



PELICAN

46' (14.02m) 2008 Oyster
Florida United States



OVERVIEW

Manufacturer: Oyster
Engines: 1 Yanmar
Engine Model: 4JH4-TE
Engine HP: 73
Beam: 14' 6"
Max Draft: 5' 9"
Water: 172 G (651 L)

Hull Material: Fiberglass
Cruise Speed: Knots
Max Speed: Knots
Cabins/Heads: 3 / 2
Fuel Type: Diesel
Fuel: 198 G (749 L)

\$595,000



Data Sheet

Category: Schooner
Condition: Used
Model Year: 2008
Beam: 14'6" (4.42m)
Max Draft: 5' 9" (1.75m)
Min Draft: 1' 9" (9.00m)
LOA: 46' (14.02m)
LWL: 39' 5" (12.37m)
Cabins: 3
Sleeps: 6
Single Berths: 2
Twin Berths: 1
V Berths: 1
Double Berths: 2
Heads: 2

Knots
Knots
Fuel Type: Diesel
Hull Material: Fiberglass
Air Conditioning: Yes

tonnes
Fuel Tank: 198 gal (749 liters)
Fresh Water: 172 gal (651 liters)
Holding Tank: 198 gal MCA Certified: No
Builder: Oyster
Stock #: 745c0d26-2b89-
ee11-8179-000d3a32ec6d

Engines/Generators

Engine 1

Yanmar
4JH4-TE
Inboard
73HP
Fuel: Diesel

Summary/Description

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Description

Appropriately stated, "This owner is the best Yachtsman to buy a boat from"!

This stunner and very popular, yet rare, shoal draft version of Rob Humphrey's incredibly successful Oyster 46 has been offered all the love and shows it!

Extensive updating and refit work including:

- Replacement of all standing and running rigging
- New sails
- Recent teak deck replacement
- Navionics and sailing instrument upgrades
- Refreshed interior and exterior varnish
- New Furler404E headstay system with electric furling
- New electric Selden SYNCHRONIZED MAIN FURLING SMF
- Push Button sailing with electric winch package
- Generator and reverse cycle air con throughout

Gleaming by comparison, offering the perfect three stateroom, two head layout, PELICAN is the perfect offshore and inshore pocket cruiser proudly offered in step aboard and go anywhere condition.

PELICAN's most recent 1200 plus nautical miles of offshore sailing leave her with a "Zero" item work list. A true testament to the caring nature of this owner!

You will also love the new, state of the art, electric furling systems including Selden's Synchronized Mainsail Furling (SMF).

What a treat!

Spring 2023 Upgrade / Refit List PELICAN

- New North Sails furling mainsail w battens NPL Tour Xi Grey Norlam Xi09 CRG
- New North Sails 135% furling genoa NPL Tour Xi Grey NorLam Xi09 Grey CRG
- New Selden E40i synchronized outhaul winch
- New wire standing rigging with all new turnbuckles and end fittings
- All new color-coded running rigging
- Boomvang serviced and replaced gas shock
- Layout and add halyard tracks for main and genoa halyard
- Genoa and outhaul cars removed and serviced
- New traveler cars and track ends
- Rig out inspection
- All mast hardware removed for polishing
- New masthead light and VHF antenna
- New mast watertight boot

