

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

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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 by dedicated professionals and craftsmen of the finest materials available. 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

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

MY EVY

NAME OF BOAT

NY 0860 PW

REGISTRATION NO.

MIRAMAR YACHT CLUB
SHEEPSHEAD BAY, NY

PORT OF CALL

NORMAN PARKER

OWNER'S NAME AND ADDRESS

WZC 7857

RADIO TELEPHONE CALL NO.

32' 11"

LENGTH OVERALL

269

HULL NUMBER

10'

BEAM

10930#

DISPLACEMENT

44' above DWL

MAST HEIGHT

Universal Atomic 4
ENGINE MAKE & MODEL

56

30 gallons

WATER CAPACITY

269

SAIL NUMBER

25' 10"

LENGTH WATERLINE

4' 0" CB up 7' 9" CB down
DRAFT

4200#

BALLAST

10' 4"

HEIGHT ON CRADLE

20 gallons

FUEL CAPACITY

PEARSON YACHTS

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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.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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
PORTSMOUTH, RHODE ISLAND 02871
ATTENTION: SERVICE DEPARTMENT

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
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 turn-buckles 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.

PRE-LAUNCHING CHECK LIST

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

POST-LAUNCHING CHECK LIST

1. All Seacock Open/Watertight
2. All Toilets Operate
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

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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 dip the tank 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 on to approximately 95% capacity.
11. If you cannot see the gasoline pump, ask the attendant or a crewmember 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.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

SECTION VIII: ENGINE OPERATING INSTRUCTIONSPre-Start:

1. Read the procedures as outlined in the engine operating manual.
2. Check your fuel supply. Know the cruising radius your supply will allow.
3. Make sure valve for the engine cooling water is open.
4. Open the fuel valve.
5. Check engine oil level.

Starting:

1. Turn the battery disconnect switch. With a two-battery system, turn the battery disconnect switch to the 1, 2, or BOTH position. This switch will select the battery of your choice, or, if necessary, both batteries.
2. RUN THE BILGE BLOWER FOR AT LEAST 5 MINUTES.
3. CHECK FOR BILGE FUMES. THE BEST GAUGE IS YOUR NOSE. IF GASOLINE FUMES OR LIQUID GASOLINE ARE PRESENT IN ANY FORM, DO NOT START ENGINE, SMOKE, USE ELECTRICAL APPLIANCES OR LIGHT OFF THE STOVE. CORRECT THE SITUATION AND THEN PROCEED.
4. Turn the engine ignition key located on the electrical panel to the "ON" position.
5. Pull out the choke located on instrument panel in cockpit.
6. Place throttle lever at 1/4 open position.
7. Make sure clutch lever is in NEUTRAL.
8. Press starter button located on instrument panel in cockpit.
9. As soon as engine starts, push choke all the way in.
10. Turn off bilge blower.
11. With engine at idle check oil pressure and battery charge.
12. Check exhaust outlet to be sure that cooling water is being discharged steadily.

Stopping:

1. Idle down
2. Turn ignition switch to OFF.
3. If leaving the boat, close the engine cooling water valve and fuel valve.

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33
SECTION IX: FUEL SYSTEM

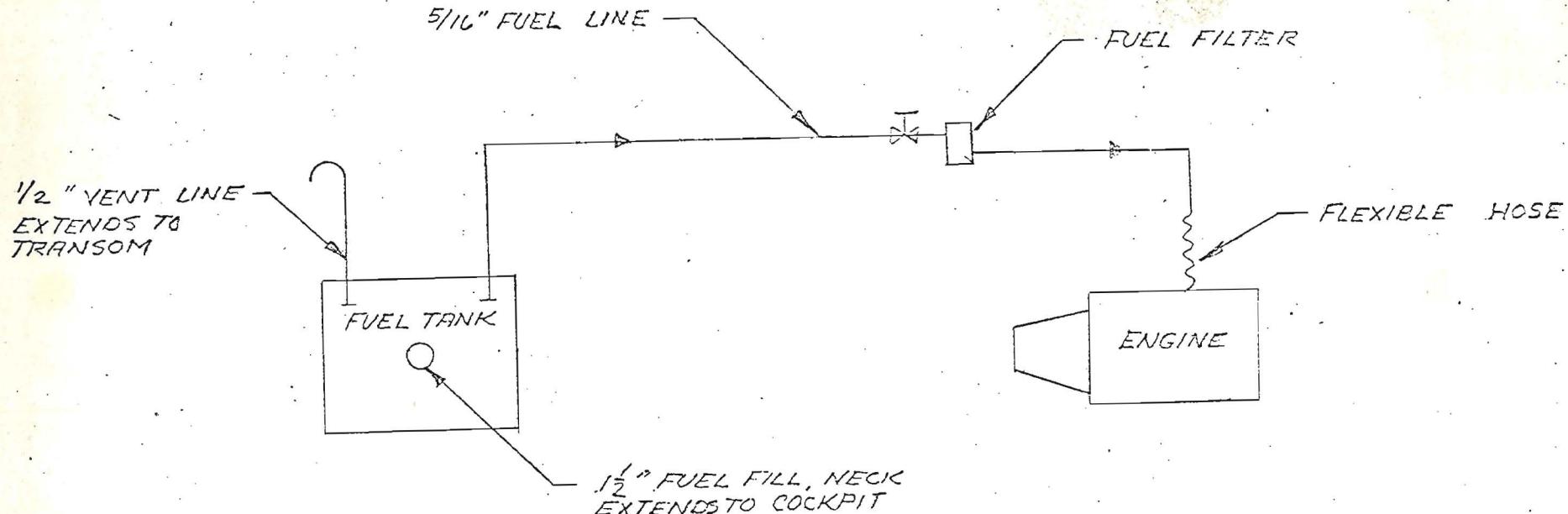
The fill pipe to the fuel tank is located in the cockpit floor. The deck plate is a flush mounted screw type and is clearly labeled FUEL. When removing the deck plate, **ALWAYS USE THE SPANNER WRENCH PROVIDED.**

The fuel valve is located on the port side with access gained through the companionway steps. 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 gasoline tank ventilates through a copper tube that extends from the rear top 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.

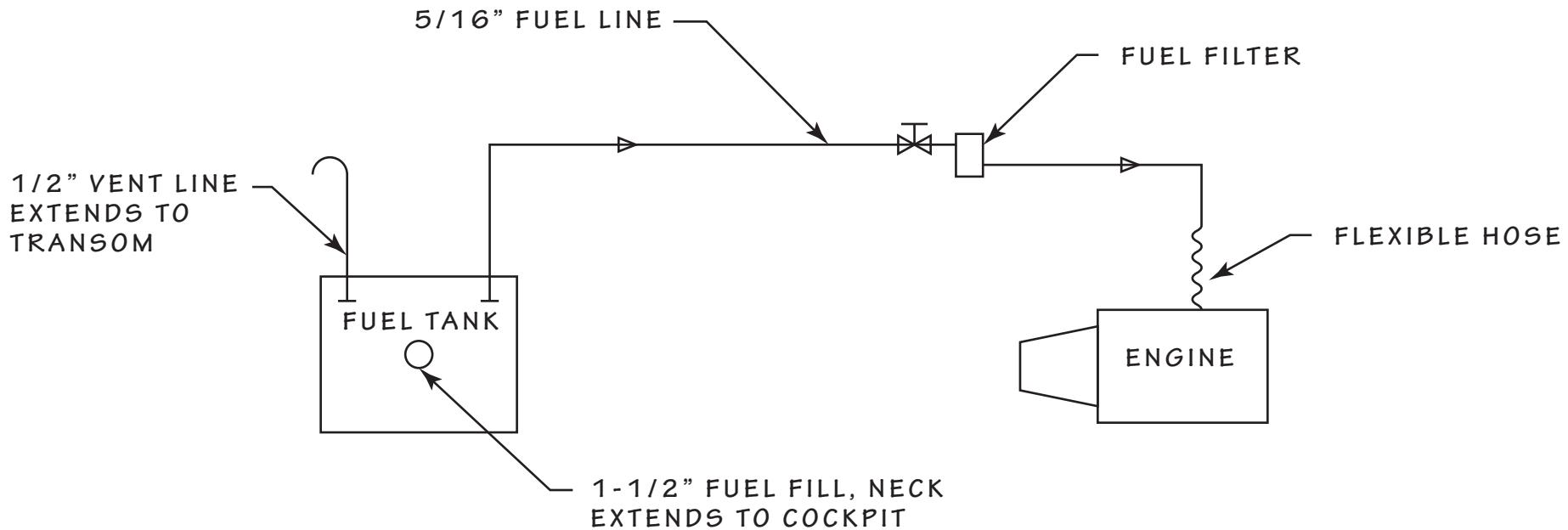
When leaving the boat for an extended period, when cleaning the fuel filter, or when making repairs or adjustments, it is recommended that the fuel valve be shut off.

(DIAGRAM OF FUEL SYSTEM FOLLOWS)



PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.

BOAT	PEARSON 33	CODE
PART	FUEL SYSTEM - UNIV. ENGINE	
		PART NO.
DRN.	107	APD.
SCALE	1/4"	DATE
		3/25/68
		DRG. NO.
		2107



PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ISLAND INDUSTRIES INC.

