



Pearson 33 MkII – Stratocruiser

Make:	Pearson	Boat Name:	Stratocruiser
Model:	33 MkII	Hull Material:	Fibreglass (GRP)
Length:	32 ft 6 in	Draft:	5 ft 9 in
Beam:	11 ft	Number of Engines:	1
Year:	1986	Fuel Type:	Diesel
		Price:	GBP 26,950

Stratocruiser

Pearson 33 - 1986 - £26,950

The Pearson 33 is a very popular and sought after cruising yacht in North America where it is often classed as a 'cruiser/racer' due to its good performance and excellent sea keeping qualities achieved through a good ballast ratio.

This example has spent nearly all of its life in the UK, first in the central Solent area and then for the past 20+ years in Devon cruising the South West coast. She been well cared for by her owners past and present, and benefits from a very roomy three-cabin accommodation plan and a good level of inventory.

Measurements

LOA:	32 ft 6 in	Ballast:	4000 lb
LWL:	26 ft 3 in	Displacement:	11000 lb
Beam:	11 ft	Fuel Tanks Cap.:	70 L
Max Draft:	5 ft 9 in	Fresh Water Tanks Cap.:	165 L
Total:	509.27 ft ²	Number of Heads:	1
Mainsail:	229 ft ²		
Headsail:	280.5 ft ²		

Accommodation:

Up to seven berths in three cabins finished in honey-coloured teak, teak and holly flooring (Refinished in Autumn 2023) and blue cloth upholstery. Autotherm Air2D Diesel warm air cabin heating is fitted (Newly fitted in 2022) and a CD/radio unit with stereo saloon speakers, plus a flat screen TV on the saloon's forward bulkhead for on-board entertainment. Most internal lights converted to low energy LED's.

Forward cabin: through double doors, giving easy access to a double "V" berth with infill. Fiddled stowage bins beneath, hanging locker to starboard, and shelves and cupboard space to port. Overhead opening deck hatch and opening portlights to either side of the coach roof.

Saloon: with a single settee berth to port & "L" shaped seating on starboard side, with a hinged in-filling panel to enable a double berth to be formed. Lee clothes are fitted to both berths. Because the heads compartment is aft, the centre-line saloon table is well forward, leaving good movement area about the chart table and galley that are located amidships. Notwithstanding that, the table is of good size, with two hinged leaves and could accommodate four or more persons comfortably. A hanging locker, used for 'Oilies' and lifejackets, is located aft of the navigation table.

Nav. Area: located to the port side; features a relatively large chart table, to which the navigator either sits on a pedestal-mounted stool, or can comfortably stand. Main 12V DC distribution panel fitted outboard on a generously-sized panel naturally facing the navigator, with the radar having been mounted forward, but again orientated toward the seat occupant and the companionway.

Galley: located to starboard and roughly "L" shaped, with a large deep stainless steel sink, hot and cold pressurised water supply, Tasco twin burner gas cooker with oven and generously sized storage lockers including a good top-access locker for staples. In the American way; there is also a notably large coolbox located under the port side chart table's hinged lid unit. Not refrigerated to date (the current owner uses a carry-on, 12v camping unit which is included), but the original compartment would provide a very suitable base in which to fit a modern proprietary refrigerator plate. A substantial stainless steel crash bar in front of the cooker also incorporates large eyes to which a cook's bum strap can be attached.

Heads: Port side aft heads compartment with a Jabsco sea toilet, blue-coloured, moulded hand basin with a pressurised hot and cold water supply, plus an hand-pumped cold water back-up faucet. A shower head attachment is fitted. A toilet waste holding tank is fitted beneath the adjacent cockpit locker.

Aft Cabin: accessed to starboard of the companionway aft of the galley, fitted with a double berth and hanging locker, clock & barometer on the aft bulkhead. An overhead hatch and opening portlight to the cockpit well ensure good ventilation, supplemented by an opening portlight to the coachroof side.

Mechanical and electrical systems

Yanmar 2GM20F (18hp), indirectly-cooled diesel engine, driving through a conventional shaft to a two bladed propeller, with rope cutter fitted. A drip-less Tides Marine shaft seal is fitted (Renewed in 2021).

New exhaust elbow fitted in 2021 & engine water pump overhauled in 2021.

Various engine spares stowed under main saloon's porthand berth.

