PEARSON YACHTS

PEARSON-365

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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WELCOME ABOARD YOUR NEW PEARSON-365! WE ARE PROUD TO HAVE YOU JOIN THE THOUSANDS OF OTHER PEARSON OWNERS, AND HOPE YOU WILL FIND THIS MANUAL HELPFUL AND INFORMATIVE.

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.

BEFORE GETTING UNDERWAY, PLEASE TAKE A FEW MOMENTS TO FAMILIARIZE YOURSELF WITH THE OPERATIONS AND FUNCTIONS OF THE VARIOUS SYSTEMS DESIGNED INTO THE 365 TO INSURE PROPER OPERATION. IN THE EVENT THAT ADDITIONAL INFORMATION IS NEEDED, WE SUGGEST YOU CONSULT WITH YOUR DEALER OR CALL OUR CUSTOMER SERVICES DEPARTMENT.

PLEASE ACCEPT OUR CONGRATULATIONS. HAVE FUN AND SMOOTH SAILING!

SINCERELY,

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SECTION II

_____
NAME OF BOAT

_____
REGISTRATION NO.

_____
PORT OF CALL

_____
OWNER'S NAME AND ADDRESS

_____
RADIO TELEPHONE CALL NO.

36' 5" LENGTH OVERALL	SAIL NUMBER
HULL NUMBER	30' 0" LENGTH WATERLINE
11' 5½" BEAM	4' 6" DRAFT
17,700 DISPLACEMENT	7,300 BALLAST
46' 0" MAST HEIGHT ABOVE DWL	11' 6" HEIGHT ON CRADLE
WESTERBEKE W-40 ENGINE	46 GALLONS (U.S.) FUEL CAPACITY

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

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SECTION III: WARRANTY

PEARSON YACHTS ARE CAREFULLY INSPECTED AND TESTED PRIOR TO SHIPMENT FROM OUR FACTORY.

BECAUSE OF THIS ATTENTION TO QUALITY CONTROL, OUR WARRANTY IS ONE OF THE MOST EFFECTIVE IN THE INDUSTRY.

MORE IMPORTANT, HOWEVER, IS THE KNOWLEDGE AND COOPERATION YOU AS THE OWNER, AND WE AS THE MANUFACTURER, RECEIVE FROM THE PEARSON DEALER ORGANIZATION.

YOUR WARRANTY IS INCLUDED IN YOUR FILE OF SHIP'S PAPERS. BE SURE TO FOLLOW THE INSTRUCTIONS ON FILLING OUT AND FORWARDING. YOU CAN REST ASSURED THAT OUR POLICY TOWARDS YOUR WARRANTY WILL RESULT IN YOUR SATISFACTION.

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SECTION IV: THE RESPONSIBILITY OF YOUR PEARSON DEALER

THE PEARSON DEALER FROM WHOM YOU BOUGHT YOUR BOAT IS AN EXPERT AT HIS PROFESSION. HE KNOWS BOATS, UNDERSTANDS YOUR NEEDS AND WANTS TO SERVE YOU. HIS REPUTATION IS ON THE LINE EVERY TIME HE OFFERS A BOAT FOR SALE AND ONE OF THE PRIME REASONS HE IS A PEARSON DEALER IS HIS AWARENESS THAT PEARSON RESPECTS THIS FACT AND PRODUCES YACHTS OF PERFORMANCE, DECOR AND QUALITY OF WHICH HE AND HIS CUSTOMERS CAN BE PROUD.

BEFORE SHIPMENT FROM THE FACTORY, YOUR BOAT WAS CAREFULLY INSPECTED AND THOROUGHLY CHECKED OUT IN THE PEARSON TEST POOL AND RAIN FOREST.

IN ADDITION, YOUR PEARSON DEALER RE-INSPECTS THE BOAT UPON ARRIVAL; WATER TESTS AND INSURES THAT YOUR BOAT IS IN FIRST-CLASS OPERATING CONDITION PRIOR TO DELIVERY. TO HELP ASSURE YOU THAT YOUR BOAT HAS BEEN PROPERLY CHECKED OVER, YOUR DEALER WILL COMPLETE AND INITIAL EACH ITEM ON THE ENCLOSED CHECK OFF LIST AT THE TIME OF COMMISSIONING.

SHOULD YOU RECEIVE DELIVERY AT ANY LOCATION OTHER THAN THE DEALER'S PLACE OF BUSINESS, YOUR DEALER IS STILL RESPONSIBLE FOR INSPECTION AND ANY REQUIRED WARRANTY SERVICE. FURTHER, IT IS HIS RESPONSIBILITY TO INSURE THAT ALL EQUIPMENT AGREES WITH

THE INSPECTION REPORT WHICH IS INCLUDED IN THE RIGGING BOX OF EVERY BOAT.

YOUR DEALER IS RESPONSIBILE FOR PROCESSING CLAIMS AGAINST THE TRANSPORTATION COMPANY FOR ANY LOSS OR DAMAGE DURING SHIPMENT. SHOULD YOU NOTICE ANY LOSS OR DAMAGE OF THIS SORT, PLEASE NOTIFY YOUR DEALER IMMEDIATELY, BECAUSE NEITHER THE CARRIER NOR THE FACTORY CAN ACCEPT RESPONSIBILITY FOR REPORTS LATER THAN THIRTY DAYS AFTER DELIVERY.

IT IS ALSO THE RESPONSIBILITY OF YOUR DEALER TO ASSIST YOU IN OBTAINING SERVICE AND TO PROCESS CLAIMS UNDER THE WARRANTY FOR THE PERIOD OF THE WARRANTY.

HE INVITES YOU TO ASK HIS ASSISTANCE IN ALL MATTERS PERTAINING TO YOUR NEW PEARSON YACHT.

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SECTION V: THE RESPONSIBILITY OF THE OWNER

1. YOUR PROMPT RETURN OF THE WARRANTY WILL HELP US INSURE 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 COMPENTENTLY 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 DIVISION
GRUMMAN ALLIED INDUSTRIES
WEST SHORE ROAD
PORTSMOUTH, RHODE ISLAND 02871
ATTENTION: CUSTOMER SERVICES DEPARTMENT

PRE-LAUNCHING CHECK LIST

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

POST-LAUNCHING CHECK LIST

1. Fire Extinguishers Charged and Mounted (See Section XIII).....
2. All Seacocks Open/Watertight.....
3. Check Prop Shaft Log for Watertightness.....
4. Toilet Operable.....
5. Engine Operates and Passes Water Through Exhaust (See Engine Manual).....
6. Check Shaft Alignment.....
7. 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.....

8. Standing Rigging in Place.....

    A. TURNBUCKLES OPERABLE AND COTTER PINS IN PLACE & TAPED

9. Running Rigging in Place.....
10. Blocks and Winch Handles on Board.....
11. Bilge Pump Operable.....

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SECTION VI: LAUNCHING & RIGGING

YOUR PEARSON DEALER IS BEST EQUIPPED TO LAUNCH AND RIG YOUR BOAT. HIS KNOWLEDGE AND EXPERIENCE WILL INSURE THAT EVERYTHING WILL BE AS IT SHOULD PRIOR TO DELIVERY.

NOTES ON LAUNCHING: SEACOCKS - BEFORE LAUNCHING, CLOSE ALL SEACOCKS ON BOTH INTAKE AND DISCHARGE LINES. AFTER LAUNCHING, OPEN ALL SEACOCKS AND CHECK FOR WATERTIGHT INTEGRITY.

SHAFT ALIGNMENT - CHECK FOR PROPER SHAFT ALIGNMENT AFTER THE BOAT HAS BEEN RIGGED, TUNED AND EQUIPPED. A BOAT IS LIABLE TO "SETTLE" SLIGHTLY AFTER SHE IS IN HER NATURAL ELEMENT.

TO ADJUST THE STANDING RIGGING, SIMPLY REMOVE THE COTTER PINS FROM THE TURNBUCKLES AND TURN THE BARRELS CLOCKWISE TO TIGHTEN, COUNTERCLOCKWISE TO LOOSEN. BE SURE THAT ONLY THE BARREL TURNS, NOT THE BARREL AND THE SHROUD. SOMETIMES IT MAY BE NECESSARY TO GRIP THE SHROUD TO PREVENT THIS OCCURRENCE.

NORMAL ADJUSTMENT CALLS FOR A TAUT HEADSTAY, BACKSTAY AND UPPER SHROUDS. THE LOWER SHROUDS SHOULD BE SUFFICIENTLY TAUT TO PREVENT MOVEMENT OF THE MAST AT THE SPREADERS WHEN SAILING.

FINAL ADJUSTMENT MAY VARY ACCORDING TO THE CUT OF YOUR SAILS AND PREVAILING WIND CONDITIONS IN YOUR AREA.

