

PEARSON YACHTS

PEARSON 30

OWNER'S GUIDE AND PROTECTION PLAN

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PEARSON 30

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Welcome aboard. You are now the owner of "the finest in fiberglass" -- a yacht by Pearson.

Your decision is a source of great satisfaction to us, and we are confident your new boat will provide the same for you. By selecting a Pearson, you have expressed a confidence in us. You can rest assured that we have made and will make every effort to support your trust.

Every Pearson yacht is manufactured with the finest materials available by dedicated professionals and craftsmen. It asks only that you treat it as one of the family, and it will return all you can ask of it and more. This booklet is intended to guide you through your first few days of ownership. Individual instruction manuals from the manufacturers of installed equipment are also included where more detailed information is required.

Please accept our congratulations. Have fun and smooth sailing.

Sincerely,

PEARSON YACHTS

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NAME OF BOAT

REGISTRATION NO.

PORT OF CALL

OWNER'S NAME AND ADDRESS

RADIO TELEPHONE CALL NO.

29' 9½"
LENGTH OVERALL

HULL NUMBER

9' 6"
BEAM

8320#
DISPLACEMENT

42' 4" above DWL
MAST HEIGHT

Universal Diesel 11 HP
ENGINE

SAIL NUMBER

25' 0"
LENGTH WATERLINE

5' 0"
DRAFT

3560 #
BALLAST

11' 2½"
HEIGHT ON CRADLE

18 Gallons
FUEL CAPACITY

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SECTION III: WARRANTY

Pearson yachts are carefully inspected and tested prior to shipment from our factory.

Because of this attention to quality control, our warranty is one of the most effective in the industry.

More important, however, is the knowledge and cooperation you as the owner and we as the manufacturer receive from the PEARSON Dealer Organization.

Your warranty is included in your file of ship's papers. Be sure to follow the instructions on filling out and forwarding. You can rest assured that our policy towards your warranty will result in your satisfaction.

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SECTION IV: THE RESPONSIBILITY OF YOUR PEARSON DEALER

The Pearson dealer from whom you bought your boat is an expert at his profession. He knows boats, understands your needs and wants to serve you. His reputation is on the line every time he offers a boat for sale and one of the prime reasons he is a Pearson dealer is his awareness that Pearson respects this fact and produces yachts of performance, decor, and quality of which he and his customers can be proud.

Before shipment from the factory, your boat was carefully inspected and thoroughly checked out in the Pearson test pool and rain forest.

In addition, your Pearson dealer re-inspects the boat upon arrival, water tests and insures that your boat is in first-class operating condition prior to delivery. To help assure you that your boat has been properly checked over, your dealer will complete and initial each item on the enclosed check off list at the time of commissioning.

Should you receive delivery at any location other than the dealer's place of business, your dealer is still responsible for inspection and any required warranty service. Further, it is his responsibility to insure that all equipment agrees with the inspection report which is included in the rigging box of every new boat.

Your dealer is responsible for processing claims against the transportation company for any loss or damage during shipment. Should you notice any loss or damage of this sort, please notify your dealer immediately because neither the carrier nor the factory can accept responsibility for reports later than thirty days after delivery.

It is also the responsibility of your dealer to assist you in obtaining service and to process claims under the warranty for the period of the warranty.

He invites you to ask his assistance in all matters pertaining to your new Pearson yacht.

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SECTION V: THE RESPONSIBILITY OF THE OWNER

1. Your prompt return of the warranty will help us insure your continued satisfaction. Your dealer will provide you with the required information and will co-sign the warranty. Please return the manufacturer's copy within thirty (30) days after taking delivery of your new boat.
2. Thoroughly check your Ship's Papers file to insure that all instructions furnished with accessories are included.
3. Your Pearson dealer will competently handle any service problems that may arise. It is essential that you contact him for all warranty matters.
4. When it is necessary to contact Pearson, please address your letters as follows:

PEARSON YACHTS
GRUMMAN ALLIED INDUSTRIES, INC.
WEST SHORE ROAD
PORTSMOUTH, RI 02871

ATTENTION: CUSTOMER SERVICES

PEARSON YACHTS

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SECTION VI: LAUNCHING & RIGGING

Your Pearson dealer is best equipped to launch and rig your boat. His knowledge and experience will insure that everything will be as it should prior to delivery.

Notes on Launching: Seacocks. Before launching, close all seacocks on both intake and discharge lines. After launching, open all seacocks and check for water-tight integrity.

Shaft Alignment -- Check for proper shaft alignment after the boat has been rigged, tuned and equipped. A boat is liable to "settle" slightly after she is in her natural element.

To adjust the standing rigging, simply remove the cotter pins from the turnbuckles and turn the barrels clockwise to tighten, counterclockwise to loosen. Be sure that only the barrel turns, not the barrel and the shroud. Sometimes it may be necessary to grip the shroud to prevent this occurrence.

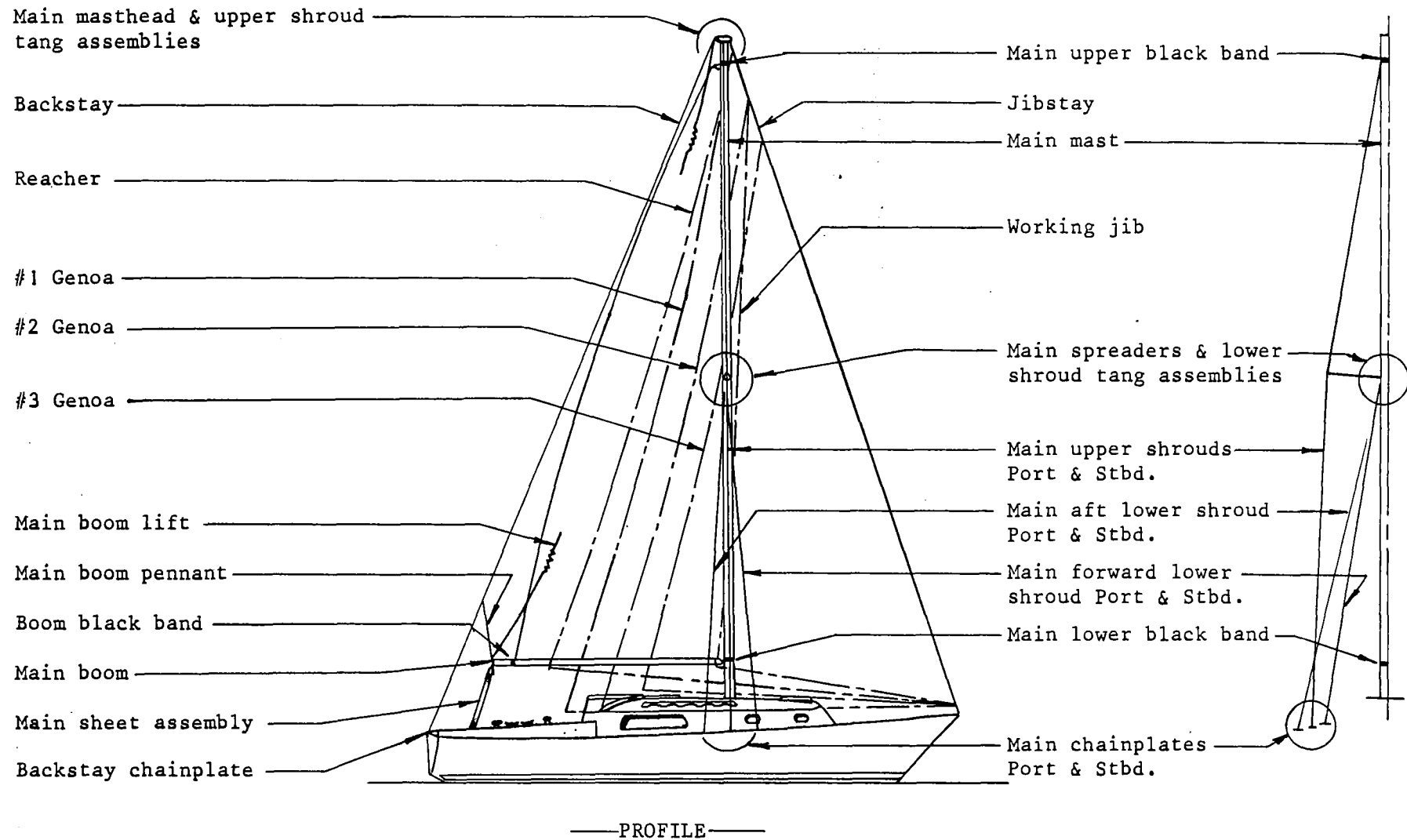
Normal adjustment calls for a taut headstay, backstay, and upper shrouds. The lower shrouds should be sufficiently taut to prevent movement of the mast at the spreaders when sailing.

Final adjustment may vary according to the cut of your sails and prevailing wind conditions in your area.

Roller Reefing (Optional): To shorten sail, insert the crank into the gear where the boom meets the mast and rotate the boom so that the sail winds onto it. This is best accomplished underway with a relatively full mainsail. Slack slowly on the halyard while turning the boom. This will result in a smooth wrap and a better setting sail.

Outhaul: There are three types depending on the boat. Large auxiliaries are equipped with one of two types of crank operated fittings located on the inboard end of the boom. The first type releases by use of a button on the underside of the boom. The second is released and tightened by the crank. Smaller boats are fitted with a double eye at the outboard end of the boom through which you pass the outhaul.

Jib Leads: For best results and a well-setting genoa jib, set the blocks on the track such that the jib lead follows the mitre seam and bisects the clew angle. In the absence of a mitre seam, start by bisecting the clew angle.