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33
SECTION X: FRESH WATER SYSTEM

Standard Installation (Hand Pump):

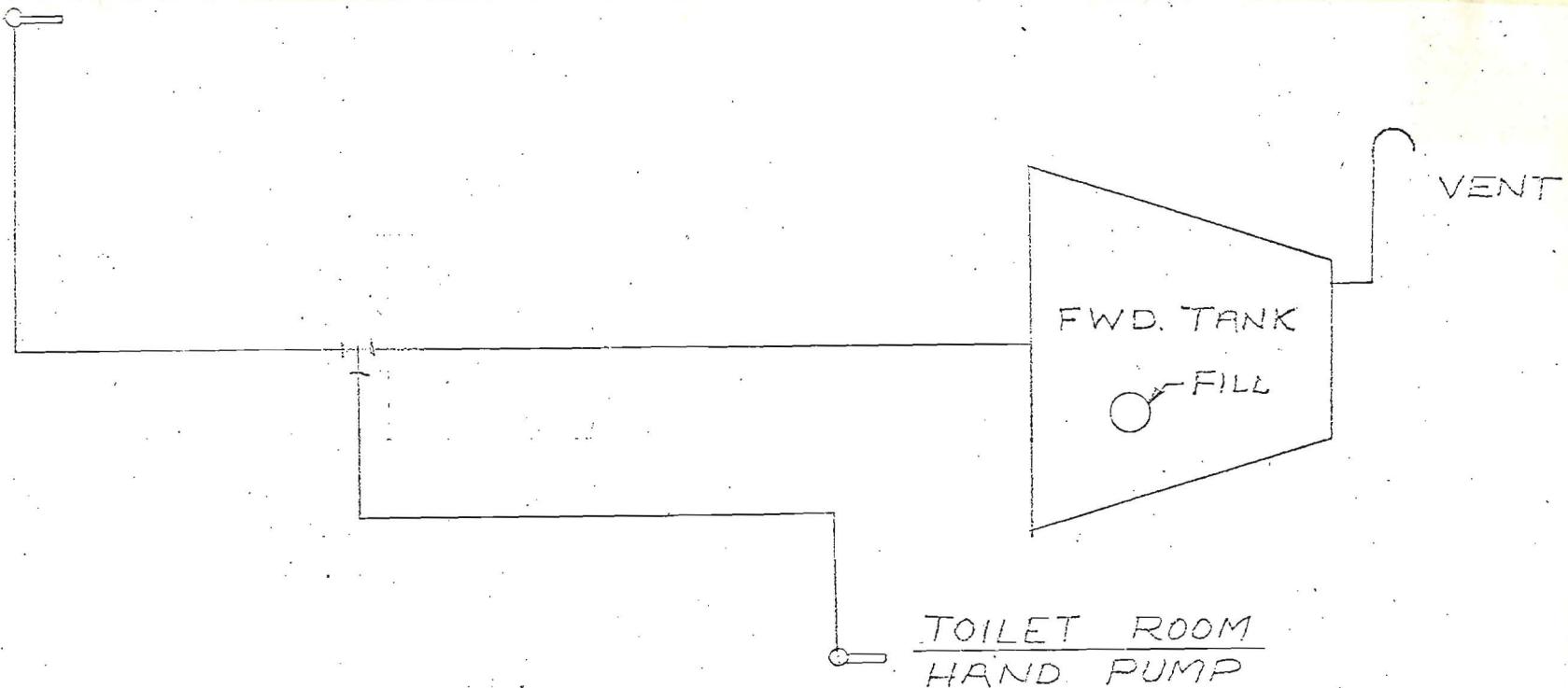
The fresh water tank is centrally located under the forward v-berth. The fill pipe is reached through a hatch under the cushions. Fill is through a snap tight plug.

There are two hand pumps, one at the galley sink, the other at the toilet room wash basin.

The fresh water supply line runs from the tank to the pumps through tubing under the cabin floor. The tank vent terminates in the forepeak.

(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)

GALLEY HAND PUMP



LEGEND

SYMBOL NO. RE'D DESCRIPTION

T

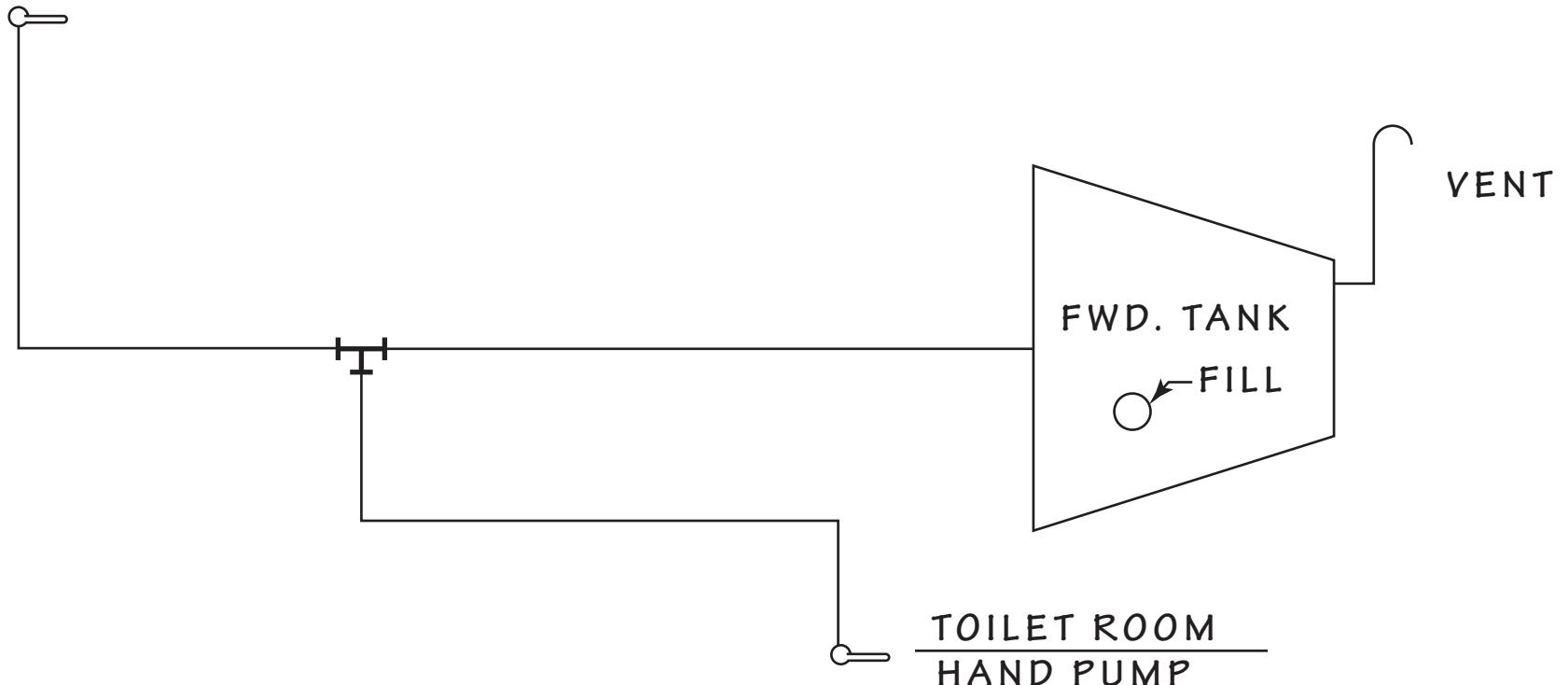
J

TEE

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.

BOAT PEACOCK 42B CODE
PART FRESH WATER SYSTEM, STAINLESS &
BRASS FITTINGS PART NO.
DRN. 1000 APD. DATE 1/15/12
SCALE NONE DRG. NO. P-1111

GALLEY HAND PUMP



LEGEND

SYMBOL	NO. REQ'D	DESCRIPTION
--------	-----------	-------------



1

TEE

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ISLAND INDUSTRIES INC.

BOAT PEARSON 33 CODE
PART FRESH WATER SYSTEM, STANDARD &
RACING ARRG'T PART NO.
DRN LCT APD. DATE 3/25/69
SCALE NONE DRG NO. P.1616

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

SECTION X: FRESH WATER SYSTEM

Optional Installation #1 (Hand Pump): Available in Aft-Galley Dinette Layout
only

This system consists of the standard forward water tank (located under the v-berth forward) plus two additional cruise tanks -- one each under the port and starboard main cabin berths. The fill pipe for the forward tank is reached through a hatch under the berth cushions. The cruise tank fill pipes are reached through hatches under the starboard berth cushion and the port berth cushion. Fill is through a snap tite plug in each tank.

There are two hand pumps -- one at the galley sink, the other at the toilet room wash basin.

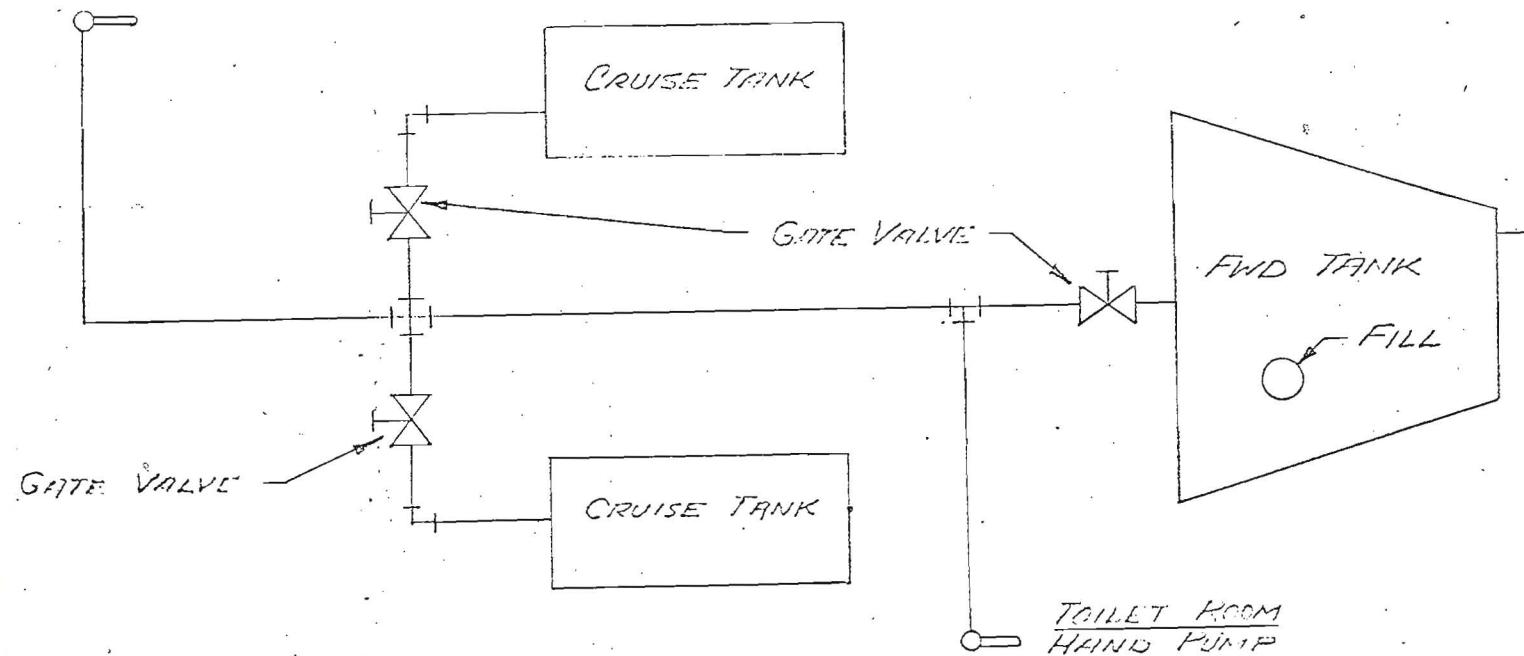
The fresh water supply lines run from the tanks to a valve control center located under the sink in the galley. Note that each of the three tanks has its own shut-off valve (clockwise to close, counterclockwise to open). This facilitates drawing water from one or all of the tanks. It is recommended, however, that water be drawn from one tank at a time and that one of the cruise tank valves be kept closed when sailing to prevent drainage from the high tank to the low one.

