

O'DAY 26

OPERATING AND RIGGING INSTRUCTIONS

Caution: Do Not Begin Operating or Rigging Your Boat Until You Have Read All The Following Instructions Thoroughly. See accompanying Safety Information Sheet.



The following is a list of standard equipment that comes with your boat.

1. Mast with one set of spreaders.
2. Boom.
3. Box of rigging containing: stays, main sheet, jiffy reefing, out haul, topping lift, jib sheet, halyards.
4. A package containing: rudder, tiller, and table.
5. Sailbag containing mainsail and jib, battens for mainsail.
6. Two penboards that seal off the cabin.
7. Berth cushions.

Optional Equipment — See your dealer on what is available. Optional equipment comes complete with installation instructions where applicable.

Suggested Equipment for Rigging Boat

1. A medium sized screwdriver, a pair of pliers, and a small roll of tape, approx. 2' stainless steel seizing wire.
2. Optional mast raising device. (If your boat is equipped with the optional mast raising device, please refer to the instructions that come with it.)

RIGGING THE MAST

The first step is to remove the plastic cover from the mast and remove all protective padding. Remove the spreaders which are attached to the mast, and clean the mast with warm, soapy water. Examine the spreaders and note that one end has a hole through it and the other end has an aluminum casting with a slot in it. The end with the aluminum casting goes outboard while the other end goes over the fitting about one-half way up the mast on either side. The spreader is fastened through the hole with the bolt provided. Put the nut on the bottom of the spreader and wrap the bolt with rigging tape to prevent snags. Insert the main and jib halyards through the masthead pulleys. The jib halyard should go on the port (or left) side, and the main halyard on the starboard (or right) side. The eye on the top end of the headstay attaches to the toggle fitting on the front of the masthead with the clevis pin and cotter pin provided. The backstay attaches to the toggle on the aft of the masthead in the same manner. The eye in the end of the topping lift is attached to the pin on the aft side of the masthead between the backstay toggle and the mast. (See figure 3)

Attach the upper sidestays to the fitting on each side of the mast approximately 8 inches down from the masthead. Use the clevis pin and cotter pin provided. Remember that the cotter pins should go bent open slightly (45°) to prevent them from falling out of the clevis pins.

At the end of each spreader insert the upper sidestay into the slot referred to above and tightly wire the stay to the spreader casting. (See figure 2) Tape the spreader ends securely to prevent any

sails from catching on the wire. Before you step the mast pull both ends of both halyards to the mast base and securely tie them to prevent them from getting out of reach when the mast is stepped.

STEPPING THE MAST

We strongly recommend that you have assistance in stepping the mast unless you have the optional mast raising device. Open the turnbuckles at the end of all the stays to the full open position. Place the mast on deck with the masthead forward and the sail track facing up. First, attach the headstay to the bow stemhead fitting, with the clevis pin and cotter pin (see figure 4.) Make sure that the headstay passes inside the bow pulpit. Now proceed to attach the upper and lower sidestays to the side chainplate. The lower stay, the one that attaches at the spreader bases, is attached to the inboard hole. The upper stay, that passes over the spreader end, is attached to the outboard hole. (See figure 5) Do

not attach the backstay yet. Slide the mast forward, being careful not to scratch the deck or bend the turnbuckles, until the mast base reaches the tabernacle. A tabernacle is provided on the deck of the O'Day 26 for ease in stepping the mast. With the mast in a horizontal position, and with the forward and main sliding hatches closed, pin the mast base to the forward hole in the tabernacle. (See figure 7) Next, push up and aft on the mast until the mast is in a vertical position. With one person still maintaining pressure aft on the mast, attach the backstay turnbuckle to the stern chainplate with the clevis pin and cotter ring. Next, insert the aft pin in the tabernacle (See fig. 7) and take the slack out of the rigging. With the mast plumb (in a vertical position) the headstay, backstay, and two upper sidestays should be tightened no more than hand tight plus one turn. The two lower sidestays should be just hand tight.

