



the Pearson 37

PearsonYachts.org

Come Sail With Us...

the Pearson 37

By some owners, the new Pearson 37 will be known as RACER; check the race results in your favorite yachting magazine to see how fast she sails. Other owners will call her CRUISER for her obvious comforts and balanced sailing qualities. Buy her for either one of those winning qualities. And get the other in the bargain.

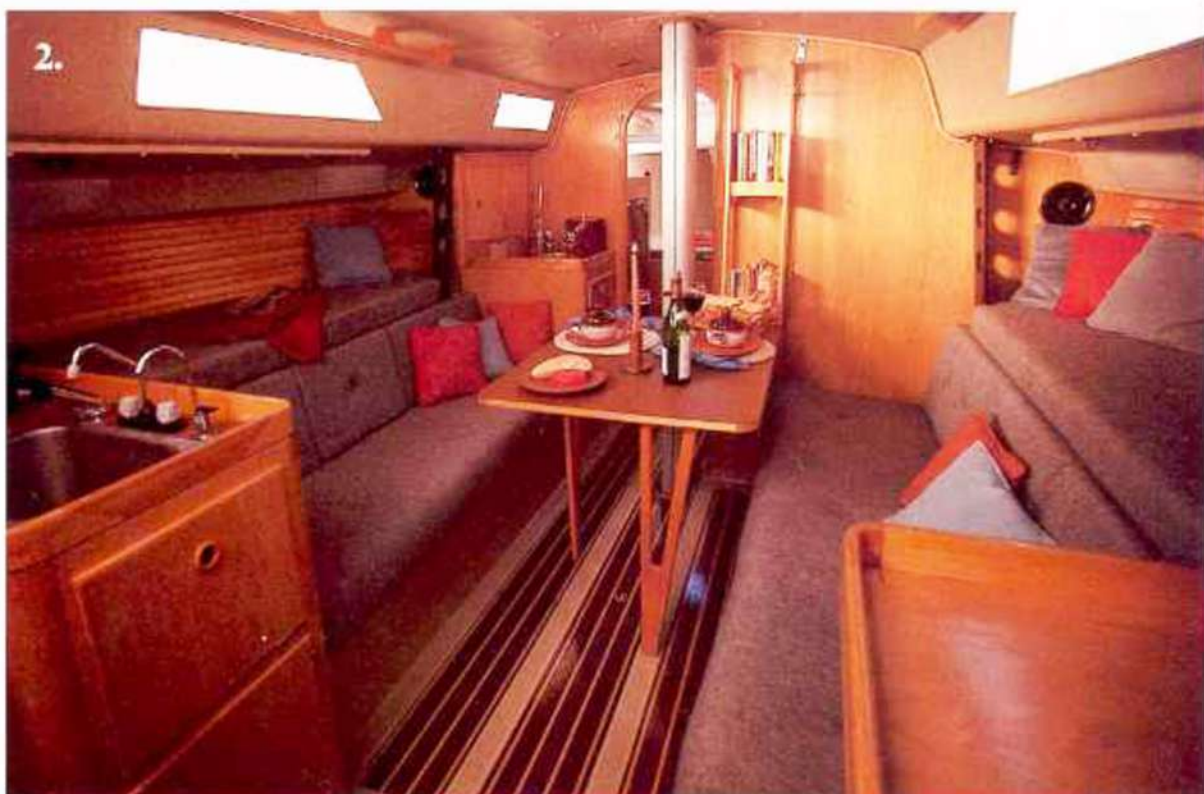
1. The same hull that makes her powerful and fast also produces a main salon like this one. Enormous. Room for you and your crew to relax and socialize. Spruce-trimmed hickory joinerwork makes a striking contrast to the teak and holly sole. The drainage grate in front of the hatch catches drippings from wet boots and foul weather gear.

2. Couch-like seat backs not only make for couch-like comfort, they also expose cavernous stowage bins behind them. Pilot berths have built-in canvas lee cloths. A bureau and liquor locker are on the port side. And come spinnaker-packing time the hickory table folds away easily, flush against the bulkhead.

3. Never will the joys of cooking take a back seat to the pleasure of sailing. The galley centers around a gimbaled propane stove with oven... surrounded by a huge icebox, deep stainless steel sink, built-in dish lockers, separate cutlery drawer, trash bin, and stowage enough to swallow an enormous quantity of utensils and supplies.