RIGGING SCHEMATIC

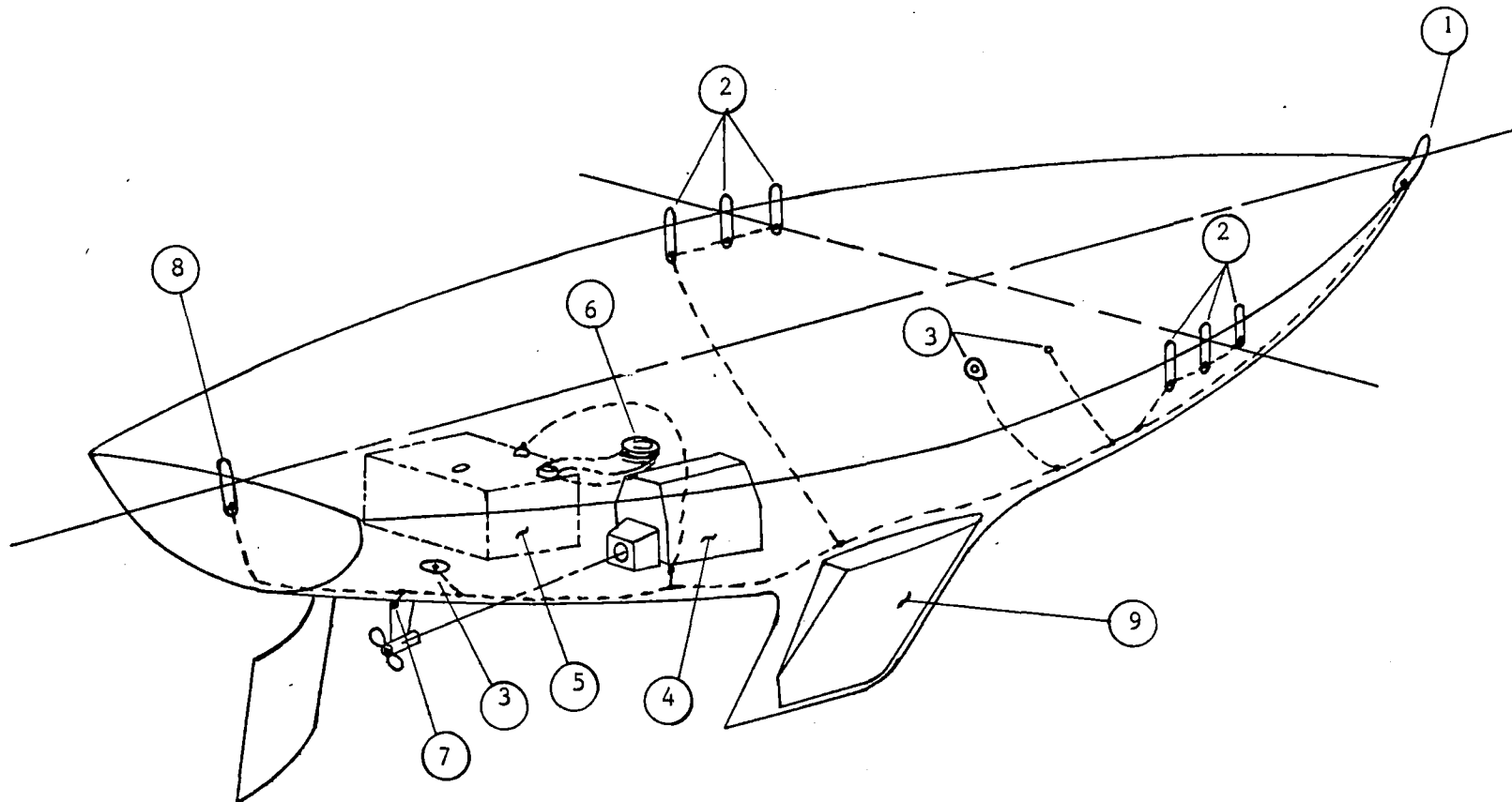
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BONDING SCHEMATIC

INTERNAL BALLAST

NO. DESCRIPTION

1. Stemhead fitting
2. Main shroud tangs
3. Thru-hull
4. Engine
5. Fuel tank
6. Deck fill
7. Strut
8. Backstay tang
9. Internal ballast



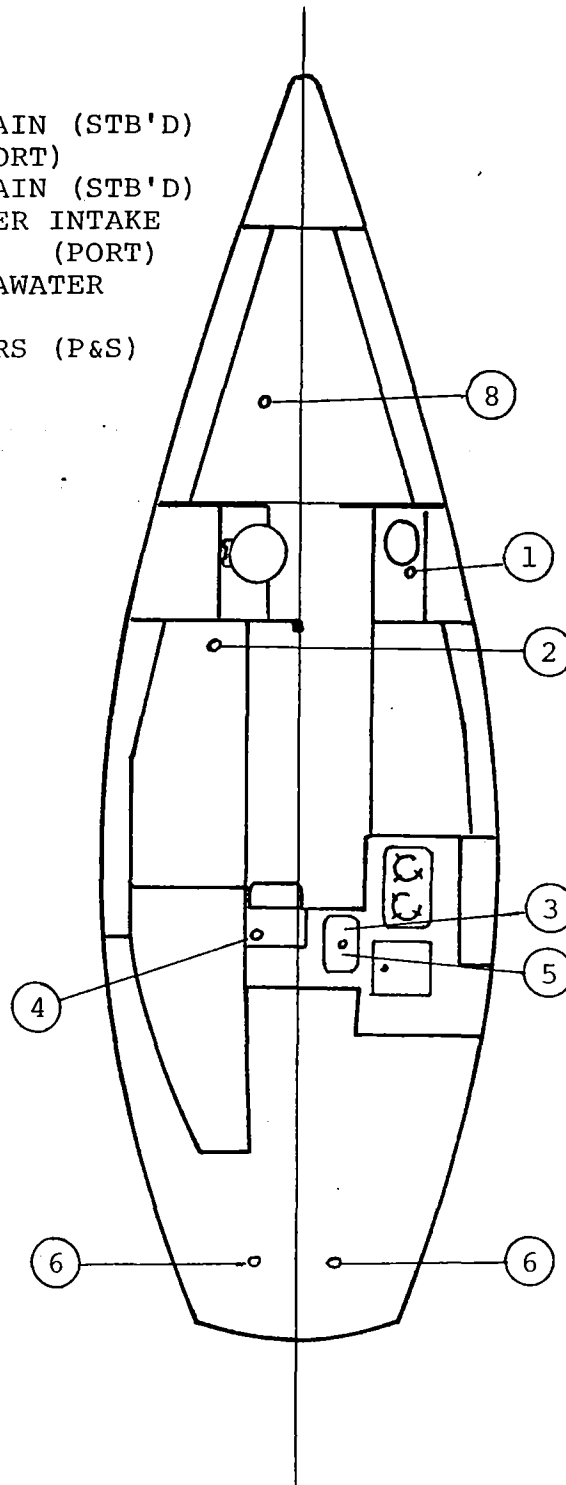
PEARSON 30
THRU-HULL LOCATION SCHEMATIC

PORT SIDE

STARBOARD SIDE

NO. DESCRIPTION

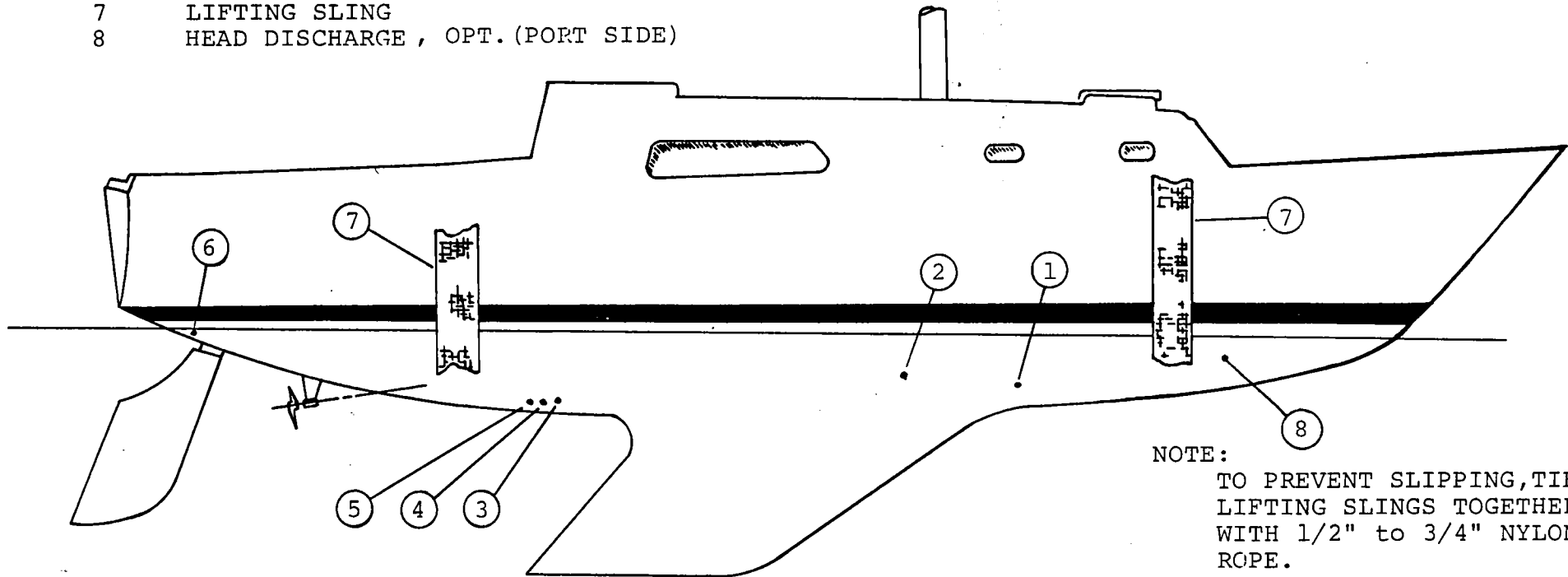
- | | |
|---|--|
| 1 | VANITY SINK DRAIN (STB'D) |
| 2 | HEAD INTAKE (PORT) |
| 3 | GALLEY SINK DRAIN (STB'D) |
| 4 | ENGINE RAW WATER INTAKE
(PORT) |
| 5 | OPT. GALLEY SEAWATER
INTAKE (STB'D) |
| 6 | COCKPIT SCUPPERS (P&S) |
| 7 | LIFTING SLING |
| 8 | HEAD DISCHARGE |



PEARSON 30
DOCKING PLAN

NO. DESCRIPTION

- 1 VANITY SINK DRAIN (STB'D. SIDE)
- 2 HEAD INTAKE (PORT SIDE)
- 3 GALLEY SINK DRAIN (STB'D. SIDE)
- 4 ENGINE RAW WATER INTAKE (PORT SIDE)
- 5 Opt. GALLEY SEAWATER INTAKE (STB'D. SIDE)
- 6 COCKPIT SCUPPERS (P&S)
- 7 LIFTING SLING
- 8 HEAD DISCHARGE , OPT. (PORT SIDE)



NOTE:

TO PREVENT SLIPPING, TIE
LIFTING SLINGS TOGETHER
WITH 1/2" to 3/4" NYLON
ROPE.

