

THE O'DAY CRUISERS



WHAT TO LOOK FOR IN A FAMILY CRUISER.

1) Insist on a boat that performs. It may seem obvious, but every sailboat that's fun is a sailboat that really sails. It should handle easily, deliver reasonable speed on every point and provide an enjoyable experience in light, moderate and even heavy breezes. As your sailing ability improves, so will your scorn for a clumsy boat, and your appreciation for a good performer.

O'Day Cruisers are first and foremost sailboats which are both forgiving and docile in the hands of a new sailor, as well as lively and challenging to the one who's accomplished.



2) Demand attention to safety. No one respects open water more than the experienced seaman, who has seen all its moods and sudden whims. It would be foolish to trust your family to a boat that is not designed to cope with foul weather.

Look carefully at each boat you are seriously considering, and trust your judgment. Are the stemhead and chainplate fittings custom stainless steel components, substantially constructed and properly attached? Are the topsides smooth and is the sheer line an even, fair curve? Is the centerboard totally sealed within its well? Can you remove it for inspection or is that a boat yard job?

Are the rigging, spars and deck hardware non-corrosive stainless steel and aluminum alloy, and do they look strong enough to handle an unexpected problem?

O'Day boats are designed and built by people whose whole life is sailing, and who enjoy the boats with their families just as you do with yours. All the loyalty in the world wouldn't get them to buy an O'Day if they didn't believe in its safety.

3) Look for a boat that's built to last. Sailboats have to be tough because lakes and oceans are tough on sailboats. The rig must stand in heavy air. The hull must endure the punishment of sharp, choppy waves. The fittings must withstand the corrosion of salt water.

Our theory of building calls for boats to be made a little stronger than they have to be. We lay up the fiberglass decks and hulls by hand – instead of spraying them with chopped fibers. Each component used is considered for its ruggedness and durability. And the Quality Control Inspector's signed report accompanies every

1980 O'Day out the door. If the boat isn't right, his name won't go on it.

O'Day boats are built to last. And because they do last, they command unusually high resale prices.

4) Look for an honest sailaway price. If cars were sold the way sailboats are, they'd come without tires or engines. Sails, running rigging and other important details are "optional."

Buy an O'Day, and you'll sail it away pretty much the way you'll sail it for the next five years.

5) Buy from a respected company. There are

hundreds of firms making sailboats today. Many are decent products. Many others are not. And, as in most hobbyist businesses, some of the least satisfactory products are sold by the sincerest people.

Before you place an order, ask yourself if the company will still be around when you need warranty help or replacement parts.

O'Day has helped provide a satisfying boating experience to over 48,000 sailing families – more than any other cruising boat manufacturer in the world. And O'Day is built by Bangor Punta Marine, and has the resources and technical assistance of one of America's largest corporations.

6) Choose a boat that fits your needs. Don't make an investment in a boat that's too cramped for your family or not suited for the waters you intend to sail.

Will you moor or trailer the boat? What boats are raced near you? Is your area known for light or heavy air? Is the water deep or shoal? How often will you use the boat, and how far will you usually sail?

If you're not sure how to judge those requirements, your local O'Day dealer is a good place to look for help. We choose each dealer for his knowledge and sincerity. And he'll stock the kind of boats that are most likely to fit his area and please his customers.

7) Even if you're only interested in cruising, don't completely discount racing. Unfortunately, racing puts many sailors off. To some, the anxiety and pressure seem unnecessary. To others, the rules and skills seem complicated and difficult.

It's pleasing for us to see that some O'Day owners race the very same boats in which they and their

families cruise. And many do very well.

John Deknatel, Winn Willard, Peter Boyce, and John Kiley of Hunt Associates design each new O'Day cruiser to be a good performer. Where rating rule advantages conflict with cruising advantages, the latter always takes precedence. But you'd be surprised how often the two are quite compatible. We're not saying that O'Day cruisers will win against flat-out racers. But we are saying that you can expect to do well, and with good judgment and boat handling, perhaps even win.

Race winners will tell you that there's no faster way to gain sailing proficiency than in competition. And even persistent race losers will tell you there's no better way to have fun.

8) Read the Warranty. Most boat owners get around to reading the warranty just after they've had their first problem. We suggest that you read it before you buy the boat.

Each is different. Some are written to protect the manufacturer. The good ones are written to protect you.

And remember, a written warranty isn't much better than the intention of the company that created it. Enforcing an insincere warranty can cost more in time and money than the problem is worth.

