

MAN-O-WAR

LOA 45.0', LWL 42.0', Beam 12.8', Draft 5.8'

Displacement 35000 lb

Designer: Adams Yacht Design

Built 1984 by Jack Brennan., South Gippsland, Australia



Man-O-War (named for the bird - not the jelly fish) anchored in Cook's Bay, Moorea during 1997/98 circumnavigation.

Man-O-War was built by Jack Brennan on his dairy farm in Victoria, Australia. The hull design is a steel Adams 45 that he built, including rolling the plate for the hull. The boat was finished using his own deck and interior layout. The wood used for the interior is blackwood, a local furniture timber that was cut and milled locally.

The present owner bought the boat in Gulfito, Costa Rica in 1993. The listing was given to him by a broker and close friend who felt that this boat would meet his criteria for an offshore cruiser with a steel hull, pilot house, large fuel capacity and, at 45', still be small enough for one person to maintain and single-hand, if necessary. *Man-O-War* has all of those attributes, plus shoal draft and a mast height compatible with bridges on the Intercoastal Waterway. Another friend who is a surveyor and originally inspected the boat helped to sail her to Panama. Based on that short delivery, the owner cancelled his original plan to go to New Zealand for a refit and later took her through the canal and on to Miami with stops in the San Blas Islands, Providencia, Rio Dulce and Belize.

The delivery showed that the mechanical and electrical systems needed to be upgraded and that spares for much of the gear were unavailable. Even basic oil and fuel filters for the engine were not stocked in the U.S. What started as a simple repower took on a life of its own and, in the end, became a major 2-year rebuild of the entire boat. All of the wiring and D/C electrical equipment was replaced. All of the plumbing and pumps were replaced. All of the electronics except for the radar were replaced. D/C systems, wiring, D/C panel, refrigeration, air conditioning, inverter/charger, shore power and generator were added. All hatches with the exception of one were upgraded in size and all of the fixed ports were replaced with opening ports. The only area that went untouched was the deck hardware - winches and blocks. All running and standing rigging as well as turnbuckles were replaced, new sails added and the entire boat was painted inside and out.

After the completion of this extensive rebuilding project, *Man-O-War* embarked from Ft. Lauderdale on a two-year circumnavigation through the Panama Canal and across the Pacific and Indian Oceans with lengthy stops in the Galapagos, Marquesas, Tahiti, Fiji, Australia and South Africa. The second year included visits to St. Helena, Brazil, Devil's Island in French Guayana and many stops in the Caribbean before returning to South Florida. Subsequently *Man-O-War* has cruised the East Coast of the United States between the Chesapeake and Florida, and in the Bahamas.



The full underbody provides room for the 300 US gallons of fuel in four integral tanks and 300 gallons of water in six integral tanks. The short box keel contains the DC electric driven centerboard as well as space for pumps, fuel filters, etc.. The skeg hung rudder is strong enough to have split a coral head while backing off Light House Reef in Belize.



The view of the bow shows the 1-1/2" stainless steel pulpit and solid welded rail that runs around the entire vessel and provides a secure feeling offshore. The 66 pound Bruce and 55 pound Delta anchors ride on individual 8 inch rollers and are held captive by a 2" guard welded to the massive stem head fitting. The Delta has 200' of chain and the Bruce 300' of 1/2" braid with 20' of chain. The Lighthouse horizontal windlass is 1/3rd the weight of the original tractor power take-off it replaced. The windlass can be operated from the foredeck or the cockpit and there is a remote up/down hand-held switch that is handy for clearing a fouled anchor from the dinghy. The staysail is hanked on and has a wishbone boom that makes it self-vanging and easy to handle with a single part sheet. This sail is also small and heavy enough to use as a storm jib, and its inboard position helps to balance the boat.