JIFFY REEFING

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Aft Reefing Line, Clew

With Aft Reefing Line Only

Cheek block stbd. side,
eye strap (dead end for line)
port side

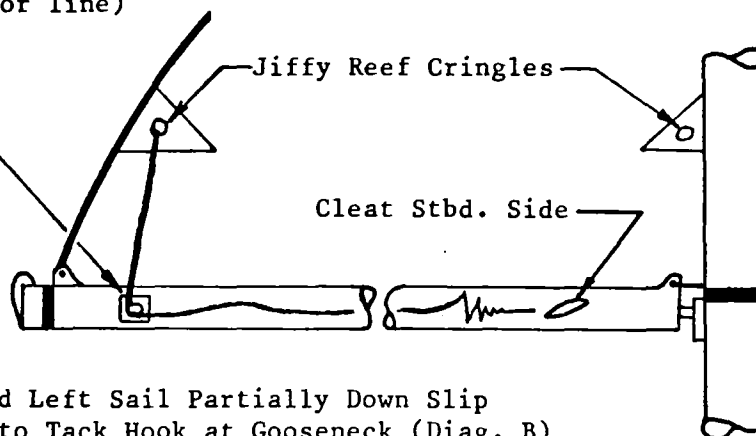


DIAGRAM A

1. Slacken Main Sheet
2. Release Halyard and Left Sail Partially Down Slip
3. Reefing Cringle Onto Tack Hook at Gooseneck (Diag. B)
4. Re-Trim Main Halyard

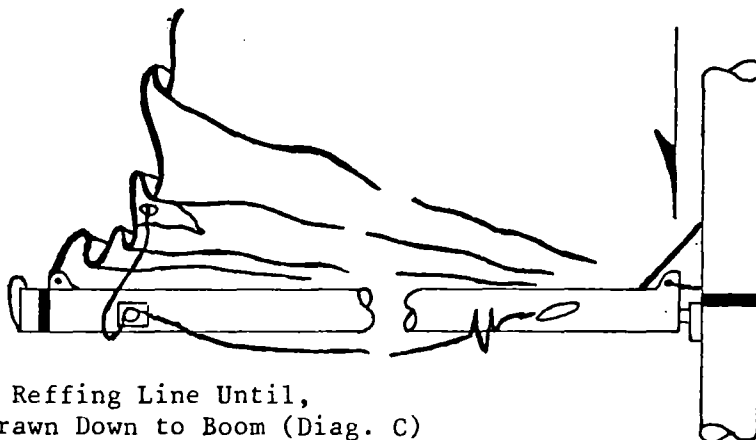


DIAGRAM B

5. Tighten Aft (Clew) Reefing Line Until,
6. Leech Cringle is Drawn Down to Boom (Diag. C)
7. Cleat Aft Reefing Line.

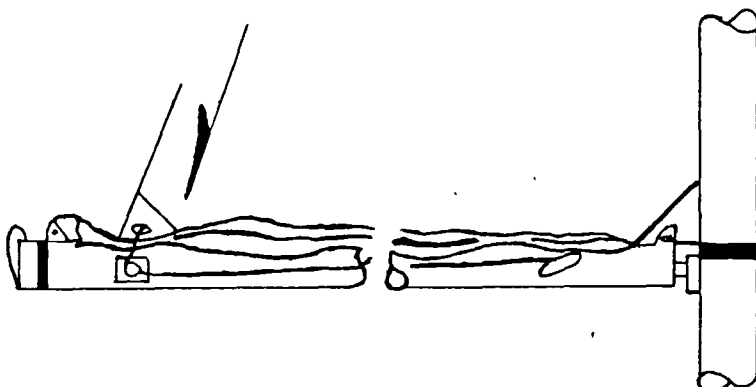
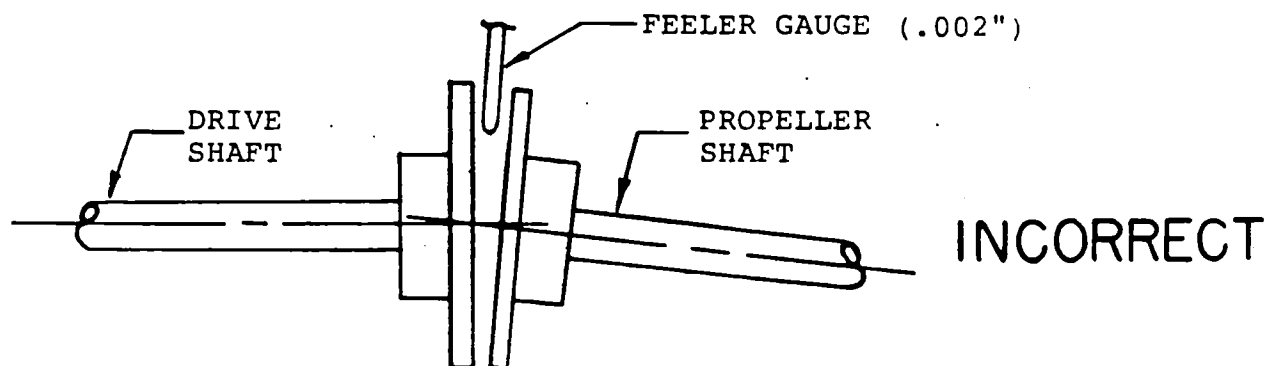
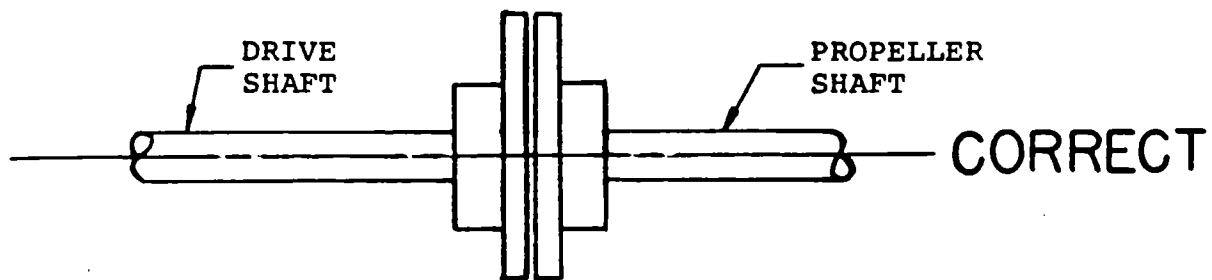


DIAGRAM C

8. Re-Trim Main Sheet

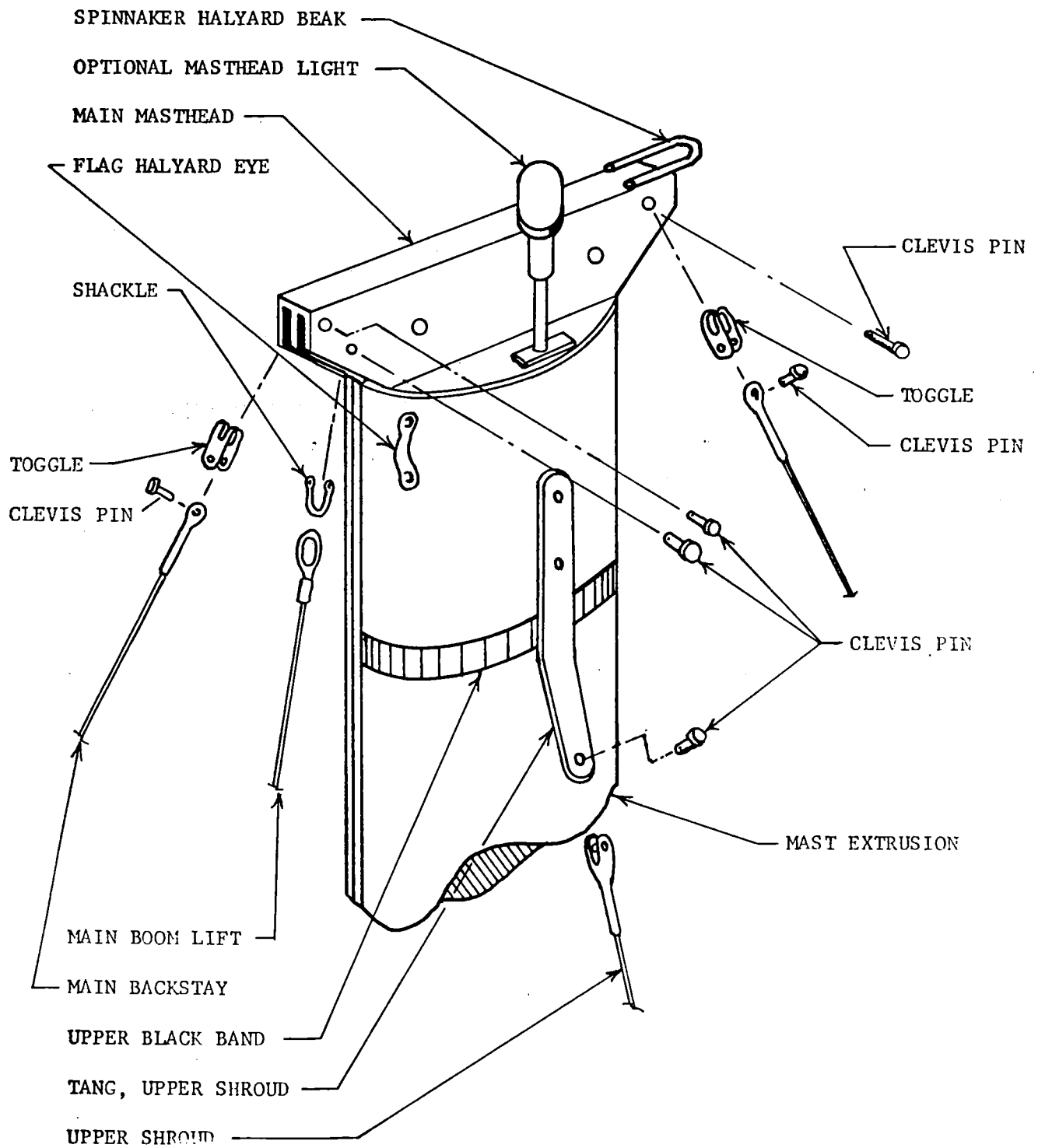
NOTE: Operation for second reef is the same as for the first reef.

TYPICAL PROPELLER SHAFT ALIGNMENT



PEARSON 30

MAIN MASTHEAD



PEARSON YACHTS DIVISION OF GRUMMAN ALLIED INDUSTRIES, INC.

March 18, 1980

PRE-LAUNCHING CHECK LIST

1. Engine Oil Level - (Check Manual Before Adding Oil)
2. Transmission Oil Level - (Check Manual Before Adding Oil)
3. Engine Seacocks Closed
4. Batteries Filled and Connected
5. Speedometer Through-Hull in Place.
6. All Seacocks Closed.
7. Check Propeller Nuts (2) and Cotter Pins

POST-LAUNCHING CHECK LIST

1. All Seacocks Open/Watertight
2. Toilet Operable.
3. Engine Operates and Passes Water Through Exhaust
4. Check Shaft Alignment.
5. Accessory Items: (Operational)
 - a. Speedometer
 - b. Depth Sounder
 - c. Apparent Wind Indicator (AWI)
 - d. Radio Telephone
 - e. Fresh Water Systems.
 - f. Navigation Lights
 - g. Bow Light
 - h. Masthead Light.
 - i. Spreader Lights
 - j. Cabin Lights.
 - k. Stereo System
 - l. Other Accessory Items.
6. Standing Rigging in Place.
 - a. Turnbuckles operable and cotter pins in place
7. Running Rigging in Place
8. Blocks and Winch Handles on Board.
9. Bilge Pump Operable.

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SECTION VII: FUELING

When preparing to take on fuel, the following safety precautions should be followed at all times:

1. Approach the fueling dock at a reasonable speed to eliminate waves and insure control of your boat. Have consideration for others who may be taking on fuel and provisions.
2. Properly secure boat to dock using bow, stern, and spring lines.
3. Close all hatches and ports.
4. DO NOT SMOKE.
5. SHUT OFF EQUIPMENT ... ENGINE, GENERATOR, STOVE, CABIN HEATER, RADIOS, LIGHTS, ETC.
6. If practicable, all personnel not involved in fueling should leave the boat.
7. Keep fire extinguisher handy.
8. Remove fill plate using spanner wrench provided, and check the fuel gauge through the clear deck plate in the cockpit sole to determine fuel requirements. DO NOT USE HAMMER AND SCREWDRIVER TO REMOVE PLATE. IT MAY CAUSE A SPARK AND GOUGE THE PLATE.
9. Place the nozzle of the fuel hose in the fill pipe. Keep it in contact with the deck plate rim to avoid a static electric charge.
10. Fill slowly. DO NOT OVERFILL. Marine fuels expand with an increase in temperature. Therefore, fill only to approximately 95% capacity.
11. If you cannot see the gasoline pump, ask attendant or a crew member to call out the gallonage.
12. After fueling, replace fill plate and wash up any spillage. Go below decks and check for fumes or leakage. Check bilge. IF EITHER FUMES OR LIQUID GASOLINE ARE PRESENT, CORRECT SITUATION BEFORE PROCEEDING.

