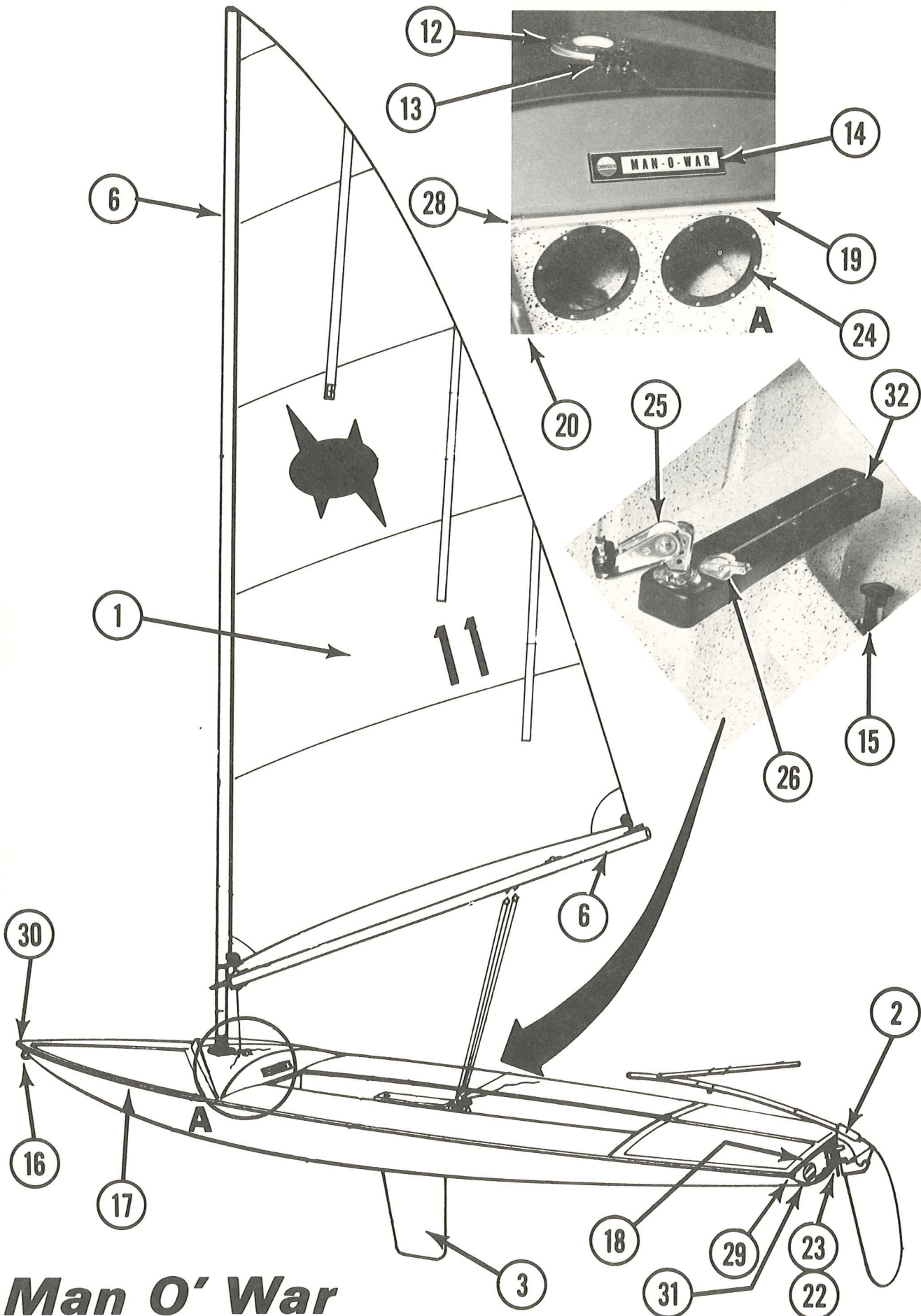


Man O' War



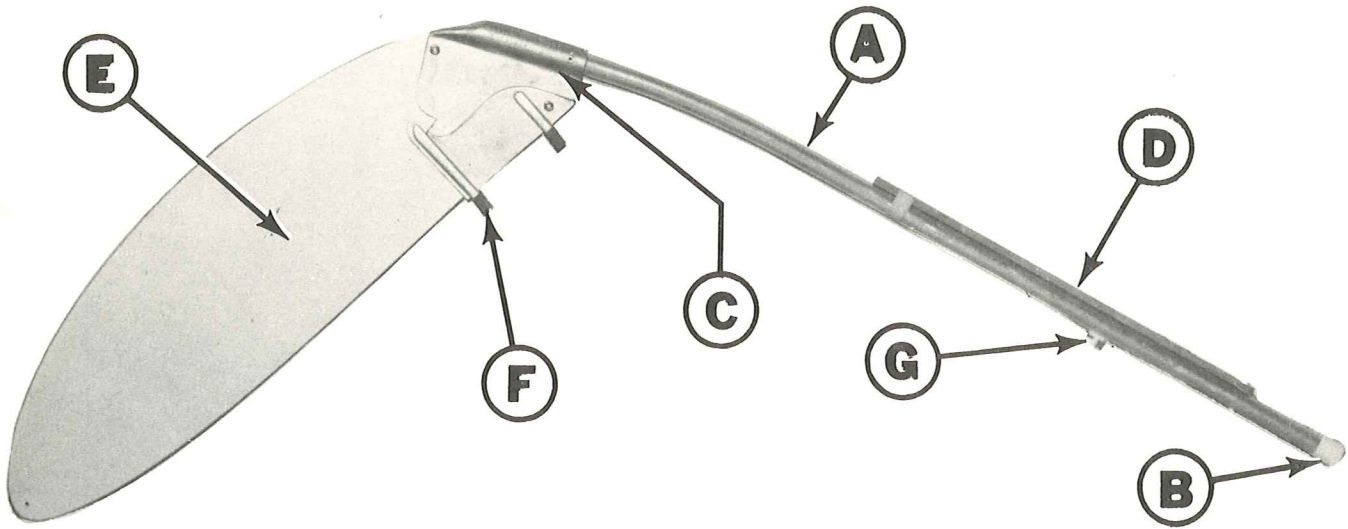
Man O' War

REF. NO.	PART NO.	RIGGING HARDWARE	QTY
1	813685	Rigging Kit (see next page)	1
	25158	Sail, Battens, Lines	1
2	813612	Rudder Assembly (see next page)	1
3	813609	Dagger Board Assembly (see next page)	1
4	25023	Shackle (see next page)	2
5	25002	Block Shackle (see next page)	2
6	813820	Mast and Boom Kit (see next page)	1

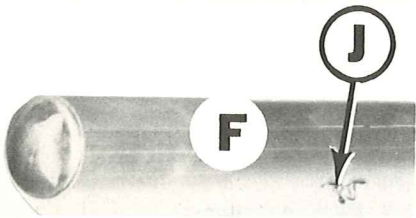
REF. NO.	PART NO.	GENERAL HARDWARE	QTY	REF. NO.	PART NO.	GENERAL HARDWARE	QTY
12	25147	Face Plate Mast	1	26A	22086	Pulley Strap	1
12A	825760	Mast Bushing	1	28	25153	Casting Cockpit	4
13	25054	Jam Cleat	2	29	25152	Casting Transom	2
14	24955	I.D. Plate	1	30	25151	Bow Casting	1
14A	31621	Clip	2	31	24740	Chrysler Emblem	1
15	25149	Bailer	1	32	25159	Dagger Board Cap	1
16	24373	Bow Eye	1	33	25199	B.I.A. Plate (not shown)	1
17	843580	Bumper Rail	2		814580	Owners Manual Packet	
18	843500	Bumper Rail Aft	1		800888	Viking Red Repair Kit	
19	843503	Trim Cockpit				Exterior	
		Forward and Aft	2	**	51506	Viking Red Gelcoat	
20	843501	Trim Cockpit Side	2			Exterior	
21	842969	Serial Number Plate	1	**	800872	Sand White Repair Kit	
22	813679	Rudder Pin	1			Exterior	
23	25142	Rudder Bracket		**	51503	Sand White Gelcoat	
24	25166	Inspection Port	2			Exterior	
25	25161	Adjustable Swivel Cleat	1	**	51507	Sand White Gelcoat	
26	25157	Shackle Becket	1			Interior	
					51561	Black Spatter Gelcoat	

