

O'Day 322

Take a look: from transom platform to cockpit, deck arrangement, interior, and from the water; a bright new O'Day is dawning.



Welcome aboard the O'Day 322. You'll see a brilliant, wide-open layout with headroom of six feet or more extending into the forward cabin. The spacious arrangement features a "disappearing" section of forward bulkhead which opens up the boat's interior to the bow for a bright, airy feeling. Overhead lockers are aircraft style, and there is abundant shelving and ample storage spaces. The drop-leaf table seats up to six, folding to allow a double berth in the main cabin. There are two private, fully enclosed double staterooms: one forward; and the other aft of the companionway ladder.

New interior colors have been introduced: light grey fiberglass hull liner and overhead, matching laminates on cabinet faces, and a coordinated tone on laminated counter and table surfaces. All woodwork is richly oiled and hand-rubbed teak. Stainless steel chainplate rods tie the sidestays to the rigid Unipan, linking the mast and rig to the hull and ballast keel.

Boat-keeping is made easy with varnished teak and holly cabin sole, stain-resisting surfaces and fabrics, and rigid fiberglass overhead.





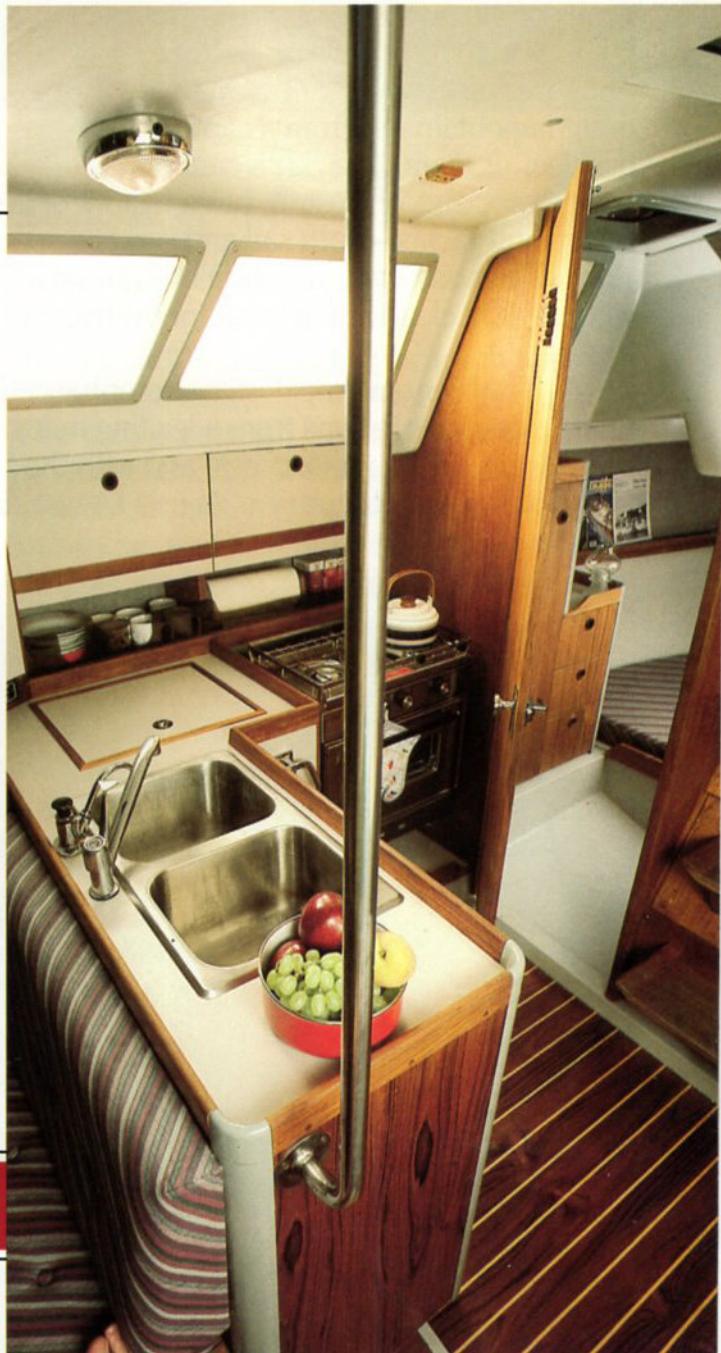
Exterior handholds are firmly mounted teak rails and sturdy lifelines with stanchions bolted through the deck.

