Bill

STANDARD
2'18 MANUAL

Oday

OWNER'S MANUAL

LEAR SIEGLER MARINE

A LEAR SIEGLER COMPANY

IMPORTANT SAFETY INFORMATION

Sailing is wonderful recreation, but it is important that you take certain simple safety precautions. The following are some of the more important boating safety precautions. We discuss most more fully later on in this booklet, but put them here for your quick review.

1. **Learn To Be A Good Sailor.** It takes time and, often, thorough instruction to learn to be both a safe and effective sailor. Unless you have already received instruction, you should attend the classes in your area or take a home study "Skipper's Course." Write your nearest Coast Guard or local U.S. Power Squadron office for further informaton.
2. **Danger of Lightning and Electrical Power Lines.** If your boat is struck by lightning or if the mast or rigging makes contact with an electrical power line, you may be seriously burned or killed. Even though your O'Day boat has a lightning ground system which complies with industry standards, this still **may not** protect you if lightning should strike the boat and **will not** protect you if the mast hits an overhead power line. To best protect yourselves from these hazards:

(a) check the weather forecast before going sailing; if thunderstorms or lightning is predicted, do not go out.

(b) if you are out and find that lightning is present in your area, stay as far as possible away from the mast, boom, standing rigging, and all other metallic objects. These are all electrical conductors, which will carry electric current and cause severe shock, injury or death.

(c) when launching your boat, stepping the mast, and when sailing, be very careful not to allow the mast or rigging to touch any overhead wire. **Beward of all overhead wires;** high-voltage power transmission lines are usually not insulated and frequently look very similar to overhead telephone lines, yet they carry lethal currents. Consult nautical charts for the areas where you are sailing to make sure that there are no electrical lines which are hanging low enough that they might touch your mast or rigging. Know how high the top of your mast stands from the water so that you will know whether you will pass safely beneath electrical power lines.

3. **Safety Accessories:** Never use your boat without carrying all of the required safety accessories, such as fire extinguisher, distress signaling equipment, and personal flotation devices.
4. **Float Plan; Weather.** Leave a float plan (giving details on where you are going, with whom and when you plan to be back) so that you can be located and so that someone will know if you are overdue and be able to start a search for you. Carefully check the weather before you go out and periodically during your sail. No matter how well designed any boat is, there are weather conditions which it cannot withstand. While your boat has been designed to be self-righting under most circumstances, this does **not** mean that your boat will always right itself if capsized. Wet sails or rough weather conditions might even prevent you from manually uprighting it. Under normal circumstances your boat will not sink if capsized as long as you have closed and battened down all the hatches and other openings; however, in rough weather or unusual circumstances it could sink. Furthermore, if the boat is swamped and even if you do manage to get it to float upright, exposure to cold water for even a few minutes or to warm water for a longer period of time can cause hypothermia (a decrease in the body's temperature) and be fatal. Make sure you know what weather conditions you are going to encounter, and that you are well trained in bad-weather seamanship in case the weather changes unexpectedly.
5. **Refueling.** Exercise extreme care when refueling your boat. (See Fueling Proceedure). You could cause an explosion or fire, which could badly burn or kill you. Be sure to exhaust all fuel vapors and personally sniff to make sure there is no odor or fuel in bilge and engine areas before starting your engine. Never take a lighted match or work with an open flame (for example, a blow torch) in the fuel storage compartment, because even a low level of vapors may be present and catch on fire or explode.
6. **110-Volt Shore Power.** If you hook up to shore power, make sure the polarity-warning light and buzzer are not signaling. If they do, disconnect power immediately! This indicates that the polarity of the power cord is reversed and you could get an electrical shock that would burn or kill you.

! I M P O R T A N T !

WE WISH TO IMPRESS UPON YOU, THE OWNER, OF THE IMPORTANCE OF QUICKLY FILLING OUT AND SENDING IN YOUR WARRANTY CARD. THE WARRANTY CARD IS IMPORTANT FOR SEVERAL REASONS:

1) IT REGISTERS YOUR BOAT UNDER YOUR NAME IN OUR FILES. THIS WILL ALLOW US TO CONTACT YOU DIRECTLY IF ANY FACTORY RETROFITS OR REPAIRS ARE NECESSARY. THIS COULD BE VERY IMPORTANT TO YOU.

2) THE U.S. COAST GUARD REQUIRES US TO KEEP A FILE SO THAT WE MAY NOTIFY OWNERS IN CASE OF A MAJOR RECALL. THIS FILE CAN ONLY BE ACCURATE IF WE HAVE YOUR ADDRESS. OTHERWISE WE MUST ATTEMPT TO CONTACT YOU THROUGH YOUR DEALER.

3) IT AUTOMATICALLY ENROLLS YOU IN THE O'DAY OWNERS ASSOCIATION WHICH HAS A FREE NEWSLETTER, YEARLY RENDEZVOUS AND ASSORTED HELPFUL TIPS FROM BOTH THE FACTORY AND OTHER OWNERS.

PLEASE BE SURE TO FILL OUT THIS CARD IMMEDIATELY! IF YOUR WARRANTY CARD HAS BEEN REMOVED FROM THE OWNER'S PACKET OR BEEN LOST, PLEASE CONTACT LEAR SIEGLER MARINE AT 848 AIRPORT ROAD, FALL RIVER, MASSACHUSETTS 02720, (617)-678-5291 AND WE WILL SEND YOU A REPLACEMENT.

REMEMBER, THIS COSTS YOU NOTHING BUT YOUR TIME AND COULD BE VERY IMPORTANT TO YOU.

RWS/CAD
2/6/86

O'DAY

LIMITED 1-YEAR WARRANTY

Limited 30-Day Warranty For Commercial Use

Lear Siegler Marine warrants each new O'Day boat manufactured by it to be free from defects in material and workmanship, under normal noncommercial use and service, for a period of 1 year after commissioning by the original retail customer, but in no event later than two years from the date of shipment by Lear Siegler Marine, subject to the terms and conditions stated below.

1) **WARRANTOR.** This warranty is granted by Lear Siegler Marine, a Lear Siegler Company, 848 Airport Road, Fall River, Massachusetts 02720-4793.

2) **PARTIES TO WHOM WARRANTY IS EXTENDED.** This warranty shall extend to any buyer (other than for purposes of resale or use in the ordinary course of the buyer's business), and any noncommercial transferee to whom such product is transferred during the warranty period and who normally uses it for personal, family or household purposes. For O'Day boats used commercially, this warranty also extends but it expires thirty (30) days after commissioning by the original purchaser.