Critical design and construction features you should fully understand. When you're out having fun on the water, you'll take good design and construction for granted. With the right boat you can.

But when you are at the point of making a serious investment in that "right boat," you have an obligation to yourself and to your family to really understand why some boats can be trusted, and some cannot.

O'Day builds keel/centerboarders. Others build swing keelers. There are important differences.

The problems of swing keelers. The very first trailerables all had swing keels – heavy metal blades that retracted completely within a box in the cabin. While swing keels solved the trailer loading problem, they introduced other very questionable characteristics.

- 1) With the board retracted the boat has to be substantially less stable. (Basic physics: the center of gravity is much closer to the center of buoyancy.)
- 2) With the board up, the directional control is substantially diminished. (The boat has become a saucer on the water.)
- 3) The pin on which the keel pivots penetrates (and is supported by) the centerboard trunk within the cabin. Leaks are common, in spite of continued efforts to the contrary.
- 4) Should the side of the keel strike a submerged object, the keel can act as a lever against the vulnerable trunk within the hull. Serious damage is possible.
- 5) Raising and lowering a heavy metal keel is hard on the equipment, and hard on the crew.
- 6) The keel trunk clutters valuable interior space and dictates the entire accommodation layout.

7) Paint will chip from a metal board. Permanent sealing is impossible. Rust is an inevitability.

8) Removing the keel for inspection is a job for a boat yard.

The advantages of O'Day's keel/centerboards. The O'Day trailerable cruisers are built with a ballasted fixed keel into which a lightly ballasted centerboard can be drawn. No centerboard trunk penetrates the cabin. Yet trailer loading is still quite easy.

- 1) Even with the board retracted, the ballast is well away from (below) the center of buoyancy, and the hull has very good inherent stability.
- 2) A fixed keel maintains directional control in shallow water when the board is up.
- 3) The unique O'Day keel/centerboard installation permits the hull and centerboard housing to be molded in one secure, totally sealed component. The implications of this construction are incredible.
 - a) The hull integrity is never penetrated, even to accommodate a centerboard pivot pin. The possibility of centerboard leakage is practically nil.
 - b) The board is readily removed – by the owner – for inspection and painting.
 - c) The ballast in the keel is totally enveloped by the fiberglass hull, not bolted to it. (Keel bolt holes are sources of potential leaks.) There is no keel exposure to water.
- 4) A lightly ballasted centerboard is easy to raise and lower, even for a child.

You have a right to ask if keel/centerboards have any disadvantages. They do, one. Without question, they are more expensive to build. And that's it.

Desirable design features you should appreciate. O'Day doesn't cut corners. Just as Hunt Associates developed the hull, rig and layout, industrial designers Banka Mango Inc. have refined the surface materials.

- 1) All main bulkheads are easy cleaning laminate with a teak appearance.
- 2) All interior components are structural – the fiberglass pan, the fiberglass headliner, the wood joinerwork – are tied together in such a way as to contribute to the integrity of the boat.
- 3) All have outboard rudders – no chance for loading or launching damage. Easy to see and remove snagged objects underway.
- 4) All are fitted with mast tabernacles – a hinged element which allows two people to rig the mast with the boat on the trailer before launching. Yes, even the big O'Day 25.
- 5) All fabrics are soft spun synthetics, treated with Scotchguard for stain and mildew resistance.
- 6) All ports are made with tinted glass – reducing glare and cabin heat, and improving privacy to the point where curtains are not really necessary.
- 7) All forward hatches close flush to the deck. No leaks, nothing on which to trip or catch a line.





THE O'DAY 22.

The O'Day 22 is a modern classic. "Modern" because it has a new rig, new keel centerboard, and continuously improved accommodation plan. "Classic" because the same fundamental style, ease of sailing, and affordability that attracted the first 3,500 buyers still appeals to young sailors today.

In 1979, we modified the 22 from a pure keel boat to a keel centerboarder in order to make it faster, easier to trail and launch, and as at home in shoal water as in blue water. For 1980, we've gone one step further, improving both performance and ease of handling with a new three-quarter rig. For safety, we've added a standard bow pulpit. For convenience and economy, we've made the jib winches and head part of the standard package.

Good looks never hurt. Part of the 22's long-lasting appeal is that it's good looking. Pretty at the mooring, handsome under sail. And the O'Day 22 is a real sailing boat—straightforward and uncomplicated, forgiving for the new sailor, rewarding for the accomplished veteran. You don't have to be an expert to enjoy the 22. New sailors particularly are surprised at how comfortable the steering really is.

