

Yachting World

OCTOBER 2019

FASTNET AND BACK IN A DAY!

- Giant foilers smash race record
- Why it's the adventure of a lifetime
- 1979 – could it ever happen again?

On test
Contest Yachts'
new flagship 85

Gear
Wearable tech
and smart
clothing

Cruising
An expedition
in Morocco



FREE
SUPERSAIL MAGAZINE

**84 PAGES OF THE WORLD'S MOST
INCREDIBLE SUPERYACHTS (AND TOYS)**

TIPS AND EXPERT ADVICE

HOW TO MAKE MID-OCEAN REPAIRS

COPING WITH LIGHT WINDS
AND STRONG TIDES

RECOVERING A MOB AT NIGHT

NEW YACHTS

Hull length 14.94m (49ft 0in)
LWL 14.14m (46ft 5in)
Beam 4.83m (15ft 10in)
Draught 2.30m (7ft 7in)
Light displacement 12,300kg (27,117lb)
Ballast 4,875kg (10,747)



Pegasus 50

This striking 50ft bluewater cruiser, developed by a new Slovenian brand formed of experienced hands, was designed from a blank canvas with the aim of producing the best possible combination of comfort and safe, easy, quick passagemaking. An additional focus that will chime with many who have struggled to find tradesmen and spares in far-flung parts of the world is simplicity of maintenance.

Cockpit and saloon areas are configured to blend into each other as far as possible, creating an almost seamless living area close to half the length of the boat. There are only two steps down into the saloon, with an

easily installed lower washboard to maintain safety in rough seas. Instead of unwieldy add-on sprayhoods and binnies these are incorporated as lightweight carbon structures that integrate with the mainsheet arch and on which a considerable area of solar panels can be fitted. Sections of this roof can be opened up in much the same manner as the hood of a soft-top car.

The interior has been planned to minimise motion at sea in key parts of the boat. The saloon has carbon gimbalised settees that make excellent sea berths, and they are one-third of the way forward from the transom, where the motion is least. This part of the accommodation also benefits from large windows that give an all-round view.

Designer Marko Paš put considerable

Resulting from the brand's experience with Shipman Yachts, the Pegasus 50 is designed for short-handed performance liveboard sailing

effort into optimising underwater appendages. Often these are designed solely for speed, at the expense of manoeuvring at low speed in port and directional stability at sea. The solution he developed with America's Cup designer Giorgio Pomivici is a tandem fin keel with twin centreline appendages connected by a hefty bulb (see top). The result is a light keel with a low centre of gravity and less wetted surface area than would otherwise be needed to create a boat with similar directional stability. It also makes the boat less prone to being blown sideways when moving slowing in confined areas.

Analysis showed the arrangement has better yaw moment versus leeway characteristics than a single fin keel. "The tandem keel brought other

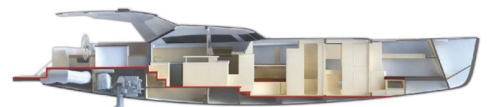
positive effects on design," says Paš, "including better overall performance, partly as smaller rudders can be used. The innovative keel also allowed for a lighter hull construction." Attention to detail includes flat areas of hull around the top of the rudders that enhance the end-plate effect and minimise ventilation.

The sailplan is of a size that will offer the option of good performance in lighter airs, but it's configured so that the mainsail with one reef, plus a self-tacking J2, is all that's needed upwind in over 15 knots.

"We did not want to compromise comfort, safety and simplicity by increasing sail area or reducing diesel and water capacity," says Paš, "so we had to optimise the construction to reduce weight." This was achieved through working with engineers experienced at



Only two steps between cockpit and saloon creates an accessible living space



the top end of the ocean racing arena, using carbon structures laid up with the latest production technologies.

Recognising that many long-distance cruising yachts are extremely complex, the Pegasus Yachts team sought to minimise the number of systems and to plan the installation to facilitate maintenance. The lack of aft cabins

The Pegasus has a crash box, three watertight bulkheads and spacious technical compartments

between the saloon and cockpit means there's space for large technical areas, with water-related systems on one side and electrics on the other. The first boat will launch later this year.

Base price ex VAT: €480,000. Sail away price for ARC version (fully equipped to sail around the world) is €850,000. www.pegasus-yachts.com