

A HANDSOME CRUISER/RACER

DESIGNED & BUILT BY MORGAN GILES LIMITED

TEIGNMOUTH, DEVON

## **MORGAN GILES 30**

A handsome all-fibreglass cruiser/racer from the West Country in which speed and sea-keeping ability have been combined with cruising comfort

ONE of the prettiest of the new designs to come out of the West Country recently is the 30ft. overall masthead sloop designed and built by Morgan Giles Ltd., of Teignmouth. Morgan Giles developed and tested the design with an orthodox timber built prototype before setting things up for series production in glassfibre.

The M.G.30, as the class has been called, has turned out to be a delightful cruiser/racer. She rates well and the easily driven hull has proved highly successful in round the buoys racing. In the role of family cruiser, the M.G.30's roomy hull with its 8ft. 9in. beam enables five adults to sleep aboard in comfort once the dinette has been converted into a double berth and the navigator's compartment has been changed into a quarter berth.

The yacht is based on a one piece hull shell moulding to which is bonded the fibreglass deck, self draining cockpit and coachroof as a single unit. The bulkheads are of marine ply and bonded to the shell before the decking goes on. As a finish the bulkheads are covered with Vydecor fabric. The remainder of the interior joinery is fabricated from marine ply and finished with teak trim.

The accommodation layout is unusual for a yacht of this type. The w.c. has been fitted into a separate compartment to port of the companion and here, also, is a folding wash hand basin. Just forward of this compartment is the dinette which seats four people in comfort and where meals can be eaten without obstructing the fore and aft access of the accommodation. To starboard of the dinette is the large galley with its deep stainless steel sink and three burner bottled gas cooker which is mounted on gimbals. There is plenty of food and crockery stowage here and a substantial grabrail is provided above the stove for the cook.

A full bulkhead is fitted in way of the deck-stepped mast and the heel thrust of the spar is taken through a pillar which lies against the bulkhead itself. Headroom in the main living space is a little under six feet.

Auxiliary power is provided by a two-cylinder Stuart Turner which develops 8 h.p. at 1,500 r.p.m. and drives through 2:1 reduction, but as an alternative, a Bolinder MD1 7 h.p. diesel may be installed. The auxiliary is fitted beneath the companion ladder and covered with a casing which is easily removed for maintenance.

Access from the living accommodation to the cockpit is easy and the large companion hatch slides well forward when necessary. The self draining cockpit is deep and well protected by high wooden coamings and there is ample seating for day sailing and cruising with a full complement on board. There is plenty of locker space beneath the side benches and the filler for the fuel tank is sited on the cockpit seat on the starboard side.

Deck hardware is substantial and the cleats, fairleads and fore and aft pulpits are not only of very adequate size and strength, but sheathed in smart white nylon. The guardrail stanchions are stainless steel and set in bronze sockets. Two bottom action sheet winches are provided and these are fitted outboard of the coamings on metal brackets. The headsail sheet leads are fitted to slides mounted on the timber toe rail which runs round the deck edge.

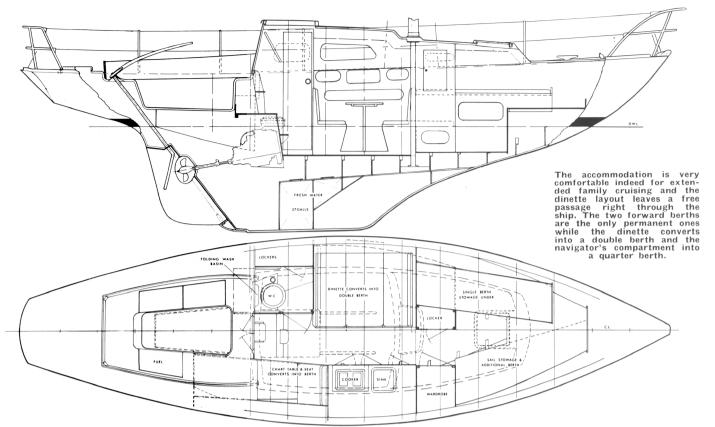
To complete the M.G.30's specification, she is fitted with a 12 volt lighting and starting system and carries 8 gallons of fuel and 27 gallons of fresh water.

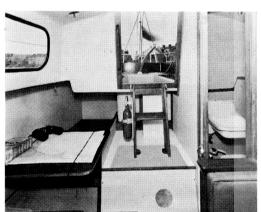
Details of the M.G.30 will be available on Stand J8 at the Boat Show.



(Above) the simple masthead sloop rig is easy to handle and the boom is set high enough to clear the cockpit by a generous margin. Areas are: mainsail 170.8 sq. ft.; genoa 255.2 sq. ft.; working jib 158.2 sq. ft.; spinnaker 570 sq. ft. (Below) This shot from aft gives a good idea of the roomy and well protected cockpit and the easy access to the accommodation.





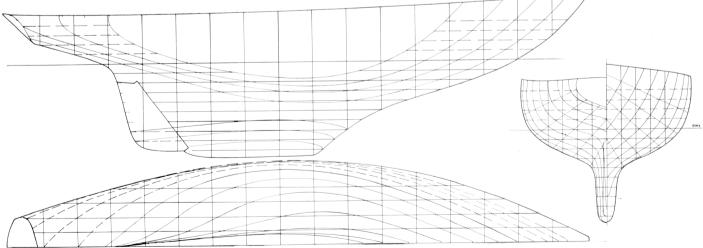


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(Left) View aft showing the navigator's table to starboard, the w.c. to port and the companion which lands on top of the engine compartment.

(Right) Looking forward. The galley is handy to the dinette and large coachroof windows give the interior a light and spacious atmosphere.





The lines show an easily driven hull with moderate displacement and pretty sheer. Dimensions are: L.o.a. 30ft.; l.w.l. 21ft. 1in.; beam 8ft. 9in.; draft 4ft. 10¼in. R.O.R.C. rating 18.45ft. (approx.).

Printed by Eden Fisher (Southend) Ltd., Southend-on-Sea, Essex.