

M.Y. Pegasus
Refit hull #649

Flying again: The amazing refit of the Feadship Pegasus

The extensive ten-month refit of the Feadship *Pegasus*, launched as *White Rabbit* in 1995, has produced a longer and even more luxurious megayacht that is attuned to the requirements of her new owner to a phenomenal degree. In addition to the unparalleled skills of the Feadship craftsmen at De Vries Makkum and the unequalled engineering design and engineering know-how of De Voogt Naval Architects, *Pegasus* also shows what can be achieved when the Feadship Refit Team is involved before a yacht has even been bought.

The story behind how a Greek owner came to find *Pegasus* and then used all his experience and energy to bring her into a new era of magnificence is fascinating. He started looking for a displacement yacht to add to a small fleet of speedboats, day cruisers and a semi displacement yachts in 2007. "The client inspected numerous yachts and all kinds of brands," remembers Feadship Refit Manager Ico Vergouwe, who was involved from the earliest stage of the project. "He came to the conclusion that build quality was an important factor for a pre-owned yacht and a better basis for a new owner to refit and redecorate it to his preferences."

By early 2008 the owner had concluded that only a Feadship could truly meet his demanding requirements due to the inherent quality and unrivalled value-to-age ratio. "He was looking for a yacht around the 50-meter mark, with lots of guest accommodation and a good turn of speed," explains Vergouwe. "The latter is a typical requirement for Greeks as they use their yachts from April to October for weekend trips to the islands. Extended cruises are generally reserved for the July - August holidays."

The aspiring Feadship owner also sent delegations to Florida to view various yachts and meet Feadship America President Francois van Well, who provided some sound advice. Late one night in Athens, the owner was surfing the internet in search of other Feadship options when he came across *Pegasus*. The right length, 18.3 knots of speed, a giant main lounge, full beam bridge deck lounge, good-sized master stateroom and five guest suites for 16 guests... This was the yacht he had been looking for!

Vergouwe takes up the story: "Enquiries were quickly made immediately (past midnight) and the owner himself led a team to the Bahamas to see *Pegasus* at first hand the following morning. A couple of hours onboard confirmed that she was in excellent condition, and the owner now required answers to some specific questions. He called me directly from the aft deck of *Pegasus* and we agreed to meet in London the very next day to discuss matters further."

After a quick visit to the De Vries archives to pick up the requested information, Vergouwe and commercial manager Bas Nederpelt flew to the UK. “The meeting was very efficient as we could leverage on our extensive knowledge of the original design and use that to assess the feasibility of the owner’s ideas for an extension to all decks. Fully confident that everything would pan out his way, the owner bought *Pegasus* within days. A month later he asked a few of the Feadship team to join him on a short cruise in Greece so that we could see how he and his party used the boat and be able to answer any questions that might arise. In this way we ensured that the refit plans were customized to the client’s everyday onboard lifestyle.”

Before *Pegasus* sailed to the De Vries Makkum yard, Feadship Yacht Services developed a new GA, fine-tuned in a series of meetings with the owner in Athens, Schinousa and Monaco. “Even after the refit started changes were made and work was added to the scope almost until the day the yacht left the yard again,” adds Vergouwe. “This is what happens when an owner with an endless flow of great ideas joins forces with Feadship. No one knows a Feadship better than the yard and designers that created her. Dedicated to the care, maintenance and technical support of the Feadship fleet, our Yacht Services division brings all this expertise and experience together and lays the firm foundations that are so vital for a comprehensive refit to be successful.”

De Voogt’s design and engineering services were at the disposal of the *Pegasus* refit team, offering support with everything from stability calculations to material studies. And the people involved with the original construction at the Koninklijke De Vries Scheepsbouw yard in Aalsmeer also played a key role, sharing their knowledge of why the yacht was built as she was in 1995.

“*White Rabbit* was initially created for an Asian owner who loved to entertain and had a passion for deep-sea fishing and water toys,” explains Vergouwe. “She also had to serve as a floating business platform and casino, including a large table for meetings on the bridge deck that converted into a full-sized roulette table once a deal was closed. Feadship had therefore designed a displacement hull with a bulbous bow that synthesized comfort with high speed in a unique way for the time.

“Moreover, because the original owner required a wealth of transport modes to reach the yacht – including a plane, an amphibious car and several tenders – virtually the entire exterior aft deck space was required for stowage. This was something that had to change during the refit, with the new owner seeing exterior lounging and entertainment as a main priority.”

To meet this goal, the decision was taken to extend all three decks, increasing the hull length at waterline by four meters and the sun deck by nearly six. *Pegasus* was to be given an LOA of 52.25 m (171’5”), compared to 49.38 m (162’) at the time of her launch. But it is the square meter volume that is the most relevant figure here as the deck additions would bring the total exterior areas to 265 square meters, with four major outdoor dining and lounging areas.

