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6-Metre International Rating

Whimbrel (right) and *Margaret* (above) were designed by Morgan Giles during 1920-1 for the British-America Cup. However, they were not selected for the British team.



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Throughout his career Giles had designed many one-design centreboard dinghy classes, so it was no surprise in 1921 when the Walton and Frinton Yacht Club, in north-east Essex, commissioned a seaworthy 18ft (5.5m) class fit to face the breezes and billows of Pennyhole Bay and the approaches to Harwich. These gunter mainsail sloops were 16ft 9in (5.1m) on the waterline, with a generous sail area of 220sqft (20.4m²). The boats were three-quarter decked, powerful and fast. About eight were built at Walton by Brooke and Halls, but none was built after 1928 and the class raced into the 1950s.

At the Small Craft Exhibition in London in November 1923 Morgan Giles Ltd had a major exhibit to attract more orders. For the event he built six boats as speculations: a 18ft (5.5m) West of England Conference Jollyboat, a 14ft (4.3m) National Restricted Class racing dinghy, a new type 12ft 6in (3.8m) standard sailing dinghy, a 10ft (3m) sailing pram, a lightweight yacht's motor launch and a yacht's rowboat. This was a major investment for a business with only modest resources.

The early 1920s also saw the revival of the 6 and 8-Metre as the less expensive of the International Yacht Racing Union racers. Amongst the best of Giles' designs was the outstanding

6-Metre *Quixie* built for Benjamin Guinness. Her owner often sailed in Mediterranean racing events and the new yacht's design showed good performance in lighter winds. Overall length was 35ft (10.7m), with 21ft 9in (6.6m) on the waterline. Beam was 6ft 3in (1.9m) and draught 5ft (1.5m), with a sail area of 500sqft (46.5m²). The hull form of this later 6-Metre contrasts sharply to the 1911 *Jonquil* and shows a more seaworthy, faster and more attractive yacht. The bermudan sloop rig had an exaggerated mast rake, a feature then appearing in many racing designs and the, by then, usual division of sail area into a large mainsail and small headsail and the drooping boom, which gained a little unmeasured sail area.

In 1925 Giles was fortunate to receive an order to design and build an 8-Metre racer for General Sir Arthur Paget VC, one of a very distinguished yachting family with a record in racing stretching back to the 1780s. With this yacht, *Siris*, Giles excelled (see p30). She did well in the class and also won the Coupe de France in 1927, delighting Sir Arthur.

Offshore racing in Britain started during the mid 1920s with a variety of yachts. One of the most notable was the ex-French pilot cutter *Jolie Brise*, owned by EG Martin. She was refitted at