

PEARSON YACHTS

Pearson 26

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
PEARSON-26

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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

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SECTION II

NAME OF BOAT

REGISTRATION NO.

PORT OF CALL

OWNER'S NAME AND ADDRESS

RADIO TELEPHONE CALL NO.

26'-1-1/2"

LENGTH OVERALL

SAIL NUMBER

HULL NUMBER

21'-8" Designed

LENGTH WATERLINE

8'-8-1/4"

BEAM

4' 0"

DRAFT

5359#

DISPLACEMENT

2200#

BALLAST

35'-2" ABOVE DWL

MAST HEIGHT

10'-3"

HEIGHT ON CRADLE

Outboard (10 HP Maximum Recommended)

AUXILARY POWER

18 Gallons

WATER CAPACITY

The above data is approximate
and may vary from one boat to another

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, décor and quality of which he and his customers can be proud.

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

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

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

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

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

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

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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 and 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: Before launching, close the gate valve (by rotating handle clockwise) on the toilet intake and discharge lines. After launching, open both gate valves and check for water-tight integrity.

The rudder stock is made of marine grade aluminum alloy. It must not be painted directly with any type of anti-fouling bottom paint. We recommend that the exposed portion be kept clean and free from any coating. Per the following drawing, you'll note that the rudder stock is held in the fiberglass rudder tube by the two rudder bushings. While there is meant to be a clearance between the stock and the bushings, it may, since the bushings are designed to absorb wear, increase. When this occurs the bushings may be replaced.

The rudder stock in this area should be inspected periodically and, if necessary, recoated with material similar to that used by the factory. This must be done prior to the application of an anti-fouling bottom paint. Most all of the major marine paint manufacturers can provide comparable material and it should be available in the required small quantity at local marine stores.

Be sure to follow completely the manufacturer's instructions regarding surface preparation and the application of their product.

Be sure that all keel bolts are tight and that the coat of metal primer on the iron keel is intact. Where bare metal is showing, the area should be touched up with a product similar to Woolsey Epoxy Surfacing Primer, Grey #648 and #649 applying two to three coats as necessary. The bottom primer used over the surfacing primer and the hull is similar to Woolsey #728 and #729.

Check to be sure that the hose clamps are tight on the cockpit scuppers.

Main Boom Topping Lift: The wire lift has a thimble nicropressed to each end. A rope halyard is spliced to one of them and on the other is a stainless steel shackle, which is attached to the small hole in the aft end of the masthead center plate. In the rigging box is another stainless steel shackle which should be attached to one of the two straps on the aft end of the boom. The lanyard on the lower end of the topping lift wire should then be led through the shackle up through the thimble to which its other end is spliced and then made fast. The lanyard is run through the shackle instead of directly through the hole in the tang, in order to prevent possible chafing.

(Section VI: Launching & Rigging continued)

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 athwartships movement of the mast at the spreaders when sailing.

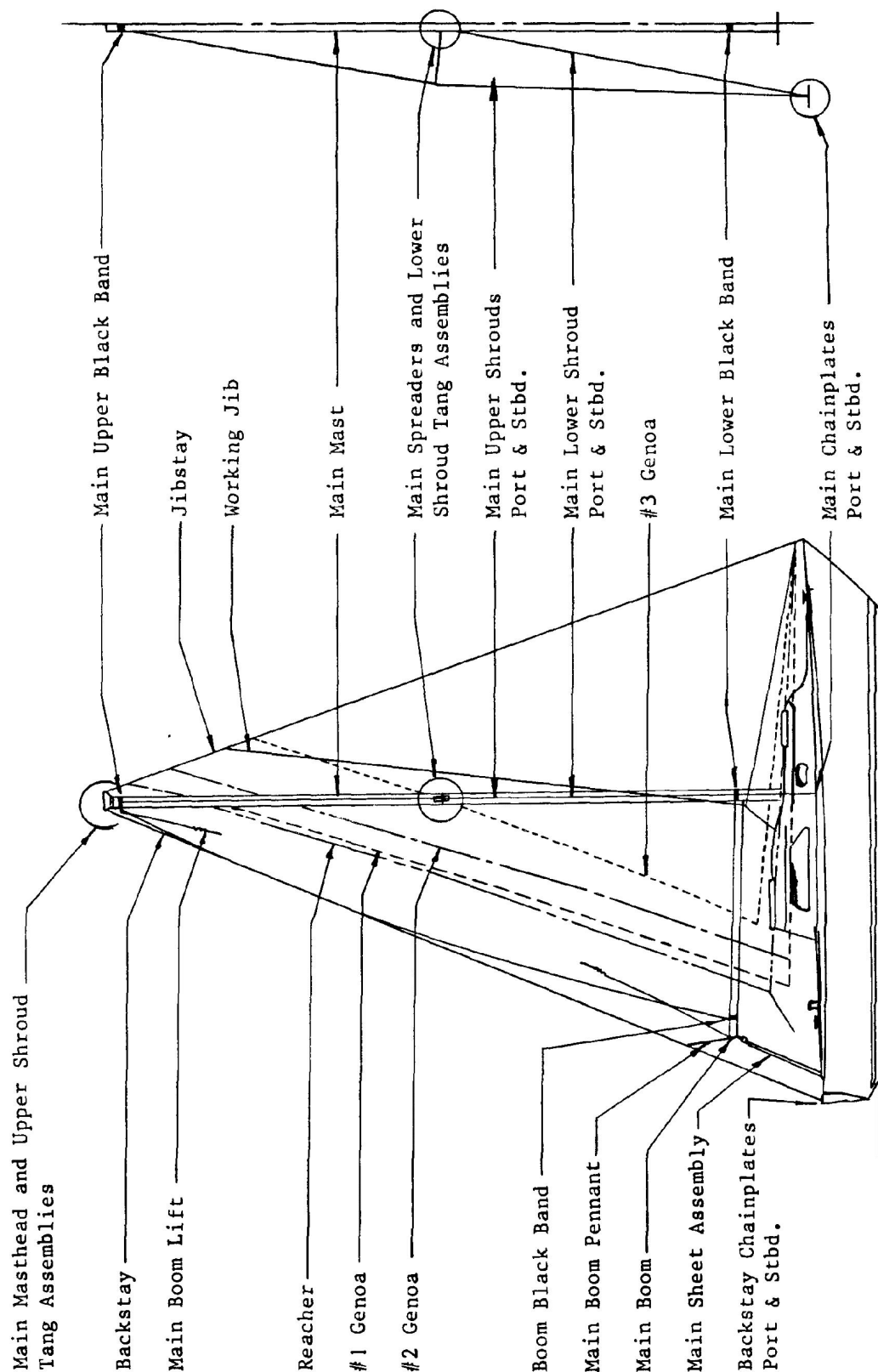
Final adjustment may vary according to the cut of your sails and prevailing wind conditions in your area.

