

The Kelly/Peterson 46



The boat that needs only a sextant and a destination.





Fast ocean passages. Quiet moments at anchorage. Rhythms of life and sea.

Born on the board of racing designer Doug Peterson, the Kelly/Peterson 46 moves with the power and grace of an ocean racer, yet surrounds you with luxury, comfort and convenience. The simplicity of its lines have evolved from centuries of ocean voyaging. Below the water line, the KP 46 shows its heritage of performance. The forefoot and the area between keel and rudder is cut away for responsive turning. She tracks well, needing only moderate attention to the helm. The low-wetted surface means fast sailing in light winds; her internal lead ballast of 11,330 lbs., fiberglass bonded in place, keeps her on her feet even in a blow. The long water line gives the KP 46 a high 8.8 knot hull speed, and the short overhangs are safe in the high seas.

The Kelly/Peterson 46 is powered by 1100 sq. ft. of sail area, cutter rigged for easy handling with her furling head sails. When not under sail, she is powered by a six cylinder diesel fresh water cooled 82 HP engine. She is quiet, whether under sail or power. Dropping the hook and hoisting it is simple with her Nils-son V1000 electric anchor winch.

All systems are easily accessible through numerous inspection panels—for electrical as well as water tanks. The engine has easy access from either the port or

starboard side with the panels, which are soundproofed, completely removable. A central gray water holding tank with automatic pump-out eliminates several thru-hull fittings. A workshop is located port side aft of the galley with access from the galley or the cockpit.

The Kelly/Peterson 46 is one of the most impeccably built boats in the world. The hull is hand-layed fiberglass, exceeding the normal engineering standards of strength. The chain plates are massive, and the Airex core deck is extremely rigid. The hull and deck have been thoroughly bonded for watertightness. The finest available hardware has been selected from American, British, Canadian and New Zealand manufacturers.

She is easily handled by one couple, but accommodation wise, you can bring your friends along for company. The interior, designed by architect Victor Huff, has been carefully organized to be visually open while keeping a handhold always within reach. The staterooms, one aft and one forward, are spacious and each has a private head with shower. The bunks are king sized in length. Lockers are vented to maintain freshness, and when

opened a light turns on automatically. The teak veneer interior and teak and holly sole give you a feeling of comfort and warmth.

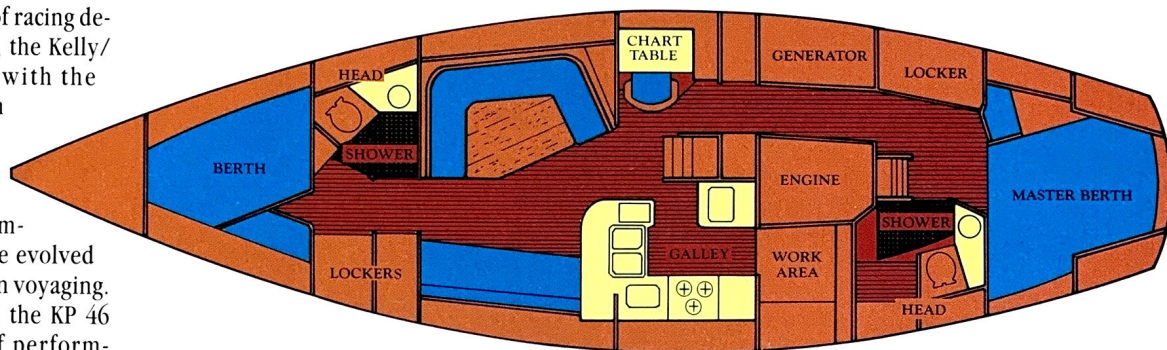
The settee, port side main salon, slides out 6 inches to allow a spacious 6'8" berth in the main salon. The U-shaped dinette, graced by a teak table with drop leaves on each side, seats six in comfort. The built-in stereo has four speakers, two in the main salon, and two in the aft stateroom. Open your swing-out bar, tune in your favorite music, and relax below in the main salon or above in the spacious cockpit.

The galley is to port as you come down the companionway. It is equipped with a hot and cold pressure water system as well as foot pumps for fresh or salt water plus two stainless steel sinks. The gimbaled 3 burner propane stove has oven and broiler with a solenoid shut-off and safety valve. The separate refrigerator and freezer are equipped with a Grunert Versimatic III refrigeration system. For the cook's comfort, an additional deck hatch is located above the galley for the

utmost in ventilation. The galley is spacious, yet compact, to provide safety in all types of sea conditions. Its open effect allows the cook to be a part of the social scene.

