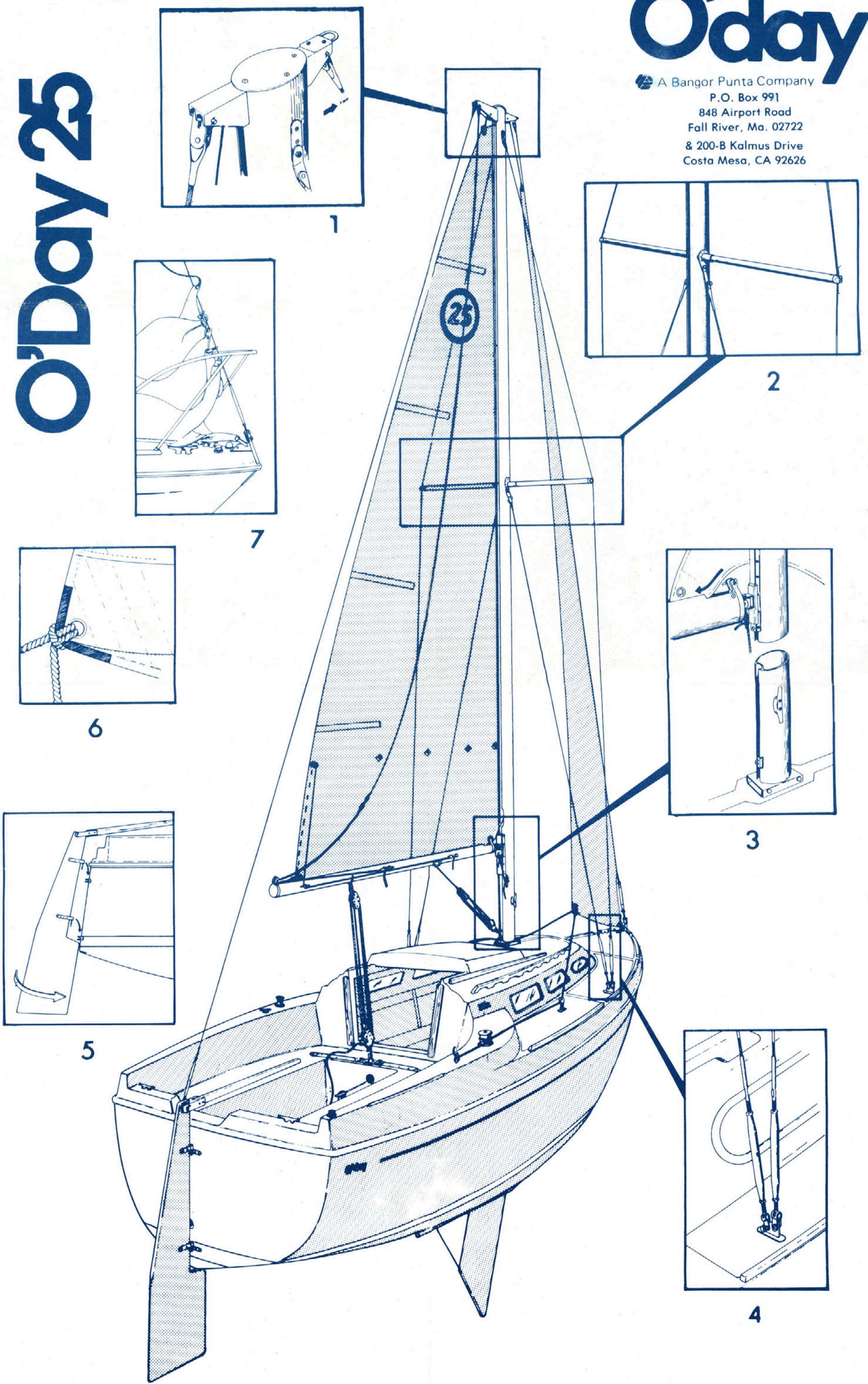


O'day

A Bangor Punta Company

P.O. Box 991
848 Airport Road
Fall River, Ma. 02722
& 200-B Kalmus Drive
Costa Mesa, CA 92626

O'Day 25



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Operating and Rigging Instructions

CAUTION: DO NOT BEGIN OPERATING OR RIGGING YOUR BOAT UNTIL YOU HAVE READ ALL OF THE FOLLOWING OPERATING AND RIGGING INSTRUCTIONS THOROUGHLY.

