

THE O'DAY CRUISERS

O'Day 20
O'Day 22
O'Day 23
O'Day 25

25"

1976



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.

1978 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



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

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 43,000 sailing families—more than any other cruising boat manufacturer in the world. And O'Day is a Bangor Punta Company, with the resources and technical assistance of one of America's major corporations.

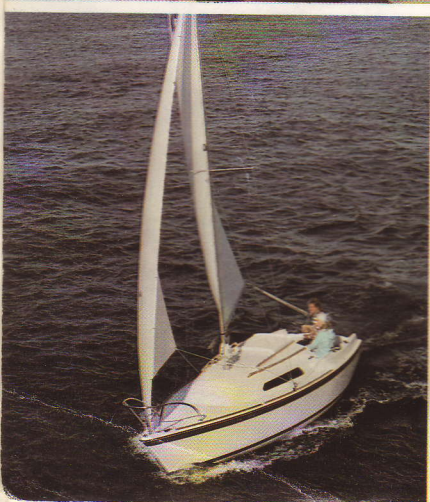
6) Choose a boat that fits your needs. Don't make an investment in a boat that's too cramped for your family or not suited for the waters you intend to sail.

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



THE O'DAY 20. LITTLE CRUISER, BIG FUN.

When you think about it, there's very little a young family can do with any cruising boat that they can't do with an O'Day 20. Because the 20 takes its cruising very seriously.

John Deknatel and the Hunt Associates' designers created a trailerable 20 footer with big boat thinking, structure and performance. Big enough to be home for a weekend or an entire week's vacation. Yet handy enough for a quick sail on a stolen Friday afternoon.

How a pocket cruiser works. On the wind, the 20 sails like a witch, balancing with only the most gentle urging from the helmsman. Off the wind, it's a rocket – frequently embarrassing boats with far more pretentious racing pedigrees.

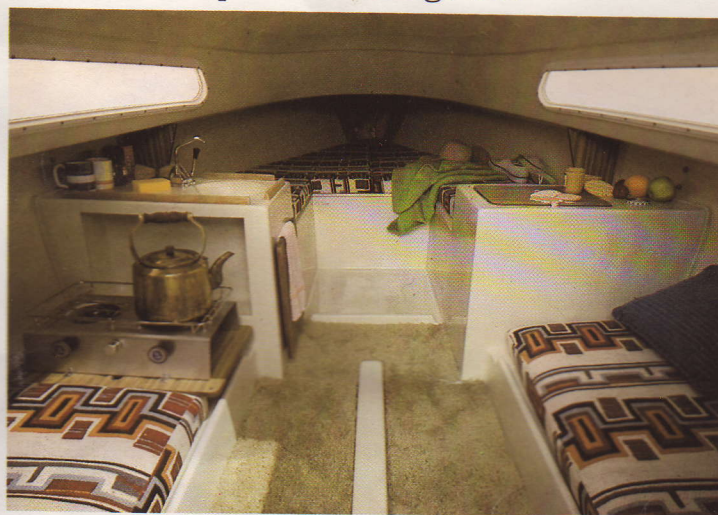
Do you think that will make it difficult to sail? Just the opposite. Power and speed are the benefits of a good design. Ease of handling and responsiveness are the characteristics. The 20 combines a big main with a small jib, making jib sheet winches unnecessary. Because it's easy to sail, the 20 can be skippered safely by new sailors with limited offshore experience.

There are 400 pounds of lead ballast for stability. With the kick-up rudder (an option) it can be brought right into shore, floating in as little as 14" of water.

It's an important consideration that a 20' cruiser is an easy boat to trailer, even for a compact car.

Home is where the 20 is. Below, there are four comfortable 6'3" berths, for two couples or a couple and two kids. The galley, sink, icebox

