

John Rodriguez

— YACHTS —

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Nicholson 45

£79,950 GBP tax paid/included

Spain

Breathtaking lines

Manufacturer/Model	Nicholson 45
Name	Mertice
Designer	Camper and Nicholson
Year	2004
Category	Sail
New or used	Used
Status	Available
Price	£79,950 GBP
Tax/VAT status	Paid / included
Price comment	Breathtaking lines
Lying	Canary Islands, Spain
Reference	N45MCC

Specifications

Length overall	13.33 m
Beam	3.76 m
Draft	2.00 m
Displacement	12,000 kg
Hull	GRP
Keel	Fin keel

Description

Nicholson 45 for sale

When first introduced the Nicholson 45 was highly regarded as the very latest in ocean racer design.

Her graceful lines were the epitome of her time with almost flush decks, a retrousse stern, balanced overhangs and attractive tumblehome.

“Mertice” is believed to be the last of this modern classic design and is an absolutely fascinating vessel.

Moulded in 1998, but not commissioned until 2004, her hull is fitted with a Volvo 40hp saildrive and consists of a long fin fully encapsulated lead keel and full skeg hung rudder. Her cockpit is deep and well protected and she is a comfortable and stable ocean passagemaker. Her interior fit out is a little basic, as she was built originally for a sail training trust, but her upholstery and range of recently fitted storage cupboards are of a high quality and she is extremely bright and spacious down below.

Topsides her lines are breathtaking.

In short, she is absolutely beautiful to look at.

Re-fitted twice in recent years by private owners, and being of comparably recent construction, she has the benefit of modern equipment as well as being blessed with gorgeous classic lines.

Due to an increase in family size, her current owner now wishes to buy a larger yacht, so much of her recent upgrades and preparations for blue water sailing have seen relatively light use.

Full details are in the main specification but her highlights and upgrades include:

- Coppercoated (2018)
- Hydrovane Self Steering Gear (new 2016)
- New Sprayhood (2016)
- New Bimini (2016)
- New Standing rigging (2015)
- New guard wires (2015)
- New Granny bars (2015)
- Most running rigging renewed (2015)
- New Selden gennaker pole and downwind sail (2016)
- New Sailbag and lazy jacks (2016)
- Engine and Saildrive- out/overhaul including new diaphragm (2015)
- Seacocks replaced 2016
- Teak in cockpit area renewed 2016
- Webasto cabin heating (2010)
- Raymarine E80 chart plotter at chart table and repeater on pod at steering position (2010)
- Raymarine ST6002+ Autopilot with linear drive and remote control (2010)
- Raymarine ST60 instruments
- Radar with scanner on post on stern
- Feathering propeller (2009)
- Liferaft (2010)
- EPIRB (new 2016)
- Dinghy and outboard

LYING: Canary Islands

Available to view by appointment

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Specification

CONSTRUCTION

Nicholson 45 white GRP hull moulded in 1998
Built in 2002 at the Royal Clarence yard, Portsmouth
Commissioned in 2004
Designed by Camper & Nicholson
Long Fin fully encapsulated lead Keel with full skeg hung rudder
Deep aft cockpit with wheel steering

LOA 13.33m - 43' 6"

Beam: 3.76m - 12' 4"

Draft: 2.00m - 6' 6"

Displacement: 13 tonnes

ACCOMMODATION

Sleeps up to 8 in fwd cabin, saloon and two single aft cabins
Forecabin has double V berth with 2 occasional berths higher/outboard.
The saloon has 2 settee berths with lee cloths
2 aft cabins with single berth with lee cloths in each
Spacious saloon with large opening/extending dining table
Galley with worktop, sink and gimbaled gas 3 burner cooker.
Front opening fridge built into Saloon table
Heads compartment with sink, marine toilet and shower
Nav station with large chart table
Large wetlocker
Webasto cabin heating (2010)
Ipod radio and speakers (2010)

NAVIGATION

Raymarine E80 chart plotter at chart table and repeater on pod at steering position (2010)
Raymarine ST6002+ Autopilot with linear drive and remote control (2010)
Raymarine ST 60 instruments
Radar with scanner on post on stern
Ray 54E VHF (2010)
Binnacle compass

ENGINE

VOLVO 2040 - 40HP MARINE DIESEL
Understood to be under 1,000hrs
Engine and Saildrive - out/overhaul including new diaphragm (2015)
Feathering propeller (2009)

ELECTRICS

2 x house batteries 105 a/h (2011)
1 x engine start battery (2011)
Battery charger
Shore power and 240v electrical circuit (6 x 240v outlets)
New lights/wiring (2010)

SLOOP RIG WITH SPARS BY SELDEN

2 Spreader aluminium rig with stainless steel wire rigging. (Re-rigged 2015)
New guard wires (2015)
Furlex furling genoa system
Lazy jacks for mainsail
Spinnaker pole
Granny bars (new 2015)
Most running rigging renewed (2015)

WINCHES

(7 in total, all stripped and overhauled 2016)

2 x Antal self tailing Primary Winches
2 x Antal self tailing Secondary Winches
2 x Antal self tailing Winches at mast
1 further mainsail outhaul winch at mast