This view from starboard midships shows the welded cleat that doubles as the fuel fill for the two starboard diesel tanks. The tops are threaded and marked corresponding to the tanks they fill. The tanks are also marked and have individual dip sticks mounted in their inspection plates. The diameter of the fill pipe is 1-1/2" so the "Baja" filter can stand upright and the operator can adjust the flow to prevent blow back or overflow when filling the tanks from a Jerry jug or a 55 gallon drum. Not shown but located aft of this cleat is the starboard scupper, an opening in the bulwark near the aft outboard corner of the lower portion of the deck, and inboard of that the deckplate for the starboard water tank. There are only two scuppers for the deck so this arrangement makes it easy to fill the tanks with rain water, by blocking off the scuppers and opening the deckplates. An in-line industrial water filter belowdecks takes care of large particals before they get to the six-valve manifold. The tanks can also be filled, inspected and cleaned through inspection ports in the top of each tank. Two solar panels are mounted on the hard top over the cockpit. They are double hinged so they can be angled 90 degrees to port or starboard, with adjustable supports for maximum output. A third fixed solar panel is located on top of the pilot house. The panels are self-regulating, and are always working along with the wind generator to keep the batteries topped off.



The boarding platform can be stored in the port cockpit locker. It is stabilized by two tackles: one from the pole that holds the radar antenna and the other from the pole that holds the wind generator. These tackles are also used to lower the outboard shown on the right. The pivot mount for the platform doubles as a seat mount and as a mounting point for a vise to be used when you need a vise! The stern anchor is light so it can be quickly deployed and has its own rode stored on a spool in the cockpit. Not shown but added later are two water generators mounted port and starboard, that hinge down and face forward. They produce about one amp for every knot of boat speed.



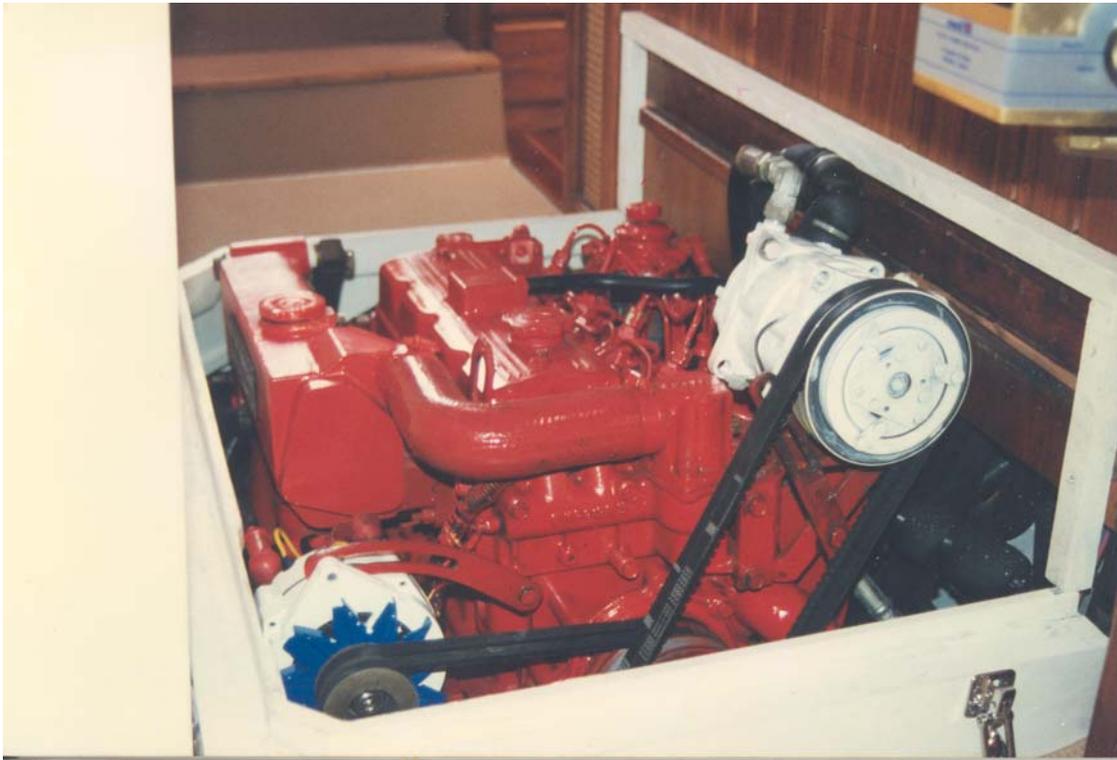
This picture shows the lower steering station with pilot berth to port, pilot chair, navigation and engine instruments, D/C electrical panel with gauges and breakers. This steering station is rack and pinion to a tiller arm (adapted from the tractor). The cockpit steering is wire to a separate quadrant. Both stations can be taken off line to reduce the drag on the primary auto-pilot which chain drives its own quadrant for three independent steering systems. The indicator lights (under the small table which holds the keyboard for the Inmarsat) go on when the fresh water pump, bilge pump, fuel transfer pump or day tank transfer pump run. The black panel obscured by the wheel is a separate alarm with switch to indicate low fuel in the day tank. If the alarm sounds, the operator can switch to a separate fuel transfer pump, fuel filter and fuel tank without leaving the wheel. The life raft, abandon ship bag and 2500 watt inverter are under the pilot berth. All of the under seat and berth lockers in the boat have barrel bolts which secure them in the event of a knock down. To starboard is a stand up chart table, VHF, and SSB. The top of the table hinges up and holds charts as well as all the odds and ends always found under a chart table. Under the pilot house floor is a 5kw generator and the battery compartment with five 118 amp hour batteries and a separate generator start battery. All of the batteries are mounted to withstand a 360 degree rollover and the floor boards can be bolted down.



