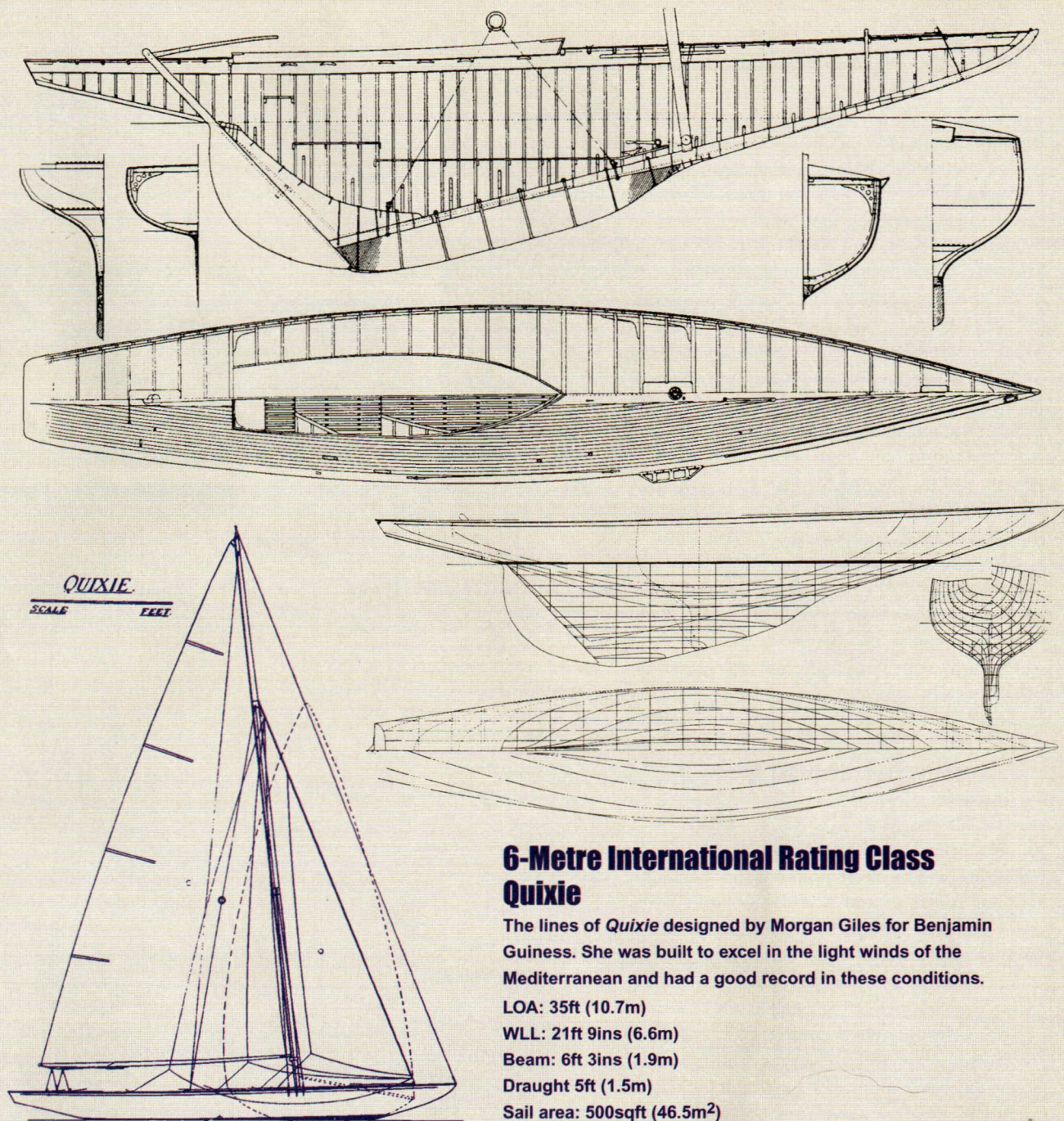




## 6-Metre International Rating Class Quixie

The lines of *Quixie* designed by Morgan Giles for Benjamin Guinness. She was built to excel in the light winds of the Mediterranean and had a good record in these conditions.

LOA: 35ft (10.7m)

WLL: 21ft 9ins (6.6m)

Beam: 6ft 3ins (1.9m)

Draught 5ft (1.5m)

Sail area: 500sqft (46.5m<sup>2</sup>)

In 1937 Robert Clark, then the most promising designer of British offshore racers, placed an order with Giles to build the very successful *Ortac*, which was designed for Colonel King. She was reputedly the first yacht to have a bow pulpit fitted and according to Austin Farrar, who worked for Clark, when Giles saw it he refused to fit the "abomination".

During the winter of 1937-38 a lack of orders induced Giles to design a stock cruising yacht capable of good performance. At the time yachts of 35ft (10.7m) waterline length were favoured for moderate-sized offshore racing. However, Giles chose a 33ft (10m) waterline length, 42ft 9in (13m) LOA, a canoe stern and a lofty bermudan cutter rig.

This elegant yacht was fast and surprisingly was planked with teak, both hull and deck, instead of lighter mahogany and pine. The small cockpit would be comfortable only for two and reflected the designer's lack of experience of offshore sailing.

Of the many one-design racing dinghies designed by Giles, probably none interested him more than the 1938 class for the Teign Corinthian Sailing Club. This three-quarter decked centreplate sloop was 16ft long (4.9m), 5ft 10in (1.8m) beam and 5ft (1.5m) draught with the plate lowered. Sail area was 160sqft

(14.9m<sup>2</sup>). The hull had generous depth forward and amidships, with considerable keel rocker. The wetted surface was reduced by a marked rise of floor and the hull form had low resistance. Windward performance was good and speed in light winds excellent. A small iron ballast keel of 200lb was fitted to aid sea sailing and generally reduce the angle of heel under a large sail area. The clinker-planked hull was of conventional construction and the first two boats were sailing by early 1939. It was hoped the class would spread along the Devon and perhaps Cornish coast, but this did not occur.

After three politically uncertain years, in 1939 war descended on British life again and yachts and boats were hastily laid up. Like all British yachtbuilders, Morgan Giles Ltd faced a lack of work until the expansion of coastal forces took effect in 1941. Such yards were well suited to constructing some of the thousands of small wooden naval craft required and the Teignmouth yard built Motor Torpedo Boats (MTBs), all 72ft 6in (22.1m) long, single chine Vosper-type, with three Packard petrol motors totaling 3,600 bhp to achieve 38 knots. The firm also built four round bilged, 72ft (22m) Harbour Defence Motor Launches (HDMLs).