

# THE O'DAY CRUISERS







## THE O'DAY 22.

*Sweet and easy sailing, friendly family-sized cockpit, shoal water and deep water performance, and absolute privacy for two couples in a 22' trailerable cruiser.*

Now if someone were to tell you that the boat portrayed above is O'Day's brand new ultra whiz bang MORC racer, you'd have no difficulty believing him. Well it isn't. This keel/center-board, three-quarter-rigged 22-footer is, in fact, O'Day's sweet sailing ultra whiz bang family cruiser that was designed by John Deknatel and his team at Hunt Associates, and then perfected from the experiences of over 3,000 happy owners.

The O'Day 22 is pretty neat looking – that much you can see for yourself. But what you can't see is that it's also pretty neat performing – easy for new sailors to get underway, rewarding for a veteran's voyaging.

The cockpit is 6 feet – room enough for the entire family. With the board up,

the 22 draws less than 1'3". Board down, its 4'3" draft spurts the boat smartly to weather.

The 22's deck and cockpit are furnished in two-tone non-skid. A teak toe rail graces the gunwales. Jib winches, working sails (main and jib), bow pulpit, mast tabernacle, outboard bracket, low-stretch Dacron halyards, and Dacron running rigging all come standard.

And while similar boats may offer accommodations for four, none equal the O'Day 22's *privacy* for four. A teak bulkhead and door separate the forward part of the boat from the main salon. The head area is private, and the nifty little forward stateroom with the big V-berth is downright secluded. Storage under the berths hold all the bulky elements of life aboard. And, unlike

many boats, the O'Day 22's head area comes complete with head!

In the main cabin, the 6'6" settee berths are covered in new, tufted, easy-care fabrics. The teak-faced galley has a built-in stainless sink, a 15-gallon water supply, and a place for the optional two-burner stove. Between mealtimes, the stowaway dining table hides under the cockpit seat.

The O'Day company doesn't skimp on anything that makes a sailboat safe, functional or fun – all of which contributes to the 22's proper yacht personality and long-range value.

Lots of boats may imitate our ideas, but only O'Day can build a real O'Day 22.







## THE O'DAY 23.

*Up-scale thinking, big-boat deck workability, aggressive shoal water and deep water performance, and an innovative space-saving interior in a 23' family trailerable cruiser.*

There are two theories for creating spacious, high-value 23-footers. First, there's the Balloon Theory, whereby volume is achieved by stretching small boat thinking until it surrounds as much air as the builder dares. Then there's the O'Day theory, in which America's most experienced production boat designers (who, not incidentally, are John Deknatel and his group at Hunt Associates) start with big boat thinking and design a trailerable family cruiser in which no feature is sacrificed for open space, and no open space is lost or distorted to accommodate an awkward feature.

The fulfillment of that theory is the O'Day 23. With the board down, the boat draws a strong 5'4". Board up, the 23 can skim along in water slightly deeper than 2'3". And the dynamics of

246 square feet of sail countered by 1200 pounds of ballast compute out to a barrel full of boat performance.

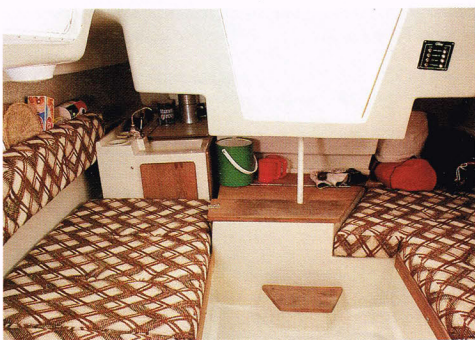
The 23's deck layout is surgically efficient, with wide side decks for easy access forward. An anchor locker in the bow means no wet lines aft; the forward hatch seals flush; two-tone non-skid is standard. And its cockpit harbors an extra icebox for refreshments and a ventilated locker for the outboard's gas tank.

Below decks, the ambience turns seductive. The main cabin settees are 6'7" long, finished in handsome low-care fabrics. Optionally, the port seat extends inboard to become a double. All seat cushions and back rests are tufted, deep, and wonderfully comfortable.

Forward of the teak bulkhead, there's a private head to port and hanging locker to starboard. Storage areas abound for linens, gear, food, and necessary junk. In the fo'c'sle, two guests can sack out in privacy on 6'3" V-berths.

This year, there's a movable new teak-faced galley which uses pretty trick thinking to achieve simple, fool-proof function. The entire galley slides out from under the starboard cockpit seat in a single unit which incorporates a molded-in sink, a complete water storage and pump system, molded-in utensil trays, and space for a two-burner stove.