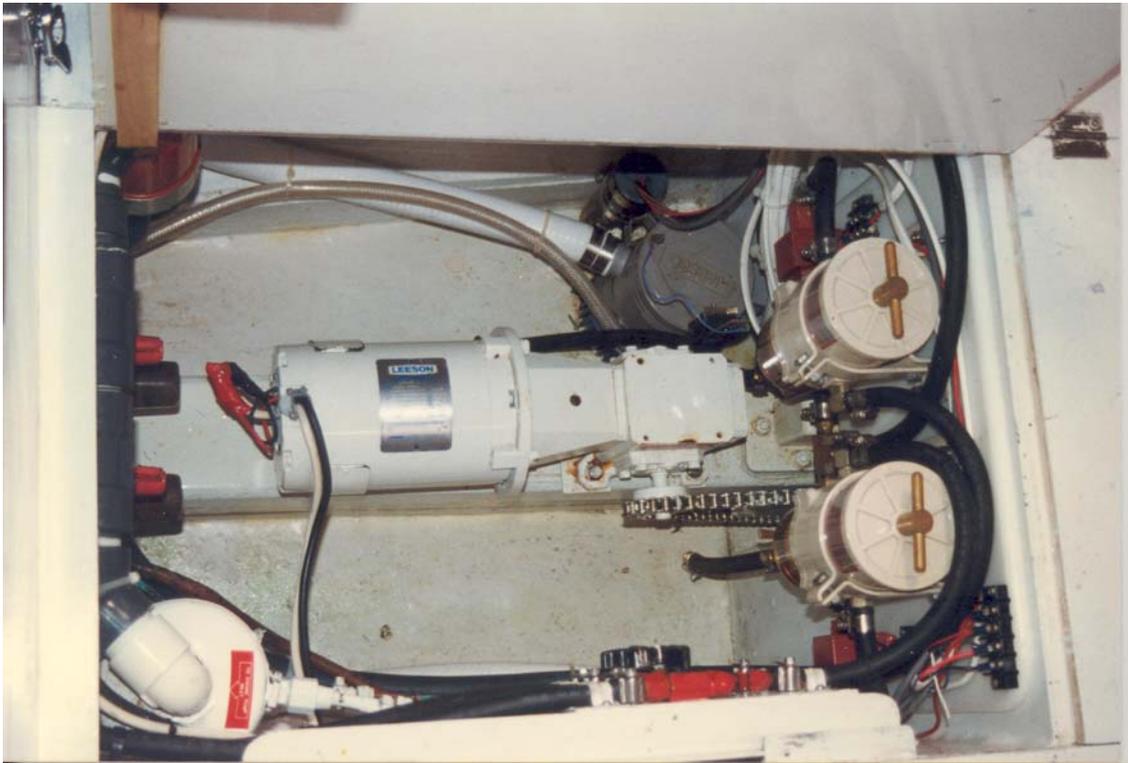
Looking aft from the main cabin into the galley, pilot house and aft cabin. On the left is a top-loading freezer which has two sets of coils, one for the mechanical engine-driven system and one for the 110-volt D/C generator/shore-power system. The mola above the freezer hinges up to expose a vent with a D/C computer fan for aft cabin ventilation. The door leads to the aft cabin, located under the chart table. A fold-up panel provides additional ventilation from the pilot house. Under the berth is a storage area for charts, a watermaker mounted in a water tight drawer for easy servicing and a 500 amp isolation transformer. The engine is mounted amidships under the white cushion in the foreground. Above the engine are two knock-outs for eye bolts to lift the engine for servicing. Above the stove is a shallow box which contains another D/C fan, and on deck there is a Nicro-Fico solar vent with battery that provides 24-hour ventilation.