The tanks vent as follows:

forward tank -- in forepeak
port tank -- in locker outboard of water closet
starboard tank -- in hanging locker

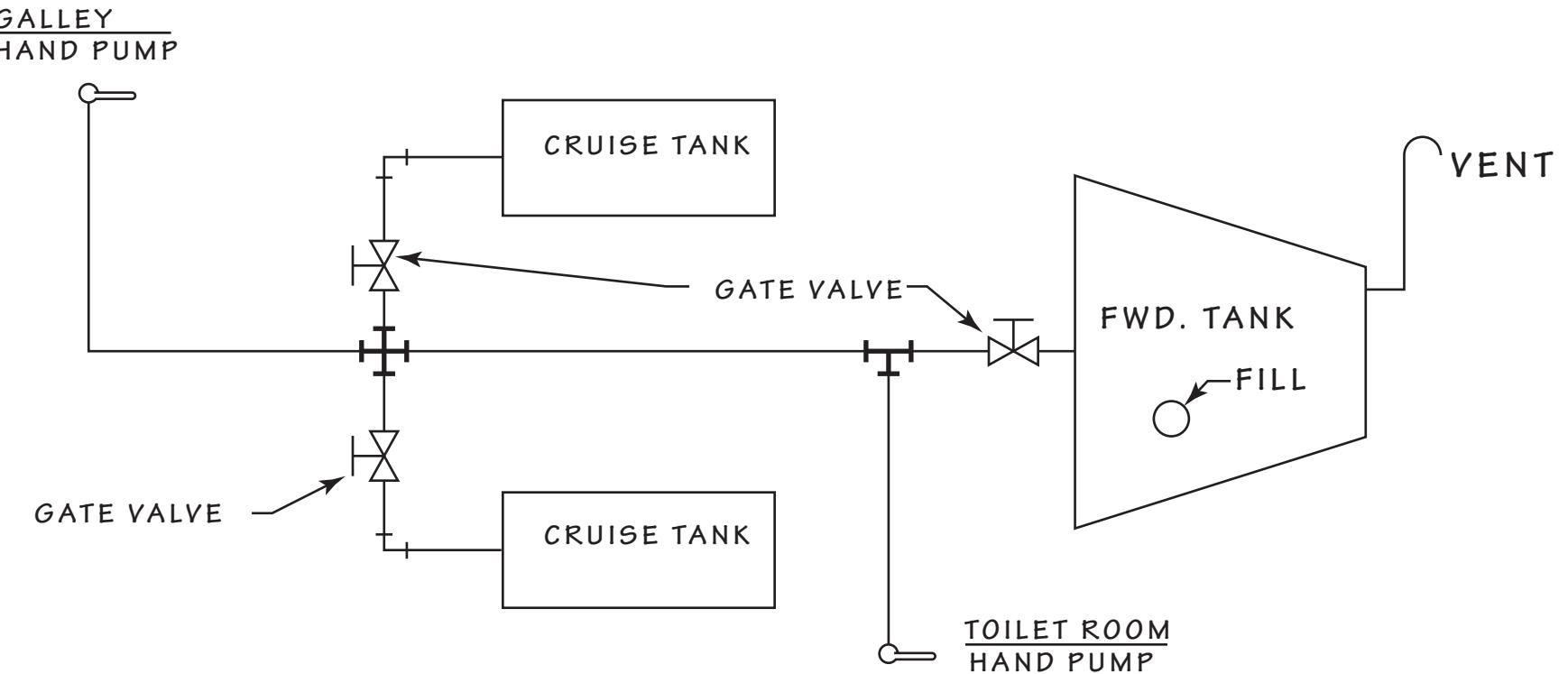
(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)

GILLET
HAND PUMP



PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.

BOAT Argonaut 35 CODE
PART WATER SYSTEM W/RT. CRUISE TANK PART NO.
DRN. 1CT APD. DATE
SCALE DRG. NO. P 1616



PEARSON YACHTS

PORPSMOUTH, RHODE ISLAND

GRUMMAN ISLAND INDUSTRIES INC.

BOAT PEARSON 33 CODE
PART FRESH WATER SYSTEM W/OPT. CRUISE TANKS

PART NO.
DRN LCT APD. DATE 3/25/69
SCALE NONE DRG NO. P.1616

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 33

SECTION X: FRESH WATER SYSTEM

Optional Installation #2 (Hot and Cold Water, Hand Pump and Pressure System)
Available in Aft-Galley Dinette Layout Only:

The fresh water tank is centrally located under the forward v-berth. The fill pipe is reached through a trap under the cushion of the berths. Fill is through a snap tite plug in top of tank.

There is a hand pump at the galley sink and wash basin in the toilet room.

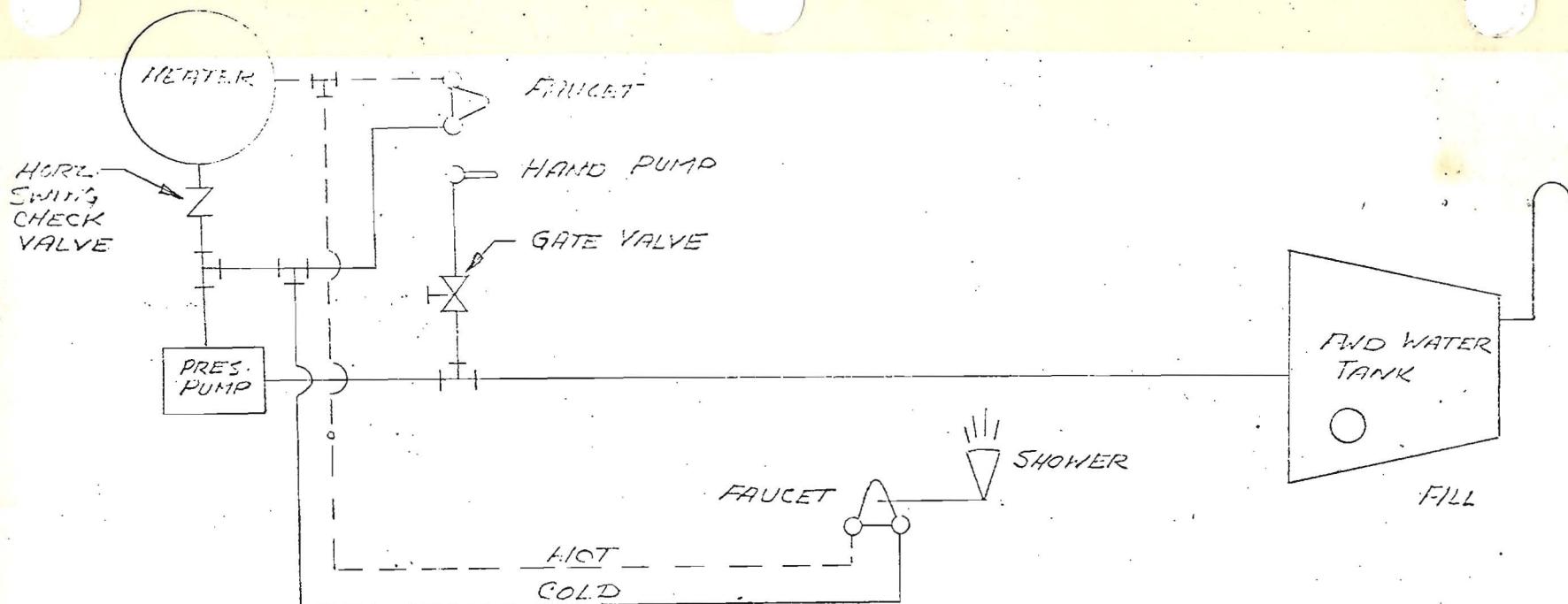
The pressure pump is located at the forward end of the port cockpit locker. (See pressure pump instruction manual.) The hot water heater is at the forward end of the port cockpit locker.

See SHOWER Instruction in SECTION XIII: OPTIONAL EQUIPMENT.

WHEN PRESSURE SYSTEM IS USED, THE GALLEY HAND PUMP VALVE MUST BE CLOSED. IT IS LOCATED UNDER THE GALLEY SINK (COUNTERCLOCKWISE TO CLOSE).

