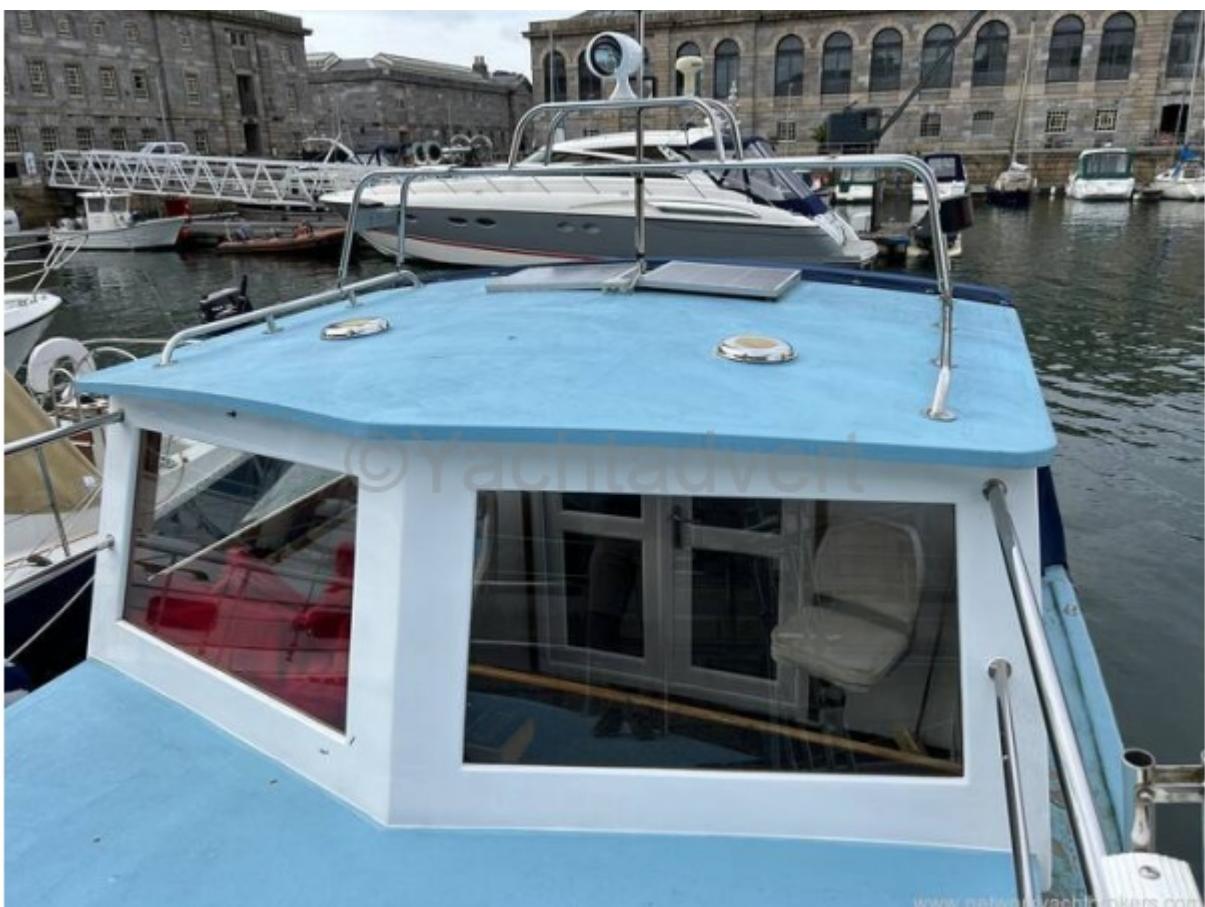
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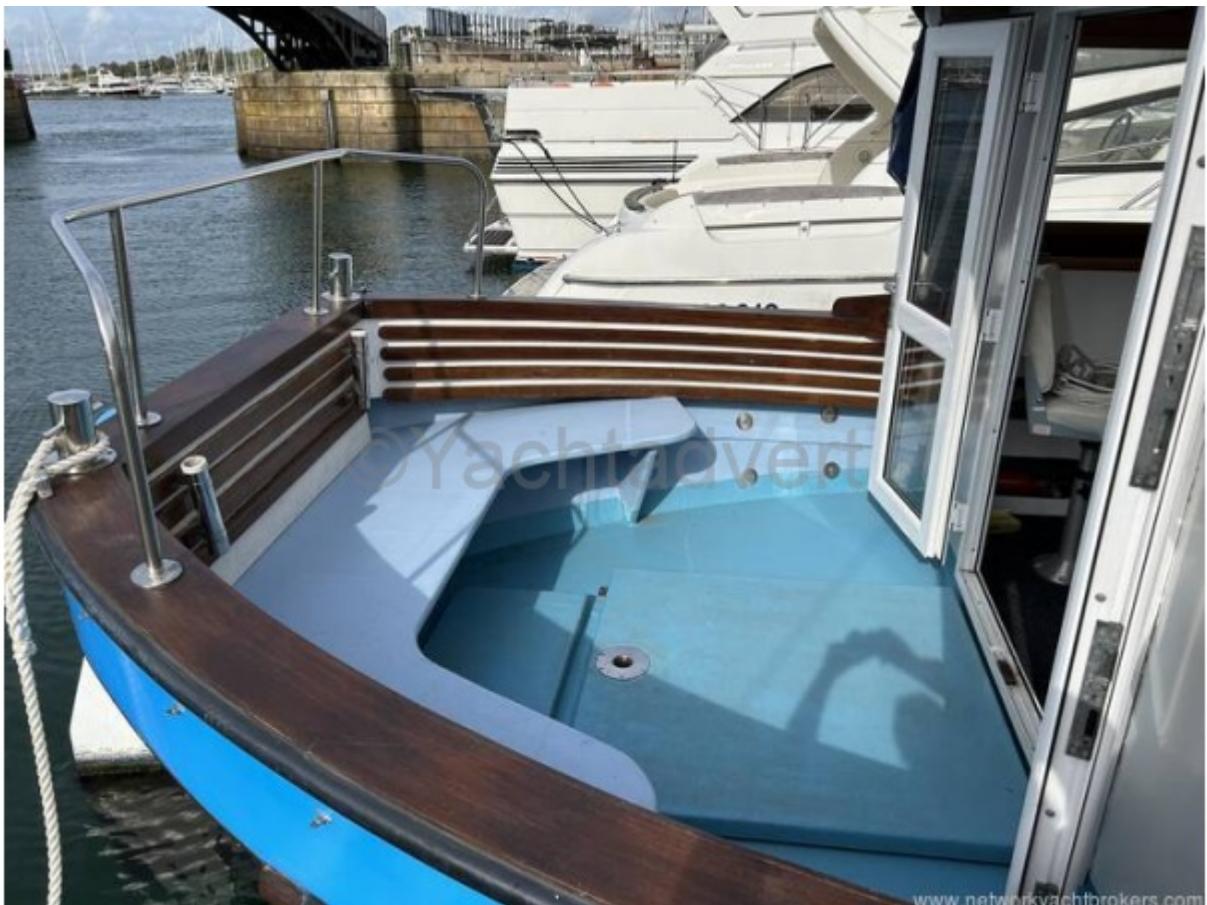


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