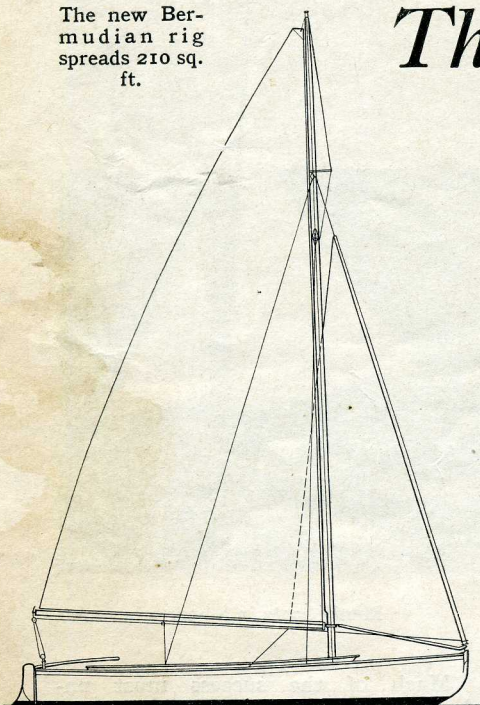


The new Bermudian rig spreads 210 sq. ft.



The Essex One-Design Class

THE MOST POPULAR TYPE *in the* THAMES ESTUARY

slightly faster under almost all conditions, and while capsizes in the older class are by no means uncommon, the new class boats have never capsized on the wind; the only serious accident being the result of broaching to in a strong wind.

The design itself shows a fast hull, somewhat full in the bow, but this very fullness, which may detract slightly from the appearance of the boats, gives them powerful shoulders and accounts for their ability in the short seas of the Thames Estuary. Construction is strong; planking is of wych elm, clenched laid, and timbers of American elm, spaced 6in. in centres, all fastenings being clenched over rooves. The boats have ample freeboard, and as they draw only a foot they take the ground upright and float safely even when the wind is at gale force. For Thames Estuary conditions, and, indeed, for any district where the boats dry out on each tide, they would be very hard to beat.

Dimensions

Leading dimensions show a length overall of 18ft., l.w.l. 16ft. 9in., beam 6ft., draught (with c.b.) 5ft., and a displacement of 1,864 lb.

The boats carry a heavy cast-iron centre-board, weighing approximately 225 lb., and are allowed 3 cwt. of lead trimming ballast. They carry a crew of three, and it is only in very strong winds that the crew have to perform

acrobatic feats to keep the boats sufficiently upright to show their paces. When they are knocked down they spill the wind and recover. Nevertheless, it has been decided very wisely that all boats must be fitted with buoyancy tanks, and a minimum of 8 cubic feet is recommended.

Latitude in Rig

Sail area is restricted to 210 sq. ft., but the way this area is used is the concern of individual owners. The actual area of the jib is taken into account, and the mainsail is measured according to Y.R.A. methods. No spinnakers are allowed, but the jib is pulled round. The original sail plans showed a mainsail with luff of about 22ft., and boom of nearly 14ft., but more modern rigs have a luff of about 25ft., and a boom of rather less than 12ft. Some boats have a short bumpkin, while others have the foresail tacked to the stem-head. Roller headsails are universal. There is no doubt that this latitude in sail plan, which has enabled owners to keep their boats up to date, has been an important factor in keeping the class popular.

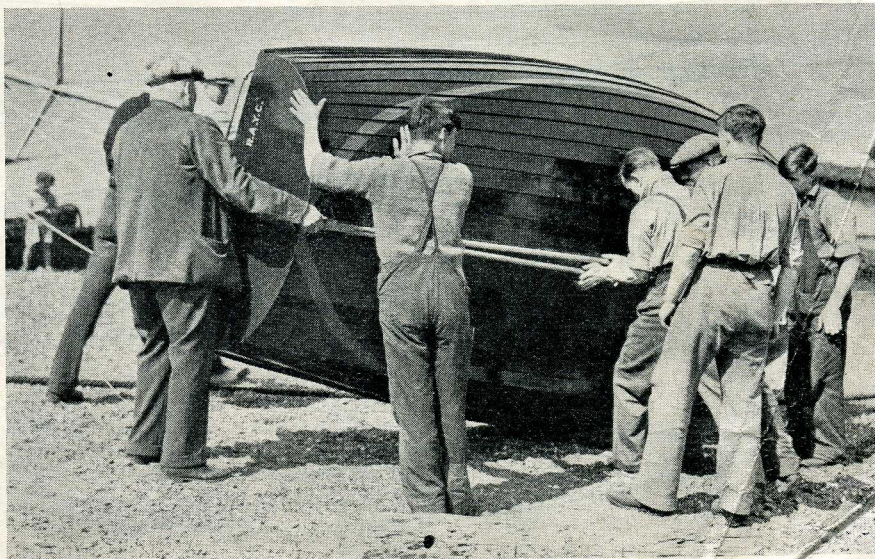
Nine boats were built for members of the Essex Yacht Club in 1920, and in 1925 the Whitstable Yacht Club also took up the class, buying one of the Essex class and laying down six boats for themselves. In 1929 three more boats were built, two for Leigh