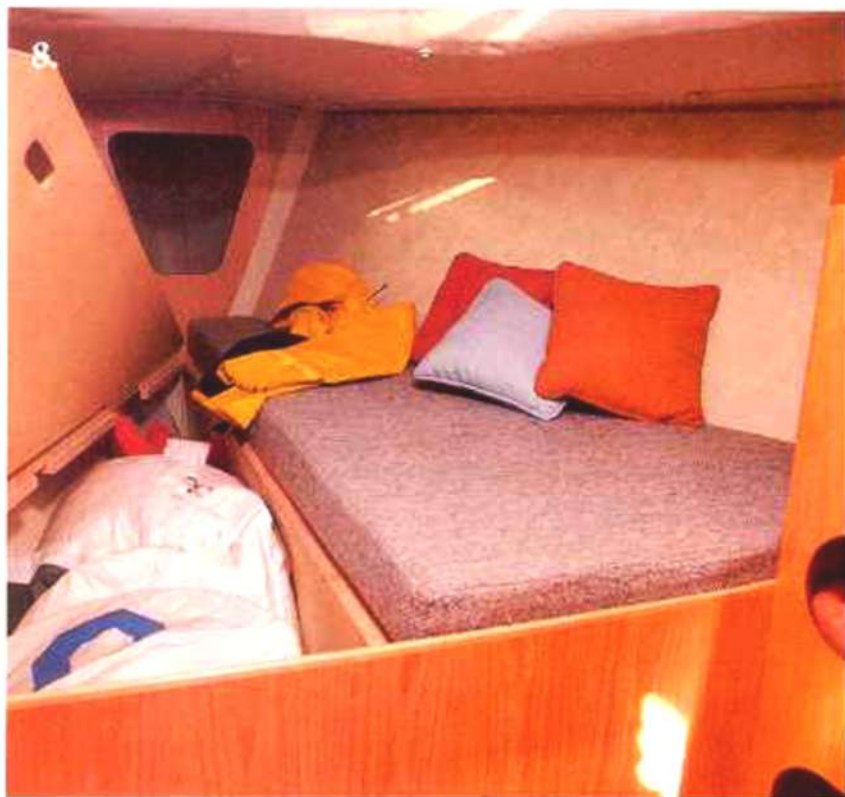
4. The navigation area holds every bit of gear you'll want aboard. Instruments are mounted on a panel which folds down—exposing them for easy adjustment or for maintenance. The lift-top chart table measures 2' x 3'. Navigation lighting is with a red/white gooseneck. The quarter berth is 6'6" long, has its own lighting, and is lined with cedar ceiling strips.





5. Note the baby stay on its adjustable car, the array of mast collar turning blocks, and one of the few options this otherwise very complete boat offers — hydraulic boom vang and backstay adjuster. When installed by Pearson, this system is fully warranted.





8. Make the forward stateroom into whatever you want: A roomy, 6½ foot long V-berth with its own bureau and hanging locker, or a huge sail locker, or both. Just aft and to starboard is the head . . . well lighted with plenty of fresh air circulation. It has 5 separate lockers, including a canvas-lined clothes hamper. The boat's pressurized water system also includes a shower.