Man O' War

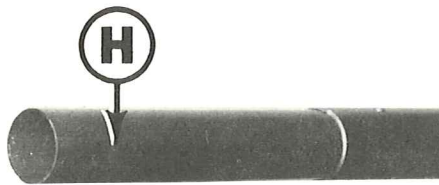
RUDDER HARDWARE



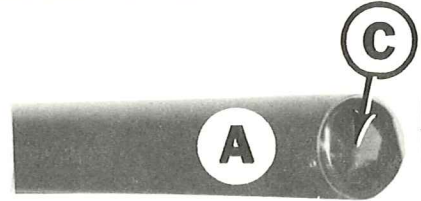
MAST TOP AND BOTTOM HARDWARE



BOTTOM SECTION

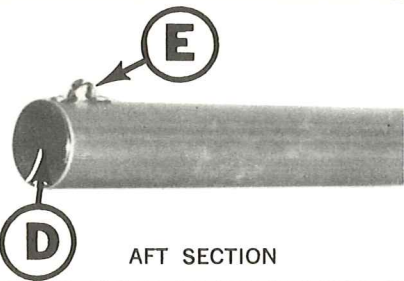


BOTTOM SECTION CENTER

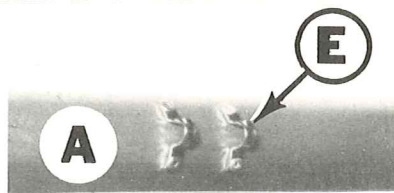


TOP SECTION

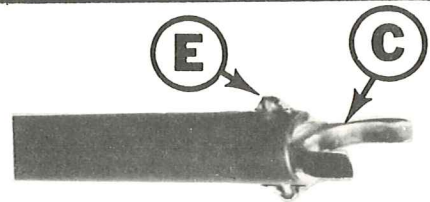
BOOM HARDWARE



AFT SECTION

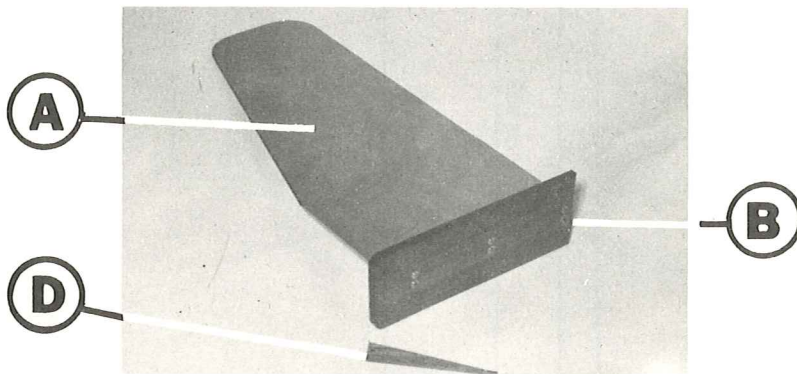


CENTER SECTION

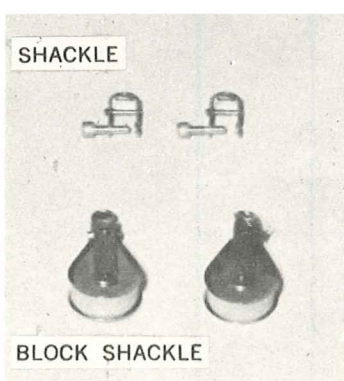


FORWARD SECTION

DAGGER BOARD



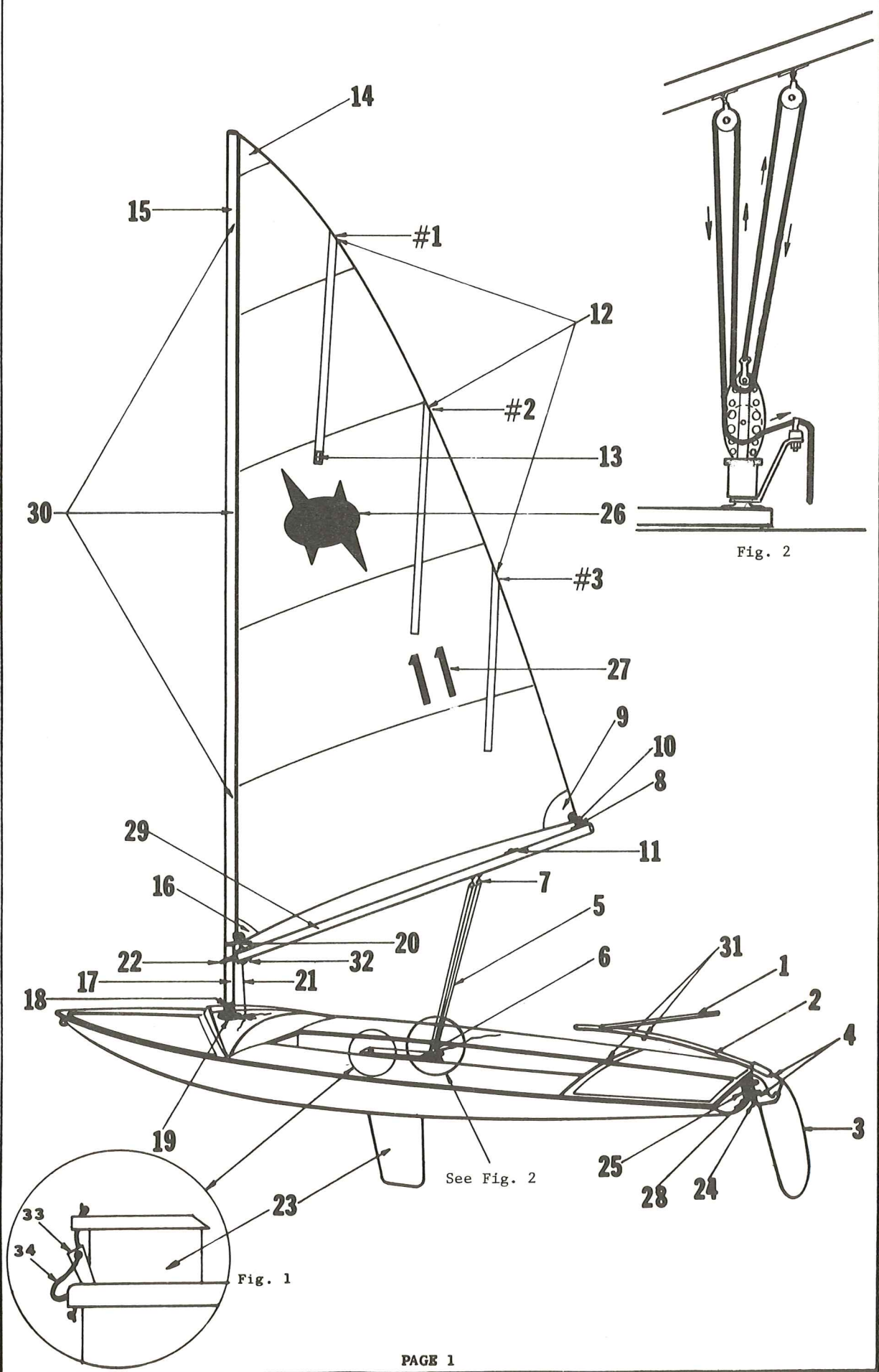
SMALL PARTS



REF. NO.	PART NO.	RUDDER HARDWARE	QTY
A	843555	Tiller	1
B	24958	Tip	1
C	25144	Tiller Bracket	1
D	25105	Hiking Stick	1
E	813683	Rudder	
F	25143	Rudder Bracket	1
G	24979	Catch Nylon Ball and Socket	1
REF. NO.	PART NO.	MAST TOP HARDWARE	QTY
A	813686	Mast Assembly Top	1
B	813719	Mast	1
C	25154	Spar Plug	2
D	825892	Plug Flotation	1
E	825893	Block Flotation	1
REF. NO.	PART NO.	MAST BOTTOM HARDWARE	QTY
F	813687	Mast Assembly Bottom	1
G	813726	Mast	1
H	813723	Insert Center	1
I	813724	Insert Bottom	1
J	25110	Eye Strap	1
REF. NO.	PART NO.	BOOM HARDWARE	QTY
A	813684	Boom Assembly	1
B	813727	Boom	1
C	25150	Boom Yoke	1
D	25155	Boom Plug	1
E	25110	Eye Strap	6
F	825893	Block Flotation	1
REF. NO.	PART NO.	DAGGER BOARD HARDWARE	QTY
A	813688	Dagger Board	1
B	825752	Seat Dagger Board	1
C	825855	Dagger Board Lanyard	1
D	825854	Dagger Board Wedge	1
E	825831	Nylon Cord 1/8 x 18 In.	2

