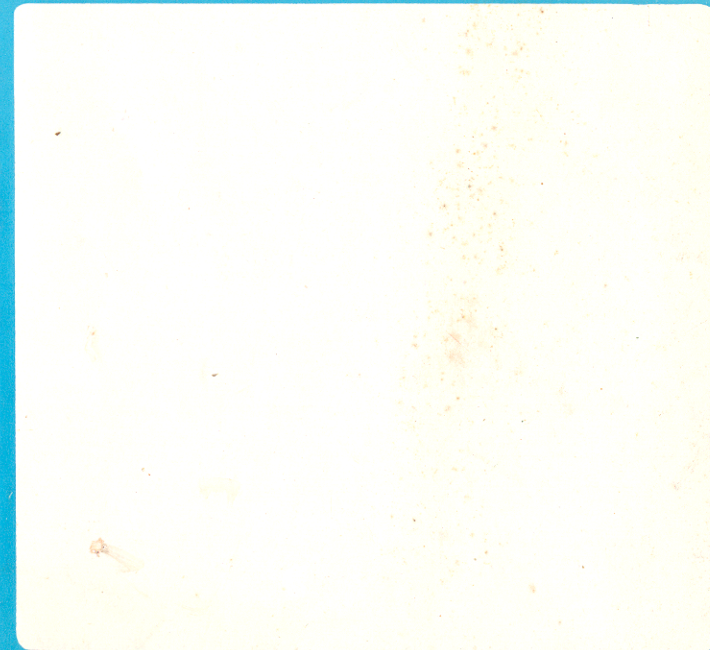


introducing



in action!



designed and built by
Morgan Giles Ltd

Teignmouth · South Devon

TELEPHONE: TEIGNMOUTH 1407 & 1408

GENESIS

the NEW MG30

DESIGNER'S COMMENTS

M.G.30 Auxiliary Bermudian Masthead Rigged Sloop

The aim has been to design and produce a cruiser/racer with enough beam to provide really comfortable accommodation combined with a racing capability.

In a moderate displacement design, with a fairly easy bilge, the ends have been run out to the natural result of the underwater body of the design. At the same time the lines have been kept as fine as possible to encourage a good windward performance.

A good sheer has been given with the aim of producing a handsome craft with a beam/length waterline ratio of 0.4.

The sail plan is in accordance with modern practice with a masthead rig on a Proctor metal mast, stepped on deck. This is efficient and easy to work.

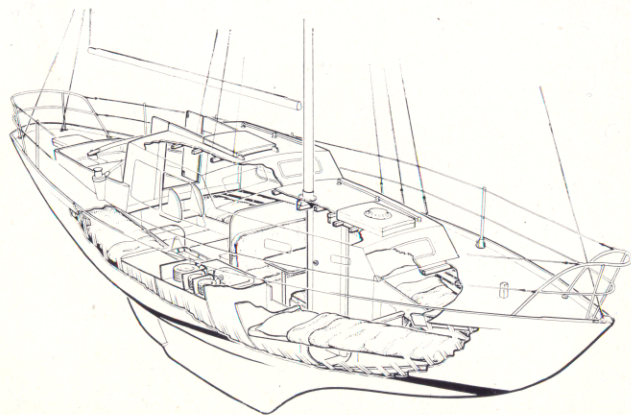
With a beam of 8.75 feet it is possible to have a Dinette on the port side amidships with a galley opposite to starboard. Aft there is room for comfortable quarter berths with easy access. These latter extend aft each side of the watertight, self draining cockpit. Forward of the saloon to port, the flushing W.C. can be shut off forming a closed compartment across the ship with a hanging wardrobe on the starboard side. In the forecabin there is one fixed berth on the port side and a folding berth on the starboard side. The latter folds up to permit sail stowage in the bin provided.

Much of the interior has been surfaced with a veneer similar to "Formica" in order to make cleaning easy and repainting unnecessary.

A 10 h.p. Albin engine provides the auxiliary power which is transmitted by a variable pitch propeller that can be easily feathered for sailing, thus eliminating the necessity for a gearbox, and permitting a single lever control.

The sloop has been designed to be built in Glass Reinforced Plastic as the "M.G.30" Class.

A wooden prototype was built to Lloyds 100 A.I. classification in order to evaluate the design. This vessel has now sailed 2,000 miles in races and cruising. It raced well and won several flags during Cowes Week. The comfort and sea keeping qualities have been proved in several cruises with a full complement and in poor conditions with winds up to gale force.