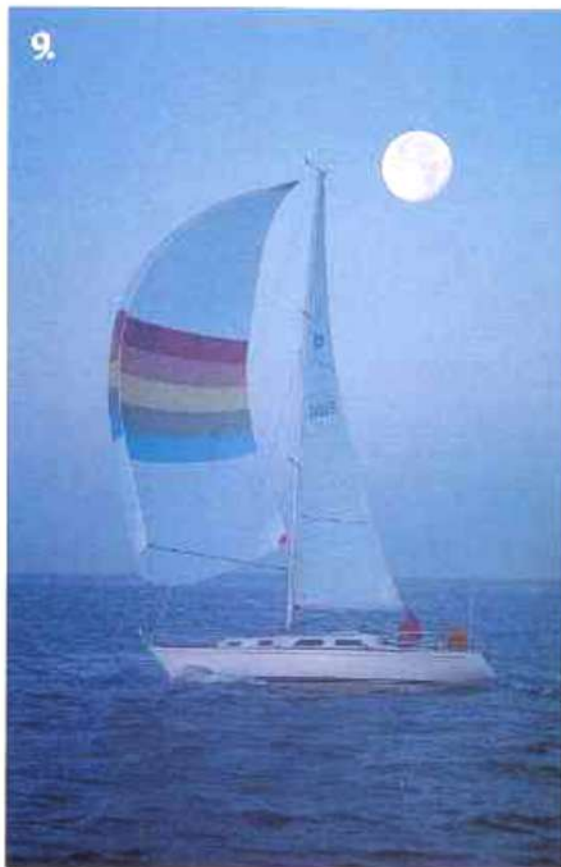


9. The tapered, double-spreader rig was engineered specifically for the new Pearson 37. Its standard rod rigging uses flush tangs to reduce turbulence around the mast and mainsail.

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6. She glides through the seas with the greatest of ease.

7. When a cockpit is 8'6" long it takes a word like ROOMY to describe it. COMFORTABLE is another good word — take a look at the helmsman's area, angled and curved for comfort at most any heel angle. And note the contoured "passenger" seating. The wheel steerer is unusually sensitive, turning in 1¼ revolutions lock-to-lock. Its 40" diameter will let you get well outboard for better wave, wind, and tell-tale watching.



The Boat

To design a boat that rates favorably under most rules, that performs well over a variety of conditions, and still provides comfortable accommodations, thereby meeting the requirements of both racing and cruising crews . . . this is a most difficult challenge for the yacht designer. The racing instinct directs us toward the very latest in aerodynamic and hydrodynamic design parameters, while the cruising instinct leads us towards pleasing accommodations, privacy, and comfort. Catch 22.

A racing yacht is controlled by the rating rules and designed with performance as the ultimate goal. Cruising yachts on the other hand answer to no rule other than those imposed by the desire of their owners for luxury and efficiency. In the new Pearson 37 our design team has done an outstanding job of maximizing her racing potential by taking her to the limit of what is fast by today's standards. State-of-the-art, if you will. Realizing, however, that

the market for stripped-out machines is limited, we gave her a comfortable-yet-lightweight interior so that she will appeal equally to the racing enthusiast and the serious cruiser. The latest rule trends have placed high penalties on extreme configurations. With this in mind, we have purposely avoided shapes that ultimately would be taxed unfairly. The new Pearson® 37 was designed to perform, to be fast, responsive, quick-out-of-the-tacks, and a joy to sail by those of us whose sailing pleasure comes from a boat that gets there in a hurry. And when there, she will certainly accommodate our crews in comfort.

Come sail with us!

Bill Shaw

William H. Shaw





PEARSON[®] 37

DESIGNER: WILLIAM H. SHAW

Specifications*

L.O.A. 36'11½" (11.27m)

D.W.L. 30'1½" (9.18m)

BEAM 11'10" (3.60m)

DRAFT 6'6" (1.98m)

DISPLACEMENT 12,800 lbs. (5806 kg)

BALLAST 5,400 lbs. (2449 kg)

SAIL AREA 639 sq. ft. (59.4m²)

MAST HEIGHT

ABOVE D.W.L. 52'11" (16.1m)

HEADROOM 6'3" (1.91m)

