

THE O'DAY 35



Contemporary design backed by integrity and value

O'DAY 35

SAILING PERFORMANCE COUPLED WITH EXTENSIVE CREATURE COMFORTS

The O'Day 35 blends much of the traditional styling of mid-size yachts with contemporary features. This combination is at once unusual and

very desirable for it gives sailors added aesthetic and practical comfort while sailing and at the mooring or dockside.

The design and engineering are by C. Raymond Hunt Associates of Boston, a firm with an international reputation for excellence and innovation in



Attractive proportions of cockpit, house and fore-deck make the 35 a handsome vessel. Power is Universal diesel.

From the handrails overhead to the cabin sole, carefully selected teak gives the 35 interior real warmth.



pleasure and commercial craft development. Our feeling at O'Day is that independent designers bring an objective point of view that is unavailable from in-house designers or design teams. Hunt Associates has created a high volume, easily driven hull form that allows for a



The transom platform makes every transfer of people or gear easier and safer.

most desirable combination of generous interior accommodations and good performance on all points of sail. Sailing performance is an important aspect of the O'Day 35's overall package. Although she is not a flat-out race boat the 35 is a good all 'round performer that is capable of doing well in club and PHRF events.

As you look over the O'Day 35 the most obvious feature separating it from other boats is the transom boarding and swim platform. This not only facilitates boarding to and from a dinghy or dock, but also makes loading and unloading gear and supplies easier. The swimming ladder utilizes this innovative platform to its fullest!

A feature you'll only see

when the boat is out of the water but appreciate every time you sail, is the external lead ballast keel. External lead allows the designers to create a more efficient keel shape than either cast iron or fiberglass encapsulated lead. Should the keel strike bottom, external lead absorbs

impact with less damage to the keel or boat than the other two methods. Running aground with a keel/centerboard boat of this size and displacement could be very expensive to repair. That's why we don't build them.

The keels for both

shoal and standard draft O'Day 35's have been molded to give optimum shape with the lowest possible center of gravity for maximum stiffness.

The ballast keel is bolted to a small keel stub molded into the hull. (This also forms a deep bilge sump.) Heavy



Deep double sinks and generous stowage are arranged in a convenient "U" shape.



A combination of carefully crafted teak and very generous storage add comfort seldom found on boats this size.

stainless steel bolts secure the keel through the stub to the transverse "floors" of the Uni Pan, meeting the engineers' high structural standards. While this keel construction is the most costly method; it's also the best.

For cruises the O'Day 35 can accommodate six in comfort and seven if the wide quarter berth is used as a double. There is ample storage throughout the boat, some of it is visible, and some not. Molded lift-out bins are under all of the berths for se-

cure, dry storage of clothing, linens, food and equipment. The cockpit locker to port is for sails and gear; a shallow gear locker is to starboard and two bottle lockers are aft for the propane tanks.

O'Day 35's are specified and equipped to be ready to sail and cruise with just the standard equipment (plus your

Coast Guard safety equipment and ground tackle). We even include an AM/FM radio with cassette player! We've made our selection of brand name equipment, standard features and options based on what our dealers and owners have told us over the years. A stripped-out boat may list for less than an O'Day, but will very likely cost more when all of the



Use the hanging locker for foul weather clothing, it drains into the bilge.

factory and dealer-installed options are added.

All of the hardware, electrical and plumbing components and machinery are readily available in the United States. If something needs service, you have the O'Day dealer network and the reputation of a major American boatbuilder standing behind your O'Day 35.

The overall construction of the O'Day 35 is as strong or stronger than any other boat in this size and displacement



Cockpit is large, visibility over the house is unobstructed. Note the long genoa track for optimum sail trim.

class. A tour of our building facility is most convincing: visitors see not only how O'Day Yachts are built but also how carefully. Our experienced staff have devoted themselves to producing the highest quality boat for a reasonable price. For example, our quality control department has an average of over 17 years working with O'Day sailboats. You'll find that O'Day is among the leaders of the art and science of building boats: design includ-

ing sailing ability and roominess; diesel power and full systems; spars and rigging systems; pan construction and rig anchoring system.

