

BACKGROUND INFORMATION

The O'DAY 280 represents one of the best values in today's sailboat market. The design and construction of this boat reflect over twenty years of experience and knowledge gained in the building of over 60,000 boats.

Drawing on this experience and information gathered from sailors around the country, C. Raymond Hunt Associates has designed a strong, attractive and comfortable boat, which will provide many years of sailing pleasure. Hunt Associates is a well-known design firm whose credits include custom and production power boats, the original Boston Whalers, IOR racing yachts, police, and pilot boats, as well as a string of successful production sailboats for O'Day and Cal.

The O'Day Corporation chooses to utilize an outside design firm, even though it would be more economical to use an in-house naval architect. Due to a lack of outside influences, an in-house designer often tends to stagnate and will sometimes produce the same design over and over. An independent naval architect has to produce new, innovative designs in order to attract new business. The wealth of experience and willingness to innovate that is typical of C. Raymond Hunt Associates, is an expense that many other manufacturers are unwilling to bear. The O'Day Corporation feels that it is well worth the added expense.

This manual is designed to thoroughly familiarize you with the O'DAY 280, while providing a wealth of information on this design in particular and on sailing in general. In the General section, you will find all the boat dimensions and features listed in detail. The Operation section provides further particulars on every aspect of the O'DAY 280, including construction details, operation instructions, and general information. The remaining sections - Commissioning, Maintenance, and Manuals - all contain important information about those aspects of boat ownership.

The O'Day Corporation reserves the right to change specifications without notice, and this manual may not reflect all such changes. Since we are always striving to improve our product, modifications and improvements are constantly in process and, therefore, it is possible that a particular boat may contain features different from those enumerated in this manual. It is impractical to revise this manual for each such modification. It is our policy to make improvements whenever it is appropriate without waiting for corresponding updates in our manual.

Full information on optional equipment may not be contained herein. Contact the option manufacturer or your O'DAY boat dealer for more information.

BACKGROUND INFORMATION - Continued

Parts orders may be placed through your local O'Day dealer, or by calling 508-678-5291 and asking for our Parts Department.

Certain situations may arise where we may refer you to a local ship's store or parts manufacturer for hardware. This will be to insure you the fastest service possible.

PLEASE BE SURE TO READ AND UNDERSTAND THIS MANUAL AND ALL OTHERS INCLUDED WITH YOUR BOAT, BEFORE OPERATING ANY OF THE BOAT'S SYSTEMS. In addition to information contained in this manual, there are certain federal, state, and local regulations pertaining to the safe and legal operation of pleasure craft that you should familiarize yourself with. Local governmental agencies and boating groups can help you become aware of these regulations. Additionally, be sure to read and understand the accompanying safety information sheet.

Have Fun, and Good Sailing!

THE O'DAY CORPORATION

2-13-89
O'Day 280

THE O'DAY CORPORATION
5-YEAR LIMITED WARRANTY
BLISTER-GUARD (TM) GEL-KOTE

1. COVERAGE

- a. The O'Day Corporation warrants to the original purchaser of a new boat manufactured by The O'Day Corporation, with Blister-Guard (TM) Gel-Kote that:

The O'Day Corporation will repair or, at its option, pay for 100% of the labor and materials cost to repair any below the waterline gelcoat blisters that occur within 5 years of the boat's delivery date or within 6 years of the boat's shipping date from the factory, whichever occurs first.

- b. This warranty shall apply only to the gelcoat on the boat's hull below the waterline, not to coverings on rudder or keel.

2. EXCLUSIONS

This limited warranty will not apply if:

- a. The Blister-Guard (TM) Gel-Kote has been abraded, sanded, sand blasted, subjected to any abrasives or damaged by either impact or contact.
- b. The Blister-Guard (TM) Gel-Kote has been prepared for painting or finishing, other than with the approved solvent wash or by approved methods, as shown under Blister-Guard Special Bottom Preparation Instructions.
- c. The Blister-Guard (TM) Gel-Kote has been painted with paint inconsistent with the recommended procedures set down under Blister-Guard Special Bottom Preparation Instructions.
- d. The attached Blister-Guard (TM) Warranty Registration has not been signed by both the original purchaser and by the original purchaser's dealer and returned to The O'Day Corporation within Thirty (30) Days after the date of delivery.

3. TO AFFECT A CLAIM

- a. Any warranty claim must be made by the original purchaser, in writing, through an authorized dealer of The O'Day Corporation within 30 days of discovery of the defect.
- b. The O'Day Corporation, or its agent, shall have the right to inspect the boat as needed before any repairs, inspections or surveys have been made. The inspection by The O'Day Corporation, or its agent, may require a core sample or samples to be taken from the hull to determine if all the provisions of the warranty have been satisfied. If a determination is made that the warranty is void, The O'Day Corporation will not be liable for any repairs needed due to inspections.
- c. The O'Day Corporation will have the right to determine the repair facility or conduct the repair itself.
- d. Written authorization must be obtained from The O'Day Corporation, along with instructions for repair, before any repairs are to be made. NOTE: While The O'Day Corporation will make its determination in as expeditious manner as possible, it must be realized that the inspection and determination may take some time.
- e. Any reimbursement will only be made through an authorized dealer of The O'Day Corporation on the standard O'Day Corporation's warranty form.