ANCHOR BOWSPRIT - THE PRIMARY FUNCTION OF THE ANCHOR BOWSPRIT IS TO PROVIDE ANCHOR STOWAGE AND EASE OF HANDLING WHEN RAISING OR LOWERING THE ANCHOR.

CAUTION: NEVER USE THE ANCHOR BOWSPRIT WHEN BREAKING THE ANCHOR OUT. FOR THIS PURPOSE, LEAD THE ANCHOR RODE DIRECTLY FROM ONE OF THE BOW CHOCKS TO A BOW CLEAT. ONCE THE ANCHOR IS FREE, IT CAN BE HOISTED USING THE ANCHOR ROLLER.

WHEN ANCHORED IN HEAVY WEATHER, THE ANCHOR RODE SHOULD LEAD THROUGH A BOW CHOCK, NOT THE ANCHOR ROLLER.

WHEN STOWING THE ANCHOR ON THE SPRIT, LASH IT SECURELY IN PLACE AT THE SHANK. IF HEAVY SEAS ARE EXPECTED, REMOVE THE ANCHOR FROM THE SPRIT AND STOW IT ON DECK IN ANCHOR CHOCKS OR BELOW DECK.

MIZZEN PREVENTER - THE PREVENTERS ARE USED AS REMOVABLE BACKSTAYS TO PREVENT THE MIZZEN MAST FROM GOING FORWARD. EXCEPT IN LIGHT AIR OR WHEN SAILING ON THE WIND CLOSE HAULED, THE WINDWARD PREVENTER SHOULD ALWAYS BE SET UP.

THE PREVENTER ATTACHES TO THE CENTERLINE EYE PLATE LOCATED ON THE TAFF RAIL. WHEN NOT IN USE, THE PREVENTER SHOULD BE ATTACHED NEAR THE MIZZEN RIGGING.

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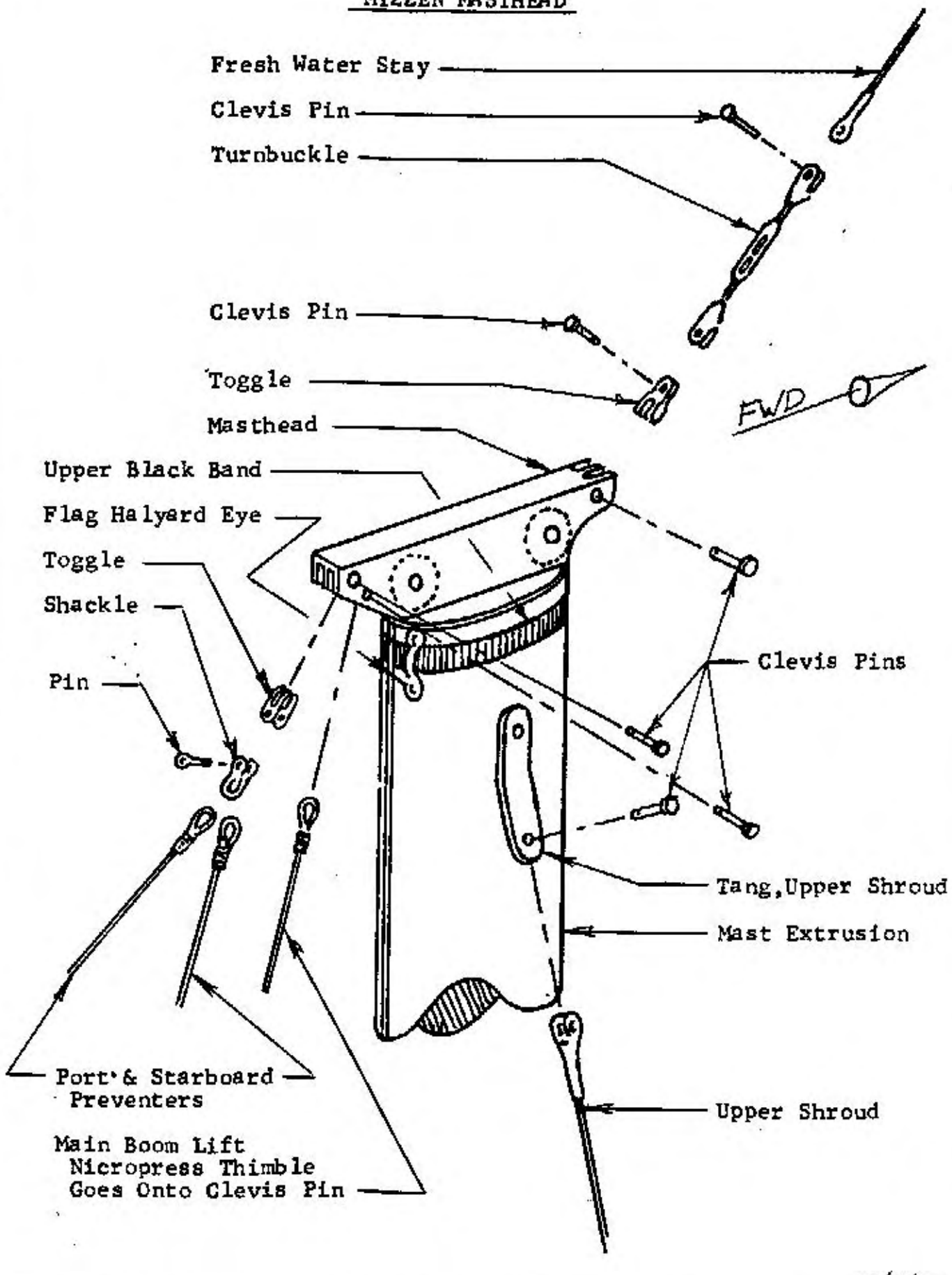
MIZZEN MASTHEAD



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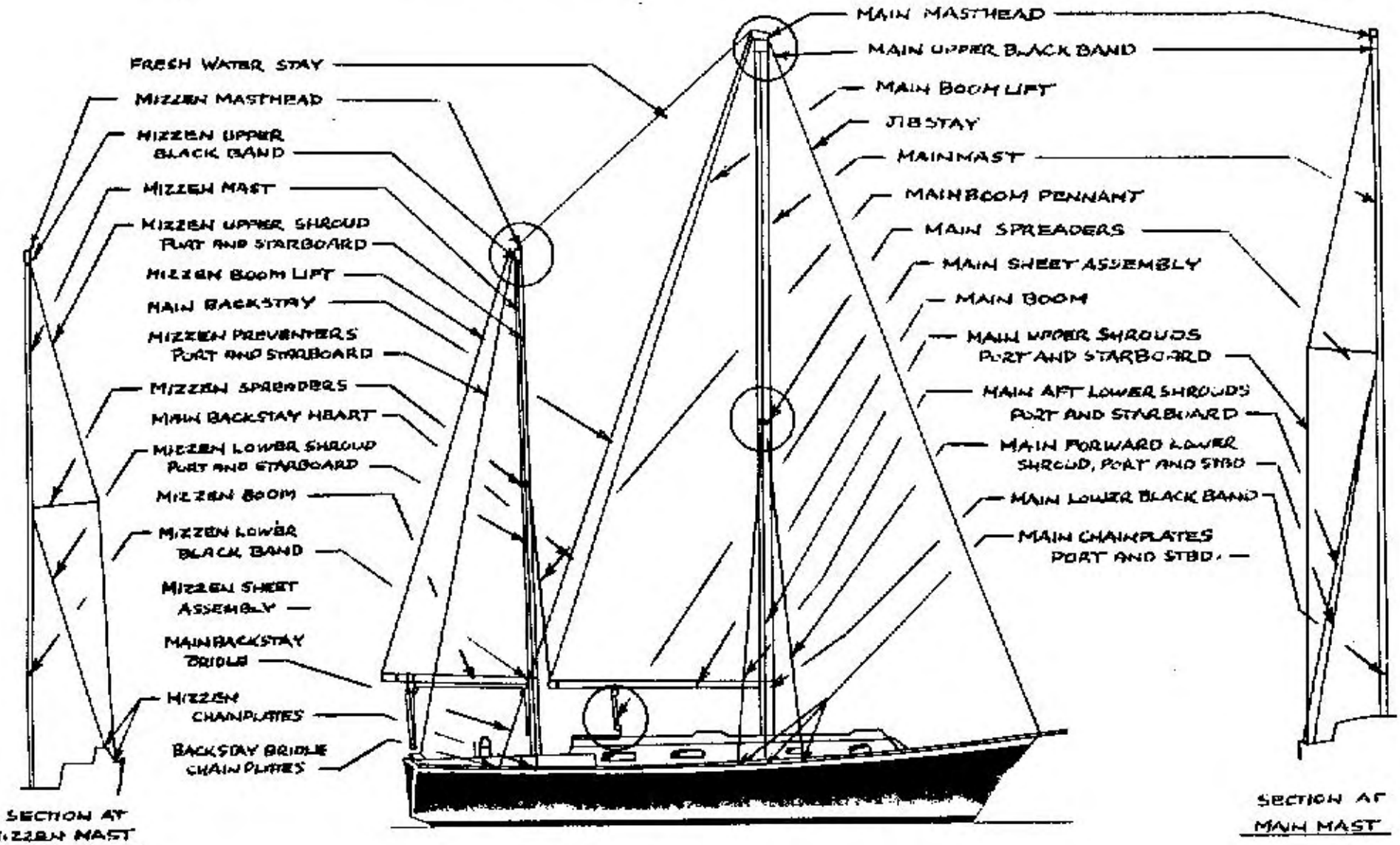
KEY DIAGRAM FOR RIGGING SCHEMATICS