Aft of the spacious galley is the double stateroom with its own hanging locker and storage drawers.

Ample windows, opening ports and skylights provide a bright and airy feeling. Plentiful electric lighting keeps entertainment going until it's time to turn in.

The overall exterior appearance of the O'Day 322 is stylish and contemporary. The powerful hull form assures buoyancy and stability in stiff breezes as well as providing large interior volume. Color treatment is all new. The medium-grey hull with lighter grey water-line and sheer stripe, sharply contrasted by a red accent, is unique and makes the 322 a standout on any waters.

The deck layout and finish are all new as well. The double rail pulpits and double lifelines are also standard on the O'Day 322.



Sailing

Like all O'Day Yachts, the 322 is first and foremost a comfortable, well-appointed, full-powered auxiliary. It was designed and built to meet the suggestions and needs of the thousands of knowledgeable sailors we've spoken with at boat shows and O'Day Owners' Rendezvous.

The O'Day 322 smartly out-sails earlier O'Days and other conventional cruiser/racers of her size.

The O'Day 322 is the product of yacht designers operating independently of the builder. This is our philosophy, as we believe outside sources bring freshness and innovation to design unobtainable from a captive designer or team. The 322's creator, Hunt Associates of Boston, has a history of designing cruising and racing yachts—both sail and power—spanning nearly 50 years. Their association with O'Day goes back to the sixties, with the 322 clearly their most innovative and best effort to date.

The Hunt marine design was enhanced with styling and finish recommendations from a leading industrial design firm from Boston, Gunn Associates, and with the Hydrokeel™ wing keel developed by Innovative Sailing Design, Ltd. of Seattle.



Excitement abounds in a comfortable yacht that's easily handled in a substantial breeze. Note easily reduced sail area.

Wide open deck space means easy, secure sailhandling, docking and anchoring. Leading halyards and reefing lines aft is another performance and safety feature.





The shower and toilet are located aft of the chart table and navigator's seat. All wood-work is hand-rubbed oiled teak.

For spaciousness during the day, the "disappearing" bulkhead panel is in the open position. At night, it pivots up forming a solid wall of privacy.



The O'Day 322 comes equipped with a radial-cut 140% genoa jib designed for roller reefing and furling. This means easy sail handling without leaving the comfort and safety of the cockpit. The mainsail has two reefed positions: each is handled by a single reefing line, which, along with the mainsail and jib halyards, are led to the cockpit. The slotted toe rail gives a firm foothold and offers performance sailors infinite attachment points for additional sail control. On the bow, forward of the headstay, is a double roller for anchor hauling. The anchor, rode and chain stow in a self-draining locker in the foredeck.

The cockpit seats, coamings and layout are designed for lounging and comfort when the 322 is heeled on a stiff close reach or at rest. O'Day's proven non-skid is molded into the decks, cabin top, seat tops and cockpit floor. The disc-shaped ventilators on the skylights over the head and stateroom pour fresh air (but not water) below.

For sailing, cruising and fun, the O'Day 322 is unique in styling, performance and comfort.

Keel

We tried a number of combinations and chose to use the patented Hydrokeel™ for the O'Day 322. Among its virtues are shoal draft plus greater stiffness and the same or better windward performance when compared to a much deeper fin keel of the same weight. The Hydrokeel-equipped O'Day 322 is the equal or superior to a similar boat drawing 5'8"-a foot and half more than the O'Day's modest 4'2"!

