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the Pearson 32

the Pearson 32

was created to offer you perfect balance in a yacht. Not a compromise, but balance ... between a spirited club racer and an unashamedly comfortable cruiser.

1 Her interior will warm your heart. Bulkheads and trim are teak. Seatback cushions conceal generous bin stowage. The table folds against the bulkhead to open up the main salon. Note the keel-stepped mast for extra structural support.

2 Whether you intend to race or cruise, the 32 will always stand out proudly in the company of other boats. Her lines are at the same time classic and contemporary, and they will continue to give you pride and pleasure for as long as you own her.

3 The head is bright and cheery, with enough teak to make it warm while still remaining easy to clean. Opposite is a vanity sink with additional lockers and bin stowage.

4 It's easy to like the 32's comfortable forward stateroom. There's substantial stowage under the berths and stowage shelves along each side. The two-position filler makes either a full double berth or a dressing seat as shown.

5 A surprisingly large, U-shaped galley gives the chef ample room in which to accomplish miracles. Has an exceptionally deep sink and loads of stowage, including a tilt-out cutlery bin.

6 The 32 is offered to you as a sensible-sized yacht that will take you to either a finish line or a distant anchorage, and do it with equal grace and speed.







7 The 32 is a yacht that will take your competitive instincts as far as you want them to go. She sails powerfully to windward, tracking beautifully because of her fin keel and a longitudinal fence in front of a deep, balanced spade rudder. Off the wind, the 32's flat aft sections let her fly like a bird on the wing.

8 Unfolded, the 32's unique dining table reveals hidden bulkhead shelf space. Extended, the port settee makes into a generous double berth. Overhead, an optional hatch provides light and ventilation.

9 The lift-top chart table has a large area for chart stowage and a smaller hinged door outboard gives access to pencils, dividers and other navigation equipment.

10 The racer and cruiser can both agree ... large cockpits are good. This one has contoured seating to make it even better, even more comfortable. Alcove stowage for winch handles and other small items is trimmed in teak.

11 The Pearson 32 promises you a perfect balance of highly spirited performance and sheer cruising comfort. If this combination makes sound sense to you, Come Sail With Us...

Photos may show optional equipment

the Boat



More and more, I'm convinced that cruising boats should be performance oriented...or maybe I should say performance boats should be cruising oriented. No matter how you put it, the Pearson 32 is an honest, dual purpose boat that can switch gears from cruising to racing, from warning gun to the start.

In designing the 32, I struck a balance. Not a compromise, because that implies we give up something. In the case of the 32 that balance shows up in her exceptional cruising accommodations, anchor well, large cockpit, uncluttered deck and clean lines. From a racing point of view it shows up in her modern underbody, rig, rating and response. Sort of like putting the appointments of a luxury sedan on a sports car chassis. You get comfort *plus* performance and handling. The long and short of it is, that's exactly what we achieved. The 32 balances beautifully, has a magnificent touch, and responds effortlessly on all points of sail, while providing all the comforts of home.

If your sailing pleasure combines the excitement of club-level racing with the relaxation of cruising with family and friends, the 32 is just right for you. Come Sail With Us...

Sincerely,

Bill Shaw

William H. Shaw

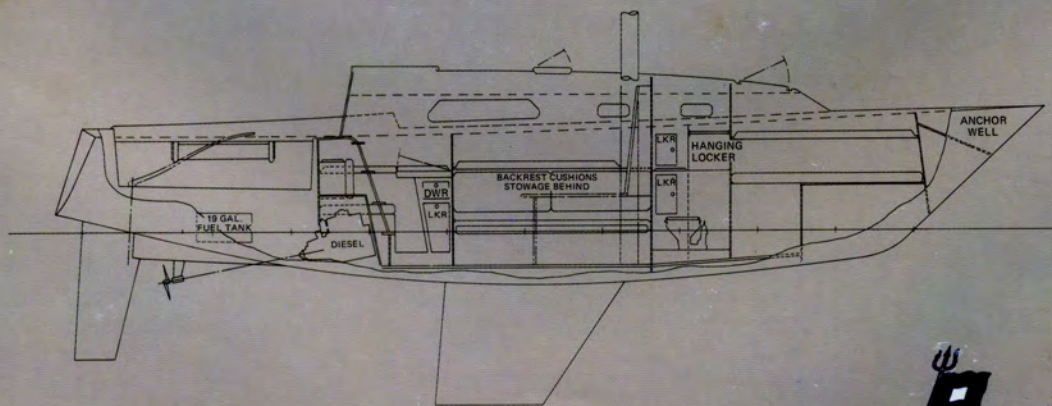
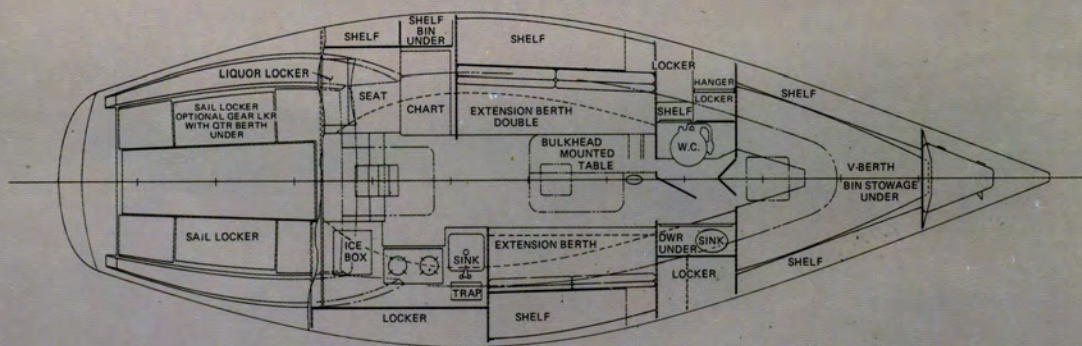
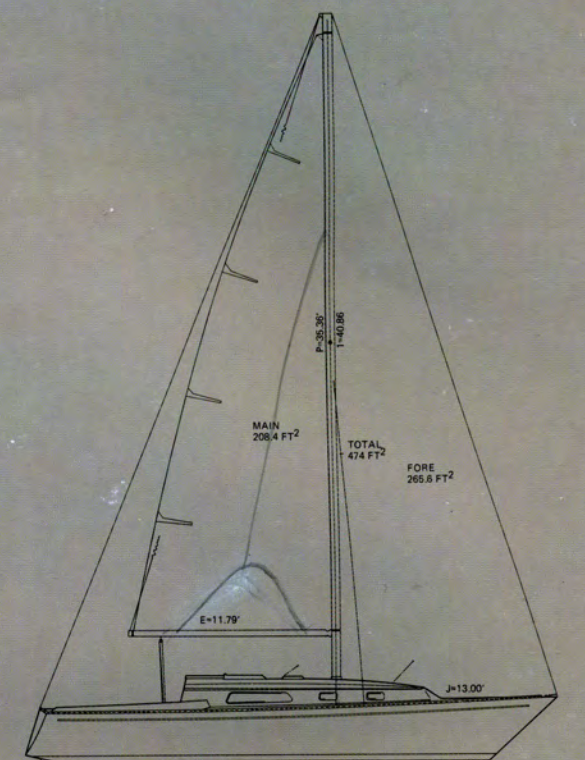


Come Sail With Us...

*Specifications**

L.O.A.	31'8½" (9.66m)
D.W.L.	25'0" (7.62m)
BEAM	10'7¼" (3.23m)
DRAFT	5'6" (1.68m)
DISPLACEMENT	9,400 lbs. (4,264kg)
BALLAST	3,800 lbs. (1,724kg)
SAIL AREA	474 sq. ft. (44.04m ²)
MAST HEIGHT ABOVE D.W.L.	44'7" (13.59m)
HEADROOM (AVERAGE)	6'0" (1.83m)
COCKPIT LENGTH	7'3" (2.21m)
FRESH WATER CAPACITY	38 gal. (143.8l)
FUEL CAPACITY	19 gal. (71.9l)
POWER	diesel

*approximate



PEARSON YACHTS

A DIVISION OF GRUMMAN ALLIED INDUSTRIES, INC.
West Shore Road, Portsmouth, Rhode Island 02871
Manufacturing facilities in Rhode Island and Texas.

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 32

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PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 32

SECTION I: YACHT DATA

NAME OF BOAT

REGISTRATION NO.

PORT OF CALL

OWNER'S NAME AND ADDRESS

RADIO TELEPHONE CALL NO.

FEDERAL HULL IDENTIFICATION NUMBER

HULL NUMBER

31' 8½"

LENGTH OVERALL

10' 7¼"

BEAM

9,400 lbs.

DISPLACEMENT

44' 7"

MAST HEIGHT ABOVE DWL

Universal Diesel - 11 H.P.

STD. ENGINE MAKE & MODEL

19 Gallons (U.S.)

FUEL CAPACITY

11' 3"

HEIGHT ON CRADLE

SAIL NUMBER

25' 0"

LENGTH WATERLINE

5' 6"

DRAFT

3,800 lbs.

BALLAST

14"x9"x1" RH 2-blade
14"x11"x1" RH-folding

PROPELLER

38 Gallons (U.S.)

WATER CAPACITY

THE ABOVE DATA IS APPROXIMATE AND MAY VARY FROM ONE BOAT TO ANOTHER.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 32

SECTION II: COMMISSIONING CHECK LIST

This check list will help to insure that your yacht is delivered in top condition. You may find it useful as a guide when recommissioning your yacht in the future. Some items on this list may be optional and not installed on your boat. Therefore, mark NA where an item does not apply.

BEFORE LAUNCHING

- _____ Accessories and options agree with inspection report.
- _____ Sling location verified with accompanying drawing.
- _____ All thru-hull fittings lubricated and closed.
- _____ All hose clamps tight.
- _____ Speedometer and fathometer thru-hull(s) in place.
- _____ Propeller nuts and cotter pins checked.
- _____ Rudder operational.
- _____ Zincs in place. (owner installed)
- _____ Fluid levels checked (read manufacturer's instructions before adding oil):
 - _____ Engine
 - _____ Transmission
 - _____ Reverse Gear
 - _____ V-Drive
- _____ Electrical switches in "OFF" position.
- _____ Batteries full, charged, and connected.
- _____ Bilge free of foreign matter.
- _____ Engine mount bolts tight.

SECTION II...Cont'd.

- _____ Shaft coupling bolted, set screw wired in place.
- * _____ Fire extinguishers charged and mounted.
- _____ Lifelines, pulpit, stern rail mounted.
- _____ Before mast is stepped:
 - _____ Shrouds, stays, spreaders installed and secured to mast.
 - _____ Masthead light operational.
 - _____ Spreader lights operational.
 - _____ Mast-mounted instrument units operational.
 - _____ Chafe points covered with tape.
- _____ Clean and/or painted:
 - _____ Bottom
 - _____ Topsides
 - _____ Decks
 - _____ Mast
 - _____ Upholstery
 - _____ Cabin interiors
- _____ Equipment on board:
 - _____ Dock lines and fenders
 - _____ Blocks and winch handles
 - * _____ PFD's (Life Preservers)
 - * _____ Anchor and rode
 - * _____ Horn
 - * _____ Ship's Bell
 - * _____ Spares kit / Tool Kit
 - * _____ Medical kit
 - * _____ Emergency signal kit

*To be provided by owner.

SECTION II...Cont'd.

IN WATER

- _____ All thru-hulls open and watertight.
- _____ Stuffing box properly adjusted.
- _____ Shaft properly aligned. (See shaft alignment diagram.)
- _____ V-drive properly aligned.
- _____ Wiring on engine inspected.
- _____ Tachometer cables connected.
- _____ Carburetor linkage checked.
- _____ Exhaust fittings secure.
- _____ Standing rigging complete and in place.
- _____ Turnbuckles operate.
- _____ Cotter pins in place and taped.
- _____ Running rigging in place.
- _____ Sails hoisted to check fit.
- _____ Operational:
 - _____ Steering system
 - _____ Bilge pump(s)
 - _____ Fresh water system(s)
 - _____ Stove - alcohol/propane installed and hooked up
 - _____ Lights:
 - _____ Bow and Stern
 - _____ Masthead
 - _____ Spreader
 - _____ Cabin
 - _____ Speedometer
 - _____ Fathometer

SECTION II...Cont'd.

- _____ Apparent wind indicator
_____ Close-hauled indicator
_____ Anemometer
_____ Radio-telephone
_____ Stereo system

Other Accessory Items:

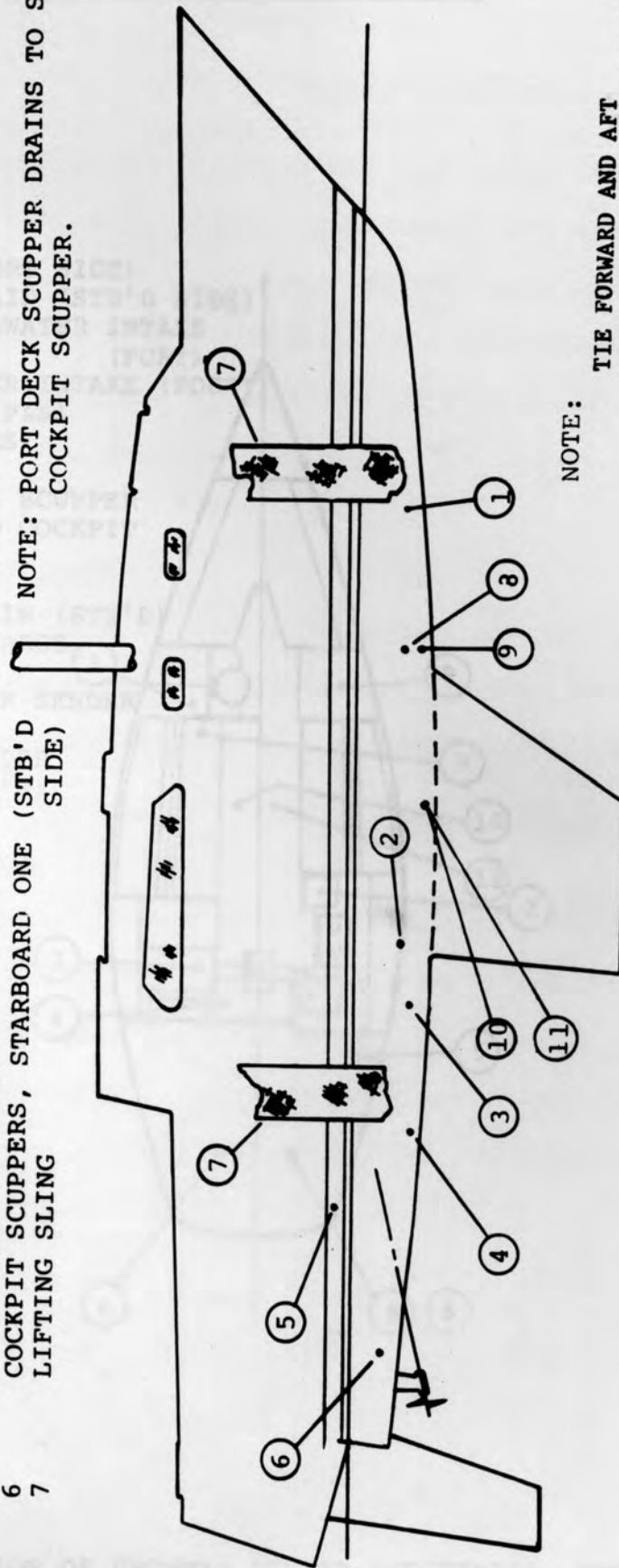
NOTES :

PEARSON 32
DOCKING PLAN

NO. DESCRIPTION

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

NOTE: PORT DECK SCUPPER DRAINS TO STB'D COCKPIT SCUPPER.