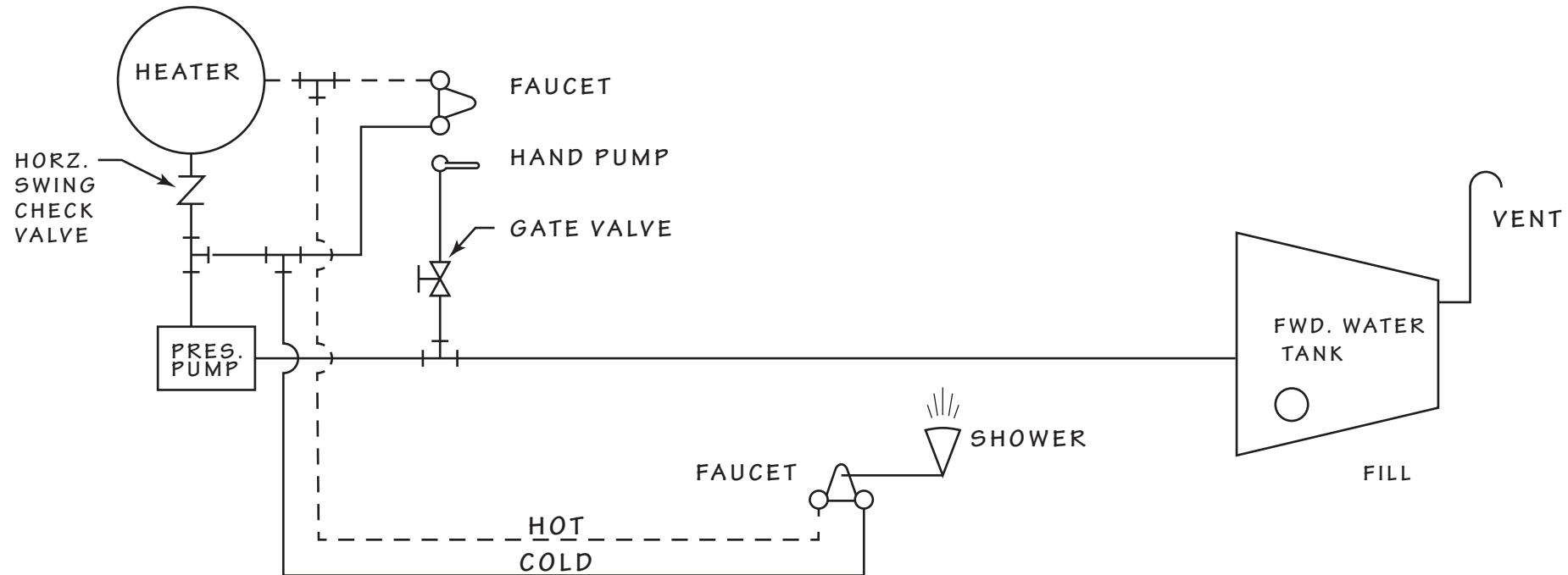
The tank vent terminates in the forepeak.

(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)



PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.

BOAT PEARSON 37 CODE
 PART WT. PRESSURE SYSTEM PART NO.
 DRN. 1.CT APD. DATE 01/16/79
 SCALE None DRG. NO. P1616



PEARSON YACHTS
 PORTSMOUTH, RHODE ISLAND
 GRUMMAN ISLAND INDUSTRIES INC.

BOAT PEARSON 33 CODE
 PART OPT. PRESSURE SYSTEM
 DRN LCT APD. DATE 3/25/69
 SCALE NONE DRG NO. P.1616

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

SECTION X: FRESH WATER SYSTEM

Optional Installation #3 (Hot and Cold Water, Hand Pump, Pressure System and Cruise Tanks.) Available in Aft-Galley Dinette Layout Only:

This system consists of the standard forward water tank (located under the v-berth forward) plus two additional cruise tanks -- one each under the port and starboard main cabin berths. The fill pipe for the forward tank is reached through a hatch under the cushions. The cruise tank fill pipes are reached through hatches under the starboard upper berth cushion and the port berth cushion. Fill is through a snap tite plug in each tank.

There is a hand pump and pressure saucets at the galley sink and wash basin in the toilet room.

The fresh water supply lines run from the tanks to a valve control center located under the sink in the galley. Note that each of the three tanks has its own shut-off valve (clockwise to close, counterclockwise to open). This facilitates drawing water from one or all of the tanks. It is recommended, however, that the water be drawn from one tank at a time and that one of the cruise tank valves be kept closed when sailing to prevent drainage from the high tank to the low one.

See SHOWER instructions in SECTION XIII: OPTIONAL EQUIPMENT.

WHEN PRESSURE SYSTEM IS USED, THE GALLEY HAND PUMP VALVE MUST BE CLOSED. IT IS LOCATED UNDER THE GALLEY SINK (COUNTERCLOCKWISE TO CLOSE).

The tanks vent as follows:

Forward tank -- in forepeak
Port tank -- in locker outboard of water closet
Starboard tank -- in hanging locker

(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

SECTION X-A: BILGE PUMP SYSTEMS

Manual - The hand operated bilge pump is located in the port cockpit locker, with an access plate on the cockpit seat. It discharges into the port deck scupper.

Electric - The electric bilge pump is located in the engine compartment. Discharge is into the port deck scupper.

(SKETCH OF MANUAL BILGE PUMP FOLLOWS)