The navigation station is to starboard, just aft of the dinette, and across from the galley. The large chart table allows ample room for charting your course. A trip log and sum log keep track of your distances, and a VHF radio provides ship-to-shore communications. Ample space is available for radar, satellite navigation equipment or Loran.

The Kelly/Peterson 46 is designed for comfortable living at sea and at anchor. The care and consideration of design and construction are of the highest caliber. The KP46 is the culmination of years of experience with cruising and yacht design. This is why the Kelly/Peterson 46 is so well built and equipped that it requires only a sextant and a destination.



The beauty of comfort and convenience.

SPECIFICATIONS

CONSTRUCTION

- Hull and deck are of hand laminated reinforced fiberglass
- Deck is Airex cored
- Colors are permanently molded into hull and deck during laminating process
- Non-skid surface is permanently molded into the deck
- Interior is constructed using teak veneer plywood and solid teak
- Structural members are bonded with fiberglass to the hull and to the deck
- The lead keel ballast is internally fiberglass bonded in place
- The rudder is a high-density foam blade with a 2 1/4" stainless steel rudder post

PROPULSION

- Fresh water cooled six cylinder 22 HP diesel engine
- Enclosed engine instrument panel features tachometer, alarm system, hour meter, volt meter, oil pressure and water temperature gauges
- 1 1/2" stainless steel propeller shaft and three-bladed bronze propeller
- 2 fuel tanks—approximately 150 gallon welded stainless steel with deck fills
- Muffler is an aqua-lift type
- Sound proofing in engine room
- Racor fuel filter
- 2.7 to 1 Hurth reduction gear

ELECTRICAL

- Wiring—color coded
- Four 105 amp hour heavy duty

- batteries with selector switch
- D.C. electrical control panel featuring circuit breaker protected electrical system, battery monitoring volt meter and ammeter located at navigation station
- A.C. system 110V with double pole main breaker and outlets conveniently located throughout. Protected by circuit breakers and features Hertz meter, volt and ammeters.
- Lighting system & navigation lights—12V
- Anchor light and steaming light on mast—strobe light at mast head
- Courtesy light over navigation station and in hanging lockers
- Sealed beam spreader lights
- Sentry battery charger

ELECTRONICS

- DATAMARINE
LX 360 Windpoint/Windspeed
S 200 DL Depth Sounder
S 100 KL Knot/Log
AWX Wind Expander
A-180 Control Unit
- HORIZON
Maxi VHF Radio

PLUMBING

- 4 stainless steel water tanks hold approximately 200 gallons located below main salon cabin sole
- Hot and cold pressure water system with 10 gallon water heater 110V/ engine heating

- Central gray water holding tank with automatic pump-out—eliminates several thru-hull fittings
- Foot pumps and faucets in galley for fresh and salt water systems
- Telephone type showers
- Polybutylene fresh water system
- Bilge pump, 22 gal/min diaphragm type
- Electric bilge pump with automatic float switch—1750 gallons per hour
- All thru-hulls are Groco bronze sea cocks—bonded
- Manually operated heads with holding tanks with manual pumps for either deck or overboard discharge

GENERAL INTERIOR

- Satin varnished teak bulkheads and joiner trim
- Teak & holly cabin sole throughout
- Formica countertops and lined hanging lockers
- Grab rails on cabin trunk sides
- Deluxe fabric cushions
- Removable over-head padded lining
- Bronze port lights with screens

FORWARD CABIN

- Privacy door to main salon
- Double berth with drawers below, storage lockers and hanging locker
- Private access to forward head and shower



NAVIGATION STATION

- Large chart table
- Chart light
- Built-in navigation chair
- Large space for electronics

WALK-THRU TO AFT CABIN

- Large locker on starboard side for miscellaneous use or generator space
- Privacy door to aft cabin
- Access door to engine room
- Wet locker

WORK SHOP

- Access from galley and cockpit
- Access port side engine
- Stainless steel workbench and shelf

MAIN SALON

- Bronze reading lights
- U-shaped dinette
- Port side settee/berth
- Storage lockers
- Liquor cabinet with glass storage