13. Open all hatches and ports to facilitate ventilation.
14. Run blower for at least five minutes and check blower exhaust for presence of fumes.
15. Be considerate of your fellow yachtsmen. Leave the fueling dock immediately after you are satisfied that no potentially dangerous condition exists.
16. In the event of serious spillage, STOP FUELING IMMEDIATELY. Replace fill plate, notify attendant so he may warn others and wash down thoroughly until all traces of fumes or fuel have disappeared.
17. Do not fuel during electrical storms.

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SECTION VIII: STANDARD DIESEL OPERATING INSTRUCTIONS

To Start Engine:

1. Turn on exhaust blower letting it run for at least 5 minutes before starting the engine. Check for fumes by sniffing the air stream discharged from blower.
2. If there are no fumes present, place clutch in neutral and turn on ignition key located near the electrical panel on the aft bulkhead under the main companionway ladder.
3. With key on, the alarm bell for high water temperature or low oil pressure will sound.
4. The start button and the pull knob for stopping the engine are located on the starboard face of the cockpit well just aft of the sail locker.
5. Depress START button. Engine should start after a few revolutions. If it doesn't start, find problem.
6. With engine running, the alarm bell should stop ringing. If not, stop engine immediately by pulling out black knob located below START button. Determine the cause for the alarm sounding before re-starting the engine.
7. Let engine idle for a few moments allowing the oil pressure to build up and the water temperature to rise to normal operating temperatures.
8. Leave bilge blower on until underway.

SECTION VIII : STANDARD DIESEL ... Cont.

To Stop the Engine:

1. Shift into neutral and reduce engine R.P.M. to idle.
2. Pull out black stop knob. This shuts off fuel supply to engine causing it to stop. Note: After engine has stopped, always push knob in so that engine can be started again.
3. When engine stops, alarm system will ring as oil pressure drops. Turn off ignition key.

NOTE: If engine has been in operation for a long period, let it idle for a few moments before shutting down. To reduce heat build-up in engine compartment, open sail locker hatch and turn on blower for a few moments.

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SECTION VIII-A: ENGINE SERVICE ACCESS

The engine is accessible for routine checking through the flap located under the galley sink. Additionally, by removing the finish washered screws, the entire counter front may be removed.

The forward 18 inches of pegboard in the port quarter berth is also removable for access to the rear of the engine.

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SECTION IX: FUEL SYSTEM

The fill pipe to the fuel tank is located on the starboard side deck just forward of the cockpit coaming. The deck plate is a flush mounted screw type and is clearly labeled. When removing the deck plate, ALWAYS USE THE SPANNER WRENCH PROVIDED.

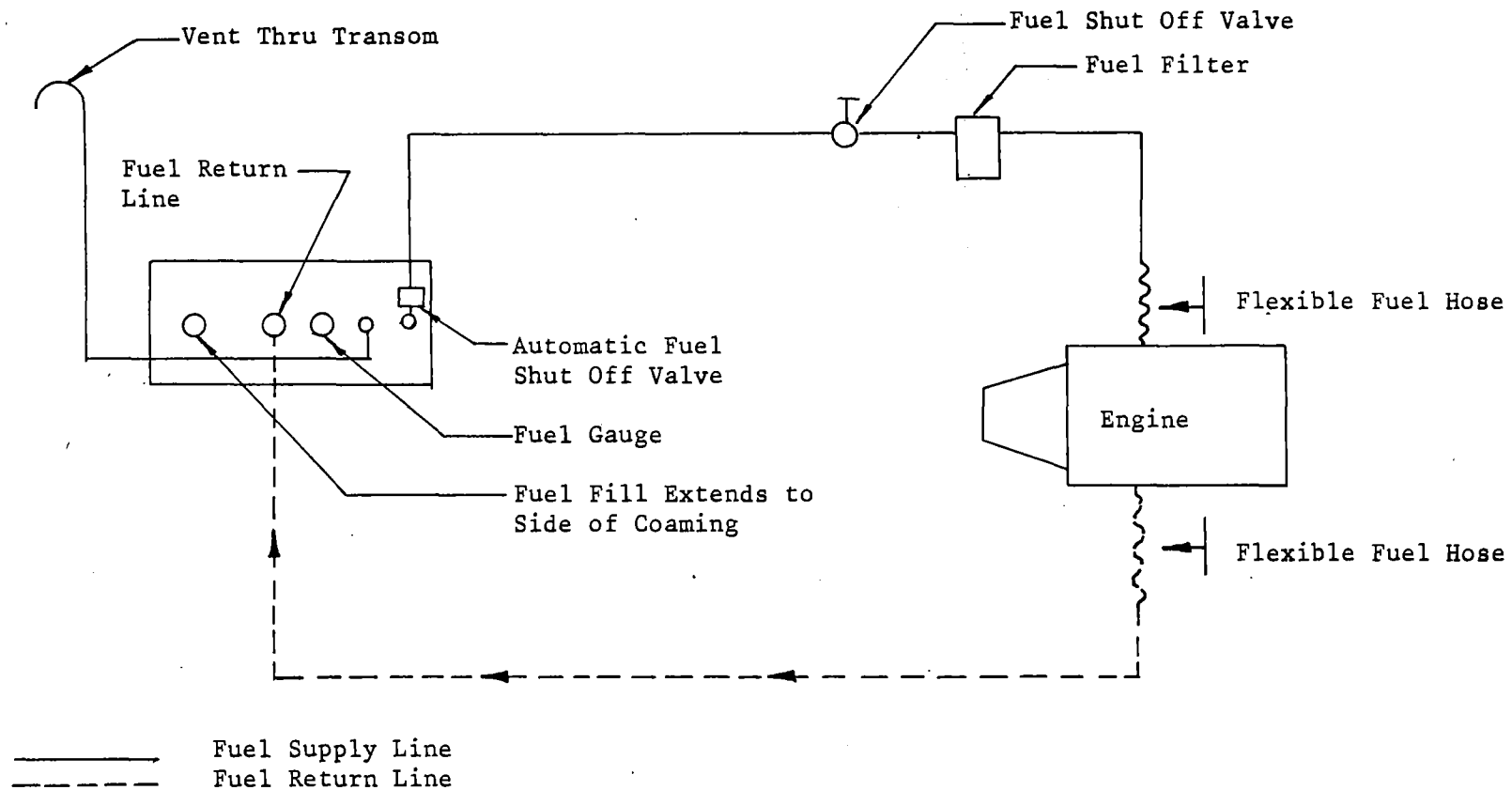
The fuel valve is located inside the port hinged galley front door. To open, place the valve handle parallel to the fuel line; to close, turn the handle such that it forms a right angle with the fuel line (90°).

The fuel tank ventilates through a copper tube that extends from the rear of the tank to a small clamshell vent in the transom. The fuel supply line is a copper tube that runs from the tank through the shut-off valve to the filter, and emerges from the filter as a flexible hose connecting with the engine fuel pump.

When leaving the boat for an extended period, when cleaning the fuel filter, or when making repairs or adjustments, it is recommended that the fuel valve be shut off.

In addition to the fuel filter installed with the fuel supply line, there is an additional filter integral with the engine.

(DIAGRAM OF FUEL SYSTEM FOLLOWS)

FUEL SYSTEM SCHEMATIC(DIESEL ENGINES)

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SECTION X: FRESH WATER SYSTEM

The fresh water tank is located under the V-berths in the forward cabin with fill through a capped tee in the port side trap. A vent line from the forward end of the tank terminates in a gooseneck bend near the sheer line in the forepeak.

The water system supplies a manually operated pump at the galley sink. Optionally, an additional pump can be provided at the vanity sink in the toilet room.

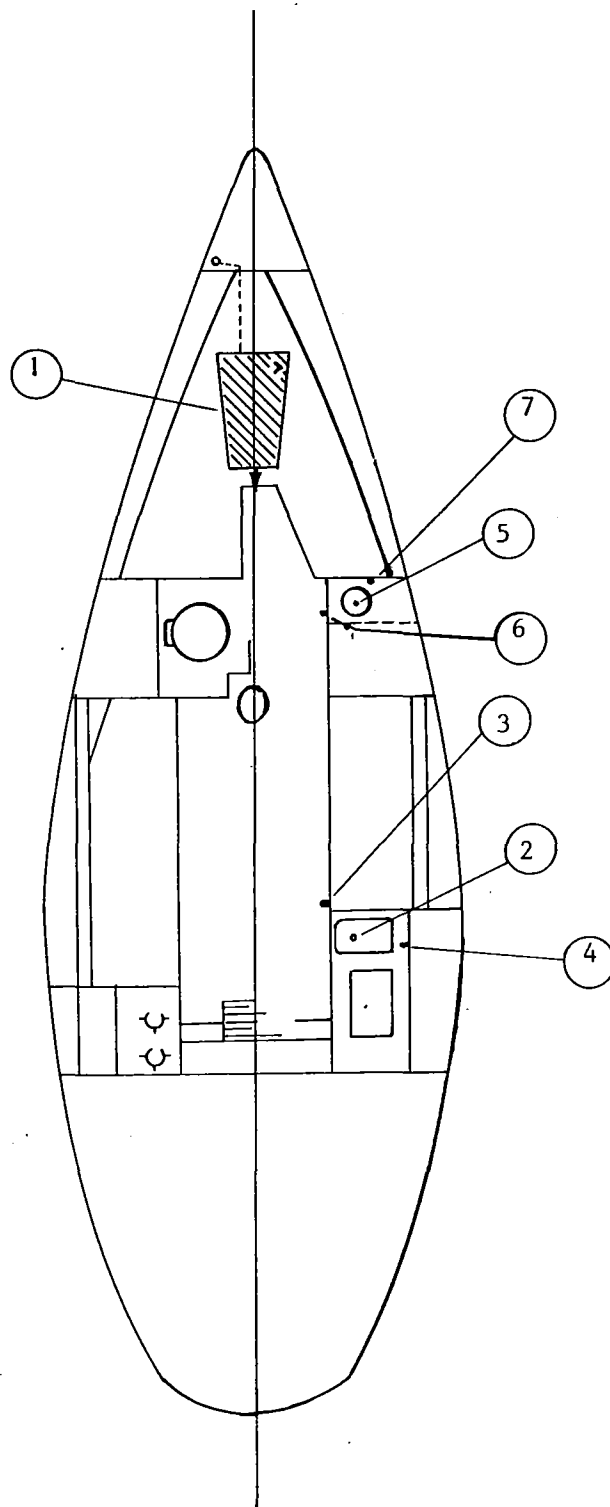
(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)

FRESH WATER SYSTEM SCHEMATICKEY TO SYMBOLS

- Suction —▶
(at lowest pt. in tank)
- Vent V
(in top of tank)
- Deck Fill-O
(fill in forward end of tank)

NO. DESCRIPTION

1. Bow Water Tank
2. Galley Sink
3. Foot Pump
4. Spout for Foot Pump
5. Vanity Sink
6. Foot Pump
7. Spout for Foot Pump



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SECTION X-A: BILGE PUMP SYSTEMS

Manual - The hand operated bilge pump is located aft of the port quarter berth with access plate on the cockpit seat. Bilge pump discharge is into the aft scuppers, deflected by a shell cowl on the port side of the cockpit.