- Static and under sail rig tuning
- Electrical installation for new furling systems including new control buttons
- Back up sails over hauled and new sun covers installed
- New Vetus Bow Pro Boosted 130 variable speed bow thruster with 2,897 lbs. of thrust
- New bow thruster batteries
- New separate bow thruster battery monitor
- New analog engine tachometer installed at helm
- All exterior lighting new with the exception of navigation lights
- New Garmin GMR Fantom 18x radar dome on mast
- New electronic Garmin compass system including Garmin Reactor 40 course computer
- Garmin autopilot recalibration during sea trial
- Recalibrate Garmin Engine Data Interface for MFDs
- 3 New self contained 16,000 BTU Dometic AC DTG16-1171-41AC Units
- Fuel removed and fuel tanks professionally cleaned
- Treated and replaced fuel
- Bottom sanded and Repainted
- Mast, boom and spreaders polished, waxed and sealed
- Spinnaker Pole painted
- Added additional lights to engine room
- Clean and detailed engine room painted bildge white
- All bilges, anchor locker and lazarette painted
- 100 ft of new anchor chain and 100 ft of new rode
- Prop overhauled
- Prop Speed applied
- Sail drive removed replaced seals and o-rings drained and replaced oil
- Black water holding tanks cleaned and inspected
- Black water tank monitors recalibrated
- Black water sanitary hose replaced and vent lines flushed
- Engine and Generator service 9/28/23
- Replace throttle lever cable
- New gypsy for windlass
- All new foam mattresses and fitted sheets
- Custom Re-Upholstery of all seating, aft cabin side panels and headboard with Savana Coconut Sunbrella
- New dodger, Bimini, cockpit cushions, hatch covers, interior mast cover, companionway cover, pedestal/table cover in Oyster Sunbrella

Dimensions

- Length Overall (Including Pulpit) 46' 10" (14.26m)
- Length of Hull 45' 9" (13.94m)
- Length Waterline 40' 7" (12.36m)
- Beam 14' 6" (4.41m)
- Draft - Optional Shoal Keel 5' 9" (1.75m)
- Displacement - Optional Shoal Keel 39700lbs
- Standard Sail Area (150% Foretriangle) 1293sq ft (120.1sqm)
- Sail Measurements:
- I = 58' 4" (17.76m)
- J = 16' 10" (5.14m)
- P = 51' 9" (15.78m)
- E = 18' 8" (5.69m)

- Air Draft (Bridge Clearance) 62' 5" (19.03m)

Hull and Deck

The Oyster 46 hull and deck is molded in GRP from female molds built by Oyster in their own facility under the designers' supervision, ensuring a fair and accurate finish.

The hull and deck structure are molded in GRP under controlled conditions; laminating is carried out by hand to high standard. Hull and deck moldings are produced using a Lloyd's approved gelcoat and laminating resin. On the hull the gelcoat is a special Isophthalic resin and the outer laminates incorporate a vinylester resin and powder-bound mats.

This combination provides exceptional UV, weathering and water resistance properties.

Deck Structure

The Oyster 46 deck is designed to the New G5 styling. The modern flowing lines again set new industry standards with sleek looks both outside and in, whilst maintaining the Oyster trademark and reputation for a light and airy Deck Saloon.

Molded in GRP with a balsa core for strength and insulation. In loadbearing areas the core is replaced with premium grade Marine plywood for additional strength. All load-bearing fittings have additional backing plates and or large washers.

The foredeck houses a chain locker accessed via twin, hinged lids, one of which is fitted with a lifting handle and the other with a positive catch. This locker drains directly overboard and has a S.S. U-bolt fitted for attachment of the chain's "bitter" end.

Within the aft deck, to port, is a locker, which will allow the stowage of two 10lb Propane gas cylinders. This locker drains overboard at both high and low levels and has a hinged flush lid.

Central, in the aft deck, is a lazarette locker with a positive closing hatch. This gives access to a full width storage area for the usual equipment that may be carried.

Hull and Deck Connection

The hull/deck connection is achieved by the deck sitting on a return flange molded into the hull. The hull to deck joint is sealed and glued with a high performance adhesive and secured with S.S. fastenings. The completed joint is covered with a varnished teak cap rail.

Cockpit Features

The cockpit is self-draining through 2 x 2" (50mm) diameter drains fitted with S.S. grilles.

Deck Finishes

Side-decks, aft deck, inboard coach roof panels forward of the mast and aft of the mainsheet track, cockpit seats and sole are all trimmed with laid teak. The teak decking is laid in 2" (48mm) wide (approximately) teak planking, using quarter-sawn planks laid on epoxy glue, with no visible fastenings. Outboard areas of fore and aft coach roofs and the deck saloon roof, are painted with International non-slip deck paint, color White.

