PEGASUS

YACHTS

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BLUEWATER BRILLIANCE

We are now in our seventh year since the idea of Pegasus Yachts was founded. What began as a clear and honest wish to create catamaran living on a monohull, resulted in a comfortable, and genuinely easy to sail bluewater cruiser which quickly grew in popularity beyond our expectations.

We were enthused by the early reception from the media, and even more so by the dedication shown by our owners. By people who become ambassadors of the Pegasus philosophy, take our ideas across oceans and even win offshore races such as the 2022 OSTAR.

With the sale of our 24th hull of the Pegasus 50, it was time for the next step. However, the Pegasus 67 was not entirely our decision, but a natural response to the dialogue with our customers. With two preorders already placed, the 67 is now morphing from an idea to reality. Preparing for this next chapter is a demanding task, but one we approach with confidence, experience, and the same conviction that guided us from the start: to build yachts that earn trust, reward their owners every day, and quietly excel where it matters most.

Lastly, the Pegasus crew is still small by most shipyard standards, but each and every member of our team has a very important trait in abundance: passion.

Marko Paś and Miha Breskvar



A Pegasus Yacht is built for bluewater passagemaking: fast, well-protected, and ready to live aboard from the moment it leaves the yard.

The cockpit is deep and sheltered, with fixed overhead protection that keeps crew comfortable in sun and rain alike. The yacht is intended to be owner-sailed; everything, from the deck equipment and layout, to the naval architecture is geared towards that goal.

Below deck, the saloon is bright, open and well-ventilated, with panoramic windows and a layout designed for extended time at sea. Seating and sleeping arrangements are considered for couples and small crews on long passages. The galley is practical and well-equipped, positioned and secured for cooking underway.

On the water, performance follows directly from the design. A modern hull form, optimised sail plan and lightweight yet rigid construction deliver fast, efficient sailing in a wide range of conditions, balanced by the goal of creating a »healthy« boat; one that will never feel overpowered, nervous or hard to control, even when sailing her fast and short-handed.

Every Pegasus leaves the yard complete. Onboard energy generation, watermaking and systems integration are standard. There is no list of things to add before departure, except maybe a trip to the grocery store. The yacht is ready; the only decision is where to go.





CONCEPT

The Pegasus 67 is an owner-driven, short-handed, easy-to-handle bluewater cruiser. She has the internal volume of a typical 57–60 foot boat, with an extended hull on the bow by integrating the bowsprit and an extended transom to accommodate a longitudinally placed 3.5 m dinghy garage and gangway. Total displacement has been minimised to ensure easy handling with lower handling loads and reduced sail areas.

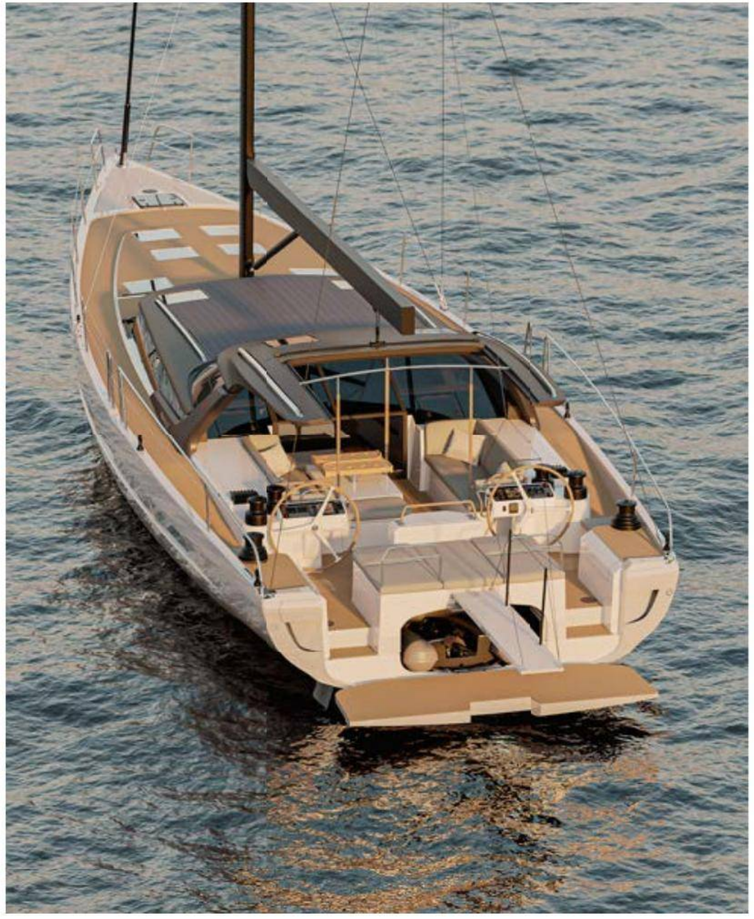
Even with a small crew, she feels light, responsive, and no larger to handle than a 60-footer.