The cockpit is 6 feet—room enough for all the family and a bunch of their friends.

With the board up, the 22 draws less than 1'3". Board down, 4'3" of draft bites into the water for vastly improved windward performance.

Home for four. Other 22 foot boats offer accommodations for four. But how many offer **privacy** for four?

Forward, a V-berth and head area (with standard marine head) are separated from the main salon by a solid door. The 6'6" settee berths are wonderfully comfortable.

The galley has a built-in stainless steel sink, a 15-gallon water supply, and a place for the optional two-burner stove. The stowaway table hides under the cockpit seat between mealtimes.

A boat that's sold complete. O'Day doesn't skimp on fittings that make a sailboat safe and functional. We don't believe in making everything optional including the kitchen sink. So each 22 comes complete with an outboard bracket, a tabernacle for raising and lowering the mast, Dacron running rigging, halyards, and—most important—a main and a jib.

The O'Day 22 has the all-around personality of a fine and proper little yacht. Lots of companies have copied the ideas. But only O'Day can build a real O'Day 22. Check it out with your nearby dealer.





THE O'DAY 23.

At the mooring, it would be easy to mistake the O'Day 23 for a lean MORC racer. Powerful lines. Arresting good looks. No unsightly lumps or bulges to stuff it with more interior room. How can it be a spacious trailerable family cruising boat?

John Deknatel and the Hunt Associates' designers looked at every existing trailerable 23, and decided that they all compromised features to get open space, or open space to get features. So they resolved to make each O'Day 23 feature bigger than ever thought possible, attacking the problem with two unusual techniques. Thinking and experience.

The machine for cruising. Everything aft of the cabin bulkhead is loungeable. The table folds up onto the bulkhead, out of the way. A galley unit slides and locks under the port cockpit seat, and the sink and water pump unit hides under the starboard seat.

For the few hours a day they are in use, the galley and sink units extend on runners into the cabin. They are simultaneously reachable from a convenient seat on the companionway steps (where the icebox is recessed) or independently usable from the settees. And when mealtimes are over—zip—out of the way, and the space they needed is returned to you for relaxation.

The settees are 6'7" long and optionally, the port seat extends inboard to form a double bed. Two more guests can ensconce themselves in the big 6'3" V-berths forward.

A private head's to port. A hanging locker's to starboard. Storage bins abound for linens, food, navigational gear and collected junk.

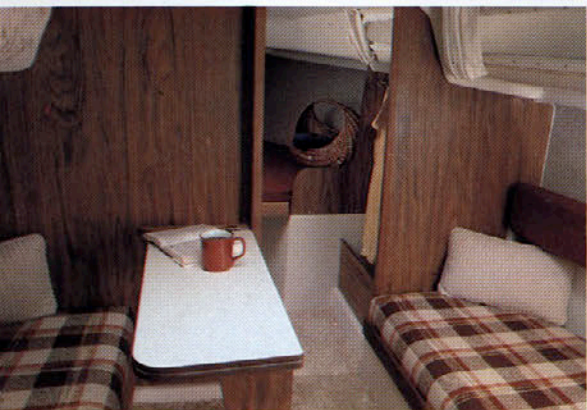
The machine for sailing. If you're new to sailing, you'll be pleased at how simple the 23 is to operate, how forgiving it is to handle and how well it performs. And should you ever find racing a temptation, you can expect to do surprisingly well.

With the board down, the boat draws a deep 5'4". Board up, it's a shoal draft 2'3". There are 246 square feet of sail countered by 1200 pounds of lead ballast. What do all these numbers mean? Exciting performance!

On deck, an anchor locker forward means no wet lines aft, and that the anchor lies quickly at hand when it's needed. The forward hatch seals flush. There's even an extra icebox for refreshments and a special ventilated cockpit locker to hold the outboard's gas tank.

If we thought you could buy a better boat than the O'Day 23, we'd build that one instead.

We don't. You can't. Because the O'Day 23 is a true state-of-the-art trailerable cruiser.







THE O'DAY 25.

The O'Day 25 is a distance traveler – on the water or trailering behind your car. It's also America's most successful 25 footer, ever. This year, standard bow and stern pulpits, stanchions and lifelines, winches and genoa gear, and portable marine head make it even better.