Safety Information

The mast, the stays, and all other parts of O'Day sailboats under 26 feet, following the general boating industry practice, are not grounded, except inboard models which are grounded. Should your O'Day sailboat be struck by lightning or make contact with electrical power lines, substantial injury may result to the occupants. We recommend that if you wish to be protected from injury resulting from lightning, that you have your O'Day sailboat grounded by an authorized O'Day dealer or other reputable boat yard in the manner recommended by the American Boat and Yacht Council of New York, New York. Under all circumstances, whether or not your boat is grounded, when lightning is present in your boating area, contact with the mast, the stays, and other metallic objects should be avoided.

We do not believe that grounding would be effective to avoid injury to occupants of your sailboat, if contact is made with electrical power lines.

When operating your sailboat on waterways, charts should be regularly consulted, not only for normal hazards, but also for the presence of electrical power lines. In addition, a lookout should be maintained for the presence of overhead electrical power lines, particularly during launching and hauling.

The following is a list of standard equipment that comes with your boat.

1. Mast with one set of spreaders.
2. Boom w/boom vang plate.
3. Box of rigging containing: stays, main sheet, boom vang, jiffy reefing, down haul, out haul, topping lift, jib sheet, halyards.
4. A package containing: rudder, tiller, and table.
5. Sailbag containing mainsail and jib, battens for mainsail.
6. Two penboards that seal off the cabin.
7. Berth cushions.

Optional Equipment — See your dealer on what is available. Optional equipment comes complete with installation instructions where applicable.

Suggested Equipment for Rigging Boat

1. A medium sized screwdriver, a pair of pliers, and a small roll of tape.
2. Optional mast raising device. (If your boat is equipped with the optional mast raising device, please refer to the instructions that come with it.)

Mast

The first step is to remove the two spreaders which are taped on to the mast. You will notice that these two aluminum tubes, or spreaders, have a hole in one end and a slot in the other end. These spreaders should be fastened with bolts on to the fittings on either side of the mast about one third up. After they are in place, tape bolts. See Fig. 2. Attach all stays to mast. At the end of each spreader insert upper sidestay and wrap wire around stay to hold in place, one end of wire wraps up the stay and the other end wraps down the stay. See Fig. 2.

Before you step the mast, pull the ends of the halyard to the foot of the mast and cleat the other end of the halyards to prevent them from getting out of reach. Attach topping lift to mast head. See Fig. 1.

Stepping the Mast

We recommend that you have assistance in stepping the mast. Open the turnbuckles at ends of stays to full open position. Place mast on deck with head of mast forward. Then, attach the head stay to the bowstem fitting with clevis pin and cotter ring (see Fig. 7), and proceed to attach sidestays, both upper and lower, to the side chainplates. The lower stays that run up to the spreader bases are attached to the inside hole in the chainplates while the stays running from the top of the mast are attached to the outside hole in the chainplate. See Fig. 4. Do not attach the backstay as of yet. Slide mast forward, being careful not to bend turnbuckles, until base of mast reaches tabernacle. A tabernacle is provided on the cabin top of the O'Day 25 for ease in mast stepping. With mast in a horizontal position and with sliding cabin hatch closed, pin base of mast with pin in tabernacle. Next push up and aft on the spar until the mast is in a vertical position. With one person holding the spar, attach the backstay to the stern chainplate on the transom with the clevis pin and cotter ring. After all stays are securely attached, take the slack out of the rigging and tighten. With the mast plumb (in a vertical position), the headstay, back stay, and the two upper sidestays should be tightened no more than hand tight. The two lower sidestays should just be taut, not hand tight.

Caution: It is very important that you do not tighten the stays too much, as this can cause damage to the hull.

After the stays have been adjusted, take a pair of pliers, tighten the lock nuts on the turnbuckles which will prevent the turnbuckles from unwinding. To be on the safe side we strongly recommend that you wire and tape the turnbuckles so they will not unwind.

Attaching Boom to Mast

Slip the gooseneck, which is on the forward end of the boom, on to the track on the mast. Fig. 3. To hold up the after end of the boom, attach the topping lift to aft end of boom.