Electric - The electric bilge pump on the forward end of the tank bed with discharge through a shell cowl into the port cockpit scupper.

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SECTION X-B: TOILET INTAKE AND DISCHARGE

Toilet - The 3/4" intake seacock is located on the port side under the trap in the dinette berth.

The 1½" discharge seacock is located on the port side under the port side trap in the V-berth area.

- ADDENDUM -

FRESH WATER SYSTEM

Your boat is supplied with a deck mounted fresh water fill. Excessive pressure can be placed on the tank leaving water in the fill pipe. Use caution when filling the water tank since overfilling may result in damage to the tank.

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SECTION XI: ENGINE COOLING SYSTEM

Please refer to your Engine Operating Manual found among the ship's papers for a complete description of the cooling system.

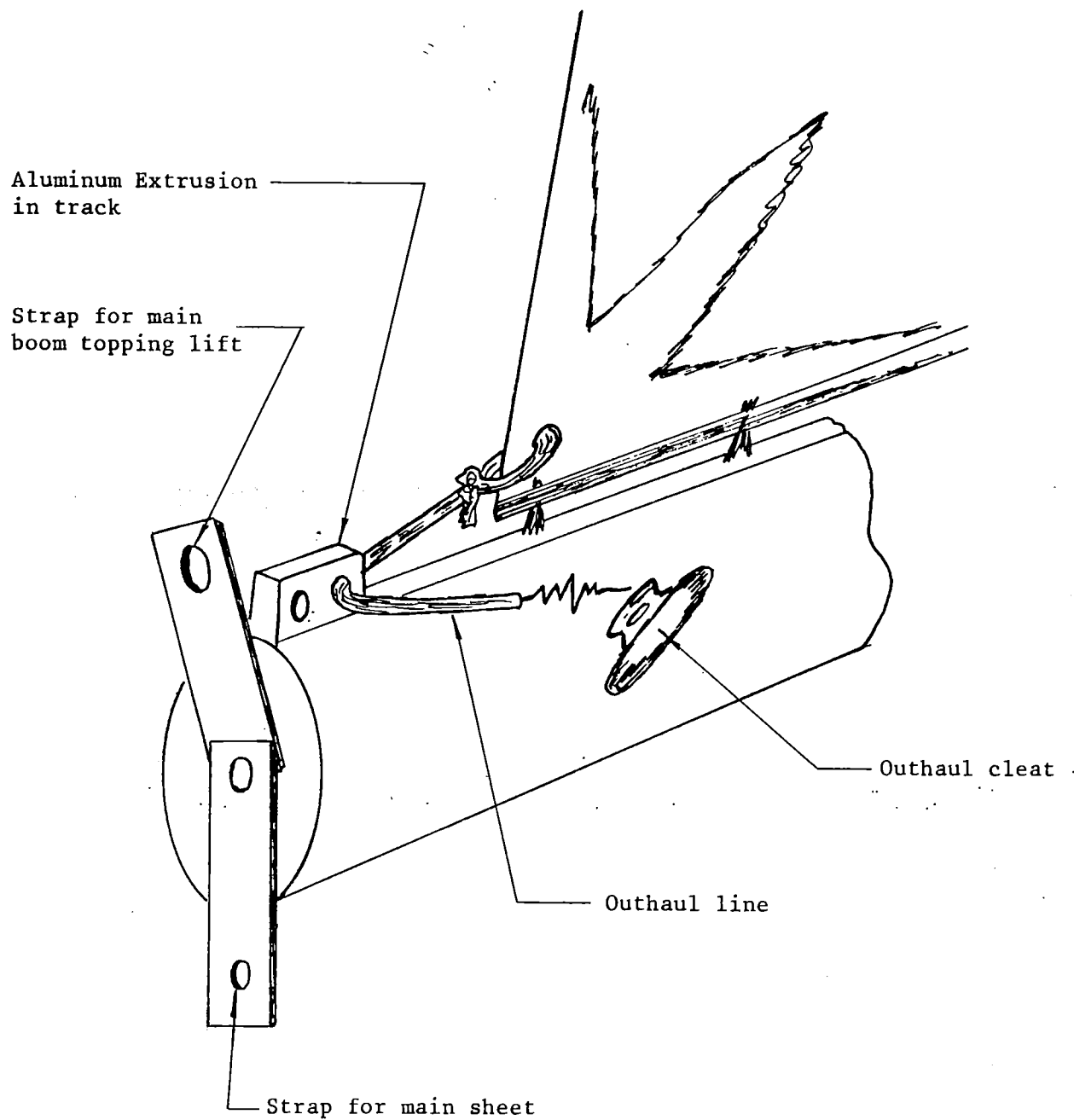
The cooling water intake and valve are located on the port side of the engine. Cooling water flows through the cooling circuit of the engine, and discharges into the exhaust stand-pipe located abaft the icebox bulkhead and is accessible through the starboard side cockpit locker.

There is a scoop strainer on the outside of the hull (port side) that insures adequate water flow. This strainer should be cleaned periodically to remove any restriction, such as marine growth.

Note: It is recommended that the intake valve be closed when the boat is to be left unattended for an extended period.

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OUTHAUL



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SECTION XII: ELECTRICAL SYSTEM

Standard One-Battery System:

This system consists of a single 12-volt battery. Ground is negative; current is DC. It is used for all electrical requirements - engine starting, light and power, and is charged by the engine alternator. Each circuit is protected by a fuse in the electrical control center located on the starboard, aft main cabin face. (See diagram of electrical control panel.) The battery is located at the icebox bulkhead accessible through the starboard side cockpit locker.

To place the entire electrical system in operation, turn the master battery disconnect switch to the ON position. The switch is mounted on the icebox bulkhead aft on the starboard side of the cabin.

When leaving the boat, it is recommended that this switch be turned OFF.

To place each individual circuit in operation, flip the toggle switch on the electrical control panel (on the aft cabin headliner to starboard of the companionway). This enables you to energize only those circuits required for your immediate needs.

Optional Two-Battery System:

This system consists of two batteries with a battery disconnect switch labeled OFF, BATTERY 1, BATTERY 2, BOTH. Location of equipment is as noted above.

When the switch is in the BOTH position, the two batteries are in parallel which enables you to draw current from both at the same time whenever additional power is necessary for engine starting.

It is recommended that only one battery be used at a time. This speeds charging time underway and holds the other battery in full power reserve when using electricity at anchor. When starting, use the battery held in reserve, charge that battery (check charge by reading ammeter), then switch to the low battery and charge that one.

SECTION XII (continued)

This method will keep both batteries in charge and provide you with the secure knowledge that one will always be ready in an emergency.

Optional Shore Power:

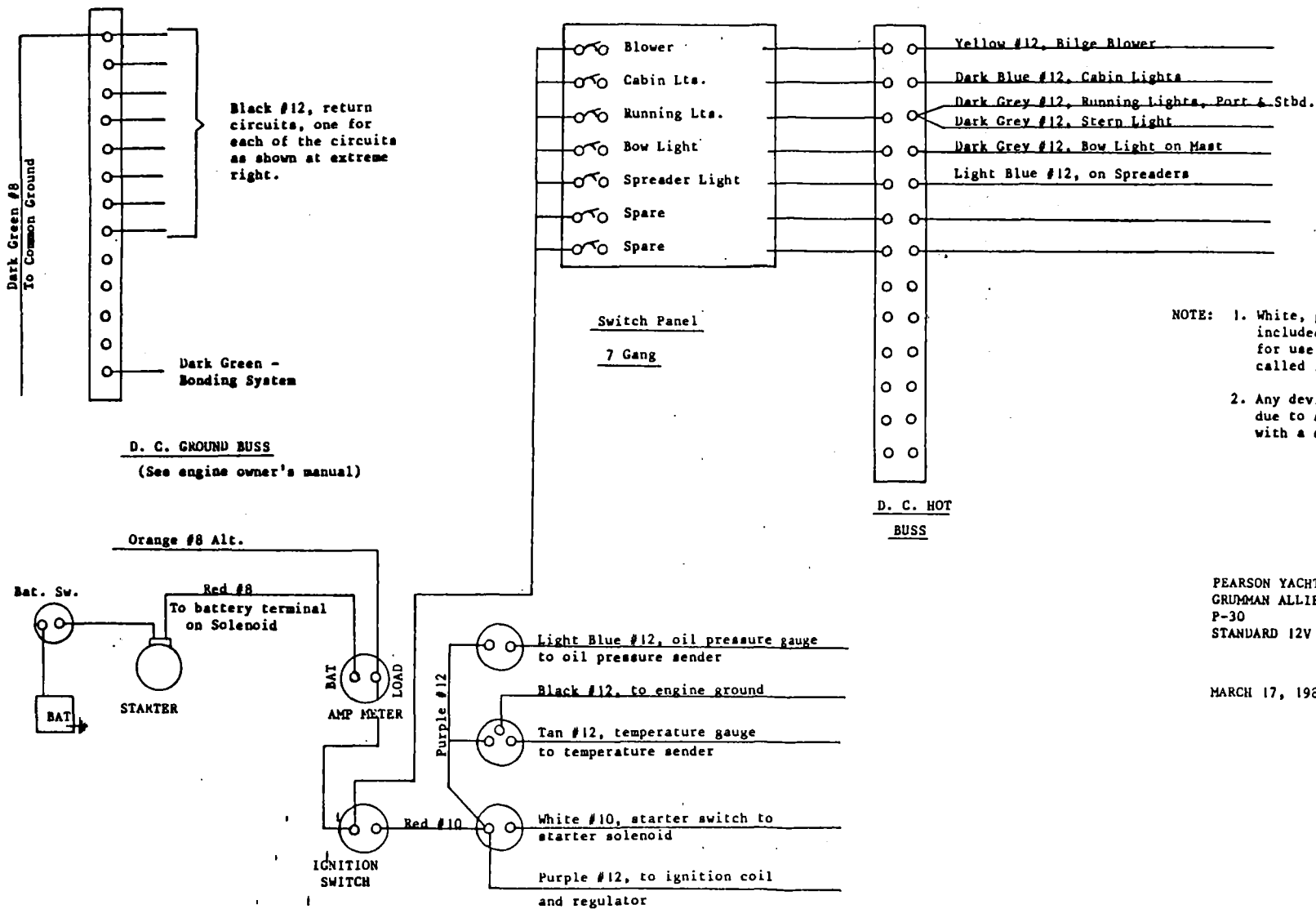
Two 110-volt AC outlets are provided; one in the galley, the other in the toilet room.

The shore power receptacle is located in the cockpit. (POWER CORD TO BE PROVIDED BY OWNER.)

The shore power circuit utilizes the normal AC three-wire system.

The circuit is protected by two 30 amp. fuses located on the electrical control center inside the locker under the galley counter.

(DIAGRAM OF ELECTRICAL DISTRIBUTION FOLLOWS)



NOTE: 1. White, green and black #12 wires are included in the standard wiring harness for use if the shore power option is called for.

2. Any deviation from this wire color coding due to shortages will be documented with a copy included in boat owners kit.