NOTE:

TIE FORWARD AND AFT LIFTING SLINGS TOGETHER WITH 1/2" TO 3/4" NYLON ROPE TO PREVENT SLIPPING.

- 8 VANITY SINK DRAIN (STB'D SIDE)
- 9 Opt. HEAD DISCHARGE (PORT SIDE)
- 10 Opt. SPEEDOMETER SENDER (PORT SIDE)
- 11 Opt. DEPTH SOUNDER TRANSDUCER (STB'D SIDE)

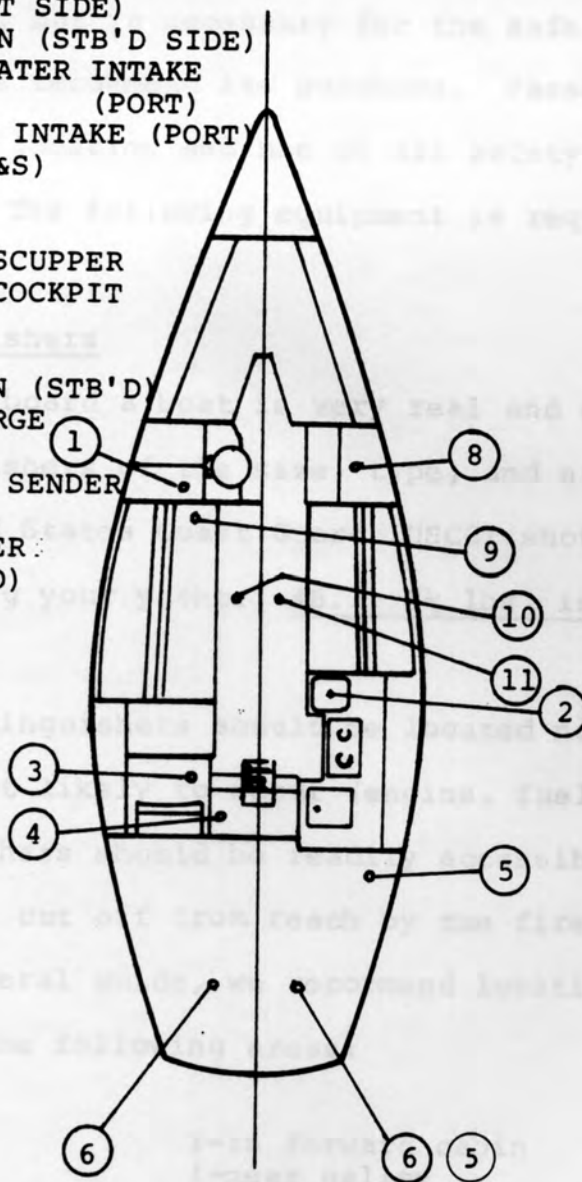
PEARSON 32
THRU-HULL LOCATION SCHEMATIC

PORT SIDE

STARBOARD SIDE

NO. DESCRIPTION

1. HEAD INTAKE (PORT SIDE)
2. GALLEY SINK DRAIN (STB'D SIDE)
3. Opt. GALLEY SEAWATER INTAKE (PORT)
4. ENGINE RAW WATER INTAKE (PORT)
5. DECK SCUPPERS (P&S)
6. COCKPIT SCUPPERS (P&S)
- NOTE: PORT DECK SCUPPER DRAINS TO STB'D COCKPIT SCUPPER.
7. LIFTING SLING
8. VANITY SINK DRAIN (STB'D)
9. Opt. HEAD DISCHARGE (PORT SIDE)
10. Opt. SPEEDOMETER SENDER (PORT SIDE)
11. Opt. DEPTH SOUNDER TRANSDUCER (STB'D)



OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 32

SECTION III: SAFETY EQUIPMENT

Certain equipment included on the Commissioning Check List is starred * to indicate that it is not provided as factory installed equipment, but is necessary for the safe operation of your yacht, and we recommend its purchase. Passengers should be instructed in the location and use of all safety equipment in case of an emergency. The following equipment is required by USCG regulations:

A. *Fire Extinguishers

Fire on board a boat is very real and serious hazard. Fire extinguishers of the size, type, and number recommended by the United States Coast Guard (USCG) should be installed prior to using your yacht. #B.I. 2½ lbs. is the recommended extinguisher.

Fire extinguishers should be located near the areas where fires are most likely to occur (engine, fuel tanks, 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 cabin.

SECTION III...Cont'd.

B. *PFD's (Life Preservers)

One USCG approved PFD (Personal Floation Device) per person on board is required by USCG.

COAST GUARD REGULATIONS

CONSULT YOUR LOCAL COAST GUARD AND COAST GUARD AUXILIARY FOR THE REQUIRED SAFETY EQUIPMENT AND PERTINENT SAFE BOATING REGULATIONS.

Other recommended safety equipment:

*First Aid Kit

A basic first aid kit should be put aboard for treatment of minor injuries which may occur while away from immediate medical help. If the yacht is to be sailed for an extended period away from port facilities, a complete medical kit should be assembled with advice from your doctor.

*Emergency Signals

A variety of emergency signalling equipment (e.g. flares, flashlights, smoke signals, EPIRBS, flags) is available to boat owners. A skipper must assess his needs and provide his yacht with the maximum amount of such equipment that he deem appropriate.

*Horn, Bell, Anchor, Life Raft

Certain items aboard a yacht may receive infrequent use, but when required can spell the difference between safety and disaster. The ship's horn, bell, anchor, and life raft are examples of such items and should be carried at all times and frequently inspected.

SECTION III...Cont'd.

*Spare Parts and Tool List

The following spare parts and tool list can be used as a guide to aid you in assembling a basic inventory, depending on the complexity of your yacht and the amount of off-shore sailing you will do:

Spare Parts

cotter pins	duct tape
turnbuckles	blocks
hose clamps - assorted sizes	light bulbs
stainless wire	flashlight
extra line	screws, bolts, nuts, washers
lanyards and string	spare engine parts
sail repair kit	clevis pins
sail slides	electrical fuses
electrical tape	

* * * *

Tool Kit

wrenches (open and box) adjustable

hammer

screw drivers

pliers

scissors

hacksaw

wooden plugs for all thru-hulls

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 32

SECTION IV: RIGGING & TUNING

Standing Rigging

When rigging your yacht, you should begin with the turnbuckles in an extended position to facilitate attaching them to the chainplates. After the mast is stepped, tighten the turnbuckles by turning the screw clockwise. Be sure to replace cotter pins in the turnbuckles and tape them to prevent snagging of sails and personal injury.

Normal adjustment calls for a taut headstay, backstay, and upper shrouds with the mast centered in column over the mast step. The lower shrouds should carry slightly less tension than the uppers when the boat is at rest, but should be taut enough to prevent the mast from bending to leeward at the spreaders when sailing.

Carefully adjust the rigging at dockside by eye. Fine tune under sail. Reference following section on tuning.

NOTE: THE PEARSON YACHTS WARRANTY IS AUTOMATICALLY VOID FOR ANY YACHT FITTED WITH AN HYDRAULIC BACKSTAY ADJUSTER UNLESS THE BACKSTAY ADJUSTER IS INSTALLED BY PEARSON YACHTS. Hydraulic backstays can be installed in the field only on models where they are offered as factory optional equipment, but they must meet the following requirements:

1. The exact make and model offered by Pearson Yachts.

SECTION IV:...Cont'd.

2. Installation approved in writing from Pearson prior to installation.
3. Installed by an authorized Pearson Yachts' dealer only.

Tuning

Be sure all turnbuckles are equipped with toggles at their base to eliminate any bending load on the swage fitting and turnbuckle threads. Also see that there is a toggle at both ends of the forestay. As the boat tacks and the headsail loading varies from side to side, the forestay terminals experience a much higher fatigue loading.

Start tuning the spar by ensuring that the mast is in the center of the boat, perpendicular to the designed transverse waterline. Boats often will not sit level at the dock due to the distribution of their accommodation plan and the internal weight or location of crew. So to make sure the mast is plumb transversely, slacken the lower shrouds fully by undoing their turnbuckles. If the spar is stepped through the deck, remove the mast wedges as well. Take the main halyard and lead the shackle end to a point on the rail or chainplate. Adjust the tension in the halyard so that the shackle just touches the rail or chainplate with a given tension, and then cleat the halyard. Take the halyard to the same location on the opposite deck and with the same tension, the shackle should just touch the rail or chainplate. If not, let off one upper shroud's

SECTION IV...Cont'd.

turnbuckle and take up on the other to bring the masthead closer to a centerline until the halyard shackle touches both points under the same tension. The particular part of the rail or deck you choose as your reference point is not important as long as it is the same point on each side. After the mast is centered transversely, tighten both upper shroud turnbuckles uniformly, one full turn on one side, then one full turn on the other. Repeat until the turnbuckles become difficult to turn. Pin the turnbuckles. Tighten up the lower shroud turnbuckle so that almost all of the slack is removed. That is, the shroud itself should be able to flop about 1" in each direction. Sight up the trailing edge of the spar to make sure that it is still straight.

Now, check your rake. Rake is the fore and aft angle of the spar. Pearson yachts are designed to carry from $1\frac{1}{2}$ " of rake on the Pearson Ensign up to about 14" on the Pearson 424. Some sailmakers prefer no rake at all; that is a perfectly plumb spar, but from an appearance point of view, as well as a helm balance point of view, begin using the measurements mentioned above. Forward rake should be avoided. Again, use the main halyard to check the amount of rake. Wait for a reasonably calm day and hang a weight, such as a hammer, wrench, or even a bucket of water, from the main halyard at approximately gooseneck level. The fore and aft distance between the halyard and the mast at the gooseneck is the amount of rake. Ease

SECTION IV...Cont'd.

off the forestay turnbuckle and tighten up on the backstay turnbuckle or vice versa until the desired rake is achieved. Now, pin the forestay turnbuckle and the backstay turnbuckle. Unless the rake has to be readjusted in the future to correct the helm balance, these will need no more adjusting. Additional tensioning can be applied by the backstay adjuster, if supplied.

Reinstall the mast wedges if the mast is stepped through the deck and pin the other turnbuckles. At this time, check that the outboard end of the spreaders are taped and padded to avoid wear and tear on the genoas when tacking.

You are now ready to go sailing to complete the tuning procedure.

Preliminary tuning should be done while sailing to windward in a steady breeze of 8 to 12 knots. While sailing on one tack, sight up the mast to see if it is in straight. The upper section of the mast above the spreaders should neither bend to leeward nor to windward. If adjustment is indicated, tack to the opposite side before adjusting the shrouds as they will become the leeward shrouds and easily adjustable. Make sure to take an equal number of turns on each turnbuckle port and starboard.

To check your work, tack in both directions to insure the straightness of your mast.

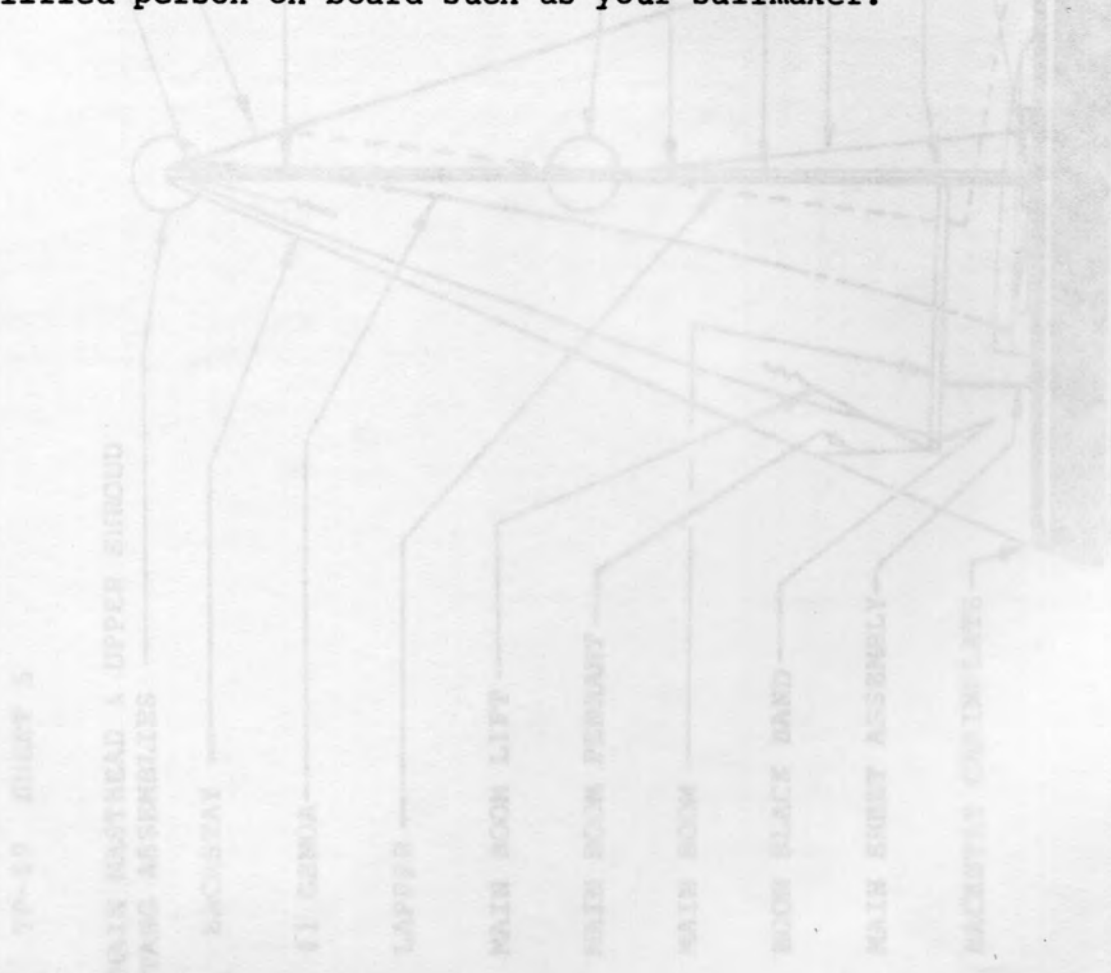
The rake of the mastfore and aft will affect the shape of the sail and the amount of "weather helm" or the tendency

SECTION IV...Cont'd.

of the yacht to head into the wind if the tiller/wheel is released. Weather helm increases as the spar is raked aft. You may wish to increase or decrease the rake by adjusting the headstay and backstay.