John Deknatel and the designers at Hunt Associates conceived of the 25 as a maxi-trailerable that had big boat performance and feel, and 100% usable interior space. They moved the settees right out to the point of maximum beam, raising the deck for plenty of sitting room. Then they narrowed the trunk cabin, keeping maximum headroom above the walking areas, and leaving nice wide side decks for sunbathing. New raised storage bin/seat backs hold more gear that can be accessed with less hassle, and create a space beneath which allows each settee berth to gain almost an extra foot of width.

Keel and Centerboard. The two 25's are identical in just about every way from the bottom up. The cockpit is 7 feet across (wider than most are long). Both share that wonderful quality of good handling, a result of a beautifully balanced rudder. And both are very fast.

The centerboarder, however, is game for shallow water sailing, drawing only 2'3" with the board up (and a whopping 6' with the board down). It also trails obediently and easily, right at the national speed limit. With the tabernacle, a small crew can raise or lower the mast in no time at all.

The keel version is for sailors blessed with deep water, or sailors who want to race. Drawing 4'6" with 1775 pounds of ballast, it's solid as a church when bashing to weather in a breeze.

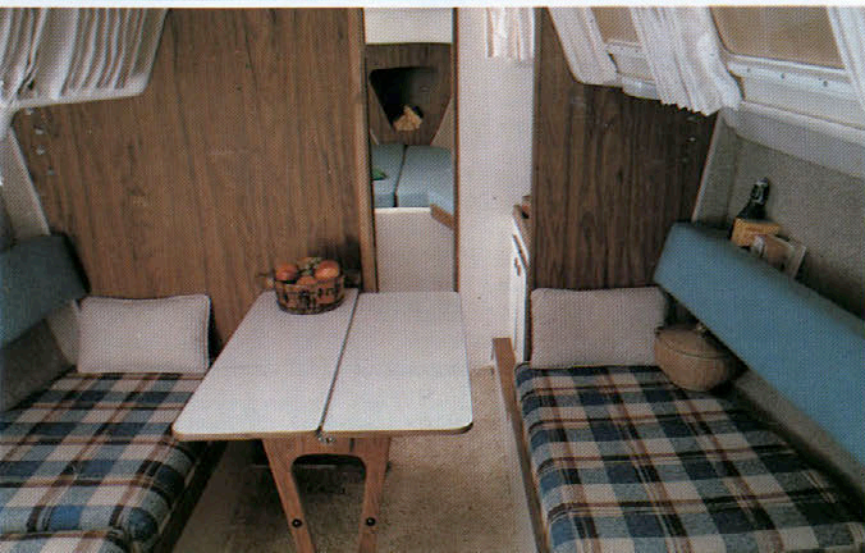
The beauty within. If you have a couple of restless children, you'll be pleased by the space and openness of the O'Day 25's interior. There's a full 5'6" headroom in the main salon.

The table folds out of the way against the bulkhead. A 2-burner stove abaft the starboard settee allows the cook to work in the companionway fresh air, then stores out of sight when not in use.

Two adults can share the V-berth forward. Two or three more can sleep on the spacious settees. Port, there's a huge single berth standard, or a slide-out double, optional. Another will find the quarter berth snug and welcoming.