PEARSON YACHTS, DIVISION OF
GRUMMAN ALLIED INDUSTRIES, INC.
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STANDARD 12V ELECTRICAL WIRING DIAGRAM

MARCH 17, 1980

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SECTION XIII: OPTIONAL EQUIPMENT

1. STOVE: Please refer to manufacturer's literature before operating. All stoves are alcohol fueled for your safety.

(WATER WILL EXTINGUISH AN ALCOHOL FIRE).

The alcohol tank is integral with the stove unit. We suggest that when the stove is not in use, you release the pressure in the alcohol tank. While this is somewhat inconvenient, it will extend the useful life of the burner tips.

****CAUTION:** DO NOT REFUEL UNTIL THE BURNER IS COOL ENOUGH TO TOUCH!

2. COLD WATER SHOWER: The SHOWER is in the toilet room with valves on the counter. The "telephone receiver"-like shower head hangs on the inboard bulkhead of the toilet room. Spray intensity is controlled by the valve on the shower head. Before using the shower, turn on the shower sump pump (master electrical panel) which is located in the bilge and is accessible through the aft cabin sole hatch. This pump discharges into the bilge pump discharge cowl. The pump runs automatically as the sump fills up.
3. SPEEDOMETER: Please refer to manufacturer's literature provided.
4. FATHOMETER: Please refer to manufacturer's literature provided.
5. APPARENT WIND INDICATOR: Please refer to manufacturer's literature provided.
6. MASTHEAD & SPREADER LIGHTS: On/Off switches on switch panel.

FIRE EXTINGUISHERS

Fire extinguishers are to be provided by the owner. Fire on board a boat is a very real and serious hazard. Fire extinguishers of the size and type recommended by the United States Coast Guard should be installed immediately.

Even more important than the number of extinguishers is the location of the units. They should be located near the areas where fires

SECTION XIII (continued)

are most likely to occur (engine and tank and galley). The extinguishers should be readily accessible in an emergency and not cut off from reach by the fire itself.

As a general guide, we recommend locating fire extinguishers in the following areas:

- 1 in forward cabin

- 1 near galley

- 1 in cockpit locker accessible from outside the cabin.

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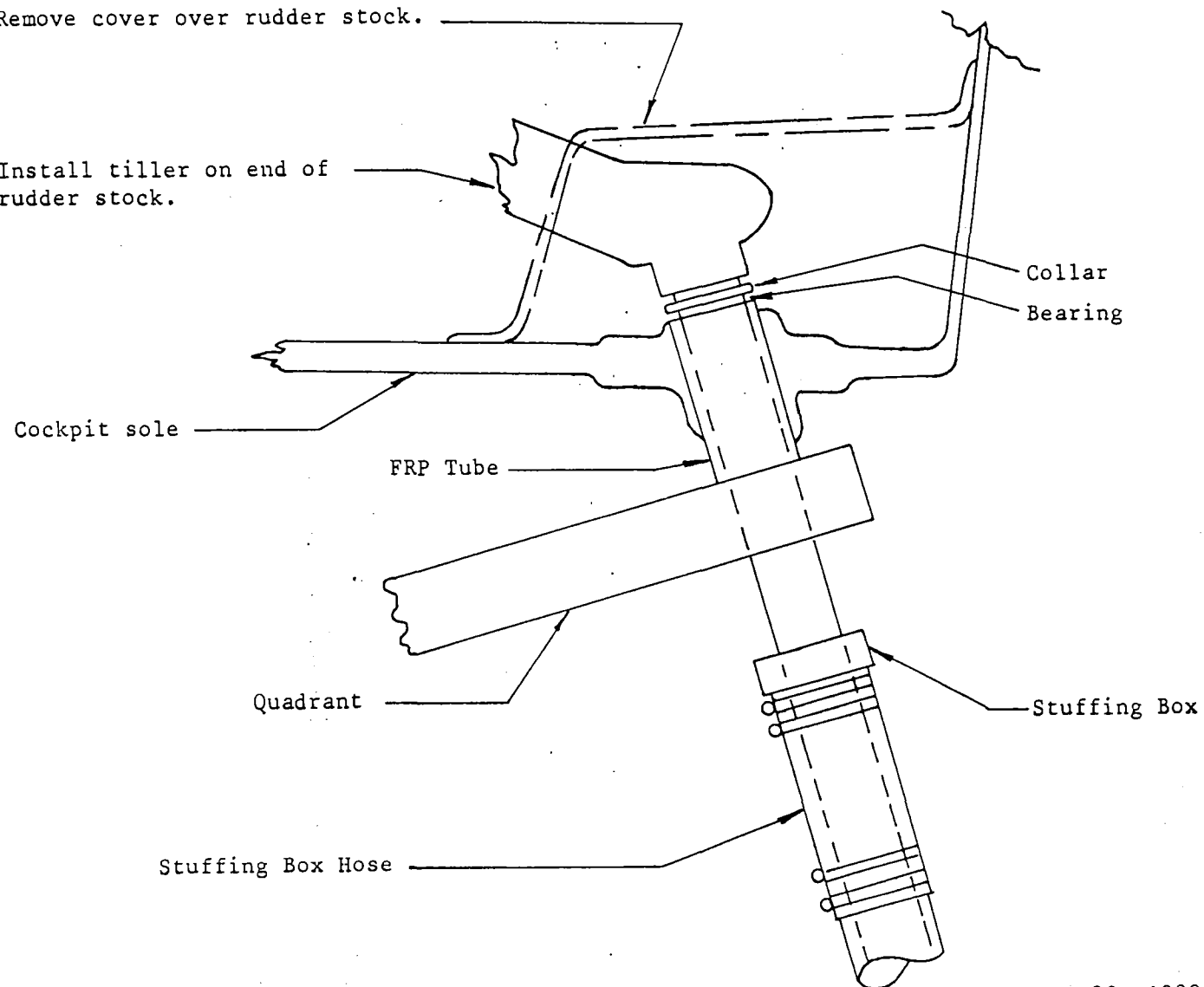
P-30

SECTION XIV: MISCELLANEOUS

The Pearson 30 rudder stock is made from high grade stainless steel alloy. It is set in the fiberglass rudder tube and held in place by two bushings at each end of the fiberglass rudder tube. There is meant to be a clearance between the rudder stock and the bushings. However, since the bushings are designed to absorb wear, the clearance may increase. When this occurs the bushings may be replaced.

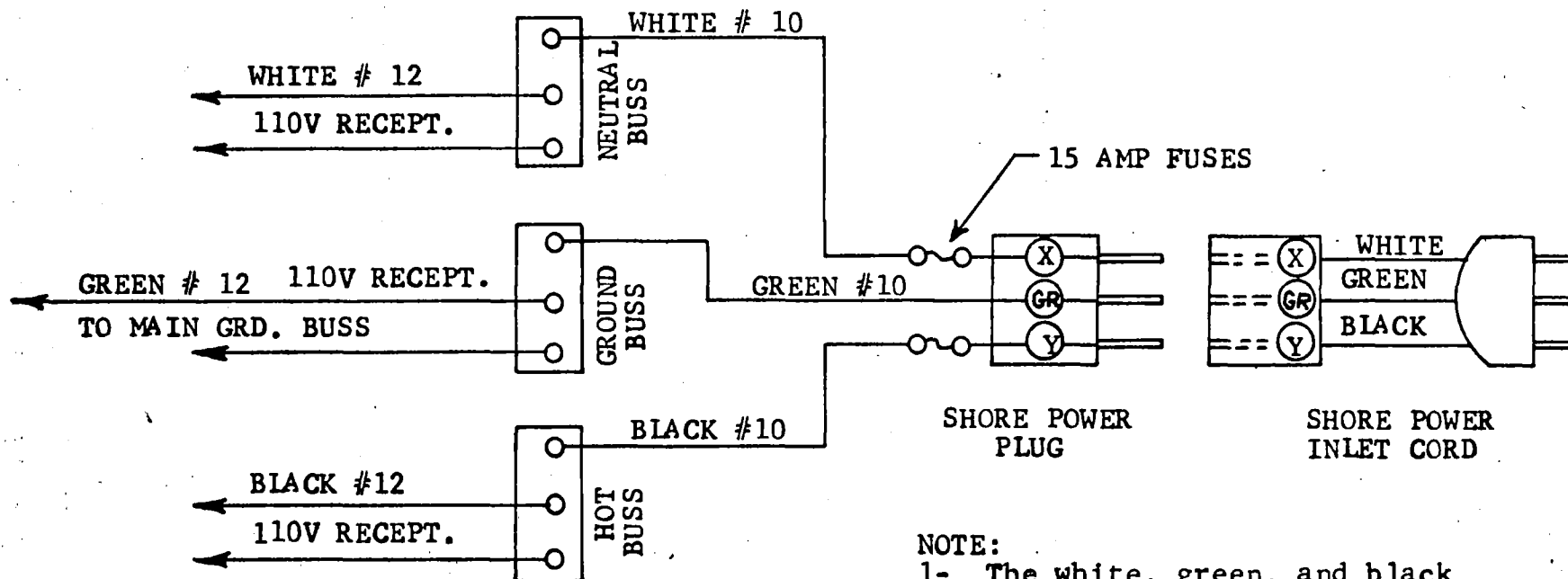
EMERGENCY TILLER INSTALLATION
WITH
OPTIONAL EDSON STEERER INSTALLATION

STEP 2 - Install tiller on end of rudder stock.



PEARSON YACHTS DIVISION OF
GRUMMAN ALLIED INDUSTRIES, INC.

OPTIONAL 110V ELECTRICAL
WIRING DIAGRAM
FOR OWNERS MANUAL
P-30



NOTE:

- 1- The white, green, and black wires for the 110V system are included as part of the standard wiring harness.
- 2 - Any deviation from this wire color coding due to shortages will be documented with a copy included in the boat owners kit.

