

*the Pearson 323*

# *Owners Guide and Protection Plan*

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

Table of Contents

SECTION I . . . . .	.INTRODUCTION
SECTION II. . . . .	.YACHT DATA
SECTION III . . . . .	.WARRANTY
SECTION IV. . . . .	THE RESPONSIBILITY OF YOUR PEARSON DEALER
SECTION V . . . . .	THE RESPONSIBILITY OF THE OWNER
SECTION VI. . . . .	LAUNCHING & RIGGING
SECTION VII . . . . .	FUELING
SECTION VIII. . . . .	ENGINE OPERATING INSTRUCTIONS
A. Engine Service Access	
B. Pre-start	
C. Standard Diesel Engine Operating Instructions	
D. Diesel Engines	
E. Operating Under Power	
SECTION IX. . . . .	FUEL SYSTEM
SECTION X . . . . .	ENGINE COOLING SYSTEM
SECTION XI. . . . .	FRESH WATER SYSTEM
SECTION XII . . . . .	BILGE SYSTEM
SECTION XIII. . . . .	ELECTRICAL SYSTEM
SECTION XIV . . . . .	WATER CLOSET, SINK, COCKPIT AND DECK SCUPPERS
SECTION XV. . . . .	SUMP PUMP
SECTION XVI . . . . .	ALCOHOL STOVE
SECTION XVII. . . . .	OPTIONAL EQUIPMENT
SECTION XVIII . . . . .	FIRE EXTINGUISHERS
SECTION XIX . . . . .	CARE & MAINTENANCE

Welcome aboard your new Pearson-323! 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 323 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,

PEARSON YACHTS

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 323, SECTION II

NAME OF BOAT

REGISTRATION NO.

PORT OF CALL

OWNER'S NAME AND ADDRESS

RADIO TELEPHONE CALL NO.

FEDERAL HULL IDENTIFICATION NUMBER

HULL NUMBER

32' 3"

LENGTH OVERALL

10' 2 3/4"

BEAM

12,800 lbs.

DISPLACEMENT

45' 4"

MAST HEIGHT ABOVE DWL

SAIL NUMBER

27' 6"

LENGTH WATERLINE

4' 5"

DRAFT

4,500 lbs.

BALLAST

Volvo MD 11C, 23 HP Diesel  
1.91:1 Reduction  
STD. ENGINE MAKE & MODEL

17x12 LH Style E, 1-1/8" bore  
3 BLADE PROPELLER

29 Gallons (U.S.)  
FUEL CAPACITY-diesel

11' 3"  
HEIGHT ON CRADLE

38 Gallons (U.S.)  
WATER CAPACITY

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

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

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  
PEARSON-323

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

SECTION IV...Cont'd.

the inspection report which is included in the rigging box of every 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  
PEARSON-323

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 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 DIVISION  
GRUMMAN ALLIED INDUSTRIES  
WEST SHORE ROAD  
PORTSMOUTH, RHODE ISLAND 02871  
ATTENTION: CUSTOMER SERVICES DEPARTMENT



PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

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 engine and V-drive 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.

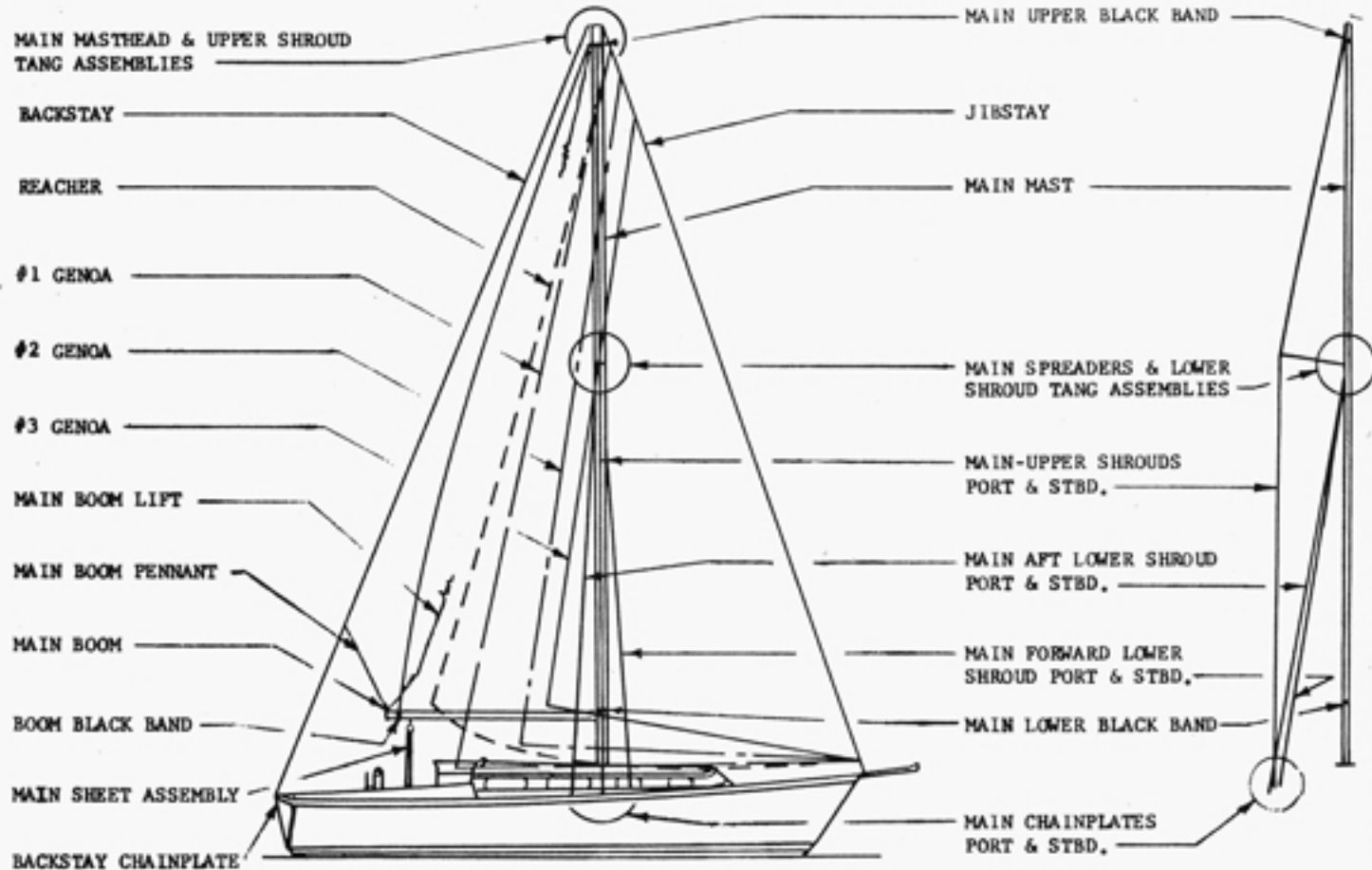
To adjust the standing rigging, simply remove the cotter pins from the turnbuckles and turn the barrels clockwise to tighten, counterclockwise to loosen. Be sure that only the barrel turns, not the barrel and the shroud. Sometimes it may be necessary to grip the shroud to prevent this occurrence.

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.

