

O'DAY 1971 Catalog.

The dawn
of the new
O'DAY

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Announcing the dawning of a new O'Day.

The O'Day Company launched its first boat in 1958. Since then we've launched over 25,000 more. Today we're the largest producer of small sailboats in the world. And yet here we are starting over. Why?

Because it just so happens that all the experience we've gained over the years has put us in the position where today we feel ready to introduce the most complete and diversified line of under-23 foot sailboats ever assembled. And that's what this book is all about. It's also your invitation to join us on our adventure. We think that somewhere on the following pages is the boat you'll sail for years with love and pride.

And so we introduce to you eleven O'Day designs. The facts are all here. You'll discover everything about these boats except the sheer fun and excitement of sailing them.

That will come later — when you visit your O'Day dealer. He's the man who can put you at the tiller of a boat that dollar-for-dollar has more in it, and more to it than any other boat you can buy. This is true for a lot of reasons.

1. Design

When you start talking design, you have to start by talking designers. Uffa Fox, C. Raymond Hunt Associates, Andrew

Kostanecki, Jan Linge, Philip Rhodes and Ian Proctor are some of the contributors to the new O'Day. They've either designed for Olympic classes, or for the America's Cup, or they're internationally famed sailing competitors. Their designs share one thing in common: they offer the maximum in boats which can be produced in fiberglass at sensible cost.

2. Construction

Starting with fine design, O'Day goes on to build boats right. For example, fiberglass construction is strongest when done in the "hand lay-up" method. Every O'Day hull is formed this way. Painstakingly, layer after layer is put down within a precision made mold, and each layer is sealed with resin applied by hand. The build up is uniformly strong and hulls are of uniform thickness and weight boat to boat.

It's O'Day's policy that everything that's added to the hull be stronger than it has to be — from sheet blocks to floorboards, from forestays to shackles. We know this is so from our 25,000 man testing corps in the field — the people who sail O'Day boats. They've been responsible for the hundreds of design refinements we've made over the years, and it's their advice and interest that have inspired the new designs introduced this year. A written, lasting warranty is proof of O'Day's care and pride in its workmanship.



3. Standard equipment

Look at the standard equipment on every O'Day, and why it's there:

Anodized aluminum mast and boom — light and strong. Anodizing prevents corrosion, pitting and general deterioration. Necessary, but not available on many other boats . . . even at extra cost.

Stainless wire halyards with dacron tails — wire is far stronger and longer lasting. No stretch means better sail set. Dacron tails don't rot and are easy on hands. Used wherever necessary.

Stainless steel standing rigging — light and strong, won't rust or corrode. We use only the best quality available for long, safe life.

Roller reefing — many O'Day models have a roller-reefing boom at no extra cost. In the event of strong winds, sail shortening is easy and safe, by merely rolling the sail around the boom.

Chainplates — bolted or fiberglassed in. Extra heavy for permanent safety.

Cleats and fittings — all main and jibsheet cleats are cam-action jam cleats for faster, surer, safer set. Like all of the hardware O'Day uses, they're the best available. Take a look at turnbuckles. They're standard on every stay. They're self-locking, too, to permit fine tuning adjustments while under way. We could use less expensive hardware, or less of it; but then the boat you got wouldn't deserve the O'Day name.

Colors molded in — permanent hull and deck colors are built right in, as are waterline stripes where standard. Little maintenance with no masking or painting.

Glass-fused hull and deck — a permanent chemical bond gives hull and deck strength and rigidity of single, solid unit.

Non-skid surfaces molded in — large deck and seat areas have non-skid molded pattern for sure footing and added safety.

Outboard power — outboard wells, or reinforced transoms are standard on most models. Yngling has optional bracket mount.

Trailering — every O'Day, including the giant 23 footer can easily and legally be trailed behind a passenger car. Most can be completely rigged without a crane or special tools.

Centerboard models — all have removable, kick-up rudders for easy beaching and shoal-draft sailing. Bow eyes for mooring or trailer-hauling are standard. Foam-filled spars are standard, too, keeping them from becoming dead weight in a capsize.

4. "Go-faster" extras

Many people will tell you this about O'Day boats: though they're extremely sophisticated in their design, they're easier to sail than any other boats of comparable design intent. That's why people who start out in



O'Day boats learn fast. Many of them soon decide they want to race. When this happens to you, your O'Day boat will grow with you. Your O'Day dealer has a complete catalog of these accessories including spinnaker gear, barber haulers, midship travelers, tiller extensions, hiking straps and adjustable mast steps among many others. All of this equipment has been selected by O'Day's full time staff of internationally-known sailing experts.

5. Safety features

Sailing is one of the world's great family activities. Kids can start learning to sail as soon as they're old enough to talk, and they'll keep on learning all their lives. If you're buying a boat for the enjoyment of your entire family no doubt safety will be foremost on your mind. The new O'Day line brings safety standards to a new high.

Positive foam flotation is now standard equipment on all boats except our new cruiser, the O'Day 23, and even this boat offers positive foam flotation upon special request. Positive foam flotation keeps a boat from sinking even if it's completely filled with water, and even if the hull is damaged.

You'll note in the descriptions of the boats that most of the centerboard models are *self-rescuing*. This means that in the event of a capsize the boat will float so high on the water that the cockpit will stay almost dry

and the boat can be righted simply by normal crew standing on the centerboard. By the same token, many of the keel boats are *self-righting* which means in the event of a knock-down the boat will right itself with its own weight.

Self-bailing cockpits are featured in seven of the models enabling you to sail away immediately even though you may have taken water in the cockpit.

Of course, the O'Day safety features have to include the excellence of the hull construction, the rigging and the gear as discussed above.

6. Popularity

In harbors, lakes and sailing competitions, literally around the world, O'Day boats have gained an unprecedented following.

Every O'Day boat has built a national class association with the exception of Yngling which is a world class, and the O'Day 23 which is eligible for MORC and Jr. CCA competitions. Fleets number in the hundreds, and there are over 400 O'Day dealers in a network which covers every major sailing center in the U.S., Canada and many foreign countries. What all this means is that when you buy an O'Day boat, good company, good competition and expert service is close at hand wherever you are or wherever you go. Plus the very important fact that you're assured of excellent re-sale value at any future time.