3) **PARTS COVERED.** All parts manufactured by Lear Siegler Marine, including the hull, deck, and cabinetry are covered by this warranty; the installation work performed by Lear Siegler Marine on components not manufactured by it, is also covered by this warranty.

4) **PARTS NOT COVERED.** The following parts are not covered by this warranty:
   a) masts, plywood, teak, external finishes (which include paint and gelcoat), and upholstery; and
   b) engines, toilets, stoves, refrigerators, batteries, ignition systems, lighting devices, blowers, propellers, and other parts and equipment manufactured by others.
   Lear Siegler Marine will forward the owner warranties, if any, extended by other manufacturers.

5) **REMEDY.** If within the applicable warranty period any part or installation work covered by this warranty proves to be defective in material or workmanship, then Lear Siegler Marine shall, at its sole option, repair or replace the defective part. Parts and labor shall be at the expense of Lear Siegler Marine, but not transportation costs.

6) **PROCEDURE FOR OBTAINING PERFORMANCE UNDER THIS WARRANTY.** In order to obtain performance of the obligations under this warranty, the owner must promptly (within thirty days of discovery of the defect) notify Lear Siegler Marine or an authorized O'Day service center of the defect, and at Lear Siegler Marine's or the authorized O'Day service center's direction, return the defective part or product to be repaired or replaced under this warranty to an authorized O'Day service center. If repair or replacement by an authorized O'Day service center is determined by Lear Siegler Marine to be impractical, the owner shall return the defective part or product to Lear Siegler Marine. All transportation costs to and from the authorized O'Day service center or Lear Siegler Marine, and all haul-out, launching and rigging costs, will be at the expense of the owner.

7) **DESIGN CHANGES.** Lear Siegler Marine reserves the right to make changes in the design or material of its products without incurring any obligation to incorporate such changes in any product previously manufactured or advertised.

8) **ENTIRE WARRANTY.** This warranty may be altered only in writing signed by an officer of Lear Siegler Marine. It may not be altered or extended orally or in writing by any other person.

9) **EXCLUSIONS AND IMPLIED WARRANTIES.** This warranty does not extend to any defect due to the negligence of others, failure to operate or maintain the product in accordance with the operation and maintenance instructions furnished with each new product, unreasonable use, accidents, alterations, or ordinary wear and tear. **IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY, AND FITNESS, ARISING UNDER STATE LAW, ARE LIMITED IN DURATION TO THE DURATION OF THIS EXPRESS WARRANTY, WHERE SUCH LIMITATION IS PERMITTED. LEAR SIEGLER MARINE SHALL NOT BE RESPONSIBLE FOR LOSS OF USE OF ANY PRODUCTS, LOSS OF TIME, INCONVENIENCE, OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES WITH RESPECT TO BUSINESS OR PROPERTY, WHETHER AS A RESULT OF BREACH OF WARRANTY, NEGLIGENCE OR OTHERWISE.** Some states do not allow (a) limitations on how long an implied warranty lasts or (b) the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not be applicable. This warranty gives the owner specific legal rights, and there may also be other rights which vary from state to state.

PLEASE BE SURE TO READ AND UNDERSTAND THIS MANUAL AND ALL OTHERS INCLUDED WITH YOUR BOAT, BEFORE OPERATING ANY OF THE BOAT'S SYSTEMS. In addition to information contained in this manual, there are certain federal, state, and local regulations pertaining to safe and legal operation of pleasure craft that you should familiarize yourself with. Local governmental agencies and boating groups can help you become aware of these regulations. Additionally, be sure to read and understand the accompanying safety information sheet.

Have Fun, and Good Sailing!

LEAR SIEGLER MARINE

4-3-86

CONGRATULATIONS

In choosing your new sailboat from the O'Day line, you have selected one of the best values in today's sailboat market. The design and construction of this sailboat reflect over twenty years of experience and knowledge gained in the building of over 60,000 boats.

Drawing on this experience and information gathered from sailors around the country, C. Raymond Hunt Associates has designed a strong, attractive and comfortable boat which will provide you with many years of sailing pleasure. Hunt Associates is a well-known design firm whose credits include custom and production power boats, the original Boston Whalers, IOR racing yachts, police, and pilot boats, as well as a string of successful production sailboats for O'Day and Cal.

The use of aluminum, stainless steel, teak wood, and fiberglass all combine to produce a boat that has much lower maintenance requirements than those in the past. However, it is vital that the necesssary maintenance procedures be performed faithfully.

This manual is designed to familiarize you with your boat. The location and function of each system on board will be outlined to help make any adjustments or maintenance procedures more easily undertaken.

Lear Siegler Marine reserves the right to change specifications without notice, and this manual may not reflect all such changes. Since we are always striving to improve our product, modifications and improvements are constantly in process and, therefore, it is possible that your boat may contain features different from those enumerated in this manual. It is impractical to revise this manual for each such modification. It is our policy to make improvements whenever it is appropriate without waiting for corresponding updates in our manual.

Full information on optional equipment may not be contained herein. Contact the option manufacturer or your O'Day boat dealer for more information.

Parts orders can be placed through your local O'Day dealer, or by calling 617-675-0418 (our direct Parts Department line). Certain situations may arise where we may refer you to a local ship's store or parts manufacturer for hardware. This will be to insure you the fastest service possible.

4-3-86

272

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IMPORTANT - WARRANTY CARD
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INTRODUCTION