PEARSON-323  
KEY DIAGRAM FOR RIGGING SCHEMATICS

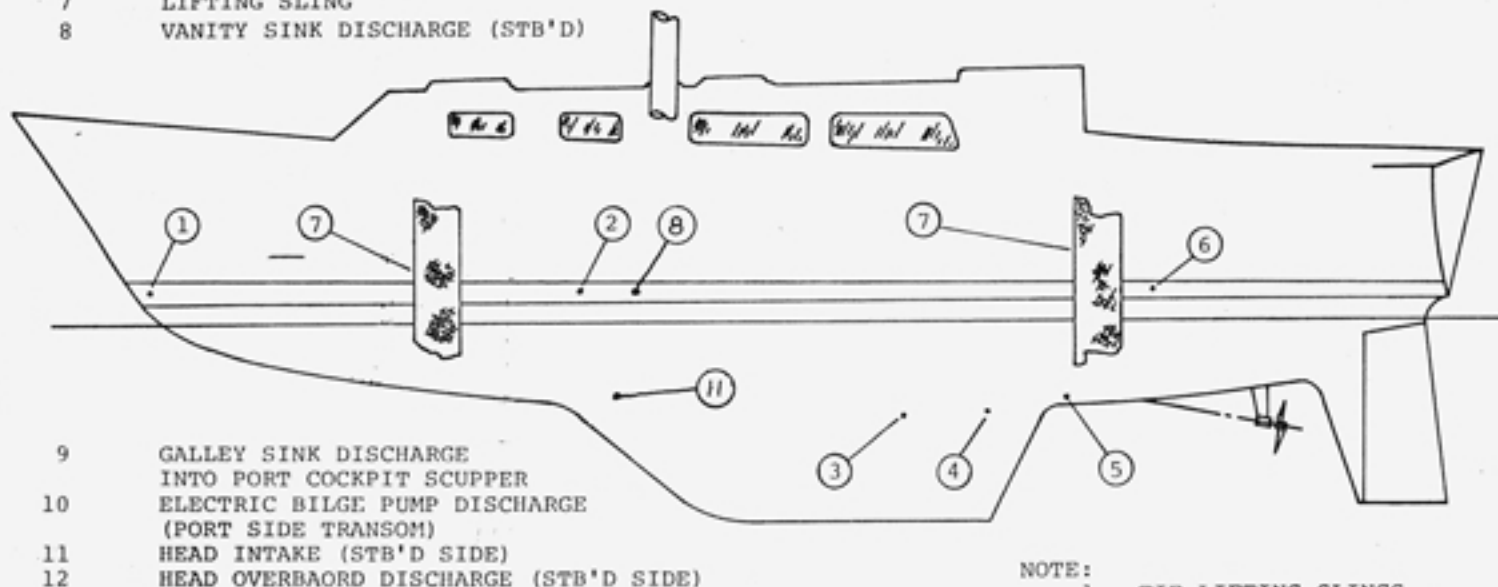
November 9, 1976



— PROFILE —

PEARSON 323  
DOCKING PLAN

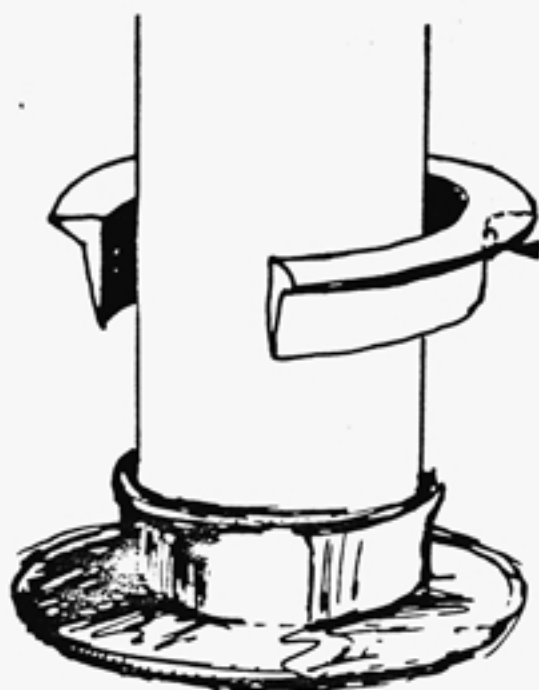
NO.	DESCRIPTION
1	ANCHOR WELL DRAIN (STB'D. SIDE)
2	SUMP PUMP DISCHARGE (STB'D. SIDE) SHOWER
3	ENGINE RAW WATER INTAKE (PORT SIDE)
4	OPT. GALLEY SEAWATER INTAKE (PORT SIDE)
5	COCKPIT SCUPPERS (P&S)
6	DECK SCUPPERS (P&S)
7	LIFTING SLING
8	VANITY SINK DISCHARGE (STB'D)



NOTE:

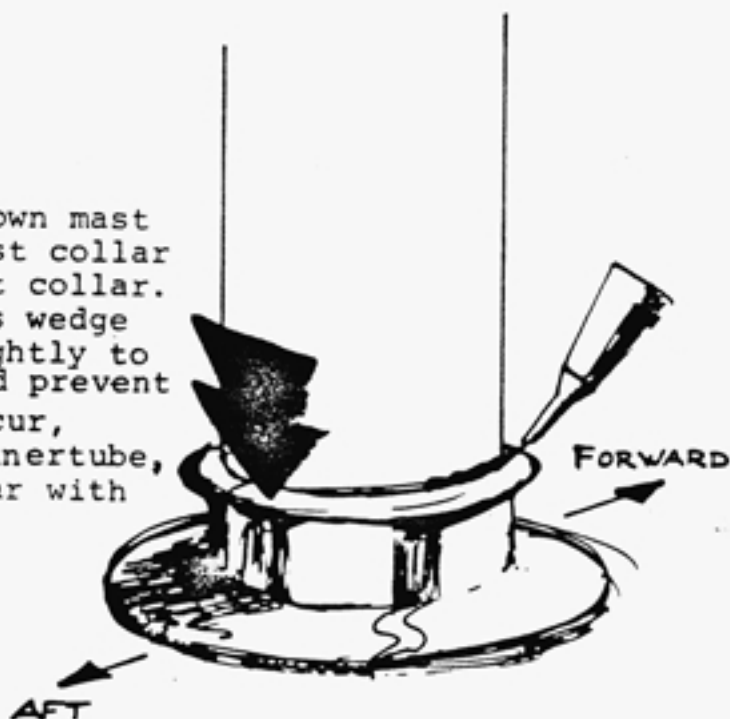
1. TIE LIFTING SLINGS TOGETHER WITH 1/2" TO 3/4" NYLON ROPE TO PREVENT SLIPPING
2. GALLEY SINK DRAINS INTO PORT COCKPIT SCUPPER.

**PEARSON YACHTS-ALL BOATS**  
**MAST WEDGE INSTALLATION**

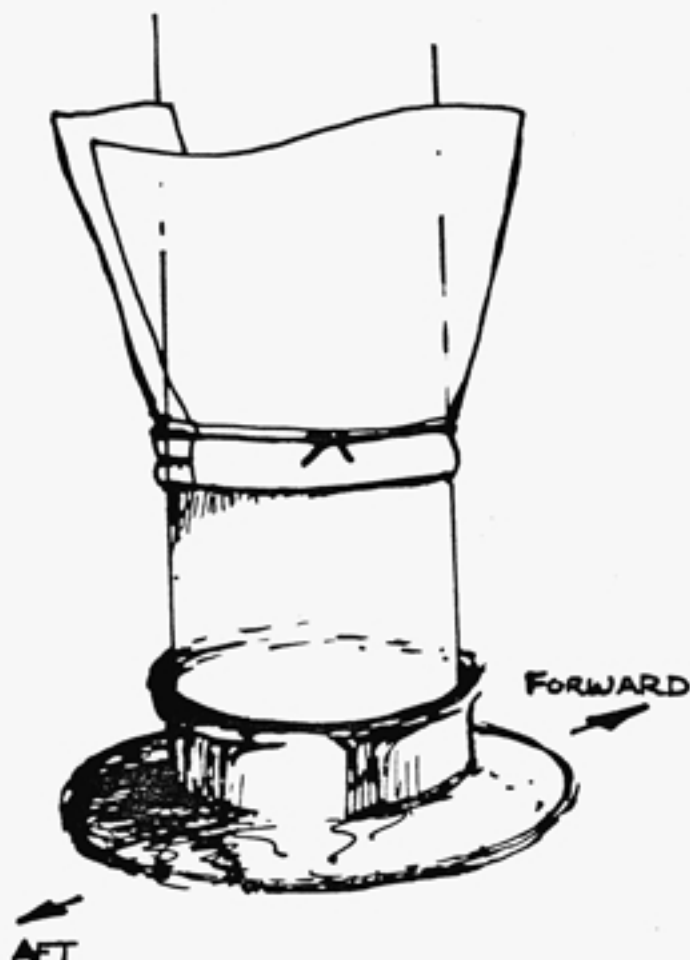


Fit mast wedge snugly around base of mast and test fit into mast collar. If it fits, trim ends so they butt. If it's too tight, may need to cut into wedged pieces. If loose, place a wide, thick bead of silicone sealant on outer face of wedge, allow to dry, retest fit. If still loose double up wedge.

