

Test Report: Pegiva Retro Sun

Text by Lori Schüpbach, pictures by Pegiva, translation by Krüger Werft AG
in: marina.ch - das nautische Magazin der Schweiz, July/August issue 2008

Perfection from Down Under

The use of superlatives in a boat test is somewhat icky - but with Pegiva, there is no alternative. Each individual boat is a little masterpiece and enchants you with her details. Testing the "Pegiva Retro Sun" has again proven that Pegiva is synonymous with perfection in yacht building.



"I wanted a boat capturing all the romanticism of the past but designed to state-of-the-art expertise in boatbuilding. A boat, matching my own passion: the classic, hand-made sport boats of the legendary '60s." Thus, Gerald Wyllie, founder and designer of Pegiva Boats, describes the creation of a small but fine shipyard in Molendinar, Australia. Since 2001, about 25 boats have been built annually, here at the "Gold Coast" in the South-East of Queensland. Their goal is to reach 30 and 35 at a maximum. Pegiva has been present in the European market for some years and is represented in Switzerland by Krüger Werft in Gottlieben at Lake Constance. For Markus Krüger, the co-operation with the Australian manufacturer is extremely positive. "Well, one has to get up somewhat earlier in the morning, if one wants to talk with them, but overall, everything works perfectly well." The only real snag is the longer delivery times, when the boats are shipped from Australia to Europe. "By now, we have experience with the logistics and the transports are on schedule."



Highly flexible

A Pegiva is never a boat "off the shelf". Every future owner has the possibility to considerably contribute to the appearance of his boat. Hull colour, various leather combinations in the cockpit and for the sunning space, materials for dashboard, glove compartment and cockpit trim can be combined as desired - without surcharge. The customer can select between versions with walnut root timber (as the test boat), with brushed aluminium or carbon fibre. "A Pegiva is not the right boat for beginners," Markus Krüger explains. "It's like a Bentley. The typical Pegiva owner is around fifty and has very specific ideas - and correspondingly, he or she wants to decide what the boat looks like." Thus, it does not come as a surprise, that a Pegiva usually is not wintered in a harbour space but suspended in a boathouse to remain in perfect condition. A three-point suspension system is installed as standard.



Successful design

The combination of traditional materials and modern boatbuilding technique can be seen best at the hull and the deck. The solid GFRP laminate with clearly defined stringers ensures a strong and torsion-resistant hull and the deck with the flush mahogany surfaces (varnished with bright maple inlays) provides for an elegant look. Evidence of outstanding craftsmanship is the low noise level when sailing. Although the Mercruiser 350 Mpi V8 engine installed in the test boat has its typical V8 sound, it never becomes overpowering. The engine base is solidly laminated and the cover of the engine room is exceptionally well sound-insulated. Talking about the engine: in true classical style, such a boat would be equipped with a rigid shaft and a rudder blade - and the pricelist actually shows such a version (with V drive). In practice, most boats are equipped with a Z-drive, as is the test boat. This is only logical, according to Markus Krüger: "Customers want the easiest handling possible. There is no point in making life more difficult with a rigid shaft."



Great running properties

The classic V-shape of the hull of the "Pegiva Retro Sun" matches the boat perfectly and ensures that everything goes right during a trip. The top speed of more than 75 km/h demands a certain sportiness, although she will run at a solid travelling speed of 50 km/h at 3500 RPM. Very

noticeable is how smoothly the boat glides over the water. Acceleration is very rapid and during gliding, one has the feeling of flying over the water surface. This is not due solely to the speed but because the "Pegiva Retro Sun" glides nicely even in fast turns or choppy waters, almost as if she glides on an air cushion. Specific trimming of the Z-drive is not really required. In short, "solid" is the right adjective for this extraordinary boat, even in respect of the running characteristics.

Just one more word about the price: the "Pegiva Retro Sun" is certainly not found in the bargain basement, but with a boat of this class, it really doesn't matter. With her exclusiveness, style and good feeling on the water, every Franc is a good investment.

Item by item

Exclusiveness

Normally, Pegiva builds 25 boats every year. They do not plan to expand this number by much. Gerald Wyllie, founder and designer of Pegiva Boats, does not look for the masses as his customer base, but for people who can afford to spoil themselves. At a price of about Euro 145,000.00 (including transport into Switzerland) for a boat of just 7.5m length, there is no risk that the Pegiva could lose her exclusivity.

Details

The passion and precision incorporated by the Australians into their product can be seen and felt everywhere - the perfectly tooled leather with visible seams, the specially-manufactured fittings made from high-grade steel, the wine-cooler and the crystal glasses with special engraving (matching the optional cockpit table) or the bathing platform from mahogany that has been treated with a virtually invisible anti-slip coating.



Engines

The test boat is equipped with a Mercruiser 350 Mpi (with a catalytic converter by Pflug, to have Lake Constance approval). The 300 PS petrol engine with Z-drive perfectly matches the boat's orientation. The "Pegiva Retro Sun" can be purchased with one of two different Diesel engine systems. The Steyr 256 H with Z-drive has 250 PS and the Steyr 280 with V-drive and rigid shaft boasts 280 PS.



Shipyard	Pegiva Boats (AUS)
L.O.A.	7.50m
Width	2.30m
Draught	0.77m
Weight	1960kg
Water tank	40l (optional)
Fuel tank	200l
Capacity	6 persons
CE Category	C
Engines	MerCruiser 350 MPI Test boat with Pflug catalytic converter for Lake Constance approval
Power	221 kW (300 PS)
Base price	EUR 141,900.00

Container transport from Australia to Europe, including insurance and customs duty: € 5,350.–
Transport to the place of delivery upon request.

Radio/CD with four water-tight speakers: € 1,565.00; CD/DVD with retractable display: € 4,155.00;
Cockpit table, wine-cooler and 5 glasses: € 2,850.00; cooler box beneath the stern bench: € 1,465.00.

Excl. VAT from Shipyard Gmunden

Krüger Werft AG, Ch-8274 Gottlieben, Tel.: 0041 (0)71 669 12 69 www.krueger-werft.ch

Speed measurements

Gliding threshold 2600 RPM / Rated speed 5000 RPM

Idle: 560 RPM, Top speed: 75.5 km/h at 5000 RPM, measured with GPS, 2 persons on board, smooth water, no wind

Krüger Werft AG

Ländlistrasse 28
CH-8274 Gottlieben
info@krueger-werft.ch

Tel. +41(0)71 6691269
Fax +41(0)71 6691214
www.krueger-werft.ch