P. 42 - P. 2 - P. 35 - P. 33

TP-36

HAND BILGE PUMP

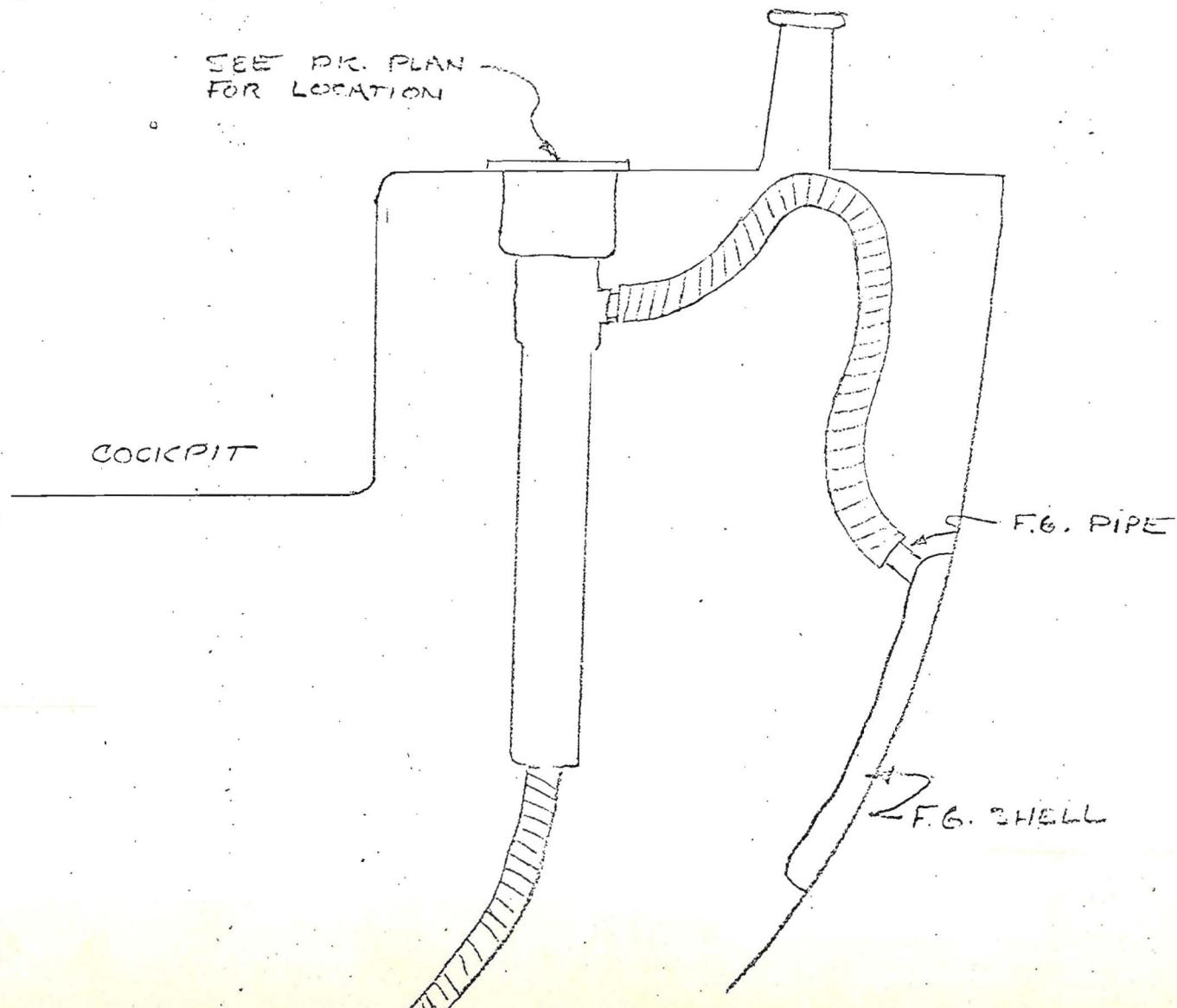
DISCHARGE

SEE PK. PLAN -
FOR LOCATION

COCKPIT

F.G. PIPE

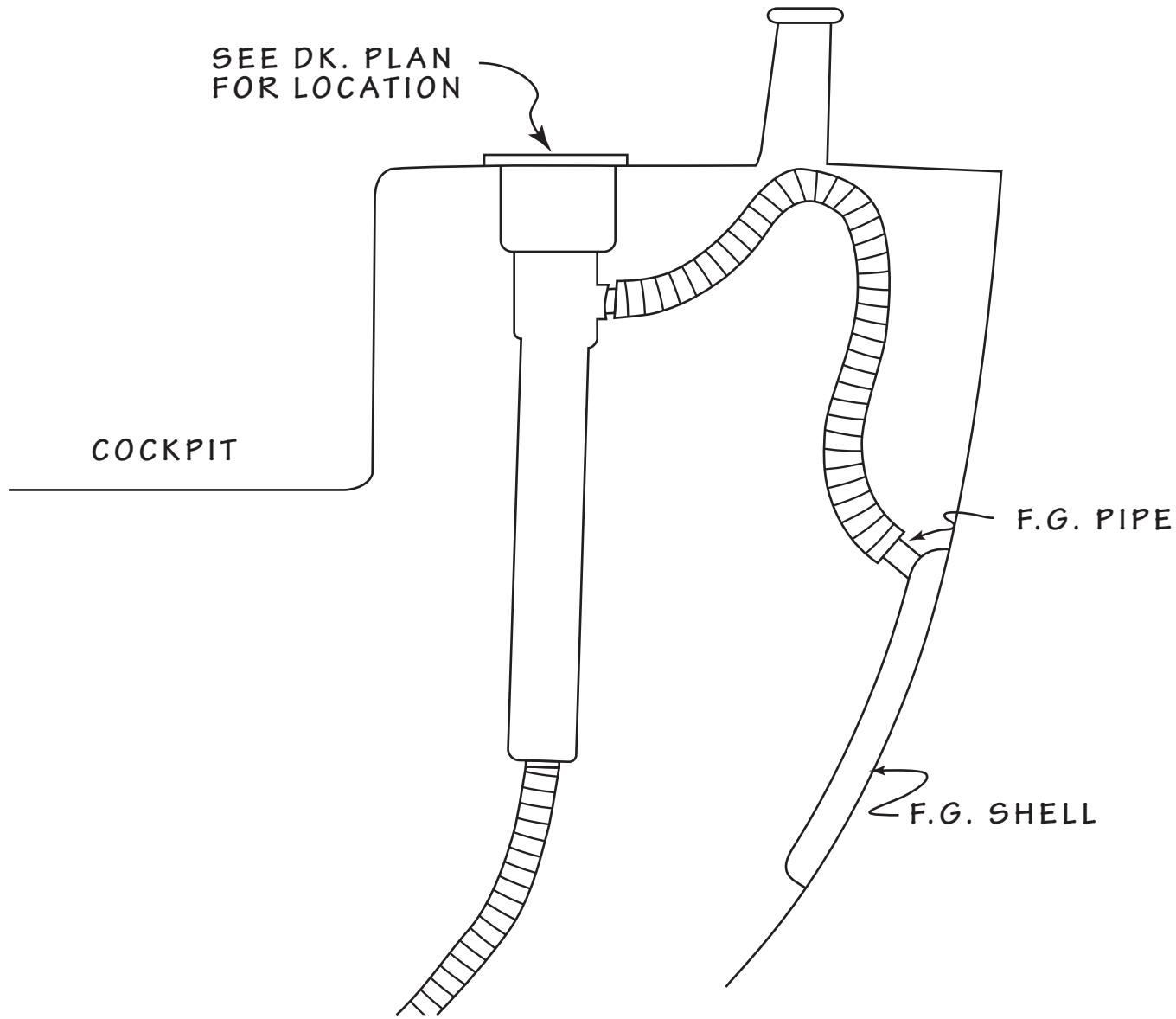
F.G. SHELL



P-43 P-39 P-35 P-33

TP-36

HAND BILGE PUMP
DISCHARGE



PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
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SECTION X-B: TOILET INTAKE AND DISCHARGE

Toilet - The intake seacock and discharge seacock are located under the port seat in the Main Cabin. Intake is 3/4"; discharge is 1 1/2".

Note: When leaving the boat unattended for an extended period of time, it is suggested that toilet seacocks (intake and discharge) be closed. Seacocks are closed when handle is perpendicular to pipeline.

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
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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.

Gasoline Engine - The cooling water intake and valve are located at the starboard after end of the engine. The water pump on the Universal Atomic 4 engine is located on the starboard side of the engine block as it is installed in the boat.

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

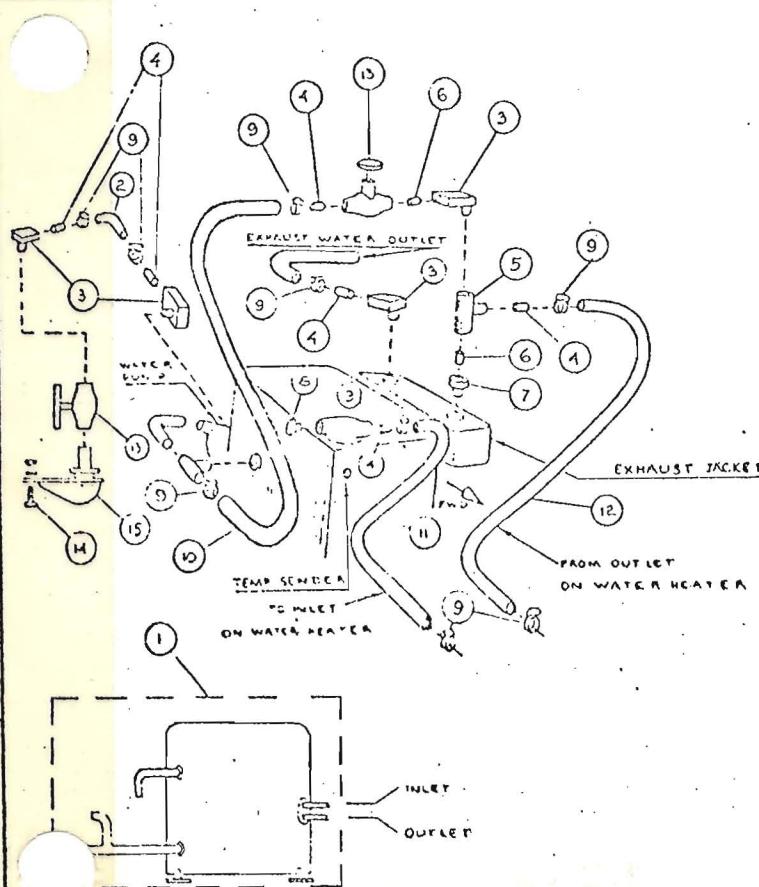
There is a scoop strainer on the outside of the hull (starboard side) that insures adequate water flow. This strainer should be cleaned frequently to remove any restriction such as marine growth.

ENGINE COOLING ADJUSTMENT

There is a CAUTION label near the ignition switch. The engine cooling system is equipped with a naval bronze gate valve above the exhaust manifold on the flywheel end of the engine. This valve can be adjusted to vary the engine temperature to comply with the engine manufacturer's recommendations. We make a preliminary adjustment when the boat is run in the test pool. You should make any final adjustments as required.

To LOWER engine TEMPERATURE - CLOSE the valve.
 To RAISE engine TEMPERATURE - OPEN the valve.

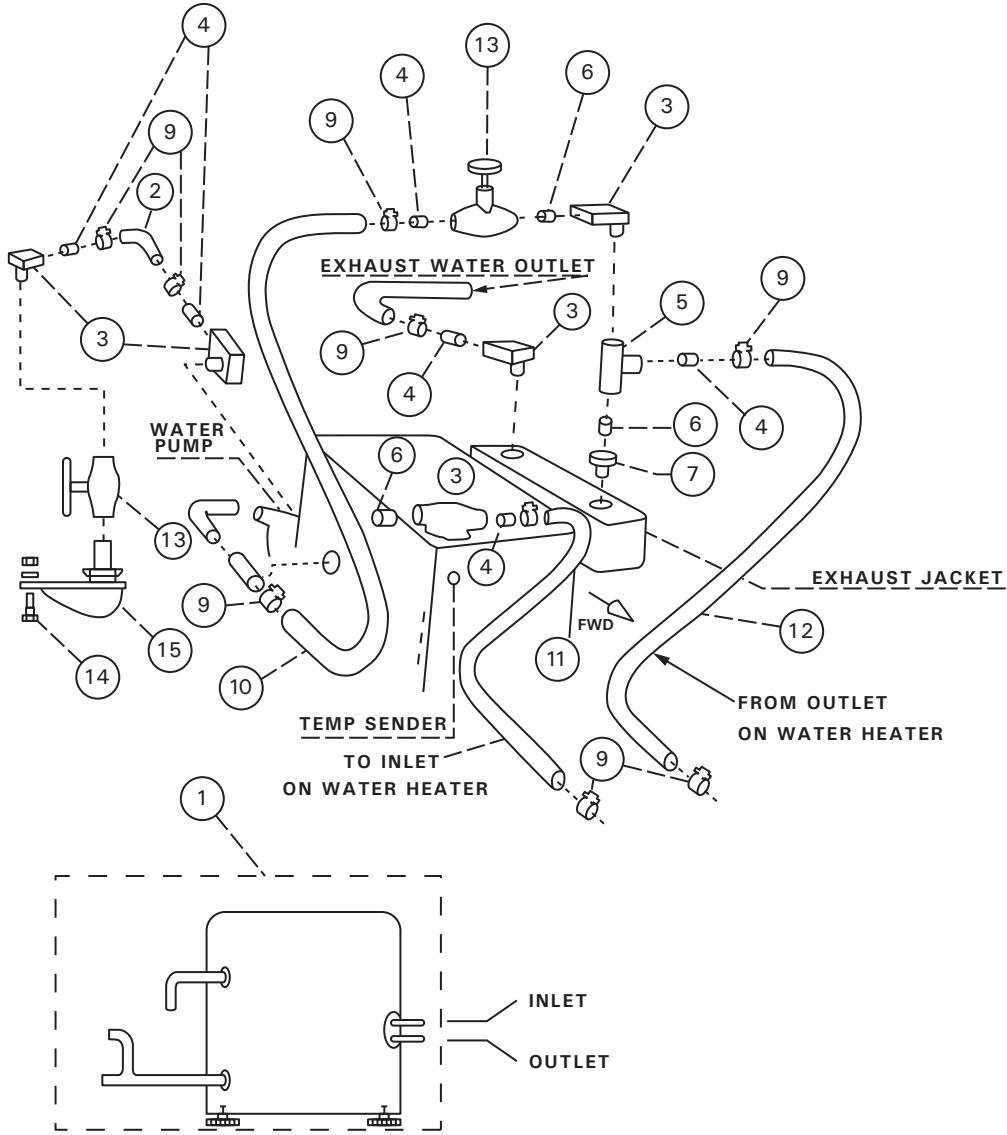
This valve MUST BE WIRED in position at all times to prevent vibration from changing its position.