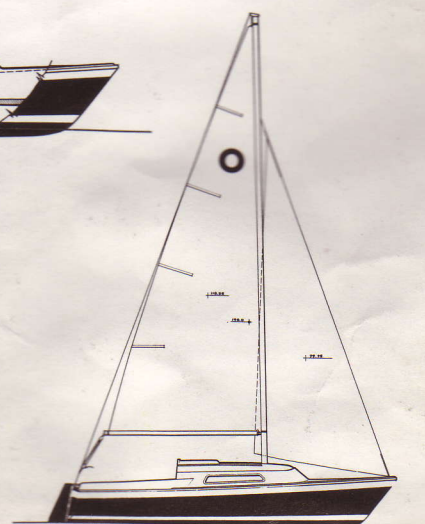
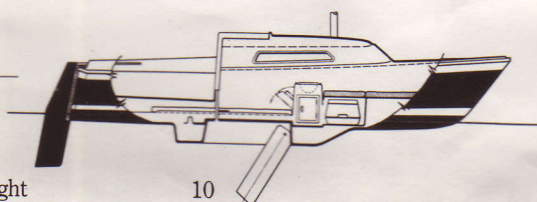
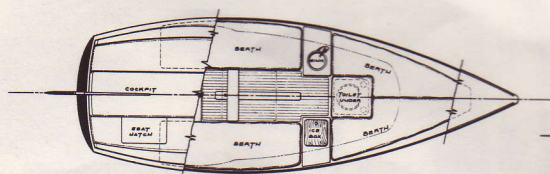
and water pump are built in. Special places are provided for the optional stove and marine portable head. Lockers under each bunk give each sailor his own personal storage bin.



But what impresses new O'Day 20 owners most is not that everything is there, but that everything is there conveniently and there still are wide open spaces for lounging.

No extras before you sail. Since O'Day can buy fine quality equipment at a much better price than its customers, we believe in delivering a high value boat complete with working sails (main and jib), Dacron sheets, halyards, roller reefing gear, battery box, navigation lights and interior lights. The deck, seats, cockpit sole and cabin sole all have a non-skid pattern molded in.

So, since when is a 20 footer a serious cruiser? Since O'Day introduced this terrific little boat, and 1,000 American sailing families agreed.

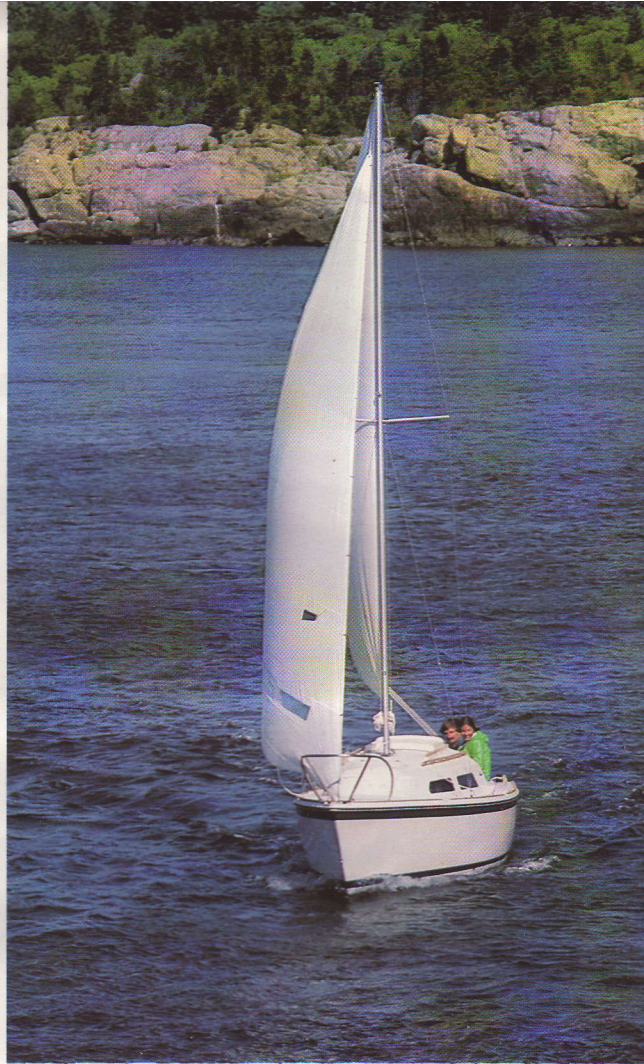


Overall length	19'7"	Boom weight	10
Waterline length	17'3"	C/B-keel material	Lead
Beam	7'	C/B-keel weight (approx)	400
Draft minimum	14"	Rudder type	Fixed
Draft maximum	3'11"	Rudder material	FG
Sail area	190***	Seating	6
Max. Recom. H.P.*	15	Sailing displacement	2425 †
Mast length	27'0"	Minimum trailering weight	1825
Mast height**	31'0"	Complete hull weight only	1750
Mast weight	42	Safety features	SB, SRT
Boom length	9'6"		

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 150 lbs. each.



THE O'DAY 22, RIGHT FROM THE VERY BEGINNING.

The O'Day 22 is a simple, safe, trailerable full keel boat that sails in 2 feet of water.

