



# PEARSON 33

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## The Thoroughbred

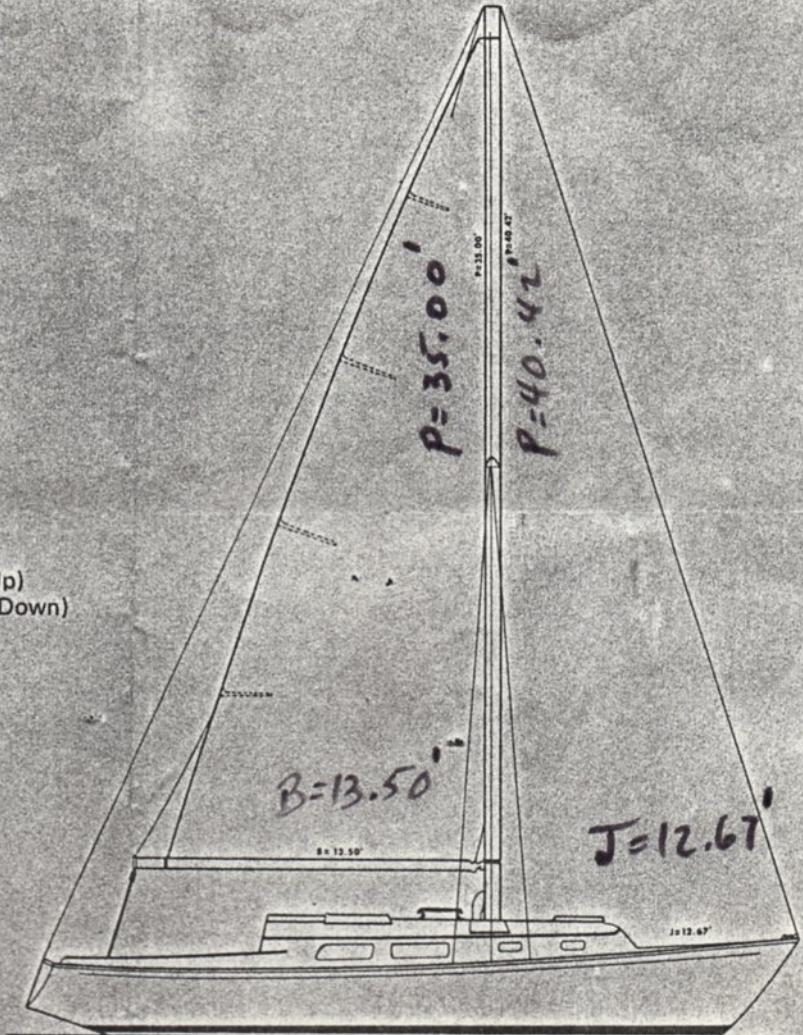
DESIGNER: WILLIAM H. SHAW

SPECIFICATIONS:\*

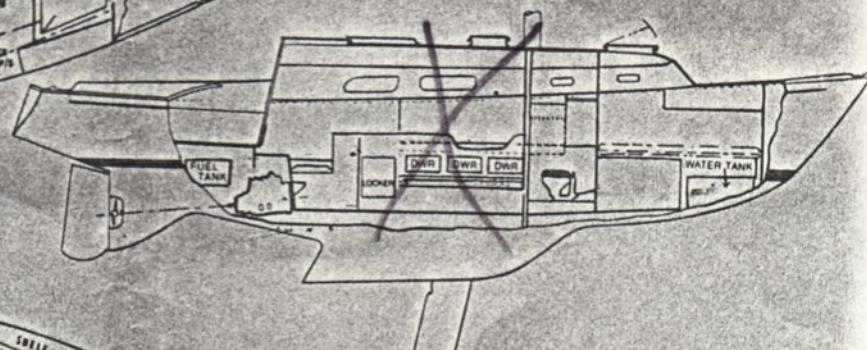
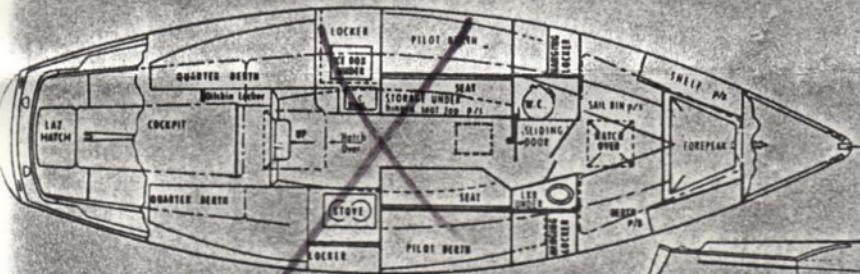
L. O. A.	32'11"
MASTHEAD HEIGHT FROM D. W. L.	44'
HEADROOM	6'2"
COCKPIT LENGTH	8'2"
D. W. L.	25'10"
BEAM	10'
DRAFT	4' (Board Up) 7'7" (Board Down)
DISPLACEMENT	10,900 lbs.
BALLAST	4,200 lbs.
SAIL AREA	492 sq. ft.

