

THE WATER WAGS 2023



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The Water Wag fleet rounding a red Navigation Mark at Lough Key.

Front Cover Photo: *Tortoise* to leeward of *Peggy* and *A.N. Other* at Lough Key.

Rear Cover Photo: *Phyllis* and *Chloe* chasing *Anne* at Lough Key.

PRESIDENT'S LETTER

I am delighted to have the opportunity of addressing the Club members on my first season in the role as President, and first lady President in one hundred and thirty-six years, all of which I consider a great honour.



We had a very good racing season in 2023, dominated *Puffin*, sailed by Sean and Heather Craig. Rarely do new boats have such an impact on the Water Wag fleet, but Sean (who brings with him a huge reputation in other classes such as the Enterprise and ILCA) and Heather worked as the perfect team. *Puffin* is the former *Miss Scarlett*.

The weather over the season gave us strong winds and very light ones, but despite this, Tadgh Donnelly our PRO, with Ann, Brendan, Hal and others (to whom we owe much gratitude), managed to complete twenty-two Wednesday evening races, with an average turn-out of twenty-two boats. These races would not have happened without D.B.S.C. support.

Wags travelled to France to compete in the Semaine Du Golfe de Morbihan. A report on this event can be read in this journal. A hugely successful event was held in Lough Key, Co. Roscommon, organised by Con, Cathy, our Captain David. Competitive lake racing and World Cup Rugby made such an enjoyable weekend, that we have scheduled a repeat event for 2024.

At home the Volvo Dun Laoghaire Regatta was held in July with gale force winds. Despite this, the organising authorities, put on their thinking hats, the Wags put in their reefs, and a successful series of races was held within Dun Laoghaire Harbour. Meanwhile outside the harbour masts were falling down, sails being shredded etc, while the Wags enjoyed their racing.

In Dun Laoghaire we had about ninety-seven cruise ship visits, but thanks to a good working relationship with Harbourmaster, Harry Duggan, the impact on our racing was not too serious.

As always, the issue of racing rules observance is of great importance, particularly when there are increasing fleet numbers, and keeping in mind the delicate nature of our beautiful boats.

While the Water Wags continues to embody the Corinthian spirit involving the highest standard of amateur sportsmanship on the water, socially, the class is thriving. There were après sailing drinks weekly rotating around three harbour yacht clubs, two sailing suppers, the Captain's Prize Dinner, and the Laying-Up supper in October. All well attended.

Three new potential Water Wag members arrived, John, Freddie and Stella, and older ones 'retired out of the race', notably Tom Hudson, who had been owner of Water Wag *Penelope*, Class Captain and PRO on the committee boat for a number of years.

A huge thank you to David Williams for his enthusiastic, efficient, and energetic captaincy throughout the season. Wishing everyone fair winds and good sailing in the 2024 season.

President of the Water Wags, Gail Varian

Tom Hudson 1933-2023



Tom was born in India in Chakkaalakka in the beautiful State of Kerala to ‘Huddy’ or more formally, ‘The Brig’ and Bobby Hudson, a talented watercolour artist. He spent his first twelve years in India, in various military outposts. His parents brought him home to Ireland to his grandparents, he was put aboard the Mail Boat in Dun Laoghaire alone aged twelve, and told to make his way to Canterbury Cathedral School in England, where he later excelled at rowing and developed a love of music inherited from his mother. Following the partition of India, his parents returned to live in Ballybrack, and Tom attended Trinity College, representing the College in the Senior Eight and in the Irish Sculling Championships.

While in College he met Jennifer, the eldest of the five Millar girls, Heather married my brother Michael, Susan married Peter Gray, Gail our President, was married to the late Mick Varian and Tansey married Ailbhe Millerick.

At that time, Jennifer was a chorus girl in Kill of the Grange Dramatic Society, while Tom was the ‘back end of a donkey,’ he always insisted that he was at the business end.

Jennifer introduced him to sailing in an International Twelve Foot dinghy called *Orion* and later to the more competitive IDRA 14 *Error* in which she excelled.