It has become a "modern classic." "Modern" because the design is entirely contemporary and functionally quite satisfactory for a cruising family of four. "Classic" because over 3100 have been sold and with the grapevine spreading its good name, no change of popularity is in sight.

On the price vs. value scale, it places right at the top.

Good looks never hurt. Part of the reason is that the 22 just looks very pretty. Pretty swinging on a mooring. Prettier yet under the press of all plain sail.

The O'Day 22 is a real sailing boat, yet forgiving to the new sailor. Since there is no centerboard to consider, handling is straightforward and uncomplicated. You don't have to be an expert to enjoy the 22. Even under the masthead spinnaker, new sailors are surprised at how comfortable the steering really is.

The cockpit is 6 feet – room enough for all the family and some of their friends.

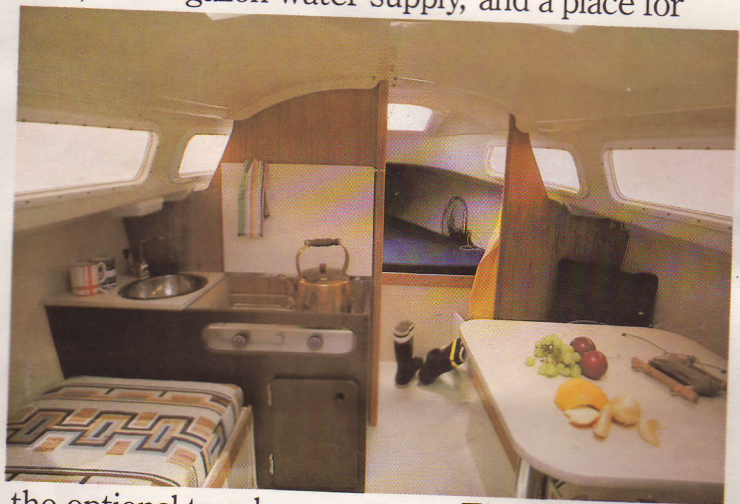
A long 600 pound lead keel (completely contained within the fiberglass mold) draws less than two feet, combining stabilizing ballast and directional control with shallow water capability.

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 (the portable marine head is optional) are separated

from the main salon by a solid door. The 6'6" settee berths are wonderfully comfortable.

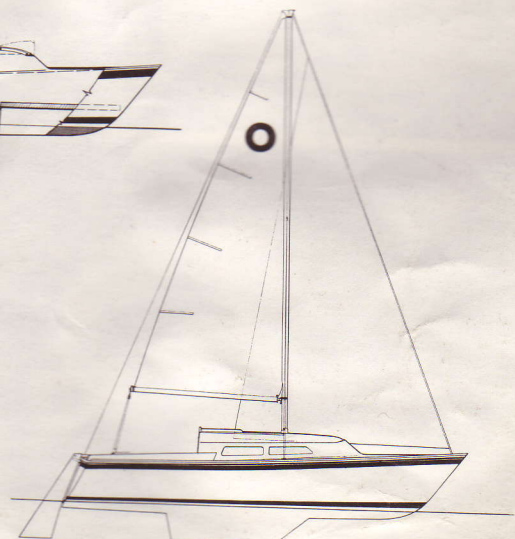
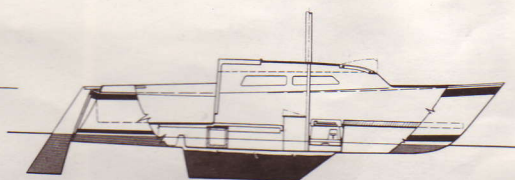
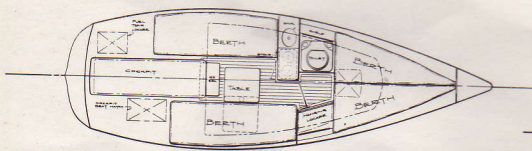
The galley has a built-in stainless steel sink, a five gallon water supply, and a place for



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, roller reefing, 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.

