



FIGURE 10

Inboard Engine

If your boat is equipped with an inboard engine be sure to carefully read your engine manual before starting. Trailer You will need a trailer that will support the complete boat's weight plus 20 per cent which will cover weight of normal gear. It is a good idea to pad all areas of the mast that come in contact with the boat and trailer. All halyards and stays should be securely fastened to the mast while trailering.

Also be sure that the boat is securely fastened to the trailer itself. The majority of hull weight should be in the keel support bed of the trailer. Do not have excessive weight on the two side supports, for ease in hauling and launching, and for proper weight distribution on the hull. When launching your O'Day 26 you will have to back the trailer into the water and float the boat off. This can easily be done with any average-sloped launching ramp. In salt water, be sure to wash the trailer down immediately to minimize corrosion. If your trailer is equipped with "bearing buddies," be sure to check for sufficient grease.

NOTE: Trailers rated for gross loads require a 2 inch trailer ball. (I.E., over 2,000 lbs.) SINK DRAIN, COCKPIT DRAIN AND CENTERBOARD TUBE HOSES Be sure to check all thru hulls and their connections for water tightness. Hoses and hose clamps should be checked for tightness before each sail. THROUGH HULL FITTINGS — Be sure to check all fittings for water tightness. BILGE COVER

The bilge cover in the cabin floor located over the keel is provided so that any water in the hull can be pumped out. Be sure to check this area prior to sailing. General Information

The following information is to be used as a general guide and if you are unsure or need more help, do not hesitate to call upon us or your dealer. Tuning — Do not overtighten stays as mainsheet tension



FIGURE 11

will dictate tension on headstay. While sailing, the leeward stays will always go slack due to mast bend, stretching, etc., so under no circumstances should you tighten them under sail — all adjustments should be made while at rest with the sails down.

Maintenance

Fiberglass Repairs — although fiberglass is a relatively simple material to work with, we urge that you familiarize yourself with the proper procedures in order to insure good results.

The surface color (gel coat) should be cleaned and waxed at least twice a year in order to maintain its luster. The color may fade due to weathering and if ordinary cleaning will not bring the color back, try a regular automotive compound followed up by waxing.

Sails — Dry and fold carefully after each use and if used on salt water wash with fresh water every so often. Fold by stretching out the sail on the lawn or clean surface and starting at foot with person at clew and tack, make one foot to two foot folds by bringing the head down towards you gradually and evenly. Finally, fold from clew to tack or vice versa.

Woodwork—

Varnish at least once a year, using any good marine varnish. Teak can be either oiled or varnished.

Bottom Paint — recommended in both fresh and salt water. Follow directions on can — be sure to paint centerboards as well as bottom.

Leaking — Should any leaks develop through hardware fastenings, hull and deck joints, etc., these can be easily fixed by applying a good marine sealant.

For The Racer

The rake of the mast can be changed by adjusting the headstay turnbuckle and then re-adjusting the sidestays. In general, a boat will perform better while sailing to windward with some aft rake and better downwind with the mast plumb or slightly raked forward. Races are usually