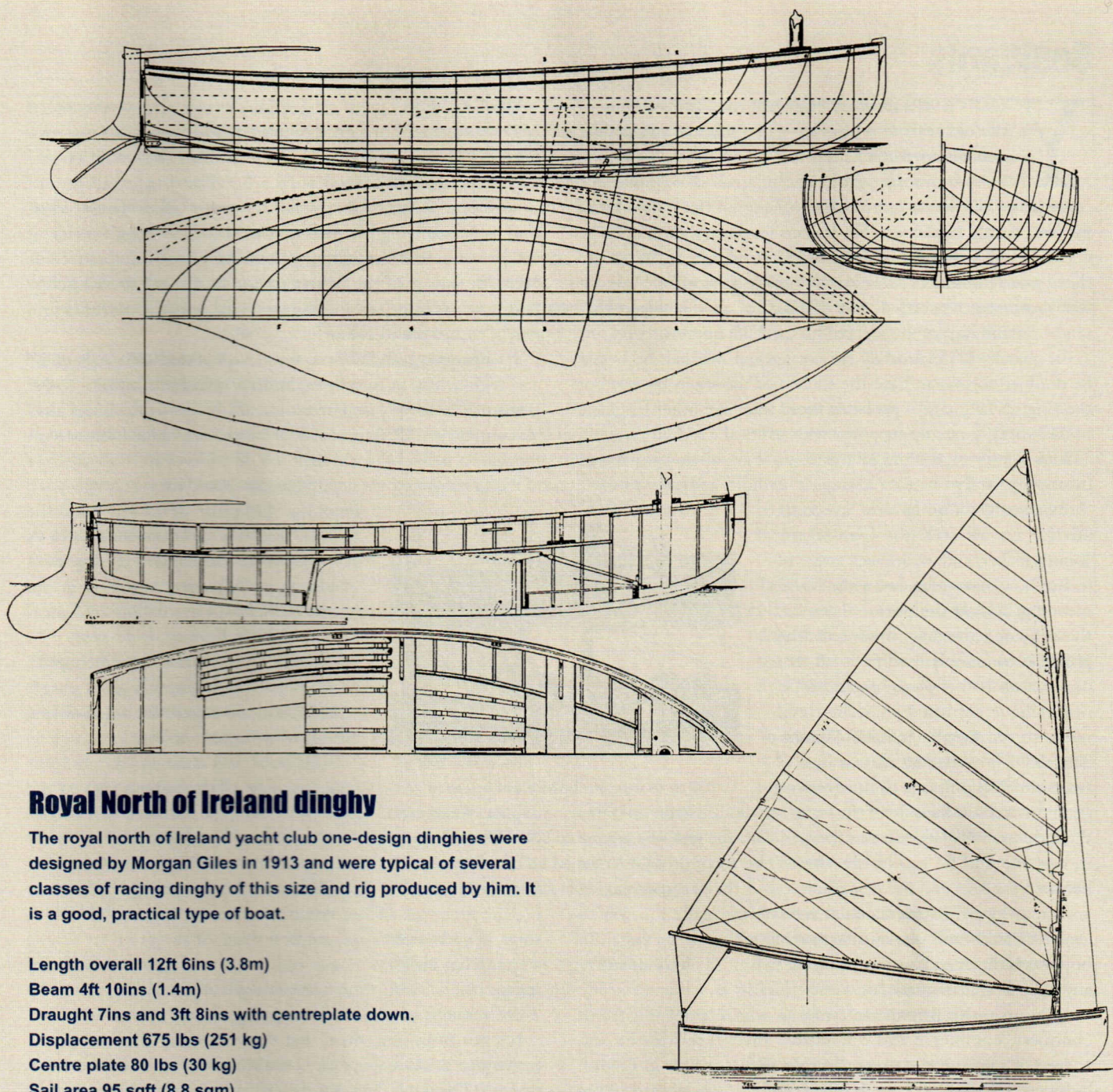




Royal North of Ireland dinghy

The royal north of Ireland yacht club one-design dinghies were designed by Morgan Giles in 1913 and were typical of several classes of racing dinghy of this size and rig produced by him. It is a good, practical type of boat.

Length overall 12ft 6ins (3.8m)

Beam 4ft 10ins (1.4m)

Draught 7ins and 3ft 8ins with centreplate down.

Displacement 675 lbs (251 kg)

Centre plate 80 lbs (30 kg)

Sail area 95 sqft (8.8 sqm)

Above: Lines and sail plan of The Royal North of Ireland Yacht Club one-design dinghies

Prospects looked good for the young designer and that winter he and Ivy Carus Wilson married. She continued dinghy racing and in August 1913 won the Gold Medal at the West of England Cup races at Dawlish.

By 1913 Giles had become an established designer of the smaller racers to the IYRU rule. The firm received orders for five 6-Metres, one of which was *Vanda*, a new boat for Captain Dixon as *Jonquil* was then outclassed. The stalwart of Solent small class racing, Colonel Bucknill, also ordered *Ancora*, one of only three 7-Metres racing in Britain. All raced with fair success but *Vanda* did not rival the record of her predecessor. For any yard to be building five 6 and one 7 metre class yachts at one time was good going, coupled with other new construction and refitting work, Giles and May should have felt secure.

Giles had the rare distinction of being able to design a boat, oversee its construction and sail it, all with rare skill. What's more, he was so confident of his ability to improve on designs that, unlike many other designers, he regularly published the plans of his successful boats. But Hythe was not an ideal site for

a business of this nature – as others had discovered before – and in March 1914 the company was dissolved. Giles now became an independent designer and contractor building yachts and boats at Hamble, near Southampton.

This new business was badly affected by the outbreak of the 1914-18 war, which virtually stopped pleasure sailing in Britain. War service was both honourable and financially desirable, so Giles volunteered for the Royal Naval Auxiliary Patrol Service, suspending his business. He went on to gain commissions in the Royal Naval Volunteer Reserve, seeing service in small patrol craft and the 80ft wooden motor launches (MLs, known to their crews as 'them hells') on coastal patrol work.

Morgan achieved the rank of Lieutenant RNVR and continued in Naval service until discharged in 1919, then resurrecting a career that, in the uncertain post war world, might have seemed irrelevant, but what he wanted most was to continue developing the design of small racers and to be able to build them in a yard of his own.

Next month: the West country and beyond.