\*Approximate

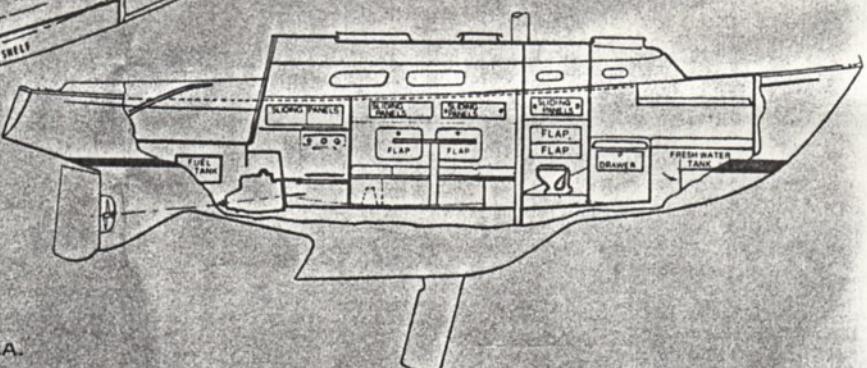
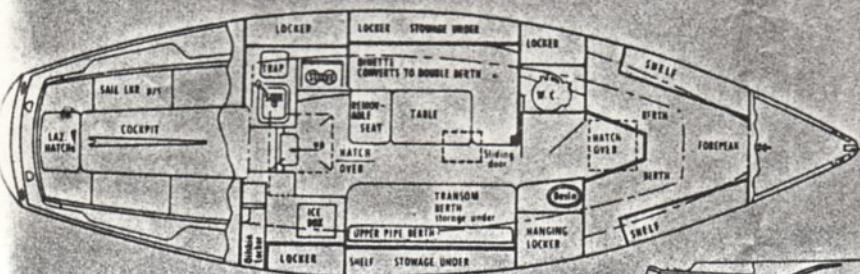
**PEARSON YACHTS**  
GRUMMAN ALLIED INDUSTRIES, INC.  
West Shore Road, Portsmouth, Rhode Island 02871

