

OWNER: Robert Seymour

O'DAY 280 - 1989

NAME: AT LAST

Registration: NJ 6558FP

O'DAY 280

SPECIFICATIONS

HULL DIMENSIONS

o	LOA	-	26' 11"
o	LWL	-	22' 11"
o	Beam	-	9' 0"
o	Draft	-	3' 0"
o	Ballast	-	1,865 Lbs.
o	Base Boat Weight	-	5,400 Lbs.

RIG DIMENSIONS

o	I	-	30' 10"
o	J	-	10' 6"
o	P	-	26' 1"
o	E	-	10' 6"

SAIL AREA

o	Mainsail	-	136.9 Sq. Ft.
o	130% Genoa	-	220 Sq. Ft.

MAST HEIGHT ABOVE DWL

- 34' 10"

MISCELLANEOUS

o	Berths	-	4
o	Fresh Water	-	30 Gallons
o	Icebox	-	3.0 Cubic Ft.
o	Head Holding Tank	-	30 Gallons
o	Fuel Tank	-	9 Gallons
o	Inboard Engine	-	12 HP, 2 Cylinder, Fresh-water cooled Diesel engine; 1" bronze shaft, 2-blade propeller. 12" diame- ter x 9" right-hand drive

Displacement-length Ratio D/L

$$\frac{\text{boat's weight in tons}}{.01^3} \times \text{LWL}$$

$$\frac{(5400 \div 2000)}{.000001} \times 13 =$$

2-13-89

O'Day 280

# PRINCIPAL DIMENSIONS

LENGTH OVERALL \_\_\_\_\_ 28'-11 1/2"  
 LENGTH HULL \_\_\_\_\_ 27'-11"  
 LENGTH WATERLINE \_\_\_\_\_ 22'-11"  
 BEAM OVERALL \_\_\_\_\_ 7'-0"  
 DRAFT \_\_\_\_\_ 2'-11"  
 DISPLACEMENT \_\_\_\_\_ 4700#  
 BALLAST \_\_\_\_\_ 1865#  
 MASTHEAD ABOVE D.W.L. \_\_\_\_\_ 59'-9"

## O'DAY 280

22'-11" W.L. CRUISING SLOOP

FOR THE O'DAY CORPORATION

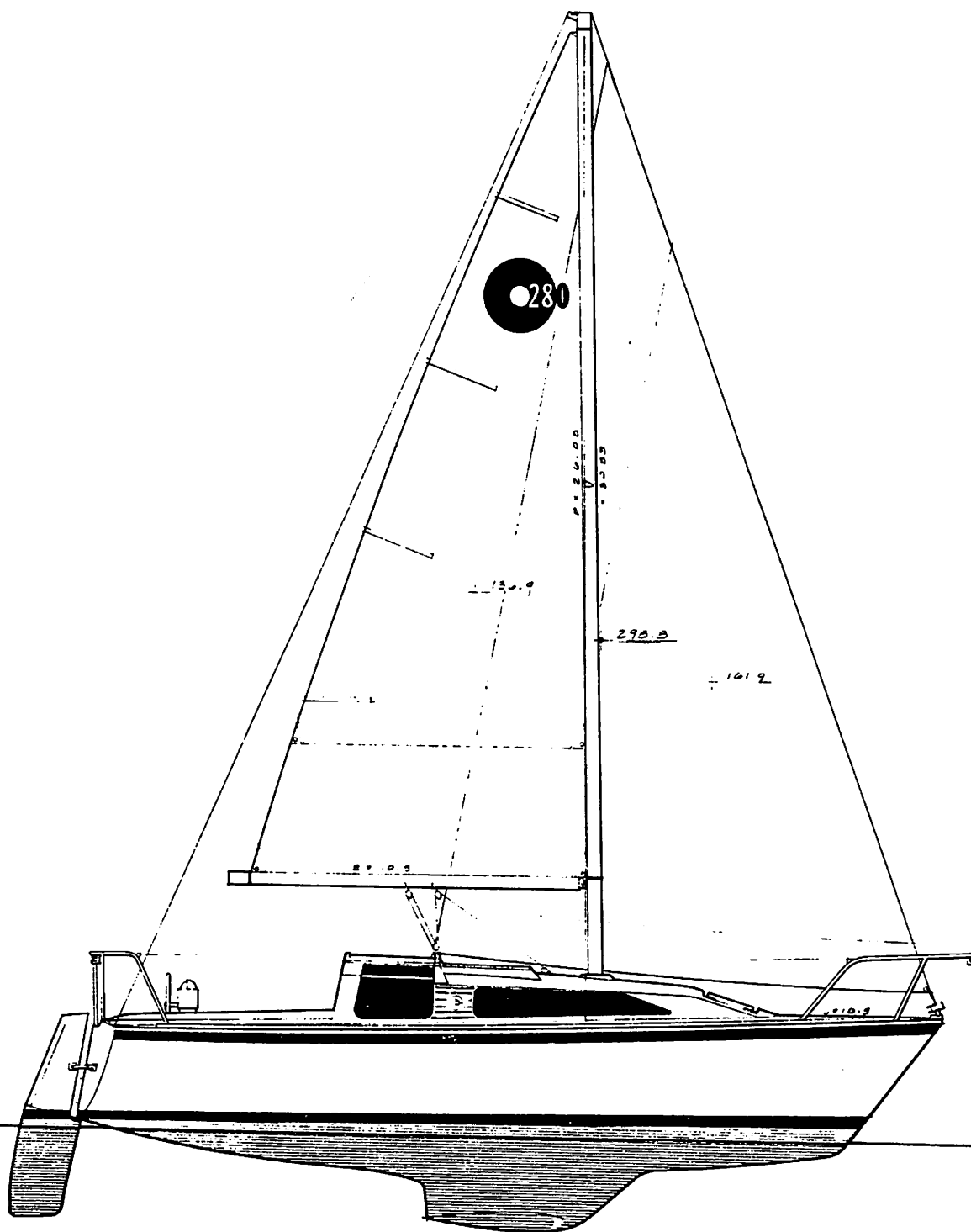
C. RAYMOND HUNT ASSOC., INC.

67 LONG WHARF

BOSTON, MA.

DECEMBER 9, 1980

S. M. W.

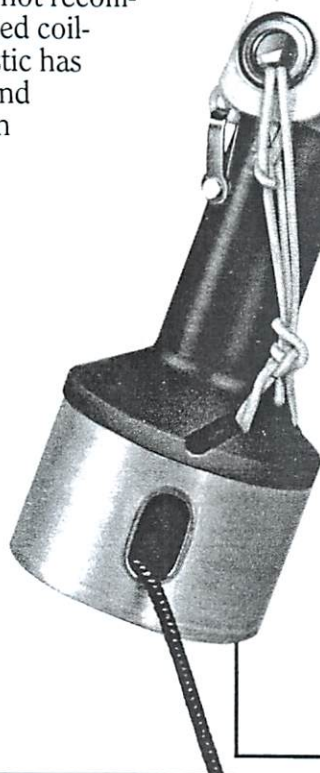


# THE FLEXIBLE FURLER

Furling and reefing jibs and Genoa's from the cockpit is undeniably one of the most convenient additions to any boat. The smaller the boat, the trickier the foredeck. Hence, an increased need for this safety and convenience feature.

With our Flexible Furler we've eliminated your biggest headaches: poor performance when sailing to windward has been replaced with a taut, straight, leading edge to your jib. Our exclusive plastic one-piece luff groove guarantees better upwind performance than from a luff wire type furler.

The second headache we've eliminated is breakage. Rigid metal luff groove extrusions are often irreparably damaged when the mast is stepped or unstepped. Our new flexible extrusion bends sideways and can even be temporarily coiled. We do not recommend prolonged coiling as the plastic has a "memory" and may not return to a complete straight edge.



## SPECIFICATIONS

- Mounts on lower T bolt of open body (Merriman-type) turnbuckle.
- Reefs rated sail area in 25 MPH wind.
- 2 year warranty.
- Single groove continuous rigid PVC luff accepts #6 luff tape.
- No maintenance. No rinse. No lube.
- 1 hour owner installation. Removable in 15 minutes. 1 minute to uncover turnbuckle for inspection/adjustment.
- Install over bottom stud of open body turnbuckle.

## FLEXIBLE FURLER SELECTION

SIZE	BOAT SIZE	MAX SAIL AREA TO REEF SQ. FT.	MAX WIRE SIZE INCHES	REQ'D TBUCKLE STUD DIAMETER INCHES	MAX HEADSTAY LENGTH FEET	STUD HOLE DIAMETER IN FURLER DRUM
1	To 22'	100	5/32"	1/4"	21'	.265
2	To 22'	100	5/32"	1/4"	28'	.265
4	To 25'	300	3/16"	3/8"	33'	.390
6	To 27'	300	3/16"	3/8"	39'	.390

# CRUISING DESIGN, INC.

P.O. BOX 151 PEABODY, MASSACHUSETTS 01960 617/532-2712

# IN THIS HI-TECH AGE, IT'S A RELIEF TO FIND SOMETHING TRULY SIMPLE.

Our name tells a good deal about our company philosophy: Cruising Design is a company that designs, engineers and builds sensible, practical, and comparatively inexpensive products to meet the real needs of the majority of boat owners.

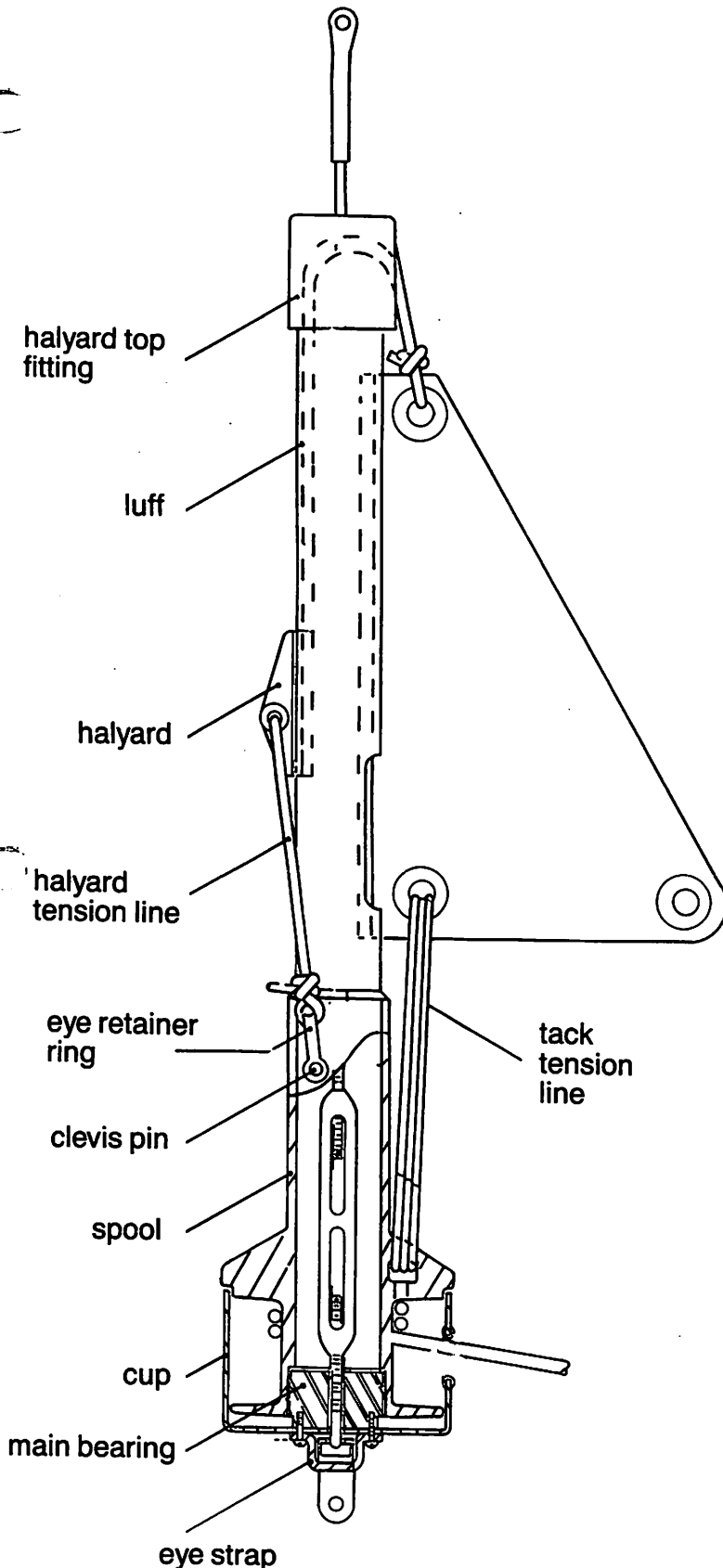
Our Flexible Furler is designed for the sailor with a small inventory of jibs. The Flexible Furler is not designed to accommodate racing headsail changes. It is for the boat and sailor where time and money are both major considerations. You'll get more use out of your boat because it becomes a little easier to sail when you outfit it with a reefer/furler. It won't cost you the great outdoors to fit a Flexible Furler to your boat, because we've designed this piece of equipment to be as simple as possible and still work well.

The plastic luff groove extrusion is more durable than any of the non-flexing metal ones which must be sectioned for shipment. With metal extrusions, the weak link is the joint between sections. The Flexible Furler is a one piece extrusion. Joints and weak points are eliminated. A halyard follower brings your sail aloft, where it will most likely stay all season. The tack fitting is a simple lashing that won't fall overboard (unlike a pin or shackle).

