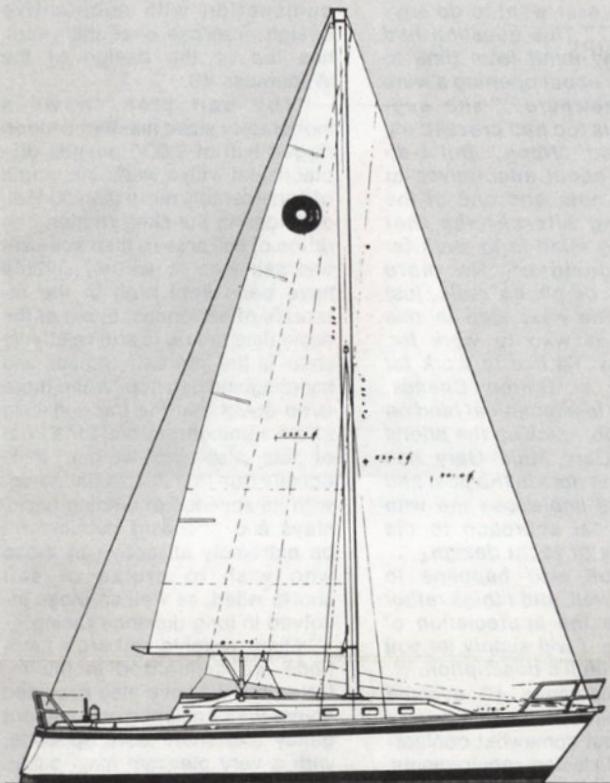
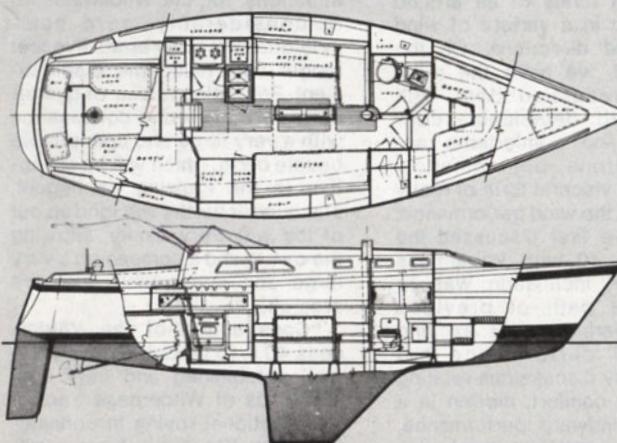




Design analysis by
Robert H. Perry, technical editor



LOA 34' / LWL 28'9" / BEAM 11'3" / DRAFT 5'7" or 4'3" / DISPLACEMENT 11,500 LBS. / BALLAST 4,650 LBS. / SAIL AREA 524.4 SQ. FT.



O'Day 34: Sensible racer-cruiser

Eleven years ago, O'Day began their relationship with the design firm of C. Raymond Hunt Associates with the O'Day 23. This has obviously been a happy marriage, and the newest in the O'Day line is the 34, again from Hunt Associates.

I will once again call your attention to the meticulous draftsmanship shown in this design. The initials on the drawings are J.J.C. Well, J.J.C., very nicely done. It is interesting that most design offices do develop a recognizable style to their drawings. I find it fascinating to watch these styles slowly develop and change over the years. If you will take some time to study the accommodation plan of this design, I think you will agree that there are few drawings in this section that match this drawing for clarity and interest. It is often enjoyable to contemplate the design of a yacht separately from the end product.

We are exceptionally lucky this month to have four very well done designs. I cannot tell you a lie. Some months I type while biting my tongue. Perhaps you can tell when I am less than enchanted with the design presented. But this month is different.

The 34 is a fairly conservative design aimed at good performance and spacious accommodations. The hull form is beamy without being extreme, and the ends are short, producing a long sailing length. A displacement figure of 11,500 pounds gives the O'Day a D/L ratio of 216. The section I have to view shows the 34 to have a wide BWL and good form stability. There is a curious little centerline fillet aft of the keel. Note the size of the rudder relative to the size of the keel. The 34 comes in two versions, deep and shoal draft. I don't think I would be happy with a 34-foot boat with only 4'3" draft. The rudder on the shoal draft model is as deep as the keel, and I have always thought this was putting the rudder in a vulnerable spot. I would prefer to see the rudder six inches less deep.

The accommodations of the 34 are quite standard. In fact, it is the epitome of the stock layout. This is not to deride the design, it

simply shows little innovation in this drawing. Keep in mind that we are not shown enough detail in publication drawings to really appreciate the subtleties and intricacies of the builder's contribution. I should also remind you that this layout is extremely effective and is nearly identical to that of my Esprit 37 RICKY NELSON. It has worked well for me and hundreds of others.

Before we look at the numbers of the sail plan, I should call your attention to the clean and harmonious good looks of this design. I do have a complaint with the deck design and that involves the width of the cockpit combing adjacent to the helmsman. Note that the combing is quite narrow in this area and certainly not wide enough to sit on while steering. Well, you say, you should sit in the cockpit. I suppose, but it seems that I prefer to sit to leeward on top of the combing to increase and optimize my aspect of reference. Sure the cockpit is fine, but it is nicer to sit higher. Having been working out this problem on one of my own designs this morning, it was on my mind. You must be aware that there are features designed into yachts -- am guilty of this also -- that are solely intended to increase comfort at the dock, on the hook or at the boat show. The whole cockpit area is a great example. We'll talk about it some other time so it doesn't appear that I am picking on the O'Day.

The sail area to displacement ratio for this sloop is 16.46. Wheel steering is standard and the winches are Barents. There are 30 gallons of fuel and 50 gallons of water. Hull deck and interior liner are all fiberglass.

While it would have been possible to crowd this design with trick features and novelty, both outside and in, the Hunt group has chosen to be conservative and hone the basic boat concept. The result appears to be a boat that would be fun to race in a PHRF class and at the same time reward the cruiser with a spacious uncluttered interior.

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