

#### D. KEEL

The keel is an external, bolted on, lead casting. The keel is bolted to an external stub with three 3/4" stainless steel bolts. Additionally, between the hull and keel casting is an epoxy adhesive. The external lead keel is generally recognized as the best way of attaching ballast in order to get the weight as low as possible. Also, an external lead keel provides much better impact resistance than either external iron or internal ballast of any type. The wings also aid in stability and give additional "lift."

#### E. MAST AND RIGGING

Your O'DAY sailboat is equipped with a mast and rigging system that is designed to withstand extreme loads.

The mast and boom are extrusions of special marine-grade aluminum that are anodized to protect them from the elements. This anodizing, while more expensive than painting, is a much better coating, as it is less likely to come off through abrasion.

The standing rigging that supports the mast is 1 x 19 stainless steel wire. The upper ends of the shrouds and stays are connected inside the mast or spreader base. This provides cleaner airflow and less chance of snagging a sail, while providing a "toggle" action which reduces wear on the wire. The lower ends are swaged onto chrome bronze turnbuckles which also have a toggle at the lower end. Swaging is a process by which the turnbuckle part is actually squeezed INTO the strands of wire.

Since the standing rigging actually holds up the mast, The O'Day Corporation is not tempted to undersize the rigging. We would rather use the next larger size than use rigging that is "adequate" for the job.

The running rigging, i.e., sheets, reeflines, halyard, etc., are all color coded for ease of identification and are constructed of low-stretch dacron braid. This braid is long wearing and easy to handle, while providing good tension to the sail. The O'DAY 240 also has all running rigging, with the exception of outhaul and topping lift, led aft to the cockpit, which enhances ease of sailing and makes sailing safer, since no one has to go forward to hoist sail, reef, or trim sails.

Further information on the mast and rigging can be found in the commissioning and maintenance sections.

#### F. RUDDER

The rudder of your O'DAY 240 is made of a high-density, polyurethane foam core, surrounded by a fiberglass skin. If your boat is kept in the water, your rudder should be treated like the boat's bottom and bottom painted. The top pintle has a hole in it. There must be a pin (supplied) in this hole while sailing, in order to prevent the rudder from coming out. Always take care to