PROFILE VIEW

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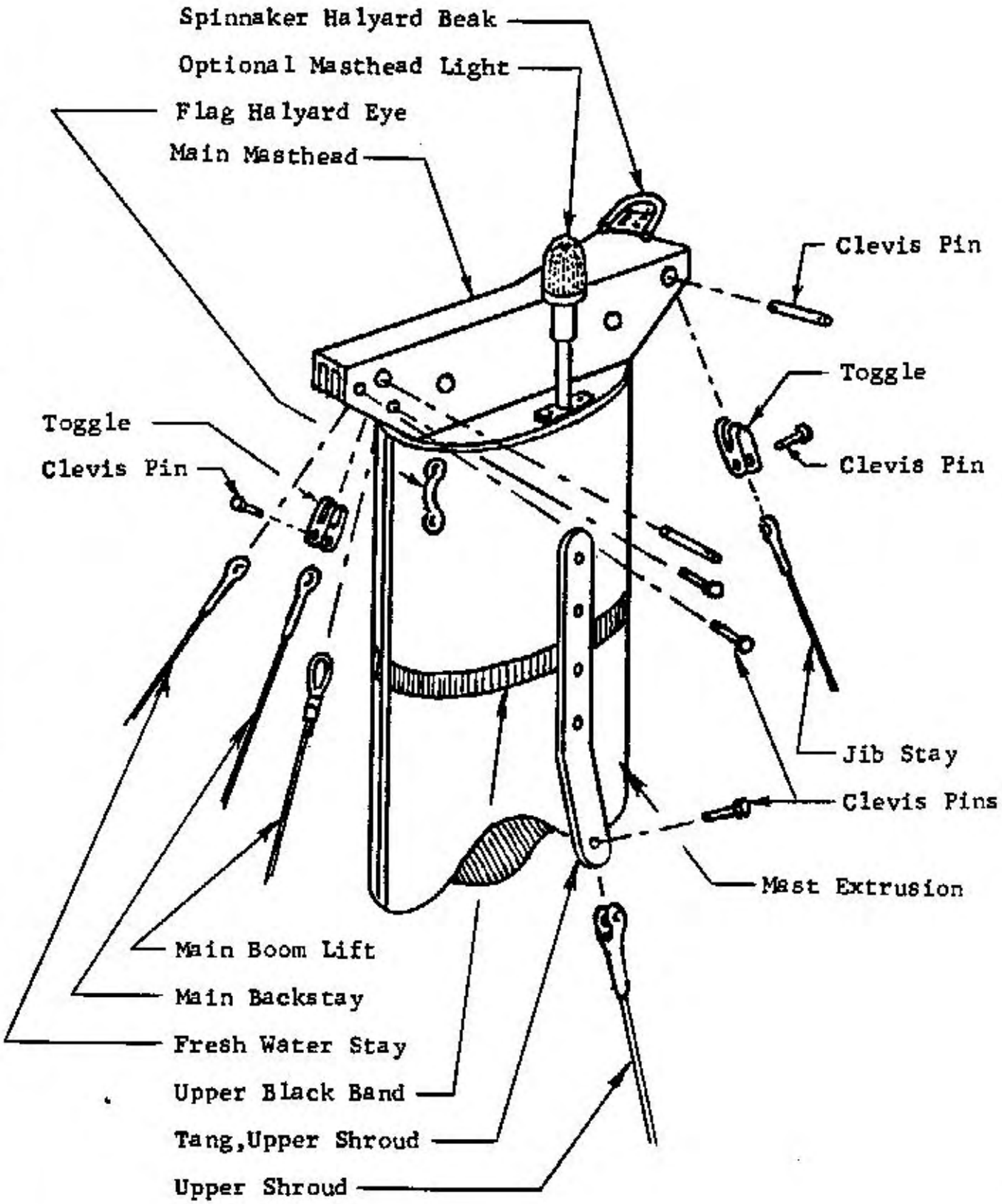
MAIN MASTHEAD



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SECTION VII: FUELING

WHEN PREPARING TO TAKE ON FUEL, THE FOLLOWING SAFETY PRECAUTIONS SHOULD BE FOLLOWED AT ALL TIMES:

1. APPROACH THE FUELING DOCK AT A REASONABLE SPEED TO ELIMINATE WAVES AND INSURE CONTROL OF YOUR BOAT. HAVE CONSIDERATION FOR OTHERS WHO MAY BE TAKING ON FUEL AND PROVISIONS.
2. PROPERLY SECURE BOAT TO DOCK USING BOW, STERN AND SPRING LINES.
3. CLOSE ALL HATCHES AND PORTS.
4. DO NOT SMOKE.
5. SHUT OFF ALL EQUIPMENT...ENGINE, GENERATOR, STOVE, CABIN HEATER, RADIOS, LIGHTS, ETC.
6. IF PRACTICABLE, ALL PERSONNEL NOT INVOLVED IN FUELING SHOULD LEAVE THE BOAT.
7. KEEP FIRE EXTINGUISHER HANDY.
8. REMOVE FILL PLATE USING SPANNER WRENCH PROVIDED, AND CHECK THE FUEL GAUGE THROUGH THE CLEAR DECK PLATE IN THE COCKPIT SOLE TO DETERMINE FUEL REQUIREMENTS. DO NOT USE HAMMER AND SCREWDRIVER TO REMOVE PLATE. IT MAY CAUSE A SPARK AND GOUGE THE PLATE.
9. PLACE THE NOZZLE OF THE FUEL HOSE IN THE FILL PIPE. KEEP IT IN CONTACT WITH THE DECK PLATE RIM TO AVOID A STATIC ELECTRIC CHARGE.

10. FILL SLOWLY. DO NOT OVERFILL. MARINE FUEL EXPANDS WITH AN INCREASE IN TEMPERATURE. THEREFORE, FILL ONLY TO APPROXIMATELY 95% CAPACITY.
11. IF YOU CANNOT SEE THE DIESEL PUMP, ASK THE ATTENDANT OR A CREW MEMBER TO CALL OUT THE GALLONAGE.
12. AFTER FUELING, REPLACE FILL PLATE AND WASH UP ANY SPILLAGE. GO BELOW DECK AND CHECK FOR FUMES OR LEAKAGE. CHECK BILGE. IF EITHER FUMES OR LIQUID DIESEL OIL 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. ONLY AFTER YOU ARE TOTALLY SATISFIED THAT NO POTENTIALLY DANGEROUS CONDITION EXISTS, LEAVE THE FUEL DOCK. BE CONSIDERATE OF YOUR FELLOW YACHTMEN.
16. IN THE EVENT OF SERIOUS SPILLAGE, STOP FUELING IMMEDIATELY. REPLACE FILL PLATE, NOTIFY ATTENDANT SO HE MAY WARN OTHERS AND WASH DOWN THOROUGHLY UNTIL ALL TRACES OF FUMES OR FUEL HAVE DISAPPEARED.
17. DO NOT FUEL DURING ELECTRICAL STORMS.

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SECTION VIII: ENGINE OPERATING INSTRUCTIONS

MAIN ENGINE:

FOR MORE COMPLETE OPERATING INSTRUCTIONS, MAINTENANCE PROCEDURE, ETC., REFER TO ENGINE MANUAL PROVIDED BY ENGINE MANUFACTURER.

BEFORE STATING THE ENGINE:

1. LIFT HATCH IN CABIN FLOOR NEXT TO ICE BOX. OPEN THE SEA WATER INTAKE VALVE LOCATED ON STARBOARD SIDE OF HULL.
2. CHECK OIL LEVEL IN V-DRIVE UNIT. DIPSTICK IS ON STARBOARD SIDE OF V-DRIVE HOUSING.
3. CHECK HOSES AND CONNECTIONS RUNNING FROM SEA WATER INTAKE VALVE TO INTERNAL STRAINER, TO V-DRIVE AND FROM V-DRIVE TO MAIN ENGINE.

