



North Fambridge Yacht Club News Letter May 2010

Welcome to the second edition of the North Fambridge Yacht Club News Letter for 2010. May we take this opportunity to wish all our members and there friends a happy and safe sailing season.

A Message from Pauline Garman. Commodore

More boats are gradually returning to the water so hopefully the weather warms up and we get fair winds to enjoy the season.

The club has already been host to the Old Gaffers Association week- end rally to the Crouch and they will be back again on the May 29-31st. Any members would be very welcome to join in the evening socials with beer on tap!

The **Open Day on June 26th** is for members to get together but also to promote the club. We do hope as many of you as possible will join in some of the activities. We will also need volunteers for the day. After the event at 16.00 we will provide a BBQ and we would encourage you all to bring your own food and drink to make an evening of it.

I hope to see some of you over the season at various social and sailing events. I wish you all a safe and happy sailing season.

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Spot light on the Commodore:

Name : Pauline Garman

Boat Name : Mary Ritchie

How did you start sailing :

Crewing for my brother in a Wayfarer in races in my late 20's. It was enough to put anyone off sailing forever, spending more time in the water than on it, but we occasionally stayed upright leading to protest meetings and sometimes wins!

I took a 4 day course in dinghy sailing in Burnham and finally did some helming when I owned a Laser in Canada.

Most amusing / interesting sailing experience :

My introduction to Don was using him as extra ballast (3rd crew) during a windy Wayfarer race. I capsized the boat and he rescued my female crew while I had to fend for myself. Our relationship survived!

Sailing our boat Alice & Florie in a Gaffers race we caught the mainsheet of a Smack with our new bowsprit causing it to snap in half. (the helm, not Don, at the time had fallen

over) The old bowsprit had been ceremonially burnt on the BBQ fire the previous night. We finished the race with a staysail, a stumpy bowsprit and more ropes and pieces on the boat than up the spars.

Anything else you wish to add :

My sailing career continued cruising and racing in larger gaff rigged boats. At NFYC, Old Gaffer East Coast events, The Dutch Classics and North Sea Races.

I have gained RYA certificates in dinghy and power/rescue boat courses at our local reservoir.

I assist with sailing for the disabled locally and still enjoy racing my Wayfarer with Don as crew following my father's retirement from dinghy sailing at 89 years of age!

This summer I plan to join a friend who is sailing around the British Isles on a section of the journey from Ireland to the west coast of Scotland. Should be interesting and hopefully not too eventful!



**Famous M.G.s by Richard Walsh,
with thanks to Dick Durham of Yachting Monthly and Mrs. Chris Thorn of Teign Heritage.**

(with apologies for the omission of our members Michael Green and Michael Glenister, who are not quite this famous yet.)

There are many for whom the initials M.G. mean sports cars; an iconic British brand, in its 'Roaring Twenties' infancy synonymous with the affluent, dissolute and carefree generation of the age. Motorcars presented an opportunity for the eccentric aristocracy to indulge in flamboyant excess. Morris Garages in Abingdon, from whence the initials M.G. originate, once built to order a special M.G. sports car with a cream-coloured coach-built body flecked all over with real gold leaf. Known to the locals of Abingdon as the 'speckled 'un', the car's nickname corrupted to Speckled Hen and was adopted by Abingdon's local brewery, Morlands, for the famous brew that bears its name. Next time you see a bottle of Speckled Hen, look at the label shape and colours, identical to the famous badge of M.G. cars.

Twenty-two years prior to the birth of M.G. cars, another M.G. came into the world. On the 22nd May 1902 Maurice Griffiths was born and was to become the doyen of East Coast sailors. One of his best-selling books, Magic of the Swathways, is an unmissable

classic, his role as editor of Yachting Monthly for an unequalled forty years from 1927, when he was just 25, to 1967, a landmark in yachting journalism. He was also a yacht designer for 60 years, his hard-chine, shallow-draft Waterwitch and Eventide designs, regarded as amongst the finest of craft for estuarial cruising, and still to be seen around our local rivers. Maurice lived to the ripe old age of 95, passing away at his beloved West Mersea in 1997. To learn more of the man and his boats you must read *The Magician of the Swathways* by Dick Durham, published by Yachting Monthly in 1994, which can usually be found second-hand at www.abebooks.co.uk.

A much younger M.G. is the fast sailing cruiser/racer M.G.25, otherwise known as the Spring 25, its development and build woven into the late-eighties British T.V. nautical soap, *Howard's Way*. M.G. Yachts Ltd. was nothing to do with Maurice Griffiths, the initials standing for 'Marine Glass', their hulls moulded in GRP by Northshore Yachts. Some 150 of these high-profile yachts were built in the UK more in Australia and Brazil.