She is being developed for customers planning to spend extended periods on board in total comfort and autonomy; she can sail longer distances with maximum safety and security.

IDEAL LONG-DISTANCE CREWS FOR THE PEGASUS 67:

- Families with up to 8 persons - upgrading from smaller saiing boats
- Couple cruising with friends
- Owner(s) with a captain and chef, downsizing from larger boats

The layout offers flexibility with either four cabins and three toilets, or three cabins and two toilets. The forward section is dedicated to the owner's maximum comfort, while the aft cabins are separated by the central saloon area.





PEGASUS 67 IS AN OWNER-SAILED YACHT THAT DOES NOT REQUIRE A MAINTENANCE CREW

At Pegasus Yachts, we strongly believe our boats must provide maximum freedom and stress-free time on board. "Less is more" and "Reduce to the max" are our guiding principles.

All systems are meticulously designed, and every component is carefully selected and positioned to ensure the best experience for the owner - both in day-to-day operation and long-term maintenance.

We intentionally avoid overloading the boat with unnecessary systems, favouring intelligent simplicity that improves performance, reliability, and ease of use. That said, we never compromise on essential comfort.

Reliability is fundamental. We ensure it with redundant systems - products chosen for a combination of their robustness, fail-safe or backup functions, as well as worldwide service and support networks. On the Pegasus 67 we provide redundancy in autopilot, charging, batteries, water pumps, navigation plotters, communication antennas, watermaker and many other items.

HULL DESIGN

The Pegasus 67 is designed with light displacement. Our target is a dry mass at 21 tons, including keel, rudders, mast, boom and rigging, empty tanks, generator, bow thruster, six 200 Ah 24 V batteries, 50.000 Btu Aircon and synthetic decking. The maximum operating displacement is kept below 25 tons.

VISUAL IMPACT

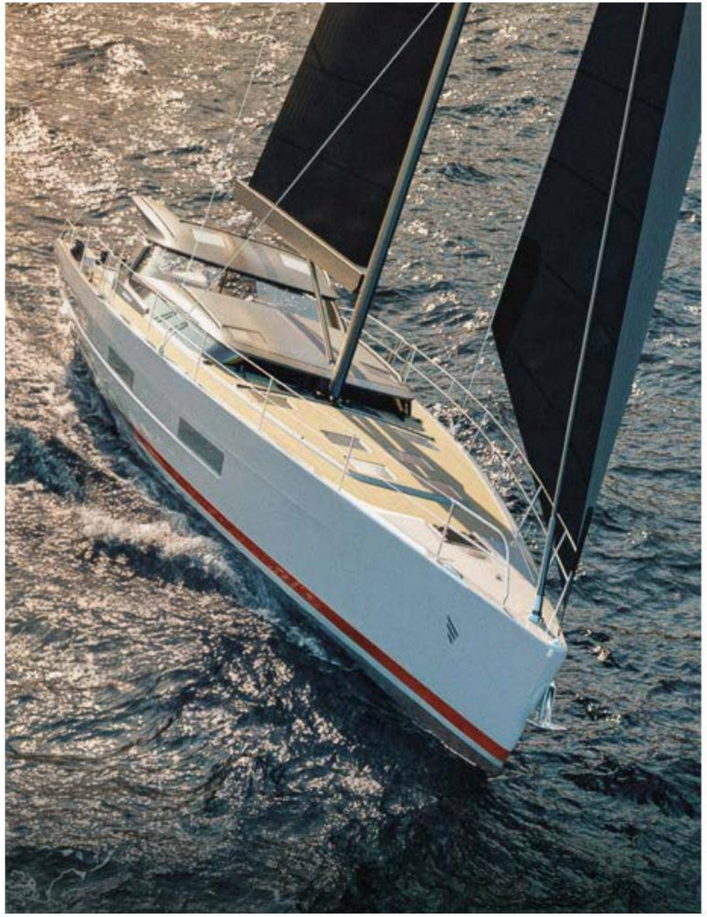
We aim to present the Pegasus 67 visually as elegantly as possible by reducing hull volume where it is not needed. Interior standing heights remain above 2 m (above 6.5ft).