March 17, 1980

PEARSON 30 AFT KEEL SECTION

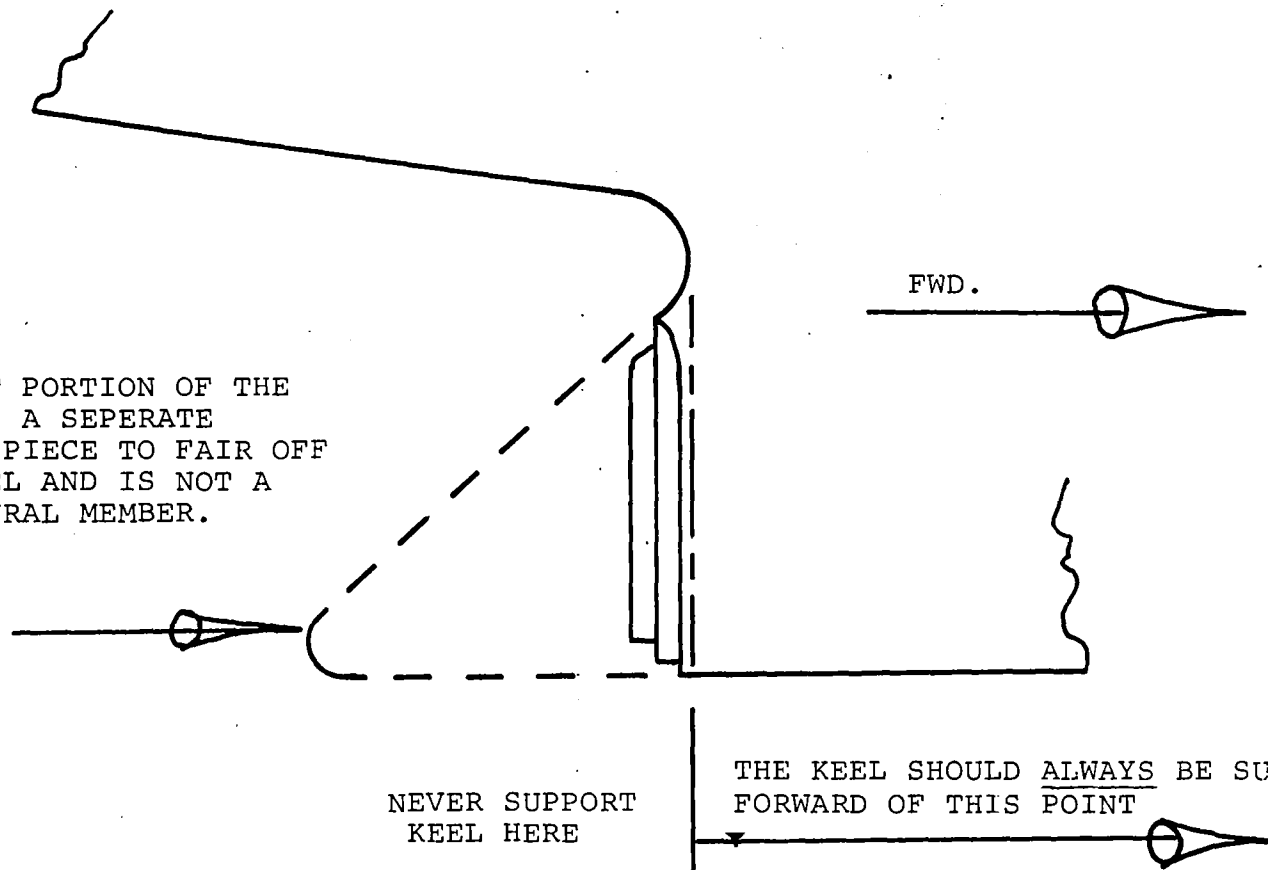
The aft 25" of the keel of the Pearson 30 (see attached sketch) is a separate molded piece filled with chopped fibers and resin. After the hull has been removed from the mold, this piece is glassed to the hull and the surface faired and finished. This aft piece is, therefore, not to be considered a structural member. Do not place cradle supports on the aft 24" of the keel or position lifting slings in this area.

Due to its construction, damage to the aft end of the keel by grounding or striking underwater objects, will not impair the watertight integrity of the hull.

SKETCH OF CRADLE SUPPORT DETAIL

PEARSON YACHTS DIVISION OF GRUMMAN ALLIED INDUSTRIES, INC. 7-19-79

THE AFT PORTION OF THE
KEEL IS A SEPERATE
MOLDED PIECE TO FAIR OFF
THE KEEL AND IS NOT A
STRUCTURAL MEMBER.



LOCATION OF KEEL SUPPORTS WHEN THE BOAT IS OUT OF THE WATER OR OF THE STRAPS WHEN
IT IS BEING HANDLED WITH SLINGS.

PEARSON PARTS CATALOG

FOR

PEARSON 30

PARTS CATALOG

ORDERING INFORMATION

This catalog has been sectionalized to facilitate your locating desired parts. Your local Pearson dealer may stock many of these parts. If they do not, they will be happy to accept your order. If it is inconvenient for you to contact your nearest Pearson dealer, you may order directly from Pearson Yachts.

When ordering, please provide us with the following information:

1. Boat model and hull number, (ie. Pearson 26 #500).
2. Quantity. Specify for each item ordered.
3. Part number.
4. Description.
5. Shipping instructions. In the absence of your specific shipping instructions, we will use our best judgment. However, we cannot be responsible for delays or expense.

MINIMUM PARTS ORDERS: A \$10.00 minimum order is required on all parts orders.

CREDIT: Credit is gladly extended to rated dealers. All other orders will be sent prepaid or COD. We also accept Mastercard and VISA, but the order must total \$20.00. Please provide the card number, expiration date, and a telephone number where you can be reached during normal business hours. If you wish to prepay, please contact us for a firm price quote before sending your remittance.

PRICES: The prices in this catalog are suggested retail prices only, listed for the guidance of our dealers. The actual resale price in different areas may vary due to transportation costs and other conditions beyond the control of the seller. All monies being sent from a foreign country (ie. Canada) must be in American currency. All prices in this catalog are subject to change without notice and are F.O.B., Portsmouth, RI.

SPECIAL ORDER ITEMS: Items that are made especially for you, ie. wood parts, fiberglass parts, cushions, or special orders, cannot be returned. Certain items require a special order, and these items may cost considerably more at the time of purchase than at the printed price. Therefore, we cannot quote until we have a firm commitment for these items.

PACKING: We use every reasonable precaution in packing our parts to reach you in perfect condition with due consideration to type of article and means of transportation. All shipments are made at the risk of the purchaser and we cannot be responsible for shortage, loss, or damage occurring in transit. In the event of such loss or damage, you must advise the carrier within 15 days of receipt of goods and secure the carrier's notation of damage on the freight bill. Promptly thereafter, you must file your claim with the carrier. If any further assistance is needed, please contact us. We will give all reasonable assistance in tracing shipments.

WARRANTY: Every item we manufacture is warranted to be free from defects in material and workmanship. Any item found to be defective will be replaced or an adjustment made provided we are notified promptly upon receipt and, if we request, the item is to be returned to us for examination. Repair and replacement of purchased accessories and components will be handled by us in accordance with the policies and apply to any parts which shall have been repaired, altered, or otherwise serviced at other than duly authorized service facilities. In no event shall our liability for defects of any item exceed its replacement cost to us. Exterior finishes, applied during manufacture of the part, cannot be warranted because of the widely varying effect experienced in various climates.

RETURNED GOODS: All items being returned must have proper authorization. You must contact us for our written permission and Return Authorization Card. On the back side of the card is a printed form. This form should be filled out completely and used as a shipping label. If the label is not exposed, all incoming packages will be REFUSED and returned to sender. No credit for merchandise returned will be granted without the proper authorization from Pearson Yachts.

RESTOCKING CHARGE: Any items being returned for reasons other than exchange will be charged a fee of \$10.00 for restocking.

REFUSED SHIPMENTS: Customers will be charged all shipping, storage, and a 15% handling charge on all refused shipments. No further orders will be processed until previous matters are cleared.

SUBJECT TO CHANGE WITHOUT NOTICE: All prices, part numbers, specifications, terms and policies are subject to change without notice.

PEARSON YACHTS PARTS CATALOG

Model Introduction
Department
Page 1
Date 3-1-85

Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
	21256	12 ft.	Hatch gasket, half-round, white	21.53
	21007	1	Alcove molding, white, U-shaped per ft.	1.49
	19065	1	Scalloped hinges, fixed pin, new style ea.	7.97
	10160	1	Scalloped hinges, fixed pin, (forward hatches & sail lockers) ea.	14.96
	10162	1	Scalloped hinges with loose pin, 4-way vent hatches (P-33, P-35, P-36, P-39, P-43) ea.	23.54
	10138	1	Hatch dog with knurled knob	11.69
	9062	1	Hasp, sail locker	7.10
	21876	1	Curtain tape, for aluminum track yd.	.97
	11457	1	Curtain track, alum. ft.	.86
	10351	1	Clips, holder for track ea.	.16
	3637	1	Stops, for curtain track ea.	.16
	3445	1	Screws, sm, FRES, #6 x 1/2" ea.	.03
	21785	2	Bushings for rudders, OLD STYLE, for P-26 up to Hull #1417, and P-30 up to Hull #959 ea.	5.90
	22206	2	Bushings for rudders, NEW STYLE, for P-260D, P-26 #1417 up, and P-30 #959 up ea.	5.90
	22046	1	Bearing for rudders	1.20
		1 Qt.	Gelcoat, current colors w/o catalyst	17.00
		1 Ft.	Gelcoat, current colors w/o catalyst	12.00

Model Introduction
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Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
	21313	1	Rudder post bearing, Uscolite 1-1/2" for P-33, P-35, P-39	21.33
	21143	1	Cutlass bearing 1", P-39	37.26
	21145	1	Cutlass bearing, 7/8" x 1-3/8" x 3-1/2" for propeller shafts for P-30, P-33, P-35, Triton, Ariel, Commander	31.40
	10912	1	Friction catches, brown plastic ea.	.95
	10218	1	Elbow catches, bronze ea.	2.57
	21938	1	Teak finger holes ea.	2.03
	10094	1	Drawer slides, white plastic ea.	.11
	9120	1	Water fill, 1-1/2" deck plate (new style)	20.82
	19026	1	Elastic clean out plates for water tanks	7.29
	10382	1	Double lifeline termination clips for stern or bow rails	7.29
	10758	1	Rings for double lifelines	12.02
	9033	1	Chain, opening port	7.37
	19031	1	Boarding ladder, stern, stainless steel, all models except P-26, P-260D	199.29
	19010	1	Cowl vent	22.49
	19011	1	Deck plate for cowl vent	7.88
	10804	1	Gate brace w/set screw for stanchion, s/s	27.41
	21936	1	Stove pump, alcohol	13.80
	19551	1	Rollers, Delrin, for bow sprit	38.88
	10902	1	Vent, 3/8, chrome, holding tank	12.56

Model Introduction
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Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
	18024		Vinyl weatherstripping, tan or dark brown per ft.	.46
	22009		Mast wedge, white vinyl per ft.	3.67
	15175		Gasket, window, neoprene per ft.	.51
	22007	1	Pearson logo, decal	5.08
	18664	1	Black plastic connector for pressure system	1.84
	2192	1	Winch base casting 4", P-26, P-28	9.21
	2193	1	Winch base casting 4", P-30, P-35	9.21
	2194	1	Winch base casting 4-3/8", P-10M, P-36	9.18
	2195	1	Winch base casting, 4-3/8", P-39	19.98
	2196	1	Winch base casting 5-3/8", P-39	19.98
	2197	1	Winch base casting 5-3/8", P-30, P-35	28.62
	2198	1	Winch base casting 5-3/8", P-10M, P-36	28.62
	2259	1	Tie rod casting, for Isomat mast	17.82
	19180	1	Cabinet door hinge, 3/8 ch., inset	4.02
	9864	1	Baldwin friction catch, bronze	7.70
	9062	1	Hasp, 3", sail locker	7.10
	19787	1	Hasp, 3", companionway	7.10
	9854	1	Shower head w/wall flange, plastic	8.67
	18299	1	Shower hose, 1/2" x 59", ch. plated brz.	7.61