GENERAL

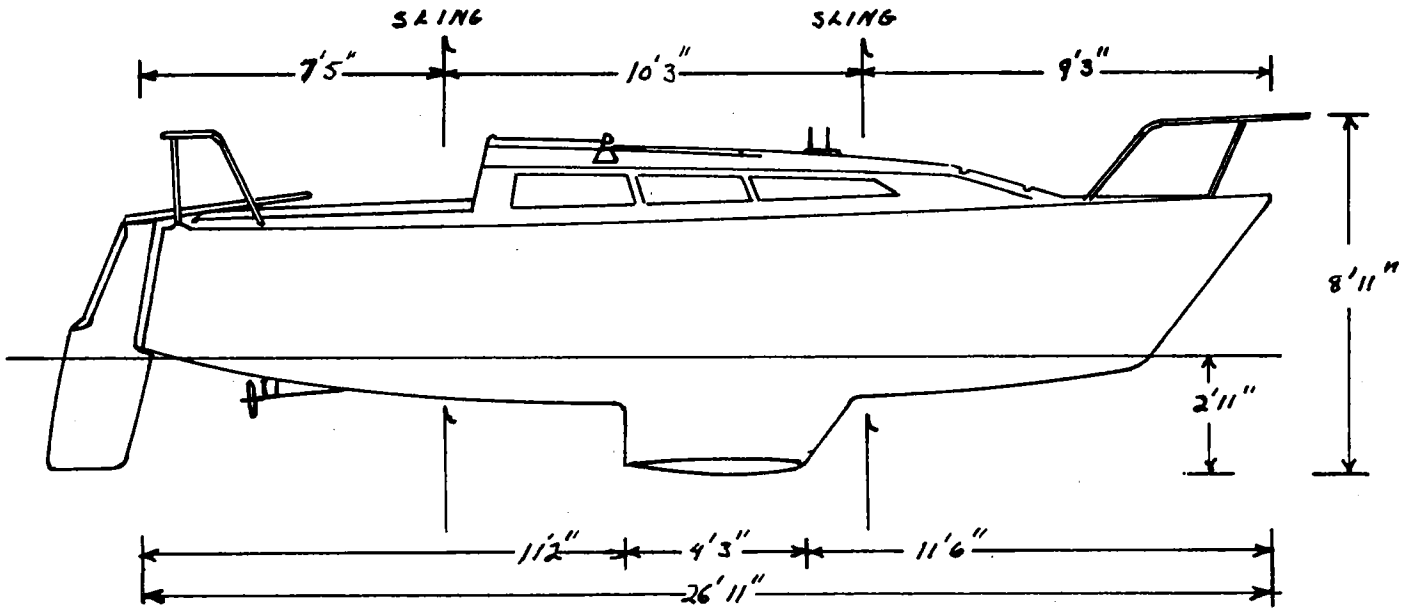
O'DAY 272

STANDARD BOAT DESCRIPTION

DIMENSIONS AND CAPACITIES

HULL		
o LOA	-	26' 11"
o LWL	-	22' 11"
o BEAM	-	9' 0"
o DRAFT	-	2' 11"
o BALLAST	-	1,930 LBS.
o Base Boat Weight - Outboard Version	-	5,025 LBS.
Base Boat Weight - Inboard Version	-	5,375 LBS.
RIG		
I	-	30' 10"
J	-	10' 6"
P	-	26' 1"
E	-	10' 6"
SAIL AREA		
Mainsail	-	136.9 sq. ft.
130% Genoa	-	220 sq. ft.
MAST HEAD ABOVE DWL	-	34' 10"
CAPACITIES		
BERTHS	-	5
FRESH WATER	-	30 GALLONS
ICEBOX	-	3.0 CUBIC FEET
HEAD HOLDING TANK (OPTIONAL)	-	15 GALLONS
OPTIONAL FUEL TANK (INBOARD ENGINE)	-	9 GALLONS
OPTIONAL INBOARD ENGINE	-	10 HP, 2 CYLINDER, FRESH-WATER COOLED DIESEL ENGINE; 1" bronze shaft, 2-blade propeller. 12" diameter x 9" right-hand drive

4-23-86



O'DAY 272

DOCKING PLAN

5-2-86 JPF

DESIGN NO 80-272

26'-11" D.W.L. CRUISING SLOOP

FOR LEAR SIEGLER MARINE

SAIL PLAN

SCALE: 1/8" = 1'-0"

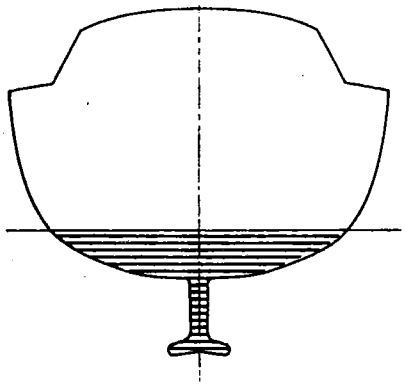
C. RAYMOND HUNT ASSOC., INC.