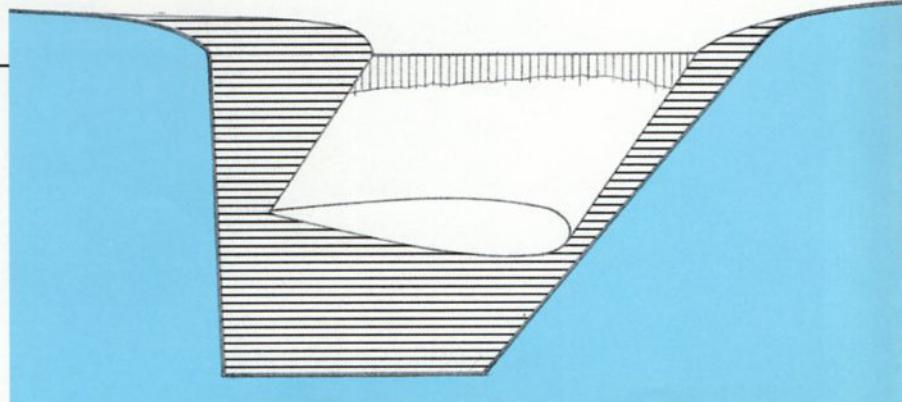
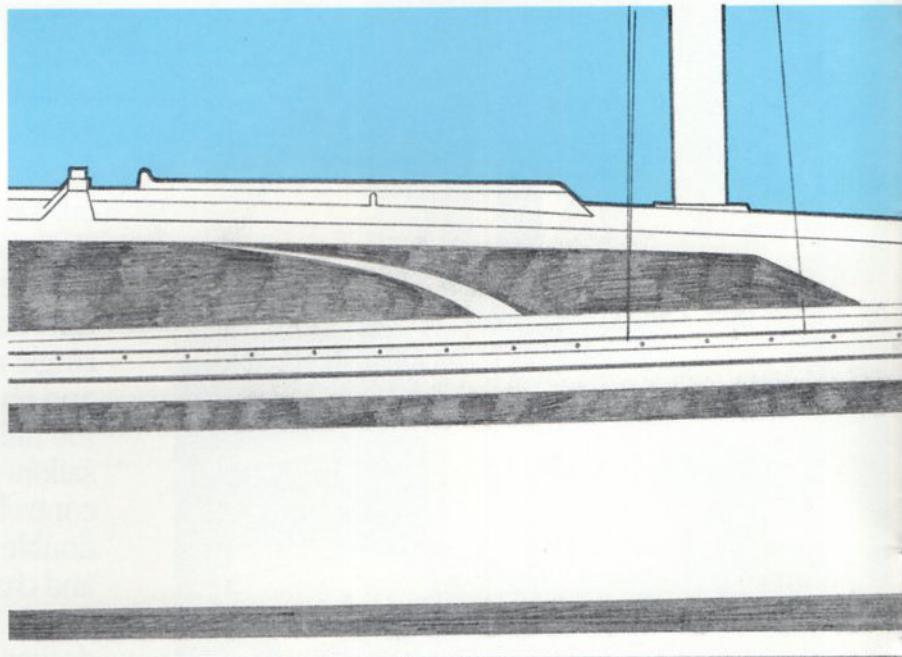
The Hydrokeel's exclusive, patented design has wide wings at a 90° angle to the vertical. These wings create lift to windward much more efficiently than a conventional fin keel, increasing their lift as the boat is heeled. The horizontal plane of the keel's wings also dampens "hobby horse" motion which results in more efficient sail power and a more comfortable ride. Ballast weight (center of gravity) is at the lowest point, resulting in greater stiffness and smoother sailing.

As proof, identically equipped O'Day 35's, one with a deep fin keel and the other with the winged Hydrokeel, underwent sailing trials side by side. In winds of 10 knots apparent, the boat with the winged Hydrokeel had a slight edge. Above 15, the Hydrokeel-equipped O'Day had a clear advantage on all points of sail. Skippers and crews were exchanged several times to assure objective results. The Aussies proved wing keels worked in winning the America's Cup, and now, O'Day brings wings and measurably improved performance to cruising.