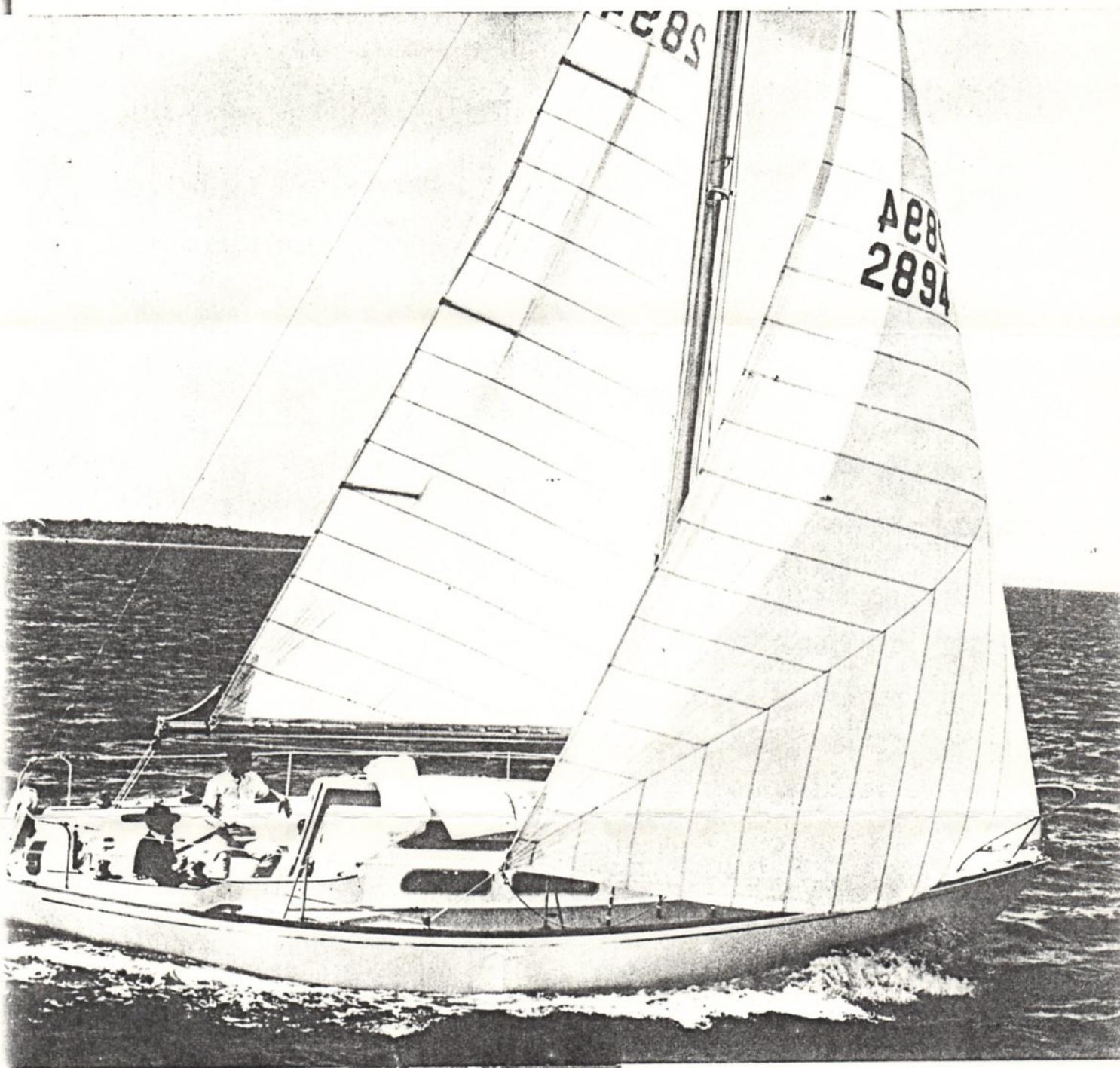


COMPETITION INTERIOR



AFT—GALLEY DINETTE INTERIOR





**CONSTRUCTION:** Hull, keel and cabin trunk are integrally molded fiberglass, hand-layup laminate construction. Deck and cabin trunk are balsa-core reinforced. Molded-in fiberglass winch islands, teak capped with alcoves for storage. Molded-in non-skid surfaces on deck and cockpit sole. Sail lockers, lazarette hatch, cockpit and seat scuppers. Choice of standard colors for hull and deck cabin areas; matching or contrasting. Exterior teak trim.

**HARDWARE AND DECK FITTINGS:** Chrome-plated brass or bronze, stainless steel and special marine alloys. Stainless steel stemhead fitting, backstay and shroud chainplates. Bow cleat with chocks (P/S), stern cleats (P/S), and flagpole socket. Teak toerail and taffrail. Four large fixed cabin windows, three fixed ports and one opening port. Overhead ventilating hatches.

**SPARS:** MAST: Anodized aluminum 6061-T6 alloy with spruce spreaders. Rigging fittings of stainless steel and aluminum alloy. Cleats for main, jib and downhaul. Gooseneck track, sail track and track gate.

**BOOM:** Anodized aluminum alloy with standard gooseneck, internal clew outhaul with recessed crankhandle at inboard end, topping lift fitting and mainsheet blocks.



# PEARSON 33

## The Thoroughbred

Designed to be raced hard in all conditions; to be pushed to the limits; to stand up to the beating only the competitive racing circuit can subject a boat to; that's the Pearson 33. And yet she is a boat to please the most discriminating family man who may never thrill to the sound of a starting gun.

Encompassing all the newest concepts of design and engineering that the best in naval architecture and fiberglass boat building have developed, the Pearson 33 combines the reduced wetted surface of the fin keel-spade rudder shape with the fingertip steering control afforded by the skeg-rudder combination with the balance control only a centerboard can create. Designer Bill Shaw has combined these characteristics with an exceptionally long waterline providing a spacious interior and an easy motion.