7. Fleets

Because O'Day has such a wide dealer network, because O'Day has built so huge a following, and because O'Day offers such good performance at attractive prices, more fleets have been started with O'Day boats than any other name. This year new fleets will be starting all over the country. O'Day actively encourages fleet building, because good fleets make for great sailing.

A fleet is any group of 3 boats or more of the same design. Though usually it's a fleet's purpose to promote racing under class association rules and regulations, there is growing interest in the idea of the daysailing fleet or club.

If you're interested in joining a fleet or starting one, your O'Day dealer is standing by ready to help. Very attractive discounts and other opportunities are available to fleet builders, including free spinnakers — a saving of up to 60% on your complete O'Day spinnaker outfit.

8. Your O'Day dealer

The man who can make you part of the new O'Day is your local O'Day dealer. After you've compared O'Day to all the other boats in the field, he's the man you'll probably return to because he's the man who can give you more boat for your money. If you have questions along the way, he'll be happy to answer them. Half the fun of

boat-owning is adding to your boat as you go along. He can help you there, too, with good advice and the best accessories for all your boating needs. The boats he sells await you on the following pages and in his showroom. Wait till you see them. Wait till you sail them. Twenty-five thousand hulls later, O'Day is starting fresh. We'd love to have you come along.

After you decide on your O'Day boat, you'll have to decide on your sailmaker. And who could know more about the best sails for an O'Day boat than O'Day's own sailmaker? Because we spend more time sailing O'Day boats than anyone else, we spend more time trying to make them better. All O'Day sails are cut and built to our own specifications.

We use Howe & Bainbridge Dacron® sail-cloth for mains, jibs and genoas, and their Ripstop® Nylon® for our colorful red, white and blue spinnakers. We start with the finest materials and finish with the best workmanship. Stitch for stitch and dollar for dollar you won't find a better made sail anywhere.

Ask your O'Day dealer to show you a suit of our sails. Note the particular care taken at the main stress points: the three corners of the sail. You'll also see that windows are standard on sails where necessary for better vision (where permitted by class rules). Sails are your power. Get the best from the people who know your boat best. Naturally.

O'DAY 23

23

Combine the unique PopTop cabin design of O'Day's new flagship with proven race-winning performance, and you have the most exciting break-through boat since the inception of fiberglass sailboat construction.

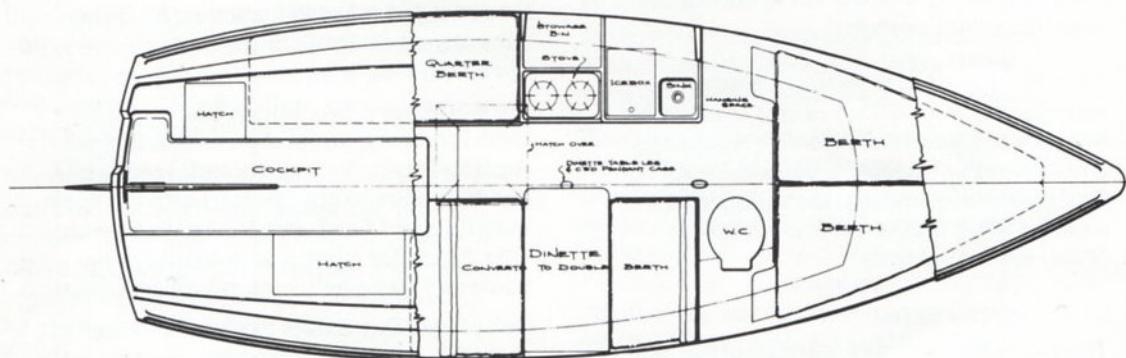
O'Day achieved this best of both worlds success by calling on the skills of two leading design firms: Andrew T. Kostanecki, Inc., nationally-known industrial designers and boating experts, designed the accommodations and engineered the expanding cabin concept (design patent pending); while C. Raymond Hunt Associates designed the hull and rig. The combination of two specialist groups has resulted in a 23 footer approaching the comfort of many 30 footers with the potential of out-sailing many boats up to that size.

With the cabin top in the "down" position, headroom is 4' 7", and all facilities including the four-place dinette are easily used. With a few turns of a single winch, the cabin top raises to yield 6' 4" headroom and amazing comfort. The lifting mechanism is adapted from a system built into thousands of camper trailers, and like the rest of the boat, is warranted for two full years. Cabin

facilities include berths for five adults, including the convertible dinette, a galley area, hanging locker and head area for either a standard marine toilet or self-contained unit. Secure stowage is provided beneath all bunks, the dinette and galley counter. The cabin area is molded as a one-piece section extending from the bow to the cockpit. This adds strength to the hull, and eliminates many seams and joints, making the 23's cabin easy to clean and maintain.

With optional camper cabin curtain, the entire cabin area is screened, and with weather curtains zipped in place gives warm dry protection from rain and dampness. When the cabin is in the "down" position, a pressure-compacted gasket prevents leaks from finding a way in through the over-lapping deck and cabin junctions. Since the "23" can be transported on a car trailer, she can be lived aboard while on the road, too.

In the water and on the wind, the design work of Hunt Associates comes into play. Her combination keel/centerboard gives excellent stability on all points of sail, while aiding windward performance with the board down, and reducing drag off-wind when it is raised. The long, narrow keel is 1,250 lbs. and makes the O'Day 23 self-righting. It effectively reduces sideslip so that you can sail close-hauled with the board up in shoal-draft cruising areas — a nice safety feature as well. Her wide beam



adds comfort below, while adding a shallow draft bottom for surfing performance downwind. The balanced spade-type rudder partially extends aft to the transom for maximum control and sensitive steering. Although not necessary, it can be removed for trailering.

The tall masthead rig affords generous sail area. When overlapping genoas are used, windward and reaching performance is startling. With the addition of a spinnaker, the 23 becomes the boat to beat in cruising class races.

In her first season of racing, the 23 has beaten a host of larger, more racing-oriented competitors: both boat-for-boat and on corrected time.