TRANSOM WIDTH & MANOEUVRABILITY

Pegasus 67 features reduced beam at the transom. This enhances manoeuvrability in small ports, when entering and exiting berths, and reduces the risk of catching mooring lines from neighbouring yachts. Marina infrastructure has not kept pace with increasing yacht dimensions, and our design reflects this reality.







BOW SECTIONS

Fine entry and a narrow maximum waterline beam improve motoring performance and reduce slamming forces and noise. The bow section is carefully shaped for soft upwind sailing - especially important for less experienced sailors who may be sensitive to noise and vibration. We're still considering incorporating a hard chine on the bow, positioned well above the waterline, to add volume for dynamic lift and to reduce the risk of bow steering in following seas

HYDRODYNAMICS & STABILITY

A narrow waterline beam and low wetted surface area are essential for sailing performance at TWS 5–10 knots. The hull provides full-form stability from heel angles of 10–12° and beyond and upward. Balanced longitudinal volume distribution helps maintain neutral trim when heeled, avoiding excessive bow-down and large negative angles of attack on the keel fin. Hull sections around the rudders are flattened reducing rudder gaps when stearing, improving efficiency.

KEEL AND RUDDERS

- The keel draft at light displacement is 3.0 meters.
- The keel is an iron fin with a lead bulb, cast around the fin – following the proven Pegasus 50 design.
- The bulb does not protrude forward of the fin's leading edge, preventing the bulb from catching floating debris, seagrass, or mooring lines.
- The fin features a generous leading-edge sweepback angle, to clear floating crab-pot lines, nets, debris, and seagrass.
- The ballast ratio is set at a minimum of 30% at dry weight displacement.
- The Pegasus 67 features twin rudders in carbon construction with a minimised draft for safety, but sufficient surface to maintain full control at high and low speeds.
- While a gentle ride and good speed are top priorities, the boat's ability to manoeuvre in port is equally important for comfort reducing stress on the crew.
- The keel and rudders provide sufficient lateral surface area to ensure effective zero-speed manoeuvrability in confined spaces.
- The steering system will use a mechanism, in which both rudders are mechanically linked by a crossbar.



TEAM BEHIND THE PROJECT


Miha Breskvar


Ernst Thomke

Marko Paš


Juan Kouyoumdjian


Pip Hare


Lorenzo Berselli


Danijel Mihajlović


Igor Zupan


Sabina Zule


Brina Strman & Ana Granda


Matej Meglič


Primož Meglič


Ferdi Fejzulai

FAST SAILING YACHT, BUT NOT AT ALL A RACING BOAT

Pegasus concept is based practical and rationally reduced displacement, without compromising yacht soundness or structural integrity. We achieve this by using contemporary production techniques, modern materials and precision and care while building our boats.

The Pegasus Pegasus 67's hull geometry, appendages, and sail plan are designed and CFD (computational fluid dynamics) optimised in collaboration with world-class naval architect Juan Kouyoumdjian of JYD and his team, drawing from their experience in ocean racing and the America's Cup.

"THE HEALTHY BOAT"

To make Pegasus 67 fast but soft and safe when sailing, hull shape is optimised for the given displacement and interior space. The goal is not to chase racing ratings but rather to deliver fast and easily handled performance in real-world bluewater cruising conditions.

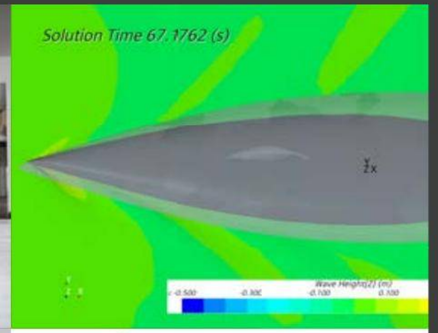
Every piece of equipment installed is carefully selected - not just for its quality and reliability, but also for its impact on overall weight. Every decision we make, we constantly balance between functionality, performance, longevity, and worldwide availability.

Lower total displacement translates into much more than speed - it directly improves boats sailing ability and onboard experience:

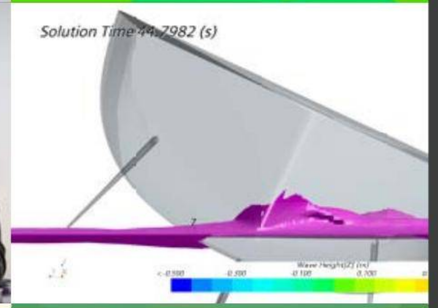
- Higher sailing performance with less or no effort
- Smaller sail plan and lighter rigging, reducing loads and increases safety when handling
- Lower and lighter mast, improving stability and handling
- Simpler manoeuvring in port

Ultimately, it's not so much about the length of the boat; total mass is what defines ease of handling.