ITEM	PART NO.	DESCRIPTION	QTY
1		ASSY, HEATER - HOT WATER	1
2	12071	HOSE, HEATER 5/8" ID	1
3	15086	ELBOW, STRAIGHT - 3/8" IPS, BRASS	1
4	15052	NIPPLE, BRASS 3/8" x 2"	6
5	18031	TEE, 3/8" IPS BRASS	1
6	18028	NIPPLE, CLOSE, 1/8" IPS	2
7	18115	BUSHING, REDUCING, 1/2" x 3/8"	1
8	21207	FLANGE, 3/8"	1
9	18122	CLAMP, HOSE, SS, 1/8"	9
10	12071	HOSE, HEATER 5/8" ID	1
11	"	"	1
12	"	"	1
13	21162	VALVE, GATE, 3/8"	2
14	3426	SCREW, MACH, FM BRASS 6-32 x 1 1/2"	1
15	7001	WASHER, 3/8"	1
	6002	NUT HH, BRONZE 6-32	1
	21061	STRAINER, 3/8" (SIEVE)	1

PEARSON YACHTS
 PORTSMOUTH, RHODE ISLAND
 GRUMMAN ALLIED INDUSTRIES INC.

BOATS WITH UNIVERSAL ATOMIC FOUR CODE		
PART	OPT. PRESSURE SYSTEM	WATER
CIRCULATION SCHEMATIC		
DRN. MUL.	APD	DATE
SCALE	LONG	09-10-74
		09-10-74



ITEM	PART NO.	DESCRIPTION	QTY.
1		ASS'Y, HEATER, HOT WATER	1
2	18071	HOSE, HEATER, 5/8" I.D.	1
3	18086	ELBOW, STREET, 3/8" I.P.S., BRASS	4
4	18052	NIPPLE, BRASS, 3/8" x 2"	6
5	18031	TEE, 3/8" I.P.S., BRASS	1
6	18028	NIPPLE, CLOSE, 3/8" I.P.S.	2
7	18115	BUSHING, REDUCING, 1/2" x 3/8"	1
8	21307	PLUG, 3/8"	1
9	18122	CLAMP, HOSE, S.S., 3/8"	9
10	18071	HOSE, HEATER, 3/8" I.D.	1
11	"	" " "	1
12	"	" " "	1
13	21162	VALVE, GATE, 3/8"	2
14	3426	SCREW, MACH. F.H. BRASS 6-32 x 1 1/2	1
	7001	WASHER, 3/8"	1
	6002	NUT, H.H. FLANGE 6-32	1
15	21061	STRAINER, 3/8" SCOOP	1

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ISLAND INDUSTRIES INC.

BOAT WITH UNIVERSAL ATOMIC FOUR CODE
 PART OPT PRESSURE SYSTEM WATER -
CIRCULATION SCHEMATIC PART NO.
 DRN MLR APD. DATE 1-18-74
 SCALE NONE DRG NO. TP-53

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 33

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 bulkhead. (See diagram of electrical control panel.)

To place the entire electrical system in operation, turn the master battery disconnect switch to the ON position. In the aft-galley dinette layout the switch is located to the starboard of the companionway on the after bulkhead just above the counter top. In the racing layout the switch is located by the starboard quarterberth just above the cabin floor.

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 after bulkhead 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.

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.

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

Section XII cont.

Optional Shore Power:

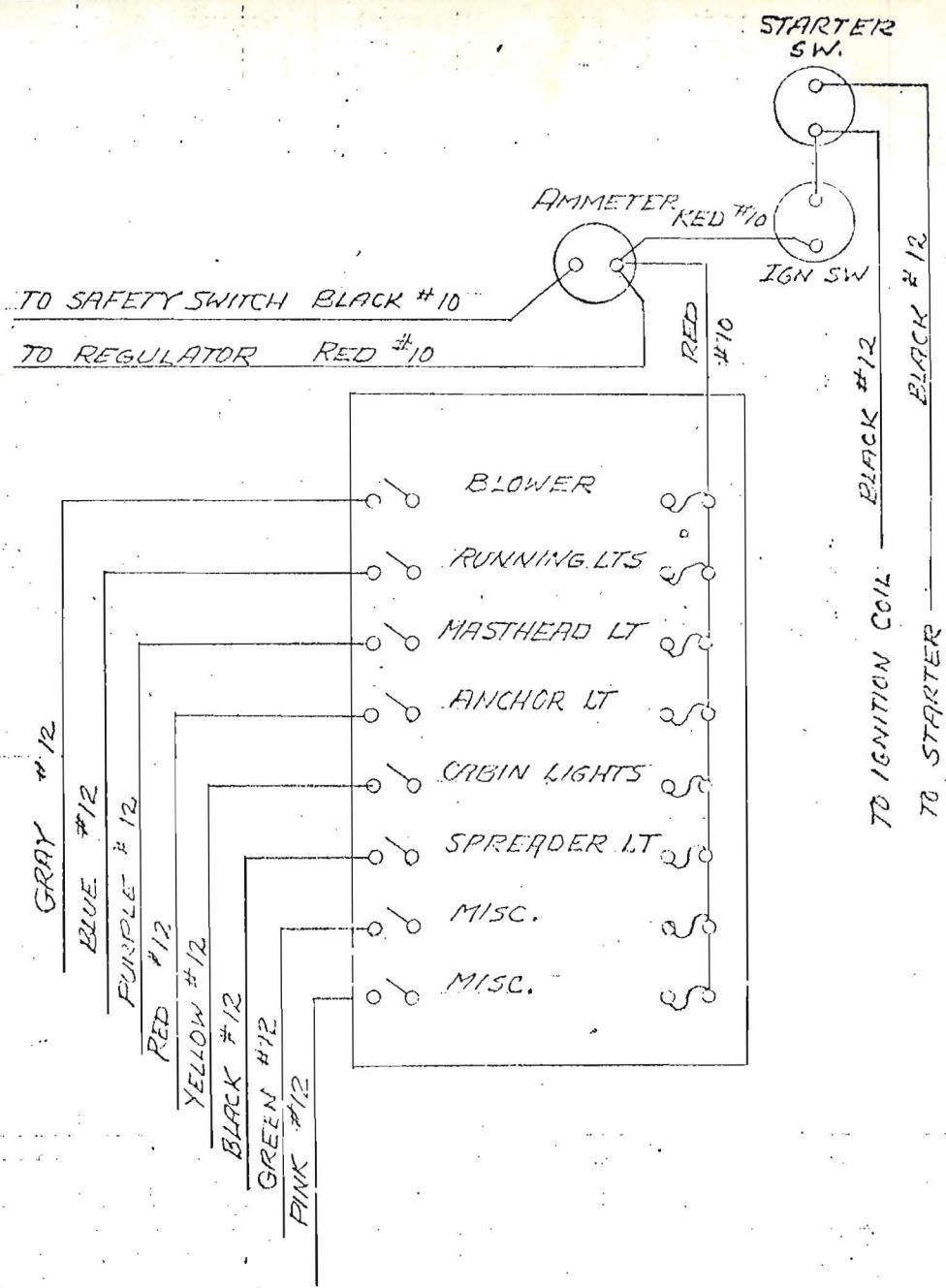
Two 110 volt A. C. outlets are provided -- one in the galley, the other in the toilet room.

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

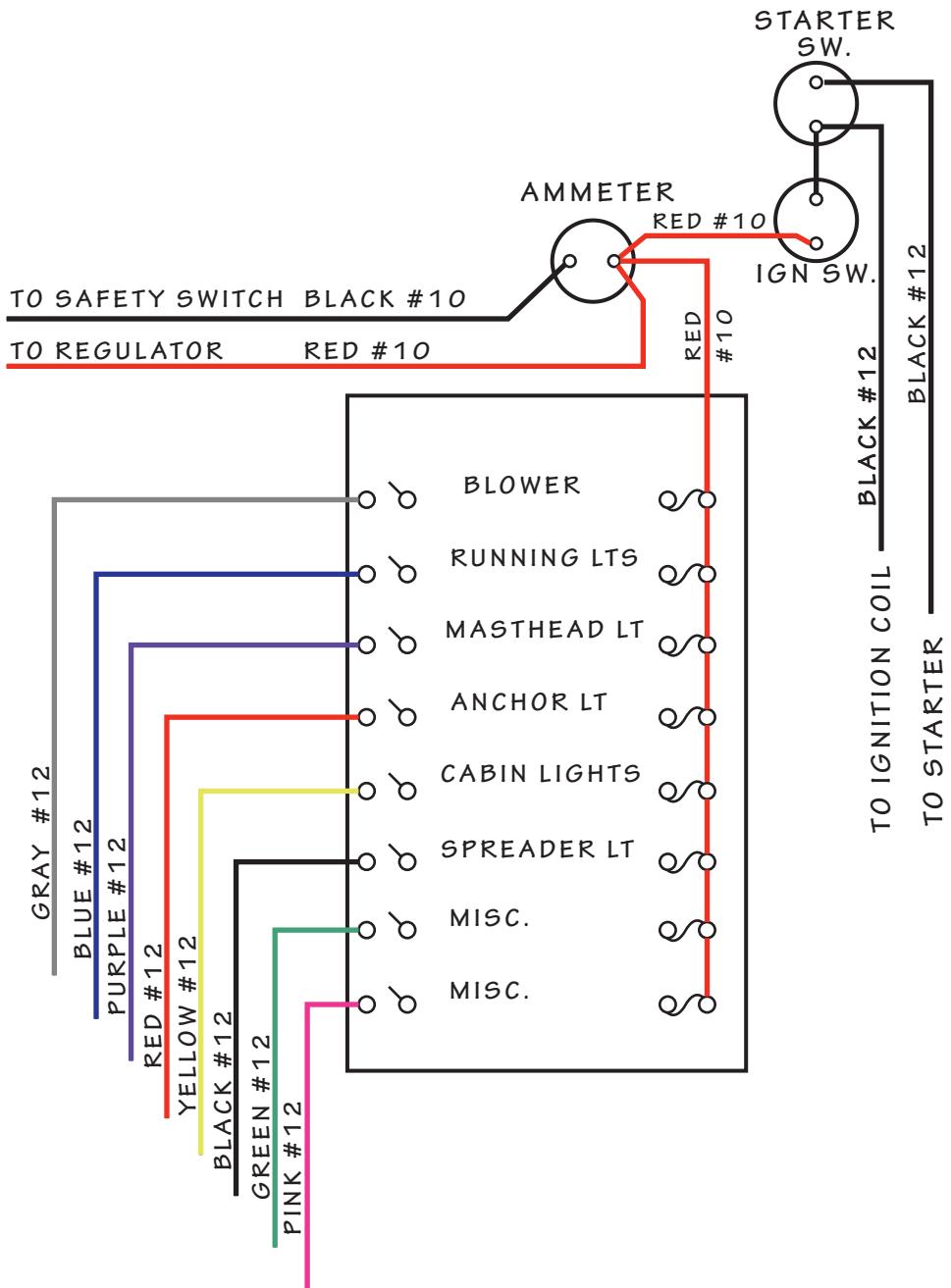
The circuit is protected by a 30 amp fuse located behind the receptable.