In the deep cockpit, which easily seats six, and is self-bailing, you will find additional seat lockers for stowing your outboard engine and sails. A reinforced outboard mount is located on the transom. The cockpit floor, seat tops and deck areas are molded with a non-skid pattern.

Undoubtedly, this is the most amazing boat ever built by O'Day, as we are sure you and your friends will agree.

Length: 23'

Beam: 7' 11"

**Draft: Centerboard up 2'
down 5' 5"**

Sail area: 245 sq. ft.

STANDARD FEATURES: All-fiberglass construction • Completely molded fiberglass interior • Galley area and dinette standard • Five oversize berths • Removable outboard rudder • Outboard mount on transom • 6'9" cockpit (self bailing) • Self-draining seat lockers • Wire halyards with dacron tails • 2 jib sheet winches • Adjustable jib sheet leads • Cam action main sheet cleat • Roller reefing • 2-year warranty.



O'DAY 23

23





YNGLING Y

Yngling (pronounced *ing-ling*) means *youthful* in Norway, where her design originated. Her lines reflect youth, speed and agility, and so does her performance. Her designer, Jan Linge, who also designed the Olympic Soling, has built her as a World Class and kept her one-design all the way. There's no dollar race before you get to the starting line, because all necessary equipment is standard or available in O'Day's accessory catalog.

Standard equipment includes adjustable mast step, bendy Proctor mast and boom with internal halyards and internal clew outhaul for maximum adjustment of sail shape and trim. The backstay is also adjustable for mast bend changes while underway. The mainsheet is lead to a roller-bearing traveler on the after-deck, with the bitter end secured to a cam-action cleat mounted in the cockpit. Jibsheet leads are adjustable, with snubbing winches and cam-cleats also standard. Headstay and sidestays are fitted with stainless steel turnbuckles for additional adjustments to the rig.

The deck has a special non-skid pattern molded in from stem to stern for secure footing and seating overall. The cockpit is protected from spray by a cuddy cabin, and wide decks amidship keep her from taking water when heeled. Her ballast to weight ratio makes her self-righting. The cockpit is trimmed in mahogany, with adjustable or removable mahogany seats for optimum hull trim and balance. Floorboards are also mahogany.

For crew comfort and dry stowage of sails and gear, the cuddy cabin offers ample protection. Beneath the afterdeck is an additional locker for still more stowage. Shelves are located forward and in the cockpit for small gear, charts, etc.

The Yngling's sailing performance is assured by modern design: Fin keel and spade rudder for maximum control on all points of sail and minimum wetted surface.

Her hull design allows for downwind planing in moderate air. The reverse transom extends waterline length without adding weight aft. Yngling is so responsive to the helm that she's been described as a "baby Twelve meter". She will turn in her own length, and has good light-air performance.

Her sailplan is as modern as her hull, with a high aspect ratio main, and $\frac{3}{4}$ rig to the jib. Total sail area is large enough for top-notch performance without demanding great strength from the crew. The optional spinnaker is easily handled by two persons, and gives exciting performance downwind.

With her World Class expanding rapidly, and fleets forming across the U.S., her trailability is an additional advantage. The mast can be stepped by two people without using a crane.

Technical and racing sophistication are her strong suits, but even the novice sailor will appreciate the basic simplicity Yngling offers.

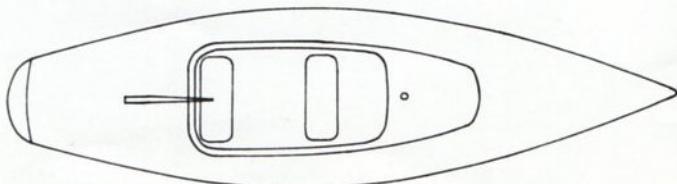
Length: 20' 11"

Beam: 5' 8"

Draft: 3' 6"

Sail area: 150 sq. ft.

STANDARD FEATURES: Fin keel • Spade rudder • Positive foam flotation • Anodized Proctor mast and boom—tapered and stepped on deck • Hull and deck glass fused • Philippine mahogany trim • Storage shelves and locker • Cam action main and jib sheet cleats • 2 snubbing winches • Adjustable jib sheet leads • Adjustable backstay • Full-width mainsheet traveler • Wire halyards • Internal clew outhaul • 2-year warranty.





MARINER 2+2



If you want to cruise, but don't want to be the last one home on Sunday night, then Mariner is the answer. After a few years of sailing the Rhodes 19 ourselves, we decided to use that proven hull design as the basis for a comfortable cruising boat that could go places and race.

Mariners number over 2,000 now, which proves the point. She's fast and able, and the ladies like her comfort.

Foremost in the long list of comforts is the 8½' cockpit which easily seats six adults, and has stowage lockers under. The insulated ice box is located here, as well.

The coaming around the cockpit, and the companionway sides are trimmed in mahogany (or optional teak) for classic looks. Sheets are easily tended without leaving the safety of the cockpit. Halyards are cleated to the mast.

Below, in the cabin, are full-size berths for four: two forward; and two quarter berths extending under the cockpit seats. The galley area can be equipped with an optional sink, water pump and tank unit, and offers space for stove and counter work. There is also provision for either a standard marine toilet or self-contained head. The entire cabin area is well lighted with portlights and a translucent hinged forward hatch which provides flow-through ventilation. Ample stowage for small and large gear is provided throughout.

Whether you order the centerboard model for shoal-draft cruising and easy trailering, or the keel model, you'll find the rig is the same. Sails are flexible, however. You can order either a working jib or the larger genoa which gives improved performance on all points of sail. Whichever way you

choose, Mariner's sails are small enough to be easily handled by members of your family. A spinnaker is an option you may want to consider, it's easily handled and makes downwind sailing more fun.

Along with all of these other features, you will find positive foam flotation for safety, a vinyl guard strip running from bow to stern. And, transoms reinforced for secure mounting of a small outboard. No wonder Mariner owners get together to cruise and race as part of the National Association's activities.