Having graduated, he joined Dunlop Rubber Company for a period of thirty years rising to the position of Sales Manager, but found himself redundant at the age of fifty when Dunlop’s closed. Resilient as ever, Jennifer had already started designing and making jewellery, Tom turned to art, painting exquisite miniatures and producing miniature wooden Irish shopfronts

for the souvenir industry. Within a short time, he was head hunted to head-up the Irish Cancer Society as CEO, a position he held for fifteen years, being responsible for establishing 'Daffodil Day' with his friend Charlie Culley. He was then transferred to Europe, to head up the European Society for Prostate Cancer.

To return to his outside interests, having taken up sailing in IDRA 14's, he was captivated, and with Bill Masser, Mick Geoghegan (No.2 *Tomboy*), and 'Butch' Allman they wanted more speed, they put the very competitive 505 dinghy on the map in Dun Laoghaire. With a growing family, Tom decided to spread his boating interests further, joining his friends David and Richard Wheeler in buying the Barge, *34 B*, from CIE following the closure of the Grand Canal as a commercial waterway, Tom became an expert with an acetylene torch, while David became an expert welder, making her serviceable and water tight, in order to explore the Grand Canal and the River Shannon.

After a few years with the expansions of the Hudson and Wheeler families, Tom and Jennifer decided they needed their own boat and purchased *The Hustle* based at Chatterton's boatyard on Killinure Lough, off Lough Ree. This coincided in a short time with Michael and Heather purchasing *Eros* (not to be confused with Gail's Water Wag), Kristin and David Thomas buying the *Eala Ban*, and Jennifer's mother 'Granny Joy' and 'Uncle Jim' acquiring *Siesta*, quite a flotilla. We survived the tail end of Hurricane 'Charlie' in July 1971, retreating along the rather rickety jetty at Chatterton's from *Eros*, a sixty-year-old wooden Naval Pinnacle to the relative safety of the steel hulled *Hustle*, we were up most of that night, in driving wind and rain, constantly adjusting and checking mooring ropes, Tom only dressed in his pyjamas. Jennifer swears he never wore pyjamas after that.

Like the great naturalist, glider and sailor Peter Scott, Tom was fascinated by the wind. Watching BBC Television, he was captivated by a programme on hang-gliding, at the time in its infancy. Nothing was available in Ireland, so Tom immediately drove Jennifer and family to England to purchase one from the factory where they were made. This included a demonstration on how to fly but no practical instructions. Every man for himself. They returned to Dun Laoghaire where Tom informed the custom's man, he had an aircraft to declare. The custom's man asked where was it. Tom informed him he had just ducked his head under it to look in the window, and it was on the roof of the car. The reply was 'You have me addled, drive on.' The first experiments were carried out at Lehaunstown, Carrickmines, a gentle slope in the presence of another aeronautical aspirant Noel Broderick, who had had a practical lesson

in England. After several attempts Tom decided they would push Jennifer, the lightest person present, and she became the first person to fly a hang-glider in Ireland, clearing an astonished cow standing quietly in the field.

With Noel Broderick and Nick Koumarianous, they started developing the sport of hang-gliding in Ireland, appearing on Gay Byrne's 'Late, Late Show' with Jennifer suspended above the studio. Gay Byrne was heard to remark they would leave her there until the next week! While the Shannon and hang-gliding and later microlights took up a lot of their time, they began to miss sailing, and it was about the time when David Thomas was Class Captain that they approached him about joining the Wags. *Penelope* No 16 was available and they took to Water Wag sailing like ducks to water. Initially Tom and Jennifer sailing together in *Penelope*, eventually buying a second boat, *Patricia* No. 29, which Jennifer helmed. Tom retired from active sailing around 2012 while Jennifer continued to compete in water wag races. Tom replaced David Sarratt as Principal Racing Officer for about five seasons until 2018. His final farewell party was a wonderful humanist celebration of his life, fittingly in the National Maritime Museum, formally the Mariners Church. A life well lived and enjoyed.

David Thomas



L. to R. On board the barge 'Eureka': Simon Nolan, Alf Delany, Tom Hudson giving a speech at the Water Wag prizegiving in 1995 at Terryglass, with Mrs. Lavery and Peter Wilson.