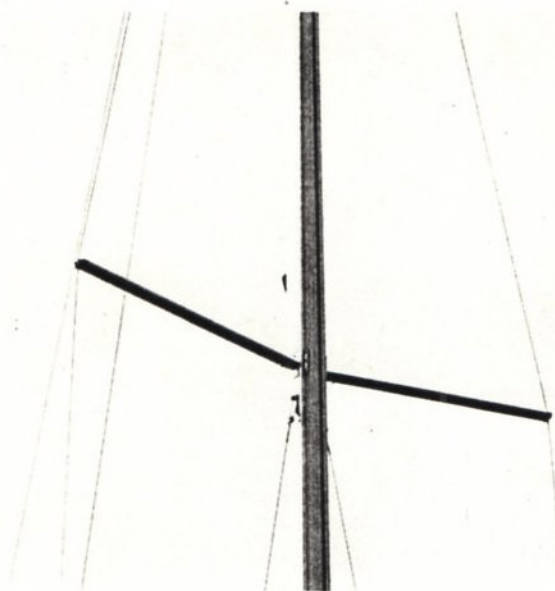


FIGURE 2

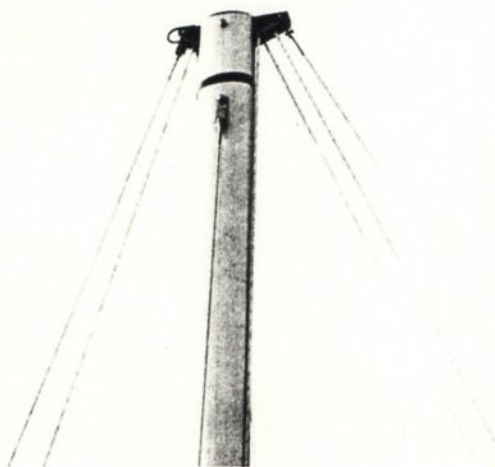


FIGURE 3



FIGURE 4

Caution: It is very important that you do not tighten the stays too much, as this can cause damage to the hull. After the stays have been adjusted, take a pair of pliers and insert the cotter pins in the turnbuckles which will prevent the turnbuckles from unwinding. To be on the safe side we strongly recommend that you wire and tape the turnbuckles so they will not unwind.

ATTACHING THE BOOM TO THE MAST

Insert the gooseneck swivel on the boom into the fitting on the mast. Secure with a bolt provided. To hold up the after end of the boom, thread the topping lift through the after hold in the boom end fitting and pass it forward to a cleat on the starboard side of the boom. (See figure 9)

Mainsheet

Attach fiddle block without cam cleat to boom bail and the block with the cam cleat and mainsheet tail to the traveler. Fig. (6)

To Attach Rudder

On the stern of the boat are two gudgeons into which are inserted the pintles on the rudder. Rudder must be turned all the way to one side or the other before it can be slipped into the gudgeons. (See Fig. 8) Insert hitch pin into the pinhole in the upper pintle to prevent the rudder from accidentally coming loose.

RUDDER

In order to give the O'Day 26 the best possible handling characteristics, the rudder has been made as large as possible. Due to this, the rudder is as deep as the keel. Under certain loading conditions, the rudder might be deeper than the keel. If this is the case, extreme care must be exercised while sailing or anchoring in shallow water as contact with the bottom could cause damage to the rudder. (This only applies to boats with the keel/centerboard configuration.)

Centerboard

The fiberglass centerboard is held in the centerboard trunk by a centerboard hanger that holds the board up and is inserted from the bottom of the keel. Should the