Length: 19' 2"

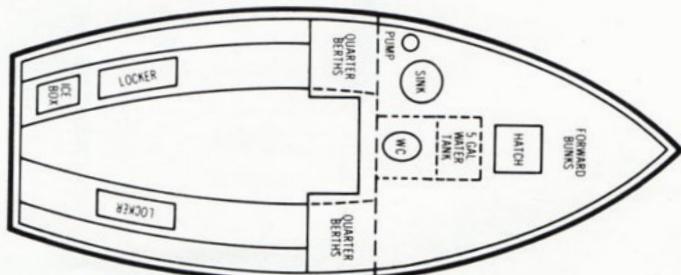
Beam: 7'

Draft: Centerboard model up 10"

down 4' 11" Keel model 3' 3"

Sail area: 185 sq. ft.

STANDARD FEATURES: Positive foam flotation • Foam filled spars • Roller reefing • Head enclosure • Galley counter • Molded-in insulated ice box • Anodized aluminum spars • Mast stepped on deck • Wire halyards • Proven hull design • Hinged forward hatch • Mast tabernacle • 4 full length berths • Storage in cockpit seats • Drain plug • Bow eye (centerboard model) • Translucent forward hatch for more cabin light • Cam action main and jib sheet cleats • Storage shelves over berths • Vinyl gunwale guard • Adjustable jib sheet leads • 2-year warranty.





RHODES 19 (R9)

Picture yourself sailing to the windward mark with a racing crew of 2 or 3; or leisurely daysailing to a picnic spot with 4 adults and several children: Now you can visualize the flexibility of the Rhodes 19.

Racing or cruising, the Rhodes offers all the gear you need. Her deep cockpit seats 6 on wide, comfortable seats with solid flotation inside. There's a generous shelter cabin forward, with shelves for sheets and small gear and two large dry lockers for sails, lunch or sleeping bags. Aft, you'll find additional stowage for an outboard up to 7 h.p. or other gear. There's an outboard well on the transom that serves as an icebox, too. The entire cockpit is surrounded by rich mahogany coaming trim, floorboards are mahogany. Optional teak woodwork is available.

For sailhandling or sunbathing the forward deck easily accommodates a heavy 6 footer without sending the bow on a crash dive. The cabin top serves as a spray shield for the cockpit, and as "control console" for halyards, sheets and optional pole lift and boom vang. All lines are easily handled from within the cockpit.

Well-matched to the rugged, displacement hull, the rig is strong, simple and powerful. Strong enough to withstand the screaming winds of San Francisco Bay in 1967's Heavy Weather One-of-a-Kind Regatta without a breakdown, and powerful enough to win it overall. The foretriangle is $\frac{3}{4}$ rig, with adjustable block-fitted sheet leads for more

efficient venturi slot effect sailing on the wind. This moderately-sized headsail also helps keep crew requirements to a minimum. In all but heavy winds, Rhodes can be sailed single-handed.

The optional spinnaker is large enough to offer excellent performance off the wind, and yet is still small enough to be handled by the skipper and one crew.

The keel model has been selected by the North American Yacht Racing Union for the 1971 Senior Men's Championships. Yet, for all of the experts who've sailed her, Rhodes 19 remains a favorite beginner's boat.

The Rhodes 19 Class Association is one of the country's best. National Championships are sailed annually, and frequent Regional Regattas are held. In all, nearly 2,000 keel and centerboard models have been built, making this one of the most active classes in North America.

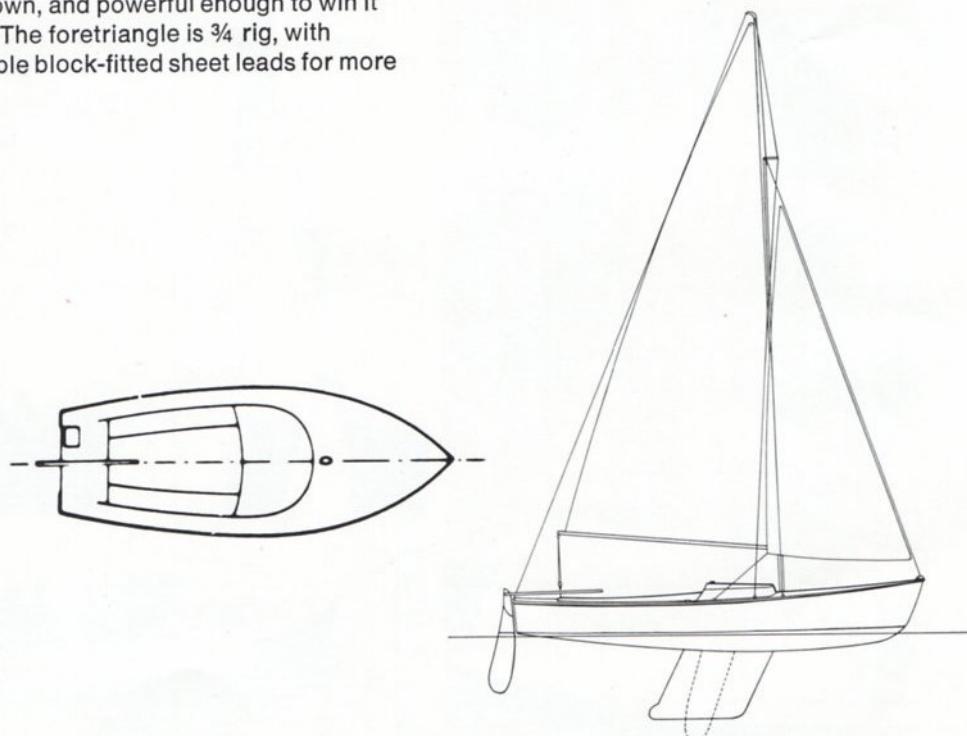
Length: 19' 2"

Beam: 7'

Draft: Centerboard up 10"
down 4' 11" Keel model 3' 3"

Sail area: 175 sq. ft.

STANDARD FEATURES: Outboard well • Roller reefing • Anodized aluminum spars • Cam action main and jib sheet cleats • Combination paddle and boom crutch • Internal wire halyards • Sail locker in bow • Proven hull design • Storage rack under rear deck • Philippine mahogany floorboards • Bow eye (centerboard model) • Positive foam flotation • Storage shelves under cuddy • Drain plug in cockpit • Vinyl gunwale guard • Adjustable jib sheet leads • Fiberglass centerboard trunk cap • 2-year warranty.