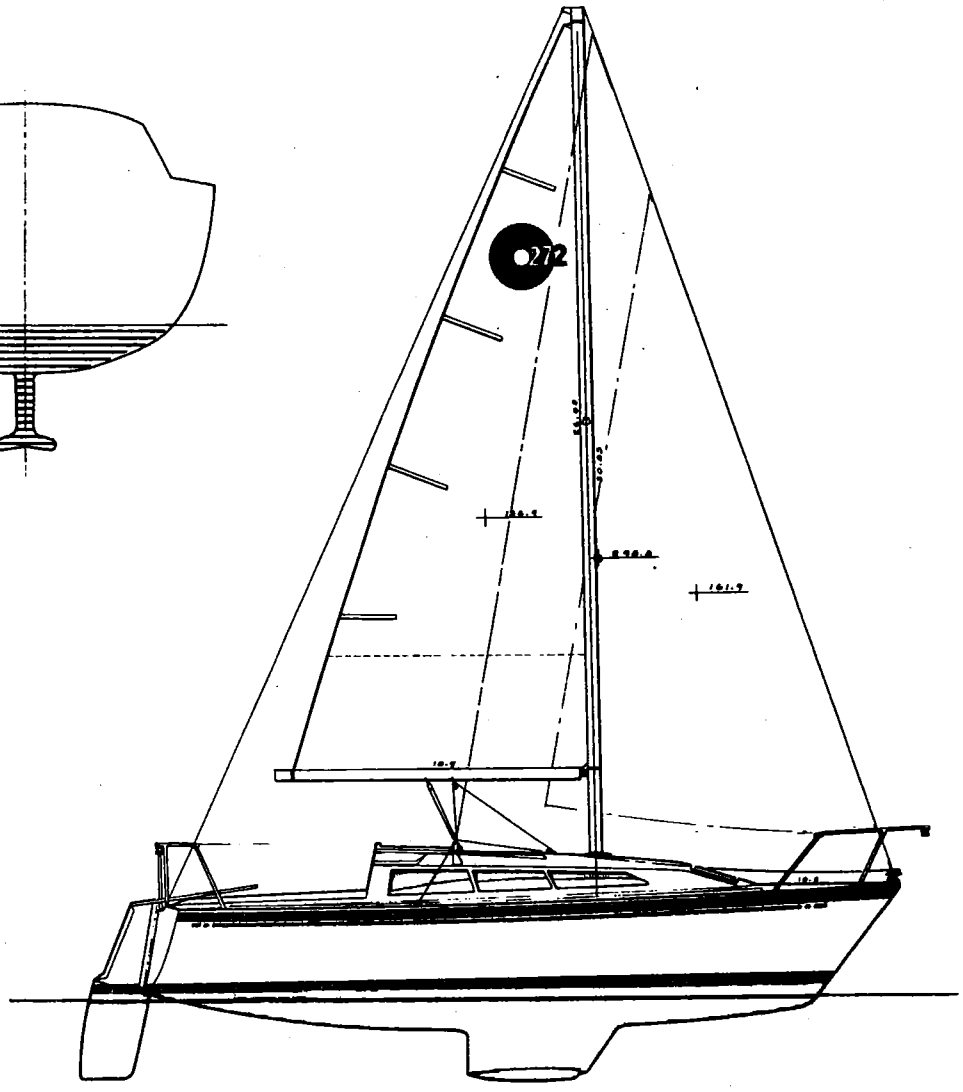
69 LONG WHARF BOSTON, MASS

OCT. 6, 1965 S.H.W.

PRINCIPAL DIMENSIONS

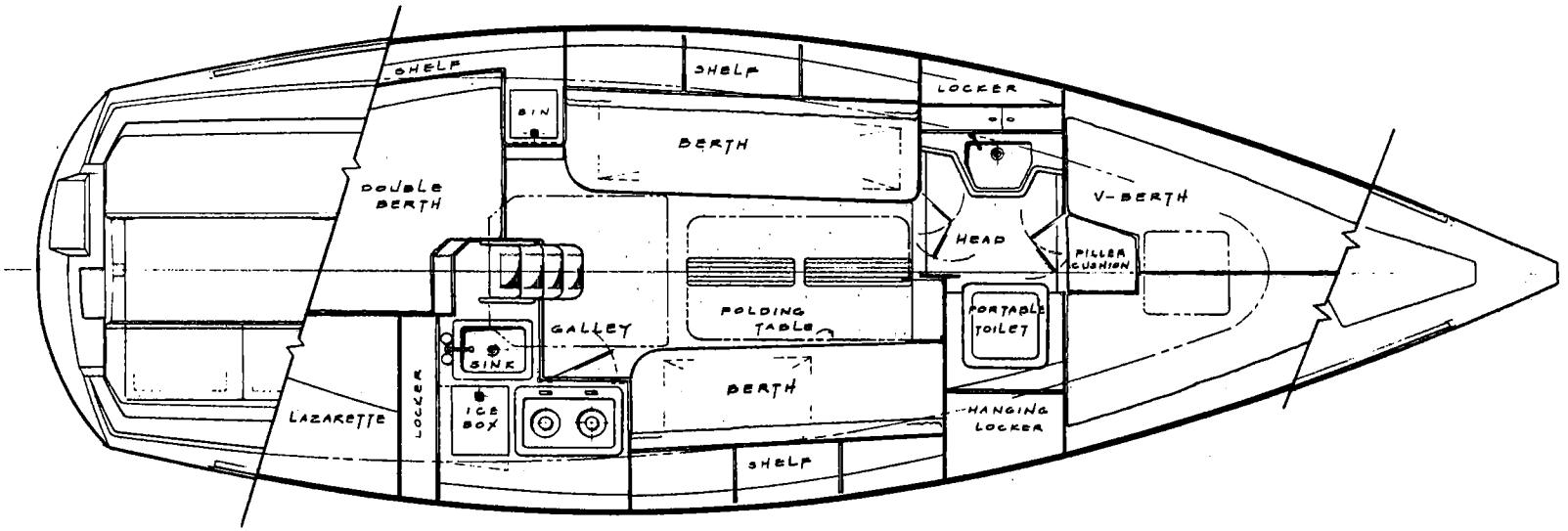
LENGTH OVERALL	26'-11"
LENGTH WATERLINE	22'-11"
BEAM	8'-10"
DRAFT	2'-11"
DISPLACEMENT	7870 #
BALLAST	1870 #
MASTHEAD ABOVE D.W.L.	34'-9"





PARTICULARS

LENGTH OVERALL	26'-11"
LENGTH WATERLINE	22'-11"
BEAM	8'-10"
DRAFT	2'-11"
DISPLACEMENT	9870 lbs



DESIGN No 00-272

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

FOR LOCAL SAILING MARINE

GENERAL ARRANGEMENT

SCALE: 1"=1'-0"

C. RAYMOND HUNT ASSOC., INC.

29 LONG WHARF BOSTON, MASS.

SEPTEMBER 7, 1962 C. M. W.

OWNER'S RESPONSIBILITIES

Your O'Day is covered by our 1-year Limited Warranty (See Limited 1-Year Warranty sheet for further information) for one year after commissioning by the original retail customer, but in no event later than two years from the date of shipment by Lear Siegler Marine. Always refer to our Limited Warranty for complete warranty information. Within 30 days of taking delivery of your boat, fill out the warranty registration card and return it to Lear Siegler Marine. The U.S. Coast Guard requires that all manufacturers keep records of people who have purchased their products. This is necessary in case a defect notification or product recall is needed. The only way Lear Siegler Marine can maintain these files is to have you send in the completed card. If you have any questions or comments, please include these with the card. We will get back to you.

When you sell your O'Day, please drop us a note with the hull number, your name, and the name and address of the new owner.

It is important that you contact your dealer as soon as possible when problems are noted. This will assure prompt service and prevent the problem from worsening.

Thoroughly check your ship's paper file to insure that all manuals and warranties for your optional or additional equipment are provided.

4-3-86

O'Day 272

DEALER'S RESPONSIBILITIES

Your O'Day dealer is a professional. He can provide you with the service and expertise that will help you to enjoy your O'Day. Rely on him for assistance in selecting any additional equipment you may need and in seeing that it is properly installed.

The dealer has inspected the boat upon arrival at his yard. When the boat is commissioned, he will check all the systems and equipment and correct any problems that may arise. Should there be any defects covered by the O'Day warranty, the dealer will correct them as soon as possible and file any warranty claims with Lear Siegler Marine. All warranty matters must be handled by an authorized O'Day dealer.

Should you need any parts for your O'Day product, contact your local dealer. He can obtain quick delivery from O'Day. By utilizing his assistance, you can be assured of receiving the proper parts and of proper installation as well.

Lear Siegler Marine assumes no liability for damage incurred in transit.

