



Trumpeter

46' (13.72m) 1979 Bristol 45.5 Aft Cockpit
Hobe Sound Florida United States



OVERVIEW

\$169,900

Manufacturer:	<i>Bristol</i>		
Engines:	1 Yanmar	Hull Material:	Fiberglass
Engine Model:	4JH80	Cruise Speed:	
Engine HP:	0	Max Speed:	
Beam:	13' 3"	Cabins/Heads:	2 /
Max Draft:	11' 0"	Fuel Type:	Diesel
Water:	260 G (984.21 L)	Fuel:	90 G (340.69 L)



Data Sheet

Category: Cruisers
Condition: Used
Model Year: 1979
Beam: 13'3" (4.04m)
Max Draft: 11' (3.35m)
Min Draft: 4' 11" (1.50m)
LOA: 45' 3" (13.79m)
Cabins: 2
Sleeps: 6
Single Berths: 2
V Berths: 2
Double Berths: 2

Fuel Type: Diesel
Hull Material: Fiberglass
Hull Shape: Displacement
Air Conditioning: Yes
Bridge Clearance: 65'

Displacement: 40000 Fuel Tank: 90 gal
(340.69 liters)
Fresh Water: 260 gal (984.21 liters)
Holding Tank: 62 gal (234.7 liters)
Builder: Bristol Yachts
HIN/IMO: BTY455010479

Engines/Generators

Engine 1

Yanmar
4JH80
Hours: 1300
Year: 2016

Generator 1

Phasor
2016
4.50KW
Hours: 1200

Summary/Description

Trumpeter is one of the rare aft cockpit Bristol 45.5's. Built to the highest specs by New England craftsmen at the height of Bristol Yachts, and designed by Empacher/Hood

Trumpeter is a rare aft cockpit Bristol 45.5, built to the highest specs by New England craftsmen at the height of Bristol Yachts, designed by Empacher/Hood, and meticulously cared for by experienced cruising owners who spared no expense on her.

She was repowered with an 80HP Yanmar in 2016, now with only 1,200 hours. She's set up for single-handing or easy to sail for a couple, with her electric Stowaway in-mast furling. Her current owners have owned her for 34 years and have had wonderful cruising experiences, but they are now ready to pass the torch. She features a centerboard, so her 4'11" draft with the board up enables you to cruise shallow areas that similar boats can't reach. With her board down, she draws 11', maximizing upwind performance. Her unique two-cabin, two-head layout makes her a great family boat. The aft cabin features two double quarterberths located within arm's length of the cockpit and the navigation area, making her perfect for passagemaking. Her aft (DRY) head is only steps from the companionway, and the galley is easily reachable too. It's easy to see that she was designed with offshore passages in mind.

In her salon, there is a rare second companionway, for access if you have guests or if someone is sleeping in the aft cabin. It's also perfect for loading groceries and supplies. She was one of the first boats to feature twin captain's chairs, now a common feature on larger luxury passagemakers. A pipe berth can be fitted over the chairs so no sleeping space is lost with this design. Her v-berth is spacious and a second wet head features dual entries from both the salon and forward stateroom.

Her interior is finished in warm Brunynzeel mahogany, lending a classic ambiance. Everything about this boat is tastefully finished, from her Flag Blue Awlgripped hull to her freshly painted topsides to her classic lines. She's a true beauty and ready to take you anywhere you desire.

Equipment & Highlights

Mechanical Equipment

- 80 hp Yanmar 4JH-80 engine new 2016, 1200 hours
- ZF transmission
- SS shaft
- Fixed prop
- PSS dripless shaft seal (replaced 2022)
- Cutlass bearing replaced 2022.

- Spurs line cutters.
- Dual 500FG main engine fuel filter
- 120 amp Valero alternator with external Balmar alternator
- ProMariner electronic battery combiner
- 4.5 KW Phasor generator (2016), 1300 hrs.
- Single Racor FG genset fuel filter
- Reverso oil change pump plumbed for both main engine and genset
- 2 group 31 engine/genset start batteries (new 2021)
- 8 6V golf cart house batteries, approx 900 A/H (new 2023)
- Heart 2500 inverter/charger
- 130 amp PowerMax battery charger
- 2 30 amp shore power inlets
- 16,000 BTU Cruiseair reverse cycle air conditioning/heat
- 120V 24 gph Aquamarine reverse osmosis watermaker
- Motor and HP pump replaced 2021

