Nelson 45

£ 65.000



Boot-fabrikant:	Nelson Boats	Lengte:	13,64 m
Boot-type:	motorboot	Breedte:	4,04 m
Categorie:	tweedehands boot	Bouwjaar:	1974
Ligplaats:	Verenigd Koninkrijk		

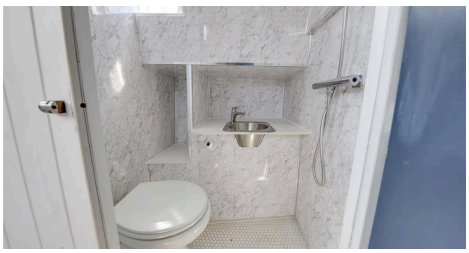
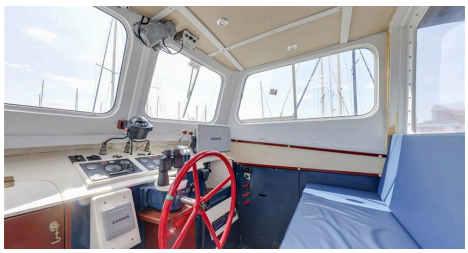
Verkoper:
Nicolle Associates
Adrian Nicolle
Saltmakers House
SO31 4NB Southampton
Verenigd Koninkrijk

Telefoon: +44 23 8045 2112
Mobiel: +44 77 6883 46664
Website: https://www.findaboat.co.uk
Talen: Engels







Details

Boot-ID	**s320910**
Designer	**Peter Thorneycroft**

Technische gegevens

Diepgang	**1,30 m**

motor

Uitrusting

Navigatie	**GPS, plotter, radar, VHF-radio**
Technische uitrusting	**220V landstroom aansluiting, omvormer, boegschroef**
Interieur	**magnetron**

Beschrijving

Seriously for saleProfessionally re-fitted Nelson 45 offering capability, comfort, and genuine cruising independence 'Stoic' is built on the renowned Nelson 45 hull and has benefitted from two significant refits, combining proven offshore capability with modern upgrades for practical and comfortable use. Originally constructed for Royal Navy officer training, she comes from a lineage designed for reliability, safety, and ease of handling in real-world conditions. Following extensive professional refurbishment, she presents as a well-prepared and highly usable vessel suited to extended cruising or liveaboard use. Unlike many boats of this type, 'Stoic' has been upgraded with a clear focus on usability and self-sufficiency. She is capable of operating independently for several days without reliance on shore power making her suitable for coastal exploration, longer passages, or a more flexible way of using the boat. Design & Background The Nelson 45 hull, designed by Peter Thorneycroft and built by Watercraft, is widely respected for its strength, stability, and sea-keeping ability. Variants of this design have seen long service in both commercial and government roles. The hull known for its predictable handling and capability in a wide range of sea conditions. Refit & Mechanical An MoD-funded refit in 2014 included: - Perkins Sabre M130C diesel engines = PRM gearboxes = Counter-rotating propellers = Updated navigation equipment. More recently, 'Stoic' has undergone a substantial 53-week refurbishment carried out by professional contractors, bringing the vessel to a modern and practical standard for private use. Accommodation & Systems The interior has been upgraded to provide a comfortable and functional onboard environment. Key features include: - Two electric heads = Shower and holding tank = Refurbished hot water and heating systems = Modernised electrical system with lithium batteries and 3kW inverter = Gas-free configuration The onboard systems support extended use away from marinas, reducing reliance on shore power. Recent Improvements Recent works include: - Bow thruster - Electric windlass - Electrical and onboard system upgrades. All improvements have been carried out with a focus on reliability and ease of use. Condition 'Stoic' presents in excellent condition and has been lightly used since completion of the refurbishment. She is ready for immediate use, with recent survey available. Summary Nelson 45 with proven offshore capability Two significant refits including recent professional refurbishment Upgraded for practical, independent cruising Suitable for extended cruising or liveaboard use Turn-key condition. Viewings Afloat and available for viewing by appointment. Asking £65,000 and serious enquiries are invited. Accommodation, Construction, and Exterior Equipment From the bow going aft. The fore-cabin has been extensively re-furbished compared to the cadet officer days. Out went the spartan naval bunks and sea-toilet to be replaced by a double bed on the boat's centre-line with, to starboard, an en-suite electric head, hand-basin and shower. A new 46 UK gallon holding tank was also installed, to be appropriate with modern standards. The 'Nelson' brand of boats have an enviable reputation for being thoughtfully designed for safe sea-worthiness, and also being made to a very high standard. Thorough GRP construction is the hall-mark of all Nelsons with a round chine and deep Vee entry to the bow. Stoic is one of the later models with a GRP deck that is over-laid with Tread, Master panels and recently re-painted. As part of the MoD re-fit in 2014, some localised Osmosis treatment was carried out. At the bow is the recently-fitted Lofrans 24volt electric windlass with a 45 lb CQR anchor and 40 metres of 10 mm chain. Also, a new bow-thruster was installed which, together with the contra-rotating propellors, greatly eases manoeuvring in a marina. As one might expect in a vessel of this type the fairleads and cleats are substantial. In the recent refit, all the skin fittings were renewed and many new stainless steel hand-rails were installed.. Aft of the bridge is a recent new canopy over the cockpit - the open space between between bridge and aft cabin with its raised edges - providing useful shelter. The large engine room has been extensively improved and modernised and is well equipped with an Eberspacher hot water heating unit and hot water tank with an electric immersion element when connected to shore-power. The bridge (above the engine room) is very presentable, has a commanding view, and has all the boat's controls to hand, including for the recently installed electric windlass and bow-thruster. There are extensive navionics. Aft of the bridge and down some steps is a very useful cockpit/open area which, as in the pictures, is under the new blue canopy. Aft of that space is the light and airy aft cabin with has been extensively re-worked with significant seating, the addition of a modern galley to port and an electric heads and hand-basin to starboard. There is a central dinette table. All is done well, and to modern standards. Aft of that cabin there is another useful deck area with significant storage underneath. Engines and Electrical Engines and gearboxes. In 2014, still with the Dartmouth College, the original diesel engines were replaced by two Perkins-Sabre 6 cylinder M130C engines driving PRM gearboxes and shafts to bronze counter-rotating 3-bladed propellors. The 'C' designation stands for 'Commercial' rating. (Still being researched, but not yet confirmed, is the well-known Royal Navy practice of installing de-rated diesel engines to improve reliability and length of service). Two new diesel fuel tanks were installed, each 75 UK gallon capacity, so a total of 150 UK gallons. During the refit the Eberspacher diesel-fired hot-water and blown warm air systems were thoroughly reconditioned. The stored hot water is in a calorifier tank in the engine room having a heating element connected to the Shore-power system. A new water tank of 44 gallons was installed. Also installed was a Shoreline 230V connector, and lithium batteries were installed with a 3Kw inverter. The galley has recent new electric: microwave; kettle; fridge/freezer installed. Navionics There is a 12 volt drop-down box from the boat's 24 volt system. During that re-fit in 2014, modern navionics were fitted including: * Icom VHF DCS and AIS radio * Garmin GPSmap 6012 Chart Plotter/Radar * Garmin GM! 1 0 Log/Depth + GPS Repeater. Disclaimer Nicolle Associates offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale,

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