Roller Reeding (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: The boom is fitted with a double eye at its outboard end 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 will luff uniformly along the full length of its luff when the boat is brought into the wind.

RIGGING SCHEMATIC



JIFFY REEFING

P- 26

Aft Reefing Line, Clew

With Aft Reefing Line Only

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

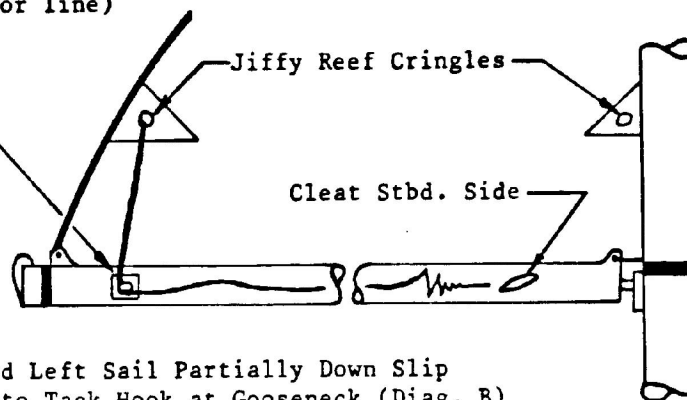


DIAGRAM A

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

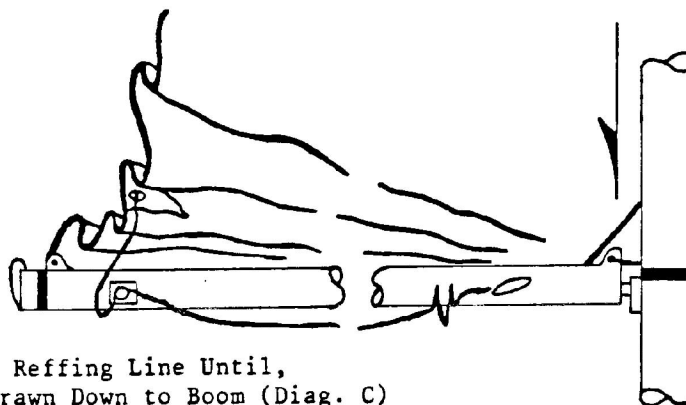


DIAGRAM B