Saloon

The deck saloon is extremely light and airy with seven windows, the forward outboard pair of which open. A feature opening hullport each side allows visual contact with the outside whilst seated and contributes to the great feeling of space and light in the saloon.

The saloon table is designed to form, in its closed position, an occasional table, which is mounted on a very substantial pedestal base. Stowage for wine and spirit bottles is incorporated into the pedestal.

This table has a fold-over upper leaf, which opens onto a removable support strut, to allow both sides of the saloon to be used for seating whilst dining.

Access to the saloon from the companionway is down a removable set of timber steps, which are shaped and fitted with timber grab rails. A vertical drop-down acrylic washboard is installed in a vertical channel, which in turn drains to the bilge. Flush fitting locks enable the washboard to be set at two different heights.

Incorporated into the accommodation are a number of grabrails, including one on the inboard fore-and-aft edge of the saloon tabletop.

Galley

The galley features a stainless steel "larder" front-opening refrigerator, aft to port, incorporating fiddled shelves for ease of use. The stove and sinks are set into work surfaces on opposing sides of the galley. This makes for a very practical, sea-going layout that is combined with excellent storage space. The sinks discharge directly overboard, via a pump, through a seacock.

The following features are included:

- All horizontal galley work surfaces are covered with satin finish Avonite. These surfaces incorporate Avonite fiddles.
- Twin stainless steel sinks are fitted to the galley work surface under the cockpit.
- A trashcan is fitted inside a locker door forward of the cooker. A gimballed Force 10 FT63451 stove in stainless steel with 4 burners, grill and oven is fitted, all protected by a flame failure gas cut-off device. The stove incorporates an electronic ignition system.
- An electric solenoid switch for the gas shut-off valve is fitted adjacent to the cooker. Outboard of the cooker is a hullport, which may be opened for added ventilation when at anchor.
- A fiddle rail incorporating a pair of adjustable clamping pan-holders is fitted around the top of the cooker. A harbour lock and cooker crash bar are fitted and the cooker is housed in a moulded GRP surround with radiused corners for ease of cleaning. The standard Oyster Wedgwood bone china crockery is stowed in the locker at the aft end of the port saloon settee. The coolbox is a white moulded GRP laminate with a drain plumbed into the bilge.
- The refrigerator is fitted with removable shelves and has a drain plumbed to the bilge area. An auto-door light operates within the box.

Engine

- A Yanmar 4JH4-TE, 4-cylinder, 75Hp (55kW) at 3200rpm, turbocharged diesel engine with an SD50, 2.32:1 Saildrive gearbox.
- The engine is located centrally, under the cockpit and galley sinks. The engine room is insulated with a composite of foam and high-density polymer sound absorbing materials, with an overall panel thickness of approximately 40mm.
- The engine room has a service light installed. An extractor fan is installed and switched at the DC electrical panel. This fan is designed to be used either during sustained running in hot climates and/or to evacuate hot air from the engine space, after the engine has been shut down.

- An automatic fire extinguisher is installed with a remote indicator light
- Cooling water is taken in via the S-Drive strut, obviating the need for a separate seacock. This installation benefits from an extremely low level of noise and vibration transmission to the hull structure.
- Start and Stop buttons are fitted on the steering pedestal, to avoid having a key in the cockpit. Throttle and gear controls are single lever, Lewmar Morse-type, installed on the starboard side of the pedestal.
- Engine instrumentation is integrated into the Garmin display at helm.
- The engine is fitted with an 80 Amp 12v alternator.
- Type: Inboard
- Fuel Type: Diesel
- Propeller Type: 3 Blade
- Feathering Propeller