Mainsheet

Attach fiddle block without cam cleat to boom and the block with the cam cleat and mainsheet tail to the traveler. See main drawing.

Boom Vang - See Glossary

To Attach Rudder

On the stern of the boat are two gudgeons into which are inserted the pintles on the rudder. Rudder must be turned all the way to one side or the other before it can be slipped into the gudgeons. See Fig. 5. Insert hitch pin into the pinhole in the upper pintle to prevent the rudder from accidentally coming loose.

Centerboard

The fiberglass centerboard is held in the centerboard trunk by a centerboard hanger that holds the board up and is inserted from the bottom of the keel. Should the centerboard want to be removed for replacement, repair, painting, or for pendant renewal, the hanger is easily removed by unscrewing the fastenings that secure it in place on the bottom of the keel. In the forward end of the cockpit there is a centerboard pendant and cleat. To secure the centerboard pendant, simply wrap it around the cleat. Watch the pendant for wear and replace when necessary. See main drawing.

To Hoist or Raise Mainsail

To raise the mainsail, insert bartens and then starting near the gooseneck, feed the foot of the sail, clew first into the slot on the boom. The pin in the gooseneck slips through the tack of the sail to hold it in place. Draw the foot of the sail out along the boom until the foot is tight. The outhaul line should be attached to the clew of the sail, then passed through hole in fitting on end of boom, then cleated on boom cleat which is located approximately two-thirds of the way up on the right side of the boom. The cleat is located here to permit the crew to change the tension on the foot of the sail while sailing. A "block-action outhaul" is a help here as it greatly reduces the friction on the outhaul line. Next, fasten the main halyard to the head of the mainsail and feed the luff slides of the sail into the mast slot cutout. Hoist the sail fully and cleat it. Located in sail-feed slot in the mast is a piece of metal and lock screw. This is inserted in slot and tightened. This will prevent luff slides from falling out when sail is lowered.

Downhaul

Tighten the luff of the sail by pulling down on the line attached to the gooseneck and then cleat it to the downhaul cleat. See Fig. 3.

To Hoist Jib

Fasten all the snaps on the luff of the jib to the headstay and attach the shackle on the tack to the steamhead fitting. The jib halyard is then attached to the head of the jib. See Fig. 7. Tie the center of jib sheet to the clew of jib (see Fig. 6), and then run each jib sheet outside of the sidestays, and then through the block mounted on deck approximately three feet aft of the chainplates, then to the jib sheet cleat provided. Tie a figure eight knot in each end of the jib sheet so as not to lose it.

Jiffy Reefing

Your mainsail can be easily reefed, as the boat is equipped with jiffy reefing. First, release the main halyard until the reefing tack cringle, approximately 4 feet up luff, has reached the boom. Second, run line, that is attached below boom and on port side of mast, up through reefing tack cringle and down to cleat used for boom down haul. Tighten this line to cleat. Third, tighten line that runs through reefing clew cringle and secure to cleat forward on port side of boom. Fourth, tighten halyard. Fifth, wrap the 4 short lines that run through the reef points around boom and tie off. These lines are 3/16" braid, 2' in length, and are run through the reef points (small holes in sails); tie a knot in the middle of each line on each side of the holes, let them hang down until ready for reefing.

Outboard Motor

We recommend a maximum of 15 horsepower with a long shaft. The outboard motor is attached to the outboard motor bracket. CAUTION! Be careful when turning the rudder blade as it can come in contact with the propeller.

Trailer

You will need a trailer that will support the complete boat's weight plus 20 per cent which will cover weight of normal gear. It is a good idea to pad all areas of the mast that come in contact with the boat and trailer. All halyards and stays should be securely fastened to the mast while trailing. Also be sure that the boat is securely fastened to the trailer itself. The majority of hull weight should be in the keel support bed of the trailer.

Do not have excessive weight on the two side supports, for ease in hauling and launching, and for proper weight distribution on the hull. When launching your O'Day 25; you will have to back the trailer into the water and float the boat off. This can easily be done with any average sloped launching ramp. In salt water, be sure to wash the trailer down immediately to minimize corrosion. If your trailer is equipped with "bearing buddies," be sure to check for sufficient grease.

NOTE: Trailers rated for gross loads require a 2 inch trailer ball. (I.E., over 2,000 lbs.)

