

O'DAY 40

A fast Cruising Yacht
with many innovative features.
And, it's built in America.



UNIQUE.

Many times a designer and builder try to give prospective buyers a "quart in a pint pot." Frankly, we feel that less—properly executed—is more. You'll find a great many features in the O'Day 40, and you'll



The main salon is exceptionally bright, airy and spacious. Note the overhead handrail for security under way, and the keel-stepped mast.

find all of them properly proportioned for easy and comfortable use.

There's more open space on the O'Day 40 than on most other boats of her size. There's more storage and locker space, more room forward and a great deal of room for two aft.

The owner's cabin, located aft, extends the full width of the boat. This commodious stateroom has a true "Queen size" bed measuring 84" x 56." Additionally, there are shelves outboard, a dry goods locker and, also, a generous hanging locker. (Optionally, a head holding tank and folding vanity are available in place of the lockers and seat.) Ample light and ventilation are provided by two opening ports in the hull, two from the cockpit and a large skylight/ventilation hatch above the dressing area.

The forward cabin is larger than normally found on forty-footers, and includes two bureaus and a comfortable seat for dressing, reading, or just private space. There is generous stowage beneath the berths as well as full-length shelves along the hull.

The main salon can be used to sleep more, for a total of up to seven, if the filler section is used to convert the settee into a double berth. There are louvered lockers attached to the underside of the deck behind the settees, as well as storage behind

and under. Two midship hull ports offer good cross ventilation.

The galley is an efficient food preparation area whether in port or at sea. Deep double sinks are mounted well amidships, a propane stove with oven is standard, and the large top-loading ice box can optionally be refrigerated. There are storage areas above and below the galley workspace as well as behind the counter.

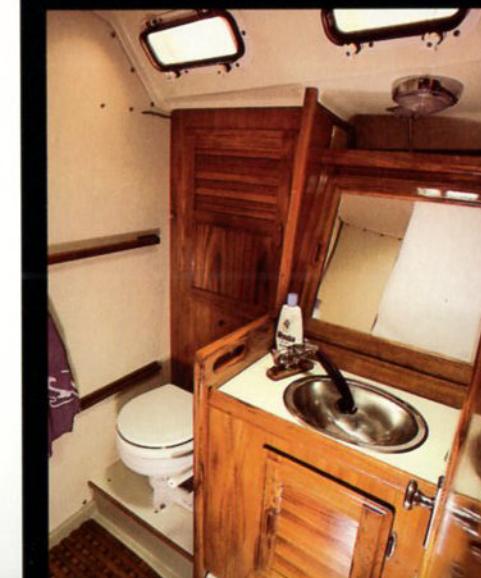
The head is set up with shower in the toilet compartment, so that the vanity and the contents of its locker will stay dry. It is bright and well ventilated with two opening ports and a hatch. It affords ample room for full size people.

A very mundane but essential item is engine access: the O'Day 40 offers it aplenty! From both main and aft cabin, you can reach all around the Westerbeke 46 to check fluid levels and perform routine maintenance without having to recruit a spaghetti-armed, plier-fingered alien as an assistant.

The entire interior of the O'Day 40 was very thoughtfully conceived to give buyers a boat that's truly different from any other boat on the market. This is an appealing change from the run-of-the-mill and average that you'll see in this size and price range.



The FWC Diesel has excellent access from forward, above and in the filter-dipstick area.



The head and shower are in one compartment, sink and vanity are separate. A teak shower seat fits over the toilet.

DESIGN:

The O'Day 40 is a proven design, with nearly 1,000 of her smaller (39') sisterships sailing in the U.S. and Europe. The hull form and underbody are the work of Phillippe Briand, a very "hot" name in the world of international offshore racing. The interior design and arrangement is from C. Raymond Hunt Associates of Boston, a yacht design firm known for comfortable vessels and well-engineered systems.

