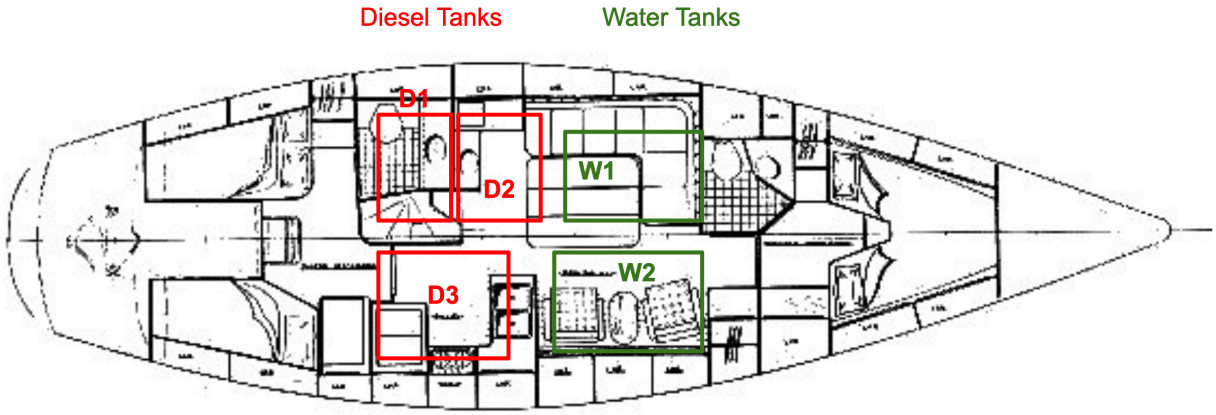
Counterpoint is a 1982 Bristol 45.5 aft cockpit. She is currently berthed at New England Boatworks, Portsmouth, RI.

Tank replacement

The tanks are the main time pressure for the refit. The possibility of the boat dumping more than 100 gallons of diesel overboard, even sitting on the dock unattended, would be bad. Not addressing that soon seems unreasonable. Especially given the observable rust on the diesel tanks and the fact that one of the water tanks (port) has already been hollowed out and a bladder inserted.

5 tanks will be replaced using modern tank materials and plumbing techniques/standards.

There are 3 fuel tanks in the bilge, aft. There are two water tanks in the bilge forward. All of these tanks are underneath the wooden structural grid that is in turn underneath the floor.



D1 and D2 - D1 starts under head and D2 ends at port setee start - wouldn't know they're separate except the separate fills & valved hose joining them
D3 - starts aft of aft bulkhead ends just under sink
W1 - starts under setee and end at the forward head wall. W1 has failed, the sides have been cut away and a bladder to hold water has been inserted.
W2 - starts under setee and end at the forward head wallWater tanks start under setees and end at the forward head wall

The floor is a thin layer of teak and holly on top of a layer of plywood. Underneath is a wooden structural grid that looks to be mostly 2x4s. The following photo shows the floor and structural grid and tank D1 tucked in there:

The structural grid is glassed to the hull. In some places the grid reinforced by bulkheads that extend down to the hull (one of which is pictured).

Improve Bilge Access

Since the floor will likely need to be cut out to access the tanks I'd like to take the opportunity to figure out if there is a way to make getting into the bilge to find a leak and service the tanks more workable. Right now only a small part of the bilge is accessible without the use of a battle-axe. Unless it would weaken the boat I'd like to put the floor back together in a way that enables most of the floor to come out quickly and non-destructively. Ideally with a screwdriver, socket driver or less.

Thru-Hull and Seacock Replacement

While the floor is removed I want to replace all the thru hull fittings and seacocks. They could have a decade or more of service left but they are also in rough shape and fitting new thru hulls that will last another 40 years is a win.

Ideally I'd like bronze Groco flanged seacocks bolted to backing plates but am open to discussing other options and recommendations.

The grounding strap that has likely resulted in much of the thru hull corrosion should also be removed.