4. LIMITATIONS OF WARRANTY

- a. The O'Day Corporation shall be responsible for the direct repair costs only; other items including but not limited to costs for haul out, transportation, storage charges, loss of use, loss of time, inconvenience, transportation, lodging, etc., or for consequential or incidental damages of any type, shall be the responsibility of the original purchaser.
- b. The original purchaser is responsible for seeing that his responsibilities in this warranty, including application procedures, are carried out.
- c. This warranty is made only to the original purchaser of the boat and may not be transferred or assigned.
- d. THE WARRANTY AND REPAIR PROVISIONS STATED ABOVE ARE EXCLUSIVE REMEDIES WITH RESPECT TO BLISTER-GUARD (TM) GEL-KOTE. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY EXCLUDED. THE REPAIR PROVISIONS CONTAINED HEREIN ARE THE ONLY AVAILABLE REMEDIES FOR ANY BREACH OF THIS WARRANTY, AND ALL OTHER REMEDIES, IN CONTRACT, TORT, OR OTHERWISE, ARE HEREBY EXCLUDED.

IMPORTANT SAFETY INFORMATION

Sailing is wonderful recreation, but it is important that you take certain simple safety precautions.

The following are some of the more important boating safety precautions. We discuss most more fully later on in this booklet, but put them here for your quick review.

1. LEARN TO BE A GOOD SAILOR. It takes time and, often, thorough instruction to learn to be both a safe and effective sailor. Unless you have already received instruction, you should attend the classes in your area or take a home study "Skipper's Course." Write your nearest Coast Guard or local U.S. Power Squadron office for further information.

2. DANGER OF LIGHTNING AND ELECTRICAL POWER LINES. If your boat is struck by lightning or if the mast or rigging makes contact with an electrical power line, you may be seriously burned or killed. To best protect yourselves from these hazards:

(a) Check the weather forecast before going sailing; if thunderstorms or lightning is predicted, do not go out.

(b) If you are out and find that lightning is present in your area, stay as far away as possible from the mast, boom, standing rigging, and all other metallic objects. These are all electrical conductors, which will carry electric current and cause severe shock, injury or death. Seek shelter as soon as possible.

(c) When launching your boat, stepping the mast, and when sailing, be very careful not to allow the mast or rigging to touch any overhead wire. BEWARE OF ALL OVERHEAD WIRES; high-voltage power transmission lines are usually not insulated and frequently look very similar to overhead telephone lines, yet they carry lethal currents. Consult nautical charts for the areas where you are sailing to make sure that there are no electrical lines which are hanging low enough that they might touch your mast or rigging. Know how the top of your mast stands from the water so that you will know whether you will pass safely beneath electrical power lines.

3. SAFETY ACCESSORIES. Never use your boat without carrying all of the required safety accessories, such as fire extinguisher, distress signaling equipment, and personal flotation devices.

4. FLOAT PLAN; WEATHER. Leave a float plan (giving details on where you are going, with whom, and when you plan to be back) so that you can be located and so that someone will know if you are overdue and be able to start a search for you. Carefully check the weather before you go out and periodically during your sail. No matter how well designed any boat is, there are weather conditions which it cannot withstand. While your boat has been de-

IMPORTANT SAFETY INFORMATION - Continued

4. FLOAT PLAN; WEATHER. - Continued

signed to be self-righting under most circumstances, this does NOT mean that your boat will always right itself if capsized. Wet sails or rough weather conditions might even prevent this. Furthermore, exposure to cold water for even a few minutes or to warm water for a longer period of time can cause hypothermia (a decrease in the body's temperature) and be fatal. Make sure you know what weather conditions you are going to encounter and that you are well trained in bad-weather seamanship, in case the weather changes unexpectedly.

5. REFUELING. Exercise extreme care when refueling your boat. (See Fueling Procedure.) You could cause an explosion or fire, which could badly burn or kill you. Be sure to exhaust all fuel vapors and personally sniff to make sure there is no odor or fuel in bilge and engine areas before starting your engine. Never take a lighted match or work with an open flame (for example, a blow torch) in or around the fuel storage compartment, because even a low level of vapors may be present and catch on fire or explode. Clean up all fuel spills immediately.

6. 110-VOLT SHORE POWER.* If you hook up to shore power, make sure the polarity-warning light is not on. If it is, disconnect power immediately! This indicates that the polarity of the power cord is reversed, and you could get an electrical shock that would burn or kill you.

7. IMPAIRED CAPACITY. Do not operate your boat while under the influence of alcohol or drugs. Check with your physician with regard to prescription medicines.