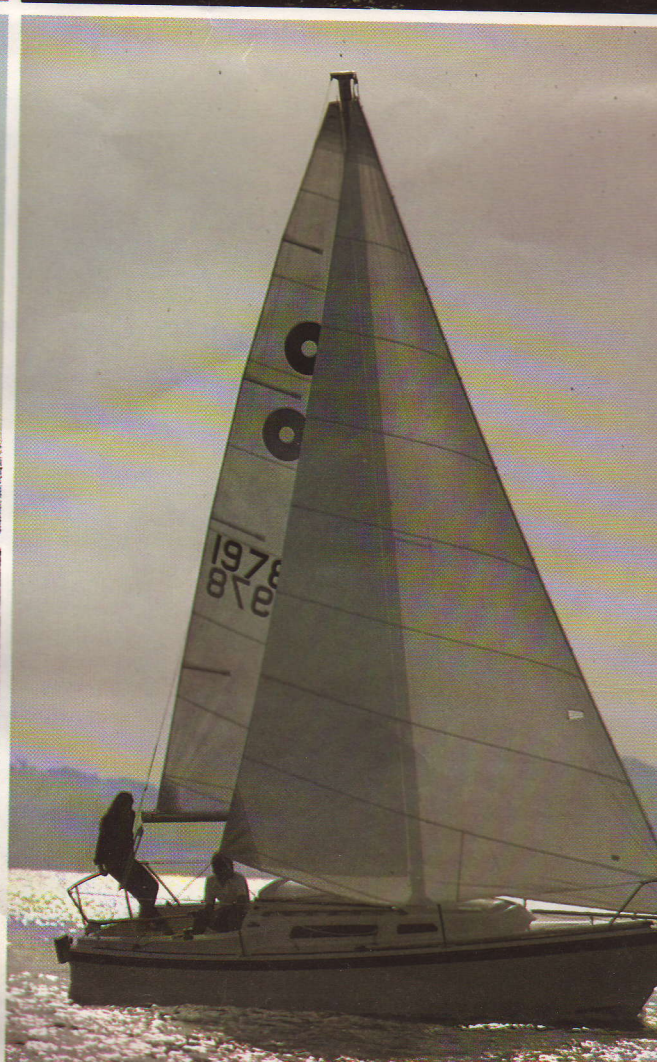


Overall length	21'8"	Boom weight	10
Waterline length	18'11"	Keel material	Lead
Beam	7'2"	Keel weight (approx.)	600
Draft minimum	1'11"	Rudder type	Fixed
Draft maximum	1'11"	Rudder material	FG
Sail area	190***	Seating	6
Max. recom. H.P.*	15	Sailing displacement	2683 †
Mast length	22'9"	Minimum trailering weight	2083
Mast height**	27'0"	Complete hull weight only	2000
Mast weight	42	Safety features	SB, SRT
Boom length	8'6"		

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

*Long shaft model **Above water line (approx.) ***100% Foretriangle

† Boat with 4 people at 150 lbs. each.



THE O'DAY 23, THE LATEST AND FINEST.

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 teak cabin bulkhead is loungeable. The table folds up onto the bulkhead, out of the way. A molded galley unit slides and locks under the port cockpit seat, and the molded 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 meal-times are over – zip – out of the way, and the space they needed is returned to you for relaxation.

The settees themselves are 6'7" long, and the port seat extends inboard (optionally) 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.



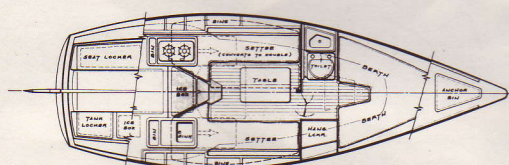
The machine for sailing. If you're new to sailing, you'll be pleased at how simple the 23 is to operate, how forgiving it is to handle and how well it performs. And should you ever find racing a temptation, you can expect to do surprisingly well.

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.

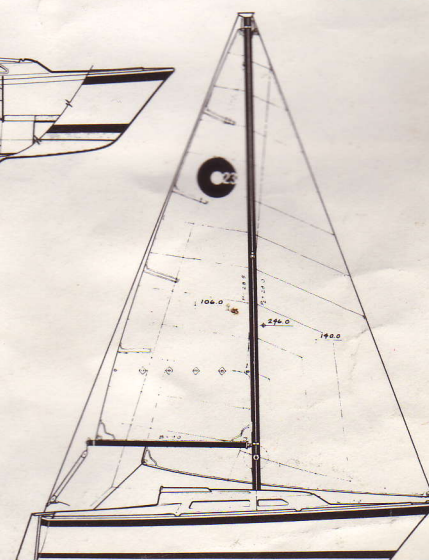
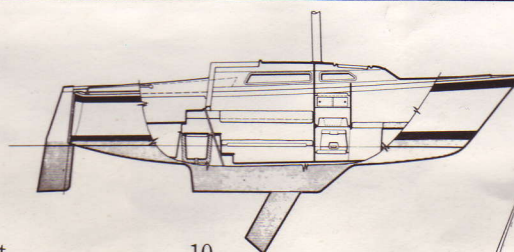
If we thought you could buy a better boat than the O'Day 23, we'd build that one instead.