2 x 12 volt 105ah batteries (New in 2021) are charged by the engine-driven alternator, plus a Aero4gen wind generator is linked through a battery charge management system/regulator. Separate dedicated engine start battery, also fitted in 2021 with a Bep Marine isolator. A battery sensing Waeco 240v 25Amp AC battery charger (New 2014) is also fitted.

A 240 volt AC shore power system, with British square-pin 13A outlets is fitted about the vessel and domestic freshwater may be heated by immersion heater or through a calorifier linked to the engine.

Tankage:

- Fuel: 18.5 US Gallons, (70 litres approx.).
- Freshwater: 44 US Gallons, (165 litres approx.) in two polyethylene tanks.
- Toilet waste holding (black water) tank, located beneath cockpit locker. Unknown capacity.

Sails and Spars

Isomat double spreader aluminium alloy mast of the same age as the vessel.

Stainless steel standing rigging, last replaced in 2014.

New Facnor LS165 furling system fitted, together with a new forestay wire in 2015.

New Sparcraft F550 slab reefing boom fitted in 2015.

- Rod kicker.
- Single-line, slab reefing system in main boom.
- Adjustable backstay.
- 'Lazy bag' sail cover (New in June 2011).

All lines are led aft to cockpit via Harken, low-friction organisers and Spinlock clutches.

Sails:

- Slab-reefing mainsail by Sobstad (UK) 2015.
- Roller-furling 'Bi-star' genoa by Hood Sailmakers (UK) Ltd.

- 'Solent' Jib
- Hood cruising chute with snuffer

Navigation Equipment

Cockpit Instruments:

Standard Horizon CP300 chart plotter with C-Map charts fitted at helm
2 x Steering compasses (1 x wheel pedestal and 1 x bulkhead mounted)
Raymarine i70 autopilot control display (New in 2021)
Data Marine speed/log display on forward bulkhead
Data Marine Echo Sounder display on forward bulkhead
Data Marine wind speed & direction display on forward bulkhead

Mounted at the Chart table:

Raytheon R20X radar display
Standard Horizon GX1500e DSC/VHF radio

Deck Equipment:

- All four winches are self-tailing, including: Lewmar ST30 halyard winches, Lewmar ST43 sheet winches.
- Main sheet track and gear by Harken, with Spinlock upgrade clutches to aft end of coach roof.
- Wheel steering.
- 15 kg Bruce anchor with approx 30m chain and 70m anchor plait warp.
- CQR kedge anchor with approx. 8m x 8mm chain and 45m x 16mm anchor plait stowed in a robust net bag.
- Double-railed stainless steel pushpit and pulpits
- Sprayhood (2016 and new windows fitted in 2022) .
- Wheel cover (2016).
- Spray dodgers (Named)
- Stainless steel boarding ladder.
- Cockpit table.
- Outboard engine storage pad.
- Set of cockpit cushions in navy blue fabric

Available separately if required:

1 year old Inflatable dinghy & 2 year old Suzuki 2.5hp Outboard

Safety Equipment

- Standard Horizon GX1500e DSC/VHF radio at Chart table.
- Seago 4 man liferaft (Service due date July 2023 - service now due).
- Manual and electric bilge pumps.

- Danbouy.
- Lifebuoy.
- Man overboard throwing line.
- Mast-mounted radar reflector.
- Dry powder fire extinguishers (Mostly new in 2020)
- Fire blanket at galley.
- Emergency tiller located in the cockpit.
- New gas hoses and gas safety check in 2020
- Pilot Mini Gas Alarm
- Co2 and smoke alarms

General note on any safety equipment: *Any safety equipment such as life rafts, EPIRBs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.*

History and Construction

Built by Pearson Yachts in 1986 and purchased there new by her first owner (an Englishman), 'Stratocruiser' was brought to the UK two years later in 1988/89 and from that time has benefited from multiple upgrades and replacements of the original equipment fitted.

She has clearly been owned by discerning and keen sailing owners, with the original American sails replaced by high quality sails by the renowned Hoods in Lymington; replacement main boom in 2015 (to offer single-line reefing); the original self-tailing sheet winches supplemented by later self-tailing halyard/reefing winches and Spinlock clutches plus Harken deck organisers and mainsheet (clear of the cockpit).

The fin keel and deeper option spade rudder will make for a relatively fast, manoeuvrable and easily-handled cruiser, which offers the space and comfort levels demanded by the American market.