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

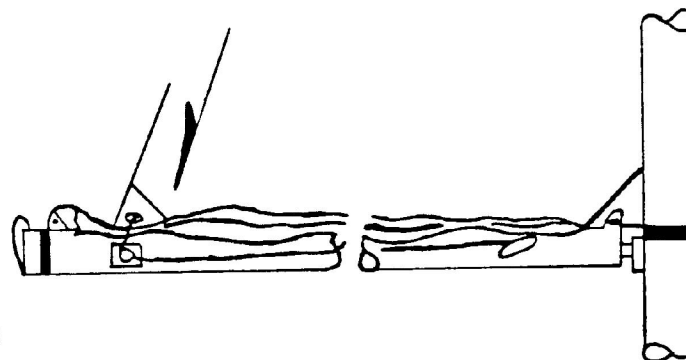


DIAGRAM C

8. Re-Trim Main Sheet

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

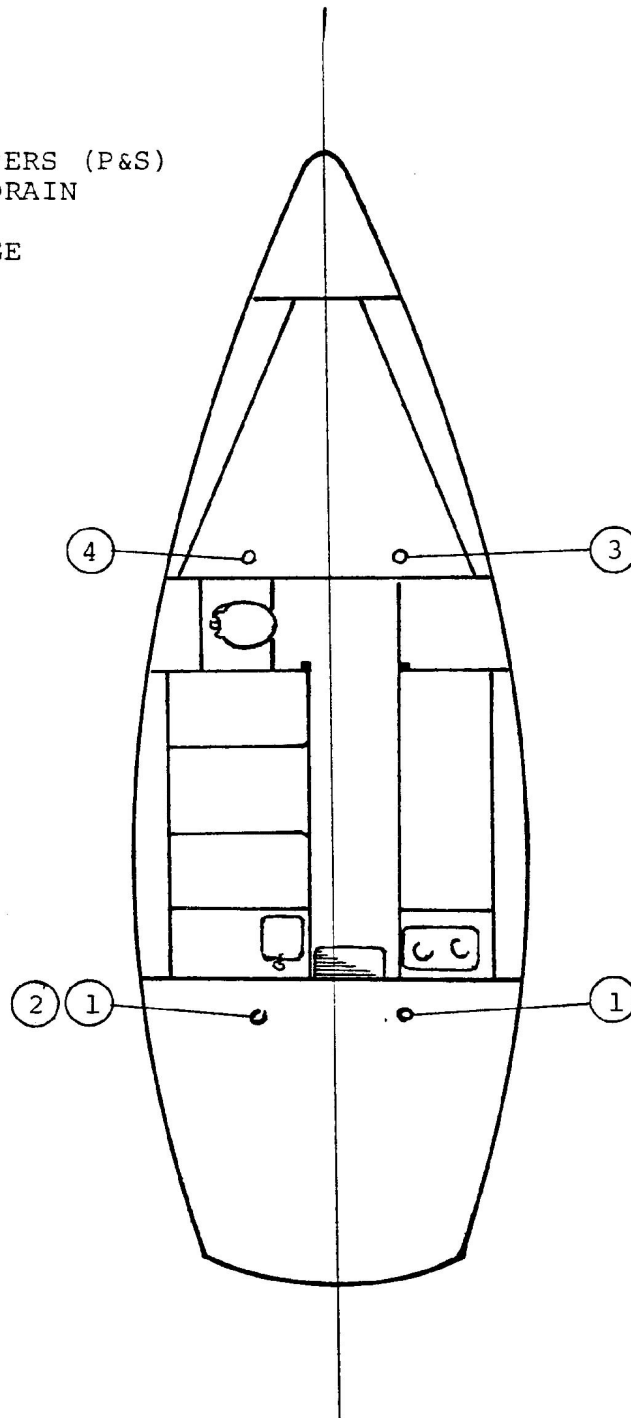
PEARSON 26
THRU-HULL LOCATION SCHEMATIC

PORT SIDE

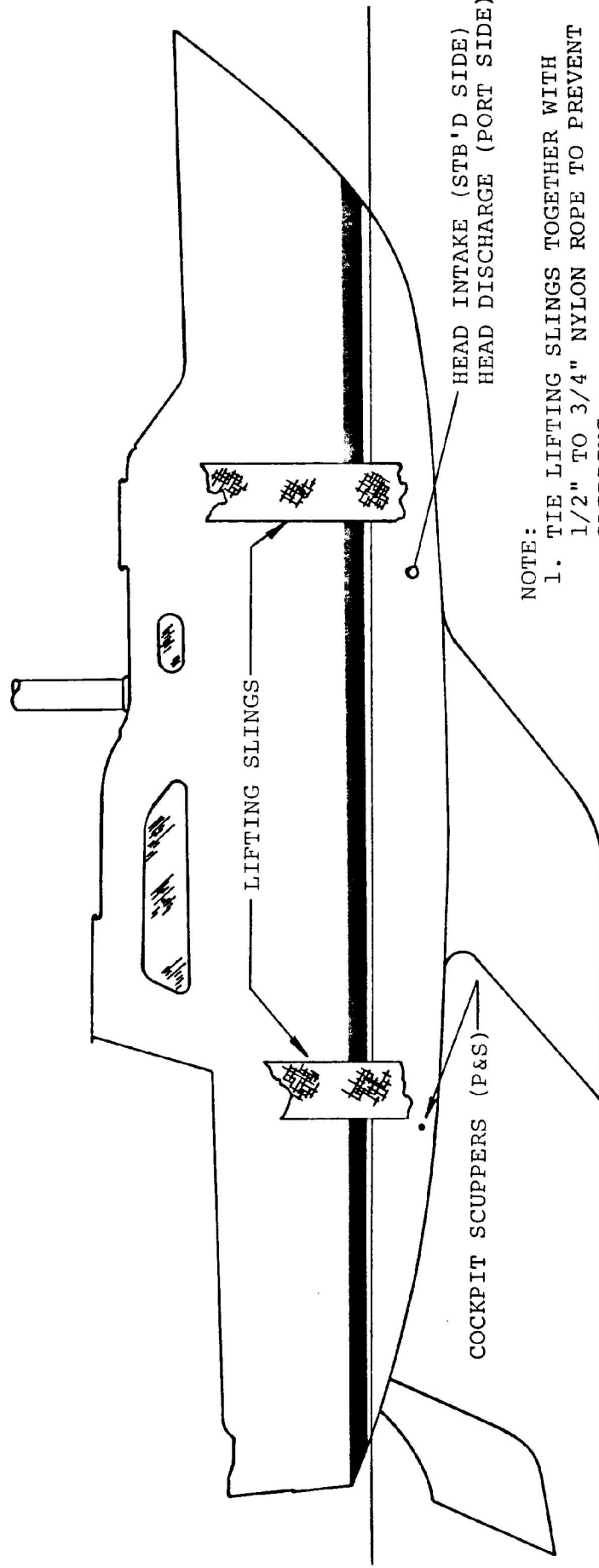
STARBOARD SIDE

NO. DESCRIPTION

1. COCKPIT SCUPPERS (P&S)
2. GALLEY SINK DRAIN
3. HEAD INTAKE
4. HEAD DISCHARGE



PEARSON 26
DOCKING PLAN



NOTE:

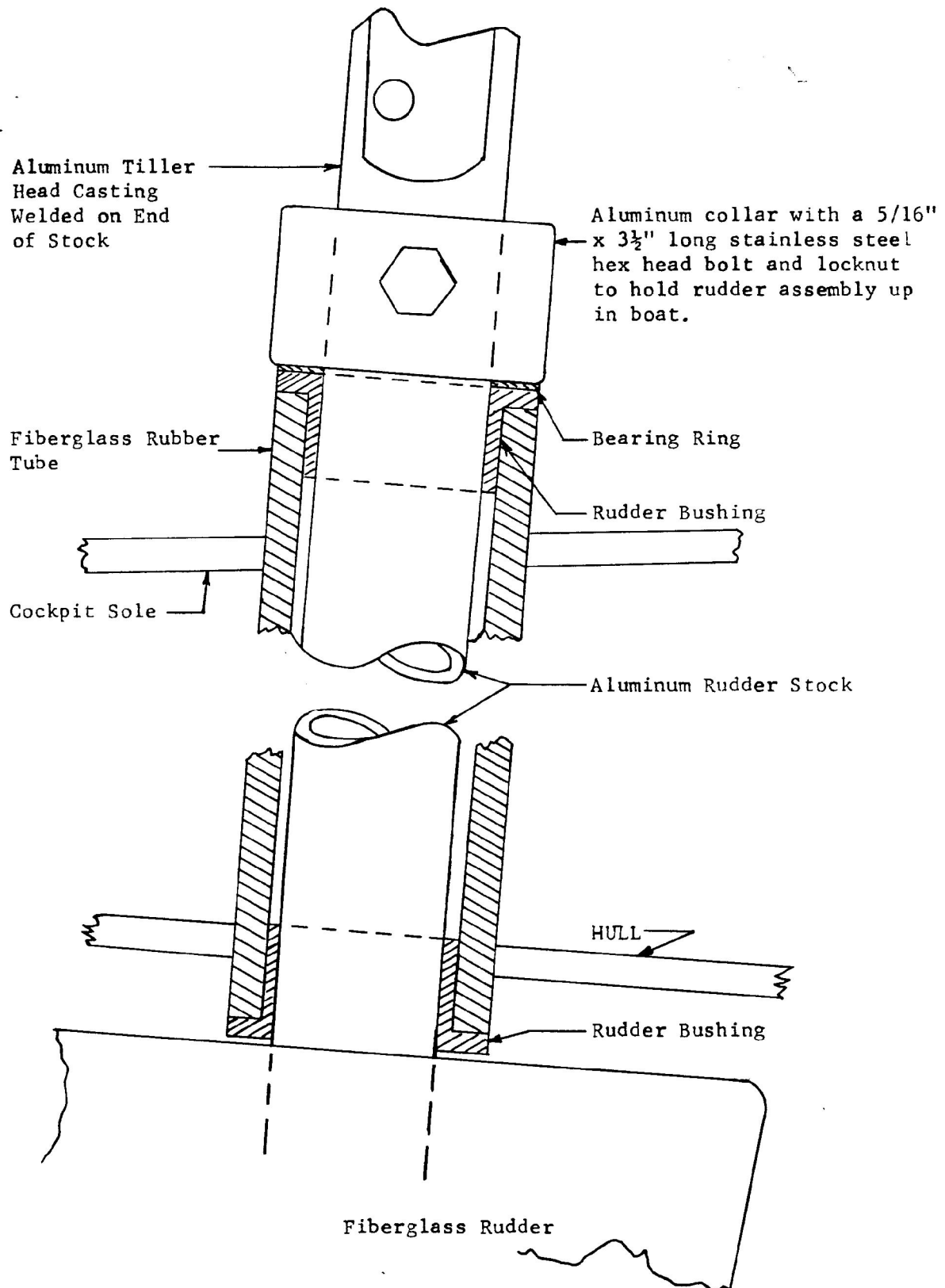
1. TIE LIFTING SLINGS TOGETHER WITH 1/2" TO 3/4" NYLON ROPE TO PREVENT SLIPPING.
2. GALLEY SINK DRAINS INTO PORT COCKPIT SCUPPER