Only the Flexible Furler is totally maintenance-free. Once the sail is up, leave it there. There are no balls to fail or bearings to flush.

The Flexible Furler is also a "reefer." In a 25 knot wind it will hold a partially rolled (reefed) sail of up to its rated area. In winds of over 25 it will fully furl a larger sail but, at that time, you'd do best to take shelter.

The Flexible Furler is an inexpensive and effective way to get more use and enjoyment from your boat. Enjoy it, and Happy Sailing!



# CRUISING DESIGN, INC.

P.O. BOX 151 PEABODY, MASSACHUSETTS 01960 617/532-2712

# PRINCIPAL DIMENSIONS

LENGTH OVERALL \_\_\_\_\_ 28'-11 1/2"  
 LENGTH, HULL \_\_\_\_\_ 27'-11"  
 LENGTH WATERLINE \_\_\_\_\_ 22'-11"  
 BEAM OVERALL \_\_\_\_\_ 7'-0"  
 DRAFT \_\_\_\_\_ 2'-11"  
 DISPLACEMENT \_\_\_\_\_ 4900#  
 BALLAST \_\_\_\_\_ 1865#  
 MASTHEAD ABOVE D.W.L. \_\_\_\_\_ 39'-9"

## O'DAY 280

22'-11" W.L. CRUISING SLOOP  
 FOR THE O'DAY CORPORATION

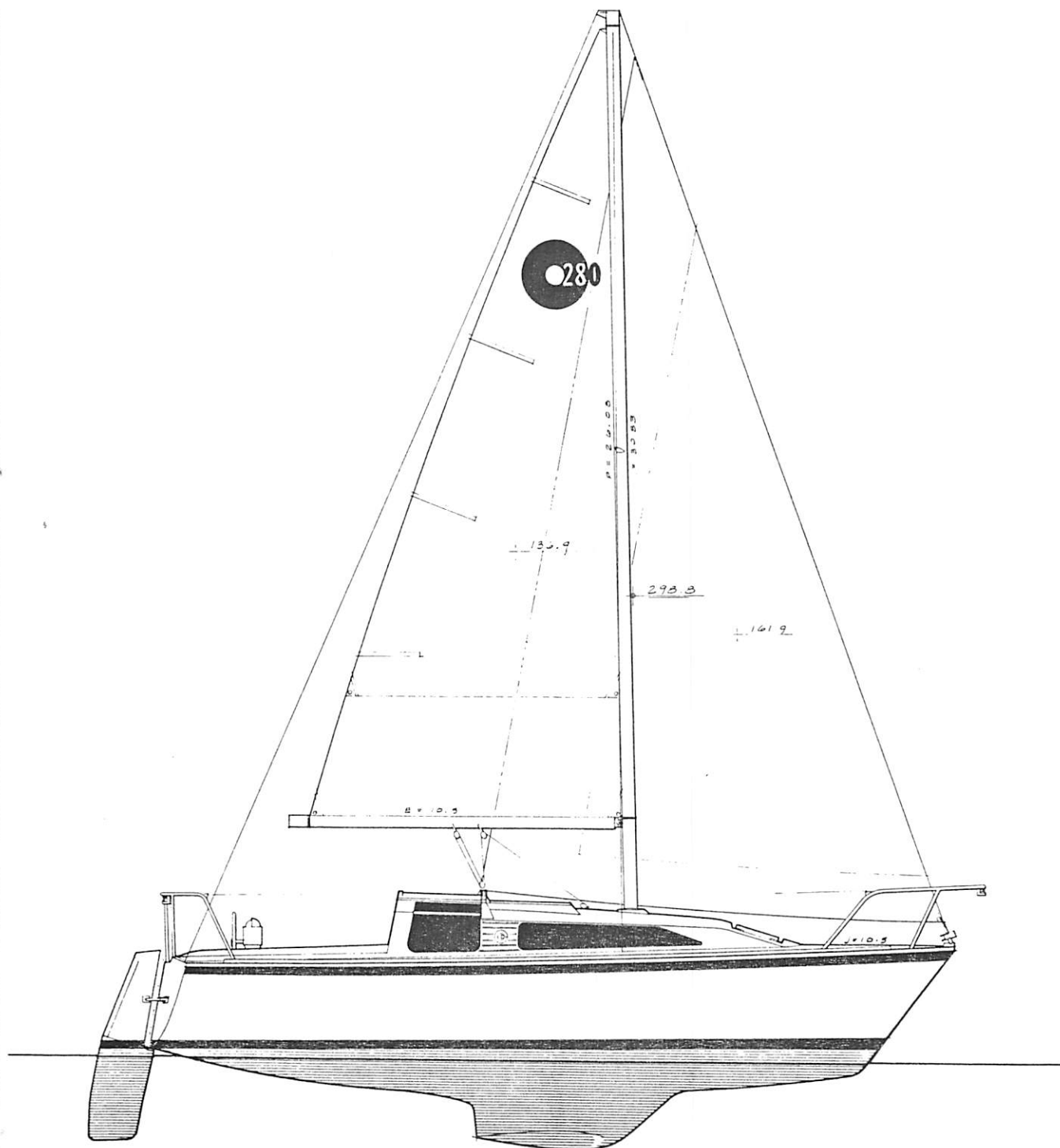
C. RAYMOND HUNT ASSOC., INC.

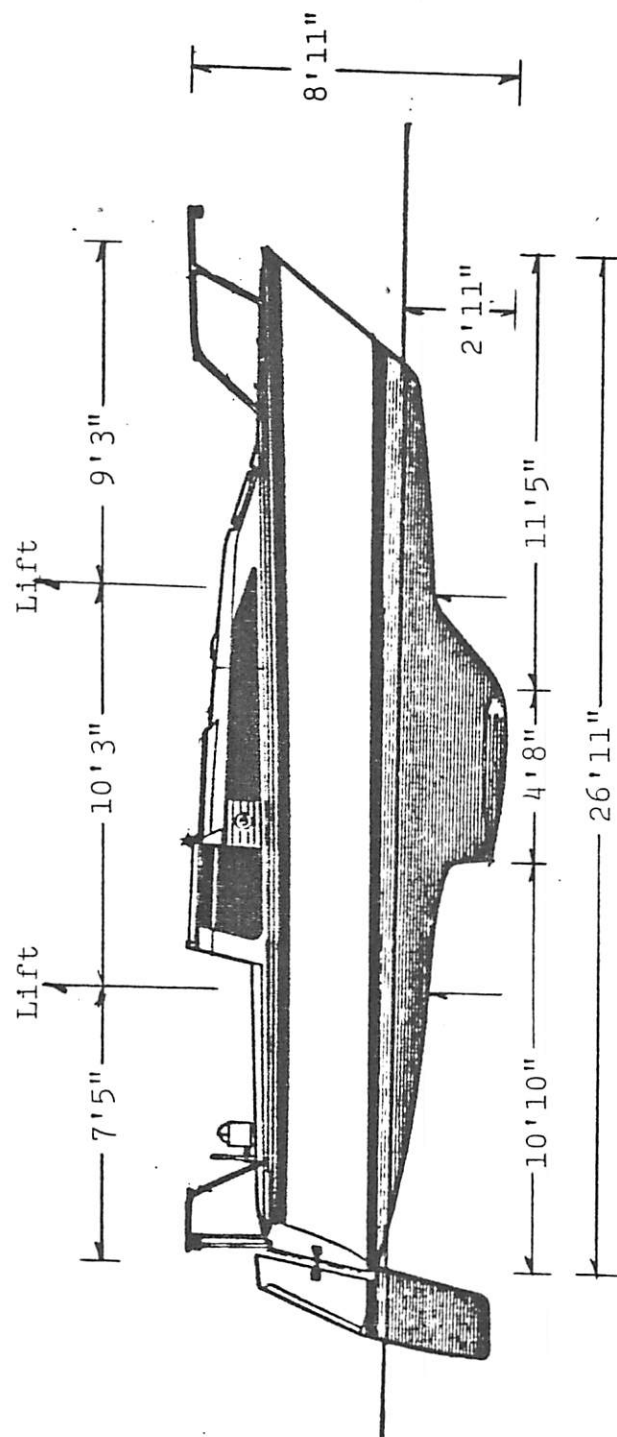
67 LONG WHARF

BOSTON, MA.

DECEMBER 8, 1988

S. M. W.





ODAY 280  
 Docking Plan  
 1/11/89 JPF

# PRINCIPAL DIMENSIONS

LENGTH OVERALL ..... 28'-11 1/2"  
 LENGTH HLL ..... 26'-11"  
 LENGTH WATERLINE ..... 22'-11"  
 BEAM OVERALL ..... 9'-0"  
 DRAFT ..... 2'-11"

O'DAY 280

22'-11" D.W.L. CRUISING SLOOP

FOR THE ODAY CORPORATION

## GENERAL ARRANGEMENT

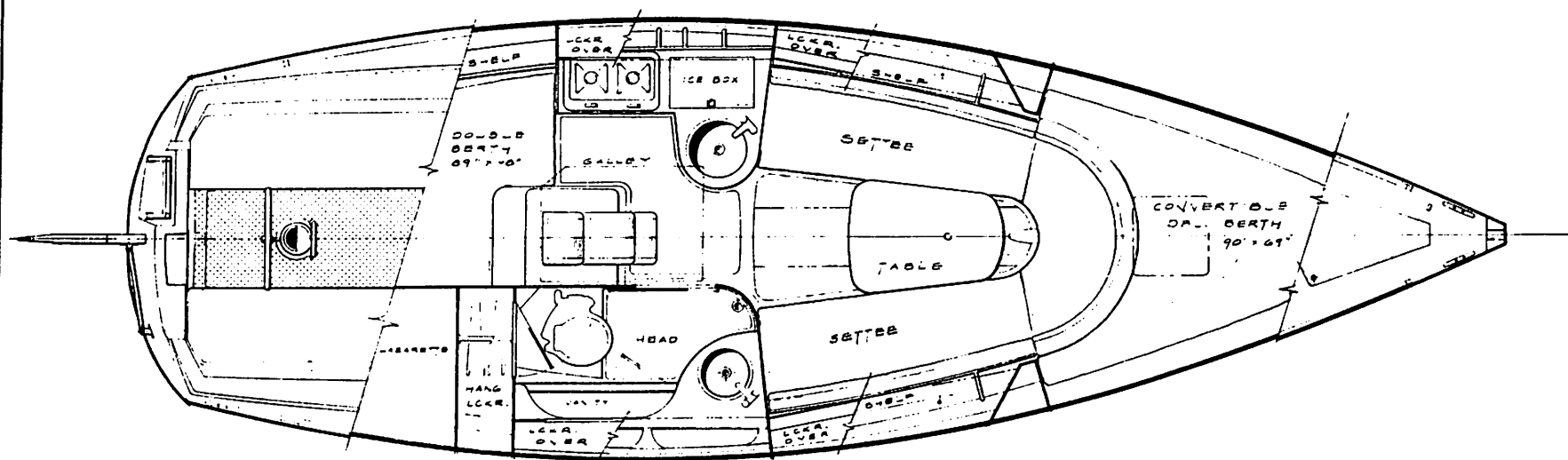
SCALE: 1" = 1'-0"

C. RAYMOND HUNT ASSOC., INC.

69 LONG WHARF BOSTON, MA.

NOVEMBER 10, 1900

S.M.W.



## COMMISSIONING

Your O'DAY dealer will supervise the commissioning and testing of your new boat. His knowledge and experience will insure that all systems and components will function properly when the boat is delivered to you. Please be sure to go over all systems with him, so that you understand their operations and safety features.

We have included some guidelines and instructions in this section to aid you and your dealer.



PRE-LAUNCH CHECK LIST

1. All thru-hull valves operational, closed and tightened. \_\_\_\_\_
2. Accessory thru-hulls installed and tightened. \_\_\_\_\_
3. Propeller in place; 2 nuts and cotter pin installed. \_\_\_\_\_
4. Sacrificial Zinc installed on shaft. \_\_\_\_\_
5. Batteries secured, filled, and charged. \_\_\_\_\_
6. Rigging installed on spar; cotter pins spread and taped. \_\_\_\_\_
7. Masthead sheaves free to rotate; lubricated. \_\_\_\_\_
8. Mast lights working. \_\_\_\_\_
9. All required safety equipment on board. \_\_\_\_\_

NOTE: THIS IS A BASIC PRE-LAUNCH CHECK LIST. THERE ARE MANY OTHER ITEMS WHICH CAN BE AND SHOULD BE CHECKED BY THE COMMISSIONING PERSONNEL.