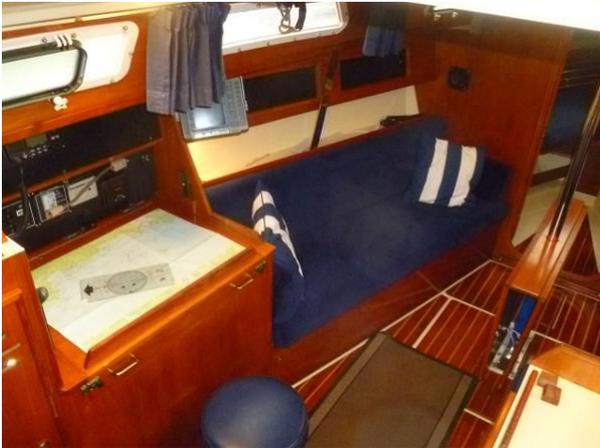
Disclaimer

"In this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective Buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part. Note: Life-saving appliances do not form part of the inventory and it is for the buyer to ensure they are in date and suitable for his purposes."

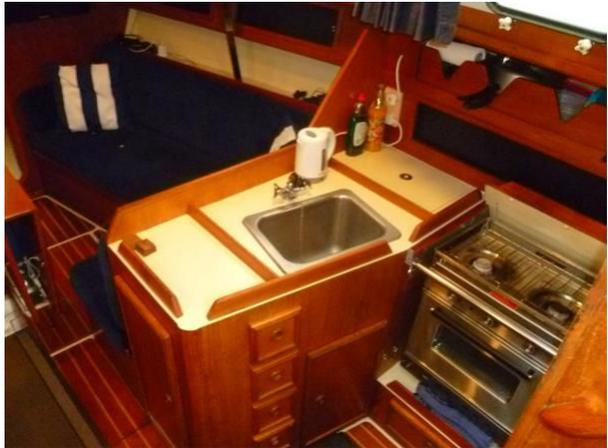
Photos



Saloon looking forward



Saloon port side & Nav area



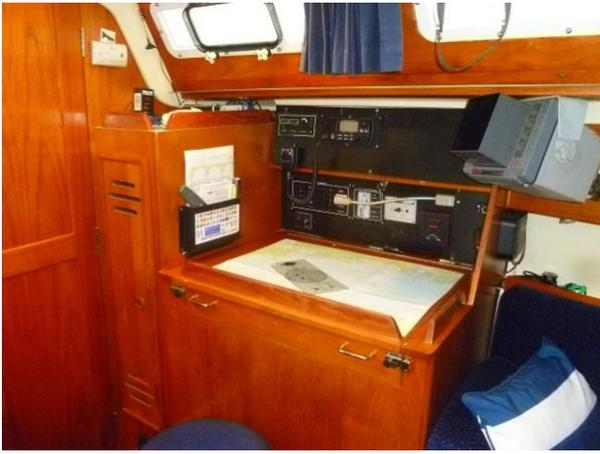
Galley area



Galley area



Galley area detail



Nav area



Forward cabin



Forward cabin



Heads compartment



Aft Cabin - Large double berth



Aft Cabin - Large double berth



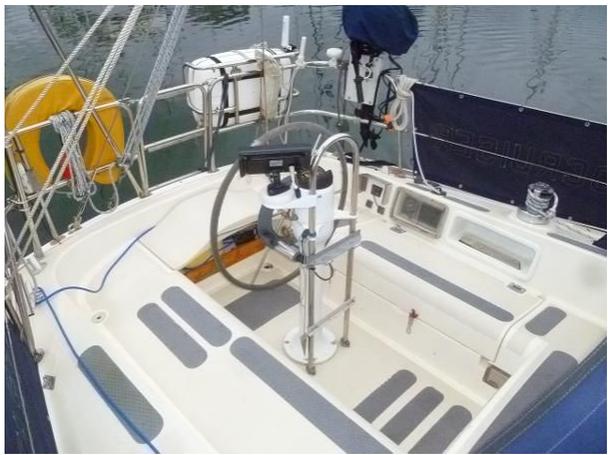
Refinished saloon flooring



Generous saloon table



Cockpit area



Cockpit area



Cockpit looking forward

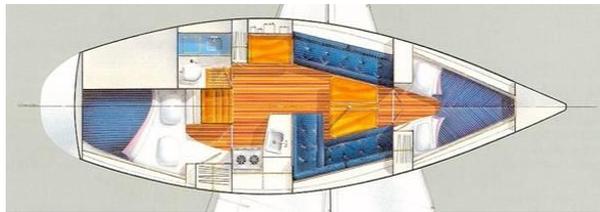




Engine from side access



Ashore



Layout Plan