GALLEY SINK DRAINS TO PORT COCKPIT SCUPPER.

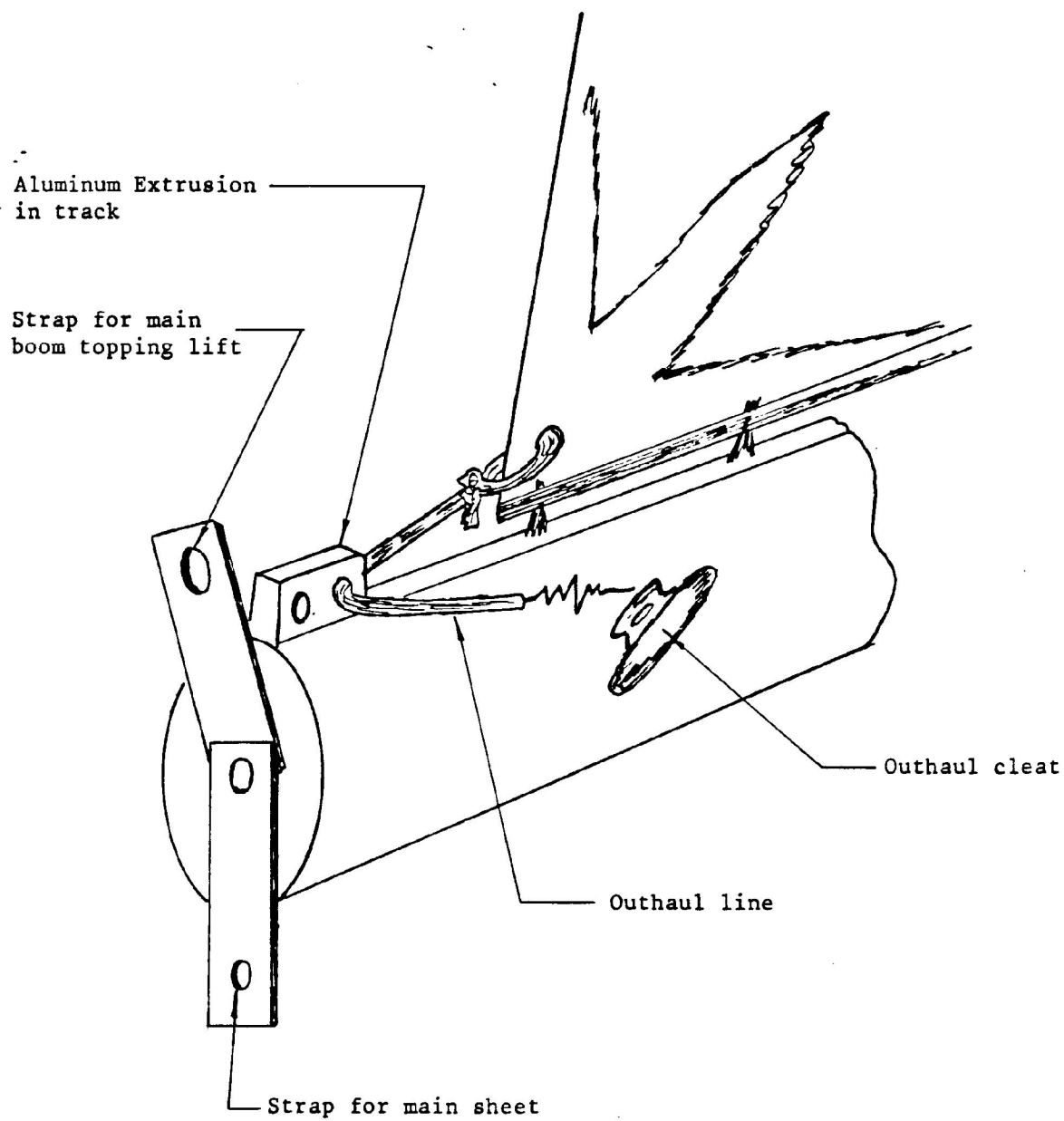
RUDDER ASSEMBLY INSTALLATION

P-26 AND
P-26 ONE DESGN

MARCH 22, 1980

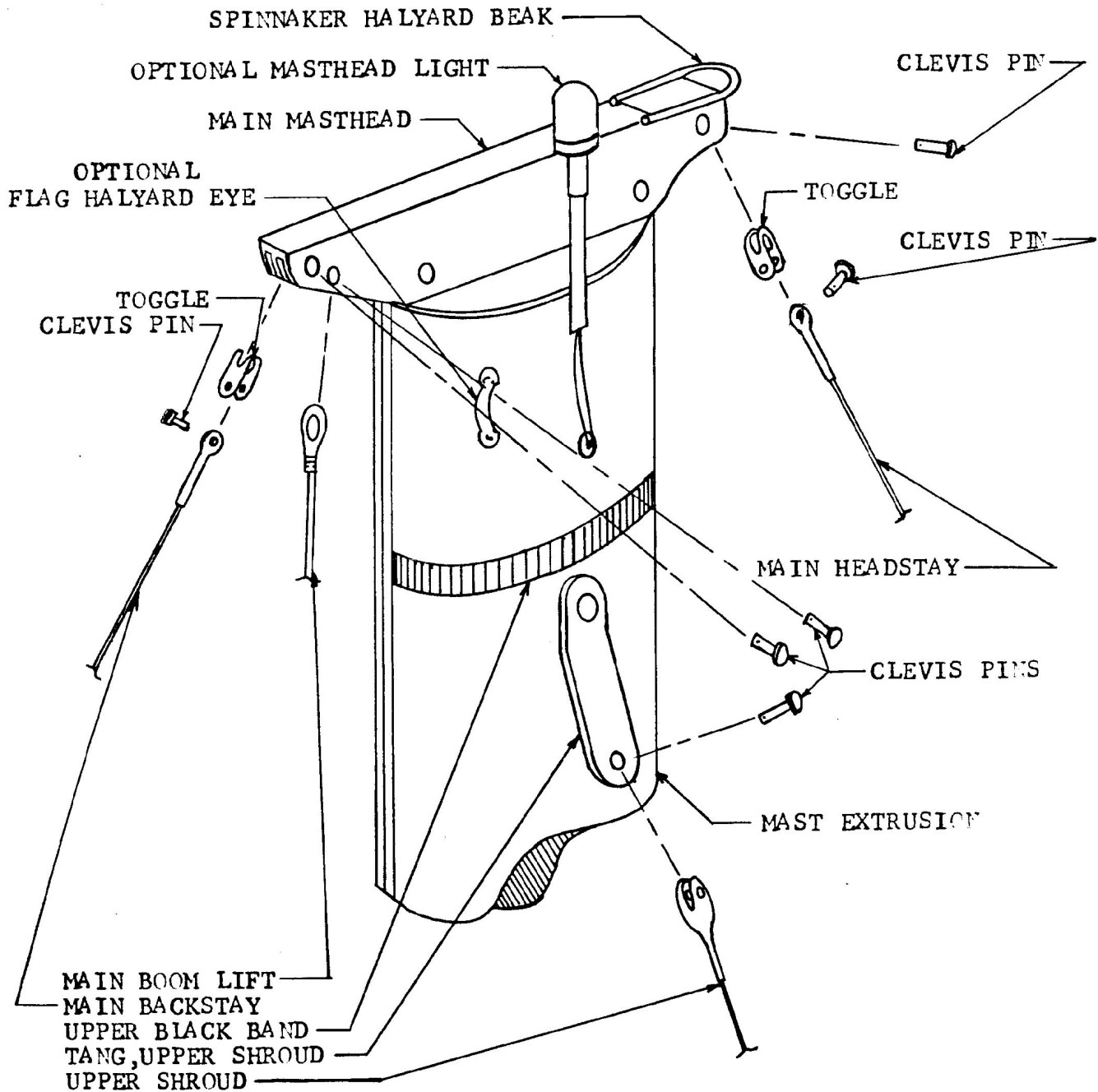


OUTHAUL



MAIN MASTHEAD

P-26 and
P-26 ONE DESIGN



PEARSON YACHTS DIVISION OF GRUMMAN
ALLIED INDUSTRIES, INC.

MARCH 31, 1980

PRE-LAUNCHING CHECK LIST

1. Outboard Motor. (Check Manual for those items that should be checked before installing and running). _____
2. *Lighting Battery Filled and Connected _____
3. *Speedometer Through-Hull in Place _____
4. All Gate Valves Closed _____

POST-LAUNCHING CHECK LIST (Please Check Owner's Manual Where Applicable)

1. All Gate Valves Open/Watertight _____
2. Check Rudder Tube, Cockpit Scuppers, and Keel Bolts for Watertightness _____
3. Toilet Operable _____
4. Outboard Motor Operates Properly _____
5. Accessory Items: (Operational)
 - *Stove. _____
 - *Speedometer _____
 - *Radio Telephone _____
 - Fresh Water System _____
 - Navigation Lights. _____
 - Bow Light _____
 - *Masthead Light _____
 - *Spreader Light _____
 - Cabin Lights _____
 - *Compass _____
 - *Roller Reefing _____
 - 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. _____

*Denotes Optional Items

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, 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 fitting as required by the type of tank being used, and dip the tank to determine fuel requirements. DO NOT USE A HAMMER OR SCREWDRIVER OR ANY OTHER IMPLEMENTS TO REMOVE THE FILL THAT MIGHT CAUSE A SPARK.
9. Place the nozzle of the fuel hose in the fill pipe. Keep it in contact with the rim to avoid a static electric charge.
10. Fill slowly. DO NOT OVERFILL. Marine fuels expand with an increase in temperature. Therefore, fill up to approximately 95% capacity.
11. If you cannot see the gasoline pump, ask the attendant or a crew member to call out the gallonage.