CHECK THE BILGE AREA BELOW THE V-DRIVE FOR OIL AND WATER. IF YOU FIND OIL, DO NOT PUMP OVERBOARD, BUT REMOVE USING A HAND PUMP AND TAKE ASHORE FOR PROPER DISPOSAL. DETERMINE WHERE OIL IS COMING FROM BEFORE OPERATING ENGINE. IF BILGE HAS CLEAN WATER, YOU MAY WANT TO PUMP. NOTE: BILGE WATER IN THIS AREA WILL NORMALLY COME FROM:

A. CONDENSATION
B. STUFFING BOX FOR PROPELLER SHAFT. NOTE: STUFFING BOX SHOULD HAVE A SLOW DRIP TO INSURE PROPER WATER LUBRICATION.

BEFORE STARTING THE ENGINE...CONT'D.

4. CHECK MAIN ENGINE OIL LEVEL. ACCESS TO DIPSTICK IS GAINED THROUGH SMALL ACCESS DOOR LOCATED UNDER GALLEY SINK ON FACE OF DIAGONAL PARTITION.
5. CHECK WATER LEVEL IN EXPANSION TANK WHICH IS LOCATED AT FORWARD END OF STARBOARD SEAT LOCKER. SEE ENGINE MANUAL FOR WATER LEVEL REQUIREMENTS. IF TANK NEEDS REPLENISHMENT, USE FRESH WATER MIXED 50-50 WITH ANTIFREEZE TO HELP PREVENT RUST AND LUBRICATE THE PUMP.

TO START ENGINE:

1. CHECK FOR BILGE FUMES. THE BEST GAUGE IS YOUR NOSE. IF FUMES OR LIQUID FUEL ARE PRESENT IN ANY FORM, DO NOT START ENGINE, SMOKE, USE ELECTRICAL APPLIANCES OR LIGHT THE STOVE. CORRECT THE SITUATION AND THEN PROCEED.
2. TURN THE BATTERY DISCONNECT SWITCH. WITH THE TWO-BATTERY SYSTEM, TURN THE BATTERY DISCONNECT SWITCH TO THE 1 OR 2 OR "BOTH" POSITION. THIS SWITCH WILL SELECT THE BATTERY OF YOUR CHOICE, OR, IF NECESSARY, BOTH BATTERIES.
3. RUN THE BILGE BLOWER FOR AT LEAST FIVE (5) MINUTES. IF THERE ARE NO FUMES PRESENT, PLACE CLUTCH IN NEUTRAL AND TURN ON IGNITION KEY LOCATED ON STARBOARD SIDE OF COMPANIONWAY OPENING.
4. THE PREHEAT AND START BUTTONS ARE LOCATED ON THE STARBOARD FACE OF THE COCKPIT WELL JUST AFT OF THE SAIL LOCKER. THE BLACK PULL KNOB FOR STOPPING THE ENGINE (CUTS OFF FUEL SUPPLY)

BEFORE STARTING THE ENGINE...CONT'D.

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TO START ENGINE...CONT'D.

IS LOCATED INSIDE THE STARBOARD SAIL LOCKER HATCH, ON THE SAME MOUNT AS THE EXPANSION TANK AND JUST AFT OF IT.

5. WITH THE KEY ON, PREHEAT THE ENGINE BY DEPRESSING THE PREHEAT BUTTON FOR 30-40 SECONDS OR LONGER IF EXTREMELY COLD.
6. DEPRESS START BUTTON. ENGINE SHOULD START AFTER A FEW REVOLUTIONS. WHEN THE ENGINE IS CRANKED, THE ALARM BELL FOR HIGH WATER TEMPERATURE OR LOW OIL PRESSURE WILL SOUND.
7. WITH ENGINE RUNNING, THE ALARM BELL SHOULD STOP RINGING. IF NOT, STOP ENGINE IMMEDIATELY BY PULLING OUT BLACK KNOB LOCATED BELOW START BUTTON. DETERMINE THE CAUSE FOR THE ALARM SOUNDING BEFORE STARTING THE ENGINE.
8. LET ENGINE IDLE FOR A FEW MOMENTS ALLOWING THE OIL PRESSURE TO BUILD UP AND THE WATER TEMPERATURE TO RISE TO NORMAL OPERATING TEMPERATURES.
9. LEAVE BILGE BLOWER ON UNTIL UNDERWAY.

OPERATION UNDER POWER:

REFER TO ENGINE MANUAL FOR PROPER OPERATION DURING BREAK-IN PERIOD.

DURING THE FIRST FEW DAYS OF OPERATION UNDER POWER IS AN EXCELLENT TIME TO LEARN THE HANDLING CHARACTERISTICS OF THE 365. CHOOSE AN AREA OF OPEN WATER PUTTING THE BOAT THROUGH THE FOLLOWING MANEUVERS:

1. TURNS BOTH UNDERWAY AND FROM A STOPPED CONDITION.
2. BACKING.

3. HOW LONG IT TAKES TO STOP.

REMEMBER SUCCESSFUL BOAT HANDLING ONLY COMES FROM PERSONAL EXPERIENCE WITH YOUR OWN BOAT. AT ALL TIMES CARRY OUT THESE MANEUVERS, DOCKING AND UNDOCKING WITH MODERATE POWER AND CONTROLLED SPEEDS.

TO STOP THE ENGINE:

1. SHIFT INTO NEUTRAL AND REDUCE ENGINE R.P.M. TO IDLE.
2. PULL OUT BLACK STOP KNOB. THIS SHUTS OFF FUEL SUPPLY TO ENGINE CAUSING IT TO STOP. NOTE: AFTER ENGINE HAS STOPPED, ALWAYS PUSH KNOB IN SO THAT ENGINE CAN BE STARTED AGAIN.
3. AFTER ENGINE STOPS, TURN OFF IGNITION KEY LOCATED ON STARBOARD SIDE OF COMPANIONWAY.

NOTE: IF ENGINE HAS BEEN IN OPERATION FOR A LONG PERIOD, LET IT IDLE FOR A FEW MOMENTS BEFORE SHUTTING DOWN. TO REDUCE HEAT BUILD-UP IN ENGINE COMPARTMENT, OPEN SAIL LOCKER HATCH AND TURN ON BLOWER FOR A FEW MOMENTS.

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SECTION IX: FUEL SYSTEM

THE FILL PIPE TO THE FUEL TANK IS LOCATED ON THE STARBOARD SIDE DECK JUST FORWARD OF THE COCKPIT COAMING. THE DECK PLATE IS A FLUSH-MOUNTED SCREW TYPE AND IS CLEARLY LABELED GAS OR DIESEL DEPENDING ON THE ENGINE. 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 STAIRCASE. 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^{0}).

THE FUEL 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 ELECTRIC AND MANUAL 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.

THE DIESEL ENGINE INSTALLATION INCLUDES A RETURN LINE TO CARRY EXCESS FUEL FROM THE DISCHARGE OF THE FUEL PUMP BACK TO THE TANK.

ALSO THERE ARE TWO FUEL FILTERS, ONE INTEGRAL WITH THE ENGINE AND ONE INSTALLED IN THE FUEL SUPPLY.

(DIAGRAMS OF FUEL SYSTEMS FOLLOW)

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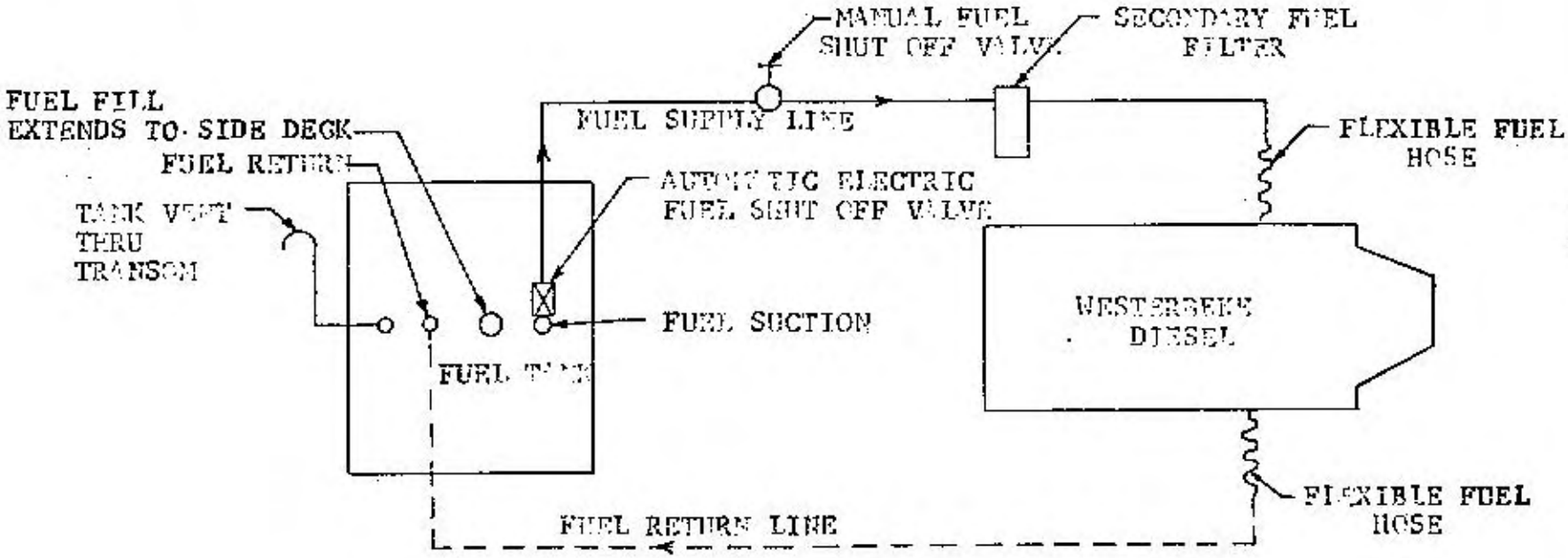
FUEL SYSTEMS SCHEMATIC