### POST-LAUNCH CHECK LIST

1. All thru-hull valves open and water tight. \_\_\_\_\_
2. Shaft aligned to .003" tolerance. (See Alignment Section under Engine Operation Instructions.) \_\_\_\_\_
3. Engine shaft packing nut tightened. (See Stuffing Box under Engine Operation Instructions.) \_\_\_\_\_
4. Engine and gear box oil levels checked. (Refer to Engine Manual.) \_\_\_\_\_
5. Fuel tank filled and system checked for leaks. \_\_\_\_\_
6. Engine operates and passes water thru exhaust. \_\_\_\_\_
7. Engine controls operate correctly and checked for tight nuts, bolts, and spread cotter pins. \_\_\_\_\_
8. Table installed prior to mast being stepped. \_\_\_\_\_
9. Mast stepped and mast collar installed. Mast ground wire connected. \_\_\_\_\_
10. Chainplate tie rods tight. \_\_\_\_\_
11. Turnbuckles attached; cotter pins spread and taped. \_\_\_\_\_
12. Boom and running rigging installed. \_\_\_\_\_
13. Water tank filled. \_\_\_\_\_
14. Faucets work and lines checked for leaks. \_\_\_\_\_
15. Stove fuel tank filled; system checked for leaks. \_\_\_\_\_
16. Electrical equipment operational. (See Commissioning Note No. 1.) \_\_\_\_\_
17. Steering gear operational. \_\_\_\_\_
18. Rudder shaft greased. \_\_\_\_\_
19. Bilge pump operational. \_\_\_\_\_
20. Toilets operational; hoses secure. \_\_\_\_\_
21. Deck hardware checked for leaks. \_\_\_\_\_
22. Check all lifeline turnbuckles, pelican hooks, and end fittings for tightness. \_\_\_\_\_
23. Recheck all thru hulls and hose clamps. \_\_\_\_\_
24. Warranty and manuals delivered to owner. \_\_\_\_\_
25. Warranty card sent to The O'Day Corporation. \_\_\_\_\_

## LIFELINES AND STANCHIONS

Your lifelines and stanchions contribute to the safety of your boat. Care should be taken to be sure all pins and fittings are secure and that any cotter rings are taped, so that they do not snag sails or other equipment. A monthly check of the turnbuckles, pelican hooks, and connector loops should be made to assure that there is adequate thread on the screw fittings.

If your stanchions have two screws in the base, which hold the stanchion tube to the base, the screws should be checked once a month for tightness.

Also, there is a round clamp with an allen screw in it, which should be fastened just aft of the last stanchion. This clamp is to prevent the forward part of the lifelines from loosening when the pelican hook is removed from the stern pulpit to open the gate. Be sure this clamp is in position and tight at all times.

## RIGGING DIMENSIONS

The following table shows the critical dimensions and materials used for the standing and running rigging on your O'DAY. In the event you should need to replace any of the rigging, you can order the materials through your O'DAY dealer or Bay Sailing. If this is not convenient, this table will allow you or a local rigger to obtain the proper materials. We would strongly recommend actually measuring any standing rigging before replacing, to assure 100% accuracy.

The halyards on your O'DAY are low stretch Yacht Braid. This material was chosen for its handling ease and durability. Because of the way it is manufactured, it will not stretch as much as normal rope does.

All running rigging should be checked periodically for chafe or damage and replaced when necessary. If excessive wear is noted on running rigging, check all blocks and sheaves to be sure they are free to rotate and are properly aligned. This is especially important in roller furling systems where the halyard sits in the same place constantly. Be sure to lower your sail periodically and check the halyard.

All standing rigging should be inspected for cracks in the swages, proper installation of cotter pins, and wear on clevis pins. Replace any damaged or suspect rigging IMMEDIATELY.

As you may have noticed on some sailboats, the swaged ends of the shrouds will ooze rust; and, in severe cases, the swage will split. One way to prevent this problem is to lightly heat up the swaged section and place a bar of beeswax against the 1 x 19 stainless steel wire. As it melts, the beeswax will run into the swaged section, sealing it from the elements.

Your jib furling gear is manufactured by an outside supplier and furnished to O'DAY. Please call the manufacturer for any parts, and refer to your manual or consult your dealer with any questions.

O'DAY 280 RUNNING RIGGING SPECIFICATIONS

WITH ISOMAT SPARS

<u>TITLE</u>	<u>SIZE</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>A END</u>	<u>B END</u>	<u>EXTRA INFO</u>
Main Halyard	3/8"	ULS-RED	71'	OS 6553	WHIP	
Main Sheet	3/8"	LS-RED	37'	EYE	WHIP	
Genoa Sheet	3/8"	LS-BLUE	32'	WHIP	WHIP	TWO
Topping Lift	1/4"	LS-WHITE	65'	EYE	WHIP	

2-15-89  
O'Day 280

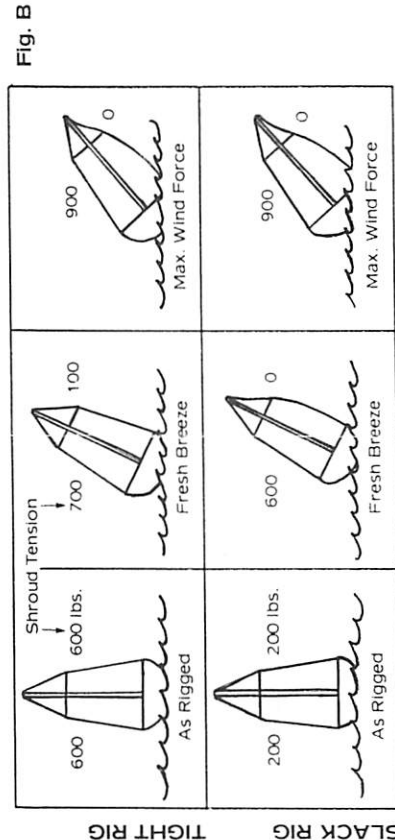
## Benefits of Correct Rigging Tension

Contrary to popular thought, a slack rig is more punishing on a hull than a properly adjusted, tight rig. Insufficient tension will not reduce the loads transmitted to the hull. Slack rigging will punish the spar and rigging needlessly by allowing excessive movement, chafe and shock loading. Modern fiberglass hulls should not be damaged by a properly adjusted, tight rig.

Figure B lists the rigging tension under different conditions for a typical boat with a properly tuned rig and with a slack rig. It will be noted that the maximum load is the same. However, for a properly tuned rig the leeward shrouds will not go slack under normal sailing conditions.

The lateral stiffness of the mast and the fore and aft stiffness of the spreaders is reduced by a factor of 2 when the leeward shrouds go slack. This important structural characteristic is not generally recognized.

Rigging tension is becoming more important as a result of the trend toward the use of mast bend to control mainsail shape under different wind conditions. Mast bend will also affect the shape and trim of the jib, since mast adjustment generally affects forestay tension. The expert skipper will benefit by maintaining consistent rigging tension while developing the optimum sail shape and sailing tactics.



## Accuracy

The Loos tension gauge is designed and manufactured to maintain an accuracy of  $\pm 5\%$  at mid scale.

There are not significant friction forces to cause errors. Production methods are set up to insure that the important dimensions are consistent on all units. Production samples are checked periodically to confirm the calibration.

Orders and information for this "LOOS Tension Gauge" should be sent to:

**LOOS & CO.**

900 Industrial Blvd. • P.O. Box 7515  
Naples, FL 33941-7515

Tel: (813) 643-LOOS (5667); 1-800-321-LOOS (5667); Fax (813) 643-4558

**CABLEWARE® TECHNOLOGY**  
DIVISION

For information on our complete line of wire rope contact: Loos & Co., Inc., Wire Rope Division

# LOOS TENSION GAUGE

The Loos tension gauge takes the guesswork out of cable tension adjustment. It's especially designed for accurate, repeatable tuning of a sailboat's standing rigging.

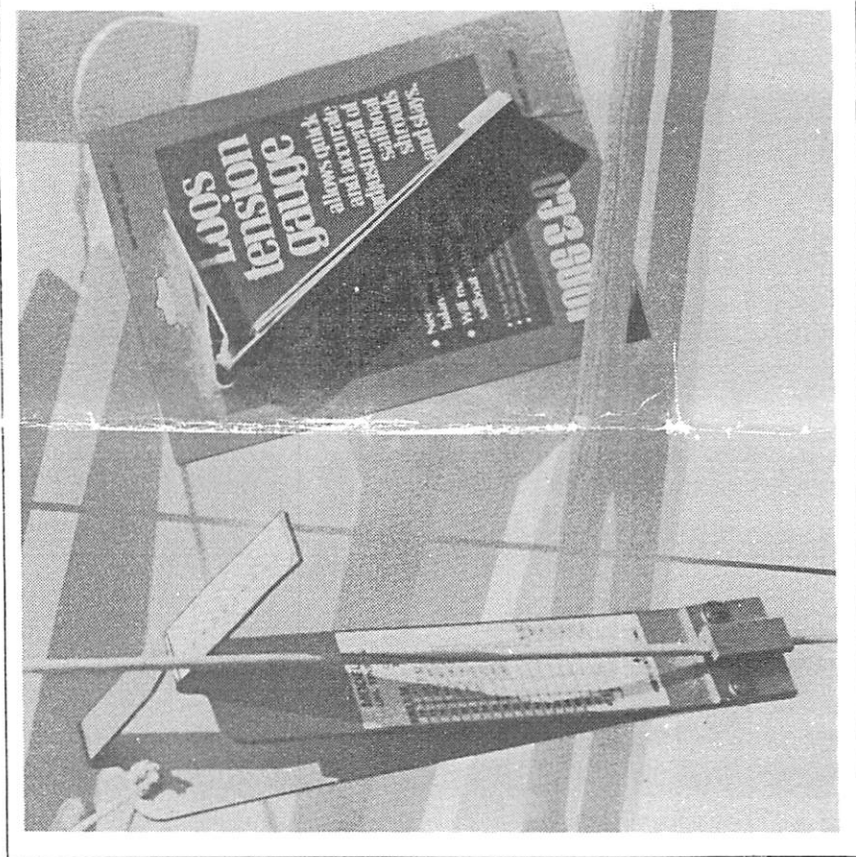
Manufactured of rugged anodized aluminum, the gauge is corrosion-resistant and will provide years of service. Please read these detailed operating instructions carefully to ensure complete accuracy.

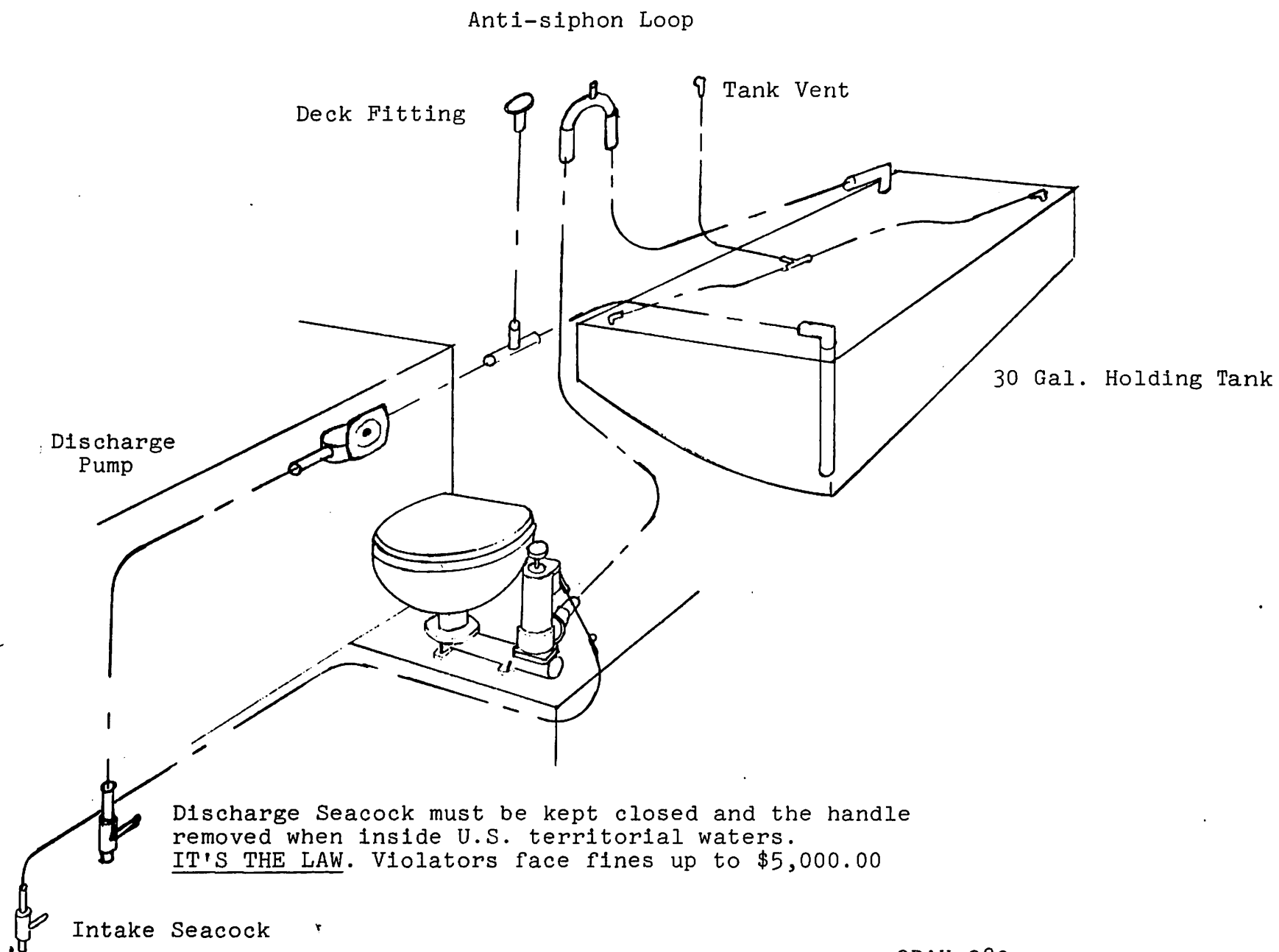
**Model Number 91** — For Cable Diameters  $\frac{3}{32}$ ",  $\frac{1}{8}$ ",  $\frac{5}{32}$ "

**Model Number 90** — For Cable Diameters  $\frac{3}{16}$ ",  $\frac{7}{32}$ ",  $\frac{1}{4}$ ",  $\frac{9}{32}$ "

Each Model Includes A Loos & Company Cable Diameter Gauge, LOOS part no. GA-4

U.S. Patent No. 4,135,393





ODAY 280  
Sanitation System  
1/18/89 JPF

## L. ELECTRICAL SYSTEM

The O'Day 280 is equipped with both a 12 volt DC and 110-115 volt AC electrical system as standard equipment. The wiring is run to prevent chafe or contact with water, where possible, and is supported as needed. We do recommend that you check all the connections at least once a year for corrosion, loose fittings, etc.