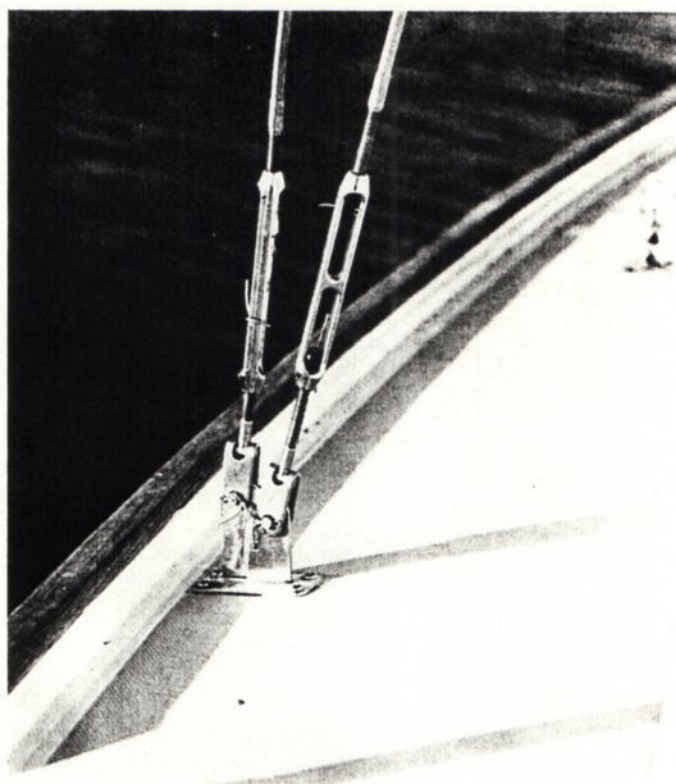


FIGURE 5

centerboard need to be removed for replacement, repair, painting, or for pendant renewal, the hanger is easily removed by unscrewing the fastenings that secure it in place on the bottom of the keel. In the forward end of the cockpit there is a centerboard pendant and cleat. To secure the centerboard pendant, simply wrap it around the cleat. Watch the pendant for wear and replace when necessary. See Fig (6)

TO HOIST OR RAISE THE MAINSAIL

To raise the mainsail, first insert the battens in the batten pockets along the leach of the sail. Slide the battens into their pockets against the elastic and drop them into their retaining lip. Next, starting near the mast

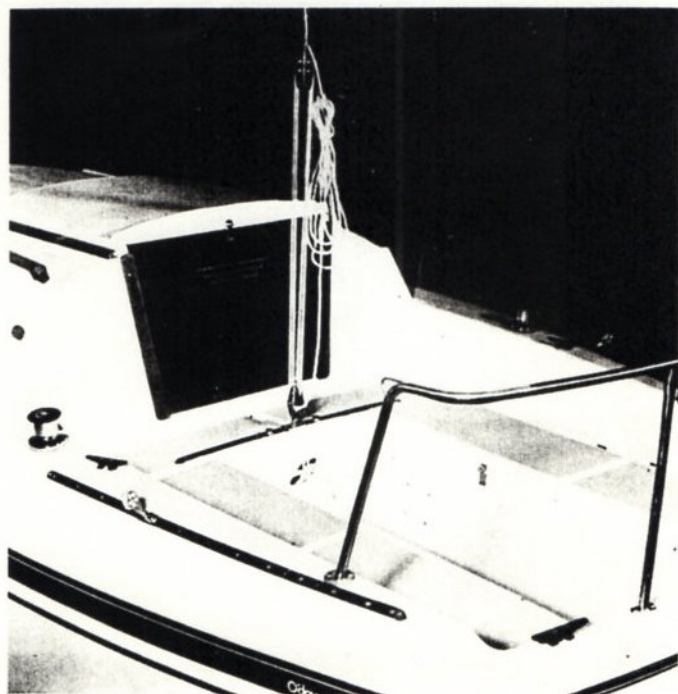


FIGURE 6

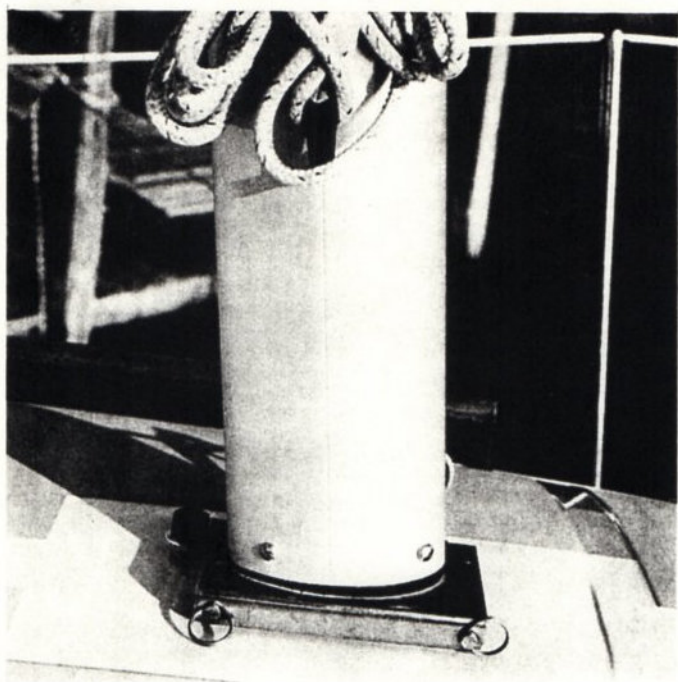


FIGURE 7

feed the foot of the sail clew first into the slot on the boom. The pin in gooseneck casting holds the tack of the sail on the boom. Draw the foot of the sail out along the boom until the foot is tight. Attach the outhaul line provided to the clew of the sail and tie the line to the forward hole in the boom end casting. (See figure 9). A "block action" outhaul can be a help as it reduces the friction on the outhaul line.