PEARSON YACHTS DIVISION OF GRUMMAN ALLIED INDUSTRIES, INC.
DWG.# 2157 3-12-75

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SECTION X: ENGINE COOLING SYSTEM

PLEASE REFER TO YOUR ENGINE OPERATING MANUAL FOUND AMONG THE SHIP'S PAPERS, FOR A COMPLETE DISCRIPTION OF THE COOLING SYSTEM.

THE ENGINE COOLING WATER INTAKE, VALVE AND IN LINE STRAINER ARE LOCATED ON THE STARBOARD SIDE OF THE KEEL. COOLING WATER FLOWS THROUGH THE COOLING CIRCUIT OF THE ENGINE AND IS THEN DISCHARGED INTO THE EXHAUST ELBOW LOCATED ABAFT THE AFT CABIN BULKHEAD, AND ACCESSIBLE THROUGH THE STARBOARD COCKPIT LOCKER.

THERE IS A SCOOP STRAINER ON THE OUTSIDE OF THE HULL (STARBOARD SIDE) THAT INSURES ADEQUATE WATER FLOW. THIS STRAINER SHOULD BE CLEANED FREQUENTLY - IT COLLECTS MATERIAL AND HENCE REDUCES THE WATER FLOW TO THE ENGINE. IT IS LOCATED IN THE BILGE ON THE STARBOARD SIDE JUST AFT OF THE V-DRIVE. ALWAYS CLOSE THE RAW WATER INTAKE BEFORE SERVICING THE STRAINER.

NOTE: IT IS RECOMMENDED THAT THE INTAKE VALVE BE CLOSED WHEN THE BOAT IS TO BE LEFT UNATTENDED FOR AN EXTENDED PERIOD.

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SECTION XI : FRESH WATER SYSTEM

THERE ARE THREE (3) SEPARATE WATER TANKS WITH A TOTAL CAPACITY OF APPROXIMATELY 150 GALLONS. HOT AND COLD PRESSURE WATER IS SUPPLIED TO THE GALLEY SINK, WASH BASIN, AND SHOWER. IN ADDITION, A MANUAL FOOT PUMP IS PROVIDED AT THE GALLEY SINK.

THE TANKS ARE LOCATED PORT AND STARBOARD UNDER THE MAIN CABIN BERTHS AND UNDER THE V-BERTH FORWARD. ACCESS TO THE TANK CONNECTIONS IS THROUGH TRAPS UNDER THE BERTH CUSHIONS.

TANK FILLS ARE LOCATED ON DECK (MARKED WATER) LOCATED AS FOLLOWS:

A. PORT AND STARBOARD TANKS OUTBOARD NEAR MAIN MAST.
B. FORWARD TANK ON FORE DECK.

A CLEAR PLASTIC INSPECTION PLATE IS LOCATED ON THE TOP OF EACH TANK, MAKING IT POSSIBLE TO DETERMINE THE AMOUNT OF WATER IN THE TANK AND TO FACILITATE CLEANING.

CAUTION: DO NOT OVERFILL TANKS. FILLING ABOVE THE LEVEL OF THE TANK TOPS WILL SUBJECT THE TANKS TO EXCESSIVE HYDROSTATIC PRESSURE.

TANK SELECTION:

EACH TANK HAS ITS OWN SELECTOR VALVE LOCATED UNDER THE GALLEY SINK (SEE DIAGRAM). ONLY ONE VALVE SHOULD BE OPEN AT A TIME. TO OPEN THE VALVE, TURN IT COUNTER-CLOCKWISE UNTIL IT STOPS, THEN CLOSE IT ABOUT 1/4 TURN.

FOOT PUMP OPERATION:

OPEN THE FOOT PUMP SELECTOR VALVE LOCATED UNDER GALLEY SINK. DEPRESS FOOT PUMP PEDAL LOCATED ON FACE OF GALLEY COUNTER TO OBTAIN WATER.

PRESSURE SYSTEM OPERATION:

CLOSE FOOT PUMP SELECTOR VALVE. TURN SPARE SWITCH ON DISTRIBUTION PANEL TO ON POSITION. DEPRESS PRESSURE PUMP PRIMING BUTTON LOCATED ON GALLEY BULKHEAD NEAR SINK. THIS WILL START PRESSURE PUMP. WITH BUTTON DEPRESSED, OPEN ONE FAUCET UNTIL A STEADY STREAM OF WATER APPEARS, THEN CLOSE THE FAUCET AND REPEAT THE PROCEDURE WITH THE OTHER FAUCET. WITH BOTH FAUCETS CLOSED, KEEP THE BUTTON DEPRESSED UNTIL PUMP STOPS AUTOMATICALLY.

NOTE: IF PUMP CONTINUES TO RUN AND A STEADY STREAM DOES NOT TAKE PLACE, TANK MAY BE NEARLY EMPTY. SELECT ANOTHER TANK AND REPEAT PRIMING PROCEDURES.

TANK USAGE:

FOR EXTENDED CRUISING, YOU WILL PROBABLY WANT TO FILL ALL THREE TANKS. TO HELP MAINTAIN PROPER TRIM, WE SUGGEST WATER BE DRAWN FROM THE TANKS IN THE FOLLOWING SEQUENCE.

1. BOW TANK.
2. PORT TANK.
3. STARBOARD TANK.

HOT WATER HEATER:

THIS UNIT IS LOCATED AT THE FORWARD END OF THE STARBOARD SAIL LOCKER (SEE SEPARATE LITERATURE FOR OPERATION AND MAINTENANCE). HOT WATER IS PRODUCED IN TWO WAYS:

A. BY RUNNING THE MAIN ENGINE, PART OF ITS COOLING WATER PASSES THROUGH A COIL IN THE HEATER TANK, HEATING THE WATER IN THE TANK.

B. IF THE BOAT IS WIRED FOR DOCK SIDE ELECTRICITY, AN ELECTRICAL HEATING ELEMENT IN THE TANK WILL HEAT THE WATER.

PRESSURE PUMP:

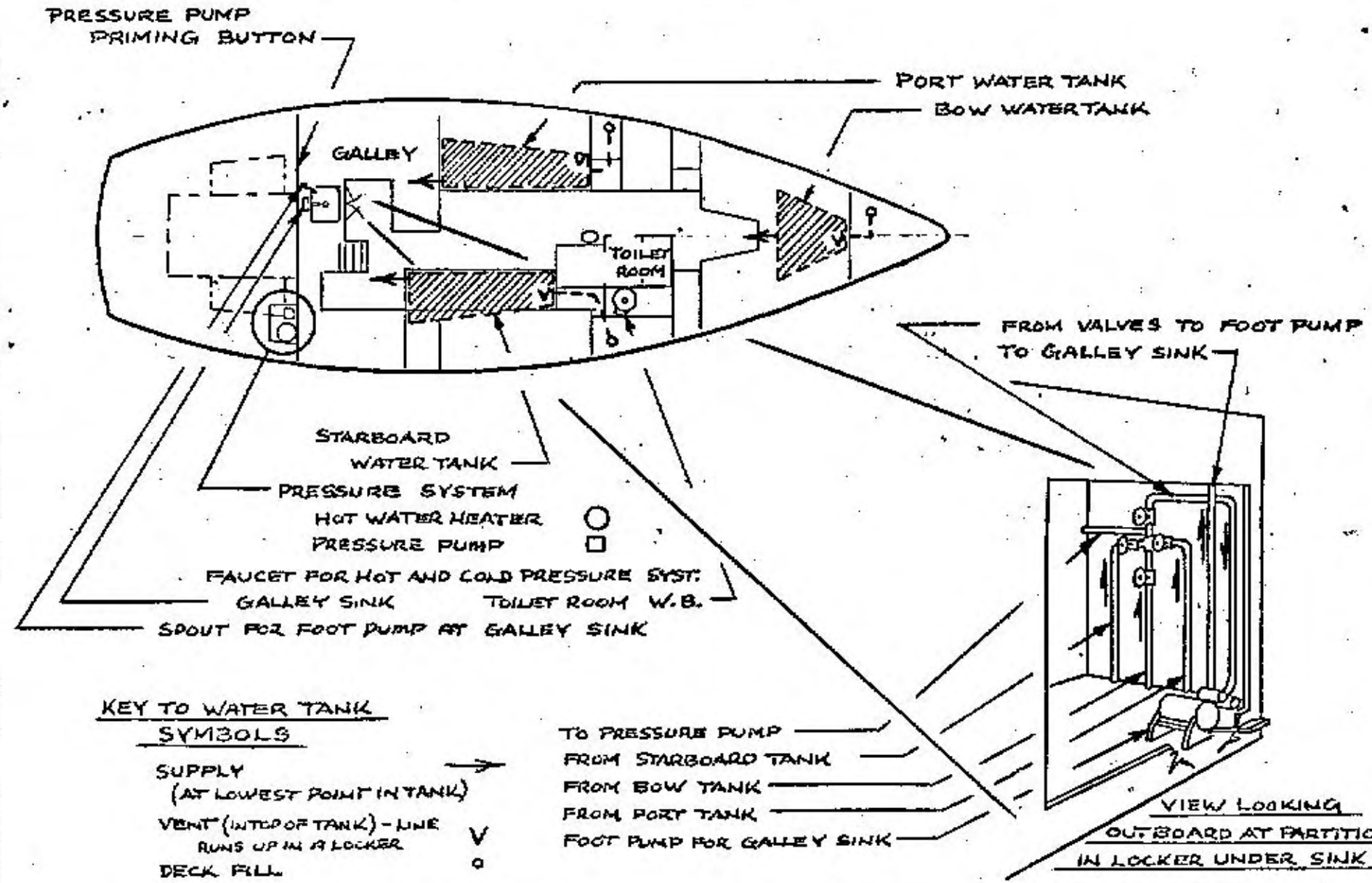
THIS PUMP IS LOCATED AT THE FORWARD END OF THE STARBOARD SAIL LOCKER. (SEE SEPARATE LITERATURE FOR OPERATION AND MAINTENANCE.)

- ADDENDUM -

FRESH WATER SYSTEM

Your boat is supplied with a deck mounted fresh water fill. The tank is fitted with an inspection plate. Excessive pressure can be placed on the tank leaving water in the fill pipe. Use caution when filling the water tank. Do not fill above the tank. Be sure to check the water level at the inspection plate in order to preclude overfilling.

FRESH WATER SYSTEM SCHEMATIC



PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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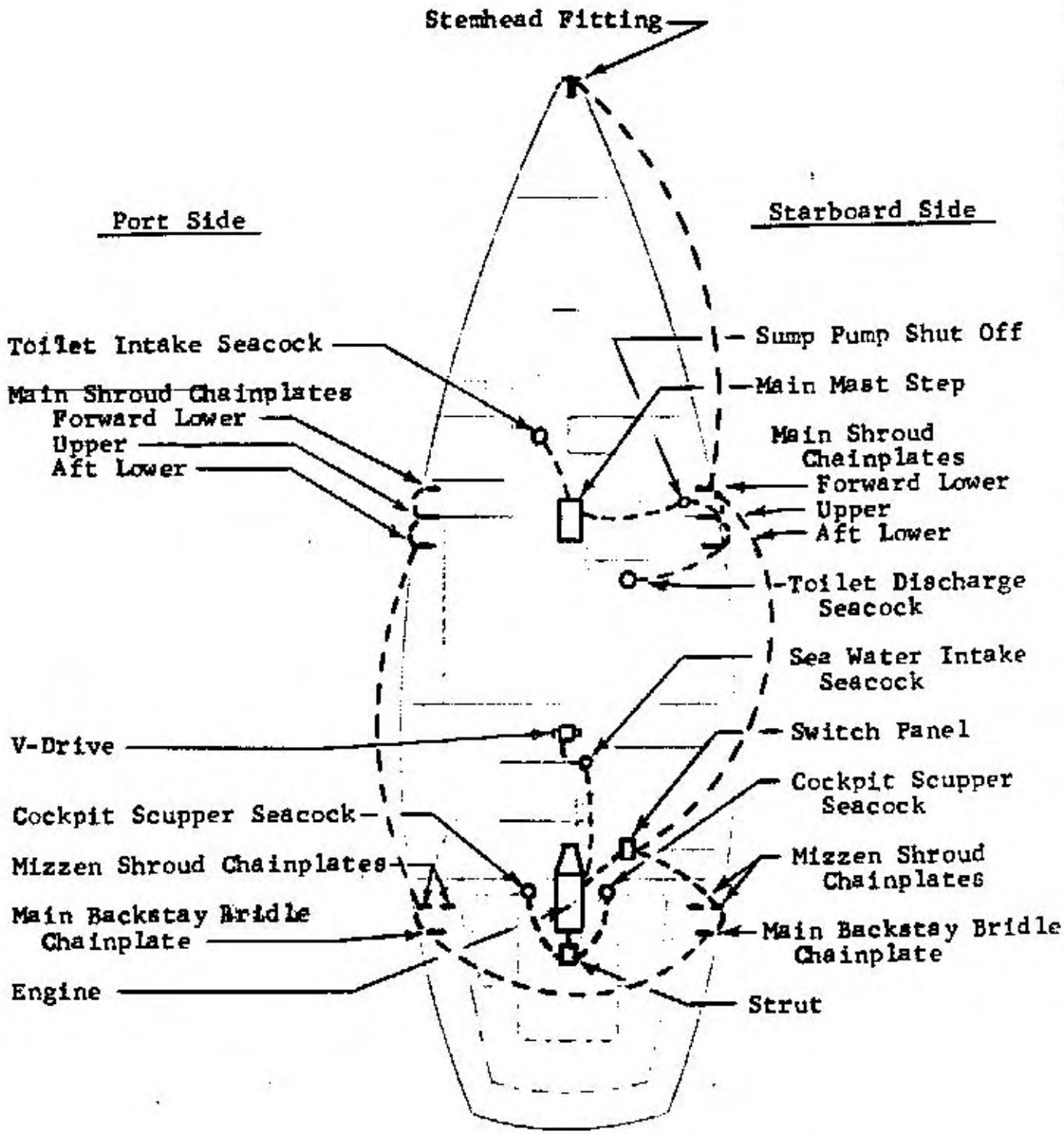
SECTION XII: BILGE SYSTEM

THE LOW POINT OF THE BILGE IS LOCATED AFT OF THE BALLAST KEEL. ACCESS TO THIS AREA IS THROUGH THE CABIN SOLE HATCH NEXT TO THE ICE BOX.

BILGE SUCTION HOSE WITH STRAINER IS LOCATED IN THE BILGE SUMP AREA. THE BILGE PUMP IS LOCATED IN THE STARBOARD AFT END OF THE COCKPIT. BILGE PUMP DISCHARGE IS IN THE TRANSOM, STARBOARD SIDE.

PERIODICALLY LIFT THE SUCTION HOSE AND CLEAR THE STRAINER OF ANY FOREIGN MATERIAL.

BONDING SYSTEM SCHEMATIC



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SECTION XIII: ELECTRICAL SYSTEM

TO PROVIDE ELECTRICAL POWER TO THE VARIOUS CIRCUITS, TURN ON THE MASTER SWITCH LOCATED ON THE AFT BULKHEAD NEAR THE GALLEY SINK. 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: <u>DO NOT CHANGE POSITION OF BATTERY SWITCH WHILE ENGINE IS RUNNING</u>. TO DO SO WILL BURN OUT THE DIODES ON THE ALTERNATOR.

A GOOD PROCEDURE TO FOLLOW IS TO CHARGE BOTH BATTERIES (ALL POSITION) WHILE RUNNING UNDER POWER; THEN WHEN THE ENGINE IS SHUT DOWN, TURN TO POSITION 1 OR 2. AS A SIMPLE REMINDER, USE THE DATE, EVEN DAYS, POSITION 2; ODD DAYS, POSITION 1.