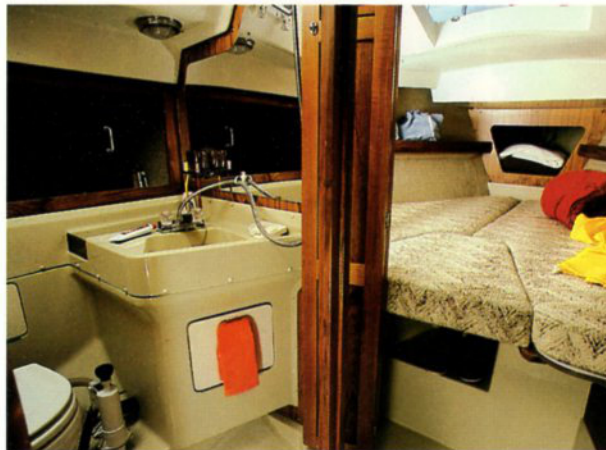
Today's O'Day Yachts are setting a new standard of quality that demands your inspection and consideration.

Available Factory Options

- Cradle – Heavy wood shipping/storage cradle designed for the O'Day 35.
- Head with Holding Tank and Overboard Discharge – Ad-

dition to standard head installation, which allows the holding tank to be discharged in uncontrolled waters.

- Mainsail Cover with logo.



A molded vanity and sink are easy to clean. There's generous stowage behind the tinted plexiglass and in the vanity.

O'DAY 35

DIMENSIONS and CAPACITIES

HULL DIMENSIONS

• LOA	34'11½"
• LWL	28'9"
• Beam	11'3"
• Draft - Shoal Keel	4'5"
- Deep Keel	5'7"
• Ballast - Shoal	4,770 Lbs.
- Deep	4,600 Lbs.
• Displacement	11,500 Lbs.

RIG DIMENSIONS

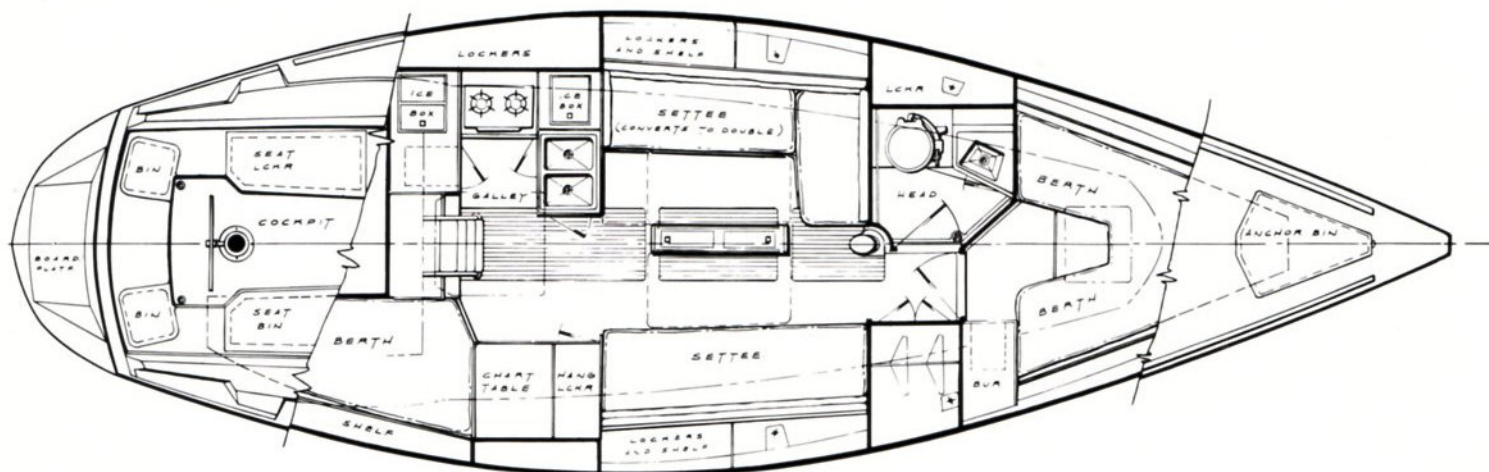
• I	43'0"
• J	14'0"
• P	38'0"
• E	11'9"
• 100% Foretriangle	301.0 Sq. Ft.
• Mainsail Area	223.3 Sq. Ft.
• Total	524.3 Sq. Ft.