### DC - 12 VOLT SYSTEM

The DC system is powered by two 12V batteries beneath the port settee. A battery selector switch is located in the locker beneath the galley sink. The electrical panel feed begins at the selector switch and is protected by a 30 amp in-line fuse. The fuse is located just below the battery switch.

The circuit panel, located to starboard, controls circuits for cabin lights, navigation lights, stereo, and water pressure pump. There is also a wire run to provide power for pedestal mounted instruments, if you choose to add them. This is coiled and tied off under the steering gear cover beneath the cockpit sole. This wire is also tied off behind the panel and not connected to avoid having a "live" wire. There are two other circuits which are taken directly from and fused at the batteries. These are the stereo clock function and the electric bilge pump. The electric bilge pump also has an auto/manual selector switch located at the forward end of the port main cabin lockers.

### CIRCUIT BREAKERS

Accessory loads may be selected as desired by turning on the master-control panel circuit breakers. The circuit breakers will automatically open the circuit by switching themselves to "OFF" in the event of an overload on a particular circuit. Always investigate the cause of the overload and correct any deficiencies before repositioning the circuit breaker to "ON".

ALL WIRES, CONNECTIONS, AND TERMINALS SHOULD BE INSPECTED REGULARLY FOR LOOSE CONNECTIONS, WHICH MAY CAUSE ELECTRICAL SPARKS, HIGH RESISTANCE, OR FIRES. THIS IS ESPECIALLY IMPORTANT FOR ENGINE ACCESSORY WIRING.

The boat is wired with a negative ground, and care should be given to this fact when purchasing any auxiliary electronics.

Access to the electrical panel can be easily gained by removing the panel screws. The panel can then be removed and allow access, so that new connections can be added or maintenance work done.

BE SURE TO DISCONNECT ALL BATTERIES AND UNPLUG THE SHORE-POWER CORD BEFORE OPENING THE PANEL, OR SEVERE INJURY MAY RESULT.



## 110-115 VOLT AC POWER

The 110V AC power system depends on the boat's being plugged into a 110 volt-30 amp shore station. The O'Day 280 comes with a 50' 110V-30A shore-power cord, which should be plugged into the shore station and into the 110V inlet on the boat - located in the starboard cockpit locker. CARE SHOULD BE TAKEN to support the cord at both ends and allow sufficient slack to avoid pulling (DON'T FORGET THE TIDE!) DO NOT USE ADAPTERS TO CHANGE YOUR CORD TO ANY OTHER AMPERAGE. SEVERE INJURY OR DAMAGE MAY RESULT.

The AC panel is located to starboard in the main cabin. This panel controls the 110V AC. The master circuit breaker controls AC flow in the boat. This breaker should ALWAYS BE OFF when no 110V AC is in use or when connecting and disconnecting the shore-power cord.

When connecting shore power:

1. Turn off master circuit breaker.
2. Plug cord into the boat's inlet first.
3. Plug cord into the dock side outlet.
4. Check polarity warning light on panel.  
DO NOT TURN ON THE MASTER BREAKER, IF POLARITY LIGHT IS ON. NOTIFY THE SHORE FACILITY OF THE FAULT IN THEIR WIRING. Operating the AC system with polarity reversed can cause serious injury to persons on board or swimming nearby. This can also cause serious electrolytic corrosion problems on your vessel.
5. Turn on master breaker.  
NOTE: The O'Day 280 has in-line fuses in the wiring just after the shore power inlet. This protects against a short between the inlet and the panel.

There are two circuit breakers in the AC system. The breaker marked "OUTLETS" controls the three AC outlets on the boat. These are located on the under side of the alcove lockers in the head, galley, and starboard main cabin.

The "WATER HEATER" Breaker controls the 110V heating element in the hot-water tank. NOTE: ALWAYS TEST TO BE SURE THERE IS WATER IN THE SYSTEM BEFORE TURNING THIS BREAKER ON. Failure to check will result in a burnout of the water heater and possible severe damage.

It is recommended that all appliances or lights be wired with three-prong grounded plugs.

## GROUND FAULT INTERRUPTER

For your safety, all the 110V AC outlets in the O'Day 280 are protected by an INTERRUPTER ground fault circuit interrupter receptacle located in the head on the underside of the alcove locker. In the event of power failure, which has not affected the fuse or breaker serving these particular outlets, unplug all

## GROUND FAULT INTERRUPTER - Continued

cord-connected appliances from the INTERRUPTER protected outlets, and restore power by pressing in the red RESET button on the INTERRUPTER receptacle. Push the RESET back in and reconnect the appliances one at a time. A defective appliance, which trips the INTERRUPTER, should be repaired at once.

If the RESET button will not stay in after all appliances have been disconnected from the circuit, call a qualified electrician. If the RESET button does not pop out when the yellow TEST button is pressed, PROTECTION IS LOST. Do not use any outlets on the circuit. Call a qualified electrician. TEST REMINDER: FOR MAXIMUM PROTECTION AGAINST ELECTRICAL SHOCK HAZARD, TEST YOUR GROUND FAULT CIRCUIT INTERRUPTER AT LEAST ONCE A MONTH. TEST PROCEDURE:

1. Push yellow TEST button. The red RESET button will pop out, exposing the word TRIP. Power is now off at all outlets protected by the INTERRUPTER, indicating that the device is functioning properly.
2. If TRIP does not appear when testing, do not use any outlets on this circuit. Protection is lost. Call a qualified electrician.
3. To restore power, push RESET button.

The INTERRUPTER is designed to protect people from the line-to-ground shock hazards, which could occur from tools or appliances operating from this device, or from down-line outlets protected by it. It does not prevent electric shock, but does limit the time of exposure to a period considered safe for normally healthy persons.

It does not protect persons against line-to-line or line-to-neutral faults. The INTERRUPTER does not protect against short circuits or overloads. This is the function of the fuse or circuit breaker.

CAUTION: Persons with heart problems, or other conditions which make them susceptible to electric shock, may still be injured by ground faults on circuits protected by the INTERRUPTER. No safety devices have ever been designed which will protect against carelessly handled or misused electrical equipment or wiring.

## PREVENTIVE MAINTENANCE

Electrical systems are adversely affected by moisture and a salt-air environment. Preventive maintenance consists of protecting the system from the elements and periodic inspection for damage created by the elements.

There are several aerosol spray products available for protecting the system. WD-40 and CRC are but two of the better-known types.

Periodically check all wire harnesses and connections for secure fastenings, cleanliness, and any signs of physical damage or corrosion. A dirty or corroded terminal will cause resistance and

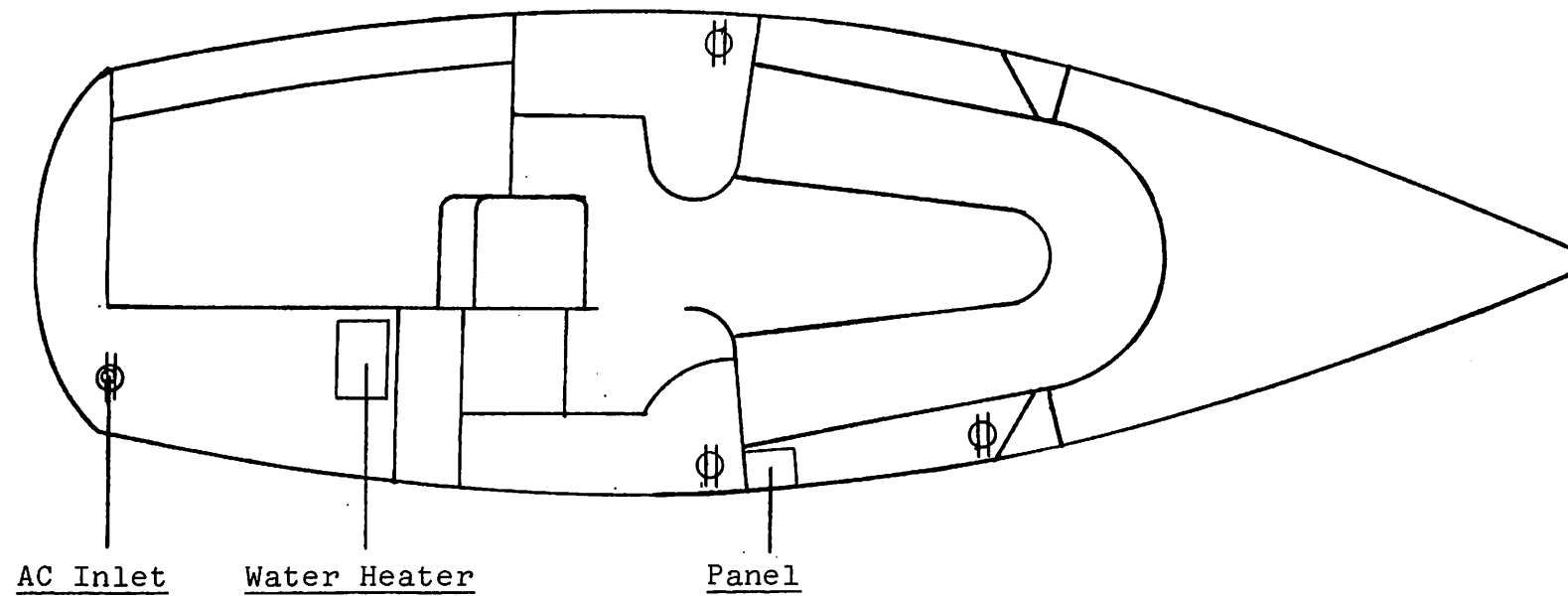
PREVENTIVE MAINTENANCE - Continued

could generate heat. It is extremely important that connections be kept clean.

WARNING: DO NOT PERFORM ANY MAINTENANCE OR REPAIR FUNCTION ON A "LIVE CIRCUIT."

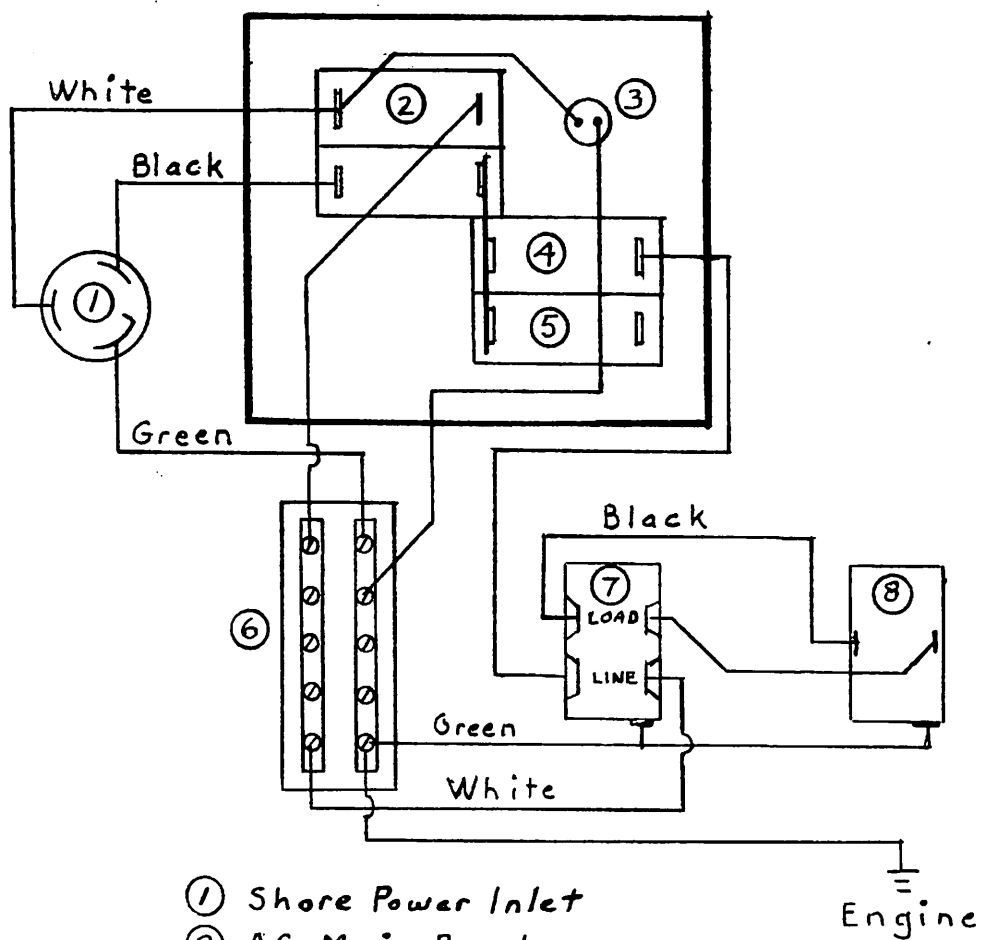
WARNING: DO NOT TURN MAIN DC SWITCH OFF WHILE ENGINE IS RUNNING. THIS COULD CAUSE DAMAGE TO THE ALTERNATOR.