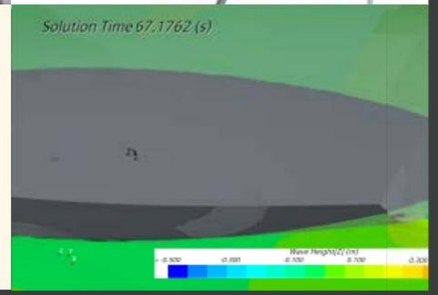








NAVAL ARCHITECTS
JUAN·K
PERFORMANCE ENGINEERING







SHORTHANDED SAILING

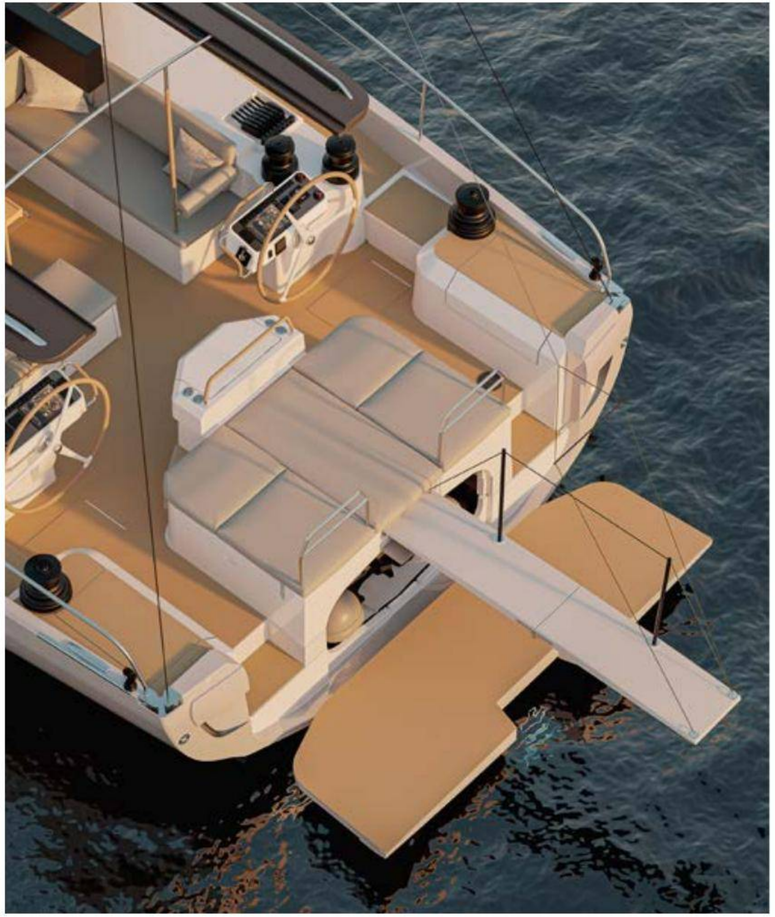
Light displacement requires less driving force, considerable effort goes into minimising mast height, reducing sail-plan area, and developing furling headsails and downwind sails.

Today's sailors often prefer a more relaxed style of cruising and are less prone to action. We've embraced that reality by carefully designing and testing systems that maintain strong performance with less crew engagement. Furling downwind sails create a more relaxed onboard environment, allowing one person – with electric winches and proper sail setup – to handle them effectively.

Furling downwind sails, such as code 0, can remain hoisted even when furled, up to 30 kts AWS, minimising the need for handling offshore.

Needless to say all controls are led back to the helm position managed by four electric winches. The mainsail is slab reefed with solutions from solo ocean racing boats.

The mainsail sheeting point is on the mainsheet arch, all heavily loaded lines clear of the central cockpit





ALL-WEATHER-PROTECTED COCKPIT

A permanently protected cockpit with a windshield and composite roof is a defining feature of Pegasus Yachts. Cockpit protection is carefully integrated into initial boat design.

To reduce motion, the cockpit is moved forward and lower (closer to two-thirds of the boat's length) as much as practically possible.

Comfortable cockpit seats with high backrests are about 1 m lower than on conventional aft cabin boats, meaning less motion, less exposure to elements and more comfort.