The O'Day 23 is the bottom-line definition of State-of-the-Art in trailerable cruisers.







## THE O'DAY 25.

*Serious blue water capability, enormous daysailing cockpit, shoal water and deep water performance, and space and storage for distance vacationing in a 25' trailerable family cruiser.*

We figure the O'Day 25 has got to be America's best-designed 25-footer, because we know for sure that it's America's best-selling 25-footer. Ever.

In conceptualizing the O'Day 25, John Deknatel and the designers at Hunt Associates aimed for a true, serious cruising yacht with 100% usable interior space. First, they moved the settees right out to the point of widest beam, raising the deck for plenty of sitting room. Then they established sufficient standing headroom (5'6") inside for half the world's population, yet leaving nice wide side decks for sunbathing. Raised seatback storage bins create spaces beneath which allow the settee berths to be almost a foot wider.

O'Day's standard version of the 25 is a keel/centerboard model (2'3" draft

board up, 6' draft board down) which is suited for both shoal and deep water and can be trailered. There's also a tall rig and 4'6" fixed keel available for sailors who want to race or who only sail where the water is deep.

From the keel up, the two O'Day 25's are identical. The cockpit is 7' across—wider than most are long. Standard specs include two-tone non-skid decks, teak toe rails, working sails (main and jib), bow and stern pulpits, lifelines and stanchions, winches and genoa gear, low-stretch Dacron halyards, all Dacron running rigging, and a portable marine head. An inboard engine is optional.

In the maxi-sized main salon, two or three American-sized people can sleep in the port single or optional starboard

slide-out double. The dining table folds out of the way against the teak bulkhead. An optional 2-burner stove abaft the starboard settee stores out of sight when not in use.

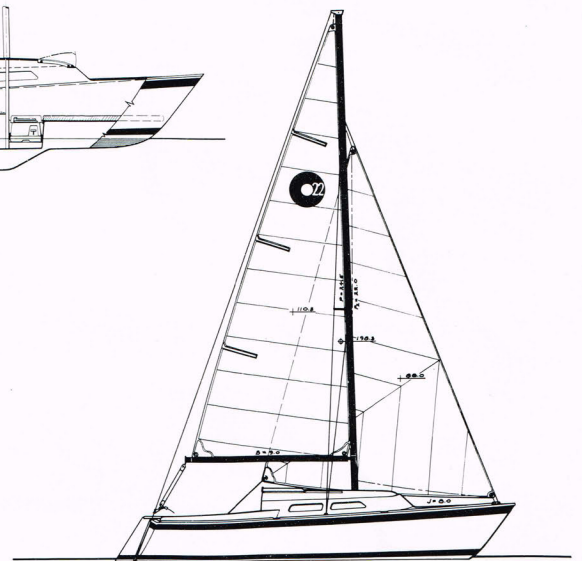
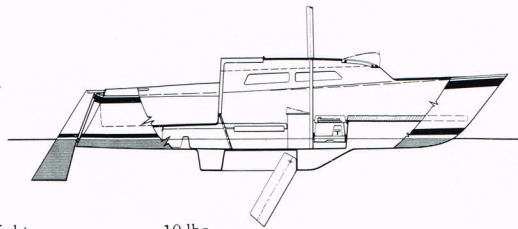
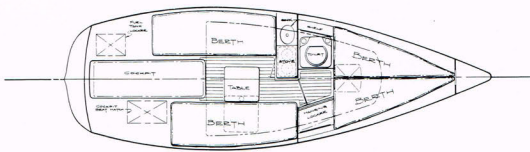
Two more adults can share the forward V-berth while another snugs down aft in the port quarter berth. The head is fully enclosed, and is complemented by a built-in vanity, sink, and water pump. To port, there's a hanging locker with a boot bin.

The O'Day 25 is a born distance traveler whether trailering behind your car or flashing out ahead of the fleet.

Does all this sound too good to be affordable? Over 2,500 satisfied O'Day 25 owners couldn't agree less.