Deck

- Maxwell 2200 windlass
- Ultra Anchor
- Hood electric Stowaway in mast mainsail furling, motor rebuilt 2021
- Mack Sails main with sacrificial sunscreen along entire leech, 2020
- Mack 130 Headsail, regularly serviced by Mack Sails
- Hood cruising chute, lightly used
- Garhauer stainless steel ball bearing blocks for mainsheet and stowaway outhaul including blocks in boom ends
- Profurl headsail furling (drum replaced 2018)
- Standing Rigging replaced by Mack Sails over last ten years
- Offshore solid vang
- Mainsheet traveler immediately forward of main dodger
- Merriman reel centerboard winch
- Spectra CB pennant (replaced 2022)
- Lewmar 42 ST main sheet winch
- Lewmar 40 2 speed main outhaul winch
- Edson pedestal steering
- 5 permanently mounted hard solar panels, totaling 445 amps
- MPPT solar controller
- Offshore Marine SS
- Dinghy davits
- Edson outboard bracket

Accommodations

- 2 companionways
- Sleeps 6 in 3 cabins,
- 2 heads, separate shower stall in aft head
- 2 swivel barrel chairs to starboard in main salon

- Fixed table
- 250 gal freshwater in 4 SS tanks
- 6 gal electric, engine heat water heater
- Dickinson Newport model bulkhead mounted diesel fireplace/heater

Galley Equipment

- 4 burner propane Force 10 galley range with broiler
- 3 10 lb propane tanks in isolated propane locker
- Adler Barbour 12V holding plate refrigeration
- EZ-Kold holding plate separate freezer.

Navigation Systems

- B & G Hydra 330 total instrument system
- B & G Hydrapilot autopilot
- Furuno GP 39 GPS
- Garmin plotter 406
- EPIRB Standard Horizon Matrix VHF with remote cockpit mic
- ICOM M-502 VHF
- Vespermarine Watchmate AIS transceiver with masthead VHF splitter
- ICOM 700 Pro SSB/Ham HF transceiver with ICOM AT 130 tuner
- Clear speech HF speaker.

































































