

INCONCEIVABLE - BENETEAU



Builder: [Beneteau](#)

Beam: 14' 0" (4.50 m)

Year Built: 2013

Min Draft: 18' 10" (5.75 m)

Model: Oceanis 45

Max Draft: 18' 10" (5.75 m)

Price: \$269,000 USD Subject to change.

[See full listing on our website](#)

Location: Charleston, United States

LOA: 45' 0" (13.94 m)

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OVERVIEW

This impeccably maintained 2013 Beneteau Oceanis 45 Owner's Version cruising yacht presents a refined two-stateroom layout complemented by an in-mast furling mainsail for effortless handling and a bow thruster for confident maneuvering. Designed with a rig height suitable for Intracoastal restrictions and fitted with a shoal-draft keel, she is ideally configured for shallow-water cruising. Having spent years in freshwater, the interior and topsides remain in pristine condition, and the hull bottom was refreshed in June 2025—ready for your next voyage.

SPECIFICATIONS

Basic Information

Model Year:
2013

Country:
United States

Year Built:
2013

Dimensions

LOA:
45' 0" (13.94 m)

Beam:
14' 0" (4.50 m)

Min Draft:
18' 10" (5.75 m)

Max Draft:
18' 10" (5.75 m)

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Jean-Marie Finot and Pascal Conq

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Sail Drive

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY



















DETAILED DESCRIPTION

Description

Bluewater ready yet perfectly suited to the Intracoastal Waterway, this 2013 Beneteau Oceanis 45, Inconceivable, was built in the USA and carries a distinguished freshwater provenance. Kept predominantly on Lake Champlain for much of her life, she has also completed limited offshore passages to Cape Cod and the British Virgin Islands before returning to the Northeast in 2022. Never entered into charter service, she reflects consistent, attentive ownership and maintenance. The two-cabin, two-head Owner's Version offers a gracious, storage-rich interior with a bright salon and the unusual convenience of a dedicated workshop, while remaining uncomplicated enough for a couple to handle on extended voyages.

Outfitted for independent cruising, Inconceivable boasts an extensive list of upgrades and systems designed for long-term comfort and autonomy: a 1,260-watt solar array feeding a 1,050 Ah AGM battery bank, a Spectra watermaker, Espar diesel heat and air conditioning, an electric outboard motor with dinghy, and a partial cockpit enclosure among the enhancements. On deck the twin-wheel cockpit affords superb sightlines underway and is centered on a large folding cockpit table with refrigeration; teak seating, a full enclosure, a hydraulic swim platform, dinghy davits and easy access to a generous transom complete the exterior living spaces. Below, Beneteau's hallmark luminous interior is expressed through warm wood joinery, generous headroom, a well-appointed galley, an expansive owner's stateroom and a welcoming guest cabin. Recent service has been thorough and recent, including saildrive replacement (5/2025), bottom paint (6/2025), jib furler service (8/2025), running rigging (5/2026), engine service (6/2026), sail servicing (7/2026), wash and wax (7/2026) and zinc replacement as required, enabling

her next owners to step aboard and begin cruising immediately.

Overview

Inconceivable is presented in the desirable two cabin owner's configuration, laid out for long range cruising with abundant storage and a thoughtful flow of living spaces that prioritize privacy for the owners while offering comfortable accommodation for guests. The owner's suite forward is a tranquil retreat centered on a centerline island queen berth, complemented by expansive hanging lockers and built in cabinetry, generous daylight and ventilation, and a private ensuite head that includes its own separate shower stall. A large guest cabin located aft to starboard provides a double berth, a hanging locker and multiple storage lockers, opening ports and an overhead hatch with screen and shade, and it enjoys direct entry to the adjacent aft head. That guest head, which is also accessible from the salon, features a separate shower stall, vanity and storage cabinets and serves as a convenient day head with a holding tank.

The salon is flooded with light courtesy of panoramic hull windows and numerous opening hatches, and the sizeable convertible table creates relaxed seating that easily converts into an additional berth when required. To port, the L shaped galley is comprehensively equipped for extended voyaging with solid synthetic countertops, a double stainless steel sink, a gimbaled propane stove and oven, a top loading icebox and a large front opening 12/24 V Vitrifrigo under counter refrigerator, all supported by plentiful cabinetry, a dedicated pantry and ventilation through an opening portlight. Long range cruising amenities are further enhanced by a separate freezer, a seawater foot pump and an onboard washing machine. Immediately aft of the galley, the owner's version benefits from a dedicated utility and workshop area with extensive shelving, drawers and lockers and easy access into the cockpit lazarette—an ideal repository for tools, spare parts, cruising kit and provisions.

Comfort systems aboard are comprehensive, with three zone reverse cycle air conditioning made up of an 8,000 BTU CruiseAir unit for the forward cabin, a 16,000 BTU CruiseAir unit serving the salon and a CruiseAir unit in the aft cabin, all supplemented by an Espar diesel heater. Sleep is supported by two memory foam mattresses, while air circulation is provided by a Caframo 12 V fan in the salon and 12 V fans in each cabin. The heads are fitted with two Dometic electric flush toilets and two separate shower stalls. Galley conveniences include a microwave, a three burner Force 10 stove and oven, the top loading icebox, the 12/24 V Vitrifrigo refrigerator, the double sink and a seawater pump. Self sufficiency is aided by a Spectra watermaker, and the interior is brightened and ventilated by seven opening deck hatches equipped with shades and screens.