Forward end of the galley with propane heater in the foreground. The boat also has two 110-volt heaters and an engine-driven heater. The aft-opening centerline refrigerator also has two sets of coils like the freezer. Both the refrigerator and the freezer have wire baskets to keep the food organized. They can be removed quickly to minimize the amount of time the doors are open. Vertical plastic strips inside the refrigerator door minimize the loss of cold air. Behind the cane doors over the refrigerator is a TV/VCR. To the left of these lockers is a faucet for cold drinking water, connected to the water pressure system and run through the refrigerator.



The 82 hp Westerbeke engine, with the mechanical refrigeration compressor and 120 amp alternator. The top of the engine box hinges and has slip pins for easy removal. The lower portion of the box lifts out to give easy access to the starter and raw-water pump. In fact, the whole center of the main cabin opens from the steps to the refrigerator for access to all of the systems.



This view looking down shows the interior of the box keel forward of the engine. The D/C motor in the center of the photo operates the centerboard via the chain-and-sprocket drive. The board can also be raised manually from this location. The two fuel filters with independent transfer pumps are on the right. The valves on the left control the flow of water to the refrigeration condenser and can also be used to connect an emergency bilge pump driven by the engine's raw water pump.



The head is vented by an overhead hatch with a dodger which can be left open in most conditions, and a Nicro-Fico solar vent with battery. The head is mounted parallel to the centerline. The cane-faced locker to the left of the sink is a top-opening laundry hamper (in the former location of the athwartships head) with its own bag on hooks. The shower rod runs fore and aft and is through-bolted to the bulkheads so it can be used as a handhold. The shower controls can be pre-set to avoid scalding when the water pump cycles.



The door to the forepeak is hinged at an angle to funnel sail bags down the hatch into the forepeak. The forward end of the forepeak is a steel crash bulkhead. Ahead of this bulkhead is a self-draining locker that is used for the 300' anchor rode for the Bruce. The windlass is powered by its own battery, located in the forepeak. The forepeak holds the spare sails, fenders, fender boards and additional anchor rodes for two fluke anchors that are carried on deck port and starboard on the rail. All of the bunk and seat tops throughout the boat are vented to allow the cushions to breathe. Condensation has not been a problem since the boat is insulated from the forepeak to the cockpit.