The construction of the O'Day 40 is



A powerful sailer, the O'Day 40 is also a great platform for play: Note the swimming platform/boarding station aft.

unusually advanced for production boats. The hull is $\frac{3}{4}$ " balsa cored for both rigidity and insulation. A cored hull has been proven to be lighter and four times stronger than a solid fiberglass hull, and the thermal and acoustical insulating properties add to the boat's overall comfort.

Either keel, performance or shoal, is a lead casting bolted to a "keel stub" in the hull. The keelbolts are solid stainless steel, and the lead keel is also epoxy bonded to

the keel stub for additional strength and watertight integrity.

Lead is the best material for keels. It is denser than cast iron, allowing the designer to lower the boat's center of gravity creating a stiffer boat without going to extreme draft. Lead is also more shock absorbent than iron in the event of a grounding.

The hull to deck joint of the O'Day 40 is flanged, bonded with a polyurethane com-

pound and through bolted. The inside joint is then fiberglassed to both hull and deck. The slotted toe rail also incorporates a rub strip to protect the hull from dockside scrapes. Pedestal steering, self-tailing winches, midship traveller and Hood jib furling system are all standard. Optionally, for short-handed sailing and ease of operation, order the Hood Stoway Mast. Then, you're really ready to take on blue water sailing!



The cockpit is over seven feet long with contoured seats and coamings and two large, deep sail/gear lockers.

SUPERB.

The entire execution of the O'Day 40 makes it one of the most attractive yachting values on the market today. It's the product of Lear Siegler Marine, builders of Cal and Prindle sailboats as well as O'Day, with more than 60,000 boats credited to the combined production. For 26 years we've been talking with and listening to American



The camera isn't distorted . . . the lockers are angled to give more shoulder room in the dressing area aft. That berth is seven feet long and nearly five feet wide!

sailors and building the boats they want. The O'Day 40 fills the need for an easily sailed 40 with real comfort for an average crew complement.

Take a close look at the photographs throughout this brochure. You'll see detailing that is unusual in its thoroughness, and innovative use of materials and

textures that make the O'Day 40 stand out even when compared with boats of similar size costing tens of thousands of dollars more.

We put our very best design talent to work on the O'Day 40, and then followed through with a standard boat description and limited list of options that we feel will

fill the needs of almost everyone looking for quality, innovation and value in a forty-footer.

The Navigator's Station has ample room for a complete electronics system as well as charts, books and tools.



The galley is efficient and complete. There is a skylight hatch overhead for light and/or ventilation.

O'Day 40 Standard Boat Dimensions

HULL DIMENSIONS

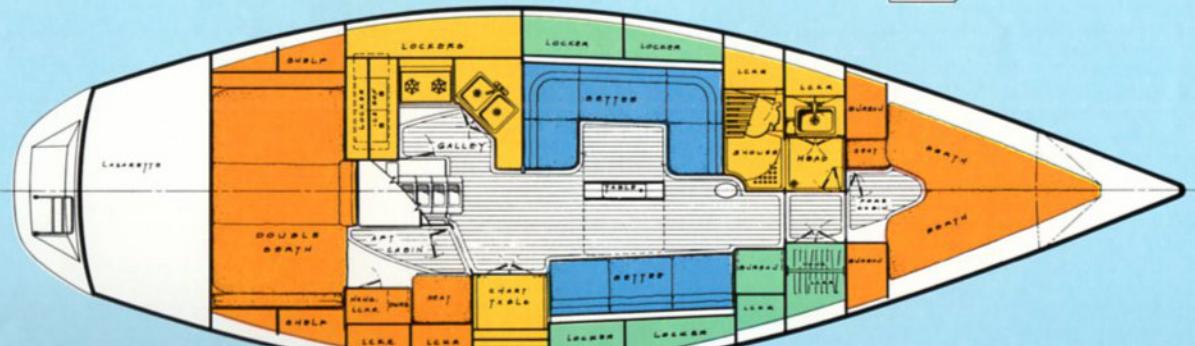
• LOA	39'7"
• LWL	33'6"
• Beam	12'7½"
• Draft (Deep)	6'4"
• Draft (Shoal)	4'11"
• Displacement (Deep)	18,000 Lbs.
• Displacement (Shoal)	18,500 Lbs.
• Ballast (Deep)	6,600 Lbs.
• Ballast (Shoal)	7,100 Lbs.