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

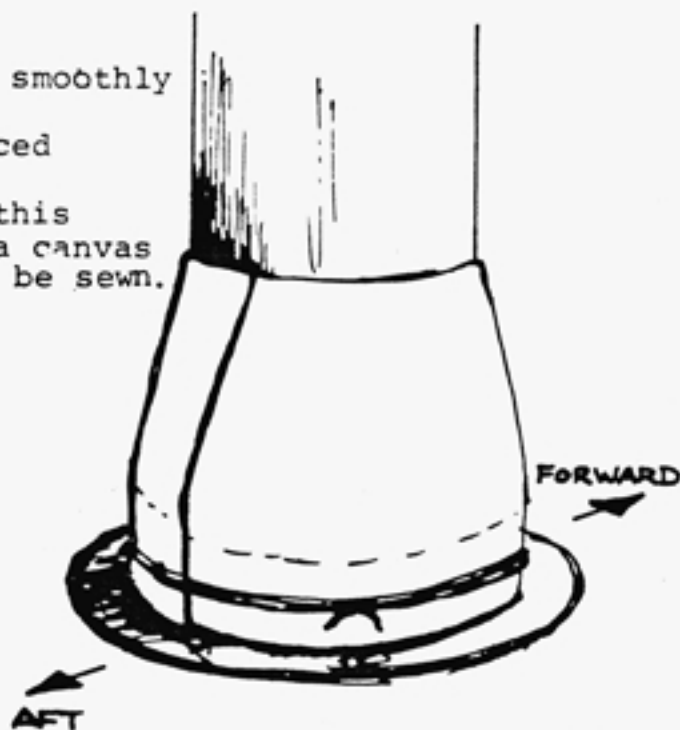


PEARSON YACHTS-ALL BOATS  
MAST BOOT INSTALLATION



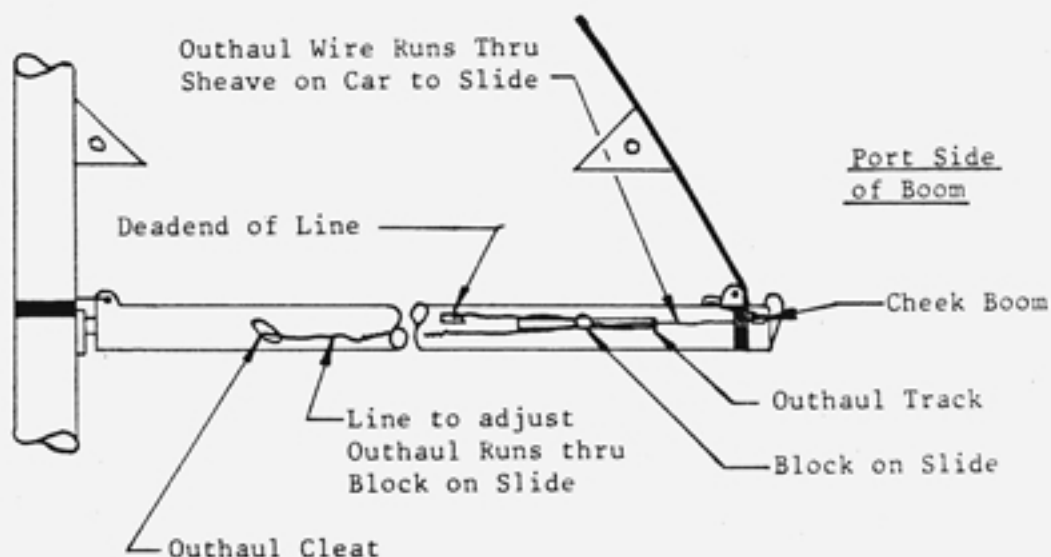
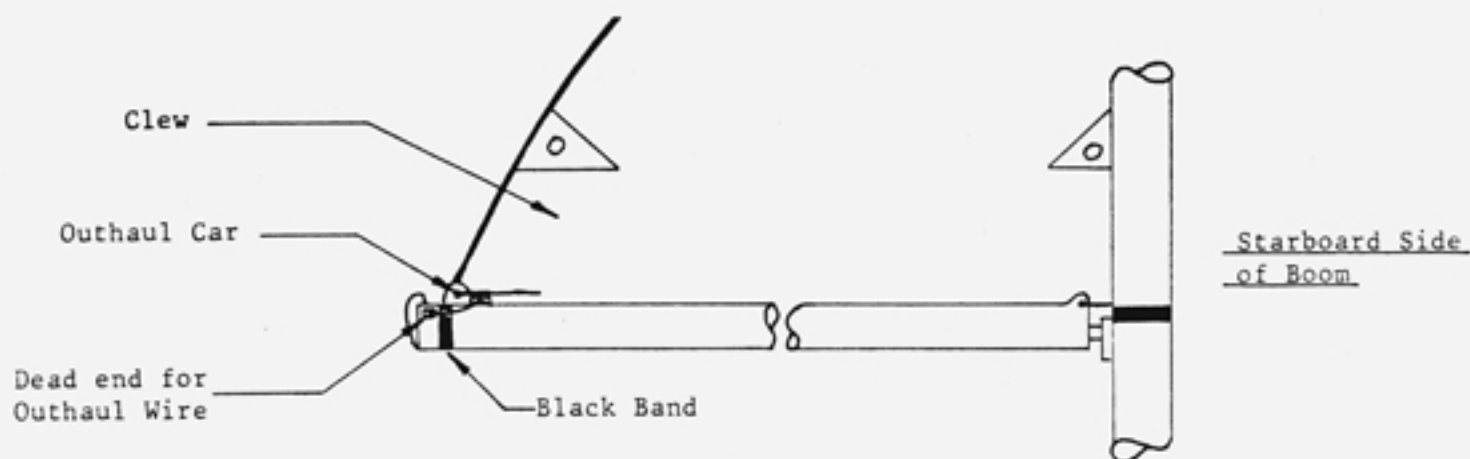
With small edge of mast boot down and grommets against mast, wrap and tie boot above mast collar, keeping smooth. Overlapping edge should be AFT. To get a good fit, wrap and tie the excess lanyard around again keeping to the upward edge of the boot. If leaking occurs - this upper portion can be sealed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

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



# OUTHAUL

P-323

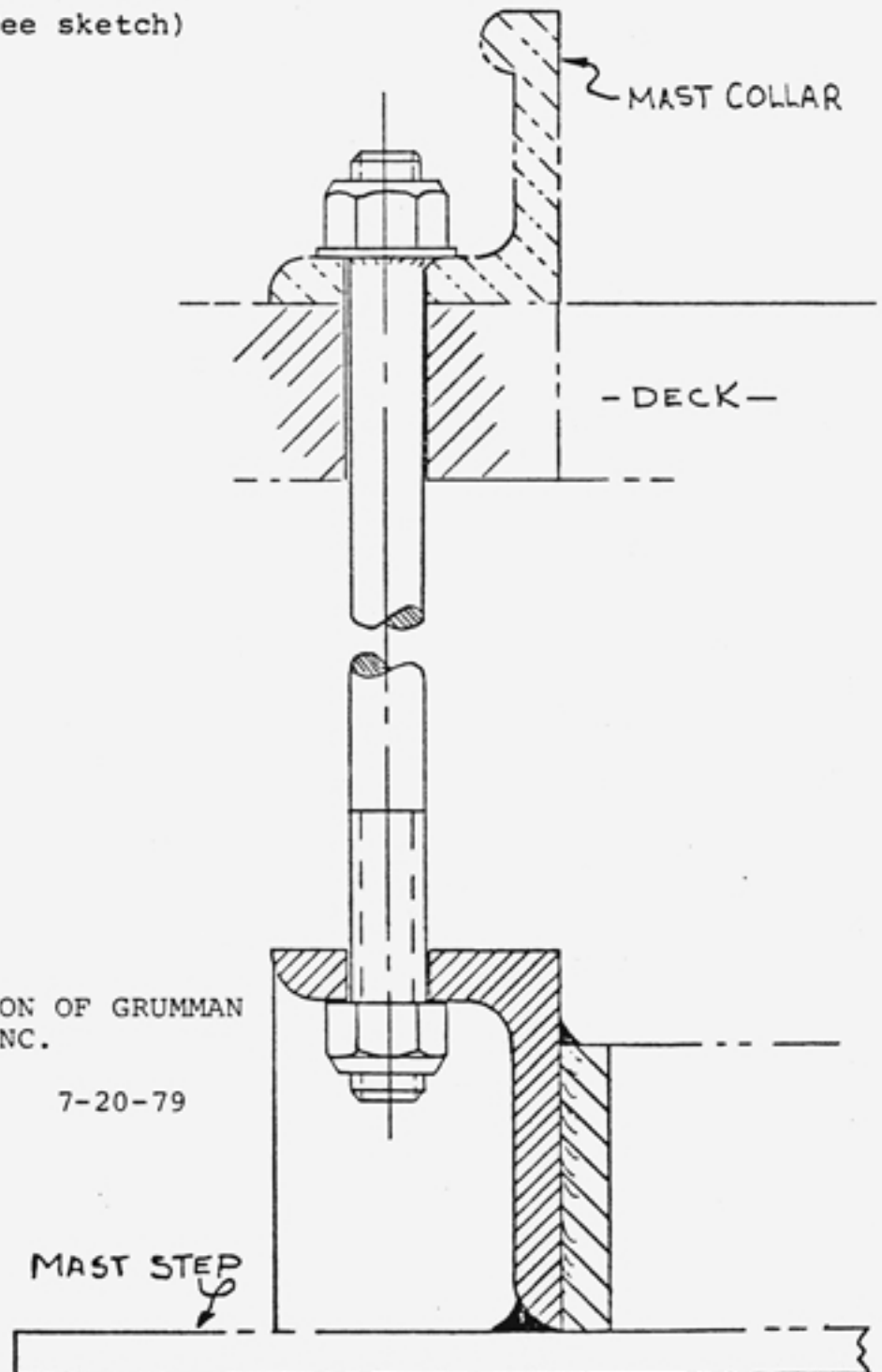


1. Attach outhaul to mainsail clew.
2. Trim main halyard by hauling top of mainsail to black band at the top of mast.
3. Trim outhaul by pulling on line on port side of boom until clew reaches black band at aft end of boom. Cleat outhaul (line) on cleat, port side, at forward end of boom.