A side view of the O'Day 322 shows how the radically different Hydrokeel reduces draft and lateral surface. Refer to the photo above and see how the wings extend outward to deepen the center of gravity, give "lift" to windward when the boat is heeled, and "dish" in if the boat goes aground.



The unique Hydrokeel has a wide "wing-span" which has proven to outperform other wing designs and traditional keel forms in computer tests, towing tanks, and where it counts: at sea.



A Totally New O'Day

The same strong construction techniques used on other O'Day Yachts are employed on the O'Day 322. External molded lead keels are mechanically fastened with stainless steel nuts and bolts to a keel stub extending beneath the hull. Polyurethane sealer/adhesive fairs the ballast lead to the fiberglass stub and assures a watertight seal. Even with shallow 4'2" draft groundings can occur, and lead is still the best shock absorber. That's why external lead keels are the choice of serious cruisers. In groundings, the Hydrokeel "dishes" in, rather than "digs" in. (Not a bad way to take to the ground, as we all do, sooner or later.)

As with many standard features on all new O'Day Yachts, (keels, engine sound proofing, foamed-on ice box insulation, wiring harnesses and more) we carefully specify materials and construction technique, not because they are cheaper but, because we have found certain ways to be best.

Worldwide, the O'Day name is one of the best known in sailing. The cruising performance is legendary among multi-purpose yachts, while brokers from coast to coast will attest to the brand's lasting value.

Rather than rest on our reputation, we have chosen to continue to forge ahead in the development of sensible cruising yachts. Design, construction and finish are constantly being upgraded with each new O'Day. The 322 is the latest in that evolution. It will provide owners lasting pleasure as well as secure value.

O'Day was there at the dawn of affordable sailing with the advent of fiberglass construction in 1958. Now, nearly 30 years later and with over 40,000 O'Days pleasing generations of owners, we introduce not only a new O'Day, but a new standard of yacht ownership, pleasure and value.

O'Day 322 SPECIFICATIONS

HULL DIMENSIONS

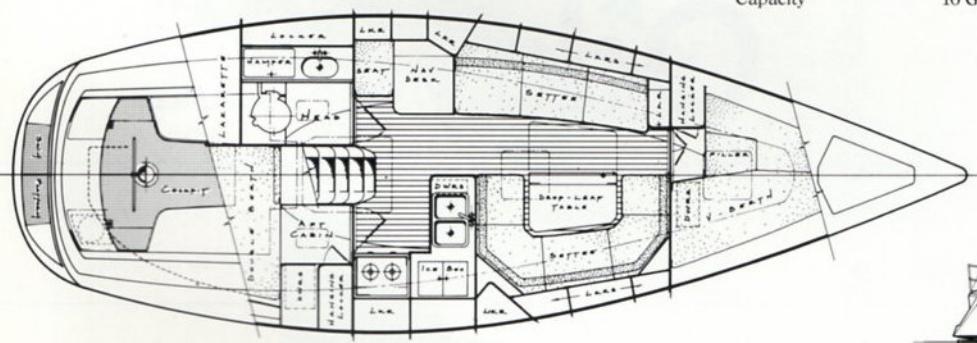
LOA	32'2"
DWL	26'8"
BEAM	10'8"
DRAFT	4'2"
DISPLACEMENT	10,250 Lbs.
BALLAST	3,850 Lbs.

RIG DIMENSIONS

I	38'6"
J	12'3"
P	33'3"
E	13'9"
Mast Height	
Above DWL	42'10"
Sail Area	
Main	228.6 Sq. ft.
Foretriangle	235.8 Sq. ft.
Total	464.4 Sq. ft.