WARNING: DO NOT USE THE 110 VOLT SYSTEM WHILE THE BOAT IS HAULED OUT OF THE WATER. A GROUND WIRE MUST BE RUN FROM THE BOAT'S GROUND SYSTEM TO THE SOURCE OF POWER'S GROUND (CASE GROUND). ASK YARD FOR ADVICE AND ASSISTANCE IN THIS MATTER.



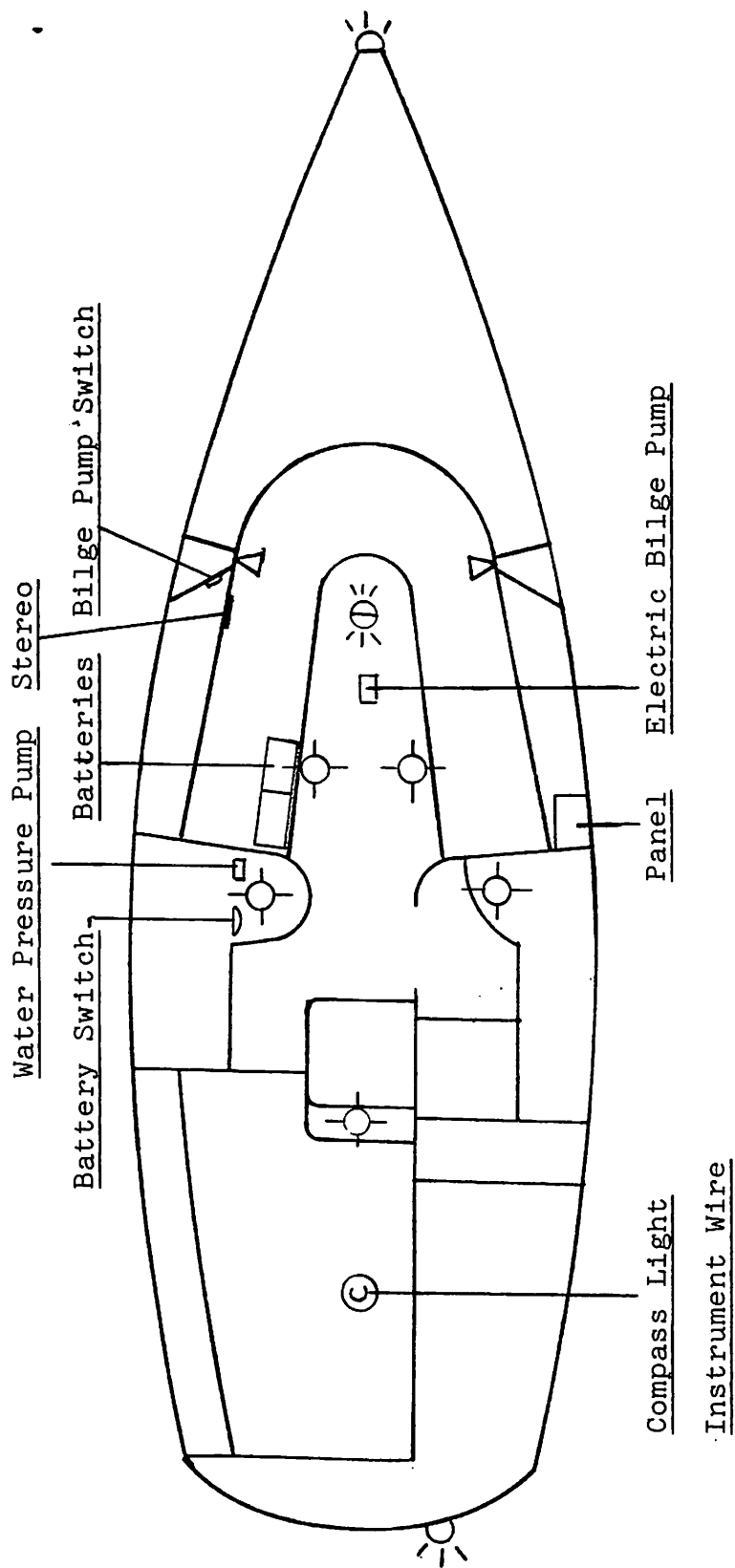
⊕ 110V Outlets located under shelves

ODAY 280  
AC Electrical System  
1/11/89 JPF



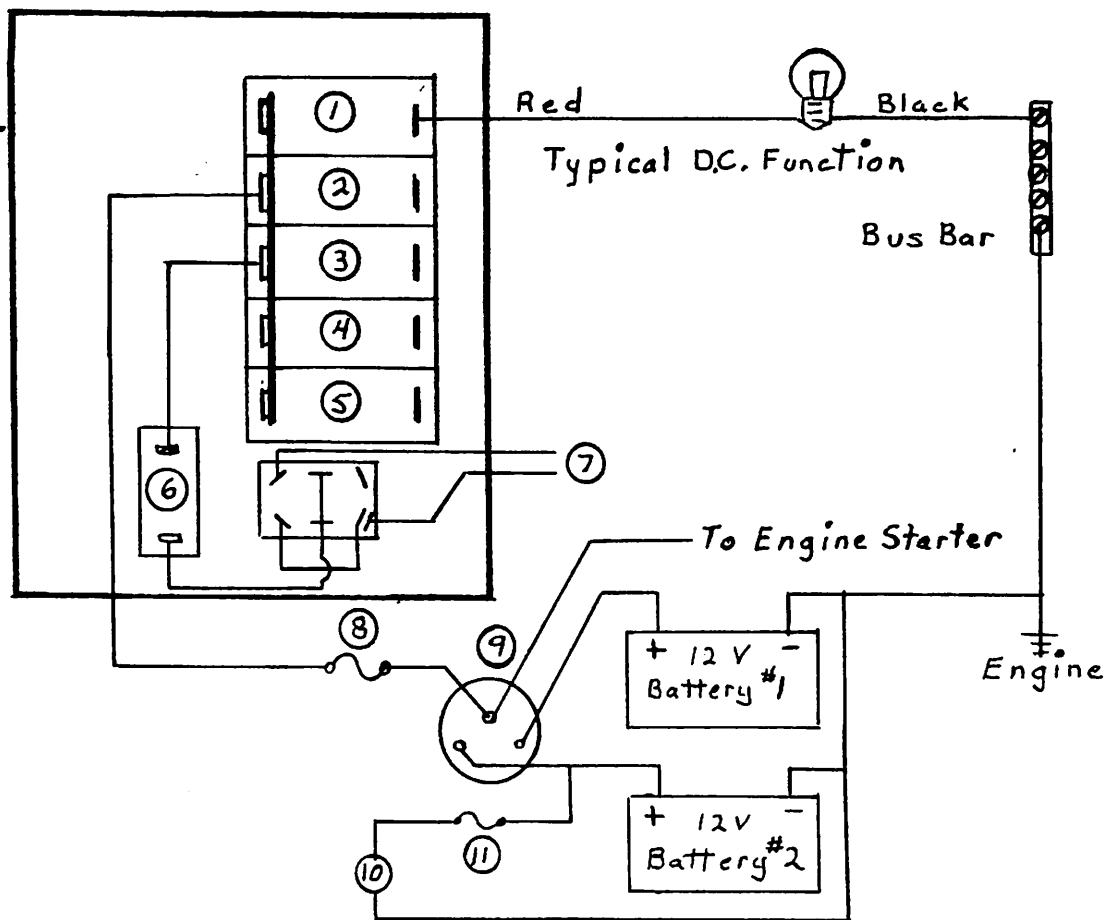
- ① Shore Power Inlet
- ② AC Main Breaker
- ③ Reverse Polarity Lamp
- ④ AC Outlets Breaker
- ⑤ Water Heater Breaker
- ⑥ Bus Bars
- ⑦ GFI Outlet in Head
- ⑧ AC Outlet (typ. of 2)

O'Day 280  
 AC Wiring Diagram  
 2-14-89 JPF



- ⊙ Overhead Light
- ▷ Swivel Light
- ≡⊙≡ Navigation Lights

ODAY 280  
DC Electrical System  
1/11/89 JPF



- ① Cabin Lights Breaker
- ② Running Lights
- ③ Stereo
- ④ Water Pressure
- ⑤ Instruments (not connected at factory)
- ⑥ Push to reset breaker
- ⑦ Anchor/Steaming Light
- ⑧ 30 Amp In-Line Fuse
- ⑨ Battery Selector Switch
- ⑩ Automatic Bilge Pump
- ⑪ 10 Amp In-Line Fuse

O'Day-280  
 DC Wiring Diagram  
 2-14-89 JPF

## M. NAVIGATION LIGHTS

Navigation lights must be in accordance with the rules and regulations of the waters in which you intend to cruise.

In general, navigation lights are to be used from sunset to sunrise in all weather conditions. It is good practice to use the lights any time visibility is reduced by inclement weather.

Your O'DAY 280 is equipped with the following navigation lights:

- A. Red and Green 120 point side lights mounted on the bow pulpit.
- B. White 12 point stern light.
- C. White 32 point combination bow/anchor light mounted on the mast.

A & B are wired to the "running lights" switch on the DC panel.

### BOW/STEAMING/ANCHOR LIGHT

The O'DAY 280 has a combination Steaming/Anchor light on the masthead. The Steaming light must be used while under power or power and sail at night. The Anchor light should be used while at anchor. There are two systems used.

1. If your O'DAY 280 has two switches on the panel, one marked Anchor and one marked Bow light, then the following procedure should be followed:
  - a. When the Steaming/Bow light is needed, the switch labeled Bow light or Steaming light should be turned on.
  - b. When the Anchor light is needed, both the Anchor-light switch and the Bow/Steaming light switch should be turned on.

We recommend:

1. Underway by sail, the running lights (side lights and stern light) must be on.
2. Underway by power, the running lights and bow light must be on.
3. At anchor, both the "bow light" and "anchor light" switches be on.
2. IF YOUR O'DAY 280 has one, three-position switch marked Anchor-Off-Steam/Bow, the following procedure should be followed.
  - a. When the Bow/Steaming light is needed, the switch should be turned to the Bow/Steaming light position.
  - b. When the Anchor light is needed, the switch should be turned to the Anchor light position.



N. BONDING SYSTEM

DANGER: WHILE THE GROUNDING SYSTEM SPECIFIED IN THE AMERICAN BOAT AND YACHT COUNCIL PROJECT 3-4 IS THE MOST WIDELY USED LIGHTNING PROTECTION SYSTEM KNOWN TO US, WE URGE YOU TO AVOID EXPOSING YOURSELF TO LIGHTNING, SINCE NO SYSTEM WILL PROVIDE COMPLETE PROTECTION TO BOAT OR OCCUPANTS IN ALL CIRCUMSTANCES.

In the O'Day 280, all metal thru hulls, shrouds, stays, engine, mast step, propeller shaft and strut are bonded together and to the keel with 8 AWG copper wire. This is in accordance with the American Boating and Yacht Council (A.B.Y.C.) specifications for lightning ground systems. While this system should offer added protection, we DO NOT BELIEVE THAT ANY SYSTEM CAN OFFER COMPLETE PROTECTION FROM LIGHTNING.

We, therefore, recommend that you seek shelter or otherwise avoid lightning. If caught out during a lightning storm:

1. AVOID TOUCHING any metal objects, such as shrouds, stanchions, pulpit, steering gear, etc., as these may attract lightning.
2. As much as possible, stay below with the hatches closed.
3. Stay out of the water.
4. If the boat is struck by lightning, compasses and electrical equipment should be checked to determine that no damage or change in calibration has occurred.

THIS SYSTEM IS NOT DESIGNED TO OFFER ANY PROTECTION, IF THE MAST ENCOUNTERS HIGH-TENSION WIRES. WATCH YOUR CHARTS CAREFULLY FOR WIRES AND AVOID CONTACT WITH ANY WIRES.

Additionally, the bonding system may also minimize the chances of electrolysis, should any individual fitting become electrically hot for some reason. However, as electrical equipment is added to the boat, the chances of ELECTROLYSIS INCREASES. There are qualified technicians who can detect electrolysis problems, as well as instruments that can be added to the system to detect electrolysis. We recommend that the boat be periodically checked.

Finally, be sure to inspect and clean all bonding connections periodically.

## O. INBOARD ENGINE OPERATING INSTRUCTION

The engine installed in your O'Day 280 has already been run and all systems tested before it left the plant.

Study your owner's manual and get to know your engine. The knowledge could be of great assistance to you. Also, SOME manufacturers have clinics aimed at the customer; contact them for details.

It is advisable that you follow the engine manufacturer's procedures and recommendations on run-in and maintenance.

### ALIGNMENT OF ENGINE TO SHAFT

The engine must be properly and exactly aligned with the propeller shaft. No matter what material is used to build a boat, it will be found to be somewhat flexible; and when launched, the boat hull will change its shape to a greater extent than is usually realized. It is, therefore, very important to check the engine alignment at frequent intervals and to correct any errors when they appear.

Misalignment between the engine and the propeller shaft is the source of trouble which is often blamed on other causes. It will create excessive bearing wear, rapid shaft wear, or leakage of transmission oil through the rear seal. A bent propeller shaft will have exactly the same effect, and it is, therefore, necessary that the propeller shaft itself be straight.

The engine should be moved around on the bed and supported on the screw mounts until the two halves of the couplings can be brought together without using force and so that the flanges meet evenly all around.

Never attempt a final alignment with the boat on land. The boat should be in the water and have had an opportunity to assume its final water form. It is best to do the alignment with the fuel and water tank about half full and all the usual equipment on board and after the main mast has been stepped and final rigging has been accomplished. Take plenty of time in making this alignment, and do not be satisfied with anything less than perfect results.