CONDITIONS vary considerably in the Thames Estuary, from Leigh across to Whitstable and then down to the Foreland and Ramsgate; but at all these places you will be told that the Essex One Design is the best boat for local conditions, and one of the fastest 18-footers along the coast. This in itself is a fine compliment to a boat designed as long ago as 1919.

When the War was over and sailing was resumed the Essex Yacht Club commissioned Morgan Giles to design them an 18-footer for racing in the Southend district. The new class was to be modelled on the same designer's pre-war Thames Estuary One Design, but a fuller bow, a larger cockpit and Bermudian rig were specified. The designer did his work well, and produced a boat that was slightly faster, especially in a breeze, and definitely more powerful.

Fast and Able

Comparisons are often drawn between the two types of 18-footers raced at Southend, and competition between owners of the rival types has been very keen. Finding themselves beaten by the newcomers the T.E.O.D. owners modified their rigs—which were gunter sloops—and heightened the sail plan. These changes made them faster than the Essex boats, particularly in light weather. So sail height in the Essex boats was also increased, and the superiority of the newer boats restored. Then the T.E.O.D.s changed to Bermudian rig, and the E.O.D.s increased the length of their masts still further. The Essex boats are now



"Careened" on the shore while the centreplate is fitted

and one for Whitstable, and at about this time inter-club racing was started between the two clubs, and Viscount Kingsborough and Mr. C. Edwards jointly presented a trophy which was to be competed for alternately at Leigh and Whitstable. Racing has been continued ever since, and the present holders are the Whitstable Yacht Club, which won all its inter-club matches during the 1935 season.

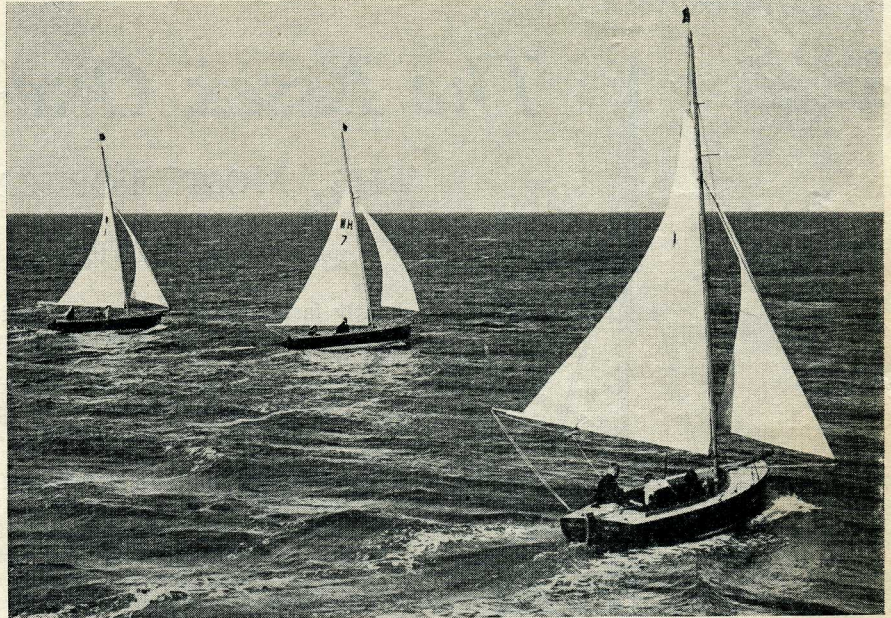
In 1930 the Royal Temple Yacht Club adopted the class and ordered half a dozen boats, five of them from King, of Burnham-on-Crouch, and two years later they, too, started inter-club racing with the Essex Yacht Club, and encouraged members of the other fleets to enter for their annual regatta.