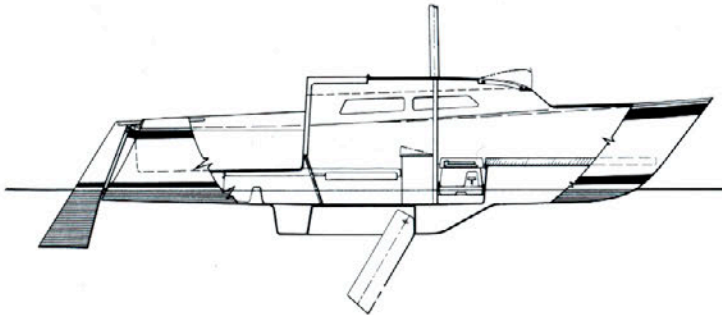
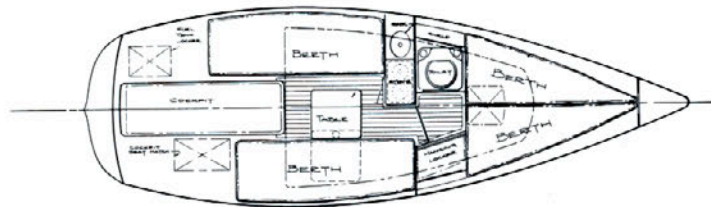
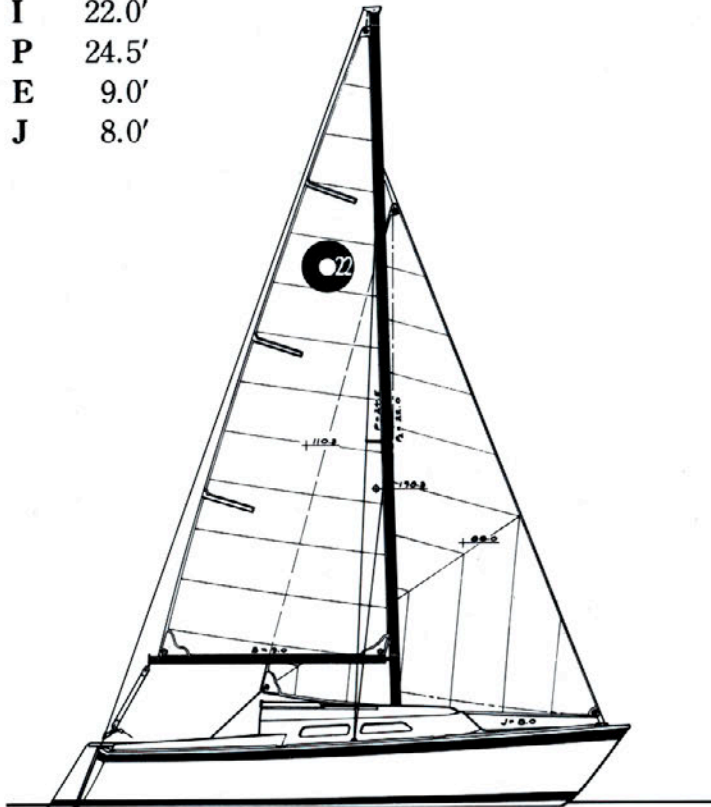
The head is fully enclosed and is complemented by a built-in vanity, sink and water pump. There's a hanging locker and boot bin, and every nook and cranny is a place for dry storage.

If the O'Day 25 wasn't the most satisfactory trailerable boat on today's market, 2,400 happy owners wouldn't have chosen it.



THE O'DAY 22

I 22.0'
P 24.5'
E 9.0'
J 8.0'



Overall length	21'8"	Boom weight	10 lbs.
Waterline length	18'11"	C/B - Keel material	Lead
Beam	7'2"	C/B - Keel weight (approx.)	800 lbs.
Draft board up	1'3"	Rudder type	Fixed
Draft board down	4'3"	Rudder material	FG
Sail area	198.3***	Seating	6
Max. recom. H.P.*	15	Sailing displacement	2623† lbs.
Mast length	27'3"	Minimum trailering weight	2183 lbs.
Mast height**	31'	Complete hull weight only	2100 lbs.
Mast weight	42 lbs.	Safety features	SB/SRT
Boom length	9'2"		