The windshield and cockpit roof can be opened for ventilation and provide clear views of the sails and night sky.

COCKPIT AND SALOON AS A SINGLE LIVING SPACE

The Pegasus 67 features a seamless connection between the cockpit and saloon through sliding glass doors. Just two steps link the two areas, creating one spacious, unified living space.

The saloon with windows offering a full 360° view delivers a pleasant, unique, light-filled living space. The gimballed settee in the saloon is designed to pivot on the boat's longitudinal axis, compensating for the angle of the heel and keeping the seating level. This minimises the physical strain needed to brace yourself to stay upright and helps reduce disorientation and seasickness.

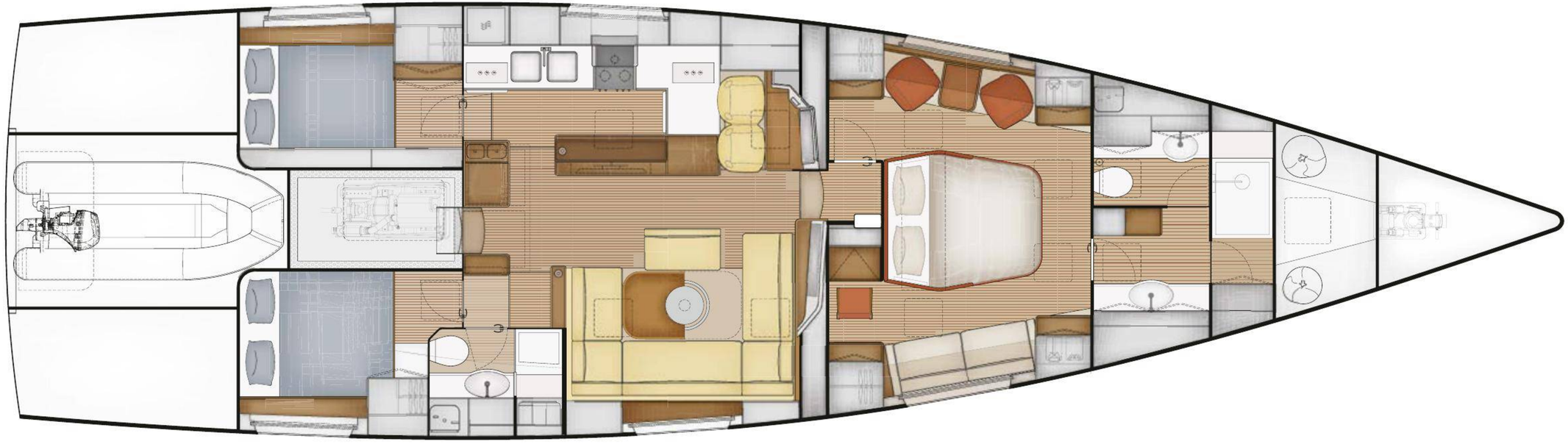
The interior navigation station with 360° visibility offers unmatched comfort, safety, and functionality even when sailing in the harshest conditions. It accommodates two crew members and allows full control from inside the boat.

Different layout options offer various combinations of cabins and heads.