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O'Day 272

SAFETY NOTE

Due to the shoal-draft nature of the O'Day 272 and due to Lear Siegler Marine's desire to give you as much control as possible, the bottom of the rudder is close to the keel bottom. Due to this fact, under certain loading conditions, the rudder may become the lowest point on the boat. **EXTREME CARE** must be taken under these conditions to avoid grounding or other impact, which could cause rudder damage.

5-2-86

O'Day 272

FOR SAFE BOATING - Continued

BEFORE GETTING UNDERWAY

Leave a float plan: An example of a float plan follows:

Check the weather: Do not venture out, if the weather threatens.

WHILE UNDERWAY

PFD's should be worn by children and non-swimmers **at all times. Everyone should wear them, if conditions become hazardous.**

Do not operate a boat, if **intoxicated, fatigued,** or **stressed.** These human factors cause 50% of all boating accidents.

Keep a good lookout: This is especially true of sailboats. Keep a watch to leeward **under** the headsail.

Keep away from swimmers, divers, and skiers.

Obey State and Federal laws. Know your local laws and "rules of the road".

Respect Bad Weather: Try to get to shore, if the weather turns bad. Get and carry a radio with a NOAA "weather band" on FM 162.40-162.55MHZ.

IF TROUBLE OCCURS

Radio for help. Use the emergency VHF Channel; i.e., 156.8MHZ.

Put on PFD's immediately.

Stay with the boat. In cold water, huddle together to prevent hypothermia.

FLOAT PLAN (See next page.)

Make copies of this page and use one before each trip. Fill it out and leave it with a reliable person, who will notify the Coast Guard or other rescue organization, if you fail to return on time. **DO NOT FORGET TO CANCEL THE FLOAT PLAN UPON YOUR RETURN.**

4-3-86 O/C

FOR SAFE BOATING

(Reprinted by Permission of U.S. Coast Guard)

BE PREPARED

Take a Safe Boating Course from the Coast Guard. You can call 800-336-BOAT for information on courses in your area.

Carry all safety equipment required by Federal and State law. Federal requirements are discussed in "Federal Requirements for Recreational Boats" which can be acquired from U.S. Coast Guard Office of Boating, Public, and Consumer Affairs, Washington, D.C., 20593. State requirements will come from your local State Boating Administration. The Coast Guard also recommends: a first-aid kit, a pump or bailer, a transistor or weather radio, extra fuel, a paddle, anchor and line, and extra drinking water, also, if not a requirement, flares.

Get a Coast Guard Auxiliary Courtesy Examination. This is a free, confidential, safety inspection. Call your local Coast Guard Auxiliary for details.

Be familiar with the use of distress signals and PFD's.

AVOID FIRES

Handle fuels carefully.

Read the engine owner's manual for proper fuel-system maintenance.

Inspect your engine's fuel system periodically.

Heed fire extinguisher regulations and keep them in good condition.

While refueling:

a. Fill portable tanks on the dock.

b. Tie the boat securely.

c. Extinguish cigarettes and all flames on the boat. Turn off all engines and electrical equipment.

d. Keep the hose nozzle in contact with the fuel can or fill.

e. Wipe up all fuel spillage.

f. Ventilate the engine and fuel compartment.

g. Check boat for fumes.

4-3-86 C/O

FLOAT PLAN

1. Name of person reporting and telephone number.

_____

2. Description of Boat: Type _____ Hull Color _____
Deck Color _____ Stripe Color _____ Registration # _____
Length _____ Name _____
Make _____ Other Distinguishing Marks _____

_____

3. Persons Aboard Number _____
Name _____ Age __ Address & Phone _____

_____

Name _____ Age __ Address & Phone _____

_____

Name _____ Age __ Address & Phone _____

_____

4. Engine Type _____ H.P. _____ Fuel Capacity _____

5. Safety Equipment: PFD's _____ Flares _____ Mirror _____
Flashlight _____ Food _____ Water _____ EPIRB _____
Raft or Dinghy _____

6. Radio _____ Type _____ Frequencies _____

7. Trip Expectations: Leave at _____ From _____
Going to _____. Expect to return by _____
and in no event later than _____

8. Automobile License No. _____ State _____
Color and Make of Car _____ Parked at _____

_____

9. If not returned by _____, call the Coast Guard or

_____

Phone Numbers _____

_____

_____

4-3-86
C/O

GOING ASHORE

_____ Sails dry and stowed.
_____ Fuel lines and water lines turned off.
_____ Bilge pumped dry.
_____ Wallet, jewelry, and other valuables are not left onboard.
_____ Battery switch off.
_____ Charger on (if applicable).
_____ Hatches and ports locked.
_____ Topsides clean.
_____ Appropriate thru-hull valves closed.
_____ Clean interior of food and rubbish.
_____ Fenders in place.
_____ Halyard secured away from mast.
_____ Dock lines secured.
_____ Loose gear stowed.
_____ Sails furled and covered.
_____ All covers in place.
_____ Main companionway locked.
_____ **Check in with whomever kept your float plan.**

5-2-86
C/O

COMING ABOARD

Here's a check list approach for your crew: (Not necessarily in order of importance.)

_____ Check bilge for excessive water.

_____ **Check weather conditions and tides.**

_____ Check food supply.

_____ Foul weather gear.

_____ Linen, sleeping bags.

_____ Fuel.

_____ Water.

_____ Sun screens and sunglasses.

_____ Tools.

_____ Docking and anchor gear.

_____ Check radio operations.

_____ Navigation charts and instruments.

_____ **Float plans to a friend or Coast Guard.**

_____ Fuel for stove.

_____ Cooking and eating utensils.

_____ Check battery water level.

_____ Oil level, tight V-belts.

_____ Check for loose electrical connections in engine room. (Opt. Inboard only.)

_____ Secure tools or any loose equipment in engine room so as not to get fouled in engine. (Opt. Inboard only.)

_____ Doors and drawers secured.

_____ Check rudder and tiller. Inspect pintles and gudgeons.

_____ Check mast for rigging irregularities and tightness.

_____ Halyards and sheets are clear and ready to run.

_____ No lines or other obstructions near the propeller or bow.

_____ Anchor ready to run.

_____ Check lifelines for tighteness.

_____ Turn on fuel and water lines.

_____ Stow all loose gear.

_____ Open engine cooling water intake thru hull valve. (Opt. Inboard only.)

4-23-86

O'Day 272

GLOSSARY - Continued

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, when heading down wind.