DAY SAILER D'S

The most popular sailboat in the country for the past ten years has been made even better for 1971. Several important safety features have been added, making the new Day Sailer an even better boat than she was before, without changing her weight or performance a bit.

The entire cockpit area of the Day Sailer is now self-bailing. Heavy spray, rain or other water is literally pulled out of the boat by a suction-bailing system.

Deck and cockpit are designed to keep buoyancy high, and make the boat self-rescuing. Positive foam flotation is located at gunwale level.

The seats in the cockpit are contour molded for comfort, and have a non-skid pattern for sure footing even when wet. Under the forward seat on the port side is a generous insulated ice box. The deck or "sole" of the cockpit is a contrasting color to the standard light grey deck. Special provisions have been made on the cockpit sole for secure placement of a fuel tank if you use an outboard motor. The transom is reinforced to accommodate an engine up to 7 h.p.

Forward of the cockpit is the cuddy cabin area. With the inclusion of the self-bailing and self-rescuing features, this area has been restyled, and now can be fully enclosed and locked. As on the earlier model, the cuddy provides adequate room for two to "camp out" overnight.

Sailing characteristics of this improved Day Sailer remain virtually unchanged from earlier boats. The hull is identical, and the rig is unchanged. The overall weight, center of gravity or balance, and lateral resistance have not changed, so your new Day Sailer will be welcome competition for the older boats in your area.

All sheets and halyards are easily handled from inside the cockpit. Cam-action cleats are standard for all sheets, and jib-sheet leads are adjustable. The rig is easily managed by two people, even with the optional spinnaker except under more severe conditions. Then, the standard roller reefing is appreciated.

Day Sailers now number over 5,000 with one of the largest and most active class associations in North America. In all, over 70 fleets actively meet and compete for regional and National Championships. Family cruises are scheduled in many areas.

Day Sailer. It has always been the best buy for family sailing. Now, it's even better.

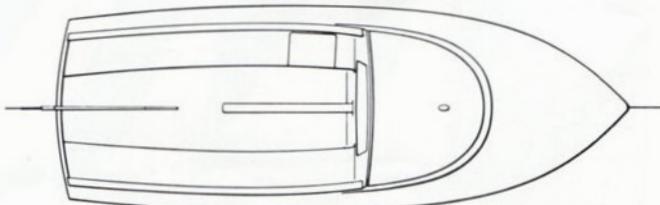
Length: 16' 9"

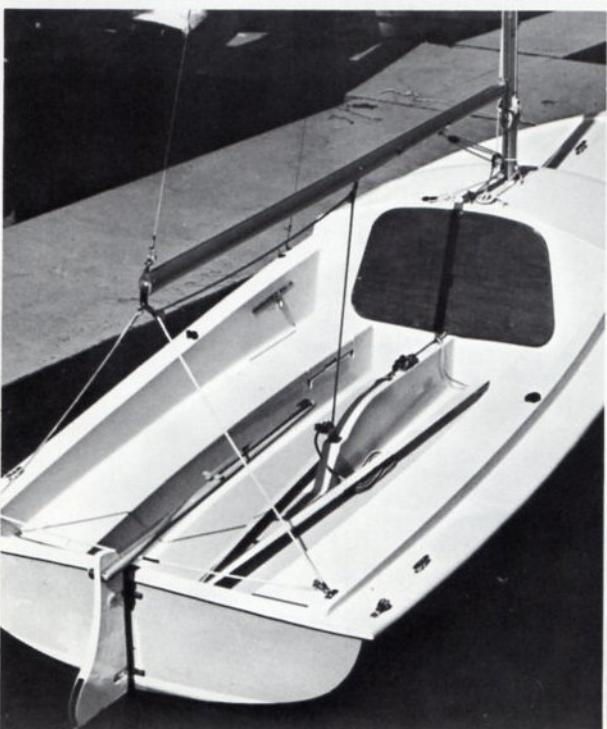
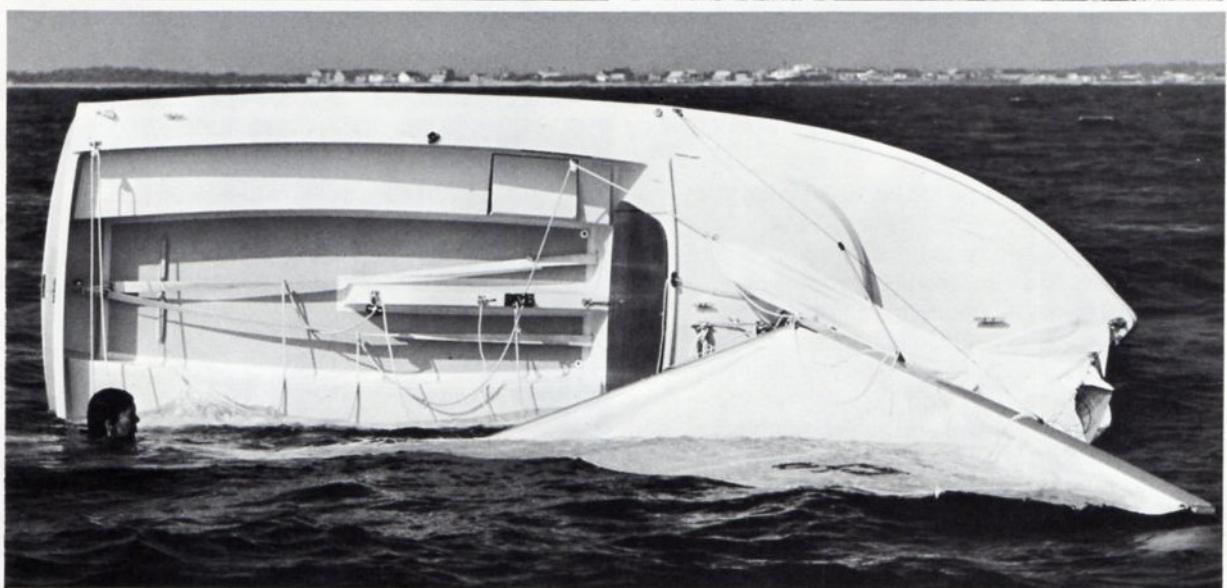
Beam: 6' 3"

Draft: Centerboard up 7"
down 3' 9"

Sail area: 145 sq. ft.