As always on major refit projects, decisions taken in one area have profound implications elsewhere. *Pegasus* serves as a test case example of this. Among the design objectives, for example, was to make the folding swim platform in the transom larger and reconfigure the transom lines. As a result of the reconfiguration of the transom the main deck aft area was extended, giving more room for larger seating, which according to the owner required solutions to both create privacy and reduce wind load.

A similar 'knock-on' effect can be seen with the decision to make the bridge deck aft more suitable for entertainment, creating space for a large seating area with tables across the deck, integrated with the aft bulwark. In order to clear the bridge deck, the main tender had to move to the sun deck. This required a 6 meter extension of the sun deck and an upgrade of the crane capacity. And as a result of stowing the main tender on the sundeck, the crew tender and two jet skis would be stowed on the foredeck, requiring a suitable boat-handling crane in that area.

Once all this meticulous preparation had been completed, Feadship De Vries Makkum started the refit in September 2008. Ten months later, *Pegasus* was relaunched looking, feeling and operating on a par with our very finest brand-new megayachts.

A tour of the refitted outdoor areas of Pegasus

Main deck

A total of 30 square meters has been added to the aft area of the main deck. Instead of completely reconfiguring the layout, the owner decided to maintain the furniture set-up and add various features to improve privacy. A new, larger U-shaped seating unit with new hydraulic coffee table has been installed against the aft bulwark. Two new folding seats hiding the mooring equipment are located port and starboard, and the dining table has been provided with new chairs.

To provide protection against the wind and improve privacy on the aft deck, the owner and the Feadship refit team developed two unique features. Port and starboard on the side deck are three lightweight panels that hinge down from a ceiling recess, landing and locking on the cap rails. These Matterhorn white panels have a horizontal planked teak centerpiece on the inside in which a stainless steel trimmed porthole is placed.

The other feature is integrated in the U-shaped seating unit. At the push of a button three lacquered teak louvered blinds pop up from the top of the back rests, creating a private booth when moored stern to. To further boost comfort levels in this cozy spot, the now secluded table can be lowered electrically and covered with cushions, morphing into a bed or large lounger. Another superb spot for some horizontal relaxation is found just around the corner in the port passageway, where a hammock is suspended just above the sea.

As we have seen, having the main tender stowed on the sun deck freed up space to locate the new Nautica crew tender and two large jet skis on the foredeck. A new 1200 kg SWL boat handling crane has been installed on the centerline in front of the forepeak hatch, which has been moved slightly aft. Anticipating future requirements for a foremast light and MCA compliance, a fully certified MOB crane has been installed that, when deployed vertically, serves as a foremast for night sailing.

Lower deck

A key request on this deck was for an improved lazarette with tender stowage provisions. The folding swim platform in the transom has been enlarged in combination with a reconfiguration of the transom lines. A 1.75 m section was **cut off** the hull and the traditional negative angled transom replaced by a new hull section of 5.25 m with a sloping transom. The new swimming platform measures 4 m x 5 m and also serves as a submersible ramp for launching the 5.60 m Nautica Express guest tender via a slipway system.

With the tender deployed, the all-new lazarette becomes a fabulous beach club, with teak decking, high gloss lacquered walls, and a white lacquered ceiling with a woven teak veneer central panel. A bar and service cabinet accommodates a hidden sink, fridge, wine cooler and icemaker, with good bottle and glass storage in the upper cupboards.

The original day head on the port side forward has been reinstated with complete new finishing in the beach club style. On the port side aft is a reconfigured staircase leading down from the main deck, a shower corner and a side-boarding platform. The latter allows for boarding and mooring the guest tenders, keeping the swim platform clear for recreation. To facilitate a nighttime dip, the beach club area and surrounding waters can be lit by means of new deck lighting and ten powerful LED underwater lights spread evenly around the transom.

Bridge deck

The new superstructure lines also required the bridge deck to be extended and have a new bulwark. This in turn necessitated the removal of the two cranes that were previously integrated in the aft and side bulwarks and fashion plate. Together with the extension of the sun deck and the already existing bar, this created a new entertainment area that is ideally suited for cocktail parties and dinners.

A fabulous new al fresco dining area seats up to 22 guests. Sections of the large table can be removed and the tables lowered to create a cocktail-style arrangement serviced by the circular bar. Expanded by 20 square meters this deck is now truly equipped for dining, lounging or partying.

All of the cushions are in beige neutral tones giving a warm yet contemporary feel to the area. The service cabinets at both sides are in the same style as the beach club cabinetry, having a white body with horizontal v-grooves and lacquered teak worktop and trims.

The existing curved sliding windows opening to the bridge deck lounge bar were reinstated and provided with new panes and overhead lights to give the area a complete as-new appearance. A round window fitted in the bottom of the sun deck pool provides extra daylight for the bridge deck.

Sun deck

Many more relaxation pleasures await guests on the sun deck, having received the largest addition of “real estate” (36 square meters) during the refit. Its aft section has been transformed from a place that housed jet-skis and tenders to a wonderful ‘Pool Deck’. Ascending from the bridge deck, a glass wall and floor encloses the gymnasium/massage parlor that can be made private at the flip of a switch.