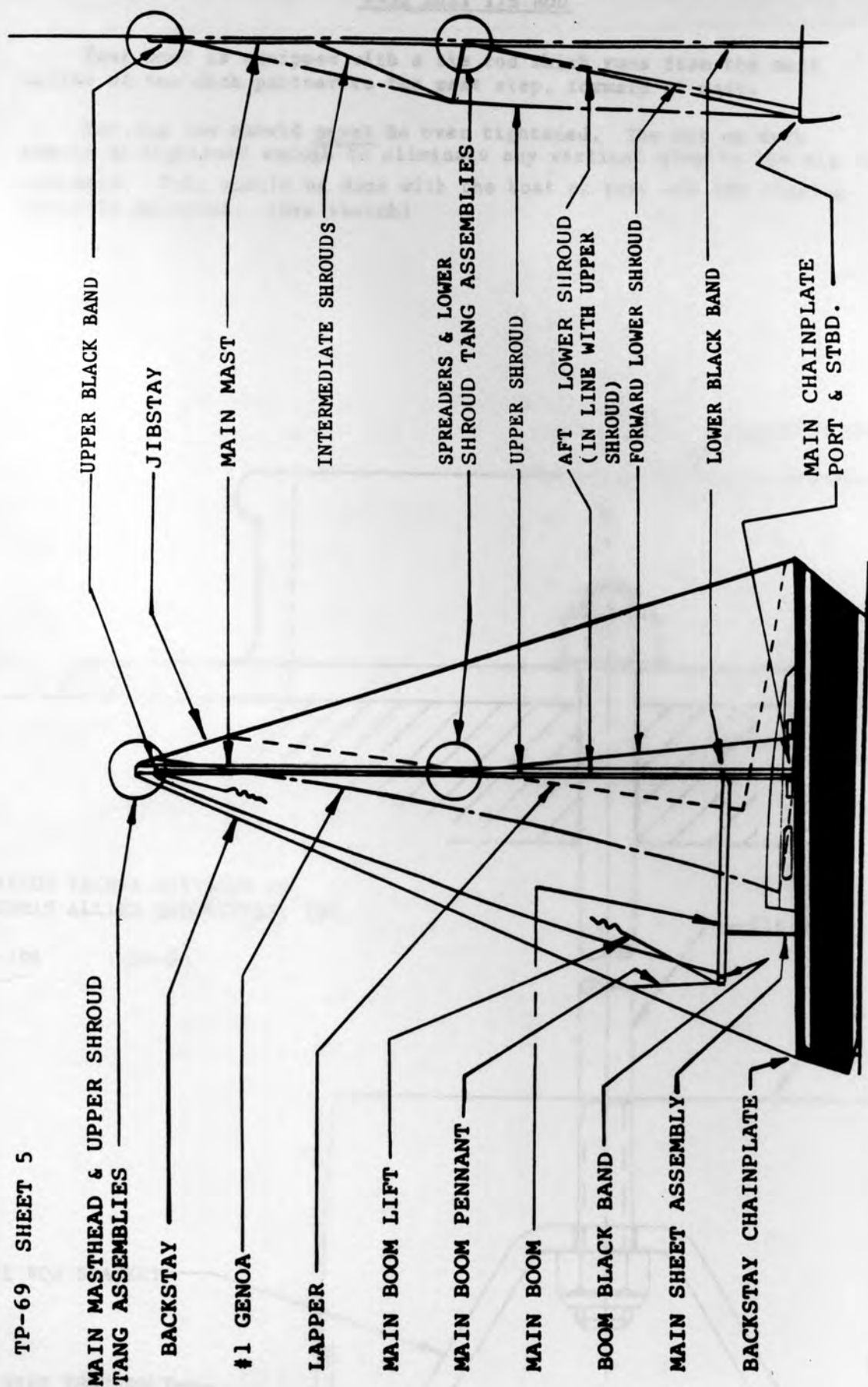
IF WEATHER HELM PERSISTS, CHECK THE SET OF YOUR SAILS FOR PROPER CUT, AND ALSO CHECK FOR CORRECT VESSEL TRIM.

Tuning for maximum performance will require several tuning sessions over a period of weeks usually with a highly qualified person on board such as your sailmaker.



P-32 RIGGING SCHEMATIC
(SLOOP RIG)

TP-69 SHEET 5



-PROFILE-

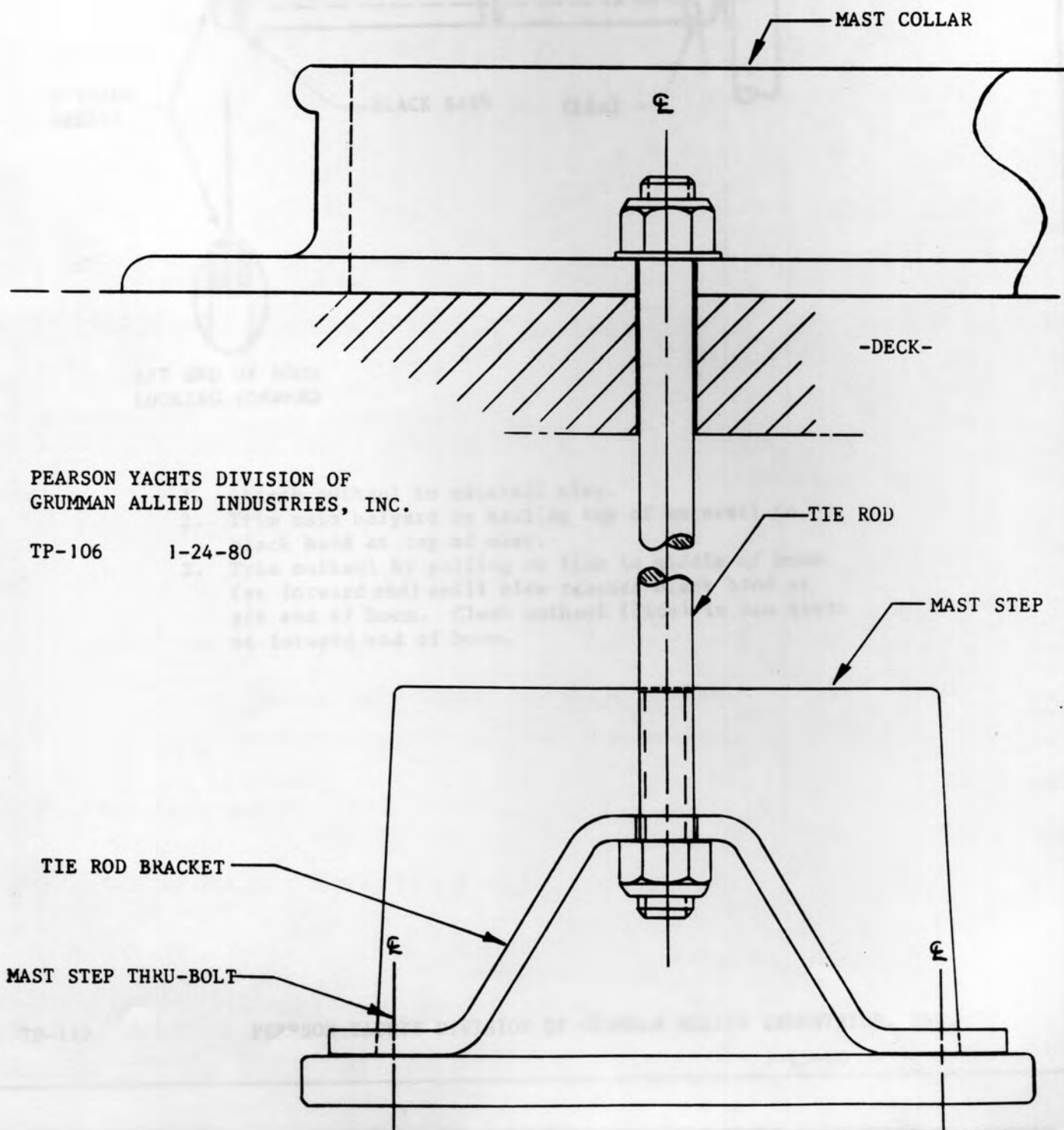
GRUMMAN ALLIED INDUSTRIES, INC.
PEARSON YACHTS DIVISION

1-22-80

-SECTION AT MAST-

Your boat is equipped with a tie rod which runs from the mast collar at the deck partner to the mast step, forward of mast.

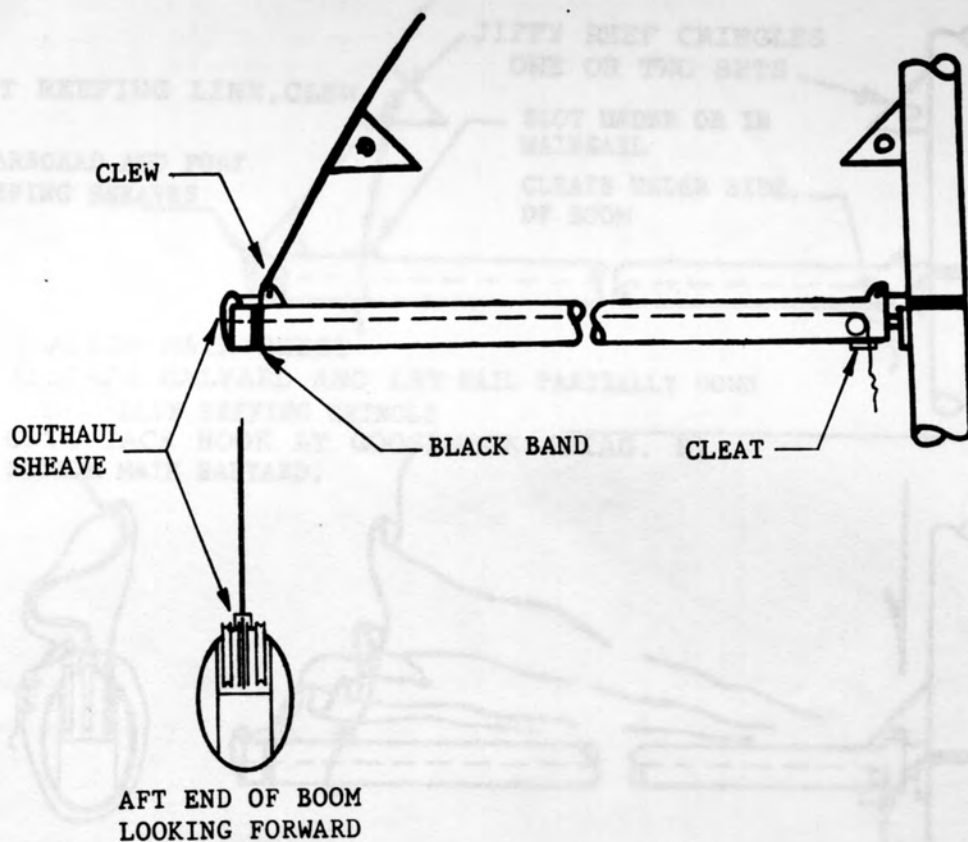
The tie rod should never be over tightened. The nut on deck should be tightened enough to eliminate any vertical slop in the tie rod assembly. This should be done with the boat at rest and the rigging properly adjusted. (See sketch)



PEARSON YACHTS DIVISION OF
GRUMMAN ALLIED INDUSTRIES, INC.

TP-106

1-24-80

OUTHAUL

1. Attach outhaul to mainsail clew.
2. Trim main halyard by hauling top of mainsail to black band at top of mast.
3. Trim outhaul by pulling on line in middle of boom (at forward end) until clew reaches black band at aft end of boom. Cleat outhaul (line) in cam cleat at forward end of boom.

JIFFY REEFING

19

INTERNAL AFT REEFING

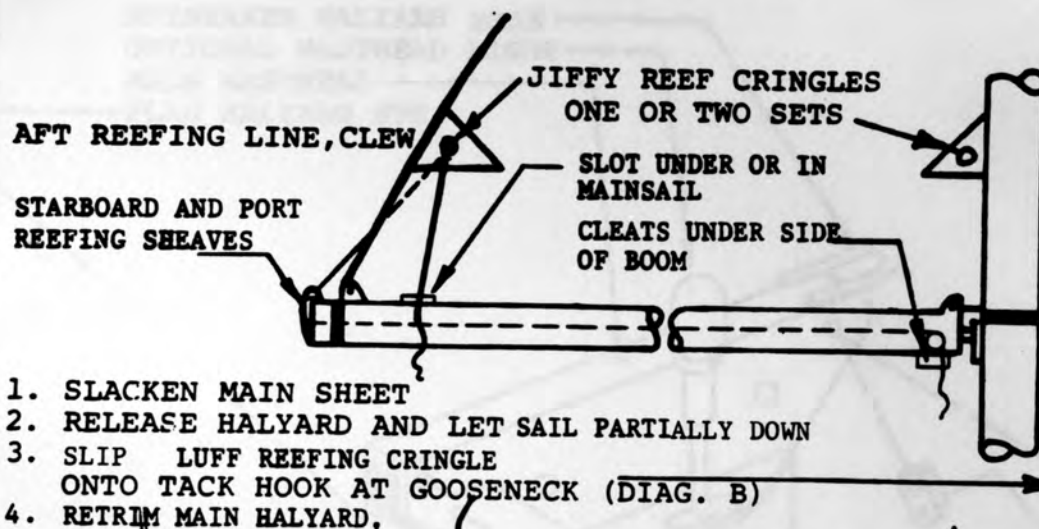


DIAGRAM A



DIAGRAM B

1. SLACKEN MAIN SHEET
2. RELEASE HALYARD AND LET SAIL PARTIALLY DOWN
3. SLIP LUFF REEFING CRINGLE ONTO TACK HOOK AT GOOSENECK (DIAG. B)
4. RETRIM MAIN HALYARD,



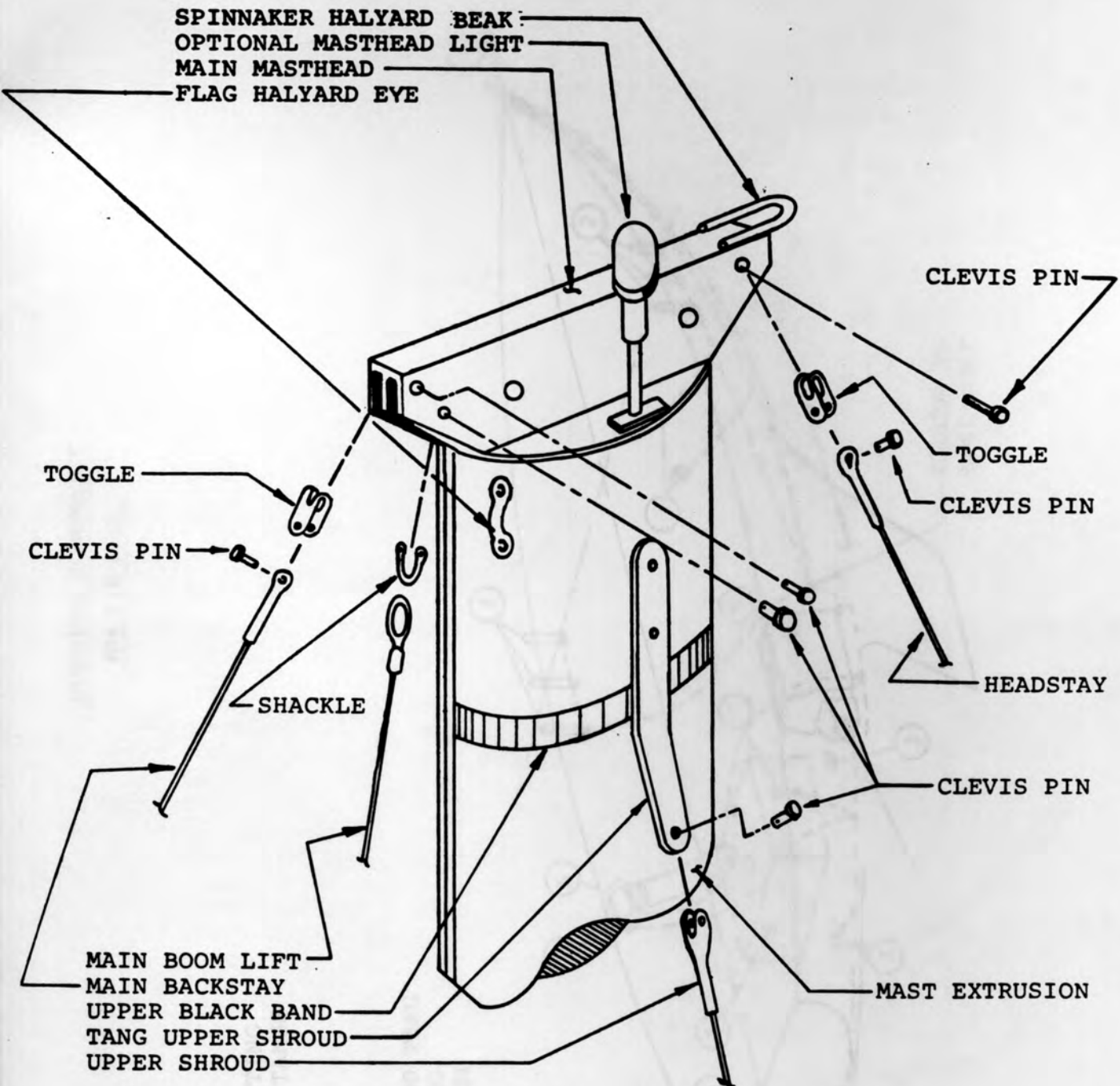
5. TIGHTEN AFT (CLEW) REEFING LINE UNTIL,
6. LEECH CRINGLE IS DRAWN DOWN TO BOOM (DIAG. C)



