

Oday 272

**"There's plenty of water
out there, but it's spread
kinda thin in places."**





INTRODUCING THE O'DAY 272: THE MOST SENSIBLE DESIGN FOR CRUISING EVER BUILT.

How the O'Day 272 breaks the mold:

The O'Day 272 was designed by C. Raymond Hunt Associates to be fast and nimble, moderately light and lively and easily sailed by one or two. We also asked that the boat and rig be quick and easy to get sailing and just as simple to put away.

The 130% genoa jib is mounted on a cockpit-actuated roller furling headstay foil. The sail is ready to go as soon as you release the furling line and trim the sheet. The main halyard is led to the cockpit, so, once sail stops are released, up goes the main! Trim and you're sailing away!

If the breeze picks up, reefing is also done from the cockpit. Ease the halyard and mainsheet and pull on a single reefing line. Your mainsail is shortened. Retension the halyard, trim the sheet and you're on your way once again.

Your genoa jib is vertical-cut so it, too, is reefable to a smaller sail. Ease the sheet, furl to the desired size, cleat the furling line and retrim the sheet. Easy.

Mainsail shape and trim are enhanced by use of a full-width cabin top traveller for the mainsheet. This allows you to better control the airfoil of the mainsail when going to windward and have better sail control when reaching and running free. The cockpit and companionway are free of hardware and lines under load.

Wing keels come to cruising:

The O'Day 272 draws just 35" of water. (That's not even waist-deep to a six-footer!) Yet, it has 1930 lbs. of lead



ballast lowering the center of gravity by using a keel with "wings."

Winged keels designed for cruising serve two simple exclusive functions: they keep the center of gravity low (which counteracts heeling or "tippiness") while opening up miles of waters where a conventional keel would be too deep. Those reasons are precisely why the O'Day 272 has a winged, end plate effect ballast keel especially designed for it. It's not a gimmick. It is correctly engineered to enhance the performance of a shoal draft boat.

The keel is a solid lead casting, bolted onto the bilge sump in the hull and sealed with a polyurethane compound just as on our larger yachts. Lead doesn't rust or flake as cast iron does, and because it is a "soft" metal, it absorbs some shock in case grounding occurs.

We enlisted the design assistance of Roger Marshall N.A., a wing keel expert, to add his expertise so that we have a swept-back, low drag keel specifically designed for cruising and the O'Day 272 without the drawbacks overdesign can bring.

Other sensible features for cruisers:

Most of us like to swim from our boats or take a dinghy to pay a visit or go ashore. The O'Day 272 shares a practical feature with larger O'Day yachts: a swimming/boarding platform is molded into the transom, making coming aboard an easy task as well as adding a measure of safety.

A recessed, covered anchor well is in the foredeck so that your anchor and line are always close at hand but out of the way. There is a large gear and equipment locker in the cockpit for fenders, dock lines, bucket, deck gear, etc.

There is an adjustable outboard motor bracket and the fuel tank locker in the cockpit is sized to fit a standard 6 gallon tank. Some who cruise like the dependability of an inboard diesel: it's available as an option.

Cruisers and racers like the security of hand and toe holds; that's why the standard boat includes teak handrails, teak-capped toe rails, lifelines and bow and stern pulpits.

The cockpit is seven feet long, with wide, contoured seats comfortable for sitting or sleeping under the stars. All angles where you're likely to sit are faceted, so there aren't any sharp, bruising corners. Non-skid patterns are molded in; (a proven pattern is used on all O'Day cruisers and yachts) and the decks are balsa cored for strength. In all, the entire concept of a simple easy-to-sail, uncomplicated sailboat has been well executed in the O'Day 272.

Light and air are both important for cruisers. The O'Day 272 handles those requirements with a translucent forward hatch, midship skylight, extra large main hatch, two midship opening ports, and another port in the cockpit for added brightness in the large quarter berth.

In carrying the concept of the simplicity of the O'Day 272 further, we haven't attempted to jam the interior of a larger boat into this one. (As you look at the accommodation plan you can see that the hull has a nice shape and that there is