RIG DIMENSIONS

• I	52.00'
• J	15.25'
• P	46.00'
• E	13.25'
• Sail Area	701.3 Sq. Ft.
• Foretriangle	396.5 Sq. Ft.
• Main	304.8 Sq. Ft.
• Mast Height Above DWL	57 Ft.

CAPACITIES

• Berths	7
• Icebox	6.1 Cubic Feet
• Water Capacity	107 Gallons
• Fuel Capacity	42 Gallons
• Water Heater	6 Gallons
• Head Holding Tank	15 Gallons
• Propane Tanks (2)	4½ Lbs.
• Engine	Westerbeke 46 HP, 4 cylinder fresh-water cooled, Diesel. 1¼" bronze shaft with 2-blade propeller.



O'day 40

STANDARD BOAT DESCRIPTION

HULL AND DECK

- Hand laminated fiberglass hull with $\frac{3}{4}$ " end-grain balsa coring. The Balsa core provides rigidity and insulation against sound and condensation. Solid FRP laminate at thru-hull fitting.
- Two-tone, hand laminated fiberglass deck with balsa core. Balsa is replaced with plywood in high-load areas.
- Swim/boarding platform molded into transom.
- Transom mounted swim/boarding ladder.
- Hull/deck connection is lapped, sealed, and bolted; then fiberglass bonded from inside.
- Extruded aluminum toe rail with cast stanchion sockets; stainless steel 24" stanchions with double lifelines and gates. Aluminum gunwale guard protects hull and covers hull/deck connection.
- Double rail bow and stern pulpits with running lights on pulpits.
- Two 10" mooring cleats forward; two 10" mooring cleats with chocks aft.
- 1 $\frac{1}{4}$ " x 10" genoa tracks with blocks.
- Barlow (2) 27 self-tailing chrome genoa winches with turning blocks.
- Main sheet traveler with mechanical stops, mounted on house top. Main sheet leads to a Barlow 23 self-tailing winch.
- Translucent plexiglass companionway hatch with molded sea-hood. Smoked plexiglass penboards.
- Five translucent opening hatches on deck over the forward cabin, head, salon, galley, and aft cabin.
- Two Dorades molded with deck; positioned over forward end of salon.
- Six fixed and four opening ports in deck.
- Four opening hull ports—two in salon; two in aft cabin.
- Two cockpit ports open to aft stateroom.
- Two cockpit lockers; molded small item storage under each locker hatch.
- Curved helmsman seat with propane storage.

Cockpit length is 8'5."

- Anchor locker in foredeck with overboard drain.
- Pedestal steerer with engine controls and compass.

SPARS AND RIGGING

- Keel stepped anodized mast; double spreader rig; double lower shrouds; masthead anchor light, steaming light, and foredeck light.
- Internal, low stretch rope halyards led to cockpit.
- Barlow 16LTC mounted under gooseneck to aid in reefing and outhaul tension.
- Anodized boom with internal reef outhaul and boom topping lift.
- Main with flattening reef and two shortening reefs.
- 1 x 19 stainless steel standing rigging with open body bronze and stainless steel turnbuckles.
- Boom vang.
- 150% vertical cut genoa with heavier cloth on leech panels; UV protective cover on leech and foot.
- Hood LD furler.