12. After fueling, replace fill fitting 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. Be considerate of your fellow yachtsmen. Leave the fueling dock immediately after you are satisfied that no potentially dangerous condition exists.
15. 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.
16. Do not fuel during electrical storms.

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SECTION VIII: OUTBOARD ENGINE OPERATING INSTRUCTIONS

Pre-Start:

1. Read carefully and follow the procedures as outlined in the manufacturer's engine operating manual.
2. Check your fuel supply. Know the cruising radius your supply will allow.
3. Make sure the engine is securely clamped to the transom and also secured to the boat by means of a chain or wire as a safety precaution.

Operation:

For proper operation of outboard, refer to the manual provided by the engine manufacturer.

BATTERY HOOK-UP - OUTBOARD POWERED MODELS

CAUTION is advised in connecting switch panels to batteries used on outboard powered models. Otherwise, electrolysis may result.

FOLLOW THIS PROCEDURE:

The BLACK coded wire from the switch panel should be connected to the NEGATIVE battery terminal and the RED coded wire to the POSITIVE terminal.

Every time batteries are disconnected, owners should check to make certain the wires are re-connected properly.

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OWNER'S GUIDE AND PROTECTION PLAN

SECTION IX: FRESH WATER SYSTEM

Standard Installation (Hand Pump):

The fresh water tank is centrally located under the forward berth. The fill pipe is located on the inboard face of the hanging locker on the starboard side just aft of the forward berth. The fill is through a flip-up plastic cap which is held shut by a swiveling arm.

There is one hand pump at the galley sink.