STANDARD FEATURES: Roller reefing • Cam action main and jib sheet cleats • Anodized aluminum spars • Wire halyards • Foam filled spars • Bow eye • Boom crutch • Kick-up rudder and centerboard • Adjustable jib sheet leads • Fully enclosed fiberglass centerboard trunk • Two-tone cockpit • Two cockpit inspection/bailing ports • Molded fiberglass seats • Insulated ice box • Self-bailing cockpit • Self-rescuing • Reinforced transom for outboard mounting • Lockable stowage forward • Positive foam flotation • 2-year warranty.





O'DAY 15 (15)

If your sailing style is speed, performance and competition plus challenging daysailing, the O'Day 15 is your kind of boat. We saw the need for a planing centerboarder which could be used for training the advancing sailor and sailed competitively with a wide range of crew weights without unduly affecting performance. The end result is an extremely powerful package of acceleration and agility coupled with the most modern safety features known.

The broad hull and deck of the O'Day 15 form an almost solid, airtight unit of great stability and maximum buoyancy. In the event of a capsize, the hull floats so high as to almost always prevent water from entering the cockpit. If, after the crew has righted her, water is aboard, the O'Day 15's two self-bailers rapidly do their job. Foam flotation adds positive buoyancy and safety if the hull is holed.

The rig also reflects the latest thinking in performance design. The mainsail is trimmed to a midship traveler for precise sheeting and trim, and allows boom bend adjustments for optimum sail shape and draft. Adjustable jibsheet leads can be moved forward for low-angle slot effect going to windward, and eased aft for maximum projected sail area while reaching. Jib-sheets are trimmed to non-fouling clamcleats located on side decks amidships within easy reach of both helmsman and crew.

When optional spinnaker is ordered, you'll probably want trapeze gear, too. With both, the O'Day 15 is a flying tiger. Spinnaker sheet and guy also lead amidships so both skipper and crew can readily reach them.

The centerboard is enclosed in a trunk integral with the cockpit and is fitted with two pennants for positive raising and lowering. The self-bailing cockpit extends

forward of the mast, so that crew can go forward to rig the spinnaker, etc. Further evidence of the "15's" extreme stability is shown in that she can be left on a mooring without danger of capsizing under normal conditions.

Sails, life jackets and personal belongings are safe and dry in the locker aft of the cockpit.

If you list all of the features of the O'Day 15, you'll find that she offers more than any other boat of her type. Your dealer can arrange a demonstration and quote fleet prices to interested clubs.

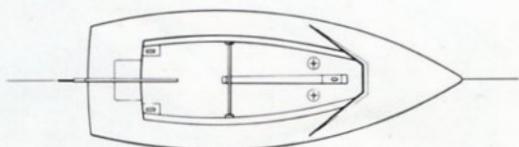
Length: 14' 11"

Beam: 5' 10"

Draft: Centerboard up 7"
down 3' 9"

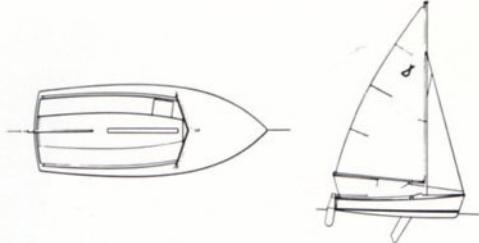
Sail area: 135 sq. ft.

STANDARD FEATURES: Self-bailing cockpit with twin draining plugs • Positive foam flotation • Self-rescuing • Lockable storage locker aft • 2 cockpit inspection/bailing ports • Two-tone cockpit • Cam action main and jib sheet cleats • Adjustable jib sheet leads • Adjustable full-width midship traveler • Turnbuckles on all stays • Wire halyards • Anodized mast and boom • Adjustable kick-up centerboard with raising and lowering pennants • 2-year warranty.





JAVELIN



Sailing for the entire family demands room in the cockpit, stowage and safety plus an easily handled rig. Javelin has all of this and more. She's a centerboarder that can be sailed right up to the beach, and easily trailered and launched by two people.

The cockpit is nearly 10' long, with contoured seats molded the full length. Up to eight can be carried comfortably. The cockpit is also self-bailing, a new feature for 1971. Beneath the foredeck, behind a locking hatch, is ample dry storage for sails, lunch and gear, and an insulated ice box is built into the cockpit seat as standard equipment. The cockpit floor has a non-skid surface molded in, and is a contrasting color.

The outboard-mounted rudder is easily removed for trailering and "kicks up" for beaching. The centerboard trunk is molded into the cockpit, and has both raising and lowering pennants. Positive foam flotation is secured between hull and cockpit sections. High buoyancy makes Javelin self-rescuing, another new feature for 1971.

Javelin's sails are easily handled from the cockpit. The mainsheet is led to the middle of the cockpit. Jibsheets are on adjustable leads. Cleats are cam action. She sails well in light airs, and will plane downwind in moderate winds. Optional spinnaker gear is available. An added feature: Javelin's

transom is reinforced for solid mounting of an outboard motor up to 7 h.p. Under sail it can easily be tilted up and out of the way.

Over 2,000 Javelins have been built, and are actively sailed in fresh and salt water. A National Class organization is being formed this year.

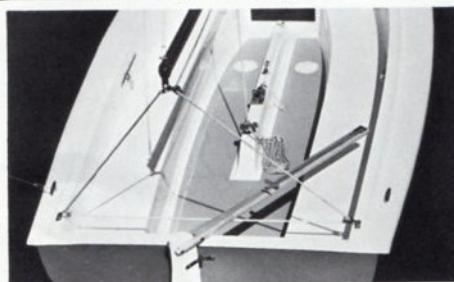
Length: 14'

Beam: 5' 8"

**Draft: Centerboard up 6"
down 3' 10"**

Sail area: 125 sq. ft.