Man O' War

MAN · O · WAR NOMENCLATURE



NOMENCLATURE

1. Tiller Extension
2. Tiller
3. Rudder Blade
4. Rudder Head (two piece)
5. Mainsheet
6. Mainsheet Swivel Block and Jammer
7. Mainsheet Blocks
8. Clew Pad Eye
9. Clew of Sail
10. Clew Snap Shackle
11. Clew Pad Eye for Reefed Position
12. Battens (#1, #2, and #3)
13. Elastic End in Batten Picket
14. Head of Sail
15. Mainsail Sleeve (goes over mast)
16. Tack of Sail
17. Mast (two piece, jointed in middle)
18. Reefing Line
19. Mast Deck Casting
20. Tack Snap Shackle
21. Downhaul
22. Gooseneck
23. Daggerboard
24. Rudder Pintle
25. Transom Gudgeon
26. Sail Insignia
27. Racing Numbers
28. Transom Drain Plug
29. Boom
30. Luff of Sail
31. Rudder Stop
32. Downhaul Pad Eye
33. Daggerboard Wedge
34. Daggerboard Lanyard (50 inch)

OWNER'S MANUAL

Your Man-O-War is easy to rig and sail; however, her design is such that properly rigged and sailed, she will reward even the most discriminating sailor. The following step-by-step rigging and sailing instructions will assure you the best from this superb design.

TRAILERING OR CAR-TOPPING

A trailer or car-top support for the Man-O-War should have cross supports located at the forward and after ends of the cockpit so as to take the weight on the ends of the cockpit walls. The Chrysler trailer is ideal and is designed for the Man-O-War.

The two-piece mast and the boom may be carried in the cockpit by inserting them through the opened access ports forward. The rudder and centerboard may also be carried in the cockpit while trailing.

ASSEMBLING THE MAST

Join the two-piece mast making sure that the notched ends meet and lock together. Take care to brush any sand or dirt from the tubes to prevent galling the aluminum.

Note there is an eye strap at the butt of the mast. Tie the 48-inch piece of 3/16-inch reefing line to this strap and stow by wrapping it around the mast. Do not step the mast until you complete steps 2 and 3.

BENDING ON THE MAINSAIL

The sail sleeve is pulled on over the mast beginning with the Tack corner at the top of the mast. Seat the nylon strap at the head of the sail against the casting at the top of the mast.

Insert the three battens pushing them against the elastic in the ends of the pockets permitting the top ends to be held firmly in the pockets.

FURLING THE MAINSAIL

Roll the sail around the mast by rotating the mast making certain the battens lie parallel to the mast until the sail is fully furled. Tie a line through the clew to prevent the sail unrolling.

STEPPING THE MAST

Insert the mast through the mast-deck casting on the fore deck until it bottoms against the keel. Take care to raise the mast to the vertical while inserting, since the fit through the deck is reasonably tight and extends to the keel in a glassfiber tube.

RIGGING THE BOOM

Lay the boom on the deck with the gooseneck jaws around the mast, and thread the mainsheet through the pulleys and jam cleat as illustrated on the nomenclature drawing.

INSTALLING THE RUDDER AND RUDDER OPERATION

The rudder head is attached to the transom by the rudder pintle (pin), which is fixed to the transom by a chain. Raise the tiller, place the rudder head over the transom gudgeons, and drop the rudder pintle through.

Note the action of the rudder. The fully engaged position of the two-part rudder head locks the blade down; yet if grounded, it will permit the rudder blade to kick up. To lift the rudder blade for beaching, simply pull up on the tiller and pull forward engaging the stop on the tiller to its fitting on the rear deck to hold the rudder blade up permanently.

DAGGERBOARD

The daggerboard is held in the up position by the daggerboard wedge, No. 33, which

is tied to the daggerboard and the daggerboard trunk with the daggerboard lanyard, No. 34. NOTE: Be sure the lanyard is knotted at both ends in order to prevent loosing the daggerboard if the Man-O-War should capsize (see figure 1 on nomenclature drawing).

ATTACHING SAIL TO THE BOOM

Be certain to keep the boat headed into the wind before attaching the sail to the boom whether it's on a trailer or in the water. Unfurl the sail by rotating the mast by hand until fully unrolled. Attach the clew first and the tack second with snap shackles through the tack and clew grommets to the tack and clew pad eyes on the boom.

ATTACH THE DOWNHAUL AND THE REEFING LINE

The downhaul serves two functions:

1. To keep the mast in the boat in the event of a capsize.
2. To pull tension on the luff of the sail.

Tie a 24-inch piece of 3/16-inch line to the downhaul pad eye on the boom and run it through one of the two jam cleats just aft of the mast. Put enough tension on the line to smooth out any wrinkles or puckers along the luff of the sail and to show some slight tension along the luff of the sail.

