### 47- Foot Motor Lifeboat

| **Number:** | Approx. 100 |
| **Completed:** | 1991 |
| **Remarks:** |  |

| **Cost:** | N/A |

#### Hull

- **Displacement (lbs):** 40,000
- **Length:** 47’ (oa)
- **Beam:** 14’ max
- **Draft:** 4’ max

#### Machinery

- **Main Engines:** N/A
- **BHP:** N/A
- **Propellers:** N/A

#### Performance

- **Max Sustained:** 23 knots (1989)

#### Logistics

- **Fuel Oil (95%):** N/A
- **Complement:** 4 plus 5 survivors

#### Electronics

- **Radar:** N/A

### Design

The 47-foot MLB was designed to replace the aging 44-foot MLB as the primary inshore and surf and bar rescue craft under the worst environmental conditions. The craft is self-righting, designed to be operated in 20-foot seas and 20-foot surf.

The hull and the superstructure of the craft are made of aluminum. The hull form is a single chine, deep-V planning hull. The size was determined by existing station moorings, haulout facilities, and Manning levels. The primary improvements over the 44-footer are increased speed, greater crew protection, and improved sea-keeping.

The production process called for the construction of a proto-type, five pre-production boats, and approximately 100 production models.
A pair of US Navy Blue Angels pass over USCG Station Golden Gate's 47-foot Motor Lifeboat (MLB 47267) during Fleet Week activities on San Francisco Bay, 7 October 2006.

A boat crew from Coast Guard Station Barnegat Light conducts surf training during inclement weather March 29, 2010.
A heavy-weather coxswain and boat crew from Station Monterey operate a 47-foot motor lifeboat-13 January 2010.

A 47-foot boat crew from Coast Guard Station Rockland cooperates with an MH-60 Jayhawk helicopter crew from Coast Guard Air Station Cape Cod to evacuate an injured sailboat crewman- 8 November
Sources

Boat Files, U.S. Coast Guard Historian's Office.