To be sure that all these desirable qualities would be exactly what you look for in a boat her size, she was tank tested at Stevens Institute with spectacular results. The 33 has proven to be fast on all points of sail, stable and a decided pleasure to race or cruise.

Her interior reflects a Pearson talent for putting below-decks space to work effectively and efficiently. The competition interior features the equivalent of three staterooms with two berths forward, two amidships and two quarter berths; while the aft-galley dinette arrangement offers two forward, two to starboard amidships and a convertible double berth to port.

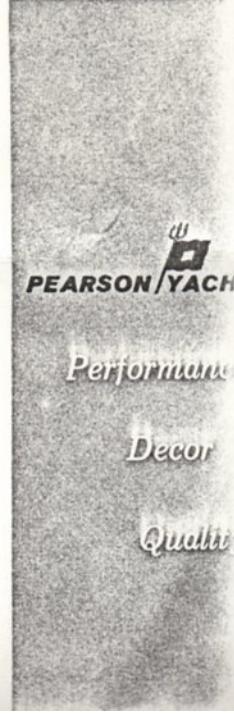
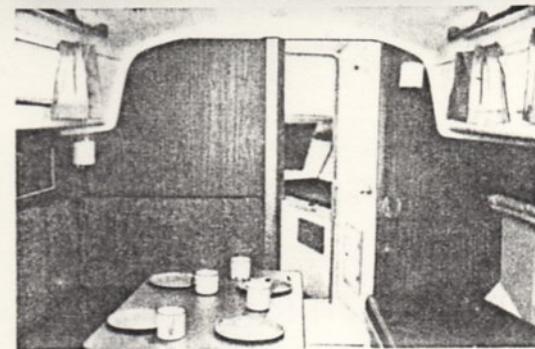
Inside and out, from pulpit to stern rail, masthead to lead, the Pearson 33 is a thoroughbred auxiliary yacht. The boat for the discriminating yachtsman who wants to win — with no sacrifice of cruising accommodations.



COMPETITION  
INTERIOR



AFT-GALLEY  
DINETTE  
INTERIOR



**STANDING RIGGING:** Masthead rig. Stainless steel 1 x 19 construction with swaged Tru-loc end fittings. Turnbuckles on all shrouds and stays. Toggles on headstay and shrouds.

**RUNNING RIGGING:** Main, jib halyards and topping lift of stainless steel 7 x 19 wire with dacron tails. Flag halyard. Dacron jib and mainsheets. Jib sheet lead blocks and cleats, mainsheet blocks and cleat.

**CENTERBOARD:** Easily operated from cockpit.

**TANKS:** 30 gal. integrally molded fresh water tank located under V-berths with thru-top fill, vent and supply lines. 20 gal. Monel fuel tank with thru-deck fill, shut-off valve, fuel filter, vent and supply lines.

**ELECTRICAL SYSTEM:** 12-Volt system. Stranded copper wiring with impervious covering, color-coded for circuit identification, located high out of bilge area. Is of sufficient size to prevent voltage drops.

**SWITCH PANEL:** The switch panel has on/off switches and individual fuse protection for each circuit.

**INTERIOR LIGHTS:** Forward cabin — 2 bulkhead lights. Head — bulkhead light and 12-volt outlet. Main cabin — 4 bulkhead lights. Galley — 2 dome lights and 12-volt outlet.

**NAVIGATION LIGHTS:** Port and starboard running lights, 12 pt. stern light and 20 pt. bow light.

**AUXILIARY POWER:** 20 H. P. four cylinder gasoline engine. 30 amp. alternator, 7/8" bronze shaft, propeller, water lubricated shaft bearing, copper water jacketed exhaust. Controls and instruments are mounted in cockpit well.

**INTERIOR:** Choice of competition or aft-galley dinette versions. Design Consultant Pat Bartlett has provided a wide range of contemporary colors resulting in a decor that is warm, rich and tasteful.

**SAFETY EQUIPMENT:** U. S. C. G. approved ventilation system including blower. Grounded rigging. Non-skid deck, cockpit and cabin top. Self-bailing cockpit. Bronze valves and seacock on all major thru-hull fittings.

**OPTIONAL EQUIPMENT:** A wide selection of factory installed equipment is available for this boat. See Price Sheet for complete details.

Prices and specifications subject to change without notice.

Decor

Quality