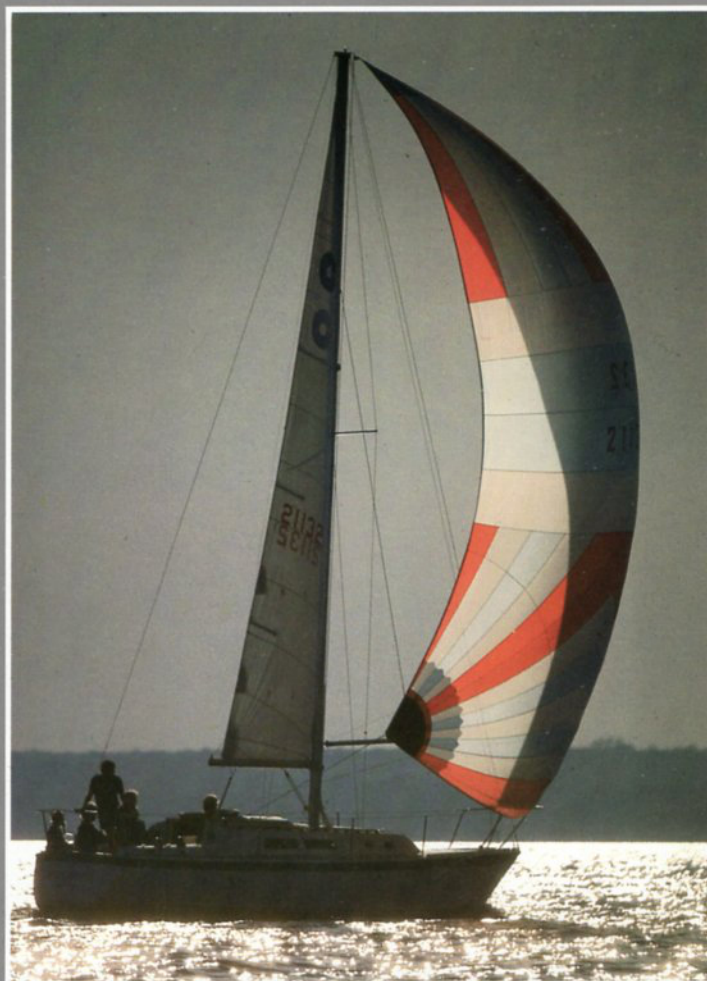


THE O'DAY 30





One of the most telling remarks ever made about sailing was that of a friend of ours who said, "Whenever two boats meet, there's a race – even if it's only on one boat." And while few hard-bitten racers rarely understand the pleasures of cruising, there are many dedicated cruisers who occasionally enjoy a fast tour around the buoys. And who curiously become attentive to the sheets when another cruising boat chances by. The stated object of racing is winning. But the satisfaction comes in doing well – sailing well and finishing well. And then gathering at the club with competitors and friends and re-racing the best parts with salt shakers, glasses and napkins. To say that the O'Day 30 is a flat-out race boat would be unfair – to it and to those few who want to win at all costs. But we can honestly tell you that the O'Day 30 is a fine, high-performance cruising boat on which good sailors can race and expect to do well. And we can tell you with absolute certainty that the O'Day 30 is the largest 30-footer on the market today.

Performance is not a new word at O'Day. For 23 years we've been building the daysailers that taught America how to sail. And before we built the O'Day 30, we built 12,000 cruisers and 48,000 sailboats in all.

Consider these basic facts.

The O'Day 30 has a beam of 10'9". The keel version draws 4'11", displaces 10,150 pounds, and has 3,850 pounds of lead. The keel/centerboard version draws 3'6" (board up) and 7'2" (board down), displaces 10,600 pounds, and is ballasted by 4,300 pounds of lead. The high aspect ratio rig spreads 441.3 square feet of sail.

A sailor with some technical background can quickly deduce some exciting benefits.

- 1) The 30 has to be monumentally stable – able to plant its feet firmly in a breeze and tramp across seas that would have others reaching for the reefing lines.
- 2) The 30 must be strong – building displacement into a boat with a powerful rig is not for



- the builder who scrimps on fasteners and fittings and who is inattentive to layup quality.
- 3) The 30 is likely to be fast – high ballast-to-displacement ratio (about 39% ballast); ballast in the keel for a low center of gravity; plenty of power in the rig.
 - 4) The keel/centerboard 30 has 450 pounds more ballast than the keel version to absolutely ensure that it has the same stability.
- What can't be seen in the numbers becomes abundantly clear when experienced in person.



