

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

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 seacocks if your boat is equipped with a marine toilet which has a thru hull intake. After launching, open the seacock and check for water-tight integrity.

Per the following drawing, you'll note that the rudder stock is held in the fiberglass rudder tube by two rudder bushings. If the fit, when inserting the rudder stock into these bushings, is too tight, coat them with vaseline or grease. While there is meant to be a minimal clearance between the stock and the bushings for a tight fit, it may, since the bushings are designed to absorb wear, increase. When this occurs, the bushings may be replaced.

The rudder stock is made of a marine grade aluminum alloy. It must not be painted directly with any type of copper anti-fouling bottom paint. The rudder stock in the area between the hull and top of the rudder should be inspected periodically, and if necessary, recoated with material similar to that used by the factory. The basic purpose of the coating is to provide a protection from any anti-fouling paint which may come in

SECTION VI...Cont'd.

Notes on Launching...Cont'd.

contact with the rudder stock. 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 lanyard is spliced to one of them, and the other is attached to the lower clevis pin in the aft end of the masthead. (See Diagram of Masthead). In the rigging box is a 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

SECTION VI...Cont'd.

instead of directly through the hole in the tang, in order to prevent possible chafing.

To adjust the standing rigging, simply remove the cotter pins from the turnbuckle screws and turn the screw clockwise to tighten, counterclockwise to loosen. Be sure that only the screws turn, not the shrouds. At times it may be necessary to grip the upper part of the turnbuckle.

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.

After final adjustment, cotter pins should be wrapped with tape to prevent personal injury or damage to sails.

Outhaul: The boom is fitted with a double eye at its outboard end. The outhaul line is led from the small eye (to which it is secured) through the clew and then back through the large eye, then to the cleat on the starboard side of the boom.

Jib Leads: For best results and 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.