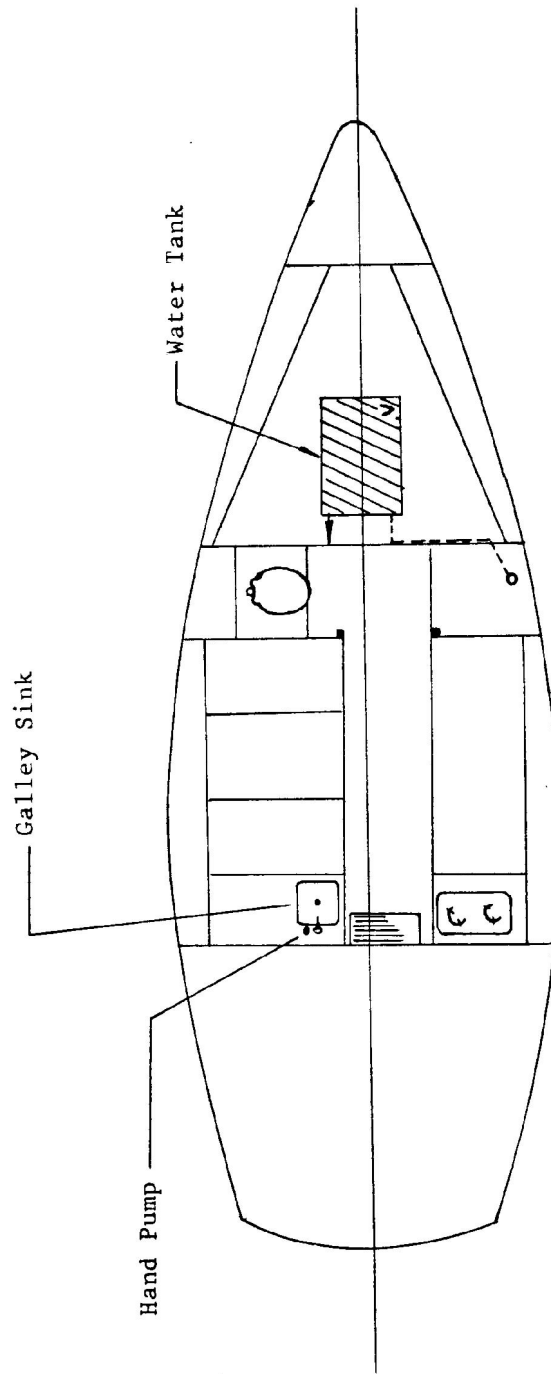
The fresh water supply line runs from the tank to the pump through tubing under the cabin floor. The tank vents through the fill line, and a hole in the fill cap.

(DIAGRAM OF FRESH WATER SYSTEM FOLLOWS)

OPTIONAL FRESH WATER SYSTEM SCHEMATIC

Key to Symbols

- Suction —▶ (At lowest point in tank)
- Vent V (In end of tank)
- Deck fill ---O.



- ADDENDUM -

FRESH WATER SYSTEM

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

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

SECTION IX-A: OPTIONAL BILGE PUMP SYSTEMS

Manual, Locker Mount – This hand-operated bilge pump is located in the port sail locker. Before operation the pump remove the discharge hose from the locker and direct it overboard.

Manual, Seat Mounted – This pump is operated through an access plate on the port cockpit seat. It discharges through the side of the cockpit well above the port cockpit scupper. The discharge is directed downward by a cowl over the opening.

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OWNER'S GUIDE AND PROTECTION PLAN
PEARSON 26

SECTION IX - B: TOILET INTAKE AND DISCHARGE

Toilet – The intake seacock (3/4”) is located on port side in forward cabin under V-berth. The discharge seacock (1½”) main cabin under dinnette seat.

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.

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OWNER'S GUIDE AND PROTECTION PLAN

SECTION X: ELECTRICAL SYSTEM

Standard on this boat are interior and running lights. An optional 12 volt battery is offered for the system. Ground is negative; current is DC. It is used for all electrical requirements. 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 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.

When leaving the boat for an extended period of time disconnect battery leads.

(DIAGRAM OF ELECTRICAL SYSTEM FOLLOWS)

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
SECTION XI: ELECTRICAL GROUNDING

The boat's rigging and thru-hulls are grounded for your protection.

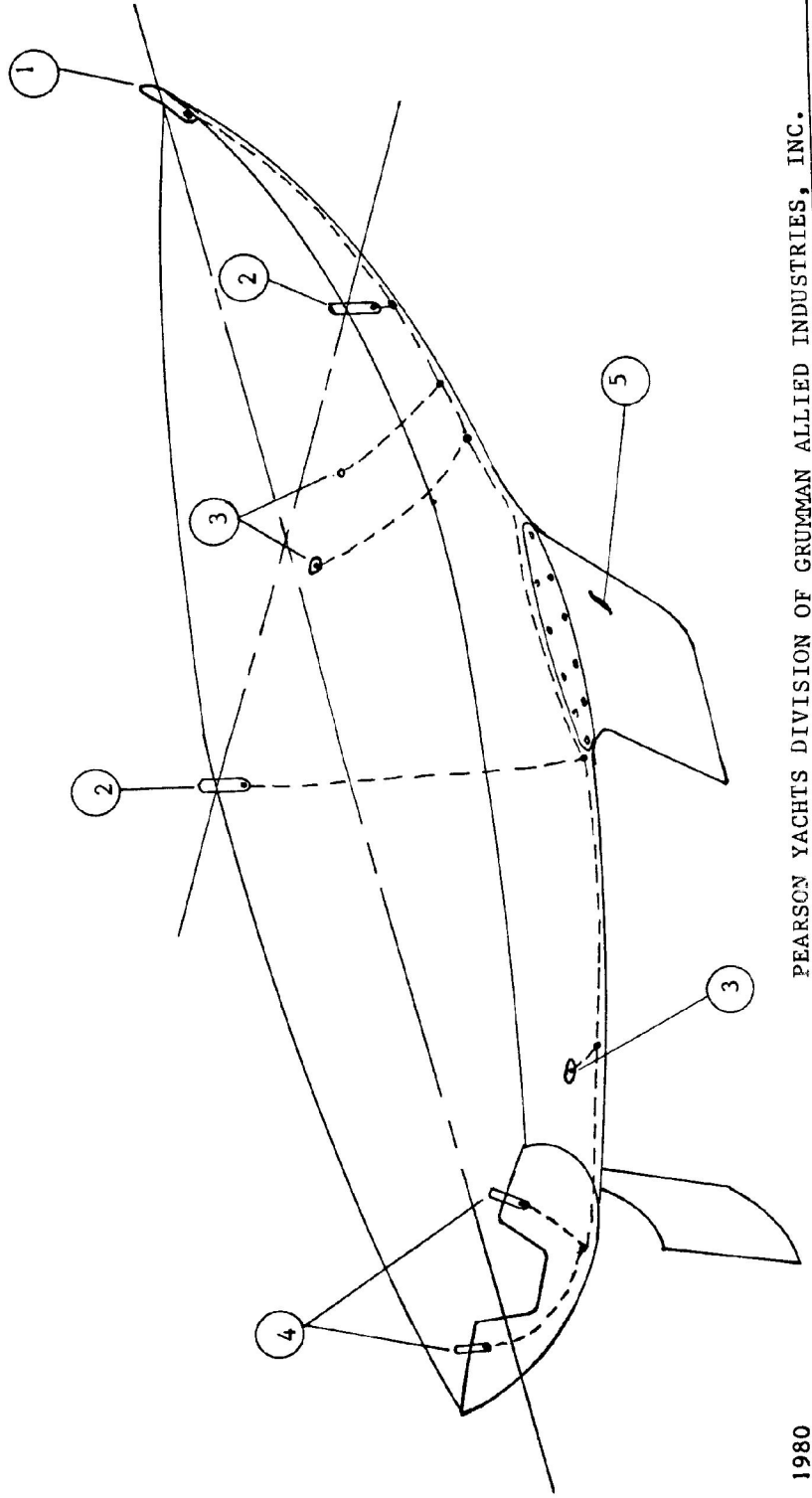
(DIAGRAM OF ELECTRICAL GROUNDING SYSTEM FOLLOWS)