Next, fasten the main halyard to the forward hole in the head of the mainsail, and feed the luff slides of the sail into the mast slot through the "gate" provided in the mast track. Hoist the sail fully and cleat it. There is a metal plate in the gate that fastens with a thumbscrew. This plate will prevent the slugs from falling out after they are inserted. Loosen the screw and slide the metal plate over to close the gate. Retighten the thumbscrew. (See figure 11) Correct tension for both the foot and luff (in normal weather) can be achieved by tightening them until vertical (or horizontal in the case of the foot) lines appear and slacking until these lines just disappear.

TO HOIST THE JIB

Attach the shackle on the jib tack to the farthest hole forward on the stemhead fitting. (See figure 4) Next, starting with the lowest, attach all the snaps on the jib luff to the headstay. Tie the center of the jib sheet provided to the clew of the jib and then run each jib sheet outside of the sidestays and through the blocks mounted about three feet behind the chainplates (see figure 5) then to the winches and cleat provided. Tie a figure eight knot in the end of the sheet to prevent the sheet from coming out of the block.

JIFFY REEFING

Your mainsail can be easily reefed in heavier air or when you feel that the boat has too much heel. The operation is as follows: First, tension the topping lift to keep the boom from dropping. Second, release the main halyard until the reef tack cringle, located approximately four feet up the mainsail luff, has reached the boom. Thirdly, run the short reef line from the eye strap, located just below the gooseneck on the port side of the mast up through the cringle to the cleat on the starboard side of the mast.

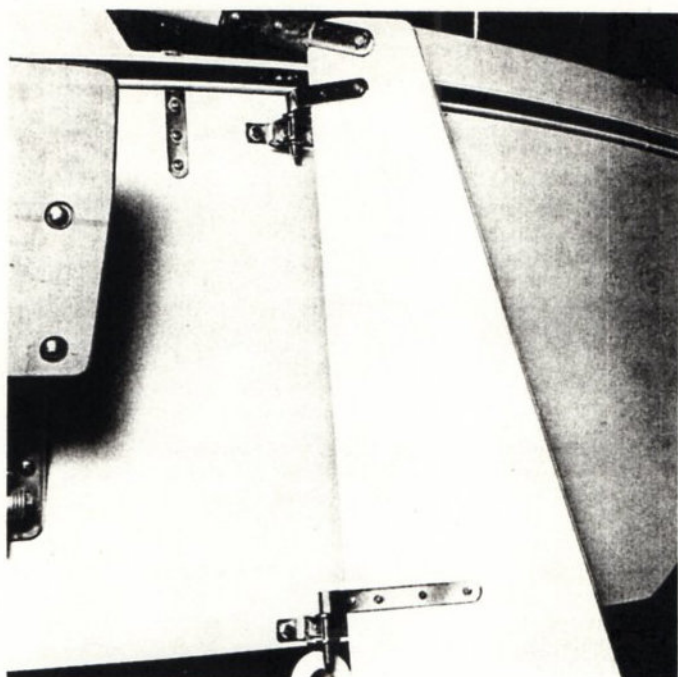


FIGURE 8

(See figure 10) Tighten this line on the cleat. Fourth, run the aft reef line (the longer one) from the eye strap on the port side of the boom, approximately 18 inches from the end, up through the luff reef cringle, down through the block on the starboard side of the boom opposite the eye strap then forward to the cleat. Tighten this line on the cleat, you can then tie up the excess sail by passing small twine through the reef points in the sail tying them under the boom. Leave the fore and aft reefing lines rigged at all times in case of sudden wind increase.

You should practice reefing in calm weather until you become proficient at it. Once you have practiced, you should be able to reef in two minutes.

Outboard Motor

We recommend a maximum of 15 horsepower with a long shaft. The outboard motor is attached to the outboard motor bracket.

CAUTION! Be careful when turning the rudder blade as it can come in contact with the propeller.