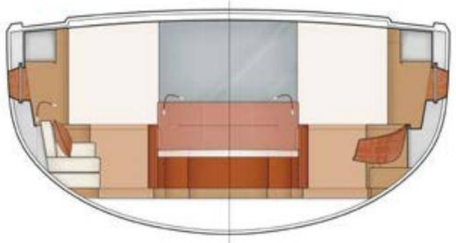


THREE CABIN LAYOUT

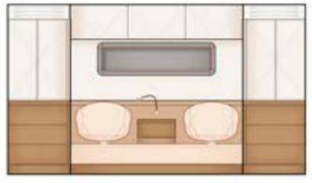




Owner's Cabin, Starboard View



Owner's Cabin View, Looking Aft



Owner's Cabin, Port View



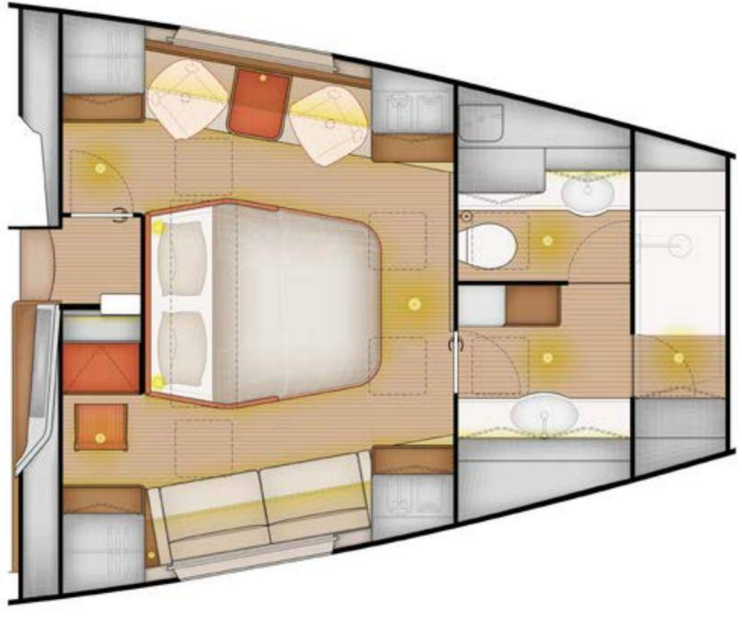






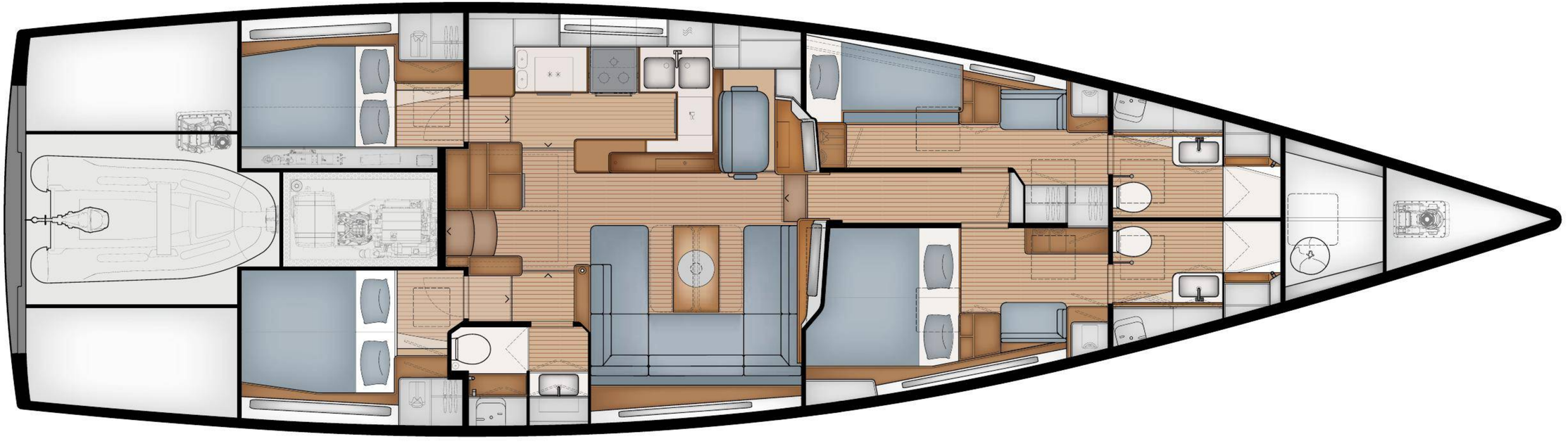
OWNER'S CABIN WITH EN SUITE FLOORPLAN



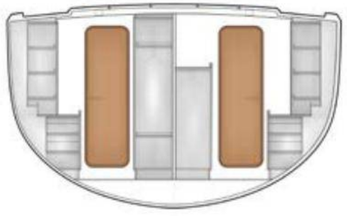


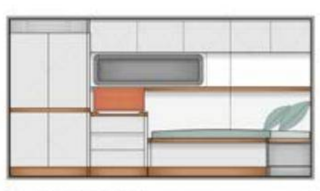


FOUR CABIN LAYOUT

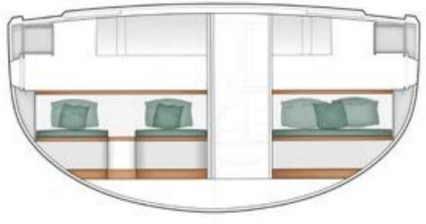


Guest Cabin Port and Owner's Cabin Starboard, Looking Forward





Owner's Cabin, Starboard View





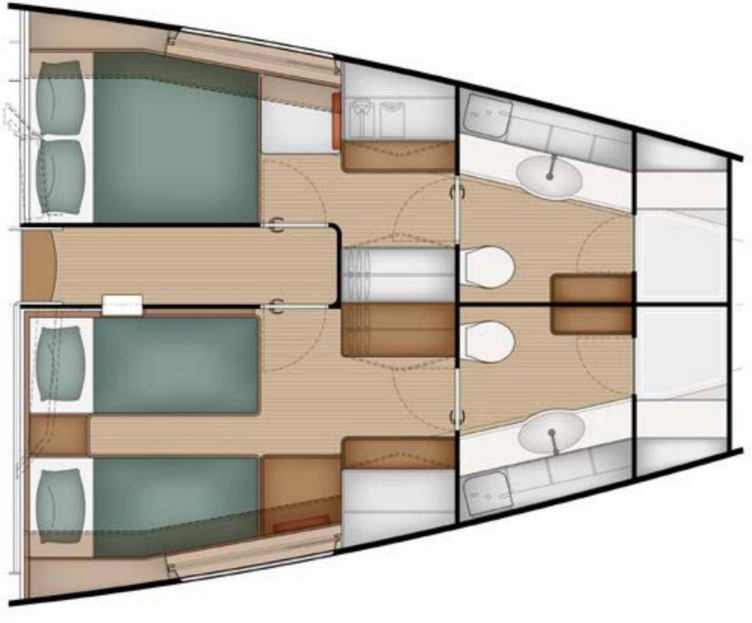
Guest Cabin, Port View

Owner's Cabin Starboard and Guest Cabin Port, Looking Aft



GUEST CABIN PORT AND OWNER'S CABIN STARBOARD FLOORPLAN

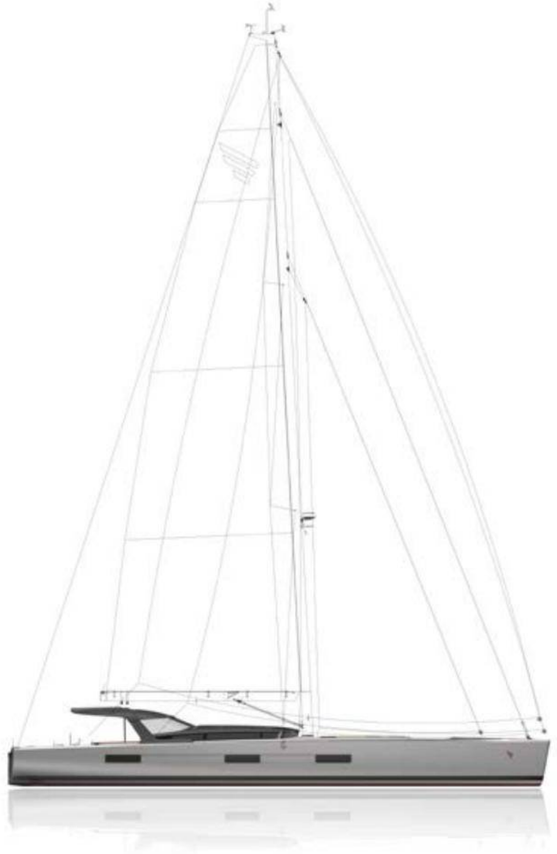




MAST AND SAIL PLAN

Our objective is to design a minimal yet efficient sail plan that ensures ease of handling while still delivering a lively and responsive sailing experience, particularly in light wind conditions. The boat is optimised for a wind range of 5 to 40 knots. Key elements of the sail plan include:

- Shortest possible mast tube with minimum mast and standing rigging weight.