## MAST TIE ROD

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

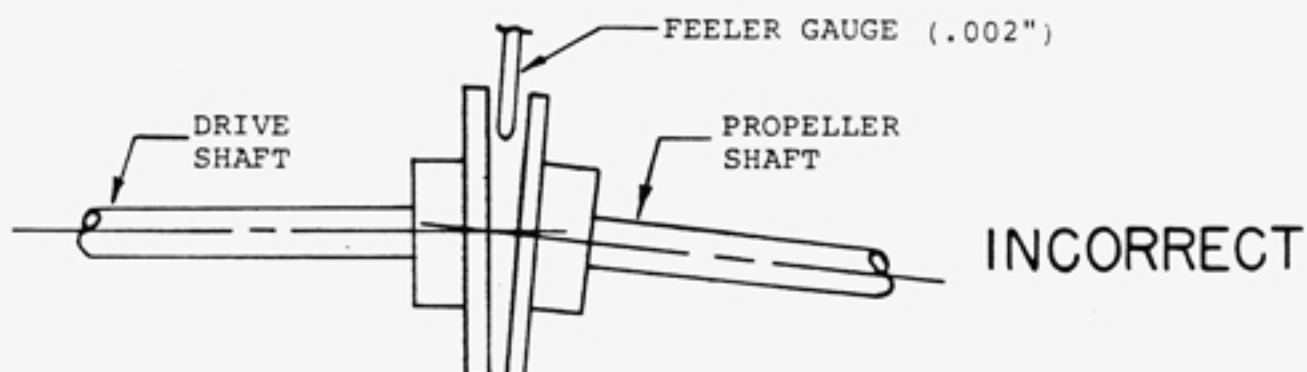
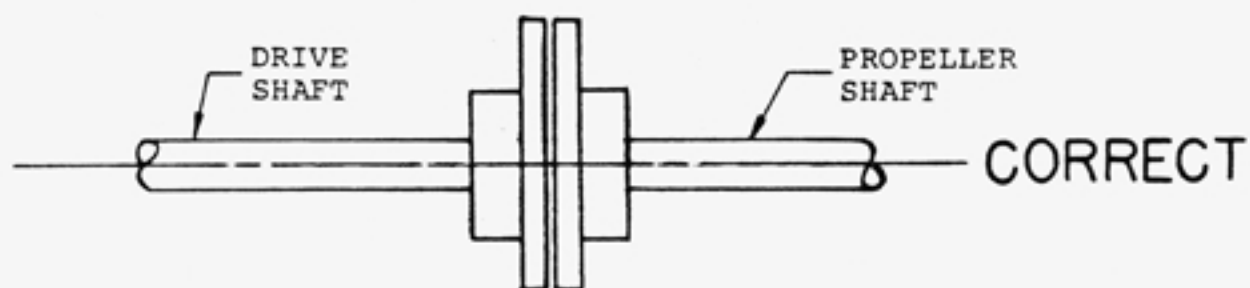
The tension should never be over tightened. The nut on deck should be finger tight with the boat at rest and the rigging properly adjusted. (See sketch)



PEARSON YACHTS DIVISION OF GRUMMAN  
ALLIED INDUSTRIES, INC.

7-20-79

TYPICAL PROPELLER SHAFT ALIGNMENT





# 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.....
9. Check Bilge for Water.....

## POST-LAUNCHING CHECK LIST

1. Recheck Bilge for Water.....
2. Fire Extinguishers Charged and Mounted (See Section XIII).....
3. All Seacocks Open/Watertight.....
4. Check Prop Shaft Log for Watertightness.....
5. Toilet Operable.....
6. Engine Operates and Passes Water Through Exhaust  
(See Engine Manual).....
7. Check Shaft Alignment.....
8. Check V-Drive for Alignment.....
9. 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.....
10. Standing Rigging in Place.....
  - A. Turnbuckles Operable and Cotter Pins in Place & Taped
11. Running Rigging in Place.....
12. Blocks and Winch Handles on Board.....
13. Bilge Pump Operable.....

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON 323

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 the 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.

SECTION VII...Cont'd.

11. If you cannot see the fuel 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 FUEL 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 yachtsmen.
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  
PEARSON-323

SECTION VIII: ENGINE OPERATING INSTRUCTIONS

SECTION VIII. A: ENGINE SERVICE ACCESS

The engine, V-drive, and stuffing box (back under the engine) are accessible for routine checking by removing the companionway ladder and the removable access panel behind it or through the locker door in the galley face under the sink. Also, the pegboard in the port and starboard sail lockers can be removed for access to the sides and aft end of the engine, and the fuel tank, engine controls, etc.

## PEARSON YACHTS

### OWNER'S GUIDE AND PROTECTION PLAN

#### SECTION VIII. B: PRE-START

For more complete operating instructions, maintenance procedure, etc., refer to engine manual provided by engine manufacturer.

1. Read the procedures as outlined in the engine operating manual and be sure to follow the engine manufacturer's recommended operating RPM's.
2. Check your fuel supply. Know the cruising radius your supply will allow.
3. Run blower for at least five minutes and check blower exhaust for presence of fumes.
4. Open the fuel valve.
5. Open the seawater intake valve which is located in the bilge on the port side of the keel between the two cabin sole hatches.
6. 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.

SECTION VIII. B...Cont'd.

7. Check main engine oil level. Access to dipstick is gained through removable access panel located behind companionway ladder.
8. Check oil level in V-drive unit. Dipstick is on port side of V-drive housing.

PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 323

SECTION VIII. C: STANDARD DIESEL OPERATING INSTRUCTIONS

To Start Engine:

1. Turn on exhaust blower letting it run for at least 5 minutes before starting the engine. Check for fumes by sniffing the air stream discharged from blower.
2. If there are no fumes present, place clutch in neutral and turn on ignition key located near the electrical panel on the aft bulkhead under the main companionway ladder.
3. With key on, the alarm bell for high water temperature or low oil pressure will sound.
4. The start button and the pull knob for stopping the engine are located on the starboard face of the cockpit well just aft of the sail locker.
5. Depress START button. Engine should start after a few revolutions. If it doesn't start, find problem.
6. 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 re-starting the engine.
7. Let engine idle for a few moments allowing the oil pressure to build up and the water temperature to rise to normal operating temperatures.
8. Leave bilge blower on until underway.

SECTION VIII. C: STANDARD DIESEL ... Cont.

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. When engine stops, alarm system will ring as oil pressure drops. Turn off ignition key.

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.



## PEARSON YACHTS

### OWNER'S GUIDE AND PROTECTION PLAN

#### SECTION VIII-D: DIESEL ENGINES

There are two grades of diesel engine fuels currently in use today. The first is Grade #1 and the second is Grade #2. The more common of these is the latter. The National Fire Prevention Association and the United States Military both agree that the flash point of Grade #1 diesel fuel is 100 degree fahrenheit. The flash point of Grade #2 diesel fuel is 125 degrees fahrenheit. We all know that gasoline installations in boats must be properly ventilated. This is in accordance with numerous regulations including those of the United States Coast Guard. Even the National Fire Prevention Association is concerned enough about the flammability of diesel fuel to require that it be treated with caution.

Diesel engines used in the marine industry today operate with very high exhaust temperatures. The result is that any defect in the cooling water to the exhaust line can cause excessive build-up of heat, which in turn could create a fire. The volume of cooling water can easily be restricted by a blockage of the flow of water anywhere within the system, thereby creating a potential fire hazard.

After a diesel engine has been stopped it continues to emit a tremendous quantity of heat. This is rather normal considering the temperatures that the engines must operate at in order to combust the fuels. If this heat emission elevates the temperature in the engine compartment above the flash point of the diesel fuel, then there is an extreme potential fire hazard. (Certain makes of diesel engines operate at low temperatures, thereby greatly reducing the above described hazard.)

Because there are numerous switches and electrical connections adjacent to and in the engine compartments of most yachts, any spark and short-circuit from this wiring combined with the heat factor and the presence of diesel fumes may cause a potentially disastrous fire.

## PEARSON YACHTS

### OWNER'S GUIDE AND PROTECTION PLAN

#### SECTION VIII. E: 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 323. 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.

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 323

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. When removing the deck plate, ALWAYS USE THE SPANNER WRENCH PROVIDED.

The fuel valve is located inside the port hinged galley front door. 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°).