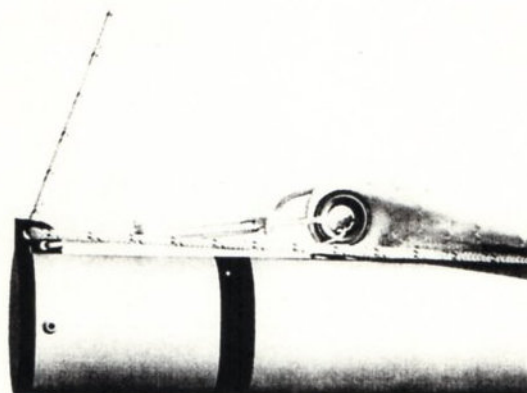


FIGURE 9

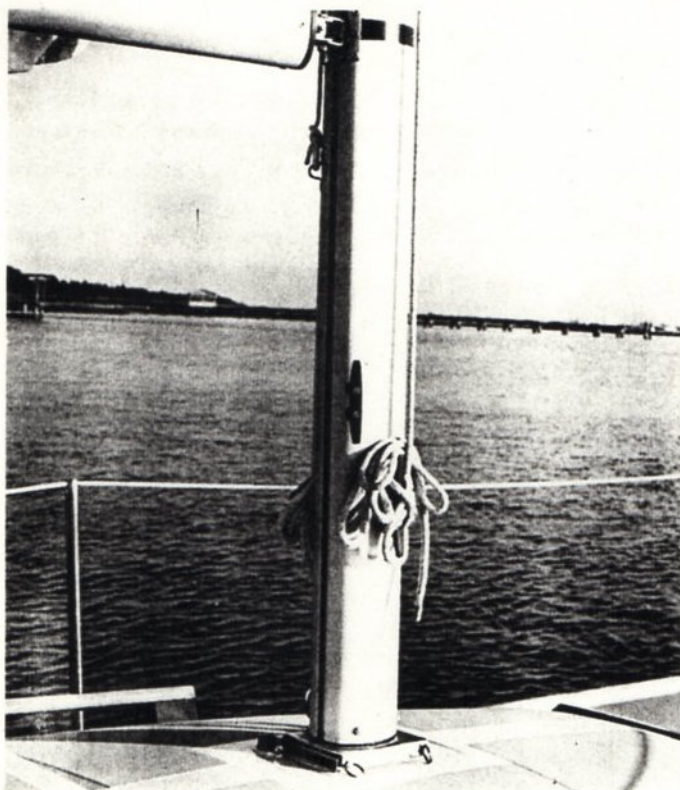


FIGURE 10

Inboard Engine

If your boat is equipped with an inboard engine be sure to carefully read your engine manual before starting.

Trailer

You will need a trailer that will support the complete boat's weight plus 20 per cent which will cover weight of normal gear. It is a good idea to pad all areas of the mast that come in contact with the boat and trailer. All halyards and stays should be securely fastened to the mast while trailing. Also be sure that the boat is securely fastened to the trailer itself. The majority of hull weight should be in the keel support bed of the trailer.

Do not have excessive weight on the two side supports, for ease in hauling and launching, and for proper weight distribution on the hull. When launching your O'Day 26 you will have to back the trailer into the water and float the boat off. This can easily be done with any average-sloped launching ramp. In salt water, be sure to wash the trailer down immediately to minimize corrosion. If your trailer is equipped with "bearing buddies," be sure to check for sufficient grease.

NOTE: Trailers rated for gross loads require a 2 inch trailer ball. (I.E., over 2,000 lbs.)

SINK DRAIN, COCKPIT DRAIN AND CENTERBOARD TUBE HOSES

Be sure to check all thru hulls and their connections for water tightness. Hoses and hose clamps should be checked for tightness before each sail.

THROUGH HULL FITTINGS — Be sure to check all fittings for water tightness.

BILGE COVER

The bilge cover in the cabin floor located over the keel is provided so that any water in the hull can be pumped out. Be sure to check this area prior to sailing.

General Information

The following information is to be used as a general guide and if you are unsure or need more help, do not hesitate to call upon us or your dealer.

Tuning — Do not overtighten stays as mainsheet tension



FIGURE 11

will dictate tension on headstay. While sailing, the leeward stays will always go slack due to mast bend, stretching, etc., so under no circumstances should you tighten them under sail — all adjustments should be made while at rest with the sails down.

Maintenance

Fiberglass Repairs — although fiberglass is a relatively simple material to work with, we urge that you familiarize yourself with the proper procedures in order to insure good results.

The surface color (gel coat) should be cleaned and waxed at least twice a year in order to maintain its luster. The color may fade due to weathering and if ordinary cleaning will not bring the color back, try a regular automotive compound followed up by waxing.