THROUGH HULL FITTINGS — Be sure to check all fittings for water tightness.

Boating Safety Act

A new Federal Boating Safety Act was passed in 1971 to further encourage safety in boating. O'Day endorses the general nature of this Act and certifies that it reasonably complies with requirements of the Act. There are several specific aspects of the Act new customers should understand.

1. Every O'Day boat has a special numbering system. Numbers are permanently molded into the transom on all models. The first three letters are our manufacturing serial number, the next letter represents the boat model code letter, the first four numbers are the sail or class number and the last four digits represent the model year and the month the boat was built.
2. Customers are required to provide approved life saving devices for each crew member on board.
3. Availability of approved fire extinguishers is required on many boats. Customers should consider having an extinguisher even when not required.
4. Recommended horsepower for engine is included in O'Day's catalog and should be complied with for safety and warranty reasons.
5. After dark boats must be lit in an approved fashion — customers must make provision for this.
6. O'Day is obligated to inform customers of manufacturing defects which may exist in specific boats. O'Day must describe the defect, evaluate the hazards involved, and state the action it is taking to eliminate the defect. Obviously O'Day cannot do this readily without record of each boat's owner, which is supplied by return of the Warranty Card. The Company strongly urges this Card be returned promptly.

General Information

The following information is to be used as a general guide and if you are unclear or need more help, do not hesitate to call upon us or our dealer.

Tuning—Do not overtighten stays as mainsheet tension will dictate tension on headstay. While sailing, the leeward stays will always go slack due to mast bend, stretching, etc., so under no circumstances should you tighten them under sail — all adjustments should be made while at rest with the sails down.

Maintenance

Fiberglass Repairs—although fiberglass is a relatively simple material to work with, we urge that you familiarize yourself with the proper procedures in order to insure good results.

The surface color (gel coat) should be cleaned and waxed at least twice a year in order to maintain its luster. The color may fade due to weathering and if ordinary cleaning will not bring the color back, try a regular automotive compound followed up by waxing.

Sails—Dry and fold carefully after each use and if used on salt water, wash with fresh water every so often. Fold by stretching out the sail on the lawn or clean surface and starting at foot with person at clew and tack, make one foot to two foot folds by bringing the head down towards you gradually and evenly. Finally, fold from clew to tack or vice versa.

Woodwork

Varnish at least once a year, using any good marine varnish. Teak can be either oiled or varnished.

Bottom Paint—recommended in both fresh and salt water. Follow directions on can—be sure to paint centerboard as well as bottom.

Leaking—Should any leaks develop through hardware fastenings, hull and deck joints, etc., these can be easily fixed by applying a good marine sealant.

For The Racer

The rake of the mast can be changed by adjusting the headstay turnbuckle and then re-adjusting the sidestays. In general, a boat will perform better while sailing to windward with some aft rake and better downwind with the mast plumb or slightly raked forward. Races are usually won to weather, so favor more aft rake, if anything.

Sail Set—the jib halyard should be taken up so that the tension on the luff, while under sail, is the same as on the headstay. The tension on the foot and luff of the mainsail should be such that there are no stress lines or wrinkles in the sail. Apply more tension as the wind increases, which will move the draft forward and decrease heeling moment, etc. In general, the outhaul should be slacked while sailing off the wind in order to create more draft in sail.

Tell Tales are an invaluable aid in determining wind direction — 8 inch pieces of yarn tied to sidestays 2 ft. to 4 ft. up from chainplate and a wind pennant on-top of mast.

6 inch to 8 inch pieces of yarn taped to luff of jib on both sides every 3 feet or so on bottom half of sail 8 inches back from luff wire are excellent wind-flow guides. If you point too high, weather yarn flutters and if pointing too low, leeward yarn flutters. Both should flow back evenly — remember this only tells you flow pattern for a given jib trim, so trim must be correct for sailing angle.

Glossary

AFT: In the neighborhood or direction of the stern.
BATTEN: A thin wooden or plastic strip placed in a pocket in the leech of a sail to help hold its form.

BLOCK: Pulley consisting of a frame in which is set one or more sheaves or rollers. Ropes are run over these rollers.

BOOM: Spar at the foot of the mainsail.