## THE O'DAY 22

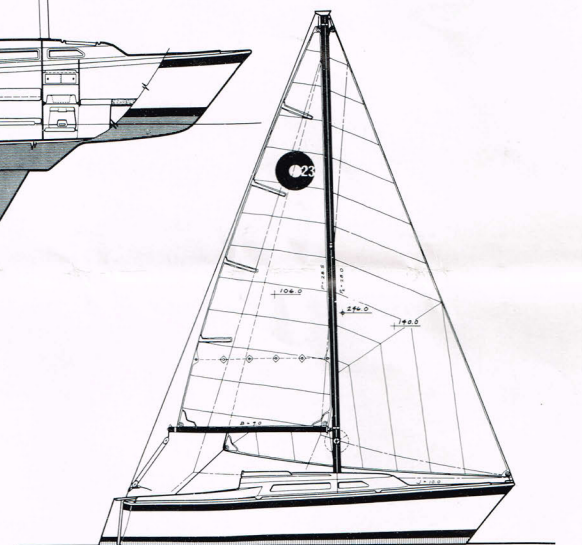
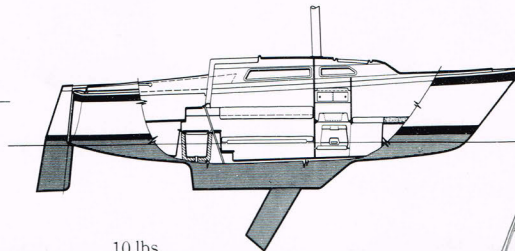
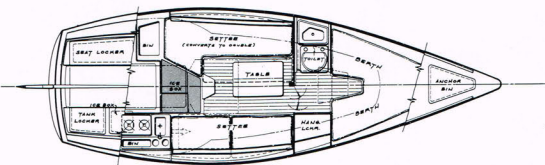
	Overall length	21'8"	Boom weight	10 lbs.	
	Waterline length	18'11"	C/B - Keel material	Lead	
	Beam	7'2"	C/B - Keel weight (approx.)	800 lbs.	
<b>I</b>	22.0'	Draft board up	1'3"	Rudder type	Fixed
<b>P</b>	24.5'	Draft board down	4'3"	Rudder material	FG
<b>E</b>	9.0'	Sail area	198.3***	Seating	6
<b>J</b>	8.0'	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
		Boom length	9'2"		

SB - Self-bailing cockpit 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

	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.	
<b>I</b>	28.0'	Draft minimum	2'3"	Rudder type	Fixed
<b>P</b>	23.5'	Draft maximum	5'4"	Rudder material	FG
<b>E</b>	9.0'	Sail area	246	Seating	6
<b>J</b>	10.0'	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
		Boom length	9'6"		

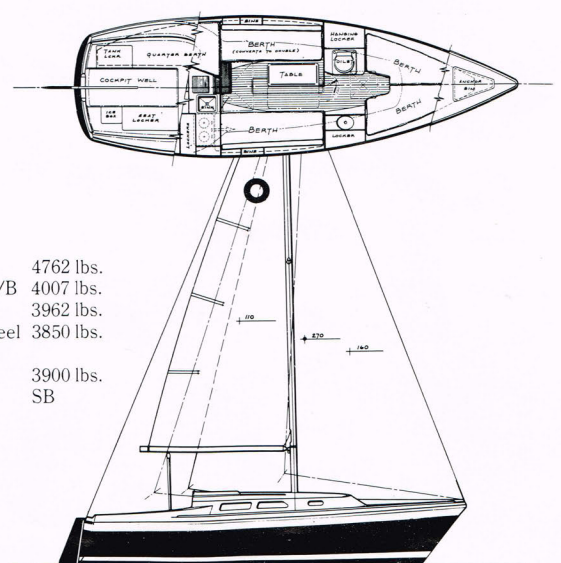
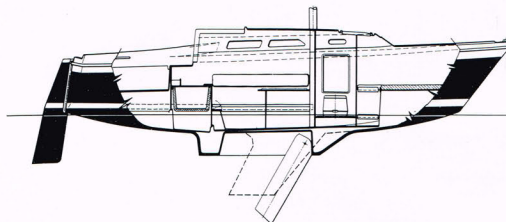
FG - Fiberglass SB - Self-bailing cockpit

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

<b>I</b>	30.0'
<b>P</b>	24.5'
<b>E</b>	9.0'
<b>J</b>	10.6'