A sonic polarity indicator (audio alarm) is included. If alarm sounds when shore power line is connected, reverse the plug.

(DIAGRAM OF ELECTRICAL DISTRIBUTION FOLLOWS)

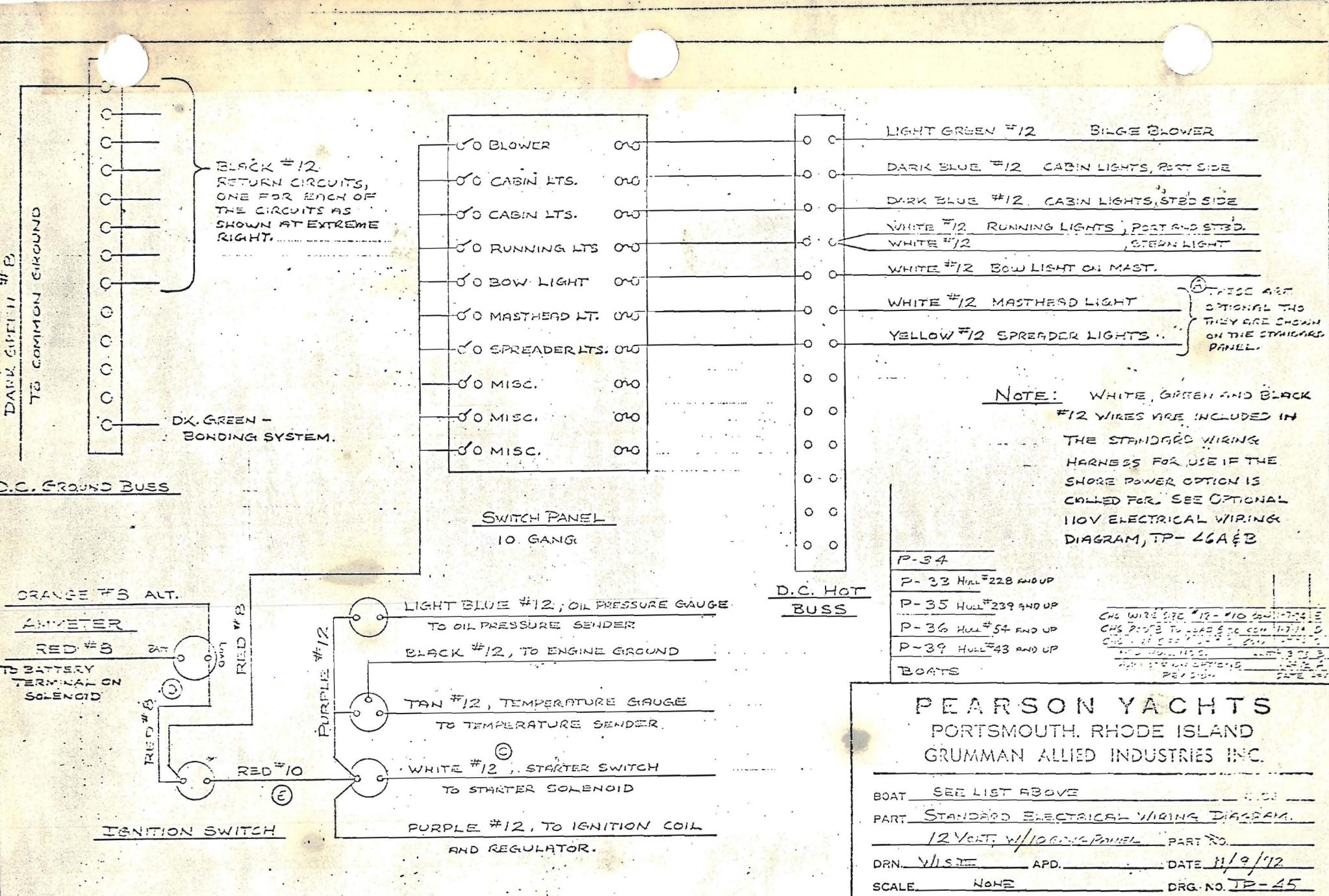


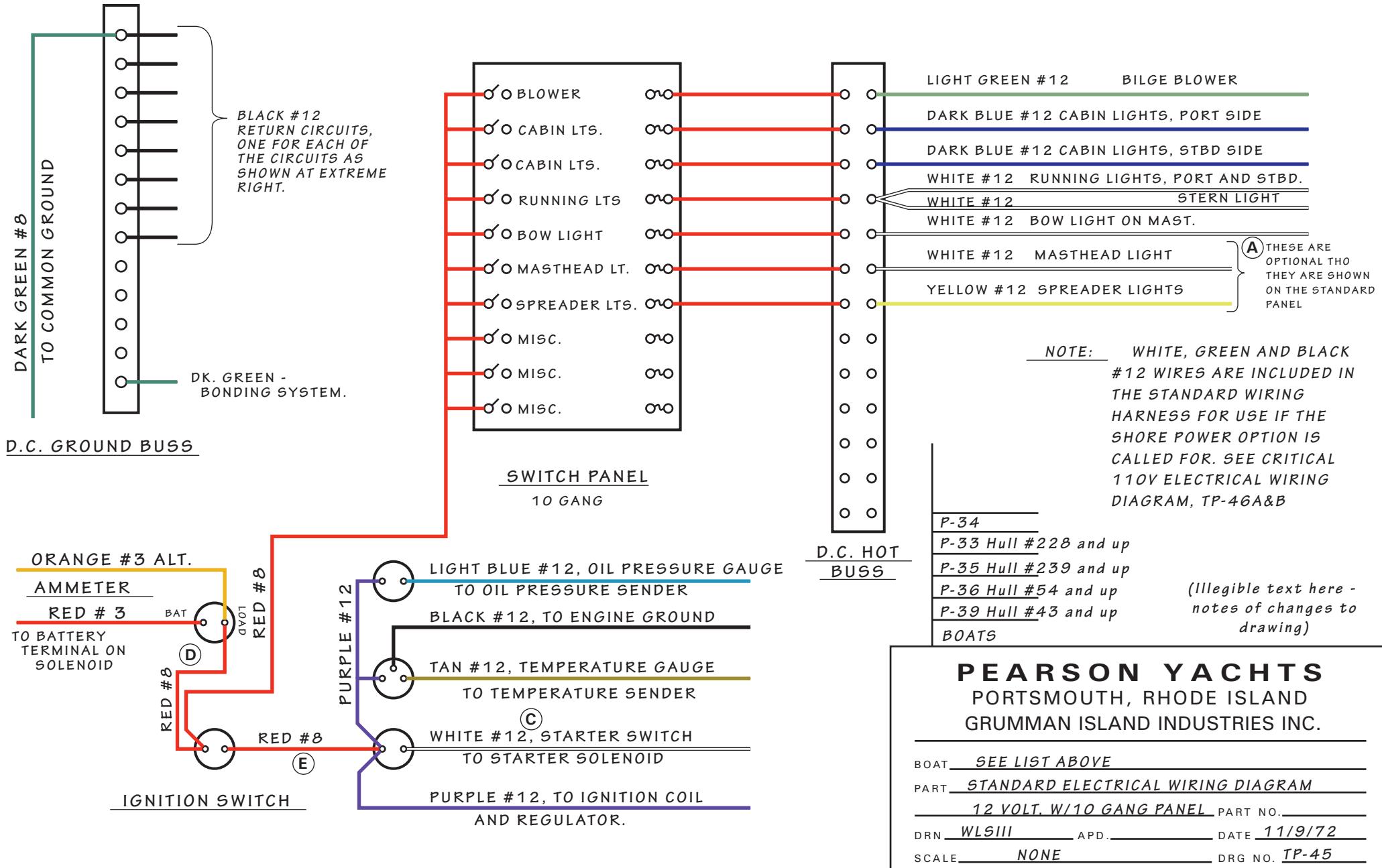
PEARSON YACHTS PORTSMOUTH, RHODE ISLAND GRUMMAN ALLIED INDUSTRIES INC.		
BOAT	PEARSON 33	CODE
PART <u>ELECTRICAL DISTRIBUTION DIAGRAM</u>		
PART NO. <u>111</u>		
DRN.	CFS - 107	APD. <u>W/107</u>
SCALE	NONE	DATE <u>5/26/69</u>
DRG. NO. <u>P.1634</u>		