- 1) The O'Day 30 is the biggest 30-footer afloat – without giving away one tiny measure of classic yacht eye appeal.
- 2) It balances beautifully, sailing and handling in a most reassuring way. New sailors will find fewer handling uncertainties than in smaller, less forgiving craft.
- 3) It's laid out to work. Lines lead logically. The cockpit is big and protected. There's a self-draining anchor locker on the foredeck, and a wet locker aft. The deck is equally efficient for easy sail handling or heavy sun bathing. Standard equipment includes Barient winches, bow pulpit, lifelines, interior and running lights, and a 2-cylinder diesel engine.

It must be said: John Deknatel and his group at Hunt Associates never leave well enough alone. There was very little unsatisfactory about the original O'Day 30 accommodation plan. But when they presented us with their new scheme, we knew it had to be. It simply

Step forward on the teak and holly access panels, and you're surrounded by the biggest main cabin that ever graced a 30-footer. Five can sit and eat around the settee dining table without one suffering in a corner spot. Table lowered and cushion inserts in place, the settee becomes a full double.

To port, a generous single gets bigger when the seatback flips up. And on both settees, contoured seats add comfort to sitting and a little support to weather bunk sleeping.

Forward of the main salon is a marvelous head area which either closes off to leave a passageway from main to

elevates the O'Day 30 into a whole other level of boat.

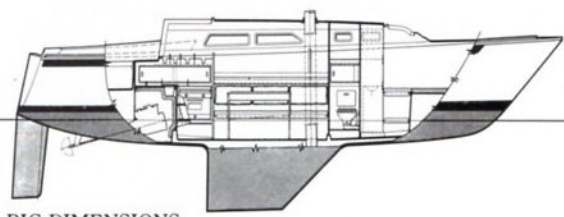
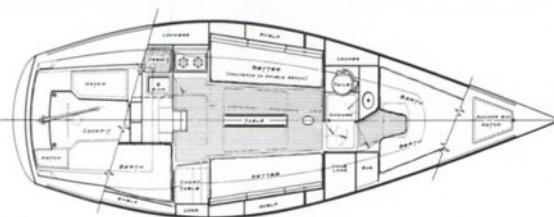
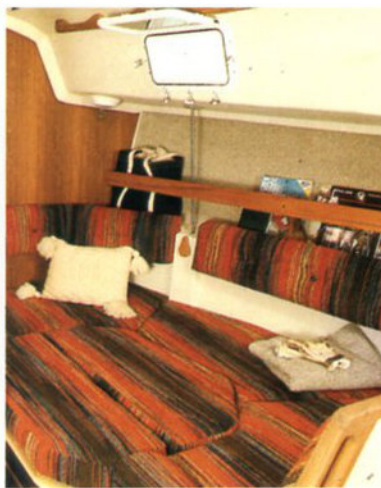
All below-decks labors are concentrated aft, near the fresh air of the open companionway hatch. To port, there's a cooking center – 2-burner alcohol stove, deep stainless sink, ice-box with insulated lid, pressure hot and cold water (an option) and storage enough to wear out the chef.

To starboard, the skipper has a nav station where charts can rest without accumulating jelly tracks, and where serious piloting can be accomplished. And just abaft is a bunk into which the navigator can dive at sea or which makes up into a squeezed double for overflowing guests.

forward cabin, or closes off each cabin to form a full width shower area. The lav area has a custom-formed sink and vanity which economizes on space and makes maintenance easier. Shore clothes are stored in the hanging locker to starboard.

West Coast sailors sometimes live aboard their boats for extended periods, so we've made the 6'5" forward cabin berth worthy of resting hard-working bones. With a single insert, it becomes a couple's retreat.

Everything about the O'Day 30 encourages its crew to stretch for seductive far horizons. We built it that way because we know what you want.



HULL DIMENSIONS

| | | |
|--------------|------------------|-----------|
| LOA | 29'11" | 9.12 M |
| LWL | 25'5" | 7.74 M |
| Beam | 10'9" | 3.28 M |
| Draft | 4'11" keel | 1.50 M |
| | 3'6" c/b (up) | 1.1 M |
| | 7'2" c/b (down) | 2.1 M |
| Displacement | 10,150 Lbs.-keel | 4,604 Kg. |
| | 10,600 Lbs.-c/b | 4,808 Kg. |
| Ballast | 3,850 Lbs.-keel | 1,746 Kg. |
| | 4,300 Lbs.-c/b | 1,950 Kg. |

RIG DIMENSIONS

| | | |
|-------------------------|---------------|------------|
| I | 39.75' | 12.11 M |
| J | 13.25' | 4.04 M |
| P | 33.75' | 10.29 M |
| E | 10.25' | 3.12 M |
| Sail Area | | |
| (100% Foretriangle) | 441.3 Sq. Ft. | 41.0 Sq. M |
| Mast Height Above Water | 44'0" | 13.42 M |

CAPACITIES

| | | |
|----------------------|--------------------|--------------------|
| Berths | 6 | |
| Fresh Water Capacity | 25 Gallons | 95 Liters |
| Ice Box Capacity | 4.5 Cubic Ft. | 127.5 Liters |
| Fuel Capacity | 26 Gallons | 98.8 Liters |
| Engine | Diesel – Universal | Fresh Water Cooled |
| | | 2 Cylinder 16 HP |



O'DAY

AMERICAN PIE
NEWPORT



STANDARD FEATURES FOR ALL O'DAY YACHTS

HULLS AND DECKS

- One-piece hand laminated hull with molded-in boot top and sheer stripe.
- Below water thru-hull fittings are bronze with Zytel seacocks.
- Hand-laminated fiberglass deck with plywood and balsa core; two-tone deck with colors and non-skid molded in.
- Anchor Locker in foredeck with overboard drain.
- Molded fiberglass toe rails with teak trim.
- Flush fiberglass forward hatch with translucent plexi-glass panel.
- Molded fiberglass companionway hatch with solid teak, vented penboards.
- Teak cabin top hand rails.
- Teak eyebrow on cabin side.
- Back-up plates on all cleats, pulpits, and stanchions.
- Stainless steel bow and stern pulpits and stanchions; transom boarding gate.

INTERIORS

- Teak bulkheads and trim throughout interiors.
- Molded fiberglass headliner.
- Textured fiberglass floor pan.
- Foam-backed fabric hull liner, for noise absorption and insulation.
- Molded bins under berths provide dry storage area.
- Towel ring, glass toothbrush holder, toilet paper holder and mirror in head.

SPARS AND RIGGING

- Painted extruded aluminum masts and booms with luff and foot grooves; masts stepped on keel.
- Single spreader, double lower shroud masthead sloop rig.
- Airfoil spreaders.
- Anchor and bow lights.
- Braided running rigging; halyards are low-stretch braid.

ELECTRICAL AND PLUMBING

- Number coded 12-volt wiring.
- Circuit breaker panels with battery selector switch, power-on light and battery condition meter.
- Seamless plastic, baffled water tanks.
- Lightning ground system.
- Manual bilge pump with cockpit access.

O'DAY 30 STANDARD FEATURES

HULL AND DECK

- Internal lead ballast bonded in place. Keel ballast weight - 3850 Lbs. Centerboard ballast weight - 4300 Lbs.
- Centerboard model: weighted, foam filled fiberglass centerboard; centerboard trunk molded with hull; centerboard hanger system designed so that pivot pin does not penetrate hull; centerboard pennant runs aft to cockpit.
- Welded stainless steel stemhead fitting.
- 2 Fixed foredeck port lights for added light in V-berth.
- Four fixed ports and four opening ports with screens.
- Two Bariat #21 2-speed chrome genoa winches with cleats.
- Mainsheet traveler with adjustable stops.
- Laminated wood tiller; stainless and aluminum tiller head fitting.

- "T" shape cockpit; 6'8" long.
- One wet storage locker in cockpit.
- One cockpit seat hatch opens to large storage locker; lockable.
- Genoa sheet turning blocks.

SPARS AND RIGGING

- Split backstay.
- Two Bariat #10 halyard winches and cleats.
- Mainsail with single reef point.
- Working jib.

INTERIOR

FORWARD CABIN

- Storage under berth in molded plastic bins.
- Bifold, louvered teak door.
- Headroom - 6'.

HEAD

- Molded fiberglass vanity, includes sink, manual fresh water pump, bin & storage locker.
- Teak framed cabinet with sliding plexiglass doors and shelf, outboard.
- Marine head discharges to a 15 gallon seamless plastic holding tank with dockside discharge.
- Hanging locker with louvered teak door and two drawers.
- Bifold, louvered teak doors.
- Headroom - 6'1.

MAIN CABIN

- U-shape dinette.
- Dinette table mounted on an adjustable height pedestal.
- Dinette converts to a double berth 6'6" long.
- Straight settee to port measures 6'6".
- 5" Fabric covered foam cushions.
- Storage under dinette in molded bins.
- Teak cabin sole hatches.
- Teak overhead grab rails.
- Curtains on fixed ports.
- Headroom - 6'3".

NAVIGATION AREA

- Chart table with hinged lid.
- Two drawers in chart table.
- Panel over chart table with storage locker.
- 6'6" Quarter berth with 4" fabric covered foam cushion.

GALLEY

- 2-Burner gimbal alcohol stove.
- 10" Deep stainless steel sink with manual fresh water pump.
- Insulated icebox.
- Stainless steel companionway ladder with teak treads; companionway grab rails.

MACHINERY, ELECTRICAL & PLUMBING

- Universal 16, 2-cylinder 16HP fresh water cooled diesel engine.
- 1" Bronze shaft and 2-blade propeller.
- Instrument panel includes fuel gauge, amp meter and temperature gauge.
- 26 Gallon aluminum fuel tank.
- 95 Amp battery in plastic box; battery disconnect/selector switch.
- Circuit breaker electric control panel with battery condition indicator and power-on light.
- 25 Gallon deck filled fresh water tank.
- International running lights.

O'DAY 30 OPTIONS

- *Boom Vang* - 4:1 Purchase boom vang with integral cam cleat. Bails on boom and mast.
- *Bow Cowl Vent* - 4" Diameter, flexible cowl vent with chromed brass deck plate.
- *Carpet* - Off-white shag carpet in main cabin.
- *Compass - Bulkhead Mount* - Ritchie SFB-60 or equivalent compass installed in aft cabin bulkhead, port side.
- *Compass - Pedestal Mount* - Ritchie SNF-44 or equivalent, installed in pedestal (available with wheel steering option only).
- *Cradle* - Heavy wood shipping/storage cradle designed for the O'Day 30.
- *Double Lifelines with Gate* - Second set of lifelines at mid-stanchion height. Boarding gate with braced stanchion aft on starboard side.
- *Extra Battery* - Second 95 Amp/hour battery installed in a battery box and wired to the battery disconnect/selector switch.
- *Overboard Discharge Head* - Addition to standard head installation, which allows the holding tank to be discharged in uncontrolled waters.
- *Mainsail Cover* - Blue cover for mainsail when sail is left on boom. The cover protects the sail from sun and weather.
- *Pressure Cold Water with Shower* - Pressure water system with self-priming, pressure sensitive pump; faucets in galley and head; hand-held shower in head; shower curtain.
- *Pressure Hot & Cold Water with Shower* - Same as pressure cold water with the addition of a 6 gallon water heater which operates off either the 110V AC system or the engine heat exchanger. Faucets in both head and galley. (110V AC system is not included - must be ordered separately.)
- *Salt Water Pump in Galley* - Manual pump faucet installed in galley with thru-hull and shutoff. Delivers sea or lake water to galley.
- *Self-tailing Winches* - Two #23ST chrome Bariatens mounted in lieu of the standard #21 genoa winches.
- *Shore Power System* - 110V AC electric system for dockside power. Installation includes circuit breaker panel with sonic and visual polarity indicators, 50' power cord, power inlet on deck, outlets in galley and head. If shore power is ordered, the hot water heater is wired to the 110V system to produce hot water at dockside.
- *Special Hull Colors* - Refer to current Gelcoat color chart for available colors.
- *2-Burner Alcohol Stove with Oven* - 2-Burner stainless steel stove with porcelain lined oven; 3 gallon alcohol tank with pump (in lieu of standard 2-burner stove without oven).
- *Tiller Extension* - Adjustable length, self-locking, swiveling tiller extension installed on tiller.
- *Translucent Hatch* - Aluminum framed translucent hatch mounted in cabin top aft of the mast to provide light and ventilation to the main cabin.
- *Transom Boarding Ladder* - Stainless steel swim/boarding ladder installed on transom. Folds up into the stern rail when not in use.
- *Wheel Steering* - Steering pedestal with 28" stainless steel wheel; brake and engine controls mounted on pedestal. Emergency tiller provided.
- *Bariat Winch Handle* - 10" Chromed bronze, single grip winch handle (1 handle supplied with standard boat).

Specifications shown in this catalog (standards, options, etc.) are subject to change without notice. Some photos may show optional or special equipment and accessories used as photographic props. Bangor Punta Marine builds O'Day boats from 14' to 37' in three distinct lines: Daysailers and Weekenders (O'Day 15, O'Day Day Sailer, and O'Day 19); Trailerable Cruisers (the O'Day 22, 23, and 25); Yachts (the O'Day 28, 30, 34, and 37). Free brochures are available on each of these three lines from dealers or from Bangor Punta Marine. Full-size architectural drawings are available directly from Bangor Punta Marine on Cruisers and Yachts (the 22 through the 37) at a cost of \$5 per set per boat.

O'Day Boats are built by



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