HEAD COMPARTMENTS FORE AND AFT

- Telephone type showers with hot and cold pressure water
- Towel bars
- Paper holders
- Sauna type shower seat aft
- Mirrors and mirror lights

AFT CABIN

- Over six-and-one-half foot double berth
- Large hanging locker on starboard side with louvered doors
- Storage below berth
- Access to private head
- Access to cockpit
- Bronze reading lights

GALLEY

- Double stainless steel sink
- Fresh water hot and cold pressure system
- Raised additional counter top
- Foot pumps for fresh and salt water
- 3 burner propane stove and oven/broiler with solenoid shut-off and safety valve
- Grunert refrigeration system—separate freezer
- Plate storage racks
- Deck ventilation hatch
- Dishes, flatware and glasses

DECK

- 45 lb. anchor
- 300' 3/8" BBB chain
- Double bow anchor rollers
- Nilsson V1000 electric anchor winch
- Salt water wash down

- Double rail bow and stern pulpits with double lifelines, stanchions and boarding gates—port and starboard
- Swim ladder
- Full length teak cap rails
- Inboard recessed Genoa tracks
- 2 bow, 2 stern and 2 midship mooring cleats and hawse pipes
- Adjustable main sheet traveller
- Aluminum and plexiglas sliding main and aft cabin hatches
- Molded sea hood over sliding main and aft cabin hatches
- Smoked plexiglas forward, salon, and aft cabin hatches
- 17 opening ports with screens
- 2 aft lazarettes
- Main and aft cabin access hatch to cockpit
- Varnished exterior trim and hand rails
- Pedestal steering with 36" stainless steel destroyer wheel, engine controls brake and 6" Ritchie compass
- Dorade vents
- Recessed staysail attachment
- Molded coaming for instrument housing
- Winch pockets & storage space in cockpit
- Cockpit cushions, table & pedestal guard

WINCH PACKAGE

- Lewmar Winches
 - Jib Sheet (2) 55 Self-tailing Staysail Sheet
 - (2) 40 Self-tailing Main Sheet (1) 42 Self-tailing Jib Halyard (1) 40 Chrome Staysail Halyard
 - (1) 16 Chrome Main Halyard (1) 40 Chrome Out Haul/Reef
 - (1) 16 Chrome Winch Handle Lock-In
 - (1) 10" Winch Handle Lock-In
 - (1) 10" double handle

SPARS AND RIGGING

- Tapered aluminum mast and boom
- All spars have a superior painted finish for durability and appearance
- Spinnaker track and pole lift
- Mast head and fixed gooseneck are welded to spar
- Boom vang
- Stainless steel standing rigging with swagged fittings
- Running back stays
- Internal halyards with wire to rope splices for main, 2 jibs and 1 staysail
- Internal all rope spinnaker halyard
- Main boom topping lift
- Mainsail cover
- Anchor light
- Spreader lights
- Steaming light
- Dacron main, staysail and jib sheets
- Hood or North sails—Main with slab reefing—2 reef points
- Furling jib and staysail with control lines to cockpit

PETERSON 46 OPTIONS

- Autopilot—Sharp Ocean Pilot
 - Dodger
 - Generator—3.5KW—Entec
 - Insulated back stay
 - Radar bracket
 - Spinnaker pole
 - Teak Decks
 - Covers—Binnacle; Windlass; Hatches; Winches & Companionway
- 1273 Scott Street
San Diego, CA 92106
(619) 225-9596

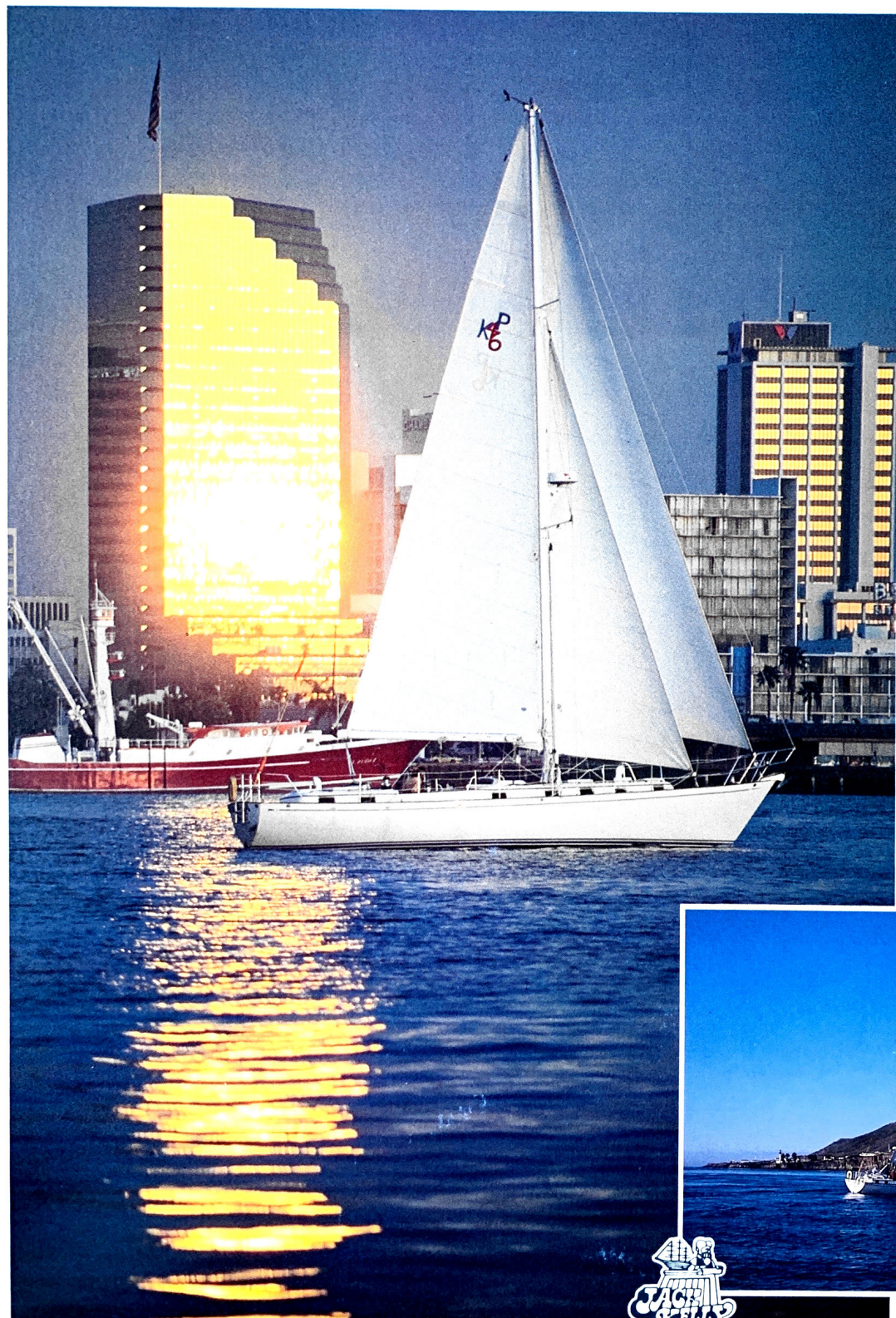


The Kelly/Peterson 46 interior and deck. Top left to right: Bow view with anchor windless and roller furlings; Galley.

Bottom left to right: Cockpit; Navigation Station; Main Salon, Forward Cabin, Aft Cabin.

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE, TO CONFORM WITH NEW OR IMPROVED BUILDING METHODS.

The Kelly/Peterson 46



Now Enjoy Efficiency and Comfort in World Cruising

The heritage of the Kelly/Peterson 46 sets it apart. Over a decade of experience with her predecessor, the Peterson 44, has been harnessed by a team of experts brought together by Jack Kelly, builder-distributor. Together they have made the Kelly/Peterson 46 a yacht to be admired. The strong hull design by Doug Peterson gives you power and grace. Interior design by sailor-architect Victor Huff gives you the comfort of home.

At first sight, many comment on her sleek beauty.

Her construction is impeccable, giving her an extremely rigid Airex core deck strongly bonded for watertightness to a rigid hand-layed fiberglass hull.

All this at the right price!

LOA	46'
LWL	40'1"
Beam	13'4"
Draft	6'8"
Displacement	33,300 lbs.
Ballast	11,330 lbs.
Sail Area	1100 sq. ft.
"I" measurement	54'
"P" measurement	48'
"J" measurement	18'3"
"E" measurement	16'
Power	Diesel
Fuel	150 gals.
Water	200 gals.