- Slab reefing mainsail with moderate boom length.
- Furling J1 headsail and removable self-taking furling J2.
- A Code 0 sail (65–75%) on a bow-mounted furler hoisted on a 2:1 halyard.



DIMENSIONS & DATA

Hull length	20,46 m
Beam	5,70 m
Draft standard	3,0 m
Displacement dry weight	21 t
Ballast ratio (to dry weight)	above 30 %
Angle of vanishing stability (for operational displ. Diesel)	125 degrees
Engine Yanmar 4LV150	150 hp
Sail drive	SD15-L
Diesel capacity	1000 liters
Water capacity	800 liters

Category CE	A-Ocean going vessel
Concept & Design	Pegasus Yachts
Naval Architecture	JuanK Design, Marko Paš/Marine Designs
Exterior and interior Styling	Marko Paš/Marine Designs, AGON – Yacht Design Studio, IDesign
Engineering	Pegasus Yachts, Pure/Gurit, IDesign, Alpha Creations

MAST AND SAILS DATA

I	23,80 m
I 2	19,20 m
I top	26,60 m
J	8,04 m
J bow	8,65 m
P	24,75 m
E	7,80 m
Mainsail standard full batten	115,00 m²
J1 102%	91,30 m²
J2 furling / self-tacking	55,40 m²
Furling Spinnaker (asymmetrical)	350 m²
Code 0 - 75% (on bow)	218 m²

Disclaimer: All data indicated in technical specification is preliminary until written confirmed. Information is subject to change without prior notice.