WITH THE MASTER SWITCH ON, GO TO THE DISTRIBUTION PANEL LOCATED ON THE AFT SIDE OF THE CABIN TRUNK PORT SIDE. TURNING THE TOGGLE SWITCHES TO THE ON POSITION WILL ENERGIZE THE VARIOUS CIRCUITS SUCH AS CABIN LIGHTS, INSTRUMENTS, ETC. WHEN LEAVING THE BOAT FOR EXTENDED PERIODS OF TIME, TURN OFF THE MASTER SWITCH AND THE TOGGLE SWITCHES ON THE DISTRIBUTION PANEL.

SECTION XIII...CONT'D

Optional Shore Power:

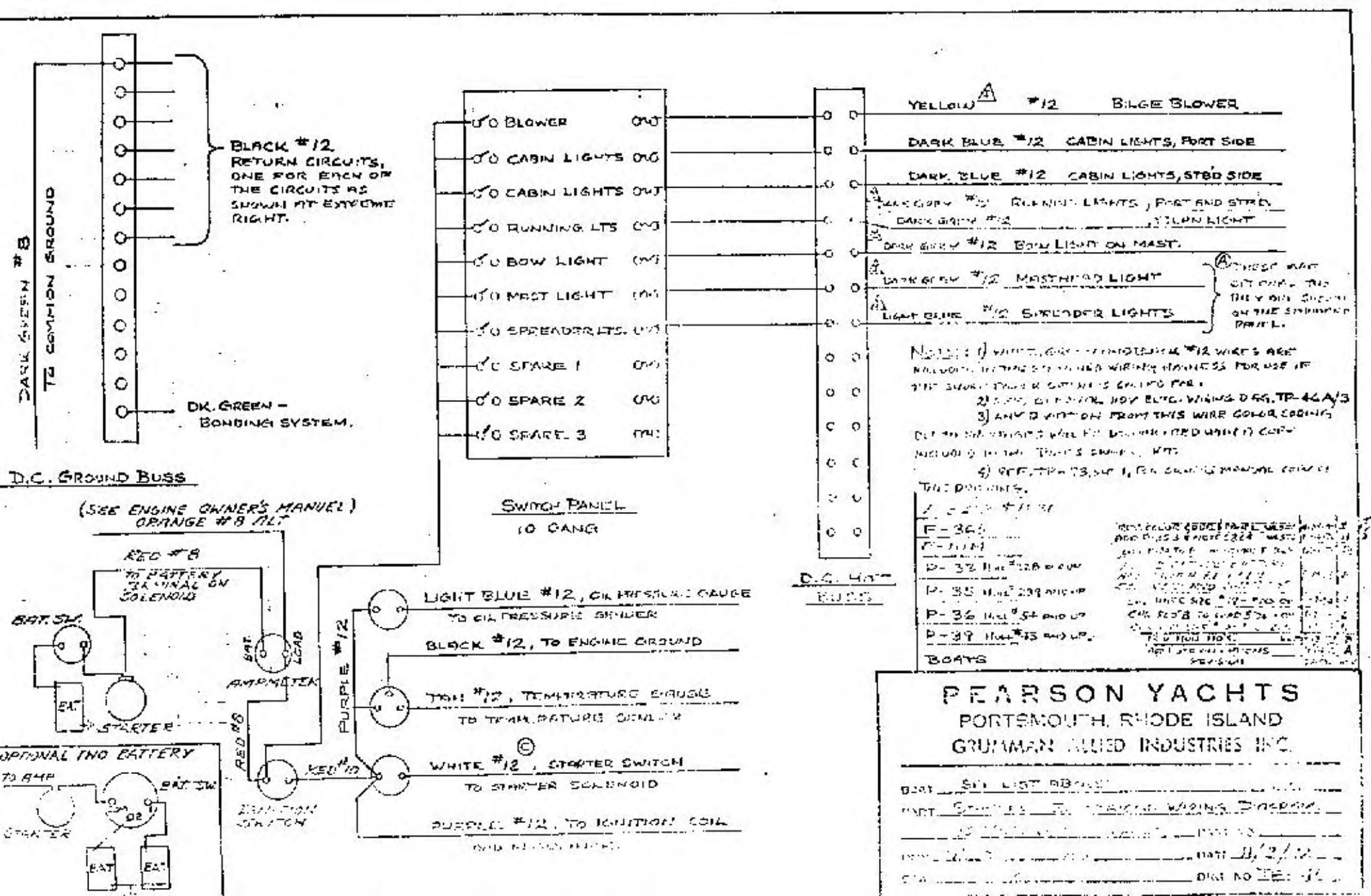
Two 110 volt AC outlets are provided - one in the galley, the other in the toilet room.

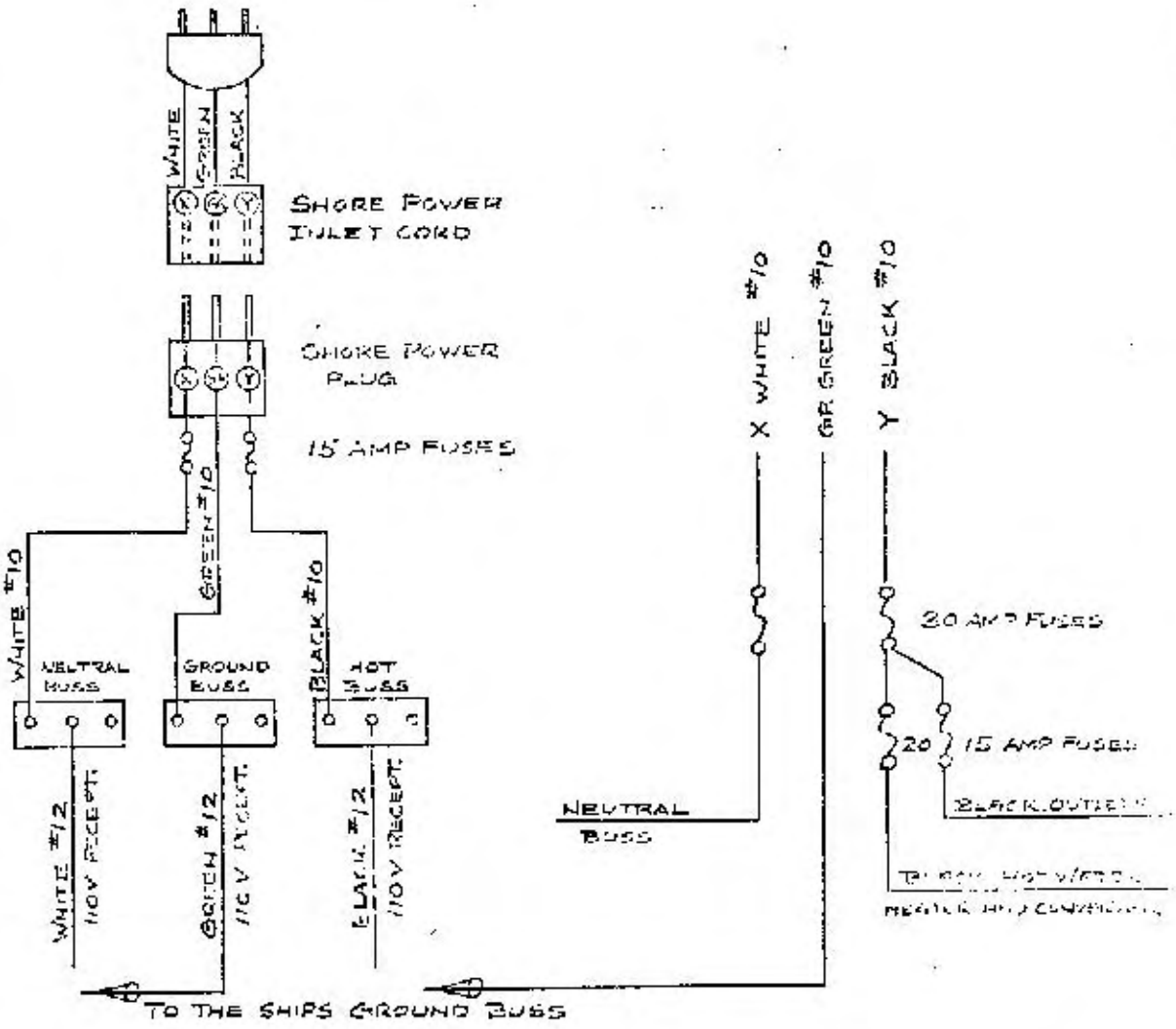
The shore power receptacle is located in the cockpit. (Power cord to be provided by owner.)

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

The circuit is protected by two 30 amp. fuses located on the electrical control center on the main engine room bulkhead, through starboard sail locker.