STANDARD FEATURES: Positive foam flotation • Foam filled spars • Anodized aluminum spars • Cam action main and jib cleats • Roller reefing • Combination paddle and boom crutch • Kick-up rudder and centerboard • Adjustable jib sheet leads • Bow eye • Wire jib halyard • Fully enclosed fiberglass centerboard trunk • Two-tone cockpit • Two cockpit inspection/bailing ports • Molded fiberglass seats • Insulated ice box • Self-bailing cockpit • Self-rescuing • Reinforced transom for outboard mounting • Lockable stowage forward • 2-year warranty.

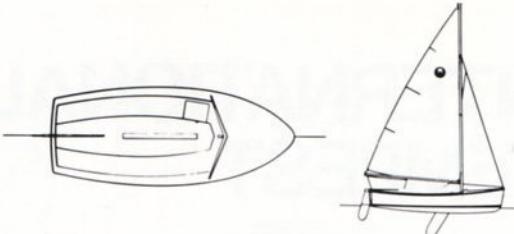


WIDGEON



Widgeon's good sailing characteristics and excellent stability have made her a favorite of yacht clubs for their junior sailing and frostbite programs. She's the smallest sailboat that's really practical for adults, and is easily handled by youngsters.

Now, with a re-styled cockpit, she is self rescuing and has lockable stowage under the foredeck. Even an insulated ice box is standard. The cockpit floor is non-skid and has a contrasting color molded in. Positive foam flotation is under the seats, and will keep the boat afloat even if the hull is holed.



Shortly after Widgeon's introduction, Pleon of Marblehead, Mass., America's oldest junior yacht club, adopted her for their basic sailing program. Now there are over 2,000 sailing, over 200 on Cape Cod. As a trainer, Widgeon can be sailed cat or sloop rigged, or with an optional spinnaker.

Widgeon can easily be trailered, and she's a snap to launch and rig single-handed.

Length: 12' 4"

Beam: 5'

Draft: Centerboard up 5"

down 3' 6"

Sail area: 90 sq. ft.

STANDARD FEATURES: Positive foam flotation • Foam filled mast of anodized aluminum • Kick-up rudder and centerboard • Bow eye • Drain plug in cockpit • Cam action main and jib sheet cleats • Fiberglass centerboard trunk cap • Self-rescuing • Two lockable compartments forward • Insulated ice box • Molded fiberglass seats • 2-year warranty.



INTERNATIONAL TEMPEST

As the 1972 Olympics at Kiel draw closer, interest in the International Tempest is sure to increase. O'Day has built more I.T.'s — and won more races — than any other North American builder. O'Day is sanctioned by Lloyd's of London as an approved builder.

Ian Proctor has designed a large open keel-boat with many of the sailing characteristics of competition dinghies. Careful attention to overall weight and the selection and proper placement of gear is essential to being competitive. O'Day builds to minimum weight allowances, with structural strength and quality finish as well.

Gear and equipment selection is constantly up-dated to keep abreast of the latest developments. Every piece of equipment selected for use on the O'Day-built International Tempest is chosen for its



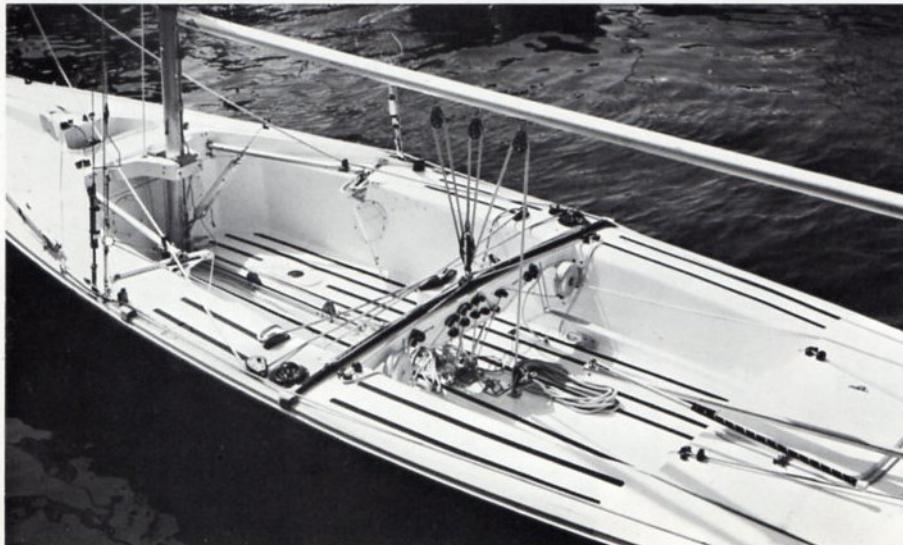
strength, low weight and functional dependability. All gear is extensively tested on the water before being finally approved.

Each boat is ordered individually from the factory and can be built with any combination of hull, boot top and deck colors. As construction progresses, periodic weights and dimensions are recorded. The boat comes with a validated Class Measurement Certificate.

Length: 22'
Beam: 6' 4"
Draft: 3' 7"
Sail area: 247 sq. ft.

STANDARD FEATURES AND EQUIPMENT: Proctor mast and boom (anodized aluminum) • Stainless steel rigging • Dacron running rigging • Complete set light weight blocks • Complete spinnaker gear • Spinnaker bucket (molded in deck) • Two Elvstrom type cockpit bailers • Detachable keel • Detachable rudder • Hiking straps • Boom vang • Class reg. number and certificate • Keel boat stability • Cantilevered jib sheet leads • Self-bailing cockpit • Full-width adjustable traveler • Roller furling jib • Cam action jam cleats for all sheets and lines • Rolled-in side decks • Stowage compartment in stern • Swivel type tiller extension • Inboard rudder • Trapeze gear.

Major O'Day International Tempest Wins:
World Championship — 1968, 1970
National Championship — 1968, 1969, 1970
Atlantic Coast Championship — 1969, 1970
New England Championship — 1968, 1969, 1970



SWIFT



SUPERSWIFT



The fun and thrills of sailing are available everywhere you go when you carry one of O'Day's sailboards on your car top or in your wagon. Lightweight, easy to load and launch, Swift and Super Swift combine all of the excitement of sailing with easy portability.