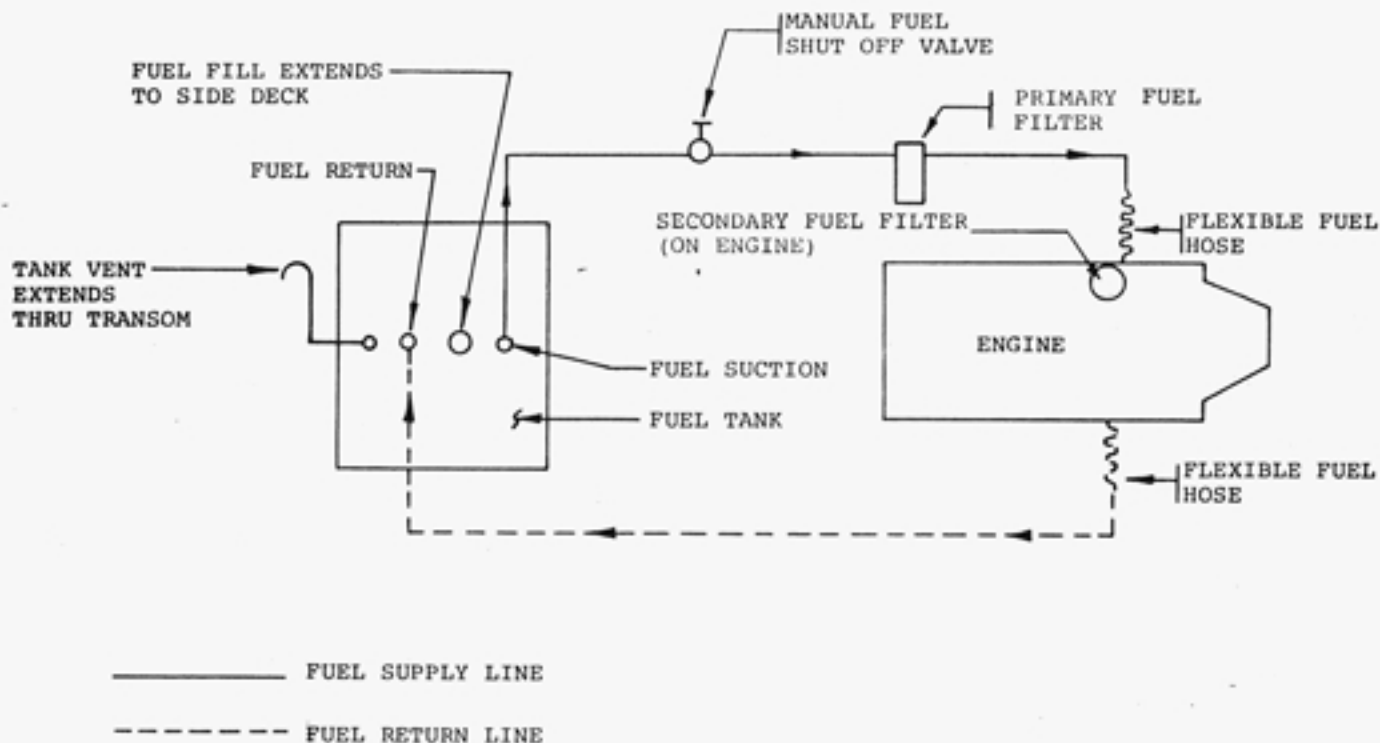
The fuel tank ventilates through a copper tube that extends from the rear of the tank to a small clamshell vent in the transom. The fuel supply line is a copper tube that runs from the tank through the shut-off valve to the filter, and emerges from the filter as a flexible hose connecting with the engine 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.

In addition to the fuel filter installed with the fuel supply line, there is an additional filter integral with the engine.

(DIAGRAM OF FUEL SYSTEM FOLLOWS)

P-323 FUEL SYSTEMS SCHEMATIC  
(FOR DIESEL ENGINES)



PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

SECTION X: ENGINE COOLING SYSTEM

Please refer to your engine operating manual found among the ship's papers, for a complete description of the cooling system. The engine cooling water intake and valve are located in the bilge on the port side of the keel between the two cabin sole hatches. The in line strainer (diesel only, not gas) is located in the bilge just aft of the intake and valve with access through the aft cabin sole hatch. Cooling water flows through the cooling circuit of the engine and is then discharged into the exhaust elbow located under the galley sink with access through the locker door on the galley face. Water and exhaust is then led aft through the rubber exhaust hose to the transom outlet. There is a scoop strainer facing aft on the outside of the hull (port side) that insures adequate water flow. The in line strainer on the diesel installation should be cleaned frequently - it collects material and hence reduces the water flow to the engine. It is located in the bilge with access through the aft cabin hatch. 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.

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN

SECTION XI. A: STANDARD FRESH WATER SYSTEM

There are two (2) standard 19 gallon water tanks located port and starboard under the main cabin berths. Total standard capacity 38 gallons.

In addition an optional 40 gallon water tank is offered which is located forward under the V-berth.

As standard a foot pump is supplied at the galley sink and a hand pump at the vanity sink.

With the optional hot and cold pressure system the vanity hand pump is deleted. Access to the tank connections is through traps under the berth cushions.

FILLING TANKS

Tank fills are located on deck (marked water) located as follows:

- A. Port and starboard tanks outboard near main mast.
- B. Optional 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 resulting in possible damage to the tanks.

## SECTION XI. A...Cont'd.

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

### 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.

### Tank Usage:

For extended cruising, you will probably want to fill all of your water tanks. To help maintain proper trim, we suggest water be drawn from the tanks in the following sequence.

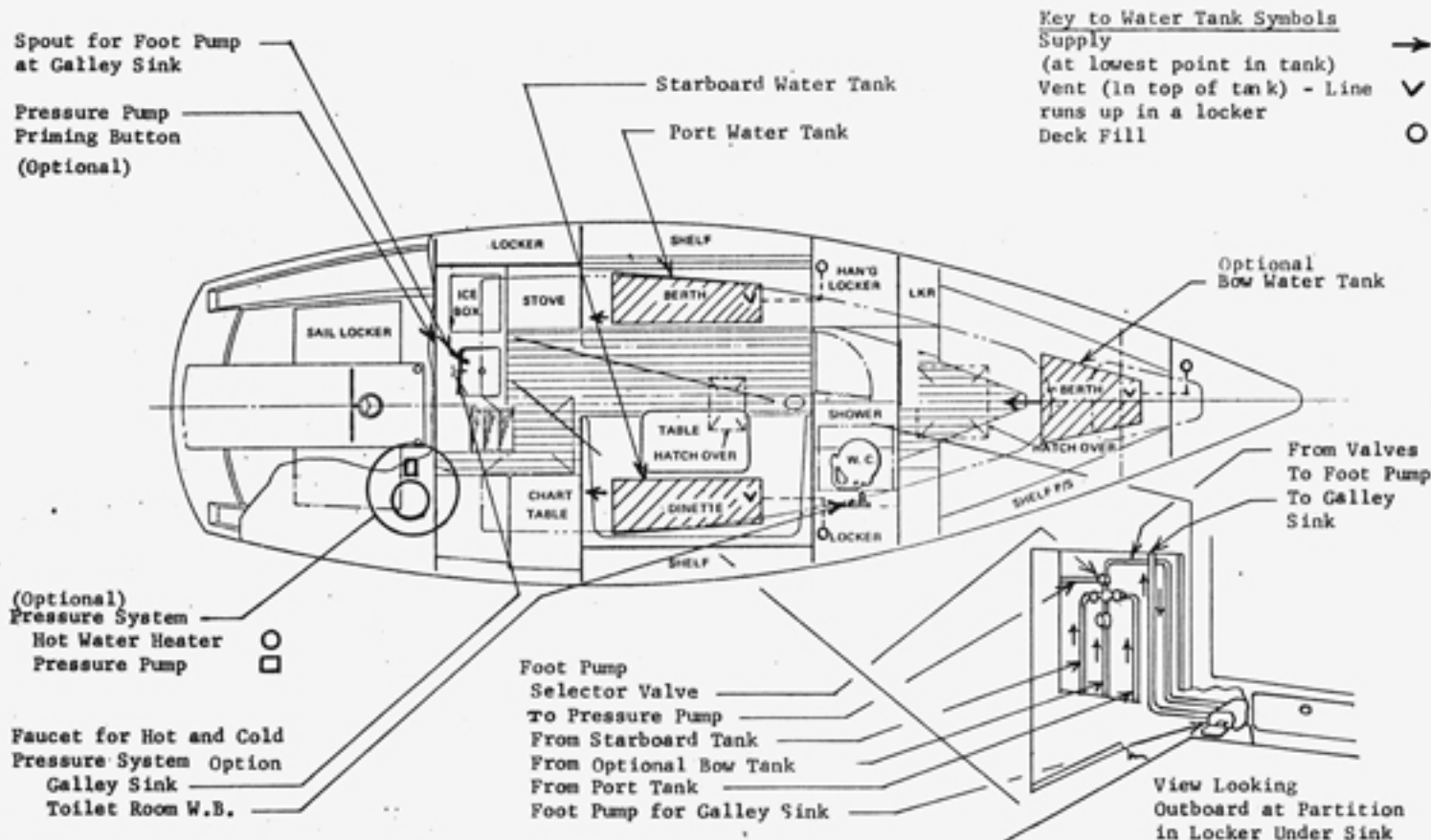
1. Optional bow tank.
2. Port tank.
3. Starboard tank.