The reefing line that was wound on the mast in step No. 1 should be unrolled to enough length to secure it to the remaining jam cleat on the deck aft of the mast.

REEFING THE SAIL

If the wind is heavy or becomes heavy while sailing, you can reduce the sail area by about 30 per cent by rolling the sail up partially around the mast. There is a second clew pad eye twenty inches in from the end of the boom. Snap the clew of the sail to this pad eye. Unsnap the tack end of the sail from the boom. Pull on the reefing line until the sail is tight along the boom. Snap the tack of the sail to the boom again and jam the reefing line in the jam cleat on deck. If very young, light-weight children are to sail the boat, they may begin with a reef in the sail and be safe in most weather conditions.

DOCKING OR OVERNIGHT STORAGE

When docking downwind, simply unclip the sail from the clew and let the sail stream free. If the wind is heavy or you wish to dock for some time, rotate the mast by hand rolling the sail around the mast completely. Tie the sail around the mast to prevent it unrolling.

CAPSIZE

There is no small centerboard sailboat that cannot be capsized by the elements; however, the Man-O-War is one of the easiest boats to right and does come up with virtually no water aboard. What remains will be easily disposed of through the self bailer forward of the trunk.

If you do capsize, get off the boat and into the water as quickly as possible. If you try to stand on the mast or the cockpit edge, your weight will force her to turn turtle (completely upside down as opposed to on her side). The boat, without anyone aboard, will stay in a 90-degree position. Do not climb into the cockpit. Get around and unclasp and free the mainsheet. If the centerboard has retracted into its trunk, (up position) push it out or down. Swim back to the bottom side of the boat and put weight on the centerboard getting up on it and standing if you are light. Take hold of the edge of the boat and lean backward, climbing in as it rights. If the boat rights before you can stand on the board, climb in over the stern to prevent a capsize from your weight going in over the side.

180-DEGREE CAPSIZE (TURNED TURTLE)

If you did not get off the boat when you first capsized, you may have the boat turtled. It will be necessary to get the board inserted and into the down position. Stand on the bottom of the boat, take hold of the daggerboard, and lean back as far as possible. If you have enough weight, (an average person is enough) the boat will slowly come up to the 90-degree-capsized position. Then go through the steps of the

preceding paragraph to right, and sail away.

DRAINING THE BOAT

Three drains are provided in the Man-O-War. One in the forward end of the cockpit, one through the hull, and one in the transom. If water should get inside the hull while sailing, pull the plug at the forward end of the cockpit permitting the water to flow into the cockpit. The bailer located forward of the daggerboard trunk will bail at speeds of four knots or more. Open the bailer by turning and pushing down. If water comes in through the bailer, you have insufficient speed, and the bailer will not work. Otherwise, leave it open until the boat is dry. The bailer in the stern will drain any water that lies in the hull after the boat is out of the water.

SAILING THE MAN-O-WAR

Sailing Upwind: The Man-O-War is equipped with a rather full sail that when properly used will give you a proper sail shape over a wide range of wind conditions. The mast, being unstayed, is free to bend and will do so to a marked degree. As the wind increases, the mast, provided the sail is sheeted hard, will bend aft and flatten the sail -- a better shape for heavier winds. One should sheet in hard enough to bring the end of the boom about half way between the edge and center of the boat. If the boat heels over, tuck your toes under the edge of the cockpit and hike out. The centerboard should be full down when sailing on the wind.

Sailing on Reaches: As your course goes from as high into the wind as you can point without the sail luffing to running before the wind, your sail should be left out to the point where it just begins to flutter along the luff and pulled in then just enough to stop the flutter. If you desire the maximum speed, you will also decrease the immersion of the daggerboard from full down "on the wind" to full up when running before the wind. If the wind is heavy and the sea rolling, it is wise to leave just four or five inches of board down when running before the wind to give the Man-O-War directional stability.

We, of Chrysler Boat Corporation, trust that you will enjoy owning your Man-O-War. One of the additional joys of boat ownership is being a member of the Man-O-War class organization. You have, by virtue of purchasing a Man-O-War, automatically become a member of the Man-O-War Class Association with dues paid for a full year. You will receive news of class activity from time to time. We hope you can participate in this activity and make many new friends with like interests.