MISCELLANEOUS

Berths	6
Fresh Water Capacity	60 Gallons
Fuel Capacity	19 Gallons
Icebox Capacity	5 Cubic Feet
Engine	Yanmar 2GMF, 2 cylinder, fresh water cooled, 18 HP
Propane Capacity	4.5 Lb.
Holding Tank Capacity	16 Gallons



HULL AND DECK

- Hand laminated hull, utilizing bi-directional nonwoven roving and fiberglass mat; additional reinforcements in keel area.
- Highest quality NPC gelcoats for superior color retention and durability. Hull and deck colors molded in, except red decorative film accent stripe above boot top. Hull is gray with light gray sheer and boot top.
- Swim/boarding platform molded with transom; Non-skid step and stainless steel folding swim ladder.
- External lead wing keel mated to fiberglass stub molded with the hull. HYDROKEEL is a patented keel design proven to provide performance and stiffness equal to much deeper keels. Our tests on 2 identical O'Day 35's show Hydrokeel outperforms deep draft keels on all points of sail.
- High density foam rudder molded around a 2 $\frac{7}{8}$ " stainless steel tube.
- Two-tone gray deck with molded in nonskid; $\frac{1}{2}$ " balsa core, except in key hardware areas where plywood is used.
- Hull/deck joint is lapped, sealed with an adhesive/sealant, bolted, and covered with an anodized aluminum gunwale protector.
- Cast stemhead with double anchor rollers and chocks, mated to a one-piece, extruded anodized aluminum slotted toerail.
- Double rail bow and stern pulpits; removable stanchions; double lifelines with gates aft.
- Two 10" mooring cleats forward; two 8" docking cleats aft.
- Anchor locker in foredeck.
- 8 foot \times 1 $\frac{1}{4}$ " genoa track with lead cars.
- Large plexiglass ports bonded to cabin side; two 4 \times 10 opening ports set into plexi; rear port wraps up over cabin top for added light; ventilators set into cabin-top port.
- Cabin top traveler set on pods molded with the deck; mechanical stops.
- Lewmar aluminum-framed acrylic forward hatch with 20 \times 20 opening.
- Lewmar aluminum-framed acrylic mid-cabin hatch with 16 \times 16 opening.
- Custom smoked plexiglass companionway hatch with matching penboards and molded seahood. Hatch slides on high density plastic runners.
- Two ventilators mounted over main salon.
- Line organizers lead mainsheet, reef, and main halyard aft to a Barlow #19 self-tailing winch mounted on the cabin top.
- Teak handrails on custom molded bases; teak companionway hatch retainers and penboard retainers.
- 7'4" cockpit with curved seats; faceted edges for comfort; hatch to lazarette; propane storage locker and storage bin under taffrail seat.
- Barlow #23 self-tailing genoa winches set in recessed pockets; winches aft within easy reach of helmsman.
- Edson wheel steering system with controls, brake, pedestal guard, and 38" stainless steel wheel.
- 4 $\frac{1}{2}$ " compass in pedestal.
- 4 \times 14 opening port from cockpit well to aft cabin.

SPARS AND RIGGING

- Anodized mast and boom with internal halyards and reef; deck stepped; single spreader double lower shroud rig for added stiffness.
- Two continuous reef led to cockpit.
- Conduit with messenger for electrical wires.
- 3:1 internal outhaul.
- 2:1 boom topping lift.
- Color coded running rigging with XLS halyards.
- $\frac{1}{4}$ " 1 \times 19 stainless steel cable for all standing rigging with swaged stainless and chromed-bronze turnbuckles.
- Shrouds chainplates are anchored to structural floorplan via four stainless steel rods; $\frac{1}{2}$ " rods for forward lowers; $\frac{3}{4}$ " for aft lowers and uppers.

- Cast mast step with tube for electronic wires and messenger through mast support post.
- Cruising Design #8 Reefer I genoa furler with integral halyard.
- 140% radial-cut roller furling genoa with white suncover.
- Mainsail with two reefs, jackline on lower sail slides; draft stripes and logo.
- 10" Barlow handle.

INTERIOR GENERAL

- Molded FRP textured headliner finished in light gray, with removable panels for access to deck hardware.
- Molded FRP floorplan finished in gray with integral keel floors and chainplate shelves; fiberglass bonded to hull at three levels with bi-directional rovings.
- Gray fabric hull liner of synthetic fiber that does not absorb moisture and is treated to resist mildew.
- Plastic drawers.
- Teak cabinetry, except galley and head.
- Light gray laminate on horizontal surfaces and galley faces.