Accommodations

- Aft Cabin with Double Centerline Island Berth
- Port Forward Upper and Lower Single Berths
- Traditional V Berth Cabin forward
- Total Cabins: 3
- Heads: 2
- The aft cabin features a Centerline Island Berth, with a settee and dressing table, a hanging locker, with drawer and locker space. There is a mirror forward of the dressing table seat. Within this cabin there is a bookshelf outboard to port.
- Twin hullports provide light and ventilation when lying to anchor. From this cabin there is access to the aft toilet and shower. This incorporates a head, washbasin, mirror, stowage lockers and shower area with curtain and a separate shower tray. A hullport, or an overhead portlight in the coaming, may be opened, when not sailing, to ventilate this compartment.
- All sleeping cabin windows have curtains made from fabric from our standard range. Overhead tracks are concealed as part of the headlining system. All berths have new custom foam mattresses and custom fitted sheets.
- Forward accommodation consists of a double cabin with V-berth in the bows, provided with an infill piece and cushion, under-berth stowage, accessed through the berth bottoms, and a hanging locker.
- Aft and to port of this is a twin guest cabin with upper and lower berths, clothes lockers and a hanging locker. Each forward cabin has a mirror installed.
- The two forward cabins share a WC compartment to starboard incorporating a head, washbasin, mirror, stowage lockers and a shower area with curtain.
- The saloon features an L-shaped settee area and table on the port side. To starboard is a two-seater settee. The port settee forms a useful seaberth, when used with the lee-cloth provided.
- The table features a matching fold-over leaf, supported by a removable strut. This allows both sides of the saloon seating to be used for dining.
- The chart area faces forward at the aft, starboard end of the saloon, allowing the navigator to be comfortable whilst sailing, without intruding into saloon space. The chart table can accommodate several half-folded, full size, Admiralty charts.

Plumbing

- Fuel supply is from a 198 US gallon (750 liter) approximately, GRP tank installed under the port deck saloon sole.
- Tank contents may be checked using a calibrated dipstick (provided) installed within its own access fitting.
- The fuel tank is fitted with a number of Polyvent 9.5" (240mm) diameter removable screw-down inspection covers with 'O' ring seals, to facilitate periodic maintenance.
- A special tool for opening and closing the Polyvent covers is included within the vessel's loose equipment. The

tank has its own remote deck filler on the side deck and a breather at the transom.

Bilge Pumping System

The bilges throughout the vessel are limbered into a deep central bilge sump.

- Electric bilge pump - Jabsco Utility Puppy 3000 - with Hydro Air switch. This pump is rated at 13.2gpm at 10ft total head.
- A 3-position switch is fitted to allow Off/On/Auto operation.
- Whale Gusher 10 MkIII manual bilge pump, operated from the cockpit and fitted with a metal deck plate.
- Each bilge pump is fitted with a Whale type filtered strum box of the appropriate size for that suction line.
- All suction lines can be lifted to enable debris to be cleared

Greywater System

Each heads compartment is fitted with an electric Whale Gulper pump which is operated by a waterproof rocker switch and evacuates water from the washbasin & shower directly overboard.

The galley sinks discharge with an electric Whale Gulper pump, which is operated by a waterproof rocker switch.

Freshwater System

Water supply is from a 172 US gallons (650 liter) approximately, GRP tank installed under the starboard deck saloon sole.

The GRP water tank is coated internally with inert gelcoat, fitted with baffles and provided with Polyvent covers, as per the fuel tank. The tank has a remote deck filler and, as the fuel tank, also has an individual breather at the transom.

Hot water is obtained from an insulated, approximately 11 US gallons (50 liters), tank heated by the engine's heat exchanger. A thermostatically controlled 110v, 1.25kW immersion heater element is installed, to run off AC shore power, when connected.

Electrical System

D.C. Electrical System

- The yacht's DC electrical supply is 12volt. 4 x lithium ion batteries that provide approximately 460 Amp hours for the domestic supply.
- Two separate 88 Amp hour (approximately) 12v batteries are devoted to engine and generator starting.
- All batteries are positively secured against inversion in the case of a knockdown. Battery gas escapes via ducting to the exterior.
- Batteries are charged by the engine's 12v/80 Amp alternator via a diode isolator.
- In addition to alternator charging, the batteries can be charged by a 24 Volt Mastervolt 100 amp charger, which feeds from 110v from dockside power or Fisher Panda Mini 8 Generator with approximately 200 hours.
- All electrics are connected to appropriately sized circuit-breakers incorporated into a central, separate DC panel. Spare circuit-breakers are provided to allow a reasonable number of additional electrical, or electronic, options to be fitted.
- Heavy-duty, main battery isolators are located in a separate locker, under the navigator's seat, near to the batteries. Every effort is made to keep cable runs as short as is practical.

