



### Roller Reefing

Your mainsail can be easily reefed, as the boat is equipped with a spring-loaded prowsneck. First, detach the vang pendant from the boom. Second, release the main halyard, but keep it under tension. Third, pull the boom back from the mast so that you can turn it. Fourth, roll the boom either way as you or your crew lets off slowly on the halyard. The sail will roll on the boom. Fifth, when you have rolled about 5 or 6 times, you will have reduced your sail area by 1/3. Experience will teach you how much to reef under various conditions. Sixth, lock your boom back into place by letting the boom go forward and tighten up halyard.

### Outboard Motor

We recommend a maximum of 15 horsepower with a long shaft. The outboard motor is attached to the outboard motor bracket.

**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% which will cover weight of terminal gear. A custom O'Day trailer may be purchased from your local dealer. 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 trailing. 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 22, 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.)

### Flotation

There is sufficient flotation material (in block form) located in the boat to support the crew and normal gear, should the hull take on water through a leak or hull puncture. Be sure to check these areas prior to sailing and pump out any water.

### Sink Drain

Be sure to check all connections for water tightness.

### Bilge Drain Plug

The plastic plug in the cabin floor located over the aft end of keel is provided so that any water in the hull can be pumped out. Be sure to check this area prior to sailing.

### Ballast

The O'Day 22 has 600 lbs. of lead ballast glassed into the keel, which is more than adequate; however, you can add more, if you prefer more stability. The easiest way to add is to pour lead shot (available at any good sporting goods store) into the keel area through the bilge drain plug. You may even mix with catalyzed resin for a more permanent job, but be sure area is dry. We have customers who have added 200 lbs. in this manner, but be sure to increase positive flotation at the same time in order to support extra weight, should the hull take on water through a leak or hull puncture.

# O'Day

A Bangor Punta Company