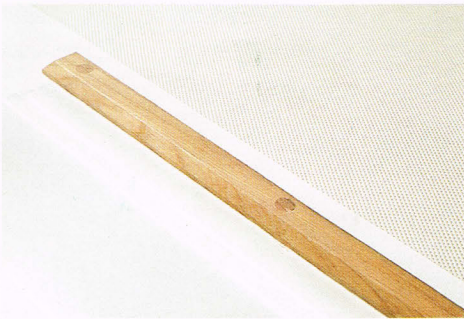
Overall length	24'10"				
Waterline length	21'				
Beam	8'				
C/B Draft min.	2'3"	Mast weight C/B	60 lbs.	Sailing displacement Keel†	4762 lbs.
Keel Draft min.	4'6"	Mast weight Keel	65 lbs.	Minimum trailering weight C/B	4007 lbs.
C/B Draft max.	6'	Boom length	9'6"	Min. trailering weight Keel	3962 lbs.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

SB - Self-bailing cockpit

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

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





Standard Cruiser specifications include teak toe rails, flush forward hatch, two-tone decks, Barent winches, and alloy outboard brackets.

## 1981 O'DAY CRUISERS STANDARD FEATURES

### HULL AND DECK

- One-piece hand laminated fiberglass hull with integrally molded keel/centerboard trunk. Hull and stripe colors molded in.
- Weighted fiberglass centerboard.
- Internal lead ballast bonded in place.
- Hull-to-deck joint is lapped, sealed, mechanically fastened, and covered with a two-piece gunwale guard.
- Transom mounted fiberglass rudder with varnished ash tiller.
- Trailing eye in bow.
- Outboard bracket.
- Hand-laminated fiberglass deck with balsa coring.
- Two-tone deck with non-skid surfaces and colors molded in.
- Stainless steel stemhead fitting and chainplates.
- Molded fiberglass toe rails with teak trim.
- Flush forward hatch.
- Teak cabin top handrails.
- Sliding companionway hatch with vented-teak penboards.
- Barent #10P chrome jib-sheet winches with cleats for each winch.
- Barent winch handle.
- Cockpit fuel tank locker and cockpit sail locker.

### MAST, BOOM AND RIGGING

- Painted aluminum mast and boom with integral luff and foot grooves and aluminum spreaders.
- Masts stepped on deck with stainless steel tabernacle.
- Mast running light.
- Braided dacron main and jib sheets; pre-stretched dacron halyards.
- Main with single reef and working jib.

### INTERIORS

- Textured fiberglass headliner extends throughout interior cabins.
- Textured fiberglass floorpan, bonded to hull for added strength.
- Foam-backed fabric hull liner for insulation and sound absorption.
- Fabric-covered foam cushions – 3" in V-berth; 4" in main cabin.
- Teak interior bulkheads and cabinets with solid teak trim.

### PLUMBING AND ELECTRICAL

- International running lights.
- 12-volt circuit breaker panel.
- Plastic battery box.
- 15 gallon seamless plastic fresh-water tank.

## O'DAY 25 STANDARD FEATURES

### HULL, DECK, AND RIGGING

- 1,775 lbs. internal lead ballast.
- Bow and stern pulpits, stanchions with single lifelines.
- Pulpits and stanchions thru-bolted to back-up plates.
- Flush-anchor locker with overboard drain.
- Genoa tracks with lead blocks.
- Four fixed and two opening ports.
- Mainsheet traveler with adjustable stops; mounted on bridge deck.
- Molded icebox with drain, in cockpit.
- Masthead sloop rig.
- Boom topping lift.
- Jiffy reefing.

### INTERIOR

- V-berth measures 6' x 5' 8" with removable insert.
- Teak bulkhead forward of berth with access to storage.
- Storage under berth.
- Vanity to starboard with sink, cabinet, with plexiglass doors and storage locker.
- Head.
- Hanging locker.
- Teak folding door separates forward area from main cabin.
- Port and starboard settee/berths 6' long.
- Quarter berth 6' 5" long.
- Storage under settees.
- Bulkhead mounted drop-leaf table.
- Galley unit aft includes insulated icebox, stainless steel sink with overboard drain, fresh-water pump, storage locker for optional stove; food locker with plexiglass doors, dish rack, utensil bins, and cabinet under galley.
- Four interior cabin lights.
- Galley sink drains through bronze thru-hull with gate valve.

## O'DAY 23 STANDARD FEATURES

### HULL, DECK, AND RIGGING

- 1,200 lbs. internal lead ballast.
- Stainless steel bow pulpit, stanchions and single lifelines, thru-bolted to back-up plates.
- Flush-anchor locker in foredeck with overboard drain.
- Genoa tracks and lead blocks.
- Four fixed ports.
- Molded ice-box with drain in cockpit.
- Masthead sloop rig.
- Boom topping lift.
- Jiffy reefing.