CAPACITIES

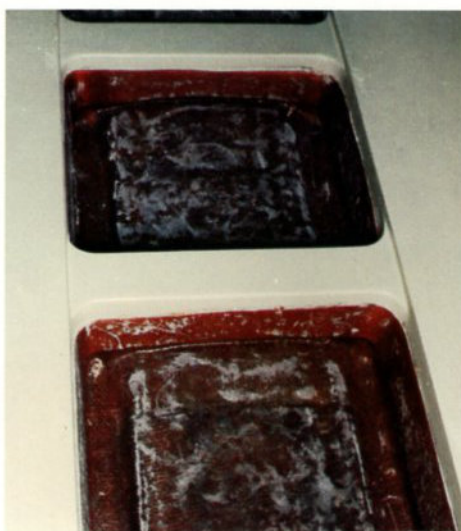
• Berths	6
• Fresh Water (2)	50 Gallons
• Fuel	30 Gallons
• Iceboxes (2)	8 Cubic Ft.
• Head Holding Tank	15 Gallons
• Hot Water Heater	6 Gallons
• Engine - Universal - 21 Horsepower, 3 cylinder, fresh-water cooled diesel; 2:1 reduction; 16" x 9" propeller RH 1" shaft	

STOWAGE and CLEARANCE INFORMATION

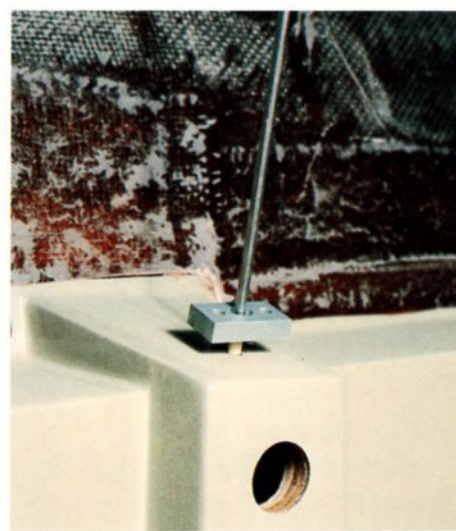
• Mast Height Above Water	47'2"
• Height of Boat on Standard Cradle/Deep Keel	12'2"
• Height of Boat on Standard Cradle/Shoal Keel	11'5"
• Mast Length	48'6"
• Boom Length	12'6"



Call it unibody or monocoque, the net result of this interior pan is all parts of the boat are tied together for tremendous strength. This is the unified grid pan bonded to the hull at three levels.



This close-up shows the floors - the cross members which give the boat tremendous strength along its backbone, and provide a rigid mounting base for the keelbolts and the mast. We use colored bonding resin to show even coverage.



Our Navtec chainplate rods are anchored into specially engineered bases reinforced to twice their maximum working load. Tying the rig to the hull over a broad area spreads the load and serves to further attach the deck to the hull.

O'DAY 35 STANDARD BOAT DESCRIPTION

HULL AND DECK

- External lead keel bolted to hull with stainless steel bolts.
Weight: Shoal, 4,770 lbs.; Deep, 4,600 lbs.
Draft: Shoal, 4'5." Deep, 5'7."
- Hull has molded flange at sheer for added strength; deck flange overlaps hull; joint is sealed and bolted, then covered with a two-piece vinyl gunwale guard.
- Transom swim/boarding platform molded with hull.
- Flat area molded into hull for mounting instrument transducers, forward of keel; accessible through V-berth top.
- Cast stemhead fitting with integral anchor roller and chocks.
- Double Lifelines with gates port and starboard.
- Molded dodger coaming and companionway hatch sea hood.
- Two fixed plexiglass ports; 6 opening ports.
- Two 10" bow mooring cleats with chocks.
- Two 7" stern mooring cleats.
- Mainsheet traveler with mechanical stops, mounted over companionway.
- Barlow 19 STC self tailing mainsheet winch.
- Barlow 25 ST self tailing, two speed genoa winches.
- Barlow 16 C Reef winch.
- Main halyard and reef lines led aft through color coded sheet stoppers.
- "T" shape cockpit with seat hatches opening to large locker and three storage bins. High angled coamings for comfort.
- Edson wheel steering with engine controls, pedestal brake, pedestal guard and compass.
- Emergency Tiller.
- U-bolt chainplates for shrouds, anchored to floorpan with stainless steel rods.
- Transom ladder mounted on swim platform.
- Two aluminum framed deck hatches to provide light and ventilation.
- Two teak dorade vents with plexiglass tops provide ventilation in all weather.
- Winch handle holder in cockpit.

SPARS AND RIGGING

- Anodized aluminum mast and boom.
- Color Coded Rigging.
- 3:1 outhaul purchase, internal.
- Single line reefing system allows reefing the mainsail from the cockpit.
- Boom topping lift.
- Boom vang.
- Mainsail with two sets of reef points.
- 140% roller furling genoa with acrylic sun cover.
- Hood LD roller furling system.
- Barlow 16C Jib Halyard winch mounted on mast.