On deck the twin wheel cockpit affords excellent sightlines underway and encourages alfresco living with a large folding cockpit table that houses cold plate refrigeration and additional storage, comfortable teak seating with cushions and a full enclosure formed by a bimini, dodger and connector panel, with enclosure panels for both port and starboard. Storage is generous with two cockpit floor lockers—one situated aft of each helm—a starboard cockpit locker and an expansive port locker providing access to the utility room, along with a dedicated propane locker. Practical cruising features include a pulpit mounted grill, an outboard engine mount, a transom shower and a hydraulic transom platform with swim ladder. Integrated stainless steel arch davits with an outboard motor lift and a solar mount simplify dinghy handling and power generation, and a Starlink mount rounds out the modern communications fit.

The foredeck is purposefully arranged with a stainless steel stem head featuring two anchor rollers, a dedicated anchor/chain locker, an additional foredeck storage locker aft of the chain locker and a raw water washdown. Ground tackle and anchoring are well specified: a Quick electric anchor windlass (2023) controllable from both the foredeck and the port helm handles

a primary 75 lb Rocna Vulcan anchor carried on 200' of 3/8" galvanized chain plus 200' of rode, while a Fortress aluminum secondary anchor is fitted with 30' of chain and 200' of rode. Safety and utility details include lifelines with two side boarding gates, six mooring cleats and a foredeck light. The tender package comprises an electric Torqeedo 1103 outboard and a 2026 West Marine 8' roll up inflatable dinghy, supported by docklines and fenders, and close quarters handling is aided by a bow thruster with control at the port helm. The bottom was painted in June 2025 and the hull was washed and waxed in July 2026; note that the EPIRB expired on 9/27/2025 and the liferaft is conveyed as is—a 10' Viking Coastal six person unit (Model: 6UKCC ISO 9650 2, S/N: 12644340) with an expiration of 09/2024.

Sailing systems have been configured to favor short handed operation. The Oceanis 45's twin helms produce excellent visibility and all running rigging is led aft to the cockpit. The mainsail is a Neil Pryde in mast furling unit installed in 2023 and fitted with a new UV cover in 2026; the furling genoa had its UV cover replaced in 2026 and the jib furler was renewed in 2025, with both the mainsail and genoa removed and professionally cleaned by North Sails in July 2026. Downwind is handled by a UK asymmetrical spinnaker on a continuous furler (2021). Sail handling is facilitated by two Harken SS 50 two speed sheet winches, an electric halyard winch on the port coachroof, a manual winch on the starboard coachroof, line clutches to port and starboard and genoa tracks. The rig is an aluminum deck stepped double spreader mast with two mast steps, a boom vang and a split backstay, and running rigging was refreshed in 2026 with new main outhaul, main sheet, main halyard, jib sheets, jib furling line, vang control line and topping lift. The air draft is ICW friendly at approximately 63' 6" plus attachments.

Navigation, communications and entertainment systems are up to date. High speed connectivity is provided via Starlink and situational awareness is delivered by a Simrad NSS 12 chartplotter mounted on a swivel at the end of the cockpit table. Autopilot duties are handled by a Simrad AP24 with remote

and a new autopilot drive installed in 2026, supported by Simrad IS20 wind instruments, Simrad depth/log, radar with a radar reflector and a Simrad AIS transceiver; traditional bearings are available via two Plastimo Olympic 135 compasses. Communications are routed through a VHF radio with AIS and remote, and onboard entertainment includes an Insignia TV paired with a SONOS soundbar, a Glomex TV antenna and a stereo system feeding two salon and two cockpit speakers.

The electrical system is specified for serious cruising. Shore power is 110 V via a 50 A inlet with two shore cords (30' and 50") feeding AC outlets throughout. The 12 V DC system is anchored by a 2,000 W inverter and a three panel solar array (three 420 W panels for a total of 1,260 W) managed by a Victron MPPT 100/150 smart solar charger and supported by a Cristec CPS3 12 V, 60 Amp charger as well as a Sterling 80 A smart alternator. Battery and system health are monitored by a Microlog DMM 1 and LED lighting is fitted throughout. Battery banks comprise one engine start battery (5/2023), four AGM house batteries (2021) with one of those replaced in 2025, and two Group 31 thruster batteries. Convenient power access includes USB outlets at the port helm, cockpit table and salon—each offering dual USB A and USB C except at the helm—and a 12 V socket in the starboard aft cabin.

Plumbing and tankage have been arranged with offshore reliability and convenience in mind, including a Rule electric bilge pump, a manual bilge pump, a fresh water pump and a Quick Nautic 40L water heater (110 V with heat exchanger), together with a Beneteau tank watch for fuel and water. The yacht carries two electric flush toilets with two 12 gallon blackwater holding tanks. A Spectra watermaker (12 V, rated at ten gallons per hour) completes the independent cruising package; it currently requires service.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

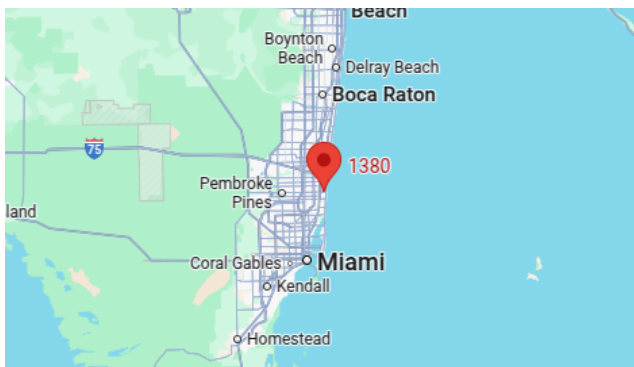
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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