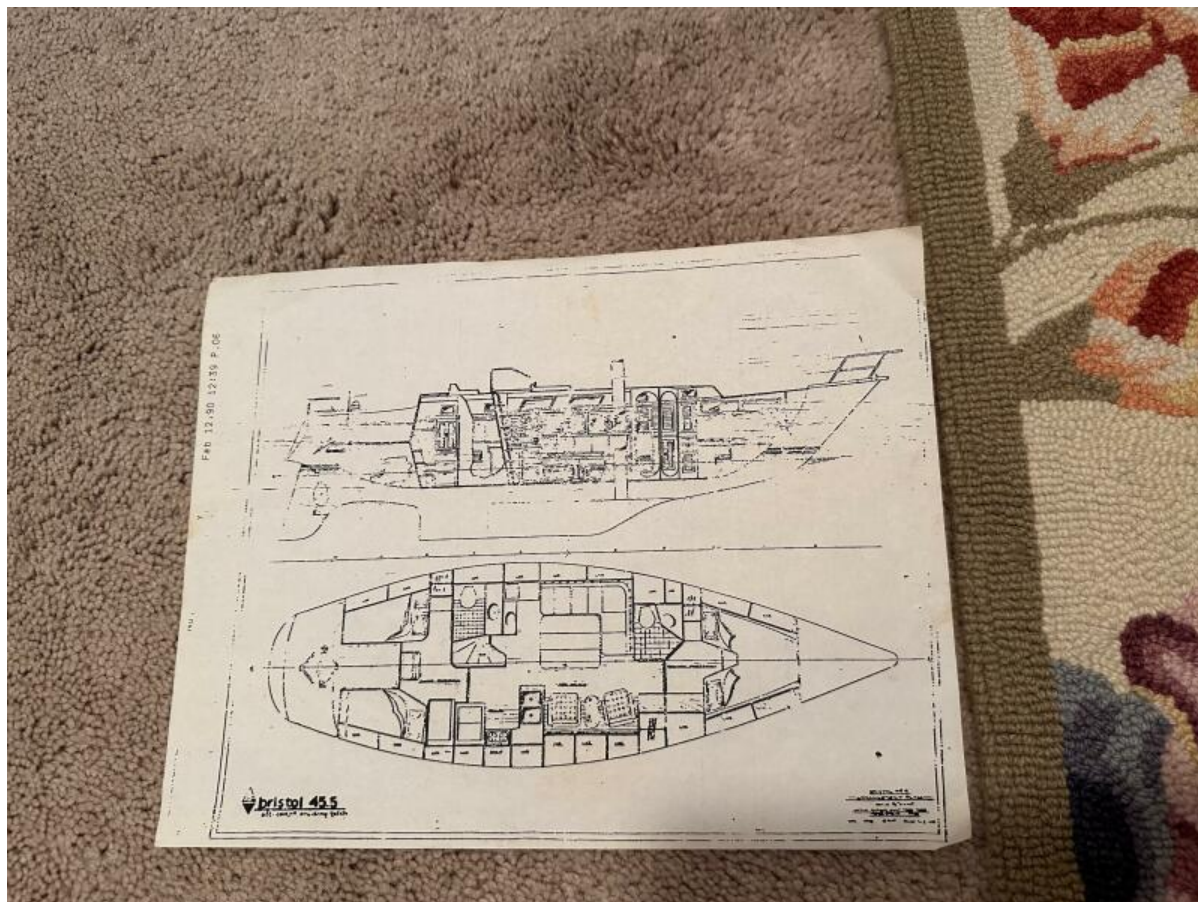












Hull & Deck:

... and high-strength fiberglass reinforced polyester resin . . . largely because of its strength and material availability. Hull and deck thicknesses vary to suit structural demands. Deckhouse, deck and cockpit are integrally molded. Deck clamps and stern strips molded into deck. Non-skid pattern molded into deck, stern and cockpit top. Deck layout reflects careful planning. Clever hatch forward is large enough to permit handling sail bags. Molded sea hood is standard and molded rail from sea hood all in perfect union for dodges. All rails, coaming covers and trim are teak . . . finished natural, sealed or varnished (optional).

Galley:

The efficiency galley, located adjacent to the companionway includes deep sinks, stainless steel ice box, and 3 burner propane gas range with oven (all standard equipment) . . . with racks, storage drawers, and generous working space designed to keep the cook happy. Hot and cold pressure water and 12V Croshaw Refrigeration are also provided.

Main Salon:

The "open space" look is especially notable in the large main salon, where the L-shaped dinette, and ample room for chairs or transom built-in seating for helm-decks installing. Teak and/or varnished, hand rubbed mahogany and fine appointments give it the appearance of an exclusive club

which in essence it is . . . but you and your closest friends or family. At night this area converts to sleep three people . . . besides those in the two private double-cabins. Ample storage space helps keep everything shipshape during long cruises.



Aft Cabin:

The skipper will get special delight in showing off this handsomely designed and crafted area. There's plenty of room, with sitting area, double bunks,

hanging locker and storage drawers. Add the private head with the stall shower (hot and cold pressure water) and you'll know justifiable pride.





Forward Cabin:

The forward cabin, with its V-berth arrangement, features just a little more elegance than you'd normally expect. Five wooden crates rest on the double doors, berths and V-berth floor. Head is well appointed. Hot and cold water is under pressure. No one can complain about these private accommodations.

Other Standard Equipment:

Wet Head lay-up, with alternate layers of oak and woven roving.

Deck Head lay-up, with oak and cloth, balsa core with wood paneling, gilded liner and vinyl.

Ballast Lead, internally cast.

Centerboard: Fiberglass, molded with bronze pin through fiberglass pipe and stainless wire rope through fiberglass pipe to Meridian C/B winch on cabin house.

Rudder: Fiberglass, molded around bronze stock with welded plates bearing on skeg, or hull and top of stock.

Machinery: Engine: Waterbeke 60 with 2:1 short profile sailing transmission, 1 1/4" bronze shaft, ratline bearing. Mounted on fabricated glass, mahogany and stainless steel bed. Water lift muffler. Oil and water alarms.

Propeller: 3 Blade.

Engine Compartment: Insulated, lead lined, vented with 2-4" vents.
Fuel Tanks: 100 gallon stainless steel.
Alternator: 2 - 12 Volt, 35 amp each.
Exhaust System: High controls, pedestal gasfit, and brake mounted on pedestal and compass in 1" Kirby, black non-glass finish.

