outside the shrouds and then through the jib lead blocks on each side of the cabin top. Tie a figure 8 knot in the end of each sheet to prevent loss. Next attach the upper swivel unit of the roller furling system to the head of the sail. Be sure the "up" arrow on the swivel unit is pointing up. Next attach the jib halyard to the upper swivel and hoist the jib (Fig. 8). The jib halyard tension should be just slightly greater than the headstay tension. This will allow proper furling of the jib and help prevent the jib tangling with the headstay. The jib can now be furled by pulling on the furling line. Keep **light** tension on one of the jib sheets while furling. **Be Sure** that both jib sheets are free to run. If there is any resistance **stop** pulling the furling line. Watch the sail as it is being furled to prevent the sail from wrapping around the forestay as it furls. Furling and unfurling should **always** be done with the boat facing into the wind. To unfurl the jib, first uncleat the furling line and make sure that it is free to run. Face the boat into the wind and pull on the leeward jib sheet until the jib is fully unfurled. Then recleat the furling line

We do recommend that the furling drum and halyard swivel be washed with fresh water every month. We also recommend that the jib be taken down and stowed away if the boat is left for an extended period of time. A furling cover may be installed if the jib is to be left up for extended periods. This will help prevent ultra violet degradation to the sailcloth.

CAUTION: THE FURLING DRUM AND SWIVEL IS ONLY DESIGNED FOR THE SUPPLIED LAPPER JIB. UNDER NO CIRCUMSTANCES SHOULD A LARGER SAIL BE USED WITH THIS UNIT.

Jiffy Reefing

Your mainsail can be easily reefed as your boat and sail are equipped with jiffy reefing. To reef, release the main halyard slowly until the metal ring located about three feet up the mainsail luff can be hooked into the hook on the starboard side of the gooseneck. Then tighten the halyard again. **CAUTION** WHEN THE MAIN HALYARD IS LOWERED, THE BOOM WILL FALL UNLESS RESTRAINED BY THE TOPPING LIFT PIGTAIL ON THE BACKSTAY. Next, the reefing line, which should be attached to the eye on the starboard side of the boom approx. eighteen inches forward of the aft end of the boom, passed up through the grommet on the leech of the mainsail, down through the block on the port side of the boom and forward to the cleat on the port side of the boom, should be pulled tight. You have now reduced the area of your mainsail by more than 20%. Additional small lines may be used to secure the excess mainsail, by running them through the three small grommets in the middle of the sail and tying them under the boom.

Outboard Motor

We recommend a maximum of 15 horsepower with a long shaft. The outboard motor is attached to the outboard motor bracket. We feel that 4-8 hp will be more than adequate.

CAUTION: BE CAREFUL WHEN TURNING THE RUDDER BLADE AS IT CAN COME IN CONTACT WITH THE PROPELLER.

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 boat 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 Hose

Be sure to check all connections for water tightness. Hose clamps should be checked at each sailing.

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.

Centerboard

The fiberglass centerboard is held in the centerboard trunk by a centerboard hanger that holds the board up and is inserted from the bottom of the keel. Should the centerboard need to be removed for replacement, repair, painting, or for pendant renewal, the hanger is easily removed by unscrewing the fastenings that secure it in place on the bottom of the keel. In the forward end of the cockpit there is a centerboard pendant and cleat. To secure the centerboard pendant, simply wrap it around the cleat. Watch the pendant for wear and replace when necessary.

Boating Safety Act

A Federal Boating Safety Act was passed in 1971 to further encourage safety in boating. Lear Siegler Marine certifies that it reasonably complies with requirements of the Act. There are several specific aspects of the Act new customers should understand.

1. Every O'Day boat has a special numbering system. Numbers are permanently molded into the transom on all models. The first three letters are our manufacturing I.D. Code, the next letter represents the boat model code letter, the next four numbers are the sail, class or hull number; the next letter and number represent the month and year of manufacture; the last two digits represent the model year.
2. Approved life saving devices are required for each crew member on board.
3. Availability of approved fire extinguishers is required on many boats. Customers should consider having an extinguisher even when not required.
4. Recommended horsepower for engines should be complied with for safety and warranty reasons.
5. After dark, boats must be lit in an approved fashion — customers must make provision for this.
6. Lear Siegler Marine is obligated to inform customers of manufacturing defects which may exist in specific boats. Obviously, Lear Siegler Marine cannot do this readily without record of each boat's owner, which is supplied by return of the Warranty Card. The Company strongly urges this Card be returned promptly.

General Information

The following information is to be used as a guide and if you are not sure or need more help, do not hesitate to call upon us or our dealer.

Tuning — Do not overtighten stays as mainsheet tension 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.

Preventive Maintenance — Be sure that the screws and bolts on the tabernacle are periodically checked.