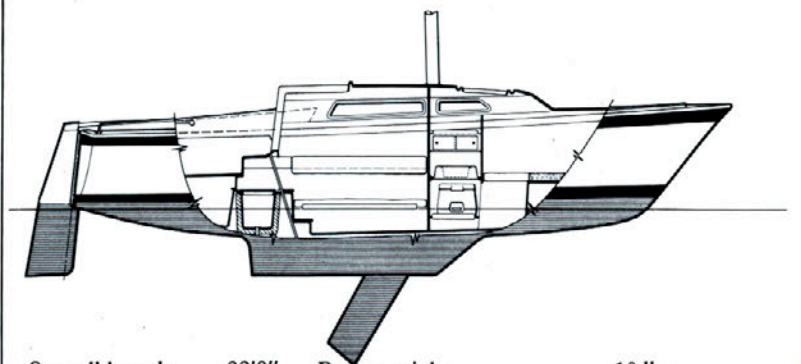
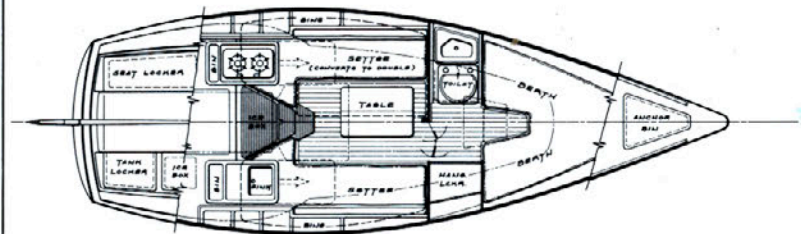
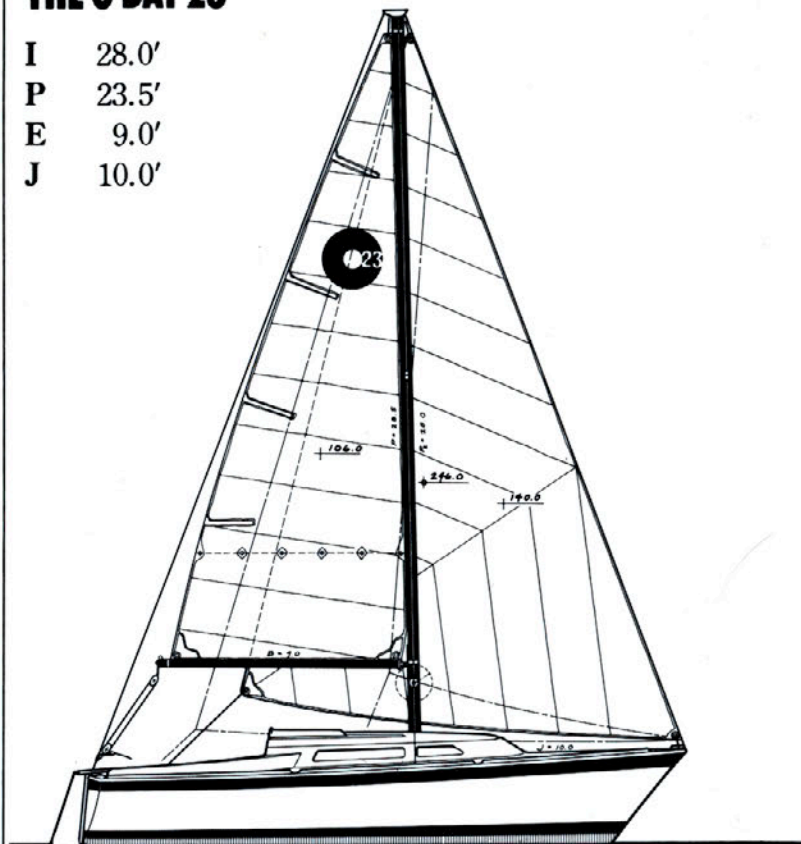
SB - Self-bailing cockpit SRT - Self-righting FG - Fiberglass
C/B - Centerboard

*Long shaft model **Above waterline (approx.)

***100% Foretriangle †Boat with 4 people at 160 lbs. each.

THE O'DAY 23

I 28.0'
P 23.5'
E 9.0'
J 10.0'