Domestic Water Tanks (2): 1 Bow - 80 gallons, 2 under sole port & starboard - 55 gallons each.

Pressure Pump: 12 Volt Fur pump with.

Hot Water Heater: 12 gallon with heat exchanger polyurethane on cold water system.

Sinks: Double stainless steel 16" x 14" x 9 1/2" deep in galley with mixing faucet.

Oval sink in bow with foot pump. Porcelain sink in heads.

Showers: 1 in each head with Lovett sump pump for discharge.

Interior Joiner Work: Teak cabin sole, hand laid, screwed, glued and hung.

Bulkheads - choice of teak or bronze mahogany glossed in place with either teak or Honduras mahogany trim. Formica color for counters and head available for owner's selection.

Head tiles - ceramic tile.

Finished bulkheads and trim sealed and hand rubbed varnish.

Cabin sole - sealed.

Dinette Table - fixed with drop leaves.

Exterior: Teak trim, grab rails and toe rails.

Deck Hardware: Stainless steel, satin chrome or anodized.

Stemhead - fabricated stainless steel with tack and checks.

Cleats: 2 - 12" Bow

2 - 9" Midship

2 - 9" Aft

Nico Fico Ball Bearing Traveler.

Double bow and stern rails, lifelines and stanchions with 2 gates.

Cast ports with opening in heads.

Genoa Track - Meridian "T" track 1 1/4" bolted inboard.

Blocks - Schaefer Series #9 and #11.

Hatches - located in forward cabin and midships.
Sliding fiberglass hatches for compartments with sea bands and rails.

Winches (Lewmar): 1 #60 24 Shear
1 #60 Main Shear
1 #60 7th Halyard
1 #60 Main Halyard

Electrical: 12 Volt grounded throughout.

Bus Panel - with 24 DC circuit breakers, 7 AC breakers, 4 indicators and 1 - 30 amp shore power outlet. 7 - 110V outlets.

3 Batteries - 165 amp hours, total 495 amp hours in 3 banks, one for engine, 2 for ships service with switch for emergency start.

Bilge Pump - Electric

Ceratanol - LaMarche 40 amp.

12V Crosby refrigerator with cold plates in stainless steel box.

Lighting - Fluorescent fixtures with cone and dome lights in appropriate areas.

Spars: Fabricated aluminum extrusions, anodized with stainless steel fittings, internal halyards, tapered spreaders.

Standing Rigging: Stainless steel with Navtec turnbuckles.

Stove: Propane, 3 burner with oven.

Optional Equipment: Lewmar and Wei Bar, Chrome Ventilators, Dorrade Boxes, Teak Cockpit Grate, Varnished Teak Exterior (5 Coats), Varnished Cabin Sole (5 Coats), 2 Swivel Chairs, Opening Ports, Higher 4" Flared, Tapered Toe Rafts, Curtains, Hood, Showaway Mast, Hood Sea Furl, Ketch Rig, Roller Furling Jib, Fold-down Table, Radio Telephone, RDF Win & Speed Inst.

Specifications subject to change

Performance:

Outstanding. With a 45.5' long hull (with free entry for good upwind performance) is packed a wealth of carefully planned and conceived features. These features reflect the vast experience and attention to detail of both Ted Hood's design staff and his own craftsmanship. The moderate heavy displacement provides favorable wetted surface to displacement ratio. The powerful rudder to all sections offer added stability and good speed off the wind. Steering is sensitive (as with a well-balanced spade rudder) because the deep-hung balanced rudder adds strength to rudder bearing, while the skeg aperture protects the propeller. The best proof of performance is to sail and be thrilled by the Bristol 45.5.

Interior Elegance:

The Bristol 45.5 is a shallow-draft cruiserboard yacht drawing 4'11" (CB up) or 4'1" (CB down). Add to the cruising convenience of such a design the choice of either a center or aft cockpit arrangement that's large, comfortable, and laid out with racing performance characteristics. Now check the truly luxurious interior. The "open space" look of the comfortable layout enhances cruising comfort and still provides the privacy of two separate staterooms (each with own electric and LectraSan waste treatment system, head and shower). Note the second off-center companionway for access into the main salon should all companionship be closed off for privacy. The generous use of teak and/or Honduras mahogany complements both the high quality standard equipment and beautiful (optional) furniture.