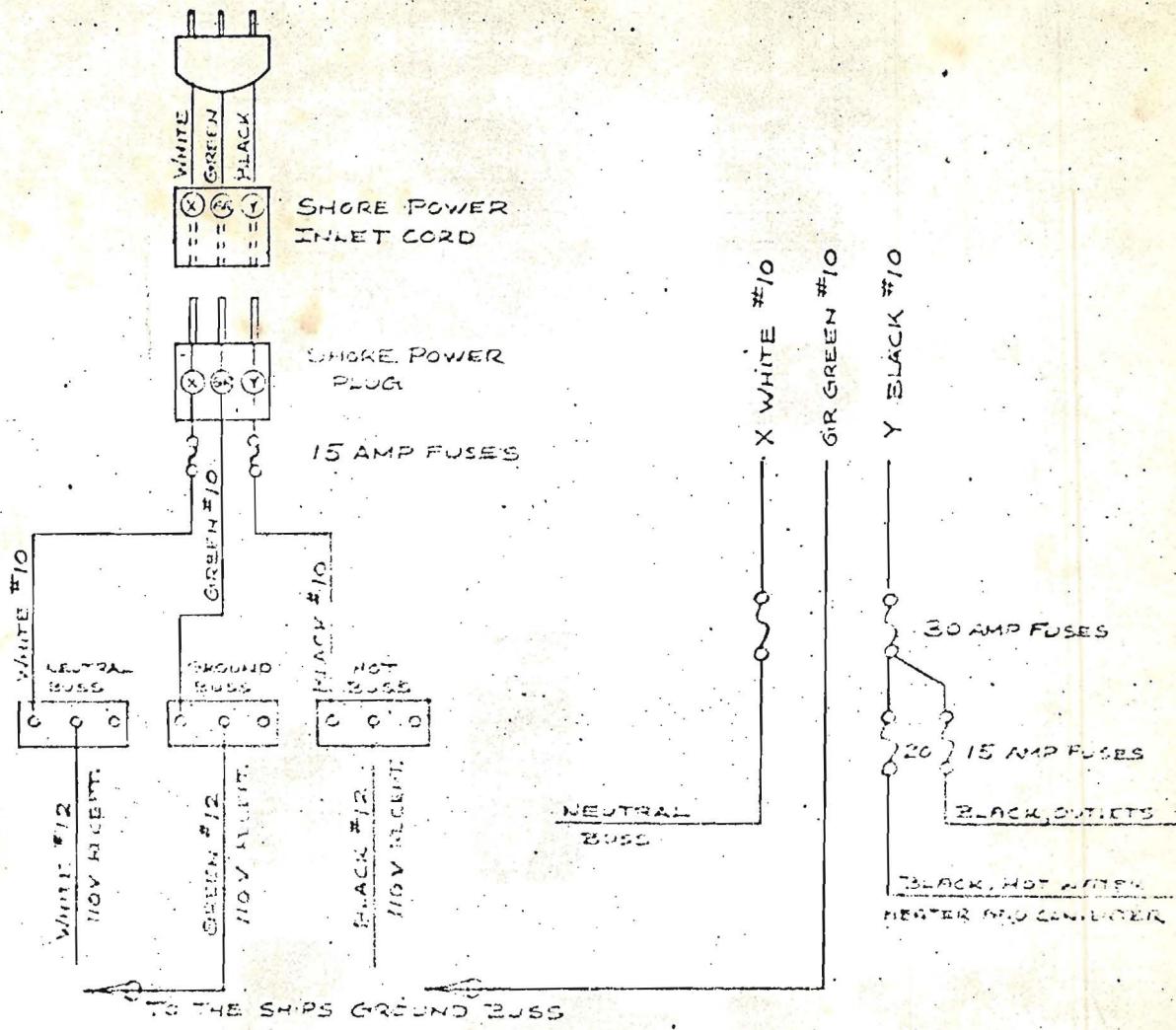


PEARSON YACHTS
 PORTSMOUTH, RHODE ISLAND
 GRUMMAN ISLAND INDUSTRIES INC.

BOAT PEARSON 33 CODE
 PART ELECTRICAL DISTRIBUTION DIAGRAM
 DRN CFS-LOT APD. PART NO.
 SCALE NONE DATE 5/26/69
 DRG NO. P.1645





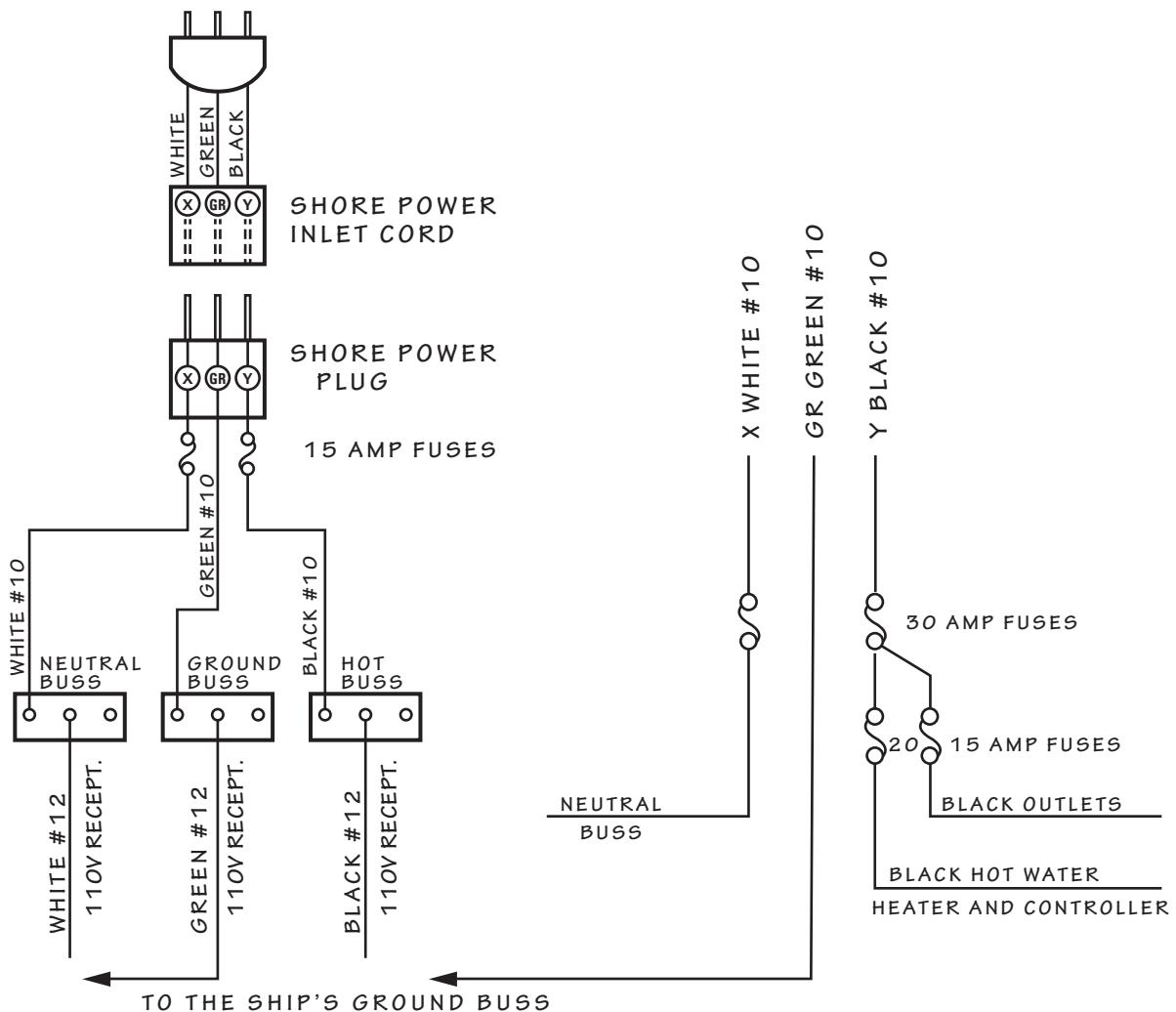


NOTE: THE WHITE, GREEN AND
BLACK WIRES FOR THE IICV
SYSTEM ARE INCLUDED AS PART
OF THE STANDARD WIRING
HARNESS.

P-32
P-33 HULL # 228 AND UP.
P-35 HULL # 239 AND UP
P-36 HULL # 54 AND UP
P-39 HULL # 43 AND UP.

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND.
CRUMLIN ALLIED INDUSTRIES, INC.

SEE LIST ABOVE C-DC
OPTIONAL 110V ELECTRICAL
WIRING DIAGRAM PART NO.
W-57 APD. 11/2 72
NAME DRG. NO. E-445



NOTE: THE WHITE, GREEN AND
BLACK WIRES FOR THE 110v
SYSTEM ARE INCLUDED AS PART
OF THE STANDARD WIRING
HARNESS.

P-34
P-33 Hull #228 and up
P-35 Hull #239 and up
P-36 Hull #54 and up
P-39 Hull #43 and up
BOATS

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ISLAND INDUSTRIES INC.

BOAT SEE LIST ABOVE CODE
PART OPTIONAL 110V ELECTRICAL
WIRING DIAGRAM PART NO.
DRN WLS III APD. DATE 11/9/72
SCALE NONE DRG NO. T5-469

PEARSON YACHTS
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PEARSON 33

SECTION XIII: OPTIONAL EQUIPMENT

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 on the Cruising interior model is located on the starboard side, just inboard of Wet Locker. Access is through a small removable hatch. The tank is located opposite the stove as a safety precaution. Should you experience a dangerous flare-up, you can (and should) shut off the alcohol supply safely and quickly by turning the valve on top of the tank. 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.

1. SHOWER: The SHOWER is in the toilet room with valves on the counter. The "telephone receiver" like shower head hangs in the forward starboard corner of the toilet room. Before using the shower, turn on the shower sump pump (master electric panel) which is located in the bilge and is accessible through the hatch in the forward dinette seat. This pump discharges just above the waterline, about amidship on the port side, through a vented loop in the outboard locker in the toilet room. The pump runs automatically as the sump fills up. Water temperature is controlled by the faucet valves on the counter and spray intensity is controlled by the valve on the shower head.
2. SPEEDOMETER: Please refer to manufacturer's literature provided.
3. FATHOMETER: Please refer to manufacturer's literature provided.
4. APPARENT WIND INDICATOR: Please refer to manufacturer's literature provided.
5. MASTHEAD & SPREADER LIGHTS: On/Off switches on switch panel.
6. ELECTRICAL REFRIGERATION: Refer to manufacturer's literature for complete operational details.

FIRE EXTINGUISHERS

Fire extinguishers are to be proved 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 as soon as possible.

Section XIII Cont.

Even more important than the number of extinguishers is the location of the units. They should be located near the areas where fires are most likely to occur (engine & tank and galley). The extinguishers should be readily accessible in an emergency and not cut off from reach by the fire itself. At least one extinguisher in a cockpit locker (accessible from outside the cabin) is an excellent precaution.