DIAGRAM C

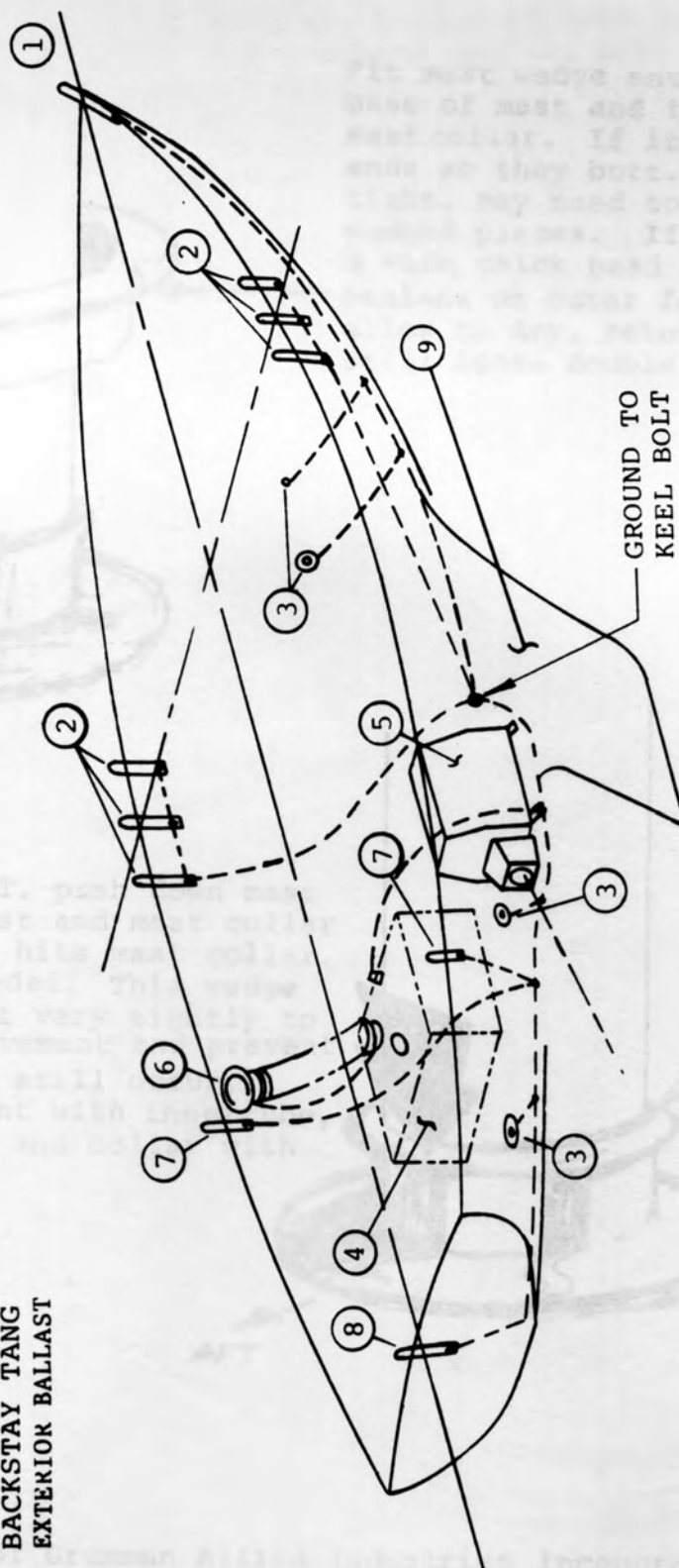
7. RE-TRIM MAIN SHEET.

NOTE: OPERATION FOR SECOND REEF IS THE SAME AS FOR THE FIRST REEF.

TYPICAL MASTHEAD ASSEMBLY

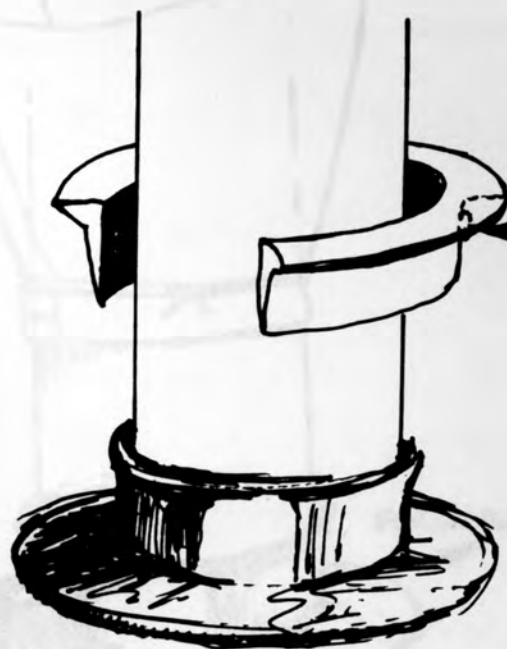
BONDING SCHEMATIC
FOR FIN KEEL

- | | |
|-----|--------------------|
| NO. | DESCRIPTION |
| 1. | STEMHEAD FITTING |
| 2. | MAIN SHROUD TANGS |
| 3. | THRU-HULL |
| 4. | FUEL TANK |
| 5. | ENGINE |
| 6. | DECK FILL |
| 7. | MIZZEN SHROUD TANG |
| 8. | BACKSTAY TANG |
| 9. | EXTERIOR BALLAST |



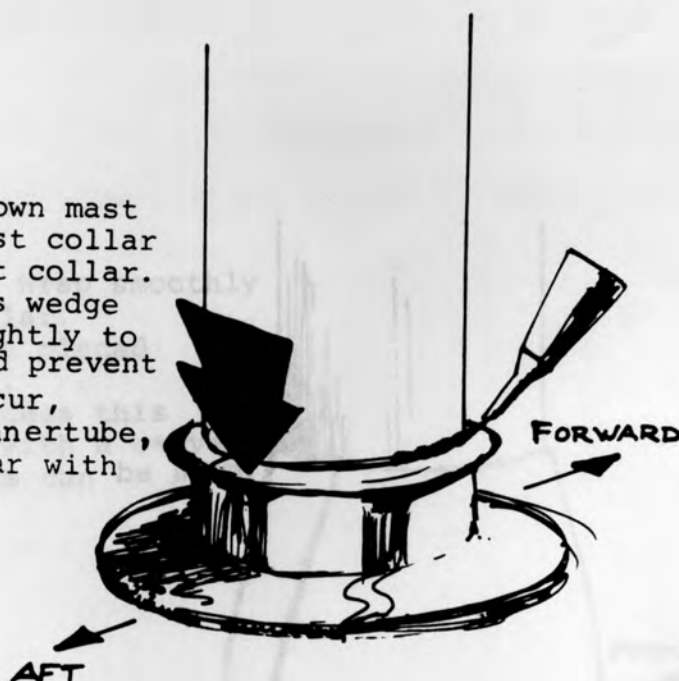
PEARSON YACHTS-ALL BOATS
MAST WEDGE INSTALLATION

22



Fit mast wedge snugly around base of mast and test fit into mast collar. If it fits, trim ends so they butt. If it's too tight, may need to cut into wedged pieces. If loose, place a wide, thick bead of silicone sealant on outer face of wedge, allow to dry, retest fit. If still loose double up wedge.

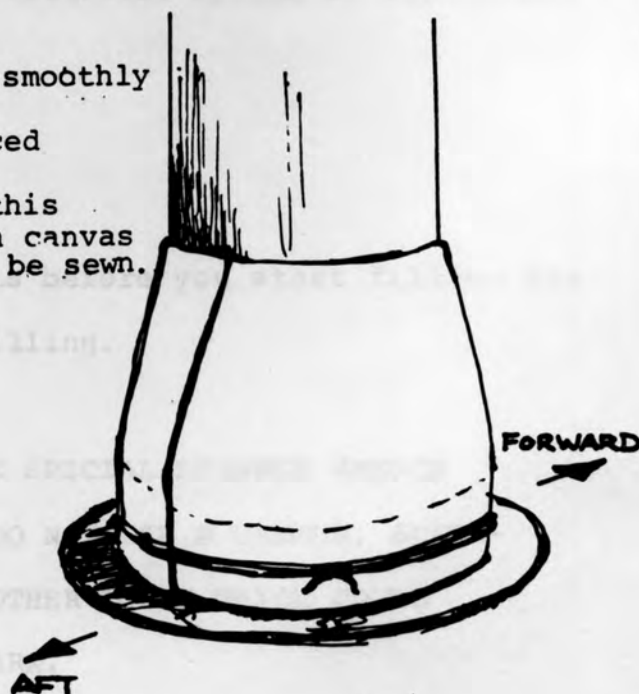
Keeping joint AFT, push down mast wedge between mast and mast collar until top flange hits mast collar. Mallet may be needed. This wedge system should fit very tightly to minimize mast movement and prevent leaks. If leaks still occur, try covering joint with innertube, and tape to mast and collar with Duct tape.





With small edge of mast boot down and grommets against mast, wrap and tie boot above mast collar, keeping smooth. Overlapping edge should be AFT. To get a good fit, wrap and tie the excess lanyard around again keeping to the upward edge of the boot. If leaking occurs - this upper portion can be sealed to mast with duct tape.

Fold down mast boot. Wrap smoothly and tie over mast collar. A silicone bead can be placed between mast and boot. For added water tightness this canvas can be sealed with a canvas sealer or paint. Seam can be sewn.



PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 32

SECTION V: FUELING

EXTREME CAUTION SHOULD BE USED IN FUELING YOUR YACHT.

Before Starting Fueling

1. Extinguish all smoking materials and check fueling area for other sources of spark or flame. Remove if found.
2. Check bilge and engine for any leakage. Correct before refueling.
3. All persons not directly involved in fueling should leave the yacht.
4. Keep fire extinguisher close at hand.
5. Run blower for 5 minutes.
6. Shut off all batteries. Shut off boat equipment such as stove, generator, heater. If 110 V. electrical system is installed, disconnect it before fueling.
7. Close all hatches and ports.

Filling Procedure

1. Determine your fuel requirements before you start filling the tank in order to prevent overfilling.
2. Remove fill pipe cover.

USE ONLY THE SPECIAL SPANNER WRENCH
PROVIDED. DO NOT USE A HAMMER, SCREW-
DRIVER, OR OTHER TOOLS WHICH COULD
CREATE A SPARK.

3. Place nozzle of fuel hose in the fill pipe.

KEEP NOZZLE IN CONTACT WITH DECK PLATE RIM TO AVOID A STATIC ELECTRIC SPARK.

4. Fill slowly.
5. Do not overfill.

FILL ONLY TO 95% CAPACITY AS FUEL VOLUME WILL EXPAND WITH AN INCREASE IN TEMPERATURE.

6. If you cannot see the fuel pump, ask the attendant or a crew member to call out the gallonage to you as you fill the tank.

After Fueling

1. Replace cover and take appropriate actions to clean up spillage if any.
2. Go immediately below to check for leakage or fumes in bilge or main cabin.

IF YOU SMELL FUMES OR SEE LIQUID, DO NOT PROCEED FURTHER. VENTILATE BOAT TO ELIMINATE SOURCE OF FUMES BEFORE CONTINUING TO CLEAN UP SPILLAGE.

3. Open all hatches and ports to ventilate boat.
4. Switch on battery.
5. Run bilge blower for at least 5 minutes. Check blower exhaust for fumes.
6. Only when you are fully satisfied that no potentially dangerous condition exists should you start your engine.

NOTE: DO NOT FUEL IN ELECTRICAL STORMS.

FUEL VAPORS ARE HIGHLY EXPLOSIVE. ALWAYS CHECK FUELING AREA FOR SOURCES OF SPARK OR FLAME, AND ELIMINATE THOSE SOURCES.

SECTION V...Cont'd.

KEEP A FIRE EXTINGUISHER CLOSE AT HAND.

FUEL VAPORS ARE HEAVIER THAN AIR AND WILL SETTLE TO THE LOWEST POINT OF THE BILGE.

ALWAYS VENTILATE WITH BILGE BLOWER FOR AT LEAST 5 MINUTES AFTER FUELING AND BEFORE STARTING THE ENGINE.

IN THE EVENT OF SERIOUS SPILLAGE, STOP FUELING IMMEDIATELY. CAREFULLY REPLACE FILL PIPE COVER. NOTIFY ATTENDANT SO HE MAY WARN OTHERS. TAKE APPROPRIATE STEPS TO REMOVE ANY FUEL SPILLAGE.

4. Check engine oil level. Check oil level of V-drive unit.
5. Check coolant water and replenish. Close the water intake valve to integral strainer. Close strainer to V-drive, and from V-drive to engine.
6. Verify that cooling water and fuel supply valves are open.
7. Check bilge for oil and vapors.

IF YOU FIND OIL ON THE DECK OR OVERBOARD, REMOVE WITH OIL SOAKS AND OIL BOSS ABOVE FOR PROPER DISPOSAL. DO NOT DISPOSE OF OIL BEFORE THE OIL BOSS. MAKE APPROPRIATE NOTIFICATION.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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SECTION VI: ENGINE OPERATING INSTRUCTIONSDiesel Inboard

A standard procedure for operating the engine should be adopted and routinely followed. We suggest that you incorporate the following steps in your procedure:

Starting

1. Read the procedures outlined in the engine operating manual and be sure to follow the engine manufacturer's recommendations on operating RPM's.
2. Check fuel supply. Know cruising radius of your supply.
3. Check bilge for fumes.

IF FUMES ARE DETECTED, DO NOT PROCEED
UNTIL SOURCE IS DETERMINED, CORRECTED,
AND THEY ARE COMPLETELY CLEARED FROM
THE BOAT.