And so to the third and earliest of our sailing M.G.s. Born in 1883, Morgan Giles was 14 when he embarked on a fee-paying pupilage with boat-builders, Pengelly and Gore. He then joined the Teignmouth firm of Gann and Palmer whose shipyard occupied the site where the future Morgan Giles yard would operate for almost fifty years.

In 1901, after some years of practical experience in the yachting world, interspersed with private lessons in mathematics and science, he moved to London where he established a design business in Hammersmith, which specialised in small wooden cruising and racing craft. In 1909 he was joined by Harry May and together they ran Morgan Giles and May, Naval Architects and Yacht Builders from their offices off the Strand in London and a boat building yard by the Thames at Hammersmith. It was during this first decade of the 20th century that Morgan Giles joined the Farnbridge Yacht Club and raced, presumably in a dinghy he had designed for himself, in the Club's 17 foot Restricted Class, competing against our founder, Francis B. Cooke. By 1911, however, the partners had taken over the old Popham yard at Hythe, Southampton, and we can presume that Morgan Giles' connections with our Club ended.

In 1914 he once again became an independent yacht designer. Perhaps another reason for choosing Teignmouth as the site for his yard was that it is where he met his future wife, Ivy Carus-Wilson of Shaldon. In 1908/9 she had ordered a 14-foot racing dinghy from Morgan Giles and May who together delivered the boat. Ivy was a very able sailor and she and the dinghy, *Myosotis*, were very successful in the class, which ultimately became the International 14, still built and enthusiastically raced today. Morgan Giles himself was to go on to win the International 14 Prince of Wales Cup in 1931, acknowledged as the Blue Riband of dinghy sailing.

The 1914-18 war effectively put a halt to pleasure sailing and Morgan Giles volunteered for the Royal Naval Volunteer Auxiliary Patrol Service where he commanded coastal patrol craft. He left the service a Lieutenant RNVR in 1920. By this time he had become a Freeman of the Worshipful Company of Shipwrights.

During these early years Morgan Giles had established himself in the yachting world but it was with the purchase in 1920 of the yard in Teignmouth, that his name and the boats he built gained worldwide repute. To start with Morgan Giles had built dinghies and rowing boats as well as motor launches and smaller cabin cruisers, but from the 'Big Shed' at Teignmouth came passenger launches, power craft and racing yachts, which were exported around the globe.

World War II saw the company switching to Admiralty work and over 100 motor torpedo boats, fast motor launches and other craft were built for the Royal Navy, at the same time as the yard was kept busy repairing and maintaining many types of naval vessels. The return to peacetime allowed the re-emergence of pleasure yacht building, but Admiralty orders for inshore minesweepers bore witness to the Morgan Giles Shipyard's breadth of talent.

The yard continued to build a wide variety of boats through the 1950s and 60s, but times were changing for the company. Francis Charles Morgan Giles, OBE, died on the 19th March 1964, at the age of 81. He had remained an active director of the firm until his death.

The Times wrote of this ex. Farnbridge sailor - "With the death of Morgan Giles, the world of yachting has lost one of its best known characters. He was perhaps the last survivor of the almost legendary band of great English yacht designers from the days of Fife, Nicholson and Mylne."

His son, Michael Morgan Giles, ran the yard for a few more years until closure in 1969. The name of Morgan Giles however, lives on in the many superbly crafted yachts that he and his highly skilled staff designed and built and which survive to this day.

Richard Walsh.

Remember to check your Club booklets for the racing calendar & social events throughout the year, the Club needs your support and everyone is welcome!

A reminder of the next social events at the club:

Sat 12 th June	Fish & Chip Supper	BYO Drinks
Sat 26 th June	Visitors Day	Cream teas available to purchase
Sat 24 th July	Sausage & Mash Supper	BYO Drinks
Sat 14 th Aug	BBQ BYO Food to BBQ	BYO Drinks

NORTH FARNBRIDGE YACHT CLUB OPEN DAY JUNE 26TH PROGRAMME

11.00 Opening
11.30 Hard chine rowing race
12.00 Heaving line competition
12.30 Official Opening by special guests
13.30 Big boat race
14.00 Inflatable rowing race
14.00 Dinghy obstacle race
15.00 Rope / splicing demonstration
15.30 Life raft demonstration
16.00 Prize giving

We hope you have found this newsletter of interest, what we really need is contributions from our Members, even if it is just a couple of lines or a photograph! Please email any contributions for the news letter to lindacpercival@hotmail.com or leave in the Club House suggestion box. Thank you