SAILS

Mainsail with 3 x reefs
Furling Genoa (new UV strip 2009)
Selden gennaker pole and downwind sail (new 2016)
Storm jib with separate sheet tracks
Sailbag and lazy jacks (new 2016)

GROUND TACKLE

CQR anchor and 70m chain
Lofrans Royal Manual windlass (overhauled 2015)

TANKAGE

3 x stainless steel Freshwater tanks in saloon total 550 litres
1 x stainless steel Fuel tank
Fuel tank capacity 95 litres
Blackwater tank (new 2018)

WATER SYSTEM

Pressurised hot and cold fresh water
Hot water heated by engine and 230-volt immersion heater

GENERAL EQUIPMENT

Webasto cabin heating (2010)
Ipod radio and speakers (2010)
Sprayhood (new 2016)
Liferaft (2010)
1 x horseshoe lifebuoy
MOB marker buoy
Dinghy with Suzuki outboard (overhauled 2016)
Fire extinguishers (new 2016)
Fenders
Warps
Bimini (new 2016)

Other:

Seacocks replaced 2016
Freshwater tank valves replaced 2018
Copper-coated 2018 with new anodes
Rudder out for overhaul 2015
Dimmable LED lighting in saloon (2016)
Red/White lights over Nav Station and Galley (2016)
Chain plates pulled and re-sealed (2015)
Teak in cockpit area renewed 2016
EPIRB (new 2016)

General note on safety equipment: Any safety equipment such as life rafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owner's specific needs.

OWNER'S COMMENTS:

I bought Mertice because of her solid construction, beautiful lines and reputation for looking after her crew in heavy weather. She is a real sailor's boat and trips from the UK to the Mediterranean and onwards to the Canaries have confirmed her as a supremely seaworthy vessel, not once leaving me concerned about her ability in heavy weather.

She is now well placed for the ARC and with some more radio kit is virtually ready to go. Equally suitable for cruising the Canaries of course.

I've only sailed her two-handed, with the Hydrovane helming. On a long passage, she has plenty of fresh water capacity and the economical engine run for a couple of hours a day provides plenty of hot water and keeps the fridge cold.

She has had many admirers along the way and I'll be sorry to see her go.

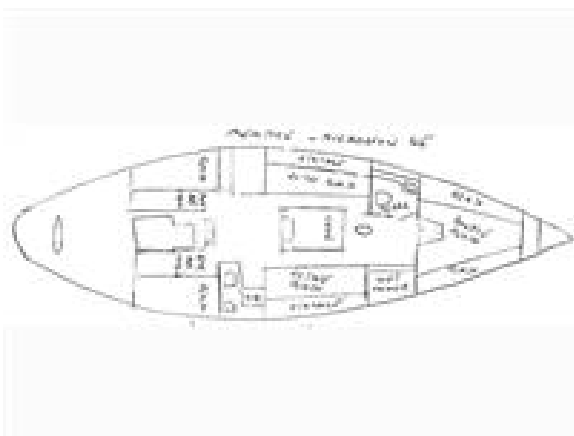
LYING: Canary Islands

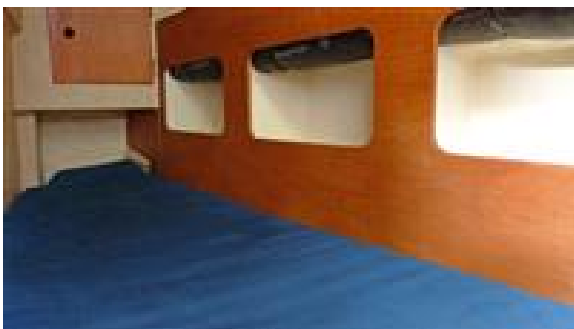
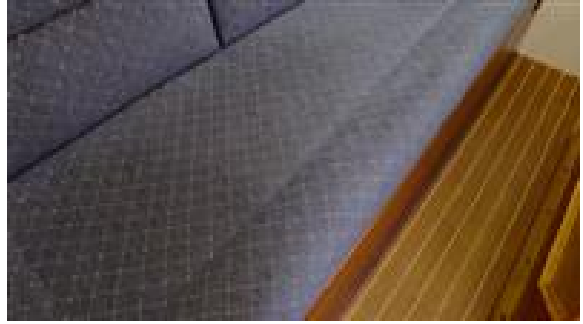
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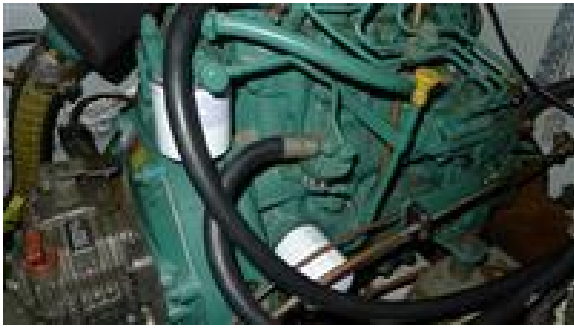
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