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September 13, 1939

Mr. Brian O'Brien  
Yacht CONNELLA  
Mosman Bay Post Office  
Sydney, New South Wales

Dear Mr. O'Brien:

Received your letter and think the alteration you suggest would be an excellent one.

On MALABAR XIII the mainsail did lay a little too close to the after stay, but it was not very noticeable. However, I think a change such as you suggest might be beneficial, but if this is done I would suggest having the stay a little further aft. It seems to me if the stay could be 5' aft from the center of the mast at the deck, and then have the lever, it would be a little more efficient. You would not have to slack either stay when sailing close hauled, and yet the leverage would be a little greater and the stay would be a little more efficient than in its present location.

Another change I think I would make would be to reduce the area of the mizzen slightly by shortening the mizzen-mast and also shortening the mizzen boom. This would allow a somewhat shorter boomkin. I am sending you enclosed blueprint with a rough sketch showing this, and in my opinion the boat would steer better and act just as well with the smaller mizzen, and be considerably faster. On MALABAR XIII my mizzen stretched so that it was too large, and I sailed her part of one summer with a reefed mizzen. She steered better and I think I liked her better with it, and I think she was a little faster this way.

I would suggest having a very large jibtopsail such as is also roughly sketched on the enclosed plan, #823-C, which I think is the plan you are using.

In regard to the weight of the engine, this does not make a great deal of difference. The Kermath motor is supposed

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to weigh about 1200 lbs. This was not used, however, and when I owned MALABAR XIII she started out with a secondhand Gray gasoline motor; and afterwards ended up with a 6-cylinder 110 h.p. Lathrop gasoline motor, which sent her along about 9 nautical miles an hour. She has this in her now. Due to the sudden death of her owner this summer, she was sold recently.

The weight of the engine could be at least 500 lbs. greater than of the Kermath, and the principal problem would be to get one which would go below the deckhouse floor. Most motors are a little too high to do this, and if the floor is raised either the headroom in the deckhouse will be less, or it will be necessary to increase the height of the deckhouse over the motor. If this is found necessary I would suggest leaving the side of the deckhouse as near as possible to what it is now, so it would not interfere with the vision. Of course the higher the wheelbox is, the better, but the center of the deckhouse is not very important and this could be raised 4" or 5", if desired, and I do not think it would be noticed. Some boats, of course, have much higher deckhouses.

I have since designed another boat of this same general model which has the deckhouse amidships with after stateroom. The motor is under it and the boat is deeper at that point, so a higher engine can be installed. Also the deckhouse is a little further away from the helmsman which helps the vision. It is not quite as handy for the stowing of a tender, and I do not know just how this would be taken care of, although undoubtedly something could be worked out. This boat is not being built at present and I am not sure she will be, due to the high cost of building in this country, taxes, etc.

I enclose cabin plan of this boat, #823-F, which you might like to look at, and possibly you might care to use this. I like the deckhouse nearer amidships as the weight of the motor is nearer the middle of the boat. I do not care especially how much the motor weighs, but where it is aft compensating weight should be carried somewhere inside the boat. With the engine nearer amidships the boat would be improved in this respect, although a deckhouse which is aft is certainly very handy.

I have never used a Kermath motor myself and do not necessarily recommend it. I suppose you will use some other make anyway, but it is apt to be hard to get another engine of this type which

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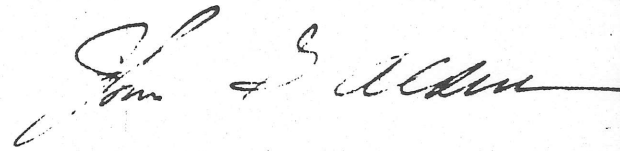
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is fairly low, and this was my reason for showing the Kermath.

I wish you every success with the boat, and hope the above may be of interest.

Sincerely yours,

JGA:hm  
Enclosures



P.S. I am sending you the sail plan of #823-C enclosed, which I assume is your boat, but due to the cost of air mail postage am sending the plan of the interior of the other boat by regular mail, and am also sending the deck plan showing the deckhouse arrangement, which you might like to see. J.G.A.

Enclosure