The alignment is correct when the shaft can be slipped backward and forward into the counterbore very easily, and when a feeler gauge indicates that the flanges come exactly together at all points. The two halves of the propeller coupling should be parallel within 0.003 inches.

In making the final check for alignment, the engine half coupling should be held in one position, and the alignment with the propeller coupling checked in each of four positions, rotated 90 degrees between each position. This test will also check whether the

### ALIGNMENT OF ENGINE TO SHAFT - Continued

propeller half coupling is in exact alignment on its shaft. Then, keeping the propeller coupling in one position, the alignment should be checked, rotating the engine coupling as described above.

The engine alignment should be rechecked after the boat has been in service for one to three weeks and, if necessary, the alignment remade. It will usually be found that the engine is no longer in alignment. This is not because the work was improperly done at first, but because the boat has taken some time to take its final shape. It may even be necessary to realign at a further period.

The coupling should always be opened up and the bolts removed, whenever the boat is hauled out or moved from the land to the water and during storage in a cradle. The flexibility of the boat often puts a very severe strain on the shaft or the coupling or both, when it is being moved.

During the alignment procedure, check the set screws which hold the propeller half coupling to the shaft. These must be tight, in firm contact with the shaft, and safety wired.

### STUFFING BOX

The stuffing box provides a seal for the propeller shaft at the inner end of the shaft log. It is connected to the shaft log with heavy wall hose, double clamped at each end. This flex hose allows the stuffing box to maintain alignment with the prop shaft without creating excess wear of the packing, due to misalignment or vibration. Be sure to check the hose clamps on the hose once a month for tightness. The packing used is wax impregnated 3/16" x 3/16" square flax.

When the shaft is turning, it is normal to have a slight leakage at the seal, about one drop per 30 seconds. This acts as a coolant, as well as a lubricant, to protect the seal and shaft surface. Should excessive leakage be apparent, release the lock nut and tighten the packing nut slightly and retighten the lock nut. Restart engine and check again with shaft turning.

When it becomes necessary to replace the packing (boat should be hauled), loosen the lock nut, back off the packing gland nut, and slide it forward on the shaft. Remove all the old packing and replace it with three rings of new packing. Stagger the ends of each ring so as not to provide a path for water to leak through. DO NOT wind one continuous strip spirally around prop shaft to make a seal.

Slide the packing gland back and tighten enough to create a heavy drag on the shaft. This will seat and form the packing. Back off the packing nut until the shaft feels free and reset the lock nut.

## STUFFING BOX - Continued

Recheck for proper leakage when boat is returned to the water. BE SURE THE LOCK NUT IS SECURE, as operating the boat in reverse could cause the packing gland to screw off the stuffing box, allowing water into the boat.

## FLOODING OF ENGINE WITH WATER

Your O'Day 280 is supplied with a water-lift (wave suppressor) type of muffler that under normal conditions, when the engine is not running, provides wave suppression and water storage to help keep water from flooding the engine.

NOTE: THERE IS A DIRECT PATH FROM THE OVERBOARD EXHAUST PORT VIA THE WATER-LIFT MUFFLER TO THE ENGINE AND FROM THE WATER PUMP TO THE MUFFLER. ACCIDENTAL CONDITIONS (SEA) AND OPERATOR ERROR (PROLONG STARTING ATTEMPTS), CAN THUS CAUSE AN EXCESSIVE VOLUME OF WATER TO FILL THE MUFFLER AND FLOOD THE ENGINE.

UNDER SUCH ACCIDENTAL SEA AND/OR MISUSE CONDITIONS, ENGINE FLOODING MAY BE UNAVOIDABLE.

In the final analysis, there is no way to stop the flooding under accidental sea and/or misuse conditions.

## SEA FLOODING

Your O'Day 280 exhaust system is designed and installed to the highest standards and, as stated above, could still flood under certain heavy-sea conditions. The only added safety precaution you could add would be to install a rubber flap to the overboard exhaust port. This would dramatically slow the surge effect of waves hitting the port.

## OPERATOR ERROR

This is a nagging source of water in the engine and occurs when an operator repeatedly attempts to start an engine; i.e., he "grinds" the starter - not 2 or 3 times - but continually.

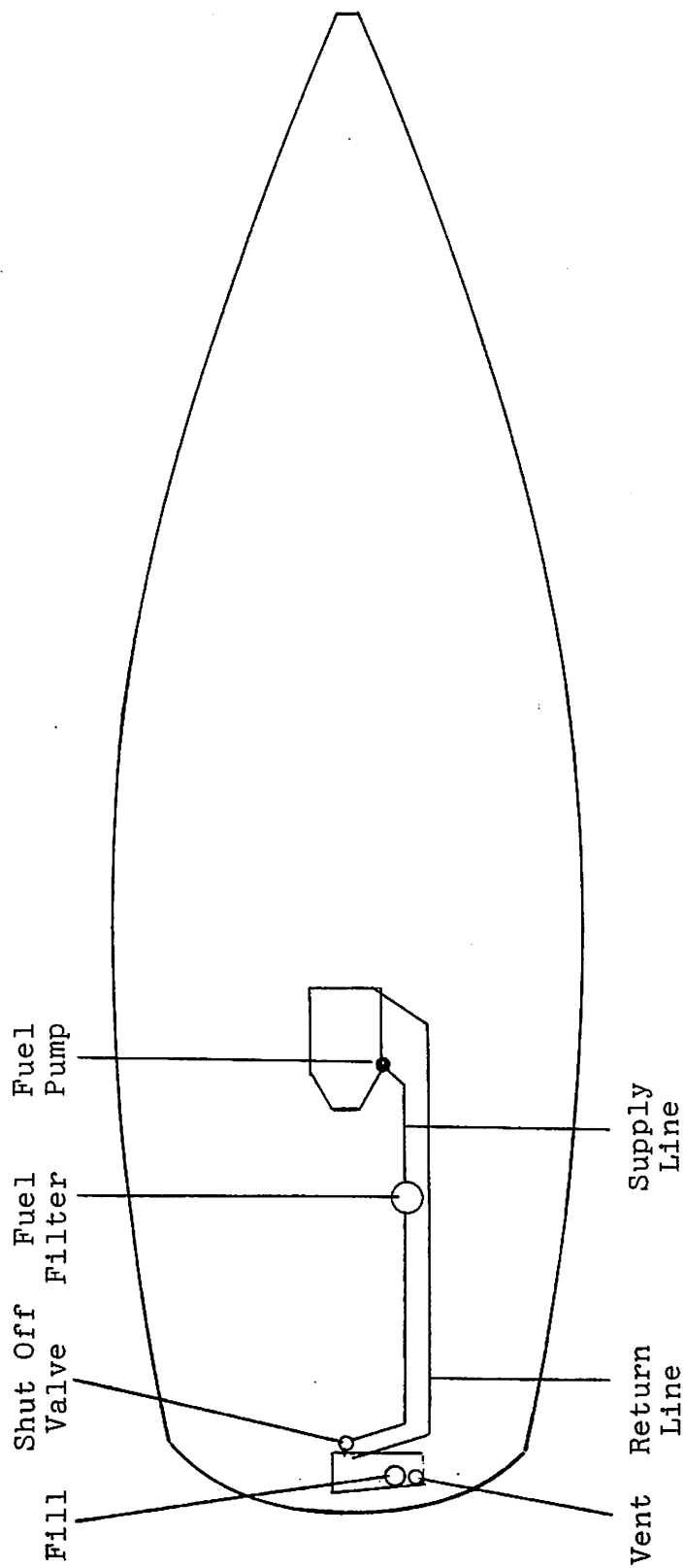
The amount of cranking time varies from engine to engine, factors being the amount of each piston's displacement, the water pump's capacity, and whether the battery is cranking a full R.P.M.

## FUELING PROCEDURE

When preparing to fuel your boat, the following procedures should be followed to assure safety:

- A. Properly secure the boat to the dock.
- B. Turn off the engine, stove, heater, radio, lights, etc.
- C. Turn all battery switches to OFF.
- D. Close all hatches, ports, etc., to prevent entry of fumes.
- E. Maintain continuous contact between the nozzle and deck plate to prevent a static charge.
- F. Fill tank to a maximum 95% capacity to allow for expansion.
- G. Clean any spills AFTER replacing and tightening fuel-fill cap.
- H. Before operating the engine or turning the battery switch to ON, open all hatches and check for fuel leaks. Open engine room, check for fumes and allow the engine room to ventilate for 5 minutes before starting the engine.

Always be sure the fuel-fill cap is tight, to prevent water and dirt from getting into the fuel tank. Due to the disparity of fuel sources, you should check the fuel filter and water separator soon after each fueling, to check for fuel contamination. Those should be drained and cleaned, as needed. The filter elements should be replaced annually.



ODAY 280  
Fuel System  
1/18/89 JPF

## STEERING

The pedestal steering gear on your boat has been selected and installed to give you smooth and reliable steering action. The system was designed for the O'Day 280 by the manufacturer in consultation with our engineering staff. The unit should give you excellent service with minimal maintenance. A maintenance sheet from the manufacturer has been supplied in your owner's packet. Please follow the schedule carefully. Access to the cables and quadrant is from the cockpit locker.

It is imperative that the steering system be inspected and lubricated at regular intervals. All sheaves in the system should be inspected for wear and alignment. The pintles and gudgeons should be lubricated with a waterproof grease and the linear actuation arm pins also. This lubrication should be done at least once a year. The steering cable adjustment is accomplished from the quadrant. Cable tension should be tight, but without causing excess friction. If in doubt, have a competent mechanic inspect and adjust the system. Cable tension should be checked at least once a month for the first six months, as the cable will stretch.

The O'Day 280 is supplied with an emergency tiller in the remote chance should any problem occur with the steering system. WE STRONGLY RECOMMEND PRACTICE INSTALLING THE EMERGENCY TILLER AND STEERING WITH THE EMERGENCY TILLER in calm waters before any emergency occurs. The emergency tiller can be installed on the tiller head. The emergency tiller should be stored in an immediately accessible place. The steering wheel should be removed to gain full throw on the emergency tiller.

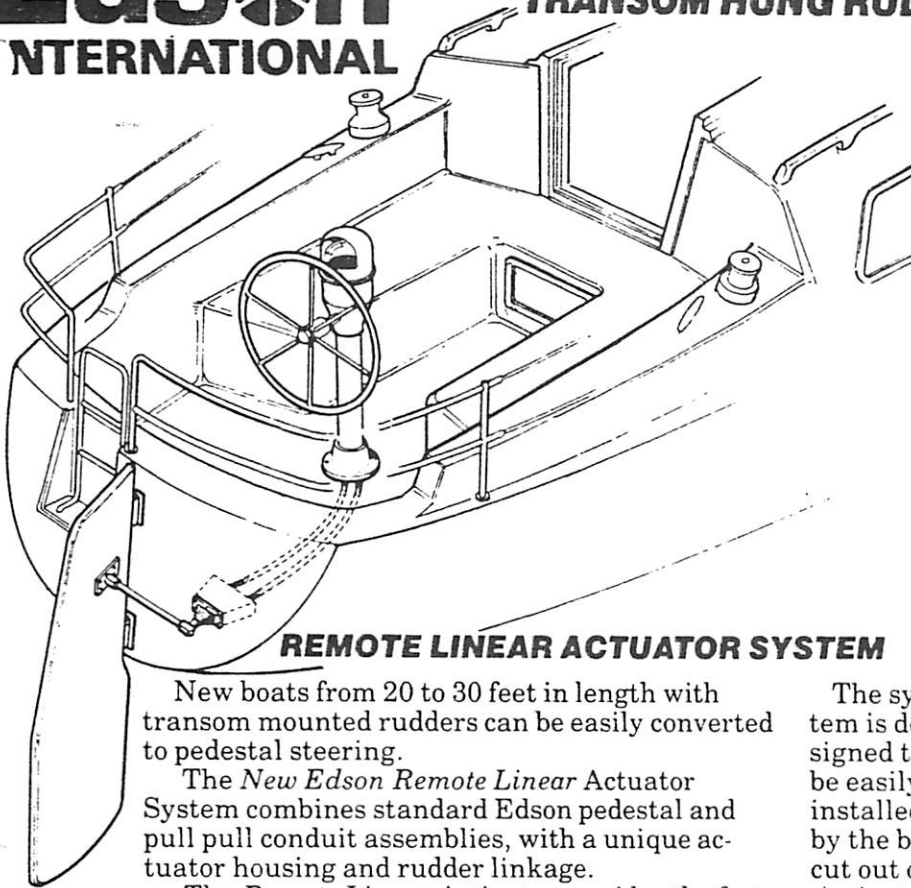
## STEERING COMPASS

The steering compass on your 280 is mounted on the pedestal for ease of viewing. It has a red light for effective use at night. NOTICE: THIS COMPASS MUST BE COMPENSATED FOR YOUR BOAT AND AREA BEFORE USING YOUR BOAT.

# Edson

INTERNATIONAL

## TRANSOM HUNG RUDDER STEERER



### REMOTE LINEAR ACTUATOR SYSTEM

New boats from 20 to 30 feet in length with transom mounted rudders can be easily converted to pedestal steering.