Sails — Dry and fold carefully after each use and if used on salt water wash with fresh water every so often. Fold by stretching out the sail on the lawn or clean surface and starting at foot with person at clew and tack, make one foot to two foot folds by bringing the head down towards you gradually and evenly. Finally, fold from clew to tack or vice versa.

Woodwork—

Varnish at least once a year, using any good marine varnish. Teak can be either oiled or varnished.

Bottom Paint — recommended in both fresh and salt water. Follow directions on can — be sure to paint centerboards as well as bottom.

Leaking — Should any leaks develop through hardware fastenings, hull and deck joints, etc., these can be easily fixed by applying a good marine sealant.

For The Racer

The rake of the mast can be changed by adjusting the headstay turnbuckle and then re-adjusting the sidestays. In general, a boat will perform better while sailing to windward with some aft rake and better downwind with the mast plumb or slightly raked forward. Races are usually won to weather, so favor more aft rake, if anything.

Sail Set — The jib halyard should be taken up so that the tension on the luff, while under sail, is the same as on the headstay. The tension on the foot and luff of the mainsail should be such that there are no stress lines or wrinkles in the sail. Apply more tension as the wind increases, which will move the draft forward and decrease heeling moment, etc. In general, the outhaul should be slackened while sailing off the wind in order to create more draft in sail.

Tell Tales are an invaluable aid in determining wind direction — 8 inch pieces of yarn tied to sidestays 2 ft. to 4 ft. up from chainplate and a wind pennant on top of mast.

6 inch to 8 inch pieces of yarn taped to luff of jib on both sides every 3 feet or so on bottom half of sail 8 inches back from luff wire are excellent wind-flow guides. If you point too high, weather yarn flutters and if pointing too low, leeward yarn flutters. Both should flow back evenly — remember this only tells you flow pattern for a given jib trim, so trim must be correct for sailing angle.

SAFETY INFORMATION

The mast, the stays, and all other parts of O'Day sailboats under 26 feet, following the general boating industry practice, are not grounded, except inboard models which are grounded. Should your O'Day sailboat be struck by lightning or make contact with electrical power lines substantial injury may result to the occupants. We recommend that if you wish to be protected from injury resulting from lightning that you have your O'Day sailboat grounded by an authorized O'Day dealer or other reputable boat yard in the manner recommended by the American Boat and Yacht Council of New York, New York. Under all circumstances, whether or not your boat is grounded, when lightning is present in your boating area, contact with the mast, the stays, and other metallic object should be avoided.

We do not believe that grounding would be effective to avoid injury to occupants of your sailboat, if contact is made with electrical power lines.

When operating your sailboat on waterways, charts should be regularly consulted, not only for normal hazards, but also for the presence of electrical power lines. In addition, a lookout should be maintained for the presence of overhead electrical power lines, particularly during launching and hauling.

Boating Safety Act

A new Federal Boating Safety Act was passed in 1971 to further encourage safety in boating. O'Day endorses the general nature of this Act and certifies that it reasonably complies with requirements of the Act. There are several specific aspects of the Act new customers should understand.

1. Every O'Day boat has a special numbering system. Numbers are permanently molded into the transom on all models. The first three letters are our manufacturing I.D. Code, the next letter represents the boat model code letter, the first four numbers are the sail, class, or hull number and the last four digits represent the model year and the month the boat was built.
2. Customers are required to provide approved life saving devices for each crew member on board.
3. Availability of approved fire extinguishers is required on many boats. Customers should consider having an extinguisher even when not required.
4. Recommended horsepower for engine is included in O'Day's catalog and should be complied with for safety and warranty reasons.
5. After dark boats must be lit in an approved fashion — customers must make provision for this.
6. O'Day is obligated to inform customers of manufacturing defects which may exist in specific boats. O'Day must describe the defect, evaluate the hazards involved, and state the action it is taking to eliminate the defect. Obviously O'Day cannot do this readily without record of each boat's owner, which is supplied by return of the Warranty Card. The Company strongly urges this Card be returned promptly.

MANUFACTURING CHANGES

Bangor Punta Marine reserves the right to make specification and design changes. If your boat is different from the enclosed instructions in any way, check with your dealer for correct procedures.

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: Pulley 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: The wire pendant attached to one of the boom vang blocks slides into a plate 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 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.

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.

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 downwind.

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 mainmast.

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.

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.

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 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.