### Optional Foot Pump Operation:

Open the foot pump selector valve located under galley sink (see diagram). Depress foot pump pedal located on face of galley counter under stove for galley sink.

(Diagram of Fresh Water System Follows)

PEARSON-323  
FRESH WATER SYSTEM  
SCHEMATIC





## PEARSON YACHTS

### OWNER'S GUIDE AND PROTECTION PLAN

#### SECTION XI. B: OPTIONAL HOT AND COLD PRESSURE WATER SYSTEM

Hot and cold pressure water is supplied to the galley sink, wash basin, and shower.

##### Pressure System Operation:

Close foot pump selector valve. Turn pressure system 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.

##### 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).

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

SECTION XII: BILGE SYSTEM

The low point of the bilge is located aft of the ballast keel. Access to this area is through the aft cabin sole hatch next to the stove.

Bilge suction hose with strainer is located in the bilge sump area. The bilge pump is located in the port aft end of the cockpit. Bilge pump discharge is in the transom, port side with the standard gas engine and starboard side with the optional diesel engine.

Periodically lift the suction hose and clear the strainer of any foreign material.

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

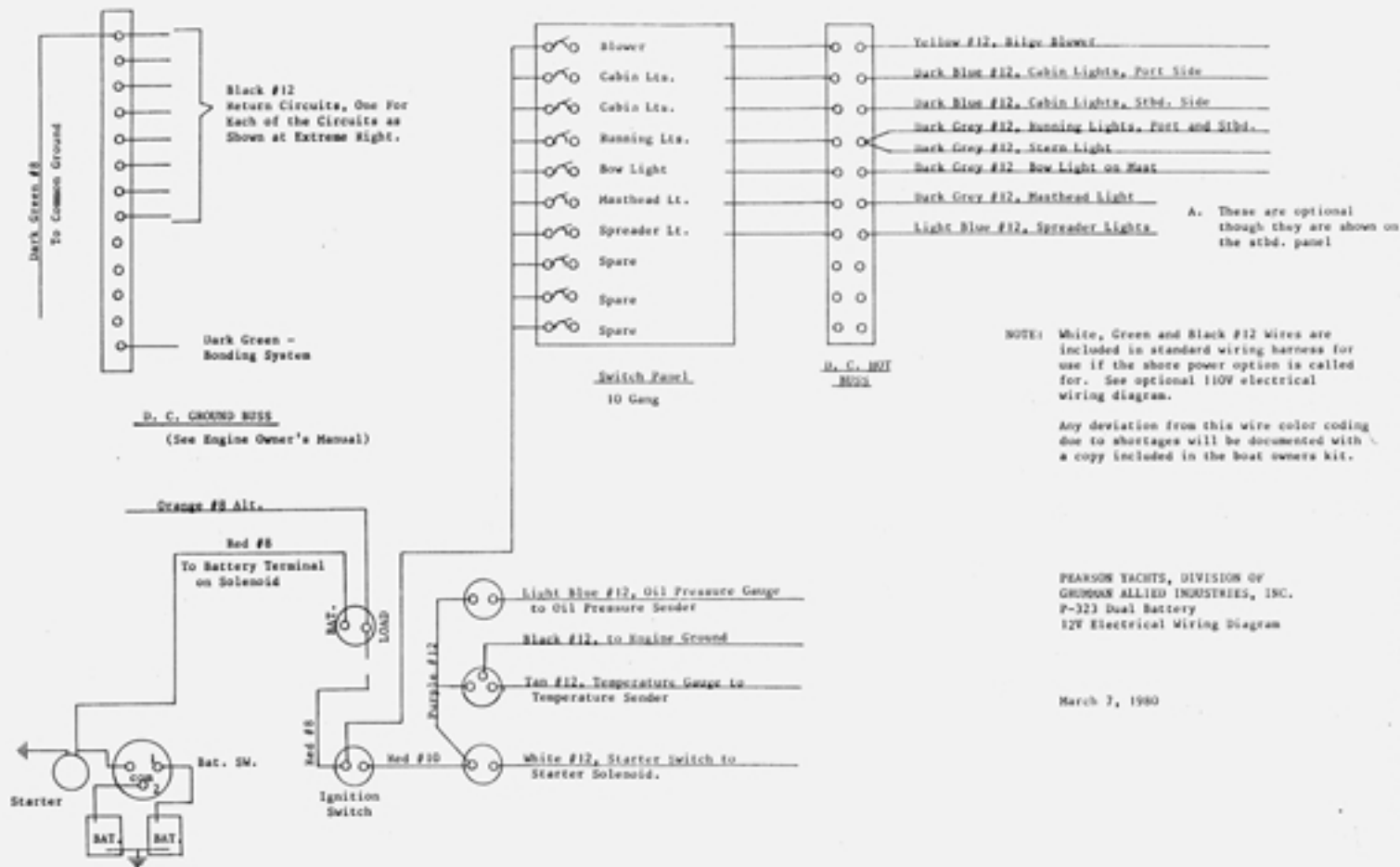
SECTION XIII: ELECTRICAL SYSTEM

To provide electrical power to the various circuits, turn on the master switch located on the aft bulkhead under the main companion-way. Place the switch in position 1, 2, or ALL. In position 1 or 2, electrical power will be drawn from battery 1 or 2, and with the engine running, battery 1 or 2 will be charged by the engine alternator. In position ALL, both batteries will provide power and will be charged simultaneously.

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

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, turning the toggle switches on the adjacent distribution panel 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.



PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

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

Intake seacock is located to starboard under the outboard portion of the forward dinette seat. Discharge seacock is located to starboard under the aft portion of the V-berth. To reach the valves, lift the appropriate seat cushions and access traps.

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.

Galley Sink Drain:

The sink discharges into the port cockpit scupper.

Cockpit Scuppers:

Both scuppers are fitted with seacocks which are located in the engine room on each side of the engine. Access to these valves is through the removable engine access panel behind the companionway ladder.

Deck Scuppers:

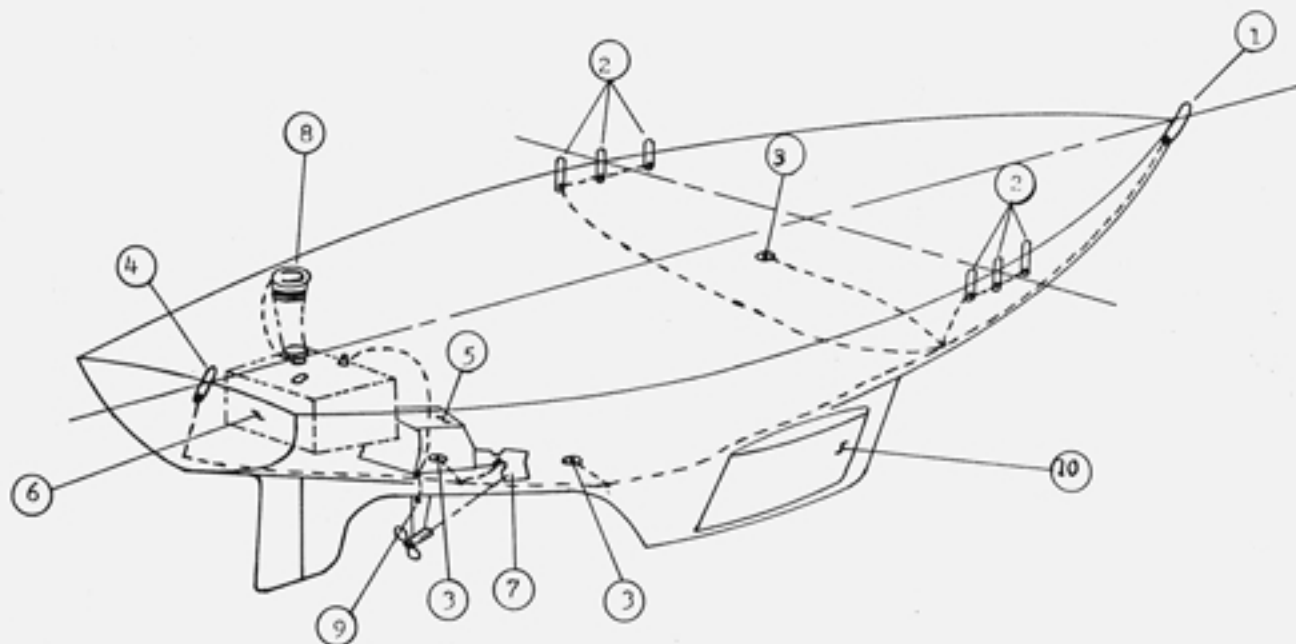
There are two deck scuppers; port and starboard, that discharge at the boot top.