BONDING SCHEMATIC

EXTERNAL KEEL

NO. DESCRIPTION

1. Stemhead fitting
2. Main shroud tangs
3. Thru-hull
4. Backstay tangs
5. External keel-iron



PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

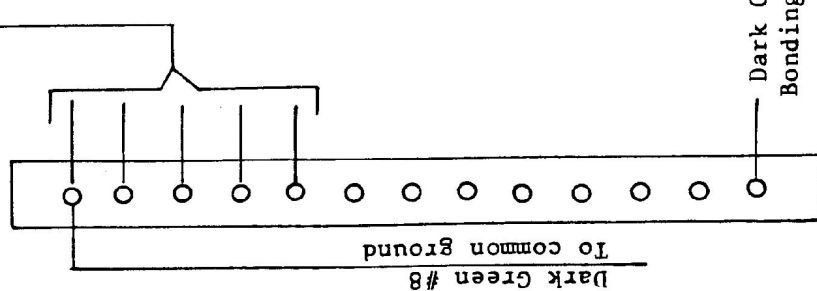
SECTION XII: STOVE (Optional)

Please refer to manufacturer's literature before operating. All stoves are alcohol fueled for your safety. We recommend 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 tops.

(Water will extinguish an alcohol fire).

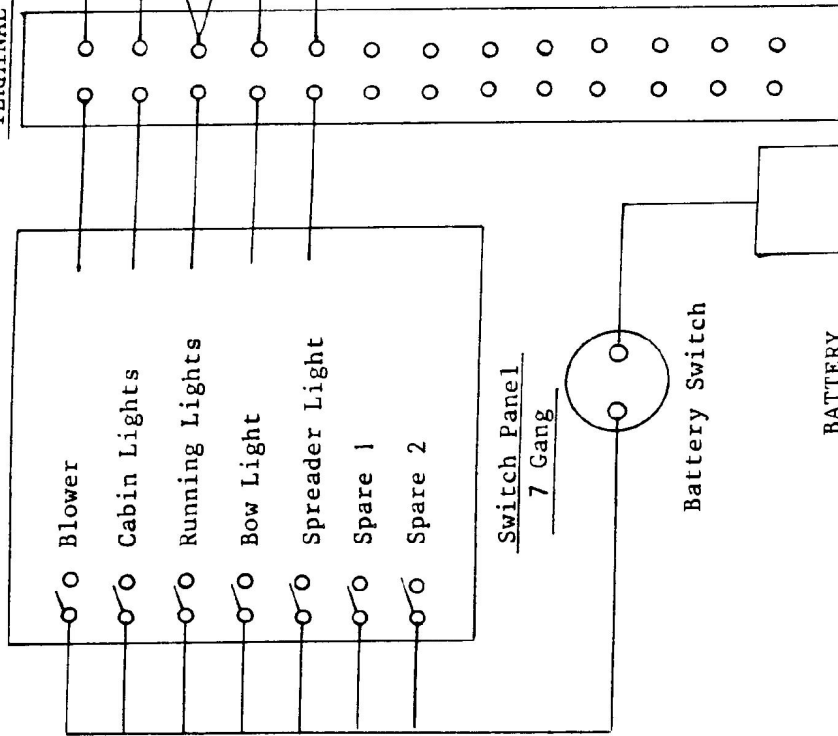
****CAUTION:** DO NOT REFUEL UNTIL THE BURNER IS COOL ENOUGH TO TOUCH!!

Black #12
Return circuits,
one for each of the
circuits as shown
at left.



D. C. GROUND
BUSS

12V D.C.
DISTRIBUTION
TERMINAL



Yellow #12, Bilge Blower
Dark Blue #12
Dark Gray #12, Port & Stbd.
Dark Gray #12, Stern Light
Dark Gray #12, On Mast
Light Blue #12, On spreaders

NOTE: 1. The standard panel has provision for a blower circuit even though the boat model does not have onboard power.

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

PEARSON YACHTS DIVISION OF
GRUMMAN ALLIED INDUSTRIES, INC.

12V STANDARD ELECTRICAL
WIRING DIAGRAM
P-26

MARCH 20, 1980

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OWNER'S GUIDE AND PROTECTION PLAN

SECTION XIII: SAFETY

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 required by the United States Coast Guard should be installed immediately.

Even more important is their location. They should be located near the areas where fires are most likely to occur (engine, gas 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.