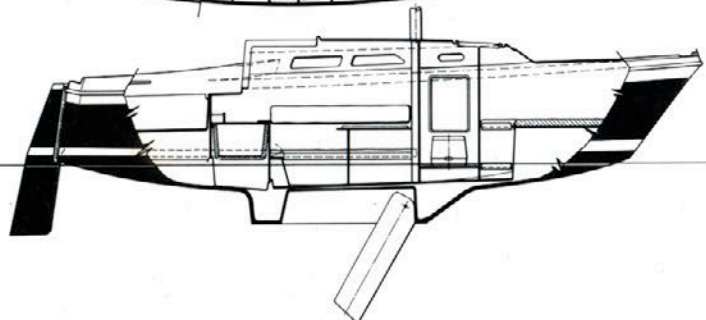
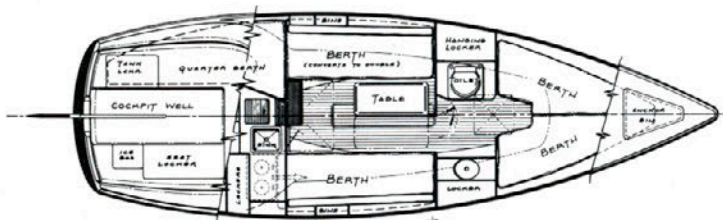
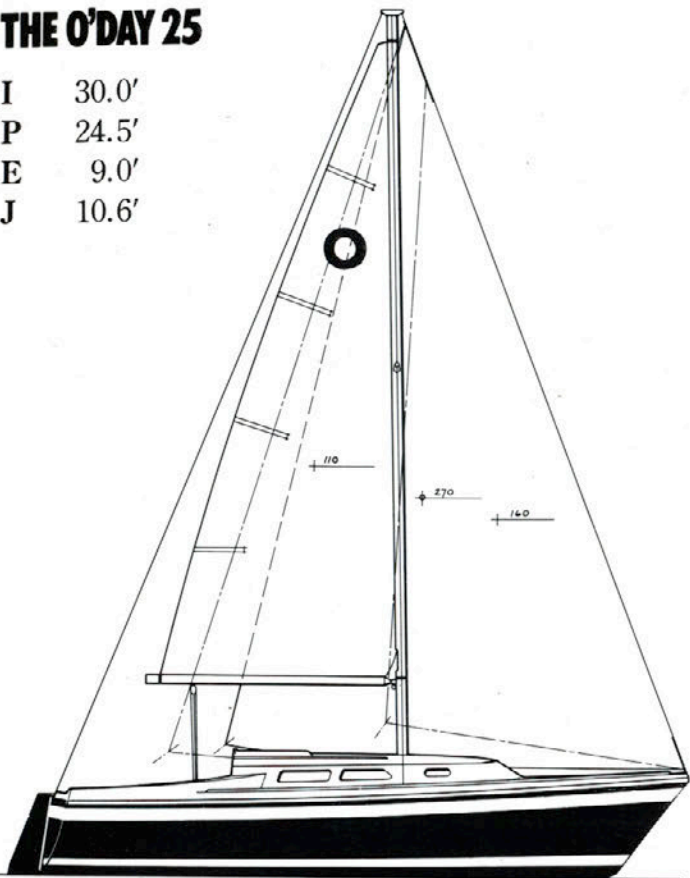
Overall length	22'9"	Boom weight	10 lbs.
Waterline length	19'6"	C/B - Keel material	Lead
Beam	7'11"	C/B - Keel weight (approx.)	1200 lbs.
Draft minimum	2'3"	Rudder type	Fixed
Draft maximum	5'4"	Rudder material	FG
Sail area	246	Seating	6
Max. recom. H.P.*	15	Sailing displacement	3725*** lbs.
Mast length	27'	Minimum trailering weight	3085 lbs.
Mast height**	32'	Complete hull weight only	3000 lbs.
Mast weight	50 lbs.	Safety features	SB/SRT
Boom length	9'6"		

FG - Fiberglass SB - Self-bailing cockpit SRT - Self-righting
C/B - Centerboard

*Long shaft model **Above waterline (approx.) ***Boat with 4 people at 160 lbs. each. M.O.R.C. 17.9 on design waterline at a weight of 3,425 lbs.

THE O'DAY 25

I 30.0'
 P 24.5'
 E 9.0'
 J 10.6'



Overall length	24'10"	Boom length	9'6"
Waterline length	21'	Boom weight	10 lbs.
Beam	8'	Rudder type	Fixed
C/B Draft min.	2'3"	Rudder draft	2'8"
Keel Draft min.	4'6"	Keel weight (approx.)	1775 lbs.
C/B Draft max.	6'	C/B - Keel material	Lead
Keel Draft max.	4'6"	C/B - Keel weight (approx.)	1825 lbs.
Sail area*** C/B	270	Seating	6
Sail area*** Keel	290	Sailing displacement C/B†	4807 lbs.
Max. recom. H.P.*	15	Sailing displacement Keel†	4762 lbs.
Mast length C/B	29'	Minimum trailering weight C/B	4007 lbs.
Mast length Keel	31'	Min. trailering weight Keel	3962 lbs.
Mast height** C/B	33'8"	Complete hull weight only, Keel	3850 lbs.
Mast height** Keel	35'8"	Complete hull weight only,	
Mast weight C/B	60 lbs.	centerboard	3900 lbs.
Mast weight Keel	65 lbs.	Safety features	SB/SRT

SB - Self-bailing cockpit SRT - Self-righting FG - Fiberglass

*Long shaft model **Above waterline (approx.)

***100% Foretriangle †Boat with 5 people at 160 lbs. each.



C. RAYMOND HUNT ASSOCIATES

For thirty years, the design firm of C. Raymond Hunt has created boats around which legends gather - such as the original deep V-hulled Bertram Moppie's, the original Boston Whalers, the 12-meter Easterner, and the sensational Concordia Yawl which in 1978 won the Measurement Handicap division of the Bermuda Race. Under the leadership of the principal designer, John Deknatel, Hunt Associates is known today not only for its custom power and sail yachts, but for its expertise in series boat production. John and designers Winn Willard, Peter Boyce, and John Kiley are able to match features to production techniques in a way which results in boats of unusually high value.