JUBILEE COMMEMORATION CUP 2023

	Boat	Sail	Helm	R1	R2	R3	R4	R5	R6	6/2	R7	R9	R8	R9	R10	R11	R12	12/2	R13	14	R15	R15/	R16	R17	18	R19	R20	R21	R22	Total	Nett
1	<i>Puffin</i>	52	Sean Craig	2	(38)	2	2	2	(5)	(6)	1	(5)	1	1	(11)	3	8	2	1		2	1	2	1		2	(38)	1	1	138	24
2	<i>Swift</i>	38	Guy Kilroy	1	4	1	(5)	(38)	2	1	5	(8)	3	2	(38)	2	4	5	2		(38)	(38)	5	(38)		4	1	(38)	2	285	44
3	<i>Moosmie</i>	15	John O'Driscoll	5	(10)	5	6	1	1	(9)	3	4	(7)	3	3	18	(14)	4	(7)		4	4	(7)	(38)		3	4	3	3	166	56
4	<i>Mariposa</i>	45	Cathy MacAleavey	4	1	4	(38)	(18)	3	4	6	2	(11)	8	7	5	1	(20)	(38)		3	2	(11)	(17)		5	9	2	(24)	243	66
5	<i>Pansy</i>	3	Vincent Delany	7	(11)	(15)	8	(38)	6	(17)	4	(10)	4	7	(38)	7	5	(38)	4		6	3	6	8		6	3	(9)	5	265	89
6	<i>Tortoise</i>	42	W & L Prentice	3	3	11	(38)	(12)	9	11	(14)	3	(19)	5	(19)	12	7	(20)	6		1	8	4	(15)		10	6	8	(14)	258	107
7	<i>Swallow</i>	40	Justin Geoghegan	(38)	5	13	(38)	5	12	5	7	13	(16)	(38)	(21)	6	9	8	8		5	6	(38)	(38)		7	(17)	4	4	361	117
8	<i>Jacqueline</i>	21	Hugh Delap	9	7	9	3	8	15	7	(19)	7	9	4	6	(38)	(38)	(38)	(38)		(16)	(16)	(17)	4		11	7	10	6	342	122
9	<i>Mary Kate</i>	6	Mike Magowan	8	9	3	15	(18)	10	(16)	15	6	(24)	11	(16)	4	3	1	(38)		12	5	14	(16)		(38)	8	5	10	305	124
10	<i>Peggy</i>	47	David Corcoran	(38)	(38)	(14)	12	3	4	12	11	(14)	2	12	(38)	11	(13)	10	9		7	9	3	3		(38)	5	(38)	12	356	125
11	<i>Shindilla</i>	19	Judy O'Beirne	8	(38)	12	7	6	(38)	(38)	(38)	(38)	(38)	(16)	2	(14)	6	7	10		14	7	12	5		8	11	7	9	387	129
12	<i>Mollie</i>	41	C.Murphy & B. McCormick	(38)	8	18	10	10	(38)	(38)	2	1	(23)	17	14	1	2	3	(38)		(38)	(38)	(38)	9		14	18	16	11	443	154
13	<i>Ethna</i>	1	Rory Byrne	11	(26)	8	(38)	(38)	(22)	(24)	16	18	(22)	10	18	10	11	11	(38)		8	19	(38)	19		9	10	6	7	437	191
14	<i>Sara</i>	30	Paul Smith	14	6	(38)	(38)	(38)	7	13	21	19	13	13	4	(38)	10	9	14		(38)	(38)	16	13		16	13	(38)	(38)	505	201
15	<i>Scallywag</i>	44	Dan O'Connor	(38)	2	(38)	11	(38)	(21)	15	8	9	12	(38)	(38)	(38)	17	14	13		9	18	13	10		(38)	12	20	20	490	203
16	<i>Siskin</i>	50	Mandy Chambers	15	15	(23)	(38)	(18)	11	14	10	16	8	9	12	(17)	(18)	16	15		15	14	9	12		(17)	(19)	13	(17)	371	204
17	<i>Phyllis</i>	15	Fraser Mitchell	13	14	20	1	11	17	8	18	11	17	(38)	(38)	9	20	13	(38)		(38)	(38)	(38)	(38)		13	20	(38)	13	522	218
18	<i>Coquette</i>	17	Seymour Cresswell	12	13	10	14	(38)	19	18	23	(38)	10	(38)	(38)	13	(38)	(38)	11		13	12	10	(38)		21	(38)	14	16	533	229
19	<i>Beatrice</i>	25	Ben Ryan	18	16	(38)	13	(38)	(25)	(25)	17	15	(38)	(38)	10	15	21	19	16		19	15	10	(38)		15	16	12	(38)	521	243
20	<i>Mademoiselle</i>	46	D. Smith & A. Winkleman	(38)	(38)	7	(38)	4	8	3	(38)	(38)	(38)	(38)	(38)	38	12	6	5		10	11	38	38		1	2	38	24	549	245
21	<i>Chloe</i>	34	Kate O'Leary	17	(21)	6	18	9	(38)	(38)	12	21	18	15	20	8	16	17	(38)		(38)	(38)	18	21		(24)	14	(38)	15	518	245
22	<i>Alfa</i>	12	D. Pearson & D. Bremner	(38)	(22)	19	17	14	14	(21)	(22)	20	15	(22)	9	(38)	15	15	18		11	17	8	(22)		(22)	21	15	19	454	247
23	<i>Dipper</i>	48	D. Williams	(38)	17	(23)	(38)	13	(20)	(22)	(20)	17	(21)	14	17	(38)	19	12	20		18	13	15	11		18	15	17	18	474	254