INTERIOR—GENERAL

- Fiberglass floorpan extends throughout interior bonded to hull. Keel supports floors under floorpan. Teak and holly sole in salon, galley, and aft cabin. Textured fiberglass sole in forward cabin and head.
- Fiberglass headliner throughout the interior. Removable vinyl panels in salon provide access to deck hardware.
- Bulkheads and cabinets finished in teak, except in head. Off-white counter tops.
- Teak binocular box.
- Teak paper towel holder.
- Teak magazine rack.
- Pencil/divider rack at navigation station.
- Curtains on fixed ports.

FORWARD CABIN

- V-berth is 6'6" x 6' with 4" fabric-covered, foam cushions.
- Storage under berth and on hull shelves.

All boats built by Lear Siegler Marine 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.

Lear Siegler Marine builds O'Day boats from 12' to 40' in three distinct lines: Daysailers and Weekenders (Widgeon, Javelin, and O'Day Day Sailer); Trailerable Cruisers (the O'Day 192, 222 and 272); Yachts (the O'Day 28, 31, 35, and 40).

- Two bureaus aft of berth—port and starboard.
- Seat aft of berth to port.
- 6'2" headroom.
- Hanging locker in passageway.
- Teak bifold privacy door.

HEAD

- Two-compartment head to port. Vanity area includes stainless steel sink, pressure hot and cold water, storage locker, linen cabinet, and large mirror. Shower stall includes teak sole grate, hand-held shower unit, shower sump pump discharges overboard, storage cabinet; teak toilet cover; marine head mated to 15 gallon holding tank.
- Shower and vanity areas finished in off-white laminate with teak trim.

MAIN CABIN

- U-dinette to port is 6'10" long; straight settee to starboard is 6'4". Dinette converts to double berth.
- 5" fabric-covered, foam cushions.
- Storage in overhead lockers, shelves outboard of settees and alcoves behind seat backs.
- Locker and bureau unit forward of starboard settee.
- Drop-leaf table mounted on stainless steel leg.
- Navigation area aft of port settee includes chart table with chart storage; drawers; master AC/DC electric panel; variable intensity navigation light and cabinet for mounting electronics.
- Headroom is 6'5".

GALLEY

- Two-burner, propane stove with oven; remote gas supply shut-off switch.
- Storage in overhead lockers; shelves; cabinet under sink, and three drawers.
- Double stainless steel sinks with pressure water faucet.
- Toe space under counters.
- Molded icebox with polyurethane foamed-on insulation, double hinged lid.

Builders of O'Day, CAL and Prindle sailboats



Manufactured by Lear Siegler Marine, A Lear Siegler Division
848 Airport Road, Fall River, MA 02720-4793 (617) 678-5291

DESCRIPTION OF OPTIONS

1. **CRADLE**—Heavy wood shipping/storage cradle designed for the O'Day 40.
2. **SECOND HEAD**—Installed in the aft stateroom; head consists of a marine toilet mated to a holding tank; fold-down, molded sink with pressure water, and a privacy curtain.
3. **OVERBOARD DISCHARGE**
HEAD—Addition to standard head installation, which allows the holding tank to be discharged in uncontrolled waters.
4. **MAINSAIL COVER**—Blue cover for mainsail when sail is left on the boom. The cover protects the sail from sun and weather.
5. **PLEATED BACKRESTS**—Vertical pleats on main cabin and aft cabin backrests, replacing standard button tufted backrests.
6. **STAINLESS STEEL MAST PULPIT—24"** high pulpit mounted at mast to provide secure brace when working at the mast.
7. **SPECIAL STRIPE COLORS**—Red gelcoated hull stripes, in lieu of standard Blue.
8. **HOOD STOWAWAY MAST**—Hood mainsail furling system with control lines led to cockpit thru stoppers. Provides the ultimate flexibility and ease in reefing and storing the mainsail.

Free brochures are available on each of these three lines from dealers or from Lear Siegler Marine. Full-size architectural drawings are available directly from Lear Siegler Marine on Cruisers and Yachts (the 222 through 40) at a cost of \$5 per set per boat.