C. Raymond Hunt Associates has been responsible for the O'Day 19, 22, 23, 25, 28, 30, 32, and 37.

1980 STANDARD BOAT DESCRIPTION

1980 OPTIONS

PLEASURE GROUP	25	23	22
All hardware non-corrosive or stainless steel	S	S	S
Flush bow anchor, chain & rope storage compartment with overboard drain	S	S	
Berth cushions—Fabric—4"*	S	S	S
Built-in insulated icebox	S	S	
Cabin handrails (teak)	S	S	S
Cockpit gas tank storage locker	S	S	S
Cockpit seat hatch	S	S	S
Dining table	S	S	S
Forward hatch & forward cabin door	S	S	S
Galley unit (stove area, sink, pump, water tank and storage compartment)	S	S	S
Hanging locker	S	S	S
Head, carry home	S	S	S
Main and jib	S	S	S
Mainsheet traveler	S		
Mooring and trailing bow eye (not on 25 keel)	S	S	S
Outboard bracket	S	S	S
Storage locker	S	S	S
Storage shelves	S	S	
Tabernacle	S	S	S
1-year warranty	S	S	S
Head vanity	S		
Vinyl gunwale guard	S	S	S
V-berth insert	S	S	

ACCENT GROUP

All colors molded in	S	S	S
Colored mast and boom	S	S	S

SAFETY GROUP

Jiffy reefing	S	S	
Roller reefing gooseneck			S
Lights—interior, running and mast light, with battery box, switch panel with circuit breakers	S	S	S
Non-skid deck and seats	S	S	S
Positive foam flotation			S
Self-bailing cockpit	S	S	S
Self-righting	S	S	S
Stainless steel rigging with swaged terminals	S	S	S
Stanchions and lifelines	S	S	
Stern rail	S		
Thru-bolted mooring and stern cleats	S	S	S
Bow pulpit	S	S	S

*4"—main cabin. All others 3" except 25' quarter berth is 4".

PERFORMANCE GROUP

	25	23	22
Best Dacron running rigging	S	S	S
Inside lead ballast (except 25 keel)	S	S	S
Quick-release cam cleat for mainsheet	S	S	S
Stainless steel turnbuckles	S	S	S
Genoa/jib winches	S	S	
Genoa gear	S	S	

	25	23	22
Bilge pump, hand	X	X	
Block-action outhaul	X	X	X
Boom vang	X	X	X
Carpet, cabin floor	X	X	X
Compass (Ritchie) bulkhead mount	X	X	X
Cowl vent—4"	X	X	X
Cradle	X	X	X
Curtains	X	X	X
Double berth w/cushion—slide out	X	X	
Genoa gear less winches	S	S	X
Inboard engine—OMC Sailandrive	X	X	
Portable insulated icebox	S	S	X
Lifelines with stanchions	S	S	X
Mainsail cover	X	X	X
Mast raising device	X		
Recessed storage bins in all berth tops*	X	X	
Slide-out vanity and medicine cabinet		X	
Special color, hull only	X	X	X
Stern pulpit	S	X	
Stove—2-burner	X	X	X
Tiller extension—adjustable length	X	X	X
Two opening ports in head	X		
Winch—#10 halyard less handle (Barient)	X	X	X
Winch—#18 genoa/spinnaker for larger sails less handle (Barient)	X	X	X
Standard winch handle	X	X	X

X = Optional—extra cost

S = Standard equipment

*Keep contents completely dry

Specifications shown in this catalog (standards, options, etc.) are subject to change without notice. Some photos may show optional or special equipment and accessories used as photographic props. Bangor Punta Marine builds O'Day boats from 12' to 37' in three distinct lines: *Daysailers and Weekenders* (Widgeon, Javelin, Day Sailer, and O'Day 19); *Trailerable Cruisers* (the O'Day 22, 23, and 25); *Yachts* (the O'Day 28, 30, 34, and 37). Free brochures are available on each of these three lines from dealers or from Bangor Punta Marine. Full-size architectural drawings are available directly from Bangor Punta Marine on Cruisers and Yachts (the 22 through the 37) at a cost of \$5 per set per boat.

O'Day Boats are built by



P.O. Box 991, Fall River, MA 02722