24	Polly	31	R. Mossop & H. Rooke	10	19	17	(38)	(38)	13	10	9	12	5	19	13	18	(38)	(38)	(38)		(38)	(38)	(38)	7		12	38	38	38	582	278
25	Budger	20	J. & M. Cox	(38)	12	16	4	7	18	19	(38)	(38)	14	18	8	(38)	(38)	(38)	(38)		(38)	38	38	38		23	38	11	8	614	310
26	Eros	O8	Gail Varian	(38)	18	(38)	9	16	23	20	(38)	(38)	(38)	20	(38)	16	(38)	(38)	19		21	21	38	20		20	38	16	21	642	338
27	Little Tern	36	Tim Pearson	(38)	(38)	(38)	(38)	18	16	2	(38)	(38)	6	6	1	(38)	(38)	38	38		38	38	1	2		38	38	38	38	660	356
28	Sprite	10	Adrian Masterson	20	23	(38)	16	15	24	23	24	(38)	(38)	21	15	(38)	22	18	(38)		(38)	(38)	(38)	(38)		38	38	38	38	715	411
29	Eva	33	David Kelly	16	(38)	(38)	(38)	18	(38)	(38)	13	23	20	(38)	5	38	(38)	38	3		38	38	38	14		38	38	38	38	720	416
30	Penelope	16	Fergus Cullen	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	24	38	12		17	10	38	18		19	38	38	38	784	480
31	Good Hope	18	Robert Dix	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	17		20	20	38	23		38	38	38	38	840	536
32	Marie Louise	9	Sonya Boyce	(38)	(38)	(38)	(38)	(18)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	880	576
33	Anne	11	Stratos Boumpoukis	19	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	893	589
34	Freddie	43	Pam McKay	(38)	20	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	894	590
35	Barbara	8	Ian Malcolm	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	912	608
36	Hilda	49	Martin Byrne	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	912	608
37	Patricia	29	Harry Croxon	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	(38)	38	38	38	38	38		38	38	38	38		38	38	38	38	912	608