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 main mast.

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.

MASTHEAD - The top of the mast.

MASTHEAD FITTING - The fitting at the top of the mast.

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.

4-3-86

C/O

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 - Pully 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 - Tackle 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. 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 some 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.

COTTER PIN - 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.

FURLING GEAR - A mechanical device which allows the jib or mainsail to be rolled up on its stay or spar for stowing.

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.

4-3-86

C/O

GLOSSARY - Continued

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 wire and/or 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.

4-3-86

C/O

GLOSSARY - Continued

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 wire and/or 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.

4-3-86

C/O

COMMISSIONING

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.

5-1-86

O'Day 272

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 secure, 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.

4-3-86

POST-LAUNCH CHECK LIST

1. All thru-hull valves open and water tight. ____

2. Shaft aligned to .003" tolerance. (Optional with inboard engine.) (See Alignment Section under Engine Operation Instructions.) ____

3. Engine shaft packing nut tightened. (Optional with inboard engine.) (See Stuffing Box under Engine Operation Instructions.) ____

4. Engine and gear box oil levels checked. (Optional with inboard engine.) (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. Mast stepped and rigging tight. ____

9. Turnbuckles attached; cotter pins spread and taped. ____

10. Boom and running rigging installed. ____

11. Water tank filled. ____

12. Faucets work and lines checked for leaks. ____

13. Stove filled; system checked for leaks. (Optional stove only.) ____

14. Electrical equipment operational. ____

15. Steering gear operational. ____

16. Bilge pump operational. ____

17. Toilet operational; hoses secure. ____

18. Deck hardware checked for leaks. ____

19. Check all lifeline turnbuckles, pelican hooks, and end fittings for tightness. ____

20. Recheck all thru hulls and hose clamps. ____

21. Warranty and manuals delivered to owner. ____

22. Warranty card sent to Lear Siegler Marine. ____

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.

4-3-86

272

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. 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 halyard on your O'Day is 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.

4-3-86

272

RUNNING RIGGING SPECIFICATIONS

O'DAY 272

Title	Size	Type	Length	A End	B End	Extra Information
Main Halyard	3/8	XLS-Blue	71'	580R	Whip	
Main Sheet	3/8	XLS-Blue	37'	Eye	Whip	
Genoa Sheet	3/8	XLS-Red	32'	Whip	Whip	Two
Reef	5/16	XLS-Red	42'	Burn	Burn	
T Lift	1/4	XLS	63'	Eye	Burn	
Outhaul	1/4	XLS	14'6"	Eye	Burn	

12-11-85

STANDING RIGGING SPECIFICATIONS

O'DAY 272

Title	Size/ Const	PCL	Fitting A	Fitting B	Extra
Headstay	3/16	32' 5 1/2"	Stemball eye 5262-006	7854-6-12-12	Special Small Stemball
Backstay	3/16	34' 0 1/2"	Stemball 26x11 Cupel	7854-6-12-12	
Cap	3/16	30' 1 1/4"	Dermac T Fitting	7854-6-12-12	
Lower	3/16	16' 5 3/4"	Dermac T Fitting	7854-6-12-12	

11-27-85

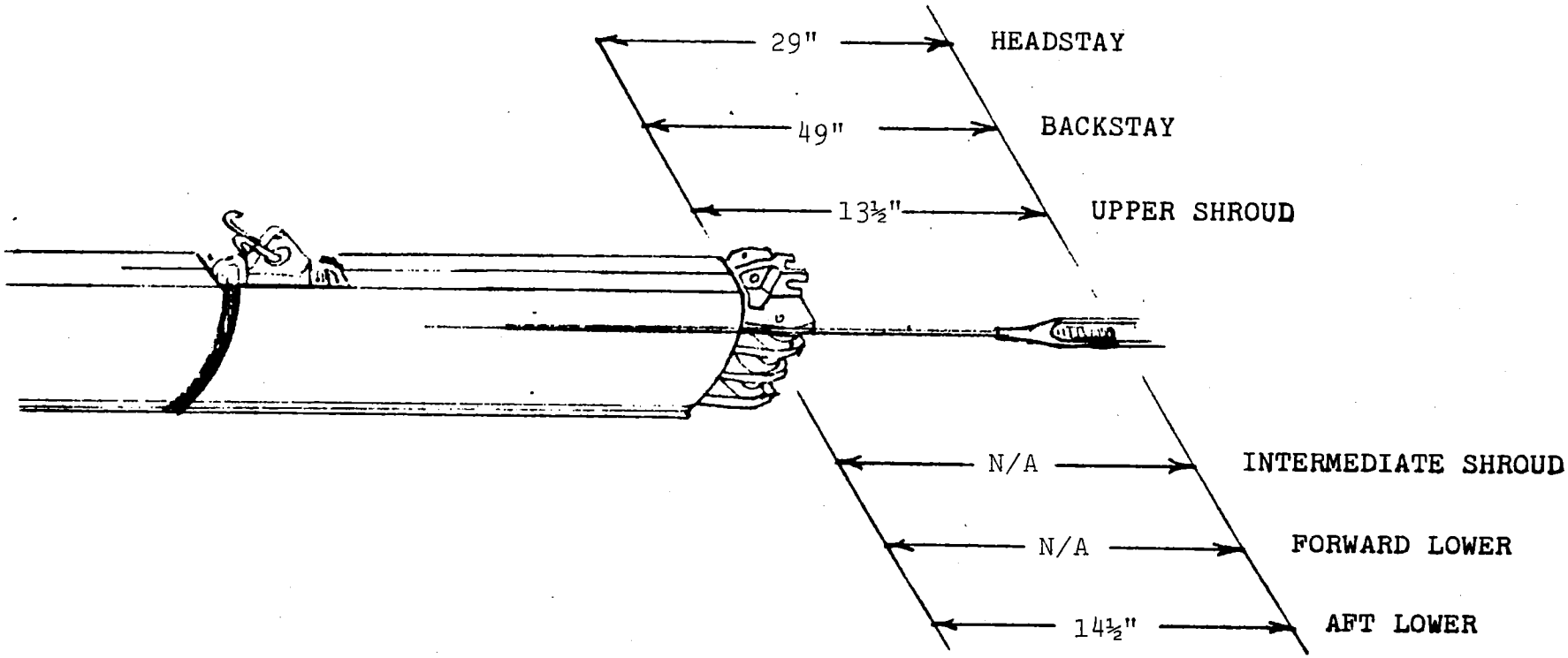
WIRE RIGGING

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.