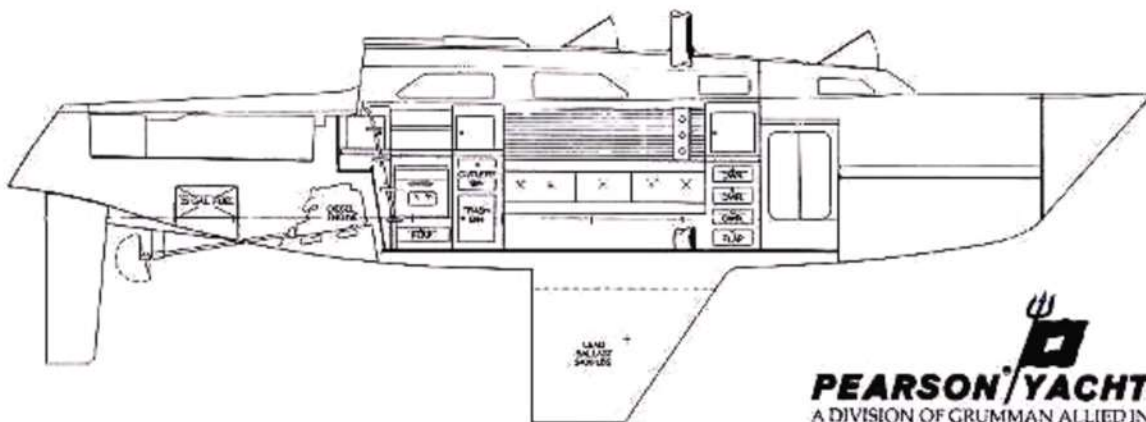
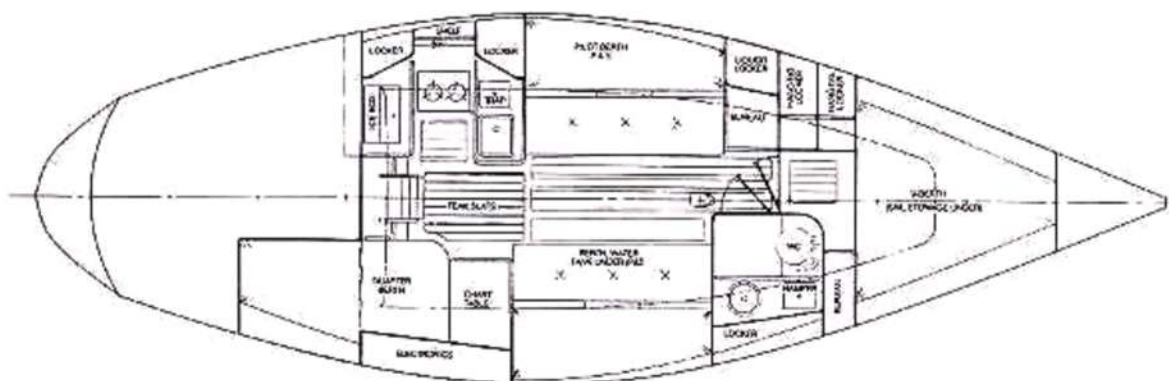
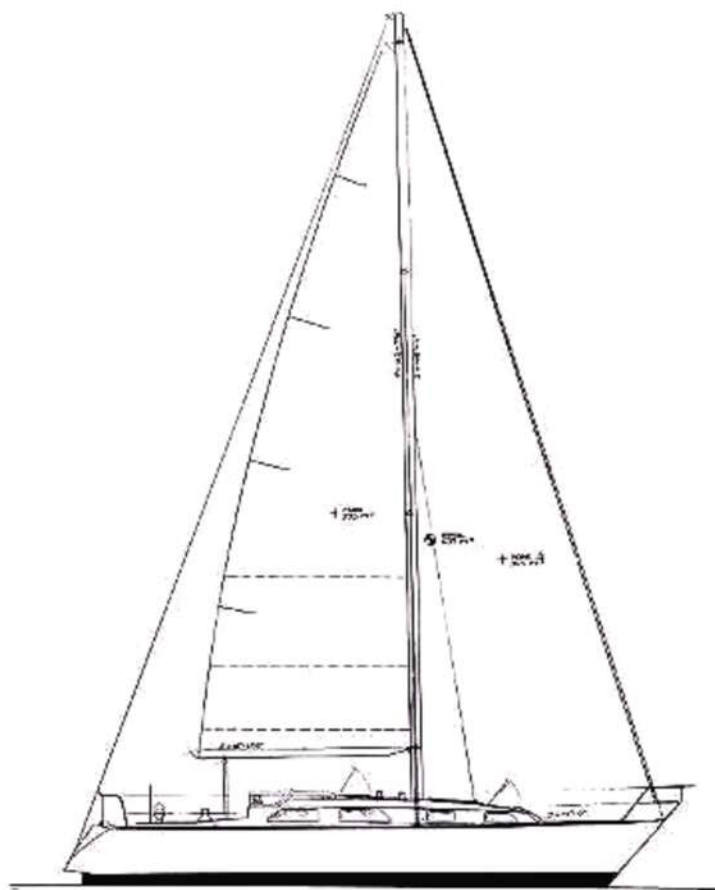
COCKPIT LENGTH 8'6" (2.59m)

POWER Diesel

F.W. CAPACITY 70 gal. (265L)

FUEL CAPACITY 22 gal. (83.3L)

*approximate




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