

Inventory of Pegasus- O.N. 946837

Pegasus is design # 507 from the board of MacLear & Harris. Her lines were done by Spyros Garbis and Dave Gerr. She is a “whale belly” hull typical of later mono-hull sailing vessels from that firm.



Sporting 11 tons of lead ballast poured into her keel, Pegasus sails upright in conditions up to, and beyond storm force winds. Here she is at full speed on a reach in 30 knot winds off the coast of NJ.



Pegasus has Agantyr’s single-stick “schooner” rig, scaled to her smaller dimensions. Her LWL is 36 ft, LOD 45 ft, Beam at sheer 13 ft, draft 4’ 6”, tandem centerboards, 25 tons displacement, 1200 sqft working rig consisting of 450 sq ft #1 Yankee, 350 sqft #1 staysail, 400 sq ft Main. 1200 sq ft cruising chute, 700 sq ft tri-radial drifter, She comes with a cruising chute with sock, tri-radial drifter, nos 1, 2,

& 3 yankee jibs, nos 1, 2, 3 & 4 staysails, 2 mains, Storm Trysail, Storm Yankee, Storm Staysail, enough double braid to replace her running rigging, enough three strand nylon to replace her anchor warps & mooring lines, spare cloth, needles, hanks, slides, thimbles etc to repair/refurbish her sails, and a complete set of replacement Harken blocks. Her standing rig supports a 50 ft long deck stepped 11X8 1/4" wall deck stepped mast with jumpers at the upper spreaders, consisting of 2 back stays, Jib stay, Staysail Stay, fore and aft lowers, intermediates, and upper shrouds all of 3/8" 1X19 type 316 Stainless Steel wire rigging terminated in bronze poured sockets, tensioned by chromed 5/8" open



bronze turnbuckles secured with stainless cotters. Her bobstay is a custom 3/4" rod secured in custom fittings drilled for 1 1/8" pins as specified by the designer.

She is ventilated by 8 - 5" dorade cowl vents, 2 - 4" dorade cowl vents, 3 maurice-griffiths double coaming hatches, sliding roof hatch in wheelhouse roof, 8 opening portlights, and 6 opening wheelhouse windows.

Her engine is a Perkins 4-236 driving a 30" variable pitch three bladed propellor thru a Hundested VP-2 handwheel activated

variable pitch gear, a Newage PRM 401 cast iron reversing gearbox in 3:1 reduction, fed fuel from 4 tanks totalling 300 gals, filtered by parallel Dahl primary filters, and polished by a Perkins final filter. This engine has been maintained, drives the ship at 7 knots @ 1500 rpm with 40# oil pressure, at < 180 deg coolant temp, with no smoke. Tanks can be internally inspected through the fills, and are clean. Engine room is protected by a built in Halon fire suppression system, has standing headroom, is accessed via a 6 dog water tight door, 3x4 ft overhead hatch in wheelhouse floor, and 2x3 ft two dog door providing access to the adjacent sail bin.



Pegasus was built as a USCG inspected vessel. Her wiring is USCG approved double insulated, copper, multi-strand wiring sized for a maximum 3% voltage drop across each circuit. Her plumbing is USCG approved reinforced hose or schedule 80 CPVC or aluminum piping, with glass reinforced seacocks. Her propellor shaft tube is lined with CPVC pipe,

interference fitted. Her pipe thru-hulls are lined with delrin tube, interference fitted. This attention to detail, is evident throughout her construction, which is why, after 32 years and > 100,000 miles, Pegasus retains full and complete functionality.



Safety Equipment: 3 halon fire extinguishers... aft cabin.... Salon.... Forward cabin... Class III EPIRB... 6 type 1 life jackets... 6 water tight compartments... 5 water tight bulkheads



HVAC... 2 Dickinson diesel stoves... 3.5 “ of polyethylene foam insulation throughout...

Underwater research equipment:

Bauer Junior Dive Compressor with spares 3 size 80 aluminum dive tanks one size 120 aluminum dive tank 2 regulators 2 snorkels 2 wet suits 4 sets of fins 2 underwater strobes 4 underwater cameras 2 weight belts Dive knives Dive compass

She carries 5 anchors, set via an ABI two speed manual windlass, as designed for Larry Pardey.

Her spares kit includes: spare set of injectors, 2 starters, 2 alternators, water pumps, gasket set, fuel pumps, spare cutlass bearing, spare steering ram, windlass spares, spares to rebuild any of her 13 Andersen winches, autopilot spares, spare compass, 2 sextants, radio spares, and electronics spares.

She has a Furuno GPS, W-H PB-3N autopilot, B&G Hercules depth sounder, Icom 802 SSB, Yaesu SSB,

manual HF tuner, custom DC powered computer with Bullet WiFi antenna xcvr,

Chart coverage – world wide both paper and electronic

Navigational Publications: World wide – BA Pilots, List of Radio Signals, H.O. 249 American Practical Navigator, 2 volumes, Chart Kits & electronic charts US waters, Pilots of ICW Norfolk to the Keys.

She has a thwartships gimballed 4 burner LPG shipmate galley stove with oven, pressure water, water heater, Engle fridge-freezer and Ice box.

Her dinghy comes with two sets of oars, and is drained by an elvstrom bailer.

She is offered by her original owner after > 100,000 sea miles put on over 32 years visiting the island nations, and coral reefs of the world, including New Guinea, Hermits, New Caledonia, Vanuatu, Solomons, Philippines, China, Malaysia, Thailand, Sri Lanka, India, Seychelles,



Maldives, Magagascar, South Africa, Namibia, St. Helena, Fernando de Noronha, Bermuda, West Indies, Azores, and the Med.

As is.... \$250,000.

