

own right. *Hebe*, as the winning boat was called, was a little open boat with 4ft 10in (1.4m) beam and measuring 1ft 7in (0.5m) deep amidships. Sail area was generous at 105 sqft (9.75 sqm) but with fairly full hull sections and a waterplane full at the bow she would carry it, if in a rather lively manner at times, in a breeze.

*Hebe* embodied most of the basic features that the many racing and general purpose sailing dinghies Morgan Giles would design in the future were to display, and a class quickly grew up. The design showed capable draughtsmanship with confident arrangement and detail at a time when few designers had studied the sailing dinghy. Giles sensed an opportunity in this field and would rapidly progress in it.

Soon after this Giles designed the 34ft 11in (10.6m) LOA fast cruising cutter *Glimpse*, a typical small yacht of the time having a gaff mainsail and short bowsprit, plus a three-sail rig. The transom-sterned hull had a well distributed volume of displacement and would sail well. The 26ft 4in (8m) fast day-sailer *Yum Yum* was another early design to show the careful thought and features of hull form found in many of his later designs.

Brokerage supplemented Morgan's business which slowly became more profitable. He was particularly successful with his dinghy designs, but these only produced a fee of perhaps 2-3 guineas each. Expansion might be possible if capital could be increased and in March 1909 Giles' dinghy racing friend Harry May came up from Devon to join as partner. The firm now called itself Morgan Giles and May, Naval Architects and Yacht Builders, occupying offices in Southampton Street, off the Strand, London and a boatbuilding yard by the Thames at Hammersmith, known as 'City Yard'.

Both men retained their contacts with south Devon and at times contrived to travel there for dinghy sailing. Giles had also made many friends amongst the keen small boat enthusiasts who raced at Burnham on Crouch, Essex and who were increasingly active in the 6-Metre class.

Despite yachting being primarily a man's sport some young women sailed actively. At Shaldon lived a determined girl by the name of Ivy Carus Wilson who longed to sail and her life and Giles' were soon to become entwined. She taught herself to row in 1904 aged 17 and three years later bought a heavy waterman's boat, the *Two Sisters*. At the same time she joined the Shaldon Sailing Club. This 18ft (5.4m) boat had a lug mainsail, jib and mizzen rig and was soon renamed *Swastika*. Jim Symons, a young local waterman taught her to sail. She allowed him to use the boat to take visitors for trips and in return he helped maintain and moored the boat, racing in her as hand when Ivy entered races. Any prize money went towards paint and gear.

Ivy Wilson quickly became an able helmswoman and during the winter of 1908-9 decided to have a racing dinghy built, paid for by her mother. A boat was ordered from 'Mr Giles in London' and was completed early in July 1909.

In what must have been an unorthodox move, Giles and Harry May decided to deliver the dinghy themselves, by rail from London. Riding in the guards van they changed trains at Exeter from where the new dinghy rode in a fish truck to Starcross station by the river Exe. The by now bleary-eyed partners rigged the boat on the foreshore by the dawn light. They intended racing her in the West of England Cup match to be



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Morgan's wife Ivy (see inset) and their much loved boat, *Snark*

sailed that day at Sidmouth Sailing Club, just along the coast, which they reached a few hours later. That afternoon they started in the race but touched the first mark and so retired, disappointed as the boat was going well.

The next day they sailed on to Shaldon where Ivy christened the dinghy *Myosotis* and Giles took Ivy sailing with the new boat. The design was typical of many contemporary Giles 14 footers having a well rockered keel and greatest depth in way of the mast which was stepped well forward, resulting in a relatively small foresail. Hull sections were well rounded throughout. This form could not plane but would maintain way in light winds. The carvel planking was 1/4in thick mahogany with fitted seams on small section bent frames.

By the end of the 1909 season Ivy had learned to sail a racing dinghy competently. In fact, *Myosotis* and her spirited female owner had become prominent in the South Devon dinghy racing circuit, winning 7 races. Young Mr Giles found himself finding excuses to take the train to Devon whenever possible as he was becoming increasingly interested in *Myosotis*'s owner.