Every member of the family can enjoy O'Day sailboarding. You don't even need a lesson to make them go . . . even first-timers learn the basics of sailing in just a few minutes. Both have kick-up rudders, so any beach is a potential launching and landing area.

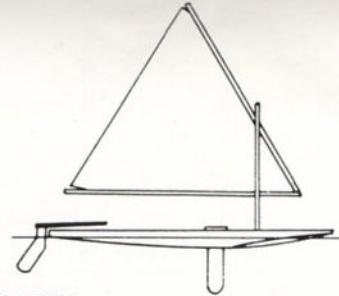
The larger Super Swift can easily carry up to 500 lbs. of crew. The deep cockpit is self-bailing, and hiking straps are standard. A colorful splash rail keeps waves and spray from the cockpit.

Swift, which is self-rescuing in seconds, like its larger sister, has a shallower cockpit, but also has a foam-packed hull for positive flotation. Hull drain plugs of non-corroding plastic are also standard.

Sails are of colorful synthetic fabrics, the same Nylon® and Dacron® used on larger O'Day's.

If you're ready to start sailing, or looking for a fun boat, you can't go wrong by starting here.

STANDARD EQUIPMENT: Kick-up rudder • Stainless steel fittings • Balanced lateen rigs • Anodized aluminum mast and boom • **SAIL:** Swift, nylon, Super Swift, dacron (both red, white and blue) • All necessary lines and halyards, positive foam flotation • Molded fiberglass splash rail • 6-months warranty • **SUPER SWIFT ONLY:** self-bailing drain plug in cockpit • bow handle • hiking straps.



SWIFT SPECIFICATIONS

Length: 10' 4"
Beam: 3' 2"
Draft: Centerboard up 3"
down 3' 2"
Sail area: 44 sq. ft.

SUPER SWIFT SPECIFICATIONS

Length: 12' 8"
Beam: 3' 8"
Draft: Centerboard up 4"
down 2' 10"
Sail area: 80 sq. ft.



SPECIFICATIONS:

	O'Day 23	International Tempest	Yngling	Mariner C/B	Mariner K	R-19 C/B	R-19 K
OVERALL LENGTH	23'	22'	20' 11"	19' 2"	19' 2"	19' 2"	19' 2"
WATERLINE LENGTH	20'	19' 4"	15' 5"	17' 9"	17' 9"	17' 9"	17' 9"
BEAM	7' 11"	6' 4"	5' 8"	7'	7'	7'	7'
DRAFT MINIMUM	2'	3' 7"	3' 6"	10"	3' 3"	10"	3' 3"
DRAFT MAXIMUM	5' 5"	3' 7"	3' 6"	4' 11"	3' 3"	4' 11"	3' 3"
SAIL AREA	245	247	150	185	185	175	175
RECOMMENDED H. P.	3-9	—	3-7	3-7	3-7	3-7	3-7
MAST LENGTH	31' 5"	29' 1"	24' 6"	24' 8"	24' 8"	28' 4"	28' 4"
MAST WEIGHT	70	46	42	40	40	42	42
BOOM LENGTH	9' 9"	11' 4"	8' 7"	10' 4"	10' 4"	10' 4"	10' 4"
BOOM WEIGHT	10	10	10	10	10	10	10
C/B - KEEL MATERIAL	Iron C/B FG	Steel & lead	Iron	Iron & lead	Iron	Iron	Iron
C/B - KEEL WEIGHT APPROX.	1250 C/B 50	500	680	165 & 200 ballast	415	165	415
RUDDER TYPE	Fixed	Spade	Spade	Kick up	FIXED	Kick up	FIXED
RUDDER MATERIAL	W	FG	FG	W	W	W	W
SEATING	6-8	2-3	3-4	6-8	6-8	6	6
WEIGHT COMPLETE AP.	3100	1100	1320	1305	1430	1030	1355
SAFETY FEATURES	SB, SRT	SB	SRT	SB	SB	—	—

	Day Sailer	O'Day 15	Javelin C/B	Widgeon	Super Swift	Swift
OVERALL LENGTH	16' 9"	14' 11"	14'	12' 4"	12' 8"	10' 4"
WATERLINE LENGTH	16'	13' 9"	13' 2"	11' 6"	11'	9'
BEAM	6' 3"	5' 10"	5' 8"	5'	3' 8"	3' 2"
DRAFT MINIMUM	7"	7"	6"	5"	4"	3"
DRAFT MAXIMUM	3' 9"	3' 9"	3' 10"	3' 6"	2' 10"	2' 6"
SAIL AREA	145	135	125	90	80	44
RECOMMENDED H. P.	3-7	—	3-7	3	—	—
MAST LENGTH	24' 9"	22' 4"	23' 1"	18' 8"	10'	7"
MAST WEIGHT	27	23	23	18	7	3
BOOM LENGTH	10' 4"	8' 10"	9' 10"	8' 4"	15' & 12'	10'
BOOM WEIGHT	10	10	10	5	7	2
C/B - KEEL MATERIAL	FG	FG	Steel	FG	W	W
C/B - KEEL WEIGHT APPROX.	21	15	49	7	3	3
RUDDER TYPE	Kick up	Kick up	Kick up	Kick up	Kick up	Kick up
RUDDER MATERIAL	FG	W & FG	FG	FG & AL	W	W
SEATING	6	2-3	6	4	1-3	1-2
WEIGHT COMPLETE AP.	575	350	475	285	120	80
SAFETY FEATURES	SB, SR	SB, SR	SB, SR	SR	SB, SR	SR

SS — STAINLESS STEEL FG — FIBERGLASS W — WOOD C/B — CENTERBOARD AL — ALUMINUM
SB — SELF BAILING COCKPIT SR — SELF RESCUING SRT — SELF RIGHTING

Photos by Peter Barlow and Norman Fortier

O'Day 23 Cabin Furnishings
by Ship's Store, Barrington, R. I.



• A Bangor Punta Company, P.O. Box 1087,
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