Safety at Sea

Sailing is a wholesome family sport and will result in many fun-filled relaxing hours afloat. Your enjoyment of sailing will increase as you gain confidence in the boat and its equipment. This will come naturally with experience. The boat manufacturer and the United States Coast Guard are extremely interested in safety afloat and hasten to point out that sailing, as with all outdoor sports, requires that certain safety precautions be followed.

In the interest of your safety and the safety of those who sail with you, we recommend that you read carefully the Coast Guard booklet included in your Owner's Kit. It contains the Federal requirements for motorboats, including sailboats, and spells out the equipment required by law based on the type and size of the boat. Equip your boat accordingly and follow the instructions and suggestions contained therein. They are set down for your safety and if followed will contribute to your confidence in, and enjoyment of, your boat.

The Coast Guard also recommends that an owner have aboard an anchor and line, a small tool kit, a compass and charts of the waters to be sailed in, a paddle, flashlight, and spare gasoline in an approved container.

Your Pearson dealer can be most helpful in assisting you to obtain the proper equipment.

PEARSON YACHTS
OWNER'S GUIDE AND PROTECTION PLAN
SECTION XIV - EXTERNAL BALLAST

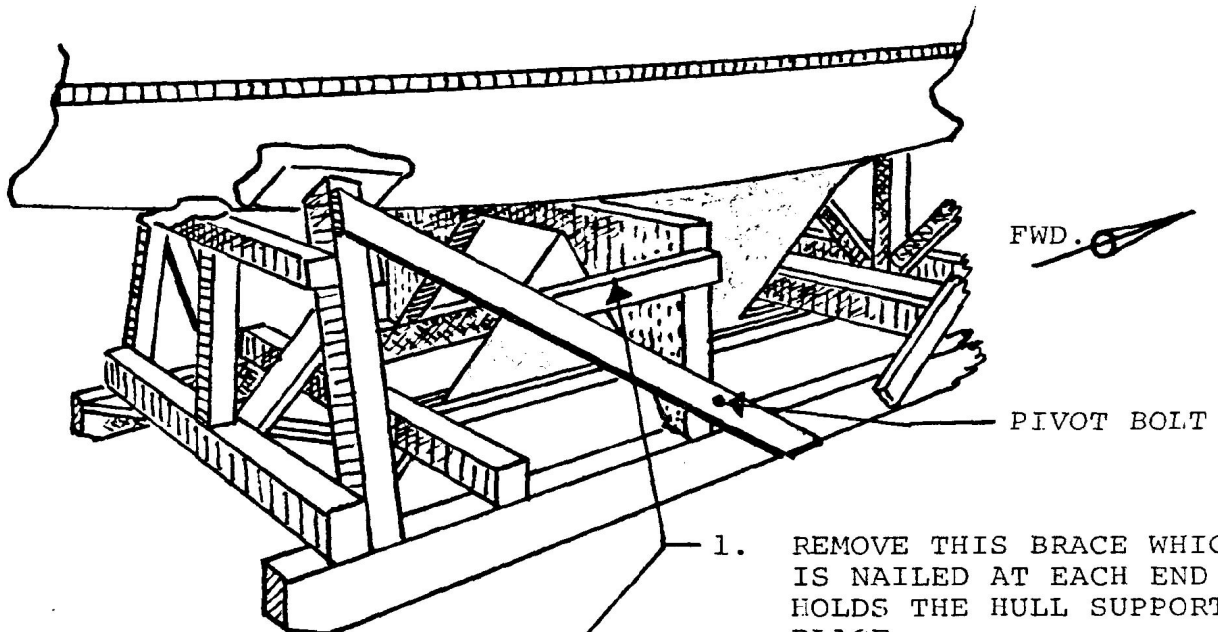
Your Pearson Yacht is fitted with outside ballast. We use the best currently available materials for the purpose of cosmetically fairing the seam and to bed the keel to the hull. However, with normal usage, the seam may become visible, and as part of normal maintenance, may require filling and fairing from time to time.

There are many suitable bedding and fairing compounds on the market today, and we suggest you talk with your dealer or call our Service Department if assistance is needed.

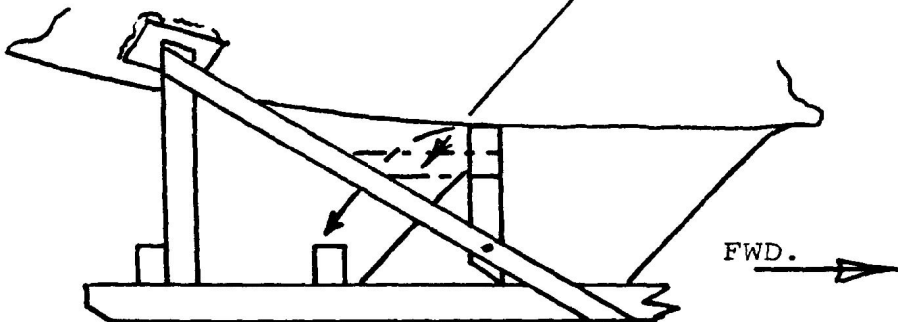
P - 26 AND P - 26 O/D
CRADLE

SUPPORT FOR HULL AT AFT END OF FIN KEEL

THIS HULL SUPPORT MUST ALWAYS BE PIVOTED UP AND BRACED INTO PLACE WHEN THE BOAT IS IN ITS CRADLE IN ORDER TO PROPERLY SUPPORT THE HULL.



1. REMOVE THIS BRACE WHICH IS NAILED AT EACH END AND HOLDS THE HULL SUPPORT IN PLACE.
2. SWING THE HULL SUPPORT AFT AND DOWN OUT OF THE WAY SO THAT THE BOAT CAN BE LAUNCHED AND HAULED.



--- end of Owner's Guide ---

A note from a Pearson 26 owner. When I purchased s/v Grinz, hull #1766, I received a zippered vinyl portfolio (15" x 11 1/2") with this graphic in the lower left corner.



In the portfolio I found owner guides for the various hardware items installed on the vessel and a spiral bound blue manual which contained three Pearson documents, a sales brochure, Pearson 26 Owner's Guide and Protection Plan, and Pearson 26 Parts Catalog.

I have tried to create reproductions of the Owner's Guide and Parts Catalog. You will find obvious "errors" but they were part of the documents delivered to a new Pearson 26 owner. I hope you find them useful.

Fresh winds and calm seas,
Morris Beavers

PS. I now have a Mariner 36, s/v Coda. If you should see us please call and introduce yourself.