				1A	<i>Mariposa</i>	C MacAleavey	C. Murphy
12 July 2023				1B	<i>Mary Kate</i>	M. Magowan	I. Magowan
				2	<i>Alfa</i>	D Pearson	D. Cummins
26 July 2023	19	Sri Lanka Tankard		1A	<i>Puffin</i>	S Craig	H. King
	20	Sri Lanka Mug		1B	<i>Mademoselle</i>	D Smith	A. Winkleman
	21	Meldon Cup		2	<i>Eva</i>	D Kelly	E. Flanagan
02 August 2023	6	Ladies Plate		1A	<i>Tortoise</i>	W Prentice	L. Prentice
	7	Alf Delany Finn Frostbite Cup		1B	<i>Peggy</i>	D Corcoran	P. Corcoran
	8	Len Hayes 85th. Anniversary Trophy		2	<i>Alfa</i>	D. Pearson	D. Cummins
09 August 2023	3	Mollie Bowl		1A	<i>Little Tern</i>	T. Pearson	M. Pearson
	4	Alf Delany Hold Everythin' Trophy		1B	<i>Peggy</i>	D. Corcoran	P. Corcoran
	5	LDYC Decanter		2	<i>Siskin</i>	A. Chambers	S. Westrup
16 August 2023	13	J.H. Stephens Tankard		1A	<i>Puffin</i>	S. Craig	H. King
	14	Coffee Jug		1B	<i>Peggy</i>	D. Corcoran	P. Corcoran
	15	Pavilion Garden Trophy		2	<i>Beatrice</i>	B. Ryan	M. Ryan
30 August 2023		Captains Prize		1A	<i>Mademoselle</i>	D. Smith	A. Winkleman
				1B	<i>Jacqueline</i>	H. Delap	G. Warfield
				2	<i>Polly</i>	R. Mossop	H. Rooke
06 Sept. 2023				1A	<i>Swift</i>	G. Kilroy	J. Kilroy
				1B	<i>Mademoselle</i>	D. Smith	A. Winkleman
				2	<i>Chloe</i>	K. O'Leary	A. O'Leary
14-Sep-23		Walpole Prizes		1A	<i>Swallow</i>	J. Geoghegan	A. Hackett
				1B	<i>Jacqueline ?</i>		
				2	<i>Badger ?</i>		
21-Sep-23	22	Candlelight Trophy		1A	<i>Puffin</i>	S. Craig	H. King
				1B	<i>Jacqueline</i>	H. Delap	G. Warfield
				2	<i>Badger</i>	J. Cox	A. Cox

Overall season	26	Snuff Box	Overall	1B	<i>Jacqueline</i>	H. Delap	G. Warfield
	27	Cora Cup	Overall	2	<i>Siskin</i>	A. Chambers	S. Westrup
	28	Saryallis Cup	13th place overall	All	<i>Ethna</i>	R. Byrne	S. Byrne
	29	Sprite Trophy	Boat over 80 years old	All	<i>Moosmie</i>	J. O'Driscoll	S. Gilmore
	30	Maureen Vase	Best all female crew	Ladies	<i>Siskin</i>	A. Chambers	S. Westrup
	41	Shannon Half Model	Shannon racing		<i>Puffin</i>	S. Craig	H. King
	31	Donohoe Titanic Trophy	Most improved performance		<i>Phyllis</i>	F. Mitchell	L. Barker
	33	Simon Nolan Cup	Volunteer			Con Murphy	
	32	Derek Payne Trophy	Concours D'elegance		<i>Cormac</i>	Susan Spain	
		Middleton Howitzer	Regattas	All	<i>Puffin</i>	S. Craig	H. King
	23	Jubilee Cup		All	<i>Puffin</i>	S. Craig	H. King
	24	Lansboro Regatta Cup	Crew of Jubilee Cup winner				H. King
	25	Coquette Cup	All races	All	<i>Puffin</i>	S. Craig	H. King
	16	Jacqueline Trophy	Single Handed race	All	<i>not raced</i>		

COACHING 2023

Due to the short time period between a potential coaching weekend at Killinure on the traditional date, and the trip to France to attend La Semaine du Golfe de Morbihan, a decision was made to relocate the Water Wag coaching weekend back to Dun Laoghaire. Irish Sailing supports classes who organise their own training events for all their members.

The weather for the event could not have been better for an early season outing, with a force two breeze from the north, and some bright sunshine. Among those who turned up were *Phyllis*, *Coquette*, *Shindilla*, *Sara*, *Polly*, *Eva*, *Chloe*, *Mollie*, *Siskin* and the newly-renamed *Puffin*. Unfortunately, there were a few last minute drop-outs by *Swift* and *Dipper*. Ali Kissane used his skill to direct the coaching.

It proved to be a most successful ‘warm-up’ event followed by a de-brief and lunch for the competitors in the National Yacht Club. The Water Wag Committee will now have to make the tough decision whether to hold the well-supported coaching event in 2024 in Dublin or Westmeath.