BOOM VANG: The wire pendant attached to one of the boom vang blocks slides into a plate secured to the bottom of the boom about 3' aft of the gooseneck. The other block attaches to an eye at the base of the mast. See main photo. The vang's purpose is to keep the boom steady and horizontal while sailing.

BOW: The forward part of a boat.

CENTERBOARD: A keel like device that can be hoisted or lowered in a trunk that acts as a keel in shoal draft boats.

CENTERBOARD PENDANT: Line used to raise and lower centerboard.

CHAINPLATES: Strips of metal fastened to the boat's hull near the deck line to take the stress of stays.

CLEAT: A fitting to which ropes are made fast.

CLEVIS PIN: A small stainless steel pin that has a hole in one end for a cotter pin and is used to secure stays to chainplates and mast fittings.

CLEW: The aftermost lower corner of a sail.

COCKPIT: An open area lower than a boat's deck where the occupants sit.

COTTERPIN: A straight or circular split metal pin used to hold a clevis pin in place.

DOWNHAUL: A device used to tighten the luff of a sail.

FAIRLEAD: An eye used to lead line in the direction desired.

FOOT: The lower edge of a sail.

GOOSENECK: A metal device that secures the boom to the mast.

GUDGEON: A metal socket attached to the transom to receive the pintle of the rudder.

GUNWALES: The upper edge of a boat's side, where it meets the deck.

HALYARD: A line for hoisting (or raising) the sails.

HEAD: The upper corner of a sail.

HEADBOARD: The fitting at the head of a sail with a hole in it to receive the main halyard.

HEADSTAY: The foremost stay on a sailboat. A jib is set on a headstay.

HULL: Main body of a boat.

JIB: A triangular sail set forward of the mast.

JIB SNAPS: Small fittings that are attached to the luff of a jib which secure the jib to the headstay.

JIBE: The action of the mainsail when shifting from one side of the boat to the other.

LEECH: The after edge of a sail.

LEEWARD: Away from the wind.

LINE: The common expression for a rope in use.

LUFF: The forward edge of a sail.

MAINSAIL: The principal sail on the mainmast.

MAINSHEET: The line used to trim a mainsail.

MAST: An aluminum tube designed to stand on end so as to support a boom plus one or more sails.

MAST STEP: A metal fitting that holds the base of the mast in position.

OUTHAUL: A line used to haul the clew of a sail out to the end of the boom.

PINTLES: Pins on the forward side of a boat's rudder designed to rest in and pivot on the gudgeons secured to the transom.

PORT: The left side of a vessel facing forward.

REEFING: To reduce a sail by rolling or folding up part of it.

RIGGING: The wire supporting the spars is called standing rigging (stays or shrouds) and the ropes used in setting and trimming sails are known as running rigging (halyards and sheets).

RUDDER: A vertical plate attached to the stern of a boat used in steering it.

SELF RESCUING: A feature which enables the crew to right and sail away a boat which has capsized.

SHACKLE: A U-shaped piece of metal with a pin across the open ends.

SHEET: A rope used to trim a sail.

SHROUD: Same as a stay.

SLACK: The opposite of taut. Slack away or off to pay out.

SLOOP: A one masted vessel with two or more sails.

SPAR: A mast, a boom, etc.

SPREADERS: Aluminum tubes that project from a mast in a traverse direction in order to keep a stay at proper tension and to help hold the mast erect.

STARBOARD: The right side of a boat, facing forward.

STAY: A length of wire used to support a spar.

STEMHEAD FITTING: The fitting nearest the bow on the deck where the headstay attaches.

STEP: To step a mast is to set it in position.

STERN: The after part of a boat.

TABERNACLE: A fitting designed so that the mast can be lowered when passing under obstructions; also facilitates stepping and unstepping the mast.

TACK: The lower forward corner of a sail.

TILLER: A piece of wood connected with the rudder head. By this the rudder is moved as desired.

TOPPING LIFT: A rope that attaches to the top of the mast and fastens to the end of the boom. Its purpose is to hold the end of the boom up when the mainsail is lowered.

TRIM: To trim sails. To put them in correct relation to the wind, by means of sheets.

TRUNK: A centerboard housing.

TURNBUCKLE: A device used to maintain correct tension on rigging.

WINDWARD: Toward the wind.