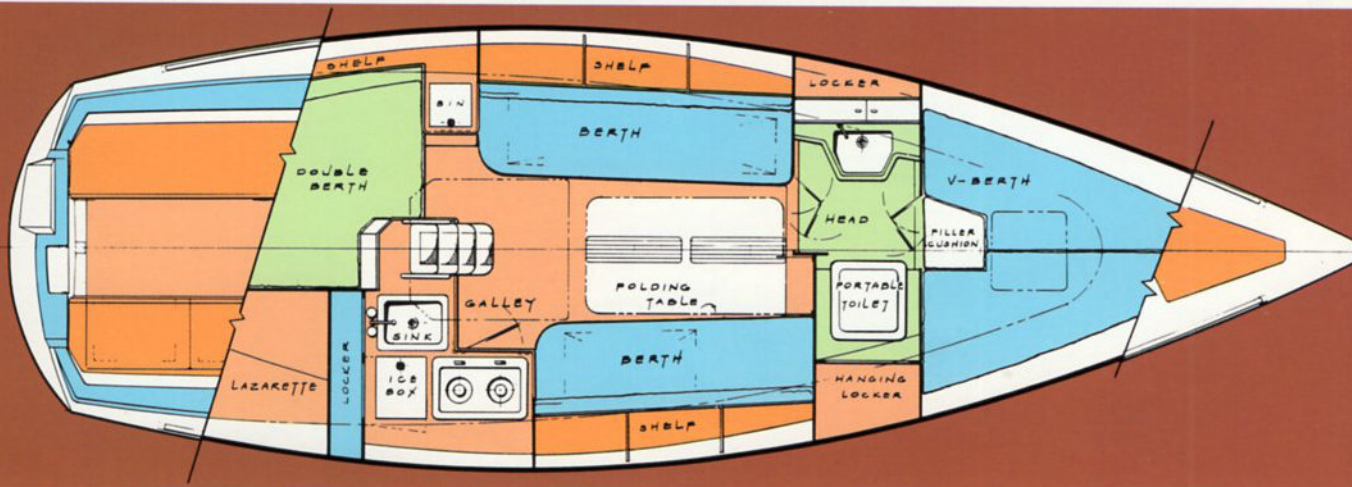
under the galley, a hanging locker in the head, linen locker over the vanity (which is a one-piece molded unit for easy cleaning) and a storage bin opposite the galley.

We haven't built the O'Day 272 cheaply, but we've kept it simple and straightforward. We feel that the standard boat is well equipped for size and purpose. We've kept the list of options very limited so that it is not possible to complicate a boat designed to be kept simple.

The O'Day 272 is a return to the concept that the fewer systems there are

to go wrong, the less time will be spent fixing them.

The O'Day 272 is all new from the keel up, but it shares a heritage of enjoyment and owner satisfaction O'Day started in 1959—over 60,000 boats ago. Compare the 272 with other boats in this size range, you'll find that you like it, and there's nothing on the market that compares in features or price. So come join the over 500 families that are enjoying the O'Day 272.



STANDARD BOAT DESCRIPTION O'DAY 272

DIMENSIONS AND CAPACITIES

HULL		RIG	
• LOA	26'11"	• I	30'10"
• LWL	22'11"	• J	10'6"
• Beam	9'0"	• P	26'1"
• Draft	2'11"	• E	10'6"
• Ballast	1930 lbs.		
• Displacement	outboard 5025 lbs. inboard 5375 lbs.		

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
• Optional Fuel Tank (Inboard Engine)	9 gallons
• Optional Inboard Engine 10 HP Universal, 2 Cylinder, Freshwater Cooled Diesel Engine	



a pleasant flare to the topsides from waterline to deck level.) The deckhouse is cambered to optimize headroom: 6'1" at the companionway and 5'8" at the main bulkhead. The berth aft is over seven feet long and four feet wide at the shoulders. There is ample foot and hip room. The forward berth is 6'8" long and over five feet wide at the head. The two facing settees, with storage underneath, are 6'3" and 5'6", so we can honestly say that the O'Day 272 sleeps five adults with an extra child's berth not counted. Settee backs form fiddle rails for storage shelves outboard. Additional storage is over and



All O'Day boats are constantly being reviewed and improved. As a result, standard equipment and options are subject to change at any time. See your dealer for the latest specifications.

HULL AND DECK

- One piece, hand-laminated hull with molded sheer and boot stripes.
- 1,930 pound external lead keel bolted to keel stub/bilge sump molded with hull. Keel is high lift winged design.
- Swim/boarding platform molded into transom.
- Stainless steel swim ladder mounted on platform.
- Transom mounted fiberglass and foam rudder; epoxy coated tiller.
- Multi-position outboard bracket mounted on transom.
- Hull/deck joint is lapped, sealed with a marine adhesive/sealant, mechanically fastened and covered with an aluminum and vinyl gunwale guard.
- Hand laminated, balsa-cored deck with molded nonskid and two-tone colors. Plywood replaces balsa in high-stress areas.
- Fixed plexiglass ports.
- Two opening cabin ports.
- Fixed port from cockpit to quarterberth.
- Fixed skylight over main cabin.
- Translucent forward hatch.
- Anchor and rode locker in foredeck.
- Molded fiberglass toerails with teak caps.
- Stainless steel bow pulpit; stanchions with single life lines and pelican hooks; split stern pulpit.
- 2 ea. bow and 2 ea. stern 7" mooring cleats.
- Teak cabin top handrails on custom molded bases.
- Cockpit fuel tank locker.
- Cockpit sail/gear locker.
- Molded small items bin in taff-rail.
- Sliding companionway hatch with teak plywood penboards.
- Cabin top mounted Barlow 15 halyard/mainsheet winch.
- Mainsheet traveler mounted on cabin top; sheet led to cabin top winch and stopper.
- Barlow 16LTC genoa winches.
- Genoa track (1" x 5') with lead blocks.