M.G.30 SPECIFICATION

HULL. One piece Glass Reinforced Plastic moulding to Lloyds recommendation.

BALLAST. 1.6 tons of lead encased inside the keel moulding of the hull.

DECK, COACHROOF, COCKPIT. One piece Glass Reinforced Plastic moulding to Lloyds recommendation with a self draining cockpit. Non slip surfaces on working areas of deck and coachroof.

MAST. Aluminium alloy, self coloured, fitted with halyard winch for foresails, cleats and electric masthead light.

BOOM. Aluminium alloy, self coloured and fitted with roller reefing.

STANDING RIGGING. Stainless steel wires and Superston rigging screws.

RUNNING RIGGING. All Terylene, main and jib halyards, boom downhaul, topping lift, boom vang, mainsheet and jib sheets.

BLOCKS. Tufnol and Tufnol reinforced with stainless steel where necessary.

DECK FITTINGS. Galvanised steel stemhead fitting. Bronze fairleads. Stainless steel track for jib leading block. Oak Sampson post.

WINCHES. Two Jib sheet winches by Lewmar in Superston.

SAILS. All Terylene, Mainsail, Genoa and No. 1 Jib.

PULPITS. Fore and aft pulpits in nylon sheathed aluminium alloy.

GUARDWIRE STANCHIONS. Stanchions of stainless steel in bronze sockets.

BILGE PUMP. Henderson Mk. IIA operated from cockpit locker.

AUXILIARY ENGINE. Albin/Ailsa Craig petrol model 0-21 giving 10 b.h.p. at 1400 r.p.m. Power transmitted by extra line shaft to variable pitch propeller. A singleline control for propeller switch and engine throttle is fitted in the port cockpit locker. Electric starting and battery charging is fitted.

ELECTRICS. A 12-volt amp/hr lead/acid battery supplies navigation lights, instrument lighting, cabin and berth lights.

FUEL TANK. Brass—fitted in starboard cockpit locker. Capacity—8 gallons giving approximately 10 hours running time.

FRESH WATER TANKS. Fibre Glass—capacity 25 gallons filled from deck filler and piped to galley pump.

CALOR GAS. A separately ventilated and watertight stowage for a Mark 10 calor gas bottle is fitted in the lazarette, aft. The gas is carried in copper piping to the galley.

SAIL PLAN



DIMENSIONS AND DETAILS

Length Overall	30.00 ft.	Headroom	5.9 ft.
Length on Waterline	21.10 ft.	Ballast	1.6 tons lead
Maximum Beam	8.75 ft.	Engine	10 h.p. Albin Model with single lever control and variable pitch propeller.
Draft	4.85 ft.	Fuel (petrol)	8 gallons
Thames Measurement	7 tons	Fresh Water	25 gallons
Displacement	3.9 tons		
Sail Area	360 sq. ft.		
Berths	4		

FITMENT FEATURES

ACCOMMODATION

All working surfaces and bulkheads are covered with "Formica" type finish in plain or wood grained.

MAIN CABIN

A Dinette with seating for 4, complete with covered foam upholstery and a permanent table is fitted on the port side. Opposite, to starboard is a galley with sink and drain, fresh water pump, crockery stowage, "Formica" type working top and calor gas cooker, with food storage lockers below. The cooker has two boiling rings, a grill and is fitted in gymbals.

Aft of the Dinette and Galley are two comfortable quarter berths with easy access. The berths are fitted with foam mattresses, which have removable leather type outer covers. These berths extend aft each side of the water-tight, self draining cockpit, and have generous stowage space below.

TOILET

Forward of the saloon to port is a flushing W.C. which can be shut off from all other accommodation, forming a closed compartment across the yacht.

A hanging wardrobe is fitted on the starboard side.

FORECASTLE

One upholstered, fixed berth is fitted on the port side and a folding pipe cot with covered foam mattress is fitted on the starboard side. This latter folds up to permit access to the sail stowage locker below.

Stowage for the anchor cable or warp is provided between the forward ends of the forecabin berths.

LOCKERS

Stowage for life jackets, safety harness and boats gear is provided in the lazarette and cockpit lockers.

Adequate stowage for personal kit, food and cooking utensils is arranged in lockers in the main cabin. A drawer for cutlery is fitted in the galley.