

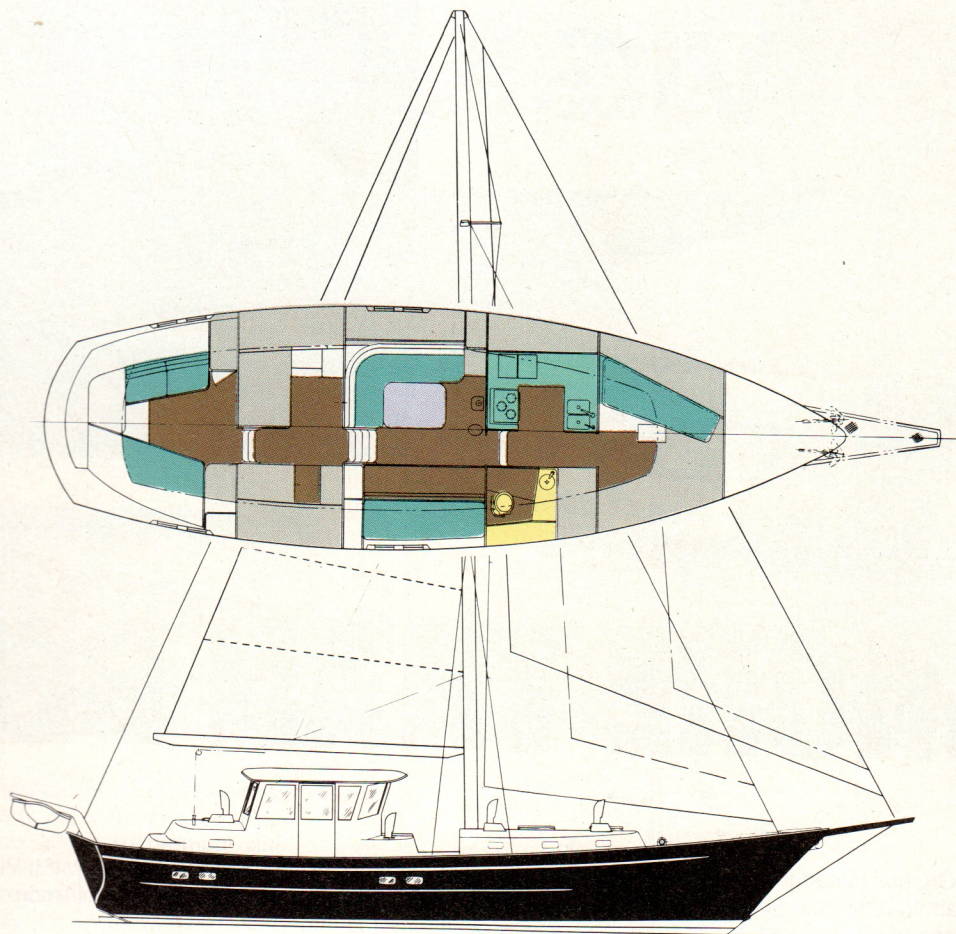
BOAT REVIEWS

Designs

Pegasus

Pegasus was designed by Frank MacLear for an Indiana client, an ex-Coast Guard officer with graduate degrees in limnology (the study of chemical, meteorological and biological conditions in fresh water), and with plenty of sailing experience as well. This client wanted an eminently sound and seaworthy vessel with which he could cruise and carry out scientific research on the Great Lakes.

Pegasus is of all-welded aluminum construction with cutaway full keel, twin centerboards, large ship-type rudder and protected propeller aperture. The propeller shaft is offset two degrees to port to counteract the propeller torque and also to clear the aft centerboard pennant. Five watertight bulkheads divide the vessel into six compartments, any two of which can be flooded without seriously affecting the boat's ability to carry on. Any compartment can be pumped by a large manual pump in the wheelhouse, a portable manual pump



LOA	44'9" (13.64 m.)
LWL	35'0" (10.67 m.)
Beam	13'6" (4.11 m.)
Draft	4'6" (1.37 m.)
Ballast	17,920 lbs. (8,128 kg.)
Displacement	44,800 lbs. (20,321 kg.)
Sail area	1,200 sq. ft. (111.5 sq. m.)
Disp./Length Ratio	466
Sail area/Disp. Ratio	15.2

or an engine-driven pump.

The engine room is isolated from the rest of the interior and has its own ventilation system as well as an automatic Halon fire extinguishing system. In addition to the Perkins 4-236 main engine it also houses the three batteries, 400 gallons of fuel oil in three tanks, 40 gallons of kerosene and a three-square-foot workbench with standing headroom. Space is provided for the storage of two bicycles, spare sails and extra mechanical parts.

Aft of the engine room is the

owner's cabin with double berth to starboard, desk and settee to port. Easy access is provided to the steering cylinder and exhaust riser. Four steps up, above the engine room, is the pilothouse with the inside (and only) steering station. A helmsman's stool swings out of the way when not in use. Just aft of the helm is a 3' x 4' chart table with built-in drafting machine, three full-size chart drawers and abundant shelves. There are wet lockers to port and to starboard for life jackets, flares,

harnesses and so on. To port also is a settee and pilot berth.

Moving forward and down six steps is the saloon, with dinette and hanging locker to port, and settee and pilot berth to starboard. A kerosene cabin heater is fitted here as well as in the after cabin. Next forward are the head and galley, with a double-gimbal kerosene stove.

The forward cabin is intended as a combination guest cabin/laboratory. Two bunks double as bench space with storage beneath for lab stores.

Ventilation is provided by 10 Dorade vents, three deck hatches, eight opening ports and six opening windows, as well as the pilothouse doors and roof hatch.

The deck is arranged for all sail trimming to be done from the flush deck forward of the wheelhouse. Four large deck

boxes are also located here. To keep the deck uncluttered, all stanchion bases and chain plates are attached to the top of the toe rail, which is a minimum of eight inches above the deck. Tank fills are on top of the bollards and water fills are on the pilothouse. Water tank vents terminate inside the Dorade boxes while fuel tank vents terminate in the davits aft.

All sails are hank-on, with the storm trysail on its own track. The jumper strut eliminates the need for running backstays.

Pegasus' hull is complete and the owner is finishing her himself with the help of outside contractors.

For more information contact *MacLear & Harris, Inc.*, 117 East 72 St., New York, NY 10021.

— Danny Greene