4. Check engine oil level. Check oil level in V-drive unit.
5. Check coolant hoses and connections from sea water intake valve to internal strainer, from strainer to V-drive, and from V-drive to engine.
6. Verify that cooling water and fuel supply valves are open.
7. Check bilge for oil and water.

IF YOU FIND OIL, DO NOT PUMP OVERBOARD.
REMOVE WITH HAND PUMP AND TAKE ASHORE
FOR PROPER DISPOSAL. DETERMINE SOURCE
OF OIL BEFORE OPERATING ENGINE. MAKE
APPROPRIATE REPAIRS.

SECTION VI...Cont'd.

8. Switch battery to connect position. With one-battery system, turn master power switch to the "ON" position.

DO NOT MOVE BATTERY SWITCH WHILE ENGINE IS OPERATING. DOING SO MAY RESULT IN SEVERE DAMAGE TO THE ALTERNATOR.

9. Operate bilge blower for at least 5 minutes. Check blower exhaust for fumes.
10. Place shift lever(s) in neutral position.
11. Place throttle lever at one-quarter open position.
12. Check stop knob. It must be pushed in, or fuel supply to engine is shut off.
13. With key on, depress preheat button for 30 seconds to one minute, depending on outside air temperature. It may be necessary to hold the preheat switch on during the time the engine is cranked in very cold outside temperature.
14. Press starter button. Engine should start after a few revolutions. Alarm bell indicating high temperature or low oil pressure will sound, but should stop once engine attains proper pressure/temperature levels.

IF ALARM BELL CONTINUES TO SOUND, STOP ENGINE BY PULLING STOP KNOB LOCATED BELOW STARTER BUTTON. DETERMINE CAUSE OF SOUNDING ALARM BEFORE RESTARTING ENGINE.

NOTE: WHEN CRANKING ENGINE, ONLY CRANK ENGINE FOR 10 SECONDS AND PAUSE FOR 10 SECONDS. REPEAT UNTIL ENGINE STARTS.

SECTION VI...Cont'd.

15. Let engine idle for a few moments to allow oil pressure to build up and water temperature to rise to normal operating temperatures. Check oil pressure and battery charge.

IF OIL PRESSURE FALLS BELOW NORMAL, SHUT OFF ENGINE, DETERMINE CAUSE AND CORRECT IT. PROLONGED USE OF ENGINE WITH INADEQUATE LUBRICATION WILL CAUSE EXTENSIVE DAMAGE.

16. Check exhaust outlet to be sure that cooling water is being steadily discharged.

17. Turn off bilge blower after you get underway.

Stopping

1. Shift into neutral and reduce engine RPM to idle.
2. Pull out stop knob which shuts off fuel supply to engine, causing it to stop. After engine has stopped, always push knob in again so that engine may be restarted.
3. After engine stops, turn off ignition key.

IF ENGINE HAS BEEN IN OPERATION FOR A LONG PERIOD OF TIME, LET IT IDLE FOR A FEW MOMENTS BEFORE SHUTTING DOW. TO REDUCE HEAT BUILDUP IN ENGINE COMPARTMENT, VENTILATE BY TURNING ON BLOWER FOR A FEW MOMENTS.

SECTION VI...Cont'd.

Maneuvering Under Power

The first few days of operation, while the engine is being "broken-in", are an excellent time to learn about your yacht's handling characteristics. (Check engine manufacturer's recommendations for break-in period.)

Choose an area of open water, and put the yacht through the following maneuvers:

1. Turns both underway and from a stopped condition.
2. Backing.
3. Stopping, taking note of the distance required and the effect of wind on the maneuver.

When you feel confident of your control of the yacht, you are ready to make practice approaches to a dock. Choose a place and time when there are few other boats which could be inconvenienced by your maneuvering.

The yacht should be operated at all times with moderate power and controlled speeds. This is especially true when approaching a fuel dock; have consideration of others who may be taking on fuel.

Shaft Alignment

Check for proper shaft alignment after the boat has been rigged, tuned, and equipped. A test is made by "settling"

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SECTION VII: FUEL SYSTEM

The fuel tank is located below the cockpit, aft of the engine. A fuel gauge is visible through an inspection port in the cockpit floor. The tank ventilates through a copper tube that extends from the rear top of the tank to a small clamshell vent in the transom.

The fill pipe cover is a deck plate of the flush-mounted screw type and is clearly labelled "DIESEL".

WHEN REMOVING THE DECK PLATE, ALWAYS USE THE
SPANNER WRENCH PROVIDED. USE OF OTHER TOOLS
SUCH AS A HAMMER AND SCREWDRIVER CAN CAUSE
SPARKS, AND MAY GOUGE THE DECK PLATE.

The fuel supply line is a copper tube that runs from the tank to the filter and emerges from the filter as a flexible hose connecting with the engine fuel pump.

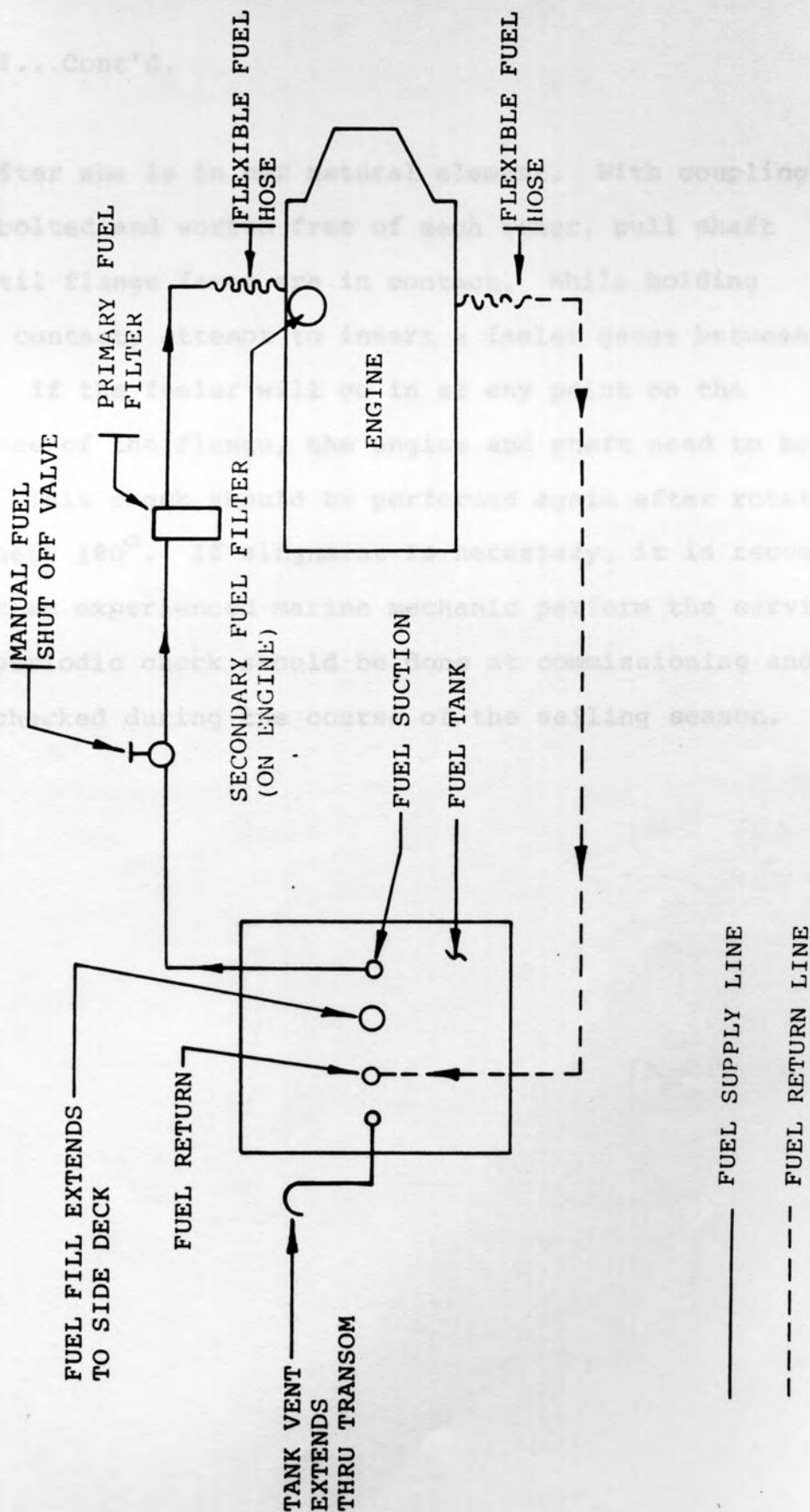
It is recommended that the fuel filter be inspected and cleaned periodically.

The diesel engine installation includes a return line to carry excess fuel from the discharge of the fuel pump back to the tank.

Shaft Alignment

Check for proper shaft alignment after the boat has been rigged, tuned, and equipped. A boat is liable to "settle"

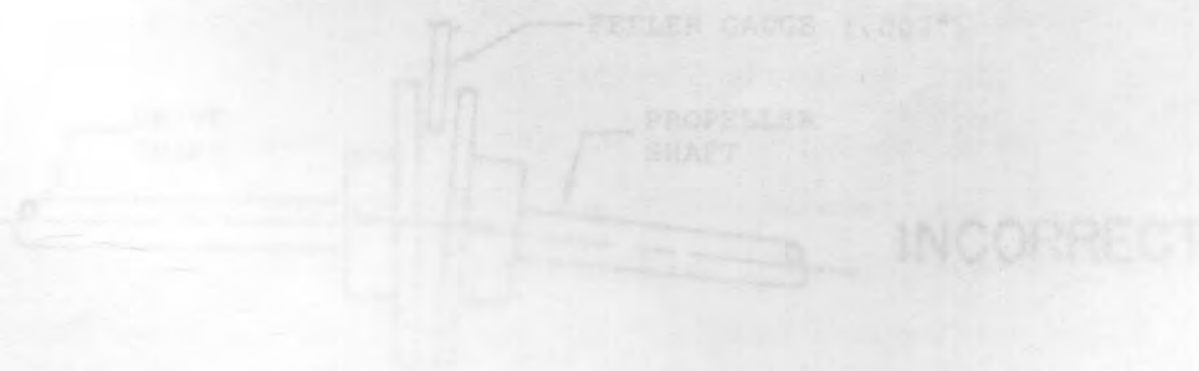
P-32 FUEL SYSTEMS SCHEMATIC
(FOR DIESEL ENGINES)



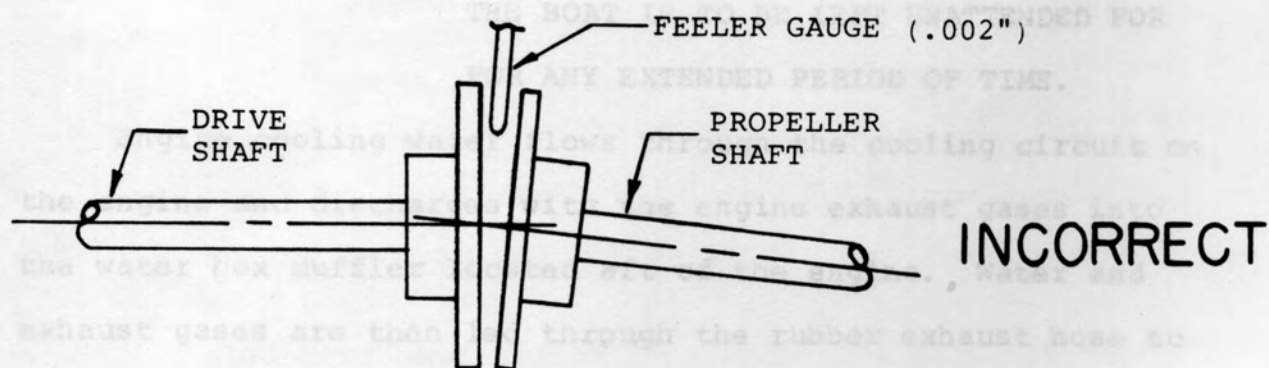
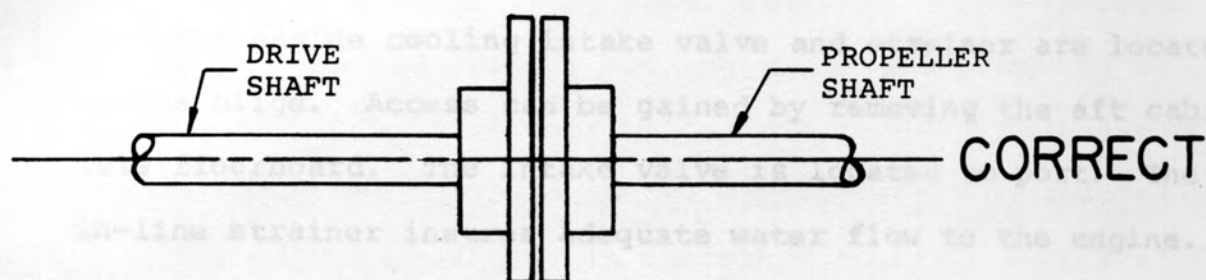
SECTION VII...Cont'd.

slightly after she is in her natural element. With coupling flanges unbolted and worked free of each other, pull shaft forward until flange faces are in contact. While holding flanges in contact, attempt to insert a feeler gauge between the faces. If the feeler will go in at any point on the circumference of the flange, the engine and shaft need to be realigned. This check should be performed again after rotating the prop shaft 180°. If alignment is necessary, it is recommended that an experienced marine mechanic perform the service.

This periodic check should be done at commissioning and should be checked during the course of the sailing season.



TYPICAL PROPELLER SHAFT ALIGNMENT



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SECTION VIII: ENGINE COOLING SYSTEM

Please refer to your engine operating manual found among your Ship's Papers for a complete description of the cooling system.

The engine cooling intake valve and strainer are located in the bilge. Access can be gained by removing the aft cabin sole floorboard. The intake valve is located to port. The in-line strainer insures adequate water flow to the engine. The strainer should be cleaned frequently to remove any restrictions in the line. Always close the raw water intake valve before servicing the strainer.

THE INTAKE VALVE MUST BE CLOSED WHEN
THE BOAT IS TO BE LEFT UNATTENDED FOR
FOR ANY EXTENDED PERIOD OF TIME.

Engine cooling water flows through the cooling circuit on the engine and discharges with the engine exhaust gases into the water box muffler located aft of the engine. Water and exhaust gases are then led through the rubber exhaust hose to the transom outlet.

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SECTION IX: STEERING

A tiller steering mechanism is provided as standard equipment.

Optional Wheel Steering

The optional pedestal wheel steering system includes a binnacle mounted compass and engine controls mounted on the pedestal. Complete instructions for care and maintenance of the system are included in the manufacturer's instructions.