INTERIOR - General

- Textured fiberglass floorpan extends throughout interior; pan is bonded to hull at three levels for added strength; integrally molded keel floors bonded to keel stub.

- Textured fiberglass headliner extends throughout interior; removable panels in main cabin provide access to deck hardware.
- Bulkheads bonded to hull, bolted to pan and attached to headliner with self-threading screws; headliner has back-up plates in laminate to accept bulkhead fasteners.
- Teak and holly veneered plywood cabin sole; except head.

FORWARD CABIN

- V-berth in forward cabin with 4" fabric covered, foam cushions; shelves over berth with sea rails.
- Storage locker forward; bureau and shelf aft of berth; storage under berth in molded bins; storage bins aft of berth.
- Standing/dressing space - Headroom 6'.
- Berth measured 6'6" x 6'4".
- Teak louvered door provides privacy from main cabin.
- Hanging locker with louvered teak doors; shoe and boot bin; shelf with sea rail.

HEAD

- Head compartment to port with louvered teak door.
- Molded fiberglass vanity and bulkheads to wainscoting height.
- Medicine cabinet with sliding plexiglass doors.
- Two storage lockers.
- Hot and cold pressure water with shower.
- Shower curtain.
- Shower sump pump, discharges shower water directly overboard.
- Headroom 6'1".
- Marine head with 15 gallon holding tank - deck discharge.

MAIN SALON

- Main salon has straight settee to starboard and "L" shape settee to port; each settee is 6'6" long; shelves with sea rails over settees; 5" fabric covered, foam cushions.
- Port settee converts to double berth; 4'3" wide.
- Centerline drop-leaf table with storage bins, mounted on stainless steel legs; grab rails on each end of table.
- Hanging locker aft of starboard settee; shelf over with high sea rail.
- Teak storage lockers with plexiglass doors outboard and over salon settees.
- Curtains on fixed ports.
- Headroom 6'1".
- Teak accessory package - Pencil/Divider rack, chart tray, Galley tray, paper-towel holder, binocular rack, magazine rack.

NAVIGATION AREA

- Navigation table finished in teak with formica top forward of quarter-berth; two storage drawers; chart storage in table; alcove outboard of table.
- Shelves over and under table.

- Quarter-berth measures 6'5" x 3'5", covered with 4" fabric covered, foam cushions. Shelf with sea rail over berth.

GALLEY

- Galley to port is "U" shaped with double stainless steel sinks.
- Hot and cold pressure water.
- Icebox pump which discharges the aft icebox into the sink.
- Two burner propane stove with oven - stainless steel stove. Two propane tanks located in cockpit locker; lockers vented overboard; electric shut-off switch located in galley.
- Dish storage rack; food storage locker with sliding plexiglass doors.
- Two iceboxes with a total capacity of 8.0 cubic feet.
- Four storage lockers below counter; two drawers; bins along back of galley.
- Toe space under galley cabinets.
- Stainless steel ladder with teak steps for access to cockpit, grab rails to port and starboard of companionway.

MACHINERY, ELECTRICAL AND PLUMBING

- Three cylinder, 21 horsepower, fresh water cooled Universal diesel.
- 30 gallon aluminum fuel tank.
- Instrument panel in cockpit; engine controls mounted on pedestal.
- Access to engine through cockpit locker; quarter-berth door, hinged galley top and easily removable galley face.
- Engine sound insulation in engine compartment.
- 12-volt electric system includes: two 95 amp marine batteries in acid-proof boxes, battery selector/disconnect switch, circuit breakers, battery condition meter and power-on light.
- 110V AC electrical system for dockside power. Includes circuit breaker panel with sonic and visual polarity indicators. 50' shore power cord and shore power inlet on deck. Outlets in galley and head.
- Pressure hot and cold water with shower; system includes self priming pressure sensitive pump; faucets in galley and head; 6 gallon water heater operating off either the 110V AC system or engine heat exchanger.
- Fifty gallons of fresh water in two deck-filled tanks; tank selector valve under port settee; FDA approved polybutylene plumbing.
- Manual bilge pump mounted in cockpit; accessible with all hatches closed.
- Electric bilge pump mounted in keel sump. Control switch on 12V panel.
- Cabin Lights - Two in forward cabin; one in head; two reading lamps over settees; one lamp over table; one lamp over chart table; two lamps over galley.

All boats built by O'Day 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. Some photos may show optional or special equipment and accessories used as photographic props.

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, O'Day and Prindle sailboats are built by The O'Day Corporation.

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