The aft portion of the deck contains plush sunning cushions and a glass bottomed salt-water pool. Made of aluminum and glass, the pool has a U-shaped seat and overflow system at the front, while the glass side and aft walls are superbly integrated with the bulwark and stainless steel railing. The inside is lined with light sand-colored mosaic glass tiles and underwater lights. The pool area has got a fresh water shower offering a quick rinse before settling down for a drink at the bar.

The L-shaped bar in the starboard forward corner is a well-designed and practical piece of deck furniture. Based on the design of the other exterior cabinetry, complemented with some fine teak and stainless steel detailing, the bar accommodates all the normal features including a ceramic grill. The bar stools and light construction of the other loose deck furniture make a further contribution to the lazy sunny afternoon atmosphere. This feeling can even be increased by deploying a large tarp tent over the entire deck, which is made of a light beige fabric. This is also a great spot in the evenings for watching movies under the stars on the 55-inch outdoor plasma TV.

The owner wanted to store the largest possible luxury tender on the sun deck. Feadship concluded that a weight of three tons and length of eight meters was the maximum in terms of stability and handling safety. A new 3,000 kg single knuckle boom crane launches the tender, which will be called *Pegasaki* (*little Pegasus*). With her sleek outline and luxurious upholstery, this wonderful custom craft was designed in close cooperation with the owner and will be built to the highest specifications by Dutch company Nautic Generation. *Pegasaki* can speed along at 35+ knots and has ample room for overnight stays, exploring forgotten bays or out-of-reach places. *Pegasaki* will be launched mid 2010.

The interior concept

In addition to the fabulous outdoor facilities offered by the reborn *Pegasus*, another 630 square meters of interior space has been seriously refurbished to match the owner’s personal taste. The yacht’s large windows already ensured that all the social areas are bathed in natural light, offering guests panoramic views of the ocean wherever they might sit.

Now the original classic interior has been re-designed and updated with a warm modern look, with all new entertainment and lighting systems.

Entering by the main deck entrance one instantly notices the flowing lines of the interior and the Burmese teak wood floors that run the entire length of the yacht. The atrium is home to a dramatic four-meter-high abstract statue, custom-created for *Pegasus* by Greek sculptor Sophia Vari.

The overall design synthesizes style with functionality at every opportunity, with distinctively bold individual furniture pieces, bespoke lighting and a fresh new layout. A wealth of polished stainless steel and shagreen give an early-20th-century glamour, and these designs have been set against quieter pieces of furniture in black American walnut with an oiled and waxed polished finish.

New ceiling and wall panels have been installed and combined with the new loose furniture, lighting and decoration, give *Pegasus* a contemporary look that reflects her owner's interest in the world's cultures. Renowned British designer Chester Jones was responsible for a number of key furniture pieces. Designed by Sandy Jones, the carpets were made in Konya. Taken as a whole, all these features serve as a background to the owner's collection of post-cubist sculptures, bas-reliefs and photographs.

Chic contributions from designers Romeo Sozzi (Italy), Christian Liaigre (France) and Tresserra (Spain) give the yacht a truly European ambience. The sophisticated lighting system by Richard Aldridge, known for his work in the Louvre and British Museum, gives a fresh daytime feel. A tranquil and relaxing evening environment can be created at the push of a button by highlighting the numerous works of art or softly illuminating the furniture.

A new AV system with Creston panels has been installed throughout the yacht, offering a vast music selection, a 450-movie Kaleidescape library, a wide range of lighting modes and control over the roman blinds. Wi-Fi is accessible everywhere and wireless telephones are located in each section of the vessel. The operating systems have been upgraded with a new satellite system, radars, GPS, night vision and color security cameras.

Extensive work to the engine room has brought back the performance of the main engines, generators and auxiliary machinery to as new levels, while meeting the owner's targets for the environment. Staying on the green theme, a new waste control system has been initiated onboard that separates and stores the garbage in a special freezer for later disposal in port. Safety and navigation systems have also been modified to the latest standards onboard a Feadship that is now once again state of the art in every respect.

Technical specifications

	Before refit		After refit	
<i>Length overall:</i>	49.38m	162'0"	52.25m	171'5"
<i>Length WL:</i>	44.00m	144'4"	47.68m	156'5"
<i>Beam overall:</i>	9.30m	30'6"	9.30m	30'6"
<i>Speed (max):</i>	18+ knots		18+ knots	

About Feadship:

Based in the Netherlands, Feadship is a cooperation between three of the most renowned names in yachting history – Koninklijke De Vries Scheepsbouw, Royal Van Lent and De Voogt Naval Architects – with combined roots dating back to 1849. Recognized as the world leader in the field of custom-built luxury motoryachts, Feadship has continuously been at the forefront of innovations in both technology and design. This has led to the introduction of two custom-series options, the SL39 and F45 Vantage, plus the radical Streams concepts. Feadship also offers dedicated charter and refit services.

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