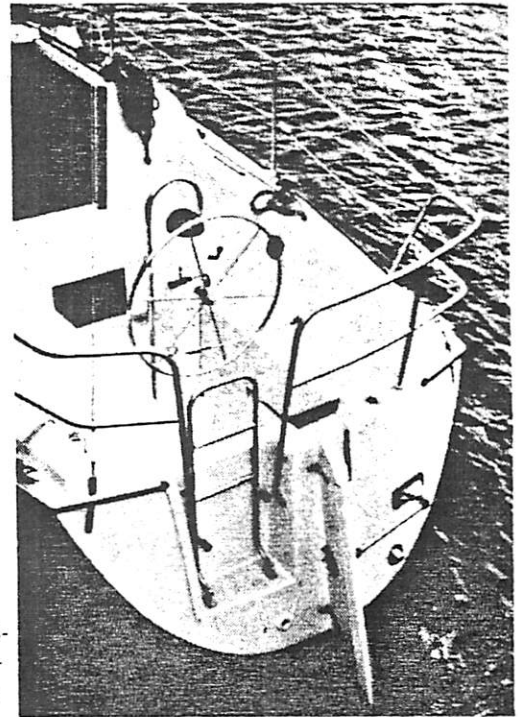
The *New Edson Remote Linear Actuator System* combines standard Edson pedestal and pull pull conduit assemblies, with a unique actuator housing and rudder linkage.

The *Remote Linear Activator* provides the fast, positive control skippers crave and ease of handling that allows the rest of the crew to take their turn at the helm.

The system is designed to be easily installed

by the boat owner or builder, requiring a transom cut out of only  $4\frac{1}{2} \times 1\frac{1}{8}$ . The *Remote Linear Activator* system will accommodate wheel sizes up to 28" diameter.

**Note:** For additional pedestal accessories: engine controls, brake, guard, tables, glassholders, etc., see the *Edson Catalog*.



Remote Linear Actuator System installed aboard an O'Day 272

Standard system \$795. Add the Destroyer Wheel to suit your boat.

20" .....	\$115.00	26" .....	\$143.00
22" .....	120.00	28" .....	148.00
24" .....	131.00		

Standard system includes 4 foot conduits.

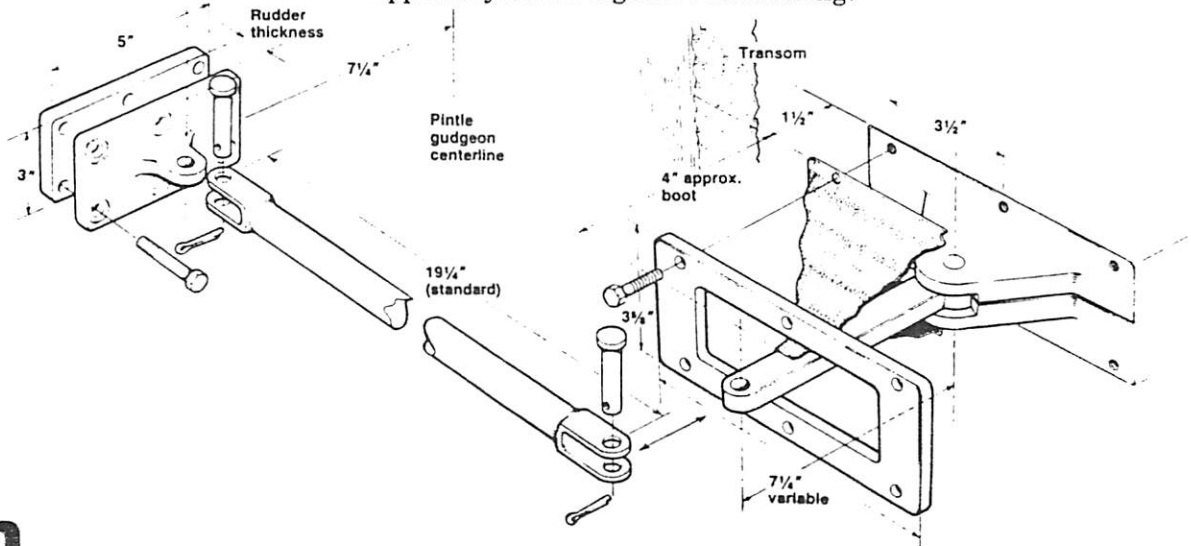
If 6 foot conduits are required add \$20.00

If 8 foot conduits are required add \$40.00

Standard Drag link length is  $19\frac{1}{4}$ ".

Optional length 15" add \$10.00

Approx. system weight: 36 lbs/16.2 kg.



# Edson

INTERNATIONAL

460 INDUSTRIAL PARK ROAD, NEW BEDFORD, MASSACHUSETTS 02745-1292 TELEPHONE 617-995-9711 TELEX 95-1337



P. ALCOHOL STOVES

Please refer to the manufacturer's manual. They cover the operation of these stoves in detail.

WARNING:

1. THE FLAME DURING AN ALCOHOL FIRE IS QUITE OFTEN INVISIBLE.
2. DO NOT MOUNT THE FIRE EXTINGUISHER NEAR THE STOVE. DURING A FIRE, YOU MAY NOT BE ABLE TO GET TO IT.

O'DAY 280 STANDING RIGGING SPECIFICATIONS

WITH ISOMAT SPARS

<u>TITLE</u>	<u>SIZE/ CONST</u>	<u>PCL</u>	<u>FITTING A</u>	<u>FITTING B</u>	<u>EXTRA</u>
Headstay	3/16	31' 11"	5262-006 or G 551 3/8 C	7854-61212	OS NG I B&E (4" PCL) NOT IN PCL
Backstay	3/16	24' 0"	Stemball 9x19 & 26x11	AN668-6 5/16 DJT	SK 4558 NOT IN PCL
Tail	3/16	10' 7 1/4"	667-6	7854-61212	TWO
Cap	3/16	31'5"	Stemball 9x19 & 26x11	7854-61212	
Lower	3/16	17' 7 1/4"	Stemball 9X19 & 26X11	7854-61212	TWO

2-15-89  
O'Day 280

## WIRE RIGGING

Damage to wire rigging, even imperceptible nicks, can substantially reduce the strength of the wire. Such damage can lead to sudden and unpredictable rigging failure, loss of the mast and possible injury to occupants.

Accordingly, it is good practice to have your rigging regularly inspected by a professional rigger. In addition, you should carefully inspect the full run of all stays at least twice each year. Special attention should be given to the swage areas and any area that is subject to wear or damage, such as the headstay where the spinnaker pole may hit, or the spreader tip area.

If there is any damage or deterioration, such as broken strands or nicks, or if there is any question as to the condition of a piece of rigging, replace the rigging immediately.

## TO RIG THE MAST

### STANDING RIGGING

First, lay the mast and boom on two or three sawhorses, being careful to support them well. Next, remove the protective plastic wrapper from around both, being careful not to scratch the mast or cut any lines tied to the mast or boom. The spreaders should be taped to the mast - remove them. Clean the mast thoroughly with soap and water. Apply a good coat of wax to the mast and spreaders. Now is the time to check all sheaves for free movement and check all mast areas for sharp edges, which should be smoothed out.

The standing rigging is in the rigging box and consists of:

- 1 Headstay
- 1 Backstay
- 2 Upper Shrouds
- 2 Lower Shrouds
- 2 Lower Backstay Bridles

Untape the rigging, and identify each piece. Lay the rigging out straight. The bottom end of each piece of rigging has a turnbuckle at the lower end. Remove the cotter pins from the turnbuckle, and unscrew the turnbuckle body from the wire. BE SURE not to lose the round washer that is loose on the wire from the wire itself. DO NOT remove it. Set the turnbuckle and pins aside. On the top of the mast is a removable plate held down by two screws. Remove the plate, being careful not to lose the screws. On the top of the mast are 4 "cups" cast into the aluminum. These "cups" act as seats for the half-round terminal balls that are on the upper end of the rigging, allowing the rigging to rotate slightly to achieve the correct alignment. Now, insert the headstay in the forward cup - threaded end first. Pull it through until the terminal ball and its washer are seated in the cup. BE SURE that the captive washer is under the terminal ball or damage to the mast may result. Next, put the backstay through the aftermost hole in the masthead in the same manner as the headstay. Now insert the upper shrouds in each side socket. Bring them out through the slot in the mast about 6" below the masthead. DO NOT cross the shrouds, lead them out the slot in the same side as the socket. Re-install the mast cap. Finally, install the lower shrouds, as with the other wires, by dropping them through the aft sockets on the spreader bases located half way down the mast. Install the turnbuckles on all shrouds and stays. Leave them nearly all the way open, so only the holes show. Now, install the spreaders on their bases by slipping the spreader over the spreader base and putting the clevis pin through from the top. Insert the split ring through the hole in the cotter pin to keep it from falling out. Tape the pin and ring securely. NOTE: Be sure the rubber grommet is inserted in the hole in the spreader base before installing the clevis pin.

## STANDING RIGGING - Continued

After the spreader is installed on the mast, remove the screw securing the spreader-end cap, remove the spreader end casting and the spreader insert. The spreader insert protects the spreader end from chafe, so it must be in the spreader end before the upper shroud is run over the spreader tip. Run the upper shroud over the spreader tip, making sure it runs over the aftermost upright of the spreader insert. Next, insert the spreader-end cap and re-secure. Finally, install the spreader boot, and tape the spreader tip well to prevent chafe.

You should now install the running rigging in the mast. The running rigging is found in the rigging box and consists of:

- 1 Main Halyard
- 1 Topping Lift
- 1 Main Sheet
- 1 Jib Sheet

The main halyard should be run through the mast, starting at the masthead, with the messenger provided. Tie the messenger securely to the halyard tail, tape over to provide a smooth surface, then pull through the mast and out the sheave box at the mast base. Tie the ends of the main halyard together securely at the mast base to prevent it from slipping back into the mast.

Next, attach the topping lift to the masthead by removing the stainless steel pin that is in the masthead just forward of the backstay attachment, placing the eye spliced in the topping lift tail over it and replacing the pin.

Attach the masthead light to the masthead. Wire it to the wires coming out the top of the mast.

Finally, assemble the Cruising Design Roller Furling system and install it on the headstay. Instructions for assembly of this unit are found in its box and your owner's packet.

## STEPPING THE MAST

You should go over the stepping procedure very carefully with your dealer before taking your boat. Be sure you understand how the procedure works, as injury to people or damage to the boat can result from improper procedure.

CAUTION: BE SURE TO ALWAYS CHECK THE AREA YOU ARE RAISING THE MAST IN FOR OVERHEAD POWER WIRES. ANY CONTACT BETWEEN THE MAST AND OVERHEAD POWER WIRES WILL CAUSE SEVERE INJURY OR DEATH.

NOTE: CHECK THE MAST LIGHT FOR FUNCTION BEFORE STEPPING THE MAST.

## TO STEP THE MAST

Lay the mast on the deck of the boat with the mast base resting on the bow pulpit and the mast track down. Pad the mast at the sliding hatch to prevent any damage to the deck.

Now, attach the backstay to the backstay chainplate. Be sure the backstay leads straight and does not go under any other shrouds. Also, be sure the backstay leads UNDER the stern pulpit wire. Attach the upper shroud turnbuckle and lower shroud turnbuckle to the chainplate on deck - outboard of the cabin. Attach the lower shroud to the inboard hole and the upper shroud to the outboard hole. Again, be sure the shrouds lead fair. NOTE: TO PHYSICALLY STEP THE MAST FOR THE FIRST TIME, YOU SHOULD HAVE AT LEAST THREE ADULTS. As you become more familiar with the procedure, you may be able to do it with two adults. Remove the mast step pins and set them beside the step. Now bring the mast aft until the mast foot is directly over the mast step. Bring the foot down to the step so that the holes in the foot line up with the hole in the aft end of the step. Install the pin and insert the cotter ring.

You are now ready to put the mast up. Once again, check to be sure the backstay, lower shrouds, and upper shrouds are all attached and that they run fair. Be sure the turnbuckles are unscrewed, so that only a small amount of thread is left inside the turnbuckle barrel. BEFORE PUTTING UP THE MAST, CHECK AGAIN FOR OVERHEAD POWER WIRES. Now have one person take the headstay and pull on it, while the other two people push up the mast, pivoting it on the pin. Be sure to keep the mast straight and not twist it, as you could bend the pin on the mast foot or damage the mast step. The mast should go up smoothly and set flush on the step. CAUTION: DO NOT FORCE THE MAST! IF IT CATCHES GOING UP, CHECK ALL SHROUDS AND STAYS. CHECK THE TURNBUCKLES TO BE SURE THEY ARE LEADING STRAIGHT. As soon as the mast is up, while one person applies forward tension, attach the forestay to the forward hole in the stemhead fitting. Next, install the forward pin in the mast step and its cotter ring. Now, tighten up all the turnbuckles just enough to take the slack out. Check to make sure all the turnbuckle clevis pins have a cotter pin in them to prevent them from falling out. Next, tighten the headstay, backstay, and upper shroud turnbuckles hand tight. Occasionally, sight up the back of the mast to ensure that the mast is straight. Tighten the lower shrouds just snug. After installing the furling gear, pin all the turnbuckles with the cotter pins provided. Spread the cotter pins well open, and tape them to prevent snagging. NOTE: AFTER A FEW SAILS, THE RIGGING MAY STRETCH SLIGHTLY, MAKING RE-TIGHTENING NECESSARY.

## INSTALLING THE JIB FURLER

Follow the manufacturer's instructions included with the furler for installation instructions.

### ATTACHING THE BOOM

To attach the boom, remove the shackle located at the gooseneck mounted on the mast and take out the vertical stainless steel pin. BE CAREFUL not to lose the several pieces involved. Note how they are installed.

After removing the pin, extract the horizontal plastic cylinder from the black plastic upright. Slide the boom gooseneck jaws over the plastic upright and slide the cylinder back through the boom jaws and plastic upright. Re-install the stainless pin, being sure the stainless steel washer is on top of the plastic upright. Re-attach the tack shackle to hold the pin in.