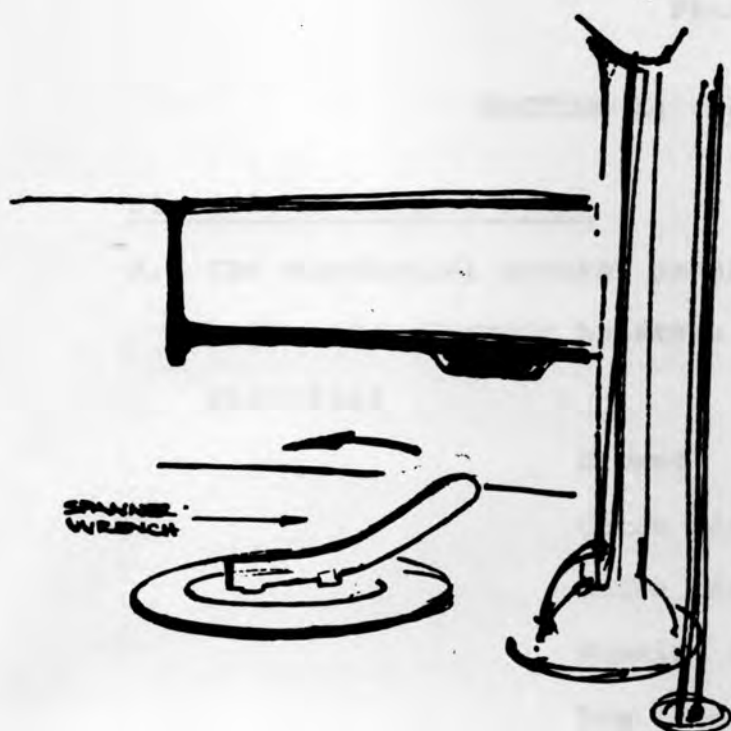
The system includes an emergency tiller. Access to the rudder stock head is gained by removing a flush deck plate from the floor of the cockpit just over the rudder post. If the pedestal wheel system should fail, the emergency tiller stowed in a readily accessible place is inserted over the square head on the rudder stock.

NOTE: BEFORE YOU GET UNDERWAY FOR THE FIRST TIME, CHECK TO SEE THAT THE EMERGENCY TILLER FITS PROPERLY OVER THE SQUARE HEAD ON THE RUDDER STOCK.

STOW EMERGENCY TILLER IN A READILY ACCESSIBLE SPOT SUCH AS A SAIL LOCKER.

THE SPANNER WRENCH PROVIDED FOR REMOVING THE DECK PLATE SHOULD ALSO BE STOWED IN AN ACCESSIBLE SPOT.

THE FLUSH DECK PLATE SHOULD BE LUBRICATED PERIODICALLY.

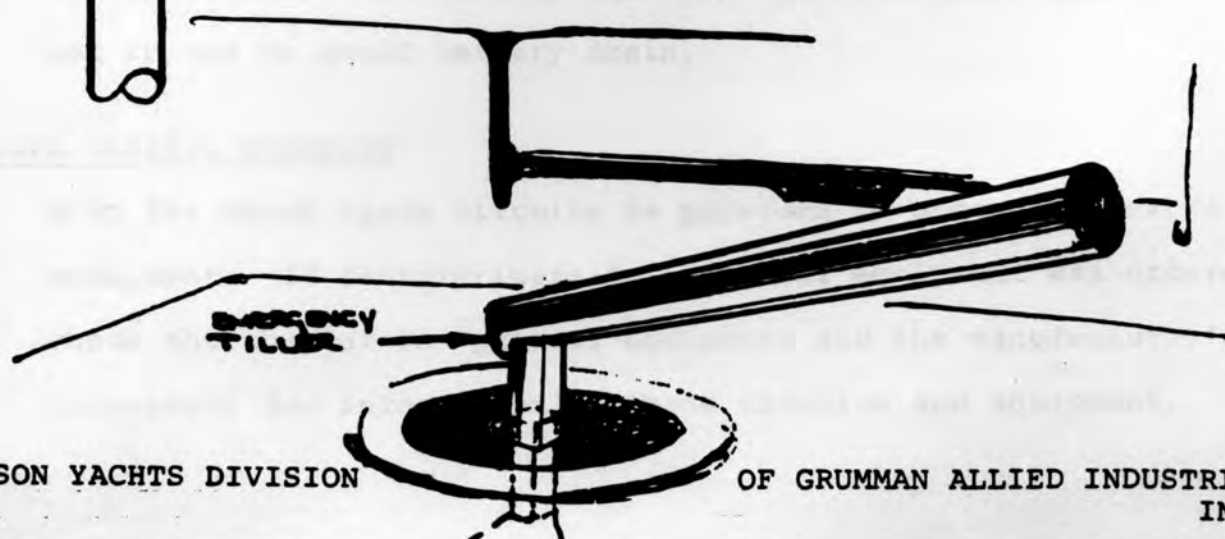
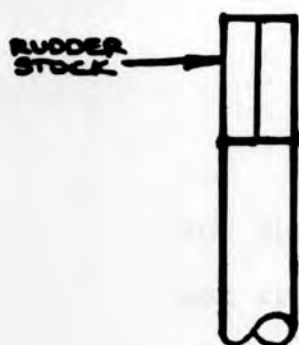
EMERGENCY TILLER INSTALLATION

A dry run of your emergency tiller system in stable conditions will lessen confusion in times of crisis. Before casting off make sure you have not left your emergency tiller and spanner wrench ashore. Once aboard make sure the emergency tiller is stowed in an easily accessible place and not under a pile of gear at the bottom of the sail locker.

The rudder stock access plate requires regular lubrication to keep it from seizing. This plate is located in the aft portion of your cockpit above your rudder stock. When necessary, the plate can be removed with the spanner wrench as illustrated. The access plate's removeability is insured by the accessibility of your spanner wrench. Keep it available.

When access to your rudder stock is achieved, the square end of the emergency tiller can be fitted to the rudder stock. Some boats can be steered with the tiller straight forward; on others it will have to be off to the side to clear the wheel.

NOTE: The emergency tiller will move the whole steering system so each part including the cable and rudder must be clear.



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SECTION X: ELECTRICAL SYSTEMElectrical Circuit Panel

- A. The electrical control panel is located on the aft main cabin bulkhead. Circuit breakers are provided for the following circuits:

Blower

Cabin lights

Cabin lights

Running lights

Bow light

Mast head light

Spreader lights (optional)

Spare 1

Spare 2

Spare 3

ONLY THOSE CIRCUITS IMMEDIATELY IN USE

SHOULD BE SWITCHED ON.

Put the circuit breakers in the "OFF" position when they are not in use to avoid battery drain.

Spare Circuit Breakers

- A. Room for three spare circuits is provided to accomodate extra equipment. If factory-installed optional equipment was ordered, check the chapter on optional equipment and the manufacturer's literature for information on those circuits and equipment.

SECTION X...Cont'd.

- B. If you add electrical equipment to your yacht be sure you are not overloading the spare circuits.

Standard One Battery Installation

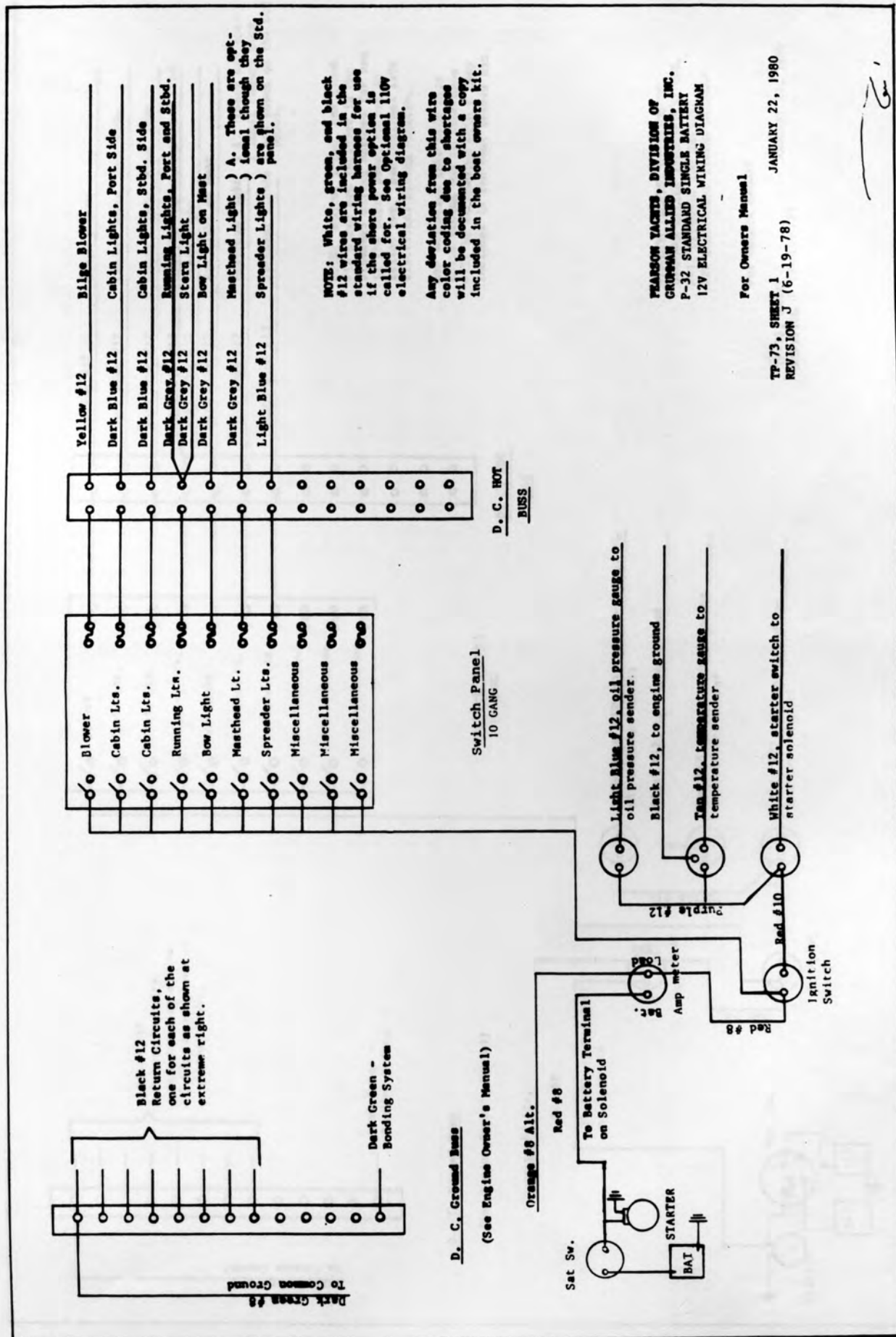
- A. The main battery switch is located on the starboard aft galley bulkhead. Turn the main battery switch to "ON" prior to activating any 12 V.D.C. equipment.

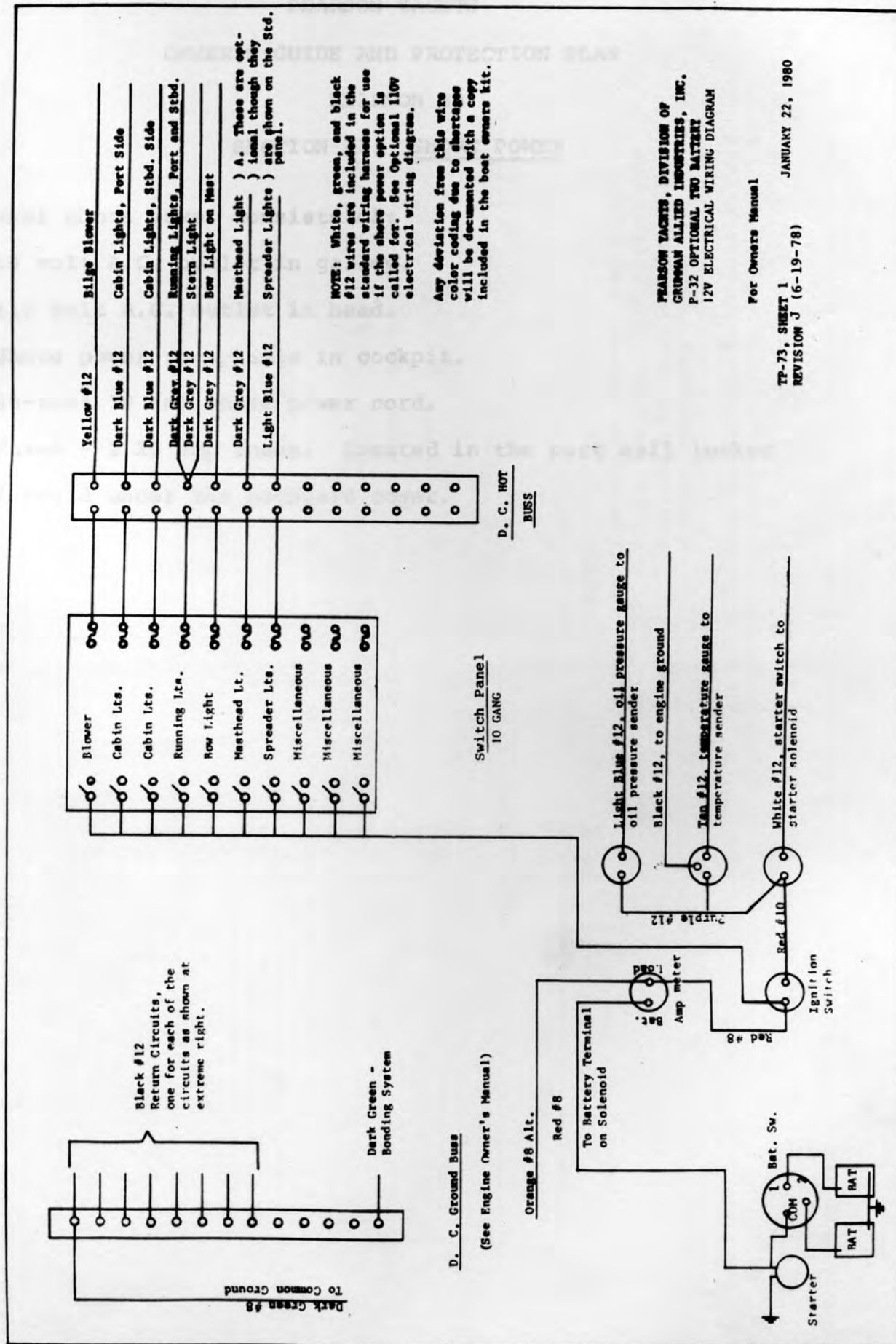
Optional Dual Battery Installation

- A. To provide electrical power to the various circuits, turn on the master battery disconnect switch which is located to starboard on the aft bulkhead inside the galley. Place the switch in position 1, 2, or ALL. In position 1 or 2, electrical power will be drawn from battery 1 or 2, and with the engine running, battery 1 or 2 will be charged by the engine alternator. In position ALL, both batteries will provide power and will be charged simultaneously.

NOTE: Do not change position of battery switch while engine is running. To do so may burn out the diodes on the alternator.

- B. The electrical control panel contains breakers and spare breakers for the standard D.C. system. The panel is located to starboard in the aft end of the headliner over the galley. The D.C. panels contain ten (10) circuit breakers for the various circuits such as cabin lights, instruments, etc., plus some spares.
- C. With the master battery switch on, turning on the appropriate circuit breaker will energize that particular circuit.