TECHNICAL ROOM

Visually tidy out-of-bilge technical equipment, installed in a dedicated space is the cornerstone of the Pegasus.

For owners the ability to easily inspect installed equipment – such as pumps, filters, watermaker, electronics, and communication systems – is crucial for the yacht's autonomy and peace of mind.

There will be two technical rooms on Pegasus 67: one dedicated to electrical and electronics beneath the navigation area, and another for pumps and fluids in the port aft cabin beside the engine room

Every piece of equipment will have a carefully planned position and full access for checks, maintenance and replacement.

AUTOPILOTS

- Hydraulic cylinders, fixed transversely to the aft bulkhead, driven by a hydraulic pump
- B&G H5000 Pilot Computer
- 2 redundant B&G RAM T3 autopilots connected to each rudder

MODERN TECHNICAL POSSIBILITIES:

- Integrated bow Code 0 electric/hydraulic furler
- Under deck Electric/Hydraulic J1 furler with structural PBO forestay
- J2 forestay hydraulic tensioner with structural cable and lock on the mast
- Lightweight carbon standing rigging
- Structural J1 and J2 stays
- IMOCA like slab reefing system
- Under deck backstay hydraulic cylinder

DINGHY GARAGE

- Longitudinally positioned dinghy garage for 3.5 m dinghy with installed folded motor
- Space for two paddleboards alongside the dinghy







MARKO PAŠ

Marko Paš spent last 30 years designing and building boats and cruising and racing in Mediterranean, North Sea and Baltic.

Campaigning in qualification for Athens Olympic Games in 2004 as a crew in Tornado catamaran.
Engineering background, working in marine industry as an industrial designer, naval architect and project manager, total over 160 projects, sailing and power boats for all prominent world serial builders.
Responsible for Shipman carbon yachts developments, five models, 44 built, first serial carbon construction performance cruiser. Shipman boats together circumnavigated 36 times in last ten years. Gaining priceless experience directly from owners cruising in most remote world places.

Constantly interested in how to improve sailing and live aboard experience and make boat ownership less stress and more fun.

Working in close collaboration with top-end naval architects and hydrodynamic specialists from America's cup and ocean racing, exterior and interior designers and stylists, structural specialists as well as majority important industry suppliers. "Efficiently developed and built with builder and client focus is my field of interest and concentration. Constant innovation in materials and design solutions is an inevitable part of our success." Involved in creating working boats, like patrol and pilot vessels, experienced all aspects of marine harshest environment that brings awareness of safety and absolute need for reliability back to conceptual and design phase. Pegasus 50 concept, design and engineering work is a merger of experiences gained in previous projects, optimised for shorthanded, bluewater sailing with accent on safety, simplicity of use, comfort on board and optimised cost of owneship.



MIHA BRESKVAR

After graduating from mechanical engineering and completing my bachelor's degree at the Faculty of Computer and Information Science, I continued my formal education at IEDC Business School where I got my MBA degree.

My career started in a development team of the system for online stock exchange trading at brokerage company CBPD. Later on, I worked for Lexpera where I was responsible for technical and business development of one of the best legal information system IUS-INFO.

In 2013 I started my own business as a co-founder, partner, and CEO of FrodX d.o.o. – a company that consults and technically supports biggest companies worldwide to help them grow their revenues online, such as Canon, SAP, Microsoft, Velux, Addiko Bank, Generali, Fraport, etc.

In additon to helping companies adjust their sales strategies to fit consumer needs, sailing was an important part of my life. During my student years, I built a racing boat with which my team and I won dozens of regattas. While making more than several thousand nautical miles on various sailboats, I gained a lot of valuable nautical and life experience. I used this sailing knowledge, skills, and experience to teach more than 500 people how to sail. Since 2018, I'm applying all of my know-how as a partner of Pegasus Yachts in order to build a modern bluewater cruisers, the Pegasus 50 and Pegasus 67.



















PEGASUS YACHTS

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Photography: Samo Vidic (samovidic.com), Jason Ludlow (jasonludlow.com)

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