Class Control

At the end of 1933 an inter-club committee was formed to assist the Essex Yacht Club, which still occupies the predominant position in the control of the class in the framing of rules. It was decided that all boats be measured by Mr. N. E. Dallimore, who was appointed official measurer to the class.

The next year saw Herne Bay interested, and the local club took over three of the Whitstable boats, another following at the end of the 1935 season. These were replaced by new boats at Whitstable.

The present winter is the most active in the history of the class, and no fewer than twelve new boats are being built, the majority at Anderson Rigden and Perkin's yard at Whitstable. Six of these are for the Medway Yachting Association, three for Whitstable, and one each for Leigh, Margate, and Herne Bay. It is extremely likely that a new fleet will be



Manly boats in a hearty breeze

formed by the Margate Yacht Club at the end of the present season.

On completion of the boats now building, the strengths of the classes in the various clubs which have adopted the class will be:—

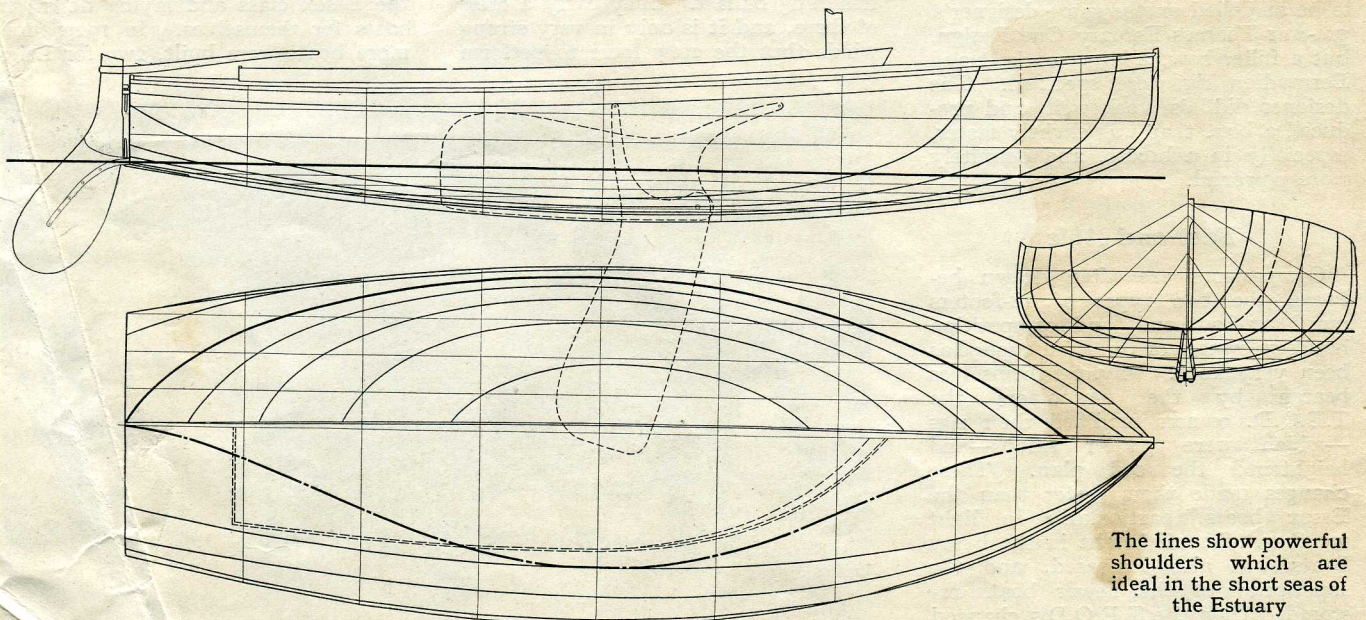
Essex Yacht Club	11	boats
Whitstable Y.C.	11	„
Royal Temple Y.C. . . .	6	„
Herne Bay S.C.	5	„
Medway Y.A.	6	„

Further Extension

The class has become more popular than its originators dared to hope, and arrangements are being made to extend racing still further in 1936.

Much of the success must undoubtedly be attributed to the whole-hearted enthusiasm of owners, and to the efficient manner in which the Inter-Club Committee has looked after the interests of the class. The rules which they agreed upon in 1935 will not be changed until April, 1937, when modifications will be considered.

Very few one design classes are still making progress sixteen years after the appearance of the design, and it can be claimed confidently that the Essex 18-footer is one of Morgan Giles's happiest efforts, fast, able, and eminently suited to conditions met with anywhere on the Kent and Essex coasts.



The lines show powerful shoulders which are ideal in the short seas of the Estuary