(DIAGRAM OF ELECTRICAL DISTRIBUTION FOLLOWS)


DARK GREEN #8
TO COMMON GROUND
BLACK #12, RETURN CIRCUITS, ONE FOR EACH OF THE CIRCUITS AS SHOWN AT EXTREME RIGHT.
DK. GREEN – BONDING SYSTEM.
D.C. GROUND BUSS
(SEE ENGINE OWNER'S MANUEL)
ORANGE #8 ALT
RED #8
TO BATTERY TERMINAL ON SOLENOID
BAT SW.
BAT.
LOAD
AMMETER
BAT.
STARTER
OPTIONAL TWO BATTERY
TO 8HP
BAT SW
STARTER
BAT
BAT
RED #8
PURPLE #12
IGNITION SWITCH
RED #10
SWITCH PANEL
10 GANG
BLOWER
CABIN LIGHTS
CABIN LIGHTS
RUNNING LTS
BOW LIGHT
MAST LIGHT
SPREADER LTS.
SPARE 1
SPARE 2
SPARE 3
D.C. HOT BUSS
YELLOW #12 BILGE BLOWER
DARK BLUE #12 CABIN LIGHTS, PORT SIDE
DARK BLUE #12 CABIN LIGHTS, STBD SIDE
DARK GREEN #12 RUNNING LIGHTS, PORT AND STBD.
DARK GREEN #12 STERN LIGHT
DARK GREEN #12 BOW LIGHT ON MAST.
DARK GREEN #12 MASTHEAD LIGHT
LIGHT BLUE #12 SPREADER LIGHTS
LIGHT BLUE #12, OIL PRESSURE GAUGE
TO OIL PRESSURE SENDER
BLACK #12, TO ENGINE GROUND
TAN #12, TEMPERATURE GAUGE
TO TEMPERATURE SENDER
WHITE #12, STARTER SWITCH
TO STARTER SOLENOID
PURPLE #12, TO IGNITION COIL
TWO BOATS.
BOATS
PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.
DATE 11/2/72



WITHOUT
HOT WATER HEATER

WITH
HOT WATER HEATER

NOTE: 1/ THE WHITE, GREEN AND BLACK WIRES FOR THE 110V SYSTEM ARE INCLUDED AS PART OF THE STANDARD WIRING HARNESS.
2/ ANY DIVIATION FROM THIS WIRE COLOR CODING DUE TO SHORTAGES WILL BE DOCUMENTED WITH A COPY INCLUDED IN THE BOATS OWNERS KIT.
3/ SEE TP-72, SHEET 1, FOR OWNERS MANUAL COPY OF THIS DRAWING.

P-28A
P-34S
P-10M
P-33 HULL #228 AND UP
P-35 HULL #229 AND UP
P-36 HULL #54 AND UP
P-39 HULL #43 AND UP
BOATS

REVISIONS

PEARSON YACHTS
PORTSMOUTH, RHODE ISLAND
GRUMMAN ALLIED INDUSTRIES INC.

COAT SEE HST ABOVE CHIEF
PART OPTIONAL 110V ELECTRICAL WIRING DIAGRAM PART NO.
DRN. WLSET APD. DATE 11/9/74
SCALE NONE DRG. NO. TP-72-10

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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SECTION XIV: WATER CLOSET, SINK, COCKPIT AND DECK SCUPPERS

INTAKE SEACOCK IS LOCATED UNDER CABIN SOLE UNDER SMALL HATCH IN PASSAGEWAY LEADING TO FORWARD CABIN. DISCHARGE SEACOCK IS LOCATED AT FORWARD END OF STARBOARD MAIN CABIN BERTH. TO REACH THE VALVE, LIFT SEAT CUSHIONS AND ACCESS TRAP IN BERTH TOP.

NOTE: SEACOCKS ARE OPEN WHEN VALVE HANDLES ARE IN LINE WITH HOSE COMING FROM VALVE.

THE SEACOCKS SHOULD BE GREASED PERIODICALLY TO INSURE FREE OPERATION AND WATER TIGHTNESS.

CLOSE BOTH VALVES WHEN LEAVING THE BOAT FOR ANY PERIOD OF TIME.

SINK DRAIN:

THE SINK DISCHARGES INTO THE PORT COCKPIT SCUPPER.

COCKPIT SCUPPERS:

BOTH SCUPPERS ARE FITTED WITH SEACOCKS. ACCESS TO THESE VALVES IS THROUGH THE SAIL LOCKER HATCHES.

DECK SCUPPERS:

THERE ARE TWO DECK SCUPPERS; PORT AND STARBOARD, THAT DISCHARGE AT THE BOOT TOP.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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SECTION XV: SUMP PUMP

THE WASH BASIN AND SHOWER PAN DRAINS DIRECTLY TO AN ELECTRIC SUMP PUMP. TO TURN THE SUMP ON, PLACE SPARE SWITCH ON DISTRIBUTION PANEL TO ON POSITION. A SECOND SWITCH LOCATED NEAR THE WASH BASIN CONTROLS THE PUMP OPERATION.

WHEN DRAINING THE WASH BASIN, TURN THE SWITCH ON UNTIL ALL WATER HAS BEEN PUMPED OVERBOARD.

WHEN USING THE SHOWER, TURN THE PUMP ON AND LET IT RUN UNTIL YOU HAVE FINISHED SHOWERING.

THE SUMP PUMP IS LOCATED UNDER THE CABIN SOLE NEAR THE MAIN MAST AND DISCHARGES THROUGH A GATE VALVE LOCATED UNDER THE WASH BASIN LOCKER.

PEARSON YACHTS

OWNER's GUIDE AND PROTECTION PLAN

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SECTION XVI: OPTIONAL EQUIPMENT

1. STOVE: PLEASE REFER TO MANUFACTURER'S LITERATURE BEFORE OPERATING. ALL STOVES ARE ALCOHOL FUELED FOR YOUR SAFETY.

   (WATER WILL EXTINGUISH AN ALCOHOL FIRE.)

   THE ALCOHOL TANK IS LOCATED ON THE STARBOARD SIDE IN A LOCKER BESIDE THE WET LOCKER. THE TANK IS LOCATED AWAY FROM THE STOVE AS A SAFETY PRECAUTION. SHOULD YOU EXPERIENCE A DANGEROUS FLARE-UP, SHUT OFF THE ALCOHOL SUPPLY 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.

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

2. FATHOMETER: PLEASE REFER TO MANUFACTURER'S LITERATURE PROVIDED.
3. SPEEDOMETER: 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 PROVIDED BY THE OWNER. FIRE ON BOARD A BOAT IS A VERY REAL AND SERIOUS HAZARD. FIRE EXTINGUISHERS OF THE SIZE AND TYPE RECOMMENDED BY THE UNITED STATES COAST GUARD SHOULD BE INSTALLED IMMEDIATELY.

EVEN MORE IMPORTANT THAT THE NUMBER OF EXTINGUISHERS IS THE LOCATION OF THE UNITS. THEY SHOULD BE LOCATED NEAR THE AREAS WHERE FIRE 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.

AS A GENERAL GUIDE WE RECOMMEND LOCATING FIRE EXTINGUISHERS IN THE FOLLOWING AREAS:

1 IN FORWARD CABIN

1 NEAR GALLEY

1 IN COCKPIT LOCKER ACCESSIBLE FROM OUTSIDE THE CABIN.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

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SECTION XVII: OPTIONAL EQUIPMENT

1. PROPANE (LPG.) STOVE: PLEASE REFER TO MANUFACTURER'S LITERATURE BEFORE OPERATING. NEVER USE FLAME TO CHECK FOR LEAKS.

CAUTION

L. KEEP CONTAINER VALVES CLOSED WHEN BOAT IS ANATTENDED. CLOSE THEM IMMEDIATELY IN ANY EMERGENCY.

2. BE SURE ALL APPLIANCE VALVES ARE CLOSED BEFORE OPENING CONTAINER VALVE.

3. ALWAYS APPLY LIT MATCH OR OTHER FLAME TO BURNER BEFORE OPENING BURNER VALVE.

4. CLOSE MASTER VALVE ON APPLIANCE WHENEVER APPLIANCE IS NOT IN USE.

5. TEST SYSTEM FOR LEAKAGE AT LEAST TWICE A MONTH AND AFTER ANY EMERGENCY IN ACCORDANCE WITH THE FOLLOWING PROCEDURE.

WITH APPLIANCE VALVES CLOSED, THE MASTER SHUTOFF VALVE ON THE APPLIANCE OPEN, AND WITH ONE CONTAINER VALVE OPEN, NOTE PRESSURE ON THE GAGE. CLOSE CONTAINER VALVE. IF THE PRESSURE DROPS, LOCATE LEAKAGE BY APPLICATION OF LIQUID DETERGENT OR SOAPY WATER SOLUTION AT ALL CONNECTIONS. REPEAT TEST FOR EACH CONTAINER IN MULTI-CONTAINER SYSTEM.

(DIAGRAM OF PROPANE SYSTEM FOLLOWS)

PROPANE OR L.P.G. SYSTEM
INSTALLATION SCHEMATIC