SPARS AND RIGGING

- Anodized aluminum mast and boom.
- 130% vertical cut reefable genoa with UV cover.
- Mainsail with single reef.
- Single spreader, masthead rig with 1 x 19 stainless steel cable stays; swaged turnbuckles. Mast stepped on deck with hinged mast step.
- Mast running light and anchor light.

- Braided dacron, color coded rigging. Blue for mainsail; red for jib.
- Single line reef system led to cockpit allows quick reefing without going forward.
- Adjustable boom topping lift.
- Internal halyards, outhaul and reef.
- Cruising Design over the headstay furling system with control line led to cockpit.

INTERIOR

- Molded fiberglass floor pan extends throughout the interior; bonded to hull at two levels to increase stiffness and strength of hull; textured sole.
- Sound absorbing fabric headliner throughout interior.
- Fabric hull liner.
- Teak bulkheads and cabinets throughout interior.
- High-pressure laminate in off-white on counter and table tops.

V-BERTH

- 6'8" V-berth with storage under; 4" fabric covered foam cushions.
- Removable berth insert provides standing space.
- Folding privacy doors.
- Storage under berth.

HEAD

- Molded fiberglass vanity with sink, manual water pump, storage locker, and medicine/linen cabinet.
- Portable chemical head mounted.
- Hanging locker.

MAIN CABIN

- Facing settees in main cabin. Port settee is 6'3"; starboard is 5'6". Four-inch fabric covered foam cushion.
- Varnished teak and holly cabin sole hatches.
- Drop-leaf, bulkhead mounted table; folds to store when not in use.
- Galley with deep stainless steel sink; manual water pump; 3.0 cubic foot icebox; food and dish lockers; space for stove.
- Teak companionway ladder.
- Storage locker aft of port settee.
- Large double quarter berth, 7'3" long by 4' wide; 3" fabric covered foam cushion.
- Headroom 6'1" under companionway hatch—6' at forward end of companionway; 5'8" at main bulkhead.

MECHANICAL AND ELECTRICAL

- International running lights mounted on pulpits.
- 12 volt circuit breaker panel.
- Plastic battery box (battery not included).
- 30 gallon seamless plastic water tank with deck fill.
- Lightning ground system.
- Manual bilge pump.

DESCRIPTION OF OPTIONS

1. *Boom Vang*—Multi-part tackle with all hardware needed to attach to the mast and boom (4:1).
2. *Cradle*—Heavy wood cradle designed for shipping and storing the boat.
3. *Overboard Head*—Marine head mated to holding tank; deck and overboard discharge.
4. *Onboard Head*—Marine head with 15 gal. holding tank; for shore pump-out fitting.
5. *Inboard Diesel*—Universal diesel 10 h.p. engine, 2 cylinder FWC, 1" shaft, 2 blade prop, 9 gal. fuel tank.
6. *Mainsail Cover*—Blue fabric sail cover to protect the main from the weather, when the sail is left furled on the boom.
7. *Stove*—Stainless steel, two burner, gimbaled non-pressurized alcohol stove.
8. *Stripes*—Hull-Chinese Red in lieu of Mid-Watch Blue.
9. *V-Berth Storage Pouches*—Nylon zippered pouches for holding miscellaneous gear and books; mounted on hull above V-berth on both sides. Pouches are removable and include carrying handles. Color is beige with navy blue trim.
10. *Self-Tailing Primary Winches*—Barlow 19 self-tailing winches mounted in lieu of standard #16's.
11. *AM/FM Stereo Cassette*—Maxxima Marine Stereo system with Digital Display, weatherband, auto stop and silicone sprayed chassis. Two speakers. Unit mounted in main cabin.
12. *Accordion fabric curtains*, installed on cabin ports.

Also available is the O'Day 272LE, a specially equipped version of the 272. Inboard diesel and Edson wheel steering lead the list of featured equipment.

Ask your dealer for details.

The O'Day line ranges from the 17' Daysailer to Trailerable Cruisers (the O'Day 192, 222, 272, and 272LE) and O'Day Yachts (the 302, 322, 35 and 40).



CAL and O'Day sailboats are built by:
The O'Day Corporation
848 Airport Road, Fall River, MA 02720-4793. (617) 678-5291