## INTERNAL BONDING

P329

## NO. DESCRIPTION

1. Stemhead Fitting
2. Main Shroud Tanga
3. Thru-Hull
4. Backstay Tang
5. Engine
6. Fuel Tank
7. V-Drive
8. Deck Fill
9. Strut
10. Internal Ballast



PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

SECTION XV: SUMP PUMP

The vanity wash basin and the pan for the optional shower both drain directly into a sump box which is drained by an electric pump. To turn the sump on, place pressure system 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 in the forward cabin, on the starboard side, under the aft portion of the V-berth.

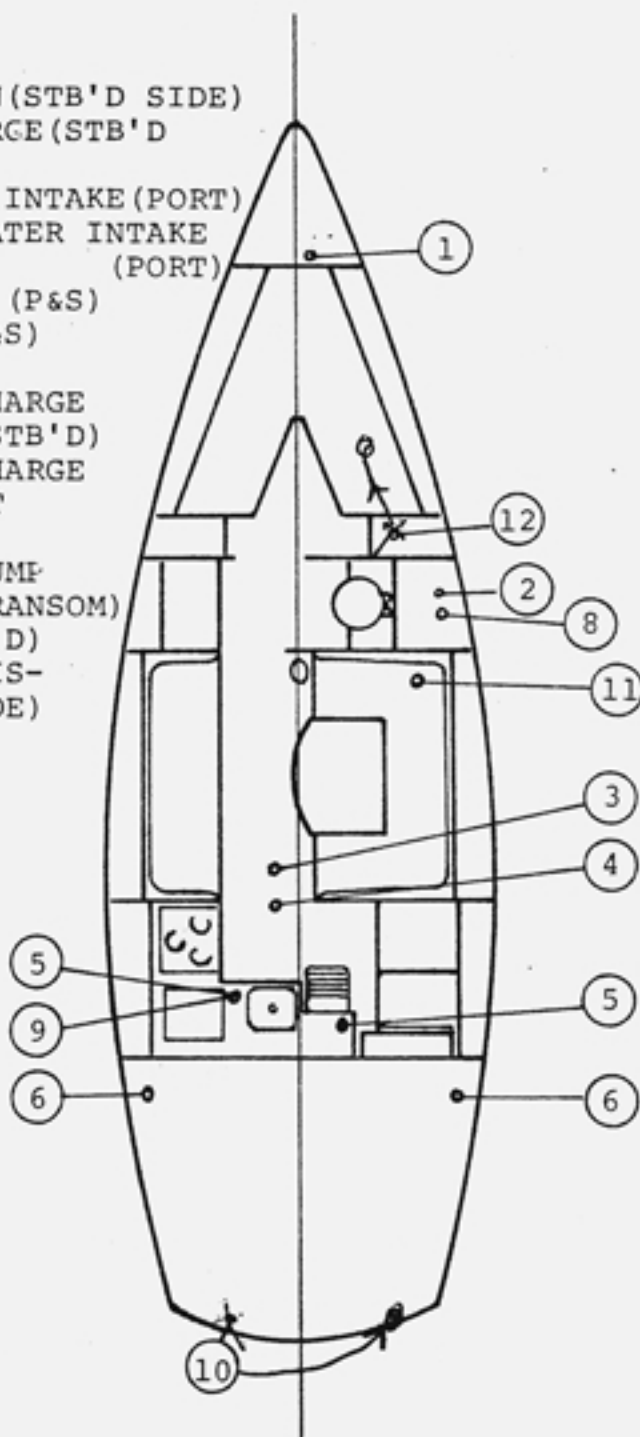
PEARSON 323  
THRU-HULL LOCATION SCHEMATIC

PORT SIDE

STARBOARD SIDE

NO. DESCRIPTION

- 1 ANCHOR WELL DRAIN (STB'D SIDE)
- 2 SUMP PUMP DISCHARGE (STB'D SIDE) SHOWER
- 3 ENGINE RAW WATER INTAKE (PORT)
- 4 OPT. GALLEY SEAWATER INTAKE (PORT)
- 5 COCKPIT SCUPPERS (P&S)
- 6 DECK SCUPPERS (P&S)
- 7 LIFTING SLING
- 8 VANITY SINK DISCHARGE (STB'D)
- 9 GALLEY SINK DISCHARGE INTO PORT COCKPIT SCUPPER
- 10 ELECTRIC BILGE PUMP DISCHARGE (PORT TRANSOM)
- 11 HEAD INTAKE (STB'D)
- 12 HEAD OVERBOARD DISCHARGE (STB'D SIDE)





PEARSON YACHTS

OWNER'S GUIDE AND PROTECTION PLAN

PEARSON 323

SECTION XVI ALCOHOL 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 against the aft bulkhead on the starboard side between the chart table seat and the galley. 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 usefull life of the burner tips.

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

PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

SECTION XVII: OPTIONAL EQUIPMENT

1. FATHOMETER: Please refer to manufacturer's literature provided.
2. SPEEDOMETER: Please refer to manufacturer's literature provided.
3. APPARENT WIND INDICATOR: Please refer to manufacturer's literature provided.
4. MASTHEAD & SPREADER LIGHTS: On/Off switches on switch panel.
5. ELECTRICAL REFRIGERATION: Refer to manufacturer's literature for complete operational details.
6. PROPANE (LPG.) STOVE: Please refer to manufacturer's literature before operating. Never use flame to check for leaks.

CAUTION

- A. Keep container valve closed when boat is unattended. Close it immediately in any emergency.
- B. Be sure all appliance valves are closed before opening container valve.
- C. Always apply lit match or other flame to burner before opening burner valve.
- D. Close master valve at appliance whenever appliance is not in use.
- E. Test system for leakage at least twice a month and after any emergency in accordance with the following procedures.

SECTION XVII...Cont'd.

Procedure 1:

With appliance valves closed, the master shutoff valve on the appliance open, and with container valve open, note pressure on the gauge. Close container valve. If the pressure drops, locate leakage by application of liquid detergent or soapy water solution at all connections.

Procedure 2:

As shown in diagram a leak detector is provided in the line at the container compartment. See Manufacturer's instructions. To locate leak proceed as indicated above.

(DIAGRAM OF PROPANE SYSTEM FOLLOWS)

7. SHORE POWER CONVERTER: Refer to manufacturer's literature.

CAUTION:

With the shore power connected turn the battery switch on before any electrical equipment.

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.)

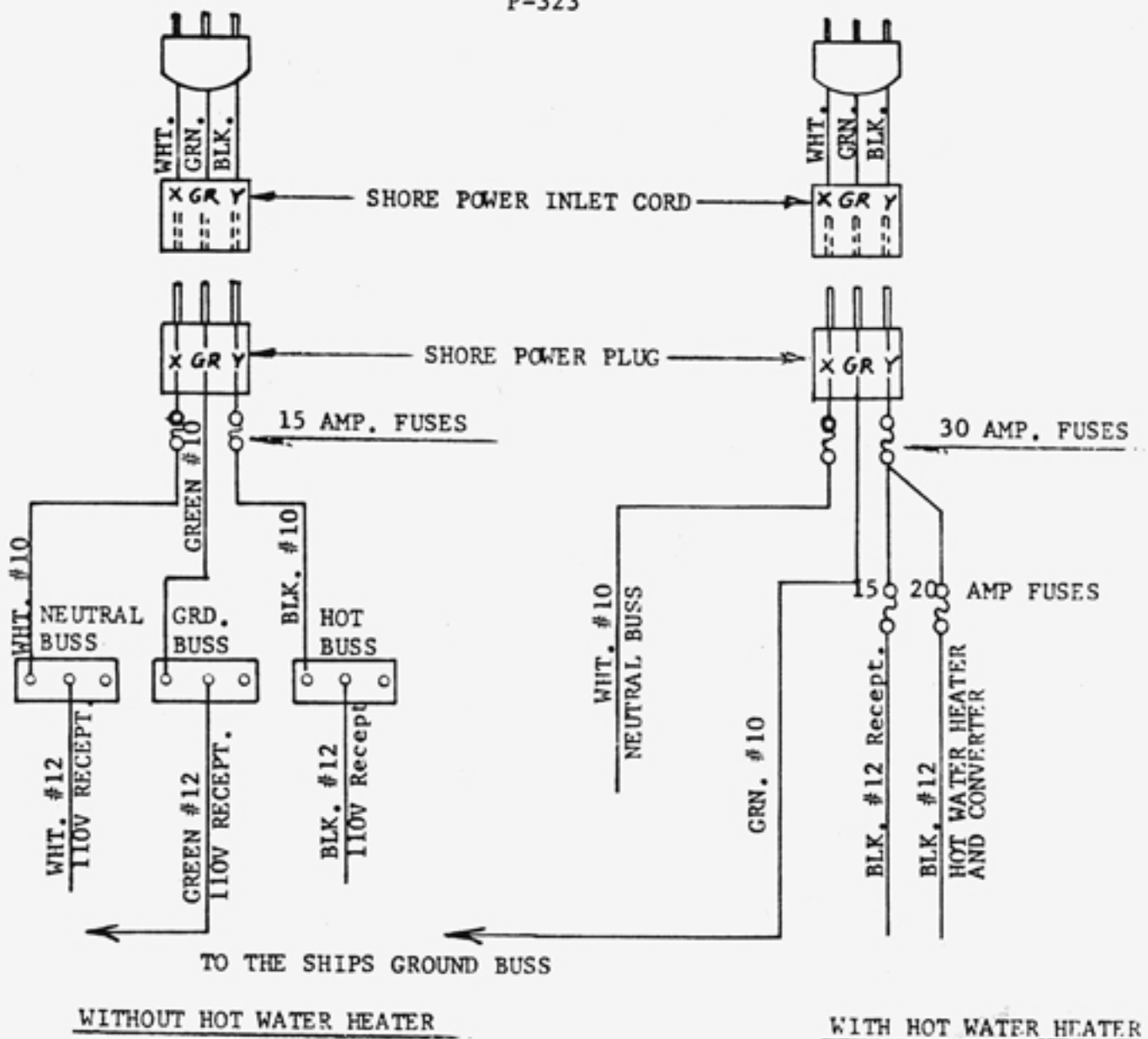
The shore power circuit utilizes the normal AC three-wire system.