PEARSON YACHTS

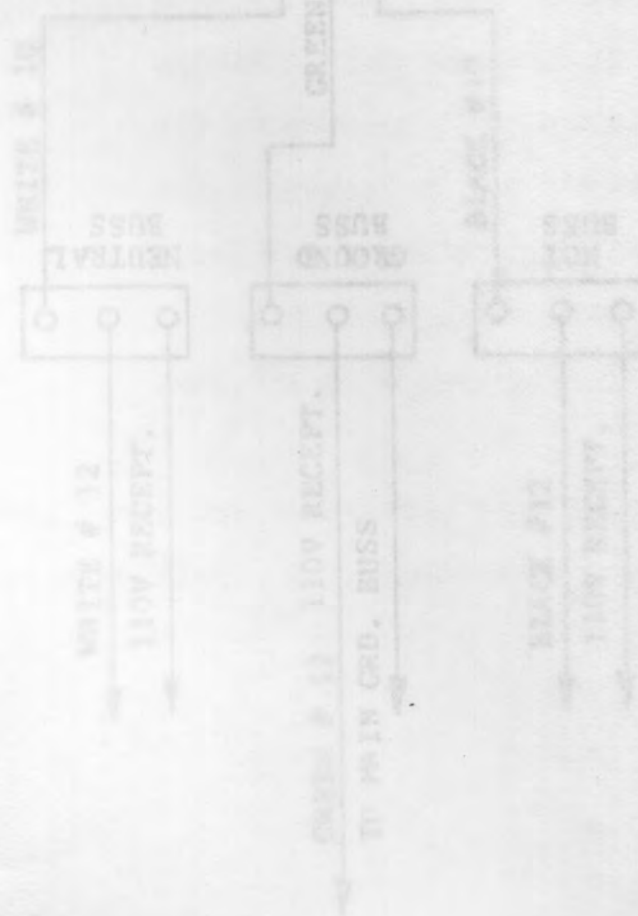
OWNER'S GUIDE AND PROTECTION PLAN

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SECTION XI: SHORE POWER

Optional shore power consists of:

1. 110 volt A.C. outlet in galley.
2. 110 volt A.C. outlet in head.
3. Shore power receptacle in cockpit.
4. 50-foot 30 amp shore power cord.
5. Fuses - 2 20 amp fuses. Located in the port sail locker forward under the pegboard cover.

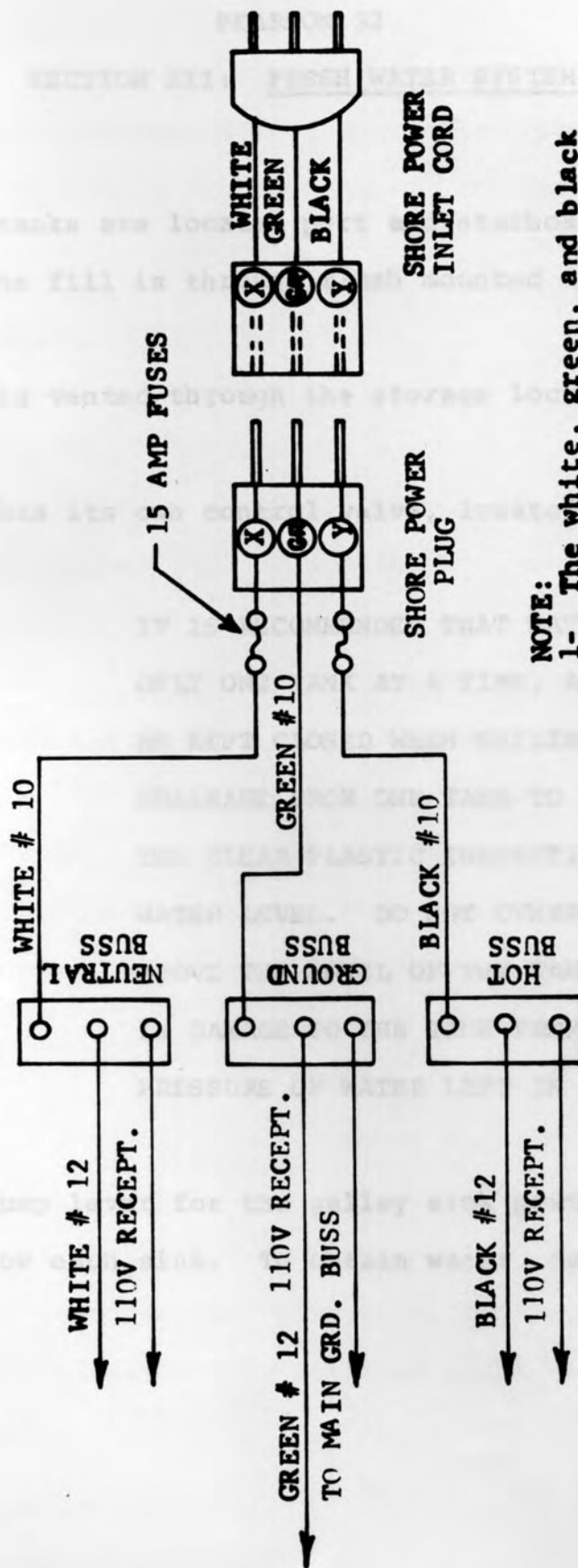


JULY 24, 1977

TV-77, SHEET 2

REV. 100, TV-67A, REV. B

**OPTIONAL 110V ELECTRICAL
WIRING DIAGRAM
FOR OWNERS MANUAL**



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.

JULY 24, 1977
TP-72, SHEET 2
REF. DWR. TP-47A. REV. B

OWNER'S GUIDE AND PROTECTION PLAN

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SECTION XII: FRESH WATER SYSTEMWater Tanks

The water tanks are located port and starboard under the main cabin seats. The fill is through flush mounted deck plates marked "WATER".

Each tank is vented through the storage locker forward of the tank.

Each tank has its own control valve, located under the galley unit.

IT IS RECOMMENDED THAT WATER BE DRAWN FROM ONLY ONE TANK AT A TIME, AND THAT ONE VALVE BE KEPT CLOSED WHEN SAILING TO PREVENT DRAINAGE FROM ONE TANK TO THE OTHER. USE THE CLEAR PLASTIC INSPECTION PLATE TO CHECK WATER LEVEL. DO NOT OVERFILL TANKS. FILLING ABOVE THE LEVEL OF THE TANK TOP WILL RESULT IN DAMAGE TO THE TANK FROM EXCESSIVE PRESSURE OF WATER LEFT IN THE FILL PIPE.

Foot Pump

The foot pump lever for the galley sink protrudes from the locker face below each sink. To obtain water, depress the foot lever.

SECTION XII...Cont'd.

Drainage

The galley sink drains down to a seacock directly below it.

The wash basin drains down to a seacock that is located through an access trap in the forward end of the port main cabin berth.

Pressure Fresh Water System

A. Hot Water Heater - Optional

Hot water may be produced in two ways:

1. If the main engine is running, part of its cooling water passes through a coil in the heater tank, heating the water in the tank.
2. If the boat is wired for shore power, water may be heated by an electric heating element inside the tank. Turn the switch to "ON" marked hot water heater.
3. Fuses for this system are located behind the pegboard in the port sail locker on the forward bulkhead.

CAUTION: NEVER TURN ON THE HOT WATER

SWITCH WITH AN EMPTY HOT WATER
TANK. DAMAGE TO THE HEATING
ELEMENT WILL OCCUR.

Pressure Pump and Faucets

To pressurize your system for use:

- A. Check to see that the foot pump selector valve is closed.
- B. Turn "PRESSURE" switch on electrical panel to "ON".

SECTION XII...Cont'd.

- C. Open one faucet until a steady stream of water appears, then close the faucet and repeat the procedure with the other faucet. The system is now primed.

NOTE: If pump continues to run and a steady stream does not take place, the tank may be nearly empty. Select the other tank or air may be entering the system. Check for loose fittings.

Foot Pump and Optional Salt Water Pump

- A. The foot pump is located under the galley sink. To use the foot pump, turn off the pressure system and open the foot pump selector valve. Then depress the foot pump pedal located on the face of the galley counter to obtain water.
- B. The hand operated salt water pump is connected to a thru-hull fitting on the side of the hull just below the galley sink. The thru-hull fitting should be closed when the yacht is to be left unattended.

Shower

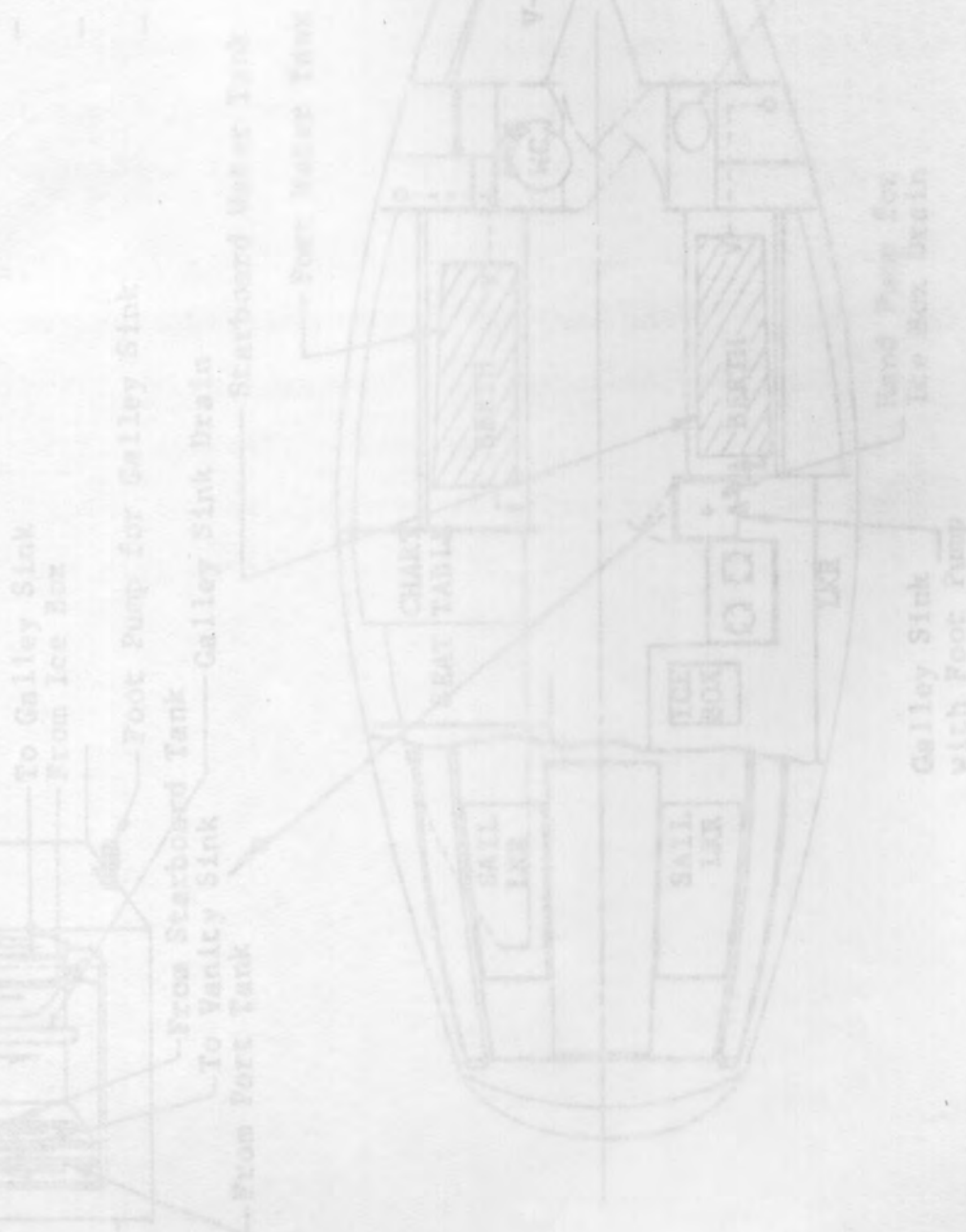
- A. Yachts equipped with a shower option also have a sump pump which should be turned on prior to showering. The control switch is in the electrical control panel. The pump runs automatically as the sump fills up.
- B. The optional shower unit is a "telephone receiver" style shower head on a flexible supply hose.

SECTION XII...Cont'd.

- C. The valve on the shower head controls the water flow. Water temperature is controlled by the faucet at the wash basin or the bulkhead mounted shower control knobs.
- D. Water is discharged through the sump pump located in the bilge.
- E. The sump intake should be checked and cleaned periodically.

Key to Symbols:
 - Supply
 - (at low level)
 - Vent (1)
 - Turn up
 - Deck Fl

PEARSON-32
 FRESH WATER SYSTEM
 SCHEMATIC

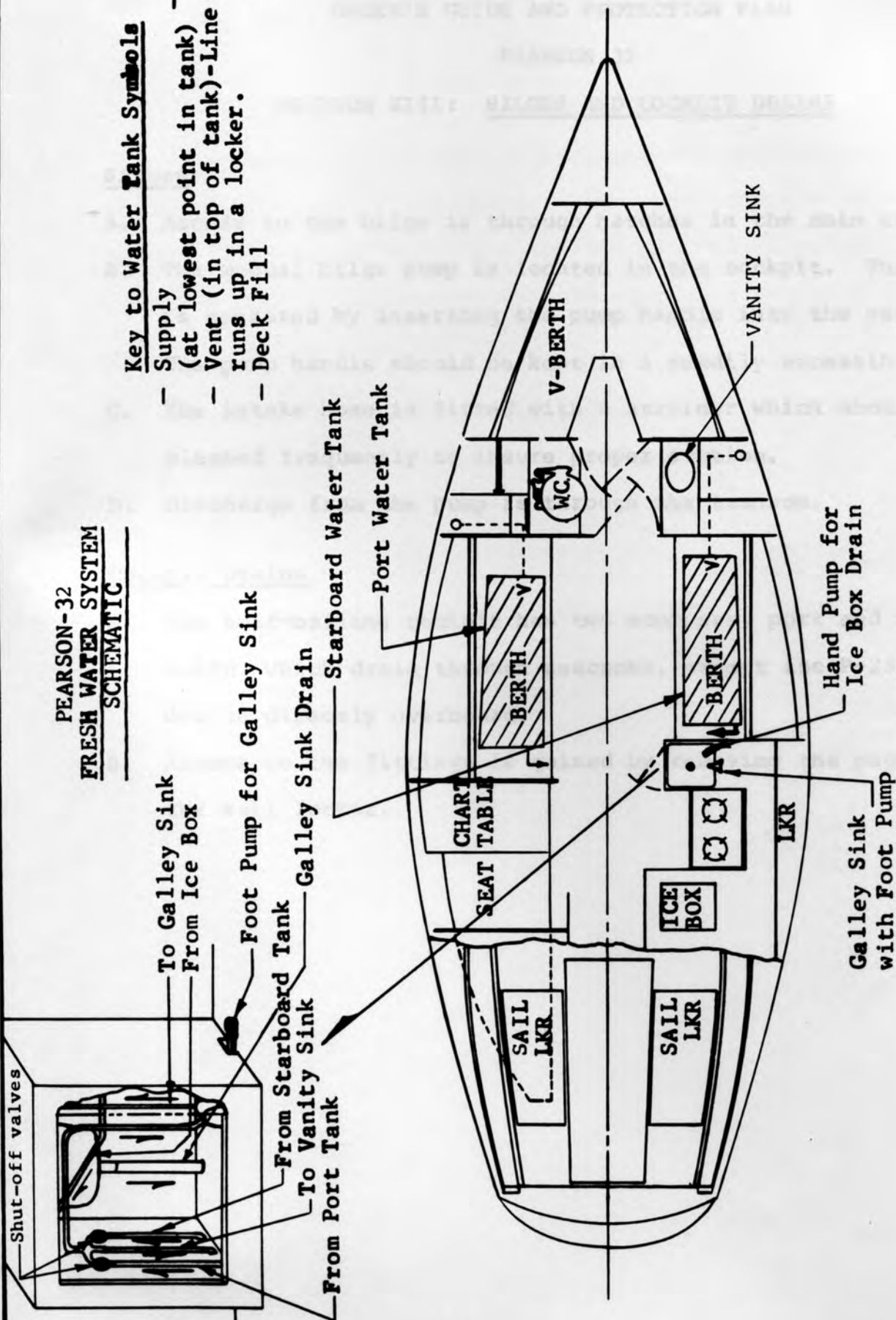


PEARSON-32
FRESH WATER SYSTEM
SCHEMATIC

Key to Water Tank Symbols

- Supply
- (at lowest point in tank)
- Vent (in top of tank)-Line V
- runs up in a locker.
- Deck Fill

→
V
o



PEARSON YACHTS

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SECTION XIII: BILGES AND COCKPIT DRAINSBilges

- A. Access to the bilge is through hatches in the main cabin sole.
- B. The manual bilge pump is located in the cockpit. The pump is operated by inserting the pump handle into the socket. The pump handle should be kept in a readily accessible place.
- C. The intake hose is fitted with a strainer which should be cleaned frequently to insure proper suction.
- D. Discharge from the pump is through the transom.