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



Overall length	22'9"
Waterline length	19'6"
Beam	7'11"
Draft minimum	2'3"
Draft maximum	5'4"
Sail area	246
Max. recom. H.P.*	15
Mast length	27'
Mast height**	32'
Mast weight	50
Boom length	9'6"

Boom weight	10
C/B – keel material	Lead
C/B – keel weight (approx.)	1200
Rudder type	Fixed
Rudder material	FG
Seating	6
Sailing displacement	3685 ***
Minimum trailering weight	3085
Complete hull weight only	3000
Safety features	SB, SRT



FG – Fiberglass SB – Self-bailing cockpit SRT – Self-righting C/B – Centerboard
 *Long shaft model **Above waterline (approx.) ***Boat with 4 people at 150 lbs. each
 M. O. R. C. 17.9 on design waterline at a weight of 3,425 lbs.



THE O'DAY 25. A MAXI-TRAILERABLE CRUISER.

The O'Day 25 is an extender of horizons – a distance traveler on the water or trailering behind your car. It is also America's most successful 25 footer, ever. Families who really love their sailing, love their 25.

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.

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 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, and the galley is situated aft beside the companionway – right in the center of the fun and fresh air.

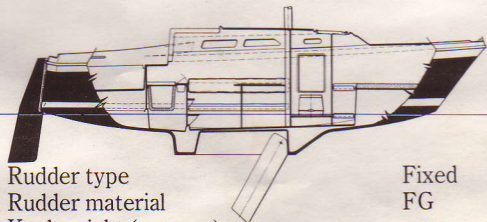


Two ample adults can share the V-berth forward. Two more can sleep on the spacious settees. And a fifth will find the quarter berth snug and welcoming.

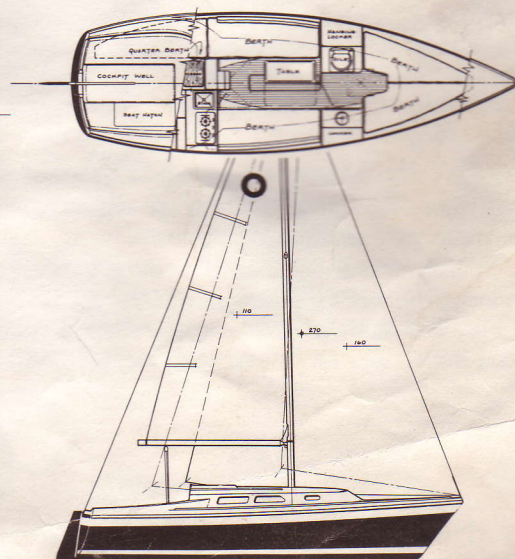
The head is fully enclosed and is complemented by a built-in vanity, sink and water pump. There's a hanging locker and boot bin, and every nook and cranny is a place for dry storage.

If the O'Day 25 wasn't the most satisfactory trailerable boat on today's market, 1,000 happy owners wouldn't have chosen it.

Overall length	24'10"
Waterline length	21'
Beam	8'
C/B Draft min.	2'3"
Keel Draft min.	4'6"
C/B Draft max.	6'
Keel Draft max.	4'6"
Sail area*** C/B	270
Sail area*** Keel	290
Max. recom. H.P.*	15
Mast length C/B	29'
Mast length Keel	31'
Mast height** C/B	33'8"
Mast height** Keel	35'8"
Mast weight C/B	60
Mast weight Keel	65
Boom length	9'6"
Boom weight	10



Rudder type	Fixed
Rudder material	FG
Keel weight (approx.)	1775
C/B – keel material	Lead
C/B – keel weight (approx.)	1825
Seating	6
Sailing displacement C/B†	4757
Sailing displacement Keel†	4712
Minimum trailering weight C/B	4007
Min. trailering weight Keel	3962
Complete hull weight only, keel	3850
Complete hull weight only, centerboard	3900
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 150 lbs. each