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

(DIAGRAMS OF STANDARD AND OPTIONAL ELECTRICAL SYSTEMS FOLLOWS)

PEARSON YACHTS DIVISION OF  
GRUMMAN ALLIED INDUSTRIES, INC.

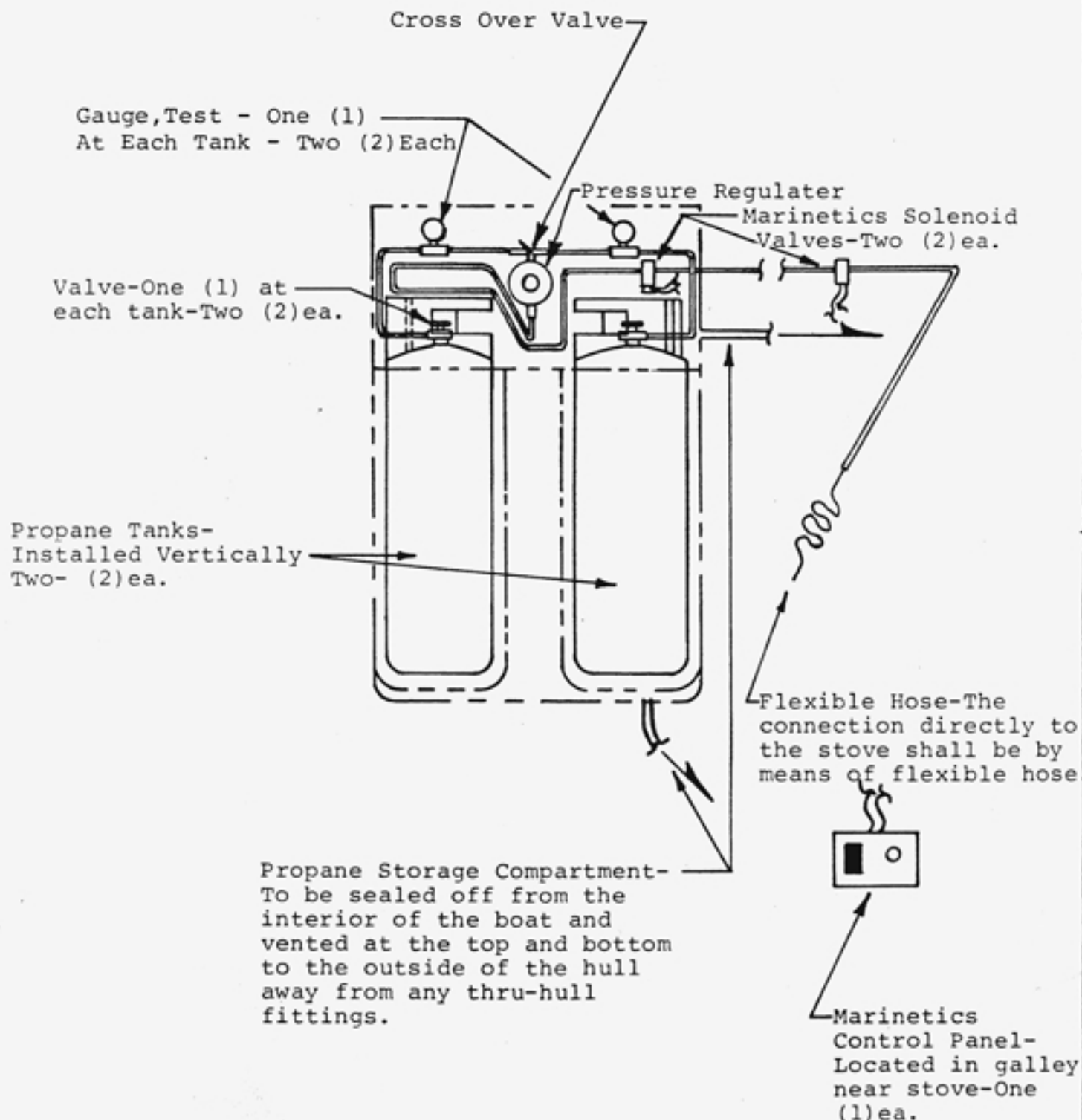
OPTIONAL 110V ELECTRICAL  
WIRING DIAGRAM  
FOR OWNERS MANUAL  
P-323



NOTE:

- 1 - The white, green, and black wires for the 110V system are included as part of the standard wiring harness.
- 2 - Any deviation from this wire color coding due to shortages will be documented with a copy included in the boat owners kit.

PROPANE OR L.P.G. SYSTEM  
INSTALLATION SCHEMATIC



PEARSON YACHTS  
OWNER'S GUIDE AND PROTECTION PLAN  
PEARSON-323

SECTION XVIII: 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 than 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 and 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.

COAST GUARD REGULATIONS

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

## PEARSON YACHTS

### OWNER'S GUIDE AND PROTECTION PLAN

#### SECTION XIX: CARE & MAINTENANCE

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

#### FIBERGLASS SURFACES

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

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

## SECTION XIX...Cont'd.

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

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

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

### WOODWORK

The exterior and interior trim is teak, one of the most durable and decorative of all hardwoods - but it must be maintained to keep it from splitting and discoloring.

To help teak maintain its natural color and life longer, treat it regularly with a preparation such as Boatlife's "Teak Brite" or Woolsey's "Teak Dressing".

CAUTION: Never use steel wool instead of bronze wool



SECTION XIX...Cont'd.

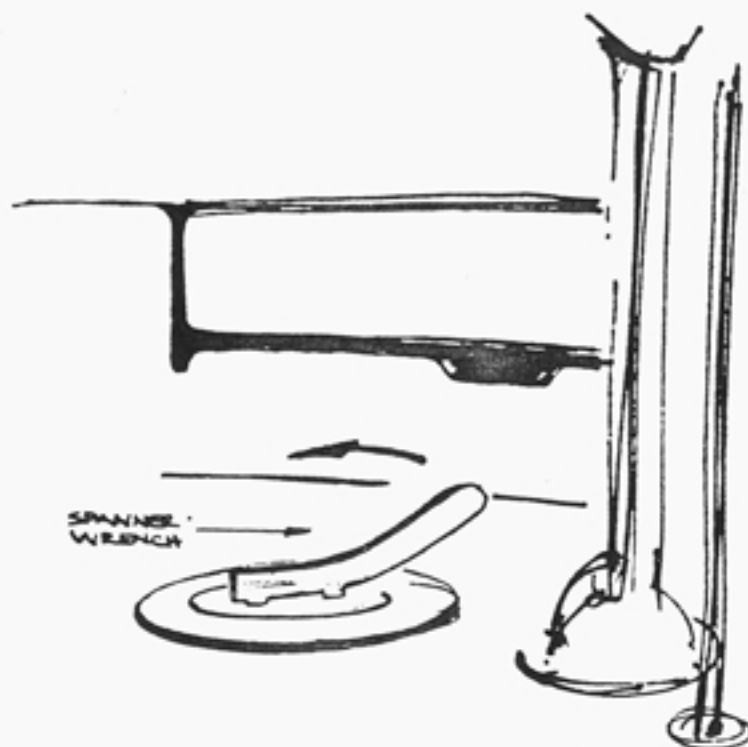
or sandpaper. Small filaments of steel break off and cause rust spots that are very difficult to remove.

CUSHION CARE

The fabric used on all Pearson yachts has been treated with Scotchgard for your protection. When cleaning is required, we recommend that a mild detergent be used. Lather up the cushion with a damp sponge. Rinse with fresh water.

CAUTION: Do not remove covers from foam.

## EMERGENCY TILLER INSTALLATION



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

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

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

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