4-3-86
C/O



QUICK CHECK OF STAY LENTHS
End of mast extrusion to
end of turnbuckle stud.

BOAT ~~ODAY 272~~

DATE 12/3/85

HULL #s 5 and up

RIGGING AND TUNING THE MAST

1. RIGGING THE MAST

Installation of the standing and running rigging should be performed by your O'Day Dealer or his agent, as they are most knowledgeable of the way your O'Day mast is rigged. Elsewhere in this booklet are rigging length and dimensions to help in any replacement that may be needed. We also **strongly recommend** that you measure any rigging before replacing it, to ensure accuracy.

All sheaves should be checked for free movement and all tangs for correct lead angle before the mast is stepped. Tape any sharp edges.

The O'Day 272 mast is supplied with three messengers in the mast. These messengers are as follow: Topping lift, main halyard, and a spare. There is no jib halyard, as the Cruising Design furler has its own internal halyard. These messengers are to be used to pull the running rigging through the mast. Be very careful to attach the messenger **tightly** to the line to be pulled through the mast, as it will be difficult to reeve the halyard, if the messenger breaks loose.

To set up the topping lift: Attach the end of the topping lift, with the loop in it, to the boom end. The line then goes to the top of the mast and down inside, exiting on the port side of the mast base. The line fastens to the cleat - just above the exit - and can be adjusted from there.

To set up the main halyard: Pull the end of the halyard, without the shackle on it, down through the mast and exit it on the starboard side of the mast base, through the sheave provided. Next, run the line aft through the most outboard of the deck turning block and aft through the most outboard sheet stopper.

To set up the single-line reef: (See diagram.) The reef line is tied around the boom under the leech reef grommet, the reef line then leads up through the leech reef grommet, down to the aft boom end. Next, pull the reef line through the boom with one of the messengers provided. Lead the line up through the gooseneck - through one of the holes provided - through the luff reef grommet, down through the other hole in the gooseneck. There is a small block in the loose rigging box that must be shackled to the hole in the aft end of the mast step. Lead the reef line through this block, outboard to the middle sheave in the starboard deck turning block, and aft to the middle sheet stopper.

RIGGING THE MAST - Continued

The mainsheet is led aft through the innermost sheave on the turning block and to the innermost sheet stopper.

2. **STEPPING THE MAST**

Stepping the mast on a boat of this size is not a job for amateurs and should only be done by professionals with the correct equipment. Your O'Day dealer can perform this service or recommend a competent professional.

Be sure to check all cotter pins, clevis pins, and the spreader base and end fittings to be sure that they are secure. Be sure the upper shrouds are wired where they pass over the spreader tip. Put chafing gear or spreader boots on the spreader tips.

NOTE: Check all mast lights for function prior to stepping the mast. Be sure all turnbuckles are fully open. Be sure all lines, lifts, halyards, etc., are installed on the mast.

While the O'Day 272 mast can be stepped by hand, it is a large mast, and we do recommend the mast being stepped with a crane. If you do wish to step the mast by hand, please follow these instructions.

On the initial stepping, the jib furler should be installed after the mast has been raised (see jib furler owner's manual for details). On subsequent raisings and lowerings, great care must be taken that the furler does not kink during raising. One person should be detailed to keep tension on the furler and keep it from kinking.

You will need at least 4 people to hand step the mast. Also, prior to stepping, you should make a mast support 6'6" long that will hold the mast in position. This support can be put in the drain area at the aft of the cockpit floor and be supported by one person.

Great care must be taken when raising the mast to insure that the shroud "Tee" fittings do not come out of the mast. Immediately lower the mast, if one of these fittings comes out.

To raise the mast:

1. Lay the mast on the deck with the forward side of the mast facing up. Put the lower end of the mast on the bow pulpit and the upper portion of the mast on the mast support. Keep one person holding the mast support.

2. Attach the backstay and upper and lower shrouds. Open the

STEPPING THE MAST - Continued

turnbuckles fully. (Be sure the backstay leads **inside** the stern pulpit.)

3. Using the remaining three people, move the mast back until the mast foot is at the mast step on deck. Slide the mast forward until the open "jaw" on the aft of the mast foot slides on to the pin on the mast step. The mast foot should now be locked onto the mast step and resting on the mast support.

4. Next, pull the mast into a vertical position - using two people to pull the mast up manually, while one person holds the headstay/furler straight and tight and applies pull with the headstay. When the mast lifts up off the mast support, the fourth person can set the support down and lend his or her shoulder to the mast. Be sure that the backstay is firmly attached and that none of the shrouds or stays are caught while raising.

5. Once the mast is in a vertical position, have one person pin the headstay while the other three support the mast. Finally, tighten the other shrouds and stays, install the boom, and tune the rig. (See below.)

NOTE: Be careful while raising the mast not to twist it or to allow it to move to one side of centerline, or you may break the mast step pin.

NOTE: See below for mast raising warning.

NOTE: The mast step was set at the factory to provide proper mast rake.

Next, tighten the headstay, backstay, and upper shrouds to a hand-tight condition. For now, leave the lower shroud slack. Adjust the headstay and backstay to achieve a straight spar. This can be checked by sighting up the mast track of the spar. Next, tighten the upper shrouds to get the mast straight athwartships. To check athwartships straightness, measure, with the main halyard, the distance from the masthead to the lower shroud chainplate. If the distances on each side are within one inch, the mast is satisfactorily straight. Finally, tighten the lower shrouds no more than hand tight.

Final tuning must be accomplished while sailing. In a 6-8 knot breeze, adjust the shrouds to achieve a straight spar on either tack.

STEPPING THE MAST - Continued

Care should be taken not to overtighten the rigging. Some slack in the leeward shrouds is normal, when sailing in 6-8 knot winds.

The rigging will need adjustment after a few sails to compensate for any wire stretch. Be sure to install cotter pins in all the clevis pins and turnbuckles, and bend them over and tape them.

Lear Siegler Marine has no specific rig tension recommendations. Such tensions are applicable only in extreme racing situations. This procedure will provide excellent mast tune in 95% of all sailing conditions.

NOTE: Final tuning for best performance will depend on local sea and wind conditions and the cut and set of your sails. Consult your dealer or your sailmaker for advice.