Cockpit Drains

- A. The self-bailing cockpit has two scuppers, port and starboard, which drain through seacocks, except the P-23 which drains directly overboard.
- B. Access to the fittings is gained by removing the pegboard in the sail locker.

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SECTION XIV: ICEBOX

The icebox can be drained by means of a provided hand pump, that discharges into the galley sink. Whenever the icebox is not in use, wipe it dry and leave the lid ajar to circulate fresh air into the chest. An occasional cleaning with baking soda will help to keep it smelling fresh.

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SECTION XV: STOVE

The yacht is equipped with the standard two-burner alcohol stove. Take time to thoroughly read the manufacturer's literature prior to operating stove.

WHEN THE STOVE IS NOT IN USE, THE PRESSURE IN THE ALCOHOL TANK CAN BE RELEASED. THIS WILL EXTEND THE LIFE OF THE BURNER TIPS. DO NOT RELEASE THE TANK PRESSURE IMMEDIATELY AFTER TURNING OFF A BURNER OR IN THE PRESENCE OF ANY SPARK OR FLAME.

DO NOT FILL THE TANK UNTIL THE BURNERS HAVE COOLED ENOUGH TO TOUCH. ALCOHOL VAPORS ARE HEAVIER THAN AIR, AND WILL EXPLODE IF EXPOSED TO A HEAT SOURCE EXCEEDING THE FLASH POINT (689 degrees). WHENEVER THE STOVE IS NOT IN USE, ALL FUEL VALVES ON BOTH THE STOVE AND TANK SHOULD BE CLOSED.

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SECTION XVI: CARE & MAINTENANCE

Regular preventive maintenance is required to keep any boat in "as new" condition. It starts with the day after delivery and continues throughout the year. The heaviest time commitment is, of course, in the spring but one should always be observant of the condition of such areas as running rigging, finishes, the engine, head, and other moving parts of gear and tackle. The following comments are intended to serve as an initial guideline. You will no doubt want to develop a check list of your own.

Fiberglass Surfaces

The glossy outer surface of your laminated fiberglass boat is known as "gelcoat", a polyester resin into which coloring pigments have been incorporated. It should be hosed with fresh water after every outing and routinely washed with a good detergent. Use a sponge on the smooth surfaces, while a stiff deck brush will be helpful on the non-skid surfaces, followed by more fresh water to avoid streaking the topsides. Do not use abrasive cleaners, as they will rapidly dull the gelcoat surface.

At least once a year the smooth gelcoat surfaces should be waxed and polished with a good automotive wax or boat wax that is especially formulated for fiberglass surfaces. A power buffer will make work on the large areas, like the hull, easier, but care must be taken not to cut through the gelcoat surface particularly at corners and edges. Color in gelcoat, as in any

SECTION XVI...Cont'd.

material exposed to direct sunlight, tends to fade, dull, or chalk, and will require heavier buffing to bring back the original luster. For power cleaning, use a LIGHT abrasive cleaner, while a heavier rubbing compound may be used when polishing by hand. After buffing, wax and polish all surfaces EXCEPT THE NON-SKID AREAS.

Regardless of the amount of care lavished on your boat occasional scratches, cracks, small gouges, along with a badly crushed section or even a hole, are bound to appear. It is best to discuss the proper course of action with your local dealer or professional who is SKILLED IN THE REPAIR OF FIBER-GLASS SAILBOATS.

We have included a copy of Fiberglass Boat Care and Repair Manual by Owens-Corning Fiberglas Corporation that gives some very good basic information for your perusal. Minor gelcoat touch-up and patching is not difficult. It takes a little study, practice, and if possible, help from a knowledgeable person.

Sails

Sails should be carefully inspected at least once a season for signs of wear. Those sails most often used should be inspected more frequently.

Pay special attention to areas which are discolored. This may indicate that the area is rubbing against the rigging or some other part of the yacht, and is subject to extra wear on the stitching or sailcloth.

SECTION XVI...Cont'd.

Check the rigging for snags and sharp places which could chafe or tear the sails. Cover them with tape, rubber boots or other material.

Modern sail fabrics deteriorate with prolonged exposure to salt and sun. Whenever possible, sails should be hosed down with fresh water and fully dried before being stowed. Sails stowed on spars such as the mainsail, should be covered.

When sails become soiled, they should be cleaned. Either you or your sailmaker may do the job. The sails may be spread on a lawn and washed with a mild detergent. Scrubbing can be done with a soft, long-handled broom. Be sure to rinse thoroughly and dry completely before folding.

Rigging and Lines

All standing rigging and some running rigging on your yacht is made of high quality stainless steel wire rope. While little maintenance is required, a few points should be noted.

The rigging should be cleaned regularly with fresh water or a water soluble detergent.

DO NOT USE STEEL WOOL. IT WILL LEAVE PARTICLES WHICH WILL RUST AND DISCOLOR THE RIGGING. DO NOT USE CLEANSERS CONTAINING CHLORINE. DO NOT WRAP WIRE WITH TAPE, PLASTIC OR OTHER ADHESIVE MATERIAL. SUCH A COVERING CAN EXCLUDE OXYGEN NEEDED TO MAINTAIN A COMPLETELY PASSIVE SURFACE ON THE WIRE, AND CAN GREATLY ACCELERATE CORROSION AND DETERIORATION.

SECTION XVI...Cont'd.

When storing stays or halyards, wash with fresh water, dry with a clean cloth, and store in a dry location away from all chemicals, oil, or other contaminants. Avoid crushing, kinking or coiling too tightly.

As with sails, synthetic ropes will deteriorate with prolonged exposure to salt and sun. Rinsing with fresh water is beneficial. Occasionally an overnight soaking in warm soapy water is advisable. Rinse and dry thoroughly before stowing.

Throughout the season you should keep a regular check on all running and standing rigging, hardware and spars. Some things to watch for are:

Fraying, chafing, kinking; cotter pins and other hardware secure and taped; spreaders pointing slightly upward; and rust or cracking around swaged terminals.

Hardware

Any deck hardware or fittings that have movable parts, i.e. winches, cam cleats, etc., should periodically be inspected and lubricated.

Servicing The Engine

- A. Access for routine checking of the engine is from the cabin.
- B. Fluid levels should be checked every time before you start the engine. In every case, a routine checking schedule should be established and followed to insure proper lubrication and cooling of the engine and all of its parts.

SECTION XVI...Cont'd.

- C. To prevent buildup of moisture and gummy deposits inside the engine, in every case, a routine checking schedule should be established and followed to insure proper lubrication and cooling of the engine and all of its parts.
- D. Careful winterizing of the engine will considerably prolong its useful life.
- E. Refer to the manufacturer's manual for detailed information on servicing and maintenance.

Batteries

- A. It is advisable to maintain a full or near full charge on the batteries. The life of a battery can be significantly shortened by allowing it to run down before recharging it. Batteries can be charged with the engine or with a battery charger.
- B. Battery water levels should be checked at least once a month and replenished as necessary.
- C. Battery terminals should be cleaned whenever there is an accumulation of material around them.
- D. The battery should be stored over the winter, indoors, fully charged.

Bilges

- A. The bilges serve as an important monitor of the integrity of your hull. An unexpected accumulation of water or anything else below is a signal of possible trouble. Therefore, the bilges should be checked before and after

SECTION XVI...Cont'd.

each sail, and pumped dry whenever water accumulates. By keeping the bilge empty, you will be more immediately aware of leaks.

- B. It should be noted that a small amount of seepage can be expected through the stuffing box.
- C. The bilge should not be allowed to serve as a catch-all for whatever may find its way into it. Blockage of the bilge pump intake hose(s) may result. Strainers on bilge pump intake hoses should be cleaned frequently.

Thru-Hull Fittings

- A. Thru-hull fittings should be closed when leaving your yacht.
- B. During the sailing season, the fittings should be periodically inspected for free operation and water-tightness, and lubricated if necessary. Hose clamps should be tight and hoses inspected for cracks, kinks or other signs of a problem.

Airing

- A. Whenever possible, the boat should be opened to the drying effects of air and sun. A warm sunny day should be considered as a possible opportunity to open the boat, whether you are underway, at anchor, or moored at home port.
- B. Whenever you close up the yacht, set the cushions on edge, open lockers, and adjust vents to maximize the flow of air throughout the hull while you are away.
- C. If you plan to be away for an extended period, it is advisable to arrange to have the yacht aired out occasionally while you are gone.

SECTION XVI...Cont'd.

Washing Down

- A. Whenever you return from a sail, the yacht should, if possible, be hosed down with fresh water. Wash away sand, food, oil, or other dirt with a mild soap or detergent and rinse thoroughly.
- B. Do not use abrasive cleansers on fiberglass gelcoat surfaces. A soft bristle scrub brush may be used in cleaning the non-skid areas.
- C. Inside, sponge salt spray from all surfaces with fresh water. Salt will absorb moisture from the air and maintain a damp environment, causing mildew and corrosion, inside your yacht. Dry it out thoroughly.
- D. Any equipment or furnishings (such as rugs, cushions, clothing) which get wet with salt water should be rinsed with fresh water and dried before stowing. Even if a salt-soaked item seems dry, it will become damp as soon as the sun goes down and the temperature drops. If stowed wet and salty, it will stay that way.

Bottom

- A. The normal finish for the bottom of a cruising or racing yacht is antifouling bottom paint. Available in numerous types and colors, the bottom paint should be applied in strict accordance with the manufacturer's instructions. Normally the bottom is repainted each year just before launching.

SECTION XVI...Cont'd.

- B. On models fitted with outside ballast, the keel to hull seam may become visible. As part of normal maintenance, it may require filling and fairing when you prepare the bottom for painting. There are a variety of suitable bedding and fairing compounds on the market today, and we suggest that you talk with your dealer or call our Service Department if assistance is needed in selecting a product.
- C. Maintenance of a boat's bottom during the sailing season usually consists of in-water cleaning to remove marine growth.
- D. The frequency of cleaning will depend on the rate of marine growth and the use of the yacht. A racing skipper may clean the bottom prior to every race, while a cruising yacht with good bottom paint may be cleaned only once or twice a season.
- E. Naturally, cleaning off the initial growth before the barnacles begin to settle on the hull is easier than cleaning a very dirty bottom. Also, a boat with a clean bottom goes faster.

Wood

- A. The exterior trim on Pearson yachts is teak which may be either oiled or varnished.
- B. Varnished teak retains a fresh, light color if the varnish is well maintained. Because teak is a relatively oily wood, varnish may not adhere to it as well as it does to some other woods, so keeping a good finish on it may require extra attention.

SECTION XVI...Cont'd.

- C. Oiled teak will darken somewhat with age, but it is easier to maintain than varnished teak. A number of good products for maintaining oiled teak are available, with instructions for their use, which should be followed carefully.
- D. When a lighter finish is desired, the teak may be rubbed with bronze wool or sandpaper to remove the dark outside layer of wood.

DO NOT USE STEEL WOOL. IT WILL LEAVE SMALL PARTICLES IN THE WOOD WHICH WILL RUST AND DISCOLOR THE TEAK.
- E. After rubbing, the teak should be well oiled.
- F. Failure to replenish the oils in the teak will result in drying, cracking, and graying of the wood.
- G. Other woods on the yacht should be varnished.

Interior

- A. The interior surfaces of your yacht are in many cases similar to those you would find in a home, and may be maintained in similar fashion. Many of the cleaning products you use at home are appropriate to the inside of your yacht.
- B. Painted and varnished interior surfaces should last several seasons without renewal. However, they should be painted or varnished before they begin to need it. Refinishing any surface will be much easier if it is in good condition.

- C. The plexiglass/Lexan ports should be cleaned with soap and water, applied with a soft cloth or sponge. Abrasives will scratch plexiglass/Lexan and should never be used. Do not use chemical solvents, such as acetone or lacquer thinner; they too can damage the surface.
- D. The cabin sole, whether carpeted or not, will collect grit and grime at a surprising rate. No amount of shoe brushing when stepping aboard will eliminate it.
- E. Left alone, this grit and grime will cycle and recycle all over the boat, clinging to feet and shoes as they track over cushions, counters, ladders decks and cockpit, scratching and grinding every available surface.
- F. If the cabin sole is not carpeted, go over it frequently with a broom or damp cloth. Carpeted or not, it should be cleaned at the end of each sail. Shake out carpets and wipe, sweep or vacuum the cabin sole.

Cushion Care

- A. When cleaning is required, we recommend that a mild detergent be used.
- B. Lather up the cushion with a damp sponge. Rinse with fresh water.

CAUTION: DO NOT REMOVE COVERS FROM FOAM FOR CLEANING.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 32

SECTION XVII: WINTER STORAGE CHECKLIST

The following checklist is designed to guide you in preparing your yacht for winter:

Before Yacht is Hauled:

Read engine manufacturer's instructions for winterizing engine, and perform appropriate in-water steps.

When Yacht is Hauled:

- _____ Wash bottom
- _____ Wash and wax topsides
- _____ Wash deck, cabin top, cockpit, and wax except on non-skid surfaces
- _____ Wash and wax spars-store outside or inside, uncovered, with good ventilation
- _____ Drain fresh water system and add an anti-toxic anti-freeze that is FDA approved such as Winter-Ban or Winter-Guard.
- _____ Winterize the head (see manufacturer's instructions)
- _____ Plug or cover exhaust pipe
- _____ Lubricate deck hardware with movable parts such as winches, slides, turnbuckles, etc.
- _____ Remove, clean, store in a dry place:
 - _____ Sails, sheets, lines
 - _____ Batteries - fully charged
 - _____ Electronic or other gear which may need servicing over the winter

SECTION XVII...Cont'd.

_____ Books, charts documents

_____ PFD's

_____ Anything subject to rust, corrosion, mildew

_____ Wash interior, wipe dry

_____ If cushions are left aboard, set on edge to encourage ventilation.

_____ Leave interior lockers open to encourage ventilation

_____ Open cockpit and deck scupper seacocks

_____ Pump bilges dry

Cover yacht providing as much ventilation as possible. If yacht is not to be covered then cover equipment which might suffer from exposure, such as winches, compasses, etc.