A.C. Electrical System

- Mains 110v AC ring main with 110v double sockets, located in aft cabin, galley, saloon, forward twin cabin and forward cabin. Units are from the Vimar "Idea" Range with the chrome "Classica" surrounds.
- 1 x 32 Amp dockside power cable of yellow, 3-core, double insulated PVC, (60') 18.0m in length.
- The separate AC circuit-breaker/switch panel incorporates spare switches suitable for the addition of several standard optional items of equipment.
- A Hubbell deck socket is located on the transom.
- A Mastervolt 24/300 Sine Wave inverter for sensitive electronics.

Electronics

- Depthsounder
- Radar
- Log-Speedometer
- Radar Detector
- Wind Speed and Direction
- Repeater(s)
- TV Set
- Navigation Center
- Plotter
- DVD Player
- Autopilot
- Radio
- Compass
- CD Player
- GPS
- Cockpit Speakers
- VHF

Inside Equipment

- Bow Thruster
- Electric Bilge Pump
- Oven
- Manual Bilge Pump
- Microwave Oven
- Air Conditioning
- Electric Head
- Hot Water
- Refrigerator
- Fresh Water Maker
- Deep Freezer
- Battery Charger

Ballast Keel

- The vessel is fitted as standard with a High Performance Bulb keel (HPB), designed with a low centre of gravity, to provide optimum stability and efficient sailing performance with moderate draft.
- The HPB keel is an externally-bolted lead casting, of 11900lbs (5400kgs) with approximately 3% antimonial hardening.

Rigging

- Steering Wheel
- Electric Winch
- Spinnaker Pole
- The vessel is fitted with Discontinuous 1 x 19 S.S. wire rigging for the 2-spreader rig. **(All new 2023)**
- Rigging sizes:
- Forestay & Backstay (in Compact Strand/Dyform) 12mm
- V1 14mm
- V2/D3 12mm
- D2 10mm
- D1 (in Compact Strand/Dyform) 12mm
- Babystay 10mm
- All rigging screws are Norseman Gibb chromed bronze-bodied

Anchoring

Just aft of the cable locker a Lewmar V-4 with S.S. deck unit, 12v vertical type electric anchor windlass is fitted so that the anchor chain will stow in the locker located beneath. This powerful, reversible unit is complete with capstan and gypsy, so it can be used to handle chain or warp.

The windlass is controlled by adjacent deck-mounted foot switches.

A Rocna 85 lb Plow anchor stows in the stem head and is supplied with 100' of new chain and 100' of new rode, calibrated galvanized chain matched to the windlass, fastened at its "bitter end" to a through-bolted padeye with substantial lanyard.

Outside Equipment/Extras

- Teak Cockpit
- Teak Sidedecks
- Outboard Engine Brackets
- Davits - (removed in Storage)
- Radar Reflector
- Liferaft
- Cockpit Cushions
- Cockpit Table
- Swimming Ladder

Sails

- Furling Mainsail (New 2023)
- Gennaker/Cruising Spinnaker
- Furling Genoa (New 2023)

Rudder & Steering Gear

- The rudder has a substantial GRP blade, foam-filled, bonded to a solid S.S. rudder stock. This is fitted to a substantial, protective skeg, which includes stainless steel reinforcement. The bottom pintle is attached by way of a through-bolted bronze heel casting. The shaft incorporates two bronze bearings within the rudder tube, which has its own greaser.

- The top of the rudder stock terminates at the steering quadrant, within the aft cabin. This is protected beneath the aft stateroom berth with an easily removable access panel to facilitate routine maintenance.
- The wheel is covered with brown suede leather, extending to partially cover the spokes.









