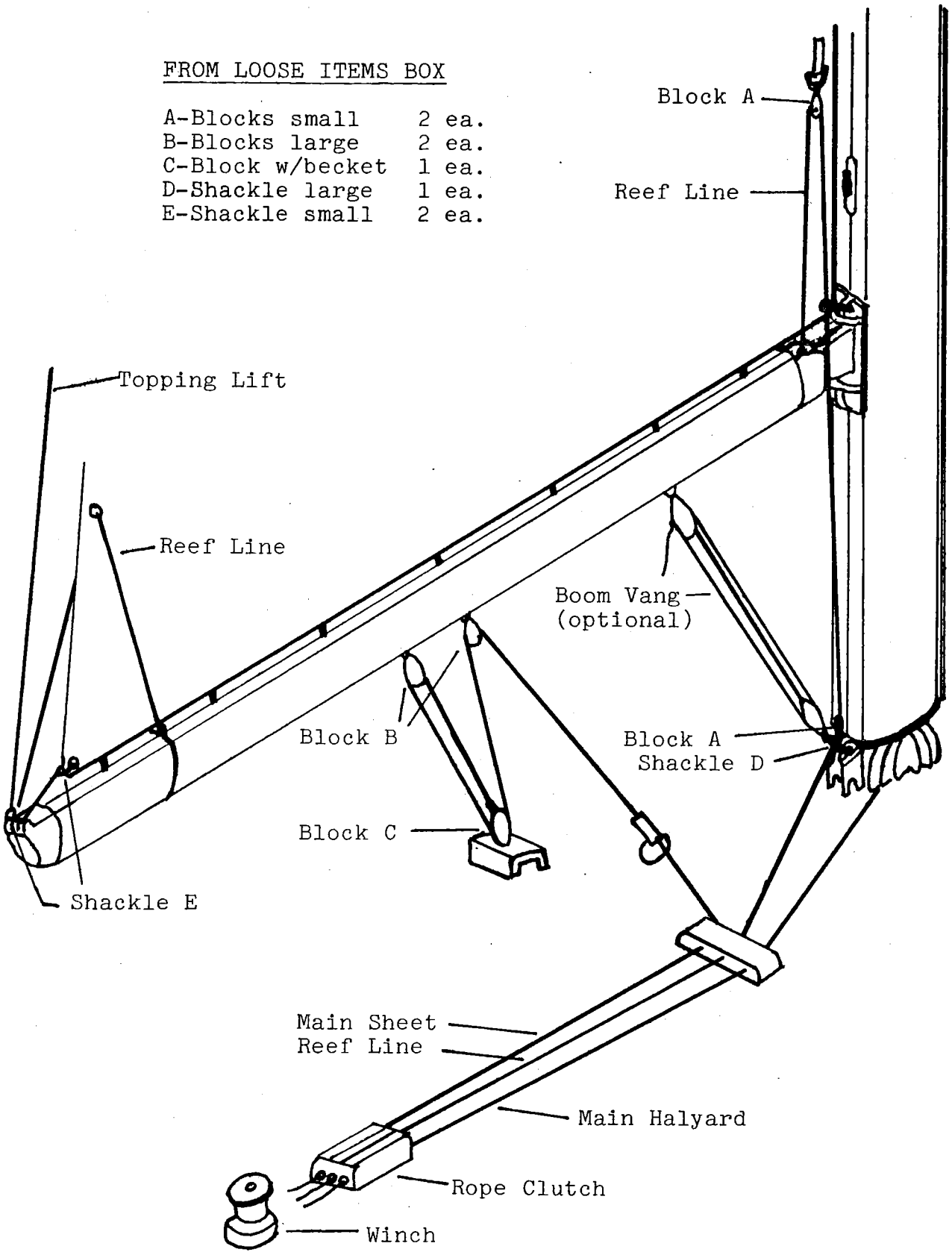
WARNING: WHEN HAULING, LAUNCHING, AND SAILING BE SURE TO WATCH FOR LOW OVERHEAD POWER WIRES. CARE MUST BE TAKEN THAT THE MAST DOES NOT COME IN CONTACT WITH SUCH WIRES. CONTACT BETWEEN THE MAST OR RIGGING AND POWER WIRES COULD CAUSE THE MAST AND/OR RIGGING TO CONDUCT ELECTRICITY AND CAUSE INJURY OR DEATH.

4-23-86

O'Day 272

FROM LOOSE ITEMS BOX

A-Blocks small	2 ea.
B-Blocks large	2 ea.
C-Block w/becket	1 ea.
D-Shackle large	1 ea.
E-Shackle small	2 ea.



BOTTOM COATINGS

Since the beginning of the fiberglass boat building industry manufacturers have been plagued with the problem of occasional blistering on underwater surfaces. These blisters are caused by osmotic pressure of a solvent (water), which can pass through a membrane (the gelcoat) to reach a salt (a material which will dissolve in the solvent). This can occur at **any** time through **any** gelcoat finish. Much has been written in the past few years in trade journals, chemical journals, and in the general literature discussing this problem and suggesting possible solutions. Thus far, there has been no universally accepted reason as to why this occurs in some boats and not others, nor is there a totally accepted preventive cure or fix once blisters occur.

Although gelcoat surfaces **are not** covered under Lear Siegler Marine's Limited 1-Year Warranty, we feel that as a manufacturer we would like to assist our customers in finding a solution to this problem. The best available information seems to indicate that coating the boat's underwater surfaces with an impermeable epoxy coating will assist in the prevention of gelcoat blisters. This epoxy should be a type that is recommended by the manufacturer for underwater use, and should be done when the boat is new, if at all possible. A boat that has been in the water may also benefit from having this epoxy put on, but it is best to be done before the boat is first launched.

Lear Siegler Marine uses the finest available materials and the best technique in the manufacture of their product. Gelcoat blistering is a recognized fact of life in the marine fiberglass industry, the chances of which **may be** reduced by the use of an impermeable barrier coat on the bottom at the time of initial commissioning. Application of epoxy bottom coating, as discussed above, does not alter the fact that external gel coat finishes are not covered by Lear Siegler Marine's Limited 1-Year Warranty.

12-19-85

C/O

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 fin-keel sailboats.

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.

Be sure to concentrate loads on the center of the keel and not out to the edge of the "wings."

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 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.

While the wing keel of the O'Day 272 is broad, it was **not designed** to hold the boat upright while aground, and we **do not** recommend its use to hold the boat upright while aground. We **do not** recommend allowing the boat to sit on the keel while the tide goes out.

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.