### INTERIOR

- V-berth measures 6' 3" x 5' 5"; removable insert cushion.
- Teak bulkhead forward of berth with access to storage.
- Storage under berth.
- Hanging locker.
- Head.
- Teak folding door separates forward area from main cabin.
- Settee/berths port and starboard in main cabin. Port berth is 6' 6"; starboard berth, 5' 11".
- Bulkhead mounted, drop-leaf table.
- Molded, insulated ice-box with hinged teak lid.
- Fiberglass and teak galley unit includes sink with overboard drain, fresh-water pump, utensil storage bins, locker, and space for optional stove. Entire unit slides aft to store under the cockpit, when not in use.
- Four interior cabin lights.
- Deck-filled for water tank.
- Bronze thru-hull with gate valve for galley sink drain.

## O'DAY 22 STANDARD FEATURES

### HULL, DECK, AND RIGGING

- 800 lbs. internal lead ballast.
  - Stainless steel bow pulpit.
  - Four fixed ports.
  - 7/8 sloop rig.
  - Boom hanger on backstay.
  - Mainsheet block with cam cleat mounted on backstay.
  - Roller reefing boom.
- ### INTERIOR
- V-berth measures 5' 10" x 4' 8".
  - Teak bulkhead forward of V-berth with access to storage.
  - Head.

- Folding teak door separates forward area from main cabin.
- Port and starboard settee/bunks in main cabin – 6' 5" long.
- Storage under main cabin settees.
- Galley unit with sink, fresh-water pump, locker, and space for optional stove.
- Removable table mounted on pedestal.
- Two interior cabin lights.

## DESCRIPTION OF 1981 O'DAY CRUISER LINE OPTIONS

- *Bilge Pump – Hand* – Gusher 8 manual bilge pump mounted inside the cockpit seat locker. (23 & 25 only.)
- *Boom Vang* – Multi-part tackle with all hardware needed to attach to the mast and boom. (23 & 25 – 4:1 tackle; 22, 3:1.)
- *Carpet* – Beige shag carpet to cover the main cabin sole.
- *Cowl Vent* – 4" Flexible PVC removable cowl vent with rigid plastic deck plate.
- *Cradle* – Heavy wood cradle designed for shipping and storing the boat.
- *Curtains* – Fabric curtains and rods installed on the cabin ports.
- *Double Berth* – Slide-out extension converts the port settee to a double berth – cushion provided. (23 & 25 only.)
- *Head with Deck Discharge* – Chemical head with integral holding tank and deck discharge line. This head must be emptied at a shore pump-out station.
- *Inboard Engine* – OMC Saildrive – 15 Horsepower gasoline engine installed under the cockpit. The installation includes: 12 gallon, aluminum fuel tank; bilge blower; cockpit mounted engine controls; 35 amp alternator. This engine installation meets USCG requirements for gasoline engines. (25 only.)
- *Mainsail Cover* – Blue fabric sail cover to protect the main from the weather, when the sail is left furled on the boom.
- *Mast Raising Device* – All hardware necessary to prepare the rig for a simple operation, utilizing the boom for great mechanical advantage, to raise the mast from over the bow. Instructions included. (23 & 25 only.)
- *Recessed Storage Bins* – Molded-plastic bins that fit into the berth tops, providing clean, dry storage. (23 & 25 only.)
- *Special Hull Color Charge* – Additional charge for hulls molded in colors other than standard. Check with the factory for available colors.
- *Stove* – Two-burner Kenyon alcohol stove with silver anodized finish.
- *Tiller Extension* – Adjustable length, self-locking aluminum tiller extension.
- *Halyard Winch* – Barent #10P chrome winch, with pad for mounting the winch on the spar. (Shipped uninstalled.)
- *Genoa/Spinnaker Winch* – Barent #18 chrome 2-speed winches mounted in the cockpit in lieu of the standard winches.
- *Winch Handle* – Barent 10" chrome winch handle.
- *Lifelines with Stanchions* – Stainless steel stanchions, bolted through the deck; single vinyl coated lifelines run from the bow pulpit, through the stanchions, to a pad-eye on deck. (22 only.)
- *Stern Pulpit* – Stainless steel stern pulpit runs across back of cockpit; bolted to deck. Lifelines run to the stern pulpit. (23 only.)
- *Genoa Gear* – Genoa tracks mounted on deck with end stops and sheet lead blocks. Genoa sheets provided. (22 only.)

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 15' to 37' in three distinct lines: Daysailers and Weekenders (O'Day 15, O'Day 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



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