PEARSON YACHTS PARTS CATALOG

Model P-30
 Department Carpenter Shop
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Part # Complete Assembly	Part# Per Item	Quantity	Description	Retail Price
57090		1	WEATHERBOARD, COMPANIONWAY, upper	86.40
	9166	2	collars, s/s - for hasp slot <u>ea.</u>	5.99
57091		1	WEATHERBOARD, COMPANIONWAY, lower (New style teak plywood only)	53.92
			TILLER, two-tone mahogany laminate with chrome-plated tiller strap & cap fittings	
	10834	1	tiller cap, part of tiller head assy. mounted on rudder shaft	183.60
	10835	1	tiller strap, part of tiller head assembly, mounted on tiller	183.60
	16259	1	tiller, wood only (varnished)	63.15
	3161	3	bolt, mach. hh, s/s, 5/16-18x3	1.38
	6027	3	lock nut, hh, s/s, 5/16 - 18	.35
57150		1 set	COAMING CAPS, COCKPIT, teak, port <u>ea.</u> <u>set</u>	158.81
57151		1 set	COAMING CAPS, COCKPIT, teak, stbd. <u>ea.</u> <u>set</u>	158.81
57098		1	RUNNER, weatherboard, PORT	29.73
57099		1	RUNNER, weatherboard, STBD.	29.73
57163		2	HANDRAILS, interior, teak <u>ea.</u>	37.40
57167		2	BLOCKS, JIB sheet, back-up <u>ea.</u>	10.13
57101		1	TRIM, Companionway, teak	21.55

PEARSON YACHTS PARTS CATALOG

Model P-30
 Department Rigging Loft
 Page 1
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Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
			NAVTEC TYPE CLOSED BODY RIGGING from Hull #343 - #835 NAVTEC TYPE OPEN BODY RIGGING from Hull #836 on	
57700		1	JIB STAY	152.39
57701		2	SHROUDS, UPPER <u>ea.</u>	130.17
57702		1	BACK STAY	144.34
57703		2	SHROUDS, FWD LOWER <u>ea.</u>	70.98
57704		2	SHROUDS, AFT LOWER <u>ea.</u>	71.55
	17201	4	TURNBUCKLES 7/16 x 3/8, lowers <u>ea.</u>	21.06
	17203	4	TURNBUCKLES 1/2 x 7/16, uppers, jib & backstay <u>ea.</u> ALL SHROUDS INCLUDE SWAGED END FITTINGS	28.16
			<u>RIGGING FOR HULL NUMBERS UP TO #342</u>	
57746		1	JIB STAY- s/s wire, 1/4", 38' 3/4"	157.17
57747		2	SHROUDS, UPPER, s/s wire 1/4", 36' 3 1/2" <u>ea.</u>	135.92
57748		1	BACK STAY, s/s wire, 1/4", 40' 4" long	150.09
57749		2	SHROUDS, FWD LOWERS, s/s wire, 7/32", 18' 2 1/2" long <u>ea.</u>	75.82
57750		2	SHROUDS, AFT LOWERS, s/s wire, 7/32", 18' 6" long <u>ea.</u>	76.38
	17017	4	TOGGLE, chrome-plated bronze, 1/4" <u>ea.</u>	27.81
	17018	4	TOGGLE, chrome-plated bronze, 7/16" <u>ea.</u>	7.43
	17024	4	TURNBUCKLE, chrome-plated bronze, 7/16" lowers <u>ea.</u>	22.28
	17025	4	TURNBUCKLE, chrome-plated bronze, 1/4" uppers, jib & backstay <u>ea.</u>	44.55

PEARSON YACHTS PARTS CATALOG

Model P-30
Department Rigging Loft
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Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
57705		1	HALYARD, JIB, 44' of dacron braid (3/8") spliced to 37' 4" s/s wire (3/16") with #2 swivel eye snap shackle	184.60
57706		1	HALYARD, MAIN, 42' of dacron braid (3/8") splices to 36' s/s wire (3/16") with 3/8" bronze halyard shackle	172.10
57707		2	SHEETS, GENOA, 1/2" braid, 38' long ea.	30.16
57751		2	SHEETS, GENOA, with turning block addi- tional 10' for turning blocks ea.	35.75
57708		1	SHEET, MAIN, 7/16" braid, 75" long with 1/2" screw pin shackle	54.81
57711		1	TOPPING LIFT, 35' of s/s wire (1/8") with 1/2" shackle and 5" dacron braid (1/2")	51.71
57713		1	BOOM PENNANT, on back stay, 3' 3" s/s wire (5/32) with #1 fast eye shackle	28.13
57721		1	SPINNAKER HALYARD, 82' of 3/8" braid with #1 swivel snap shackle	84.32
57722		1	SPINNAKER SHEET, 45' of 7/16" braid. with #1 ring snap shackle	74.47
57723		1	SPINNAKER GUY, 45' of 7/16" braid with #1 ring snap shackle	74.47
57724		1	SPINNAKER POLE LIFT, 40' of 5/16" braid with #0 fast eye snap shackle	52.06
*For Hull #'s up to #342 - 1/2" wire For Hull #343 up - 3/16" wire Please reference hull number when order- ing.				

PEARSON YACHTS PARTS CATALOG

Model p-30
 Department Rigging Loft
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Part # Complete Assembly	Part# Per Item	Quantity	Description	Retail Price
57725		1	SPINNAKER FOREGUY, 25' of 5/16" braid with #1 fast eye snap shackle	47.33
57730		1	HALYARD, JIB, internal	229.39
57731		1	HALYARD, MAIN, internal	216.68
57733		2	SHEETS, working jib, 38' of 1/2" braid, <u>ea.</u>	30.16
57726		2	SHEETS, traveler control <u>ea.</u>	10.72
57753		1 set	OUTHAUL, aft, reefing	37.72

Model P-30
 Department Spar Loft
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Part # Complete Assembly	Part# Per Item	Quantity	Description	Retail Price
	11665	1	MAST, extrusion only (37'6"), awlgrip	1591.33
	11669	2	SPREADERS, alum. (replaces wooden) <u>ea.</u>	79.65
	10937	1	BOOM with fixed gooseneck & mast plate (10938)	317.25
	1123	1	EXIT BLOCK, for internal halyard	29.78
			JIFFY REEFING ON BOOM	
	1181	2	block <u>ea.</u>	8.13
	9285	3	strap eye, 4½ <u>ea.</u>	5.27
	19713	3	cleat, 5", 2-hole <u>ea.</u>	12.47
	3111	6	screw, mach., OHSS, ¼ - 20 x 1½	.73
	3315	12	screw, sm., FHSS, 10 x ½	.59
			SPINNAKER GEAR ON MAST	
	1154	1	block for pole lift	12.91
	9126	1	slide with eye, s/s, 1½"	49.95
	9279	2	stop, for spinnaker track, s/s	4.24
	19628	1	cleat, 6", 2-hole, black, spin. halyard	14.99
	19713	1	cleat, 5", 2-hole, black, pole lift	12.47
	10601	1	eye strap, s/s for pole lift block	2.35
	11568	1	spinnaker T-track, black, 1½" x 4'	21.03
			FASTENER PACKAGE INCLUDES:	3.43
	3093	15	mach screw, FHSS 5/16 x 1	
	3107	2	mach screw, OHSS ¼ - 20 x 1½	
	3111	2	mach screw, OHSS, 12 - 24 x 1½	
	3334	4	screw, sm, RHSS, 10 x ½	

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Model P-30

Department Small Parts & Machine Shop

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Part # Complete Assembly	Part # Per Item	Quantity	Description	Retail Price
<u>SMALL PARTS</u>				
57606		1	HATCH, forward, clear, old style	207.90
57607		1	HATCH, COMPANIONWAY	187.87
57608		1	HATCH, LAZARETTE	108.32
57610		1	RUDDER, fiberglass, with s/s stock	783.62
57611		1	RUDDER PIPE	40.01
57615		2	DECK VENTS (Kydex), aft, for blower <u>ea.</u>	18.74
57619		2	END FITTINGS for vinyl rub rail (Kydex) <u>ea.</u>	7.70
57620		1	SEAHOOD	246.56
57622 + 57634		1	DORADE VENT, BOX (specify port or stbd.)	79.79
57628		1	COVER RUDDER POST, Kydex, boats w/tillers	25.73
57630		1	DOUGHNUT, compass, Kydex	25.73
57632		1	COVER RUDDER POST, Edson Steerer, F/G	74.28
<u>MACHINE SHOP</u>				
	2178	1	MAST BASE, fits onto bottom of mast	25.11
57503		1	MAST STEP, alum. casting (2021)	57.78
57538			FIBERGLASS BACKUP PLATES, specify type <u>ea.</u>	8.91

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Part # Complete Assembly	Part# Per Item	Quantity	Description	Retail Price
	19711	1	CLEAT, 8", 4-hole, bow, silver	25.00
	19701	1	CLEAT, 7", 4-hole, stern, silver	24.38
	19679	1	BOW CHOCK, 5", left hand, silver	17.87
	19680	1	BOW CHOCK, 5", right hand, silver	17.87
	9033	1	CHAIN, opening port	7.37
	9042	1	THROTTLE CONTROL, gas	43.07
	10859	1	GALLEY WATER PUMP, Par	31.05
	22000	1	MASTHEAD UNIT, anodized alum., Hull #668 and up	267.33
	21940	1	MARMAC SHIFT CABLE, 9' long, gas & diesel	58.83
	9575	1	CHAINPLATE COLLARS, alum.	1.57
	19009	1	VANITY SINK, oval, s/s	29.38
	10138	1	HATCH DOG, with knurled knob	11.69
	10354	3	PORTS, fixed, small <u>ea.</u>	62.48
	10581	1	STEMHEAD fitting, s/s	63.45
	10582	1	WINDOW, large, main cabin, PORT	91.80
	10583	1	WINDOW, large, main cabin, STBD	91.80
	10741	1	DECK PLATE, diesel	30.21
	19087	1	SAIL GATE	37.50
	21265	1	CABLE, choke, 6'	18.09
	21627	70'	HOLDER, rubrail <u>per ft.</u>	1.89
	21626	62'	RUBRAIL, vinyl	170.75

Model P-30
 Department Assembly
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Part # Complete Assembly	Part# Per Item	Quantity	Description	Retail Price
57622			SPINNAKER GEAR (other than material from Rigging & Spar Lofts)	
	1079	2	block, 3" snatch <u>ea.</u>	75.33
	1117	1	block, spinnaker halyard	19.14
	19604	2	cleats, 7", alum., 2-hole <u>ea.</u>	22.11
	9861	2	pad eyes for snatch blocks <u>ea.</u>	14.88
	10326	1	spinnaker pole, complete	202.50
			FASTENER PACKAGE INCLUDES:	4.64
	3091	5	mach screw, FHSS, $\frac{1}{4}$ - 20 x $1\frac{1}{2}$	
	3092	8	mach screw, FHSS, $\frac{1}{4}$ - 20 x 2	
	3476	4	mach screw, FHSS, 5/16 - 18 x 3	
	6017	8	nut, HHSS, $\frac{1}{4}$	
	6018	4	nut, HHSS, 5/16 - 18	
	7010	8	washer, flat, SS, $\frac{1}{4}$	
	7011	4	washer, flat, SS, 5/16	
			DORADE VENT	
	19010	1	cowl vent, PVC, Martec	22.49
	19011	1	deck plate with cap, Martec	7.88
	22436	1	dorade vent, 4" w/screen	12.37
		1	box, dorade (specify port or stbd.)	79.79
			FASTENER PACKAGE INCLUDES:	.84
	3313	4	sheet metal screw, FHSS, 10 x 3/4	
	3309	8	sheet metal screw, FHSS, 10 x 1	
	7052	8	washer, finish, SS, #10	