STANDARD SAILAWAY EQUIPMENT

ACCESSORIES

PLEASURE GROUP

	25	23	22	20
All hardware noncorrosive or stainless steel . . .	X	X	X	X
Berth cushions - Fabric - 4"*	X	X	X	X
Built-in insulated icebox	X	X	X	X
Cabin handrails (teak)	X	X	X	X
Cockpit seat hatch	X	X	X	X
Dining table	X	X	X	X
Forward hatch & forward cabin door	X	X	X	X
Galley unit (stove area, sink, pump, water tank and storage compartment)	X	X	X	X
Hanging locker	X	X	X	X
Main and jib	X	X	X	X
Mainsheet traveler	X	X	X	X
Mooring and trailing bow eye (not on 25 keel) . . .	X	X	X	X
Outboard bracket	X	X	X	X
Storage locker	X	X	X	X
Storage shelves	X	X	X	X
Tabernacle	X	X	X	X
2-year warranty	X	X	X	X
Head vanity	X	X	X	X
Vinyl gunwale guard	X	X	X	X

ACCENT GROUP

All colors molded in	X	X	X	X
All wood is teak	X	X	X	X
Anodized mast and boom	X	X	X	X
Two-tone deck	X	X	X	X
Two-tone interior hull liner pan	X	X	X	X
Two-tone cockpit	X	X	X	X

SAFETY GROUP

Jiffy reefing	X			
Roller reefing gooseneck		X	X	X
Lights - interior, running and mast light, with battery box	X	X	X	X
Nonskid deck and seats	X	X	X	X
Positive foam flotation	X	X	X	X
Self-bailing cockpit	X	X	X	X
Self-righting	X	X	X	X
Stainless steel rigging with swaged terminals . . .	X	X	X	X
Thru-bolted mooring and stern cleats	X	X	X	X

PERFORMANCE GROUP

Best Dacron running rigging	X	X	X	X
Boom vang	X	X	X	X
Full masthead rig	X	X	X	X
Inside lead ballast (except 25 keel)	X	X	X	X
Quick-release cam cleat for mainsheet	X	X	X	X
Stainless steel turnbuckles	X	X	X	X

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

Specifications shown in this catalog are subject to change without notice. Some photos may show optional or special equipment and accessories used as photographic props.

O'Day builds boats from 12' to 37' in three distinct lines: *Daysailers and Weekenders* (the O'Day 12, Widgeon, Javelin, DaySailer and Mariner); *Trailerable Cruisers* (the O'Day 20, 22, 23 and 25); *Yachts* (the O'Day 27, 30, 32 and 37).

Free brochures are available on each of these three lines from dealers or from O'Day. Full size architectural drawings are available directly from O'Day on Cruisers and Yachts (the 20 through the 37) at a cost of \$5 per set per boat.

	25	23	22	20
Bilge pump hand	X	X		
Block action outhaul	X	X	X	X
Bow pulpit	X	X	X	X
Carpet, cabin floor	X	X	X	X
Cockpit cushions; white only - 3"*	X	X	X	X
Compass (Ritchie) 4" bulkhead mount	X	X	X	X
Cowl vent	X	X	X	X
Cradle	X	X	X	X
Curtains with rods	X	X	X	X
Genoa with window	X	X	X	X
Genoa gear less winches	X	X	X	X
Genoa/jib winches w/handle	X	X	X	X
Double berth port side, main cabin (slide)		X		
Halyard winch, main or jib w/handle	X	X	X	X
Head, self-contained	X	X	X	X
Head, self-contained set up for shore pump out . .	X	X	X	
Inboard engine - OMC Saildrive	X			
Insulated icebox	S	S	X	S
Jib furler (not for a genoa)	X	X	X	X
Kickup rudder				X
Lifelines with stanchions	X	X	X	X
Mainsail cover	X	X	X	X
Mast raising device	X			
Recessed storage bins in all berth tops**	X			
Special color charge, hull only	X	X	X	X
Spinnaker, red, white & blue stripes	X	X	X	X
Spinnaker gear w/pole	X	X	X	X
Spinnaker "turtle" bag	X	X	X	X
Stern pulpit	X	X		
Stove - 2-burner	X	X	X	X
Tiller extension - adjustable length	X	X	X	X
Two opening ports in head	X			
V-berth insert	X	S		
Whisker pole	X	X	X	X
Winch (Barient) - 10 halyard less handle	X	X	X	X
Winch (Barient) - 10 small jib/spinnaker less handle	X	X	X	X
Winch (Barient) - 18 genoa/spinnaker for larger sails less handle	X	X	X	X
Standard handle for winches	X	X	X	X
Slide-out head vanity		X		
Head medicine cabinet		X		

S = Standard equipment

*Cannot be used with midship traveler - except on O'Day 25

**Keeps contents completely dry

O'day

A Bangor Punta Company

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Additional manufacturing facilities in Costa Mesa, California.

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