FORWARD CABIN

- 7'6" \times 5'6" V-berth with 4" fabric covered, foam cushions.
- Berth insert drops to seat level and/or stores in special compartment for walk-in space.
- Hanging locker; 2 drawers, and one drop front under berth.
- Two dome lights.
- Teak bifold door to salon.

MAIN CABIN

- Headroom at companionway 6'3"; at forward bulkhead, 6'.
- Large pivoting panel in main bulkhead opens to provide clear view from companionway to forepeak, creating the impression of a larger boat.
- Overhead lockers finished in gray laminate.
- Straight settee to port; U-settee to starboard.
- Double drop-leaf table mounted on polished 3" stainless steel mast support post.
- Shelves with high searails outboard of settees.
- Locker at forward end of port settee.
- Varnished teak and holly cabin sole.
- Two bulkhead lamps and two recessed dome lights over table.
- 5" fabric covered, foam cushions.

GALLEY

- Double stainless steel sinks with single lever, high quality chromed brass faucet; pressure hot and cold water.
- 5 cubic foot molded icebox with heavy polyurethane foamed-on insulation and insulated lid; drain connected to hand pump at sink.
- 4 drawers and cabinet under counter; food, dish, and utensil bins and lockers over counter.
- Two burner, stainless steel propane stove with oven; remote solenoid shut-off.
- Dome light over galley.

NAVIGATION AREA

- Sit-down chart table with cushioned seat; hinged top table with storage.

- Trash basket on hinged door under table.

- Variable intensity chart light; dome light over table.
- Angled electronics locker over chart table with easy access to electrical panel.

HEAD

- Large head compartment with marine toilet mated to holding tank.
- Molded FRP vanity with deep sink, hamper, soap dish and linen bin.
- Mirrored plexiglass doors to storage locker over vanity; locker under vanity.
- Pressure hot and cold water; handheld shower.
- Dome light.
- Textured cabin sole with shower drain connected to overboard discharge pump.

AFT CABIN

- Large double berth measures 6'4" \times 5' with 4" fabric covered, foam cushion.
- Hanging locker and bureau with 2 drawers.
- Dome light and bulkhead lamp.
- Ventilation from one opening port and one overhead vent.
- Shelf on hull above berth.
- Headroom, 6'3"

MECHANICAL, ELECTRICAL, AND PLUMBING

- Yanmar 2GMF, 2 cylinder, 18HP fresh-water cooled marine diesel.
- 1" bronze shaft with 2-blade prop; Size, 14 \times 14 \times 1 RH; bronze strut.
- Molded plastic fuel tank with gauge—19 gallons.
- 60 gallons of water in two seamless plastic tanks under main cabin settees; pressure pump under galley with tank selector valve.
- Two 95 amp hour batteries mounted under aft end of starboard settee.
- Master 110V/12 volt electrical panel at chart table with battery voltage meter; panel is hinged for easy access to wiring.
- 110V system with outlets in head, galley, aft stateroom, and navigation table; GFI protected.
- 50' power cord.
- Lightning ground/bonding system.
- Fuel filter/water separator with replaceable cartridge element.
- Engine box insulation.
- 6 gallon water heater operates off 110V system or heat exchanger.
- Electric bilge pump.
- Manual bilge pump operable with all hatches closed.
- International navigation lights.
- Emergency tiller.

DESCRIPTION OF OPTIONS

CRADLE—Wood shipping/storage cradle designed for O'Day 322.

OVERBOARD HEAD—Through hull and diverter valve allows direct overboard discharge of head in uncontrolled waters.

SAIL COVER—Red mainsail cover protects sail when furled on boom.

VENTILATION PACKAGE—Solar/12v. ventilators mounted in head and aft cabin provide air circulation at all times; additional opening port in hull over aft berth.

O'day 322

All boats built by the Sailboat Products Unit of Starcraft 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.

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



CAL, O'Day and Prindle sailboats are built by:
STARCRAFT SAILBOAT PRODUCTS
848 Airport Road, Fall River, MA 02720-4793 (617) 678-5291