



NYM

Cruising Yachts Specialists



Kelly Peterson 46 – The Rose

Make: Kelly Peterson

Boat Name: The Rose

Model: 46

Hull Material: Fibreglass (GRP)

Length: 46 ft 4 in

Draft: 6 ft 10 in

The Rose

REFURBISHED IN 2010 AND AGAIN IN 2018

BEAUTIFULLY PRESENTED

FULLY EQUIPPED FOR EXTENDED BLUE-WATER CRUISING

FULL RANGE OF ELECTRONICS INCLUDE RADAR, PACTOR MODEM, AIS TYPE B, ETC.

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SPECTRA 150 WATERMAKER UPGRADED TO 200T

NEW STAINLESS STEEL WATER TANKS 2010

STEERING SYSTEM AND RUDDER OVERHAULED 2018

NEW ANCHOR LOCKER BULKHEAD 2018

REBUILT ANCHOR WINCH 2015. RE-CHROMED 2018

MAST REMOVED AND REFURBISHED 2018

NEW STANDING RIGGING 2010 WITH NEW SHROUDS SINCE. INSPECTED 2018

CHAIN PLATES REMOVED, ULTRA-SOUND CHECKED AND RE-BEDDED 2018

YANMAR ENGINE FULLY REBUILT 2018.

~~AVON~~ R 310 TOTALLY REWORKED IN NZ 2018 WITH OUTBOARD

(The engine was stripped to the block, head rebuilt, engine painted, major service of all parts, new starter and alternator.)

PLUS MUCH, MUCH MORE

(As the boat is in dry storage with all the sails and deck equipment stored inside, she was difficult to fully photograph. She will be re-splashed in 4 weeks and made-ready for the new sailing season. More photos and a video coming soon. Should you be interested in this vessel you may wish to take the opportunity to have her surveyed while she is out of the water to save on haul-out cost, and finish the survey when she is back afloat. Please contact us for more info)

Nautilus Yacht Management is proud to present this beautiful example of one of the most beloved and sought-after cruising yachts, the Kelly Peterson 46. Aptly named 'The Rose', she was built by Queen Long Marine in 1985 and is hull number #18.

Her current owners, a couple from the US purchased her in 2010 and spent 3 months carrying out a major refit before cruising to Mexico and through the South Pacific where they travelled for many idyllic years, often keeping the boat in dry storage during the cyclone season.

While in New Zealand in 2018 'The Rose' was refitted a second time to the cost of over USD\$80,000 over an intensive 4 months period. She presents in beautiful condition and is a credit to her owners. She is ready to continue blue-water cruising at a moment's notice and is one of the best examples of the KP46 we have ever seen. She is also attractively priced as the owners have new commitments back in the US that unfortunately mean that it is time for 'The Rose' to continue her adventures with a new family.

Currently in dry storage at Vuda Marina, Fiji, she can be inspected with a little notice.

'The Rose' comes with an impressive list of equipment including full range of cruising electronics, AIS type B, radar, watermaker, dive compressor, 6 people liferaft, and much, much more. She can also accommodate both 110V and 220V.

As part of her four months haul out for refurbishment between May and September 2018 by one of New Zealand's top shipyard, her reliable Yanmar engine was stripped to the block and fully rebuilt.

The rudder was overhauled and the whole steering system inspected and re-furbished where needed (see notes).

The standing rigging, which was replaced in 2010 (shrouds replaced since) was inspected closely (report available). The chainplates were removed ultra-sound tested and re-bedded.

The anchor locker bulkhead was replaced, and the anchor locker repainted, with all deck fittings removed and re-bedded.

The hull, which is free of osmosis or any damage was antifouled with top quality Awlcraft and the prop protected with Prospeed.

The hatches were all removed, reconditioned and re-bedded. They were also fitted with Lexan (far better quality than Perspex). They will last many years without deteriorating.

'The Rose' interior is just lovely and warm, with the beautiful solid teak fit-out in absolutely gorgeous condition. The head lining was replaced and the timber re-varnished. The upholstery is tasteful and of very good quality. It presents in beautiful condition.

The lay-out is ideal to a cruising couple with children or visiting guests, with two staterooms at opposite end of the yacht for privacy. The large cockpit is designed to provide a safe and well-protected shelter while cruising, and a lovely spot to host lunch or relax in the shade at anchor. Storage space abounds and everything is designed to fit the needs of cruising yachtsmen with second-to-none attention to details and practicality.

The Kelly Peterson 46 needs no word of introduction amongst cruisers. Few boats come close to the KP46 as a well-rounded cruising yacht and the design's reputation as a go-anywhere blue-water cruiser has not been tarnished by over thirty years of throwing these boats in almost any condition imaginable at sea - quite the contrary.

Where choosing a boat generally means compromising on one thing or another, the KP46 manages to successfully combine an outstanding number of qualities without losing one impeding on each other.

Her unmistakable lines, sweet sheer and spectacular sailing abilities are just the beginning. The KP 46 is the kind of boat with which you would find new reasons to fall in love with even after years of cruising.

In fact, after a two decades of 'champagne boats' style production boats designs with fashionable but unpractical open cockpits, flat bottoms, dagger keels and shallow bilges, the trend is now solidly returning to a more durable and sea-kindly design of which the KP46 sits at the very top of her game.

When modern boats will slam down waves and send nerve-racking tremors all the way to the top of the mast, a Kelly Peterson will ease over and chop the top of the wave in a gentler motion and remain relatively un-disturbed in the worse weather. When modern rigs will pump, gyrate and self-destruct over a few days of pinching up-wind in rough seas, the Kelly Peterson's well-supported and balanced rig will mean pinching almost just as high but without the danger of repeated impact stress. When an open cockpit with far aft steerage will see you exposed to the element, quickly tired and dreaming about a well-enclosed and well-protected centre cockpit, the sacrifice of having a slightly less roomy cockpit to entertain your guests will rightly be put in perspective.

As for the interior, where cost-effective trends have conquered the market with cheap laminate and angular interiors, the poetry of a proper ship's cabin is what more and more people are now returning to. Aboard 'the Rose' you will be seduced by the solid teak fit out with its silky, honey-coloured hues.

Reading about the Peterson 46, you will probably discover that not all are the same. Both the Kelly-Peterson 46 and Peterson 46 were built in Malaysia, with some built by Queen Long Marine and some by Formosa, although the Formosa-built boat is a slightly different design as it was created of a 2' extended version of the KP44, rather than as a new design, unlike the Kelly Peterson 46, which was created as a new design by Doug Peterson. The Formosa-built boat, to avoid confusion, was named Peterson 46, and the Queen Long built boats, which building was directly supervised by Kelly and Peterson, was named Kelly Peterson 46. The Kelly Peterson 46 built by Queen Long Marine (who also builds the renowned Hylas Yachts) have a reputation to be better built boats as this shipyard is regarded to be the finest boat builder in Tawain.

Measurements

LOA:	46 ft 3 in	Ballast:	11330 lb
LWL:	40 ft 10 in	Displacement:	33300 lb
Length on Deck:	46 ft 3 in	Convertible Saloon:	Yes
Beam:	13 ft 5 in	Windlass:	Electric Windlass
Max Bridge Clearance:	60 ft	Electrical Circuit:	12V
Min. Draft:	6 ft 8 in	Liferaft Capacity:	6
Max Draft:	6 ft 10 in	Fuel Tanks #:	2
Cabin Headroom:	6 ft 6 in	Fuel Tanks Cap.:	150 gal
Total:	1100 ft ²	Fuel Tanks Material:	Stainless Steel
		Fresh Water Tanks #:	4
		Fresh Water Tanks Cap.:	200 gal
		Fresh Water Tanks Material:	Stainless Steel
		Holding Tanks Material:	Plastic
		Number of single berths:	1
		Number of double berths:	2
		Number of Cabins:	2
		Number of Bathrooms:	2
		Number of Heads:	2

Propulsion

Engine #1

Engine Make:	Yanmar	Hours:	unknown
Engine Model:	4JH3DTE	Power:	125 hp
Primary Engines:	Inboard	Propeller Type:	3 Blade
Drive Type:	Shaft Drive	Propeller Material:	Bronze

In the Owner's Words

The Rose has been a safe, comfortable home for several years not only for us as a couple but also for many of our family and friends. We have cruised the islands of the South Pacific with as many as five guests in addition to ourselves for two weeks at a time, diving,

anchoring and exploring remote islands which are otherwise inaccessible. We love having the opportunity to share this experience with those dear to us and therefore are rarely without guests of all ages and experience. Some returned for two or three visits proving their satisfaction with the accommodation.

Her layout is exceptionally comfortable for one or two couples with the fore and aft staterooms on opposite ends of the boat and common space shared in the center. Each stateroom has its own energy efficient and mechanically simple hand pump head with holding tank, sink and shower. The aft showerhead has a very long hose which can be passed out the window for easy access to scuba equipment or outside rinse offs. A pull out berth in the salon and the comfortable cushioned seating around the table and new cushions in the cockpit make great nests for younger visitors. The central salon is a natural hang out place for games and socializing while helping the cook in the nearby galley. The best place to hear the whales sing is right beside the mast in the salon and all can gather here to enjoy the awe of how the sound is transmitted through the hull. The galley itself is excellent in any weather. I have never refrained from cooking wonderful hot meals during even the roughest of passages and hot baked bread wins every crew members love.

Evening passages under the stars at night are divine in the cockpit with fresh air and sky and great visibility augmented by protection from the central location of the cockpit and protection from weather by the dodger. A bimini is also available but we never felt the need of it and preferred the overhead sky and fresh air. The central cockpit also makes a great place to dine when at anchor or dockside with a convenient and clever small wooden table which folds out for snacks or games. We made a pact to try always to be anchored before sunset so we could enjoy relaxing with popcorn, a refreshing drink and a game of cribbage. A convenient plug in the cockpit allows lighting which is then easily stowed for passage. This plug is also great for an Ipad for navigation, photography and a stargazing app or a handheld spotlight if night fishing. If more light is needed, the deck lights for the boat are very bright.

Truly this beloved sailboat has been a wonderful portal to adventure for us. We find nothing lacking in her. She is solid in any weather yet loves to get up and go even in light airs. She is breathtaking with the asymmetric or wing and wing downwind and thrilling close hulled cutting through the waves. She is a true sailor's cruising yacht.

Details of 2018 Refurbishment

The following work was carried out at Norsand boatyard, Whangarei, New Zealand when S/Y The Rose was hauled out between 10 May 2018 and 4 September 2018. You're welcome to contact the boatyard directly for confirmation and feedback: Mark Baker. Service Manager. Norsand Boatyard. Mobile +61 (0) 27 5183 391

STEERING:

- Rudder removed, and armature inspected (pictures attached).
- Bottom rudder pintle replaced.
- Bearing replaced.
- Steering cables replaced.
- Steering system check and service.
- Gland sealed to rudder tube and repacked.

RIG:

- Rig inspection (attached).
- Chain plates removed, and ultra-sound tested.
- Chain plate bolts replaced.

ANCHOR LOCKER:

- Anchor locker bulkhead replaced.
- Deck fittings re-bedded.
- Anchor locker painted.

HATCHES:

- Seals replaced.
- Acrylic replaced.
- Re-bed onto deck.

INTERIOR:

- Head liners replaced
- Varnish work
- Trim in forward cabin replaced

ANTIFOUL – Awlcraft

Propspeed

Ground Tackle

20 Kg Bruce re-galvanized August 2018

45 lb CQR re-galvanized August 2018

Danforth aluminum mounted on stern rail with separate rode and chain

450 feet approx. 3/8 inch BB chain, re-galvanized August 2018

Maxwell Nilsson 1000 Windlass rebuilt 2015, re-chromed Aug 2018

Washdown pump

Bow Details

Bow pulpit navigation light new wiring Aug 2018

Bow starboard toe rail replaced Aug 2018 pulpit and toe rail re-bedded

Hatches

V-berth, main salon, galley and aft cabin hatches refurbished with new Lexan and re-bedded Aug 2018

Aft companionway hatch re-bedded Aug 2018

Sails and Rigging

New jib sheets 2018. New furling lines 2016

All new standing rigging 2010 with some shrouds replaced since.

Lewmar winches all serviced 2018. 4 on the mast, 4 in the cockpit

Mast pulled, partially repainted, internal electrical replaced, new spreader lights, new VHF cable, new "Tides Tuff track" for mainsail Aug 2018

All chain plates pulled, polished, ultrasound check (passed), re-bedded 2018

Navtech hydraulic boom vang rebuild Aug 2018

Roller furling 130 jib, Roller furling staysail, full batten mainsail with 3 reefs, asymmetric spinnaker all maintained yearly and in average condition

Main sheet traveler and track upgraded, strengthened and re-bedded Aug 2018

Contact us for rig report—All deficiencies corrected and improved on.

Safety Equipment

MOB pole

Lifesling

Winslow 6 person extended open ocean life raft with hydrostatic release in pelican case mounted on deck.

1 epirb and 1 personal locating device

Appropriate pyrotechnics etc, pfd's etc....

Sea anchor and Drogue with bridles

Engine and Charging Systems

4JH3DTE Yanmar diesel rebuilt Aug 2018 (see invoice)

New steering cables and rudder/rudderpost rebuilt 2018

New Balmar AT165 Ah alternator

New 60 amp stock alternator

2 Balmar "Smart" regulators

One Balmar 150 rebuilt November 2018 (spare)

New house bank 6x6V lead crystal batteries model # 3-EVFJ-210

New starting battery 12 V lead crystal model # EVFJ-80

Victron 30A/220V battery charger

Xantrex Link 1000 battery monitor

Freedom Marine 25- 2500W/130A inverter charger

Solar panels—2x 240W on arch Kyocera #KD240GX-LPB connected to Morningstar Tristar 45 MPPT controller, 2x130W wings on port and stbd quarters Kyocera KC130TM

Instruments

SIMRAD Autopilot. AP25. New circuit boards in the computer. Control head just serviced and sealed. Pactor Modem

Data Marine anemometer and wind indicator, knot meter and depth finder

Furuno Fish finder/ depth sounder cockpit mounted

Standard Horizon Eclipse VHF radio with emergency distress signal, cockpit mounted

Kenwood TXM407 VHF radio mounted at Nav Station

iCOM M710 HF radio

Furuno Radar 1700

Garmin Chart Plotter 3010C

AIS Aquatek Scientific Instr Precision Digital Barometer DBX1

MerVeille radar detector CIEI

SR161 AIS receiver

Miscellaneous

Avon RIB R 310. totally reworked in NZ 2018 Suzuki 2hp. Serviced yearly

New Force 10 oven and 3 burner propane stove

2 Adler Barber refrigerators, 1 top load, 1 front load

NuVair SCUBA Air compressor mounted topside with cover

4 Scuba tanks in rail mounted custom holders

Specta 150 Watermaker upgraded to 200T with output 8.3 gph

Fresh water tankage 200 gallons stainless steel tanks new 2010 (see attached)

Diesel fuel capacity 150 gallons (see attached)

Hull Structure

Hull was constructed in the well known Queen Long Marine Co. Ltd. shipyard in Kaohsiung, Taiwan based on licensed design by Doug Peterson, Naval Architect. Electrical & mechanical completed in the USA at Jack Kelly's yard in San Diego, California.

Disclaimer

The Company 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, price change, or withdrawal without notice.

Photos