### TO RIG THE TOPPING LIFT

The standing part of the topping lift was already installed when you rigged the mast. To rig the rest of the adjustable lift, using the messenger provided, pull the topping lift tail through the starboard pulley on the boom end out the gooseneck. Raise the boom to the correct height, and cleat the tail off on the cleat provided under the boom. Do not use the cam at the gooseneck.

### RIGGING THE MAINSHEET

To rig the mainsheet, take the upper mainsheet block (the one with the line attached) and hang it from the eye on the bottom side of the boom just above the traveler. Now attach the loose fiddle block to the traveler car mounted on the traveler on the bridge deck. Now reeve the mainsheet down, through the upper sheave in the fiddle block from back to front, up through the upper block from front to back, down through the lower sheave in the fiddle block from back to front and through the cam cleat jaws. Tie a stopper knot in the end.

### TO ATTACH THE RUDDER

On the stern of the boat are two gudgeons into which are inserted the pintles of the rudder. After the rudder is hung on the transom, insert the rudder-lock pin in the hole in the top pintle. This is to prevent rudder loss. Connect the stainless steel bar between the rudder and steering gear. Be sure to spread cotter pins to prevent loss.

### TO HOIST OR RAISE THE MAINSAIL

To hoist the mainsail, first insert the battens in their pockets. The battens each fit a different pocket, and you may wish to label them. They slide in against an elastic in the pocket and then lock into the pocket on the leech.

Now take the foot of the mainsail, insert it into the slot on the boom, starting near the gooseneck. Slowly feed the sail in until it is fully on the boom. Fasten the tack grommet to the shackle on the gooseneck. Shackle the outhaul line to the outhaul grommet.

NOTE: THE SAIL MAY FEED STIFFLY AT FIRST, BUT WILL BECOME EASIER AS TIME GOES ON, BUT DON'T FORCE IT. Tension the outhaul line where it comes out below the gooseneck, but do not force "TENSION" lines into it.

Next, fasten the main halyard to the forward hole in the headboard and feed the luff slugs past the aluminum "GATE" located above the gooseneck. Hoist the sail fully, and cleat the halyard. Move the gate back into place so that the slugs will not come out. Rig the reefing line. The sail may then be lowered and furled on the boom.

### TO HOIST AND OPERATE THE ROLLER FURLING JIB

NOTE: THE ROLLER FURLING JIB IS DESIGNED TO GIVE EASE OF SETTING AND FURLING THE JIB. IT IS NOT DESIGNED TO SUBSTITUTE FOR PROPER STORM SAILS.

Install the furling system per the manufacturer's instructions. Install the furling line on the drum in a clockwise manner. Run the furling line back on port side through the fairlead and the stanchion base loops to the cleat aft.

### HOISTING THE SAIL

To hoist the sail, tie the plain end of the halyard to the head of the jib. NOTE: DO NOT tie the sail to the plastic "traveler" slide or you may damage the furler. Next, hoist the sail by pulling on a messenger line which must be attached to the plastic traveler. Tension the luff of the jib by passing the tension line from the sail tack through the furling drum eye. Store excess messenger line and tension line by wrapping them around the furler throat. BE CAREFUL that there are no loose ends to foul the furler.

For further advice and instructions on hoisting, furling, etc., see your furler owner's manual or contact the manufacturer of the jib furler, and see Section H of the Operation Section.



## HOISTING THE SAIL - Continued

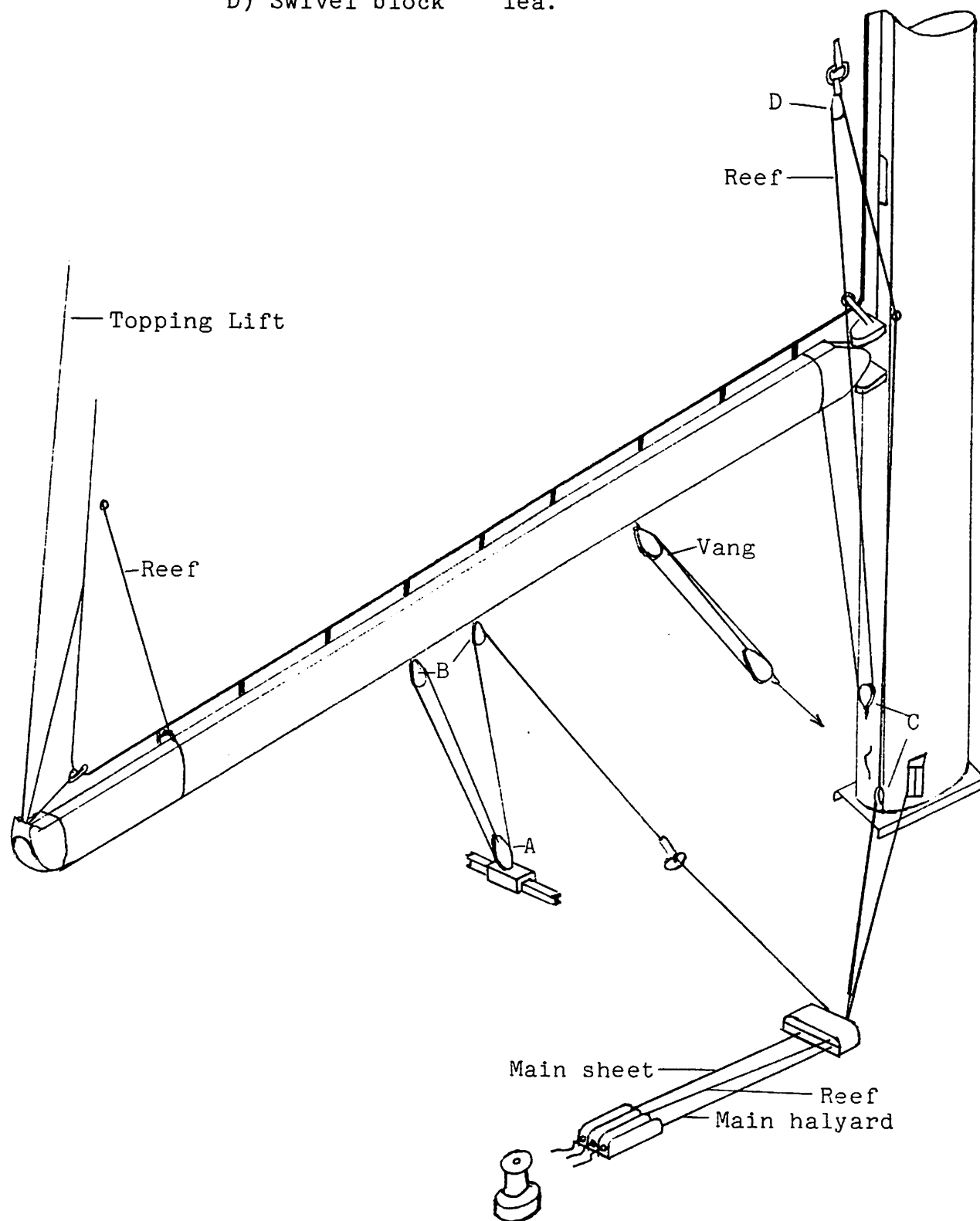
The jib can now be furled by pulling on the furling line. Keep LIGHT tension on one of the jib sheets while furling. BE SURE that both sheets are free to run. IF there is any resistance STOP pulling the furling line. Furling and unfurling should always be done with the boat facing into the wind. To unfurl the jib, first uncleat the furling line to make sure it is free to run. Uncleat both jib sheets. Face the boat into the wind and pull the leeward jib sheet until the jib is fully unfurled. Then re-cleat the furling line.

We recommend that the plastic furling drum and aluminum foil be washed with fresh water at least once a month. We also recommend that the jib be taken down and stowed away, if the boat is left for an extended period.

The jib sheet is attached to the clew of the jib and led aft, outside the shrouds to the block mounted on the track on the side decks, and then to the winch. The block can be adjusted fore and aft to optimize the jib lead.

# LOOSE ITEMS LIST

- |                 |                      |
|-----------------|----------------------|
| A) Fiddle block | 1ea.                 |
| B) Single block | 2ea.                 |
| C) Single block | 2ea. (comes on mast) |
| D) Swivel block | 1ea.                 |



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 (see other side) 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.

BLISTER-GUARD (TM) GEL-KOTE  
SPECIAL BOTTOM PREPARATION INSTRUCTIONS

STEP 1

Remove ALL of the mold release wax, using International Paint Company's Solvent Wash #202. When using the 202 solvent wash, keep the cloth fully saturated with the solvent and be sure to change rags frequently to insure that all the wax is removed. Before liquid dries, re-wipe surface with a new set of clean, dry rags. Repeat operation, if necessary, to be sure all wax contaminants have been removed.

STEP 2

Apply International Paint Company's Fiberglass No-Sanding Primer AL 200. Follow instructions on can exactly.

STEP 3

Apply anti-fouling paint in accordance with the paint manufacturer's instructions. It is not necessary to use International's anti-fouling paint; other brands compatible with International 200 primer can be used. See Interlux Product Bulletin regarding overcoat times for proper adhesion.

The keel and rudder do not have Blister-Guard(TM) - nor is it required. These two areas can be lightly sanded in the normal fashion.

IMPORTANT:

The application of Interlux 202 Fiberglass Solvent Wash and Interlux #200 Fiberglass No-Sanding Primer must follow the procedures outlined in the Interlux Product Bulletins pertaining to these materials or as printed on the cans.

In the future, when re-bottom painting, care must be taken not to sand or abrade the Blister-Guard Gel-Kote.

IF THE ABOVE INSTRUCTIONS ARE NOT FOLLOWED EXACTLY, THE BLISTER-GUARD (TM) WARRANTY WILL BE VOIDED.

These instructions and materials are subject to change as improved techniques become available. The O'Day Corporation will endeavor to, but has no responsibility to, see that these techniques are made available.

THE O'DAY CORPORATION  
848 Airport Rd., Fall River, MA 02720-4793

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Glidden

# BLISTER-GUARD<sup>TM</sup>

## PROCEDURE FOR BOTTOM PAINTING NEW HULLS MANUFACTURED WITH BLISTER-GUARD<sup>TM</sup> GEL-KOTE

The Interlux no-sand bottom painting system is recommended for bottom painting new hulls made with Blister-Guard<sup>TM</sup> Gel-Kote. This system consists of:

- No. 202 Fiberglass Solvent Wash
- No. 200 Fiberglass No-Sanding Primer
- Appropriate Bottom Coat

Follow the manufacturers recommendations for application of these products. When using the solvent wash, keep the cloth fully saturated with 202 Fiberglass Solvent Wash and change the cloth often to assure adequate removal of the mold release.

When repainting previously painted hulls where the bottom paint is in sound condition, lightly sand the bottom paint before recoating making sure not to sand into the Blister-Guard<sup>TM</sup> Gel-Kote.

When repainting previously painted hulls where the previous coat of bottom paint must be removed, use Interlux Pint-Off Paint Remover and refinish as for new hulls. Be sure to follow the manufacturers recommendations.

S.C. #9167

Glidden

THE GLIDDEN COMPANY  
CLEVELAND, OHIO 44115

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## BOAT STORAGE

Whenever a boat is pulled from the water, for work or storage, care must be taken to provide adequate and proper support of the hull. This is especially true of wing-keel or fin-keel sailboats. With wing-keeled boats, it is especially important that the boat be level and that pressure is not placed on one or the other wing "Tip." Pressure on the tip may cause distortion or damage to the keel or hull. We do recommend the use of an O'Day Corporation Cradle.

It is not recommended that the weight of the boat be rested solely on the keel. Because of the small area of the keel bottom, the localized loads on the hull in the area of the keel would be severe and could result in permanent damage to the shape or structure of the boat.

If poppets are used for support, they should be located so that the pads are under bulkheads, berth fronts or pan stringers, so that the load is dispersed (see Docking Plan). Failure to properly position the poppets could result in hull depression. Be sure to use an adequate number of supports, and locate them to prevent the boat from tipping fore or aft. A storage cradle designed for this boat is available through your dealer.

When hauling any boats with a propeller shaft, be sure to disconnect the coupling before lifting the boat. This will prevent bending of the shaft, as the boat changes shape when lifted.

Do not careen (lean the boat over on its side) a wing-keel or fin-keel sailboat. The hull, keel, and rudder should survive any accidental groundings. However, care must be taken to keep the boat as balanced and upright as possible to prevent excessive loads. A wing-keeled boat should not be allowed to "dry out" with the tide. The wing shape may allow an abrupt change of attitude as the boat dries out, causing structural damage and possible personal injury.

DANGER: WHEN YOU ARE HAULING, LAUNCHING, AND SAILING NEAR LOW OVERHEAD WIRES, YOU MUST BE VERY CAREFUL THAT THE MAST NOT TOUCH THE WIRES. THE MAST COULD CONDUCT HIGH VOLTAGE ELECTRICITY TO THE PEOPLE ON BOARD AND CAUSE SEVERE BURNS OR DEATH. THE BOAT'S LIGHTNING GROUND SYSTEM WILL NOT PROTECT YOU FROM THE HIGH VOLTAGE POWER FROM POWER LINES.

## KEEL BOLTS

As your boat slowly works, the keel bolts may elongate slightly. If this occurs, they should be re-tightened. If you find tightening is necessary, the bolts should be taken up to a specific torque that varies with bolt diameter. The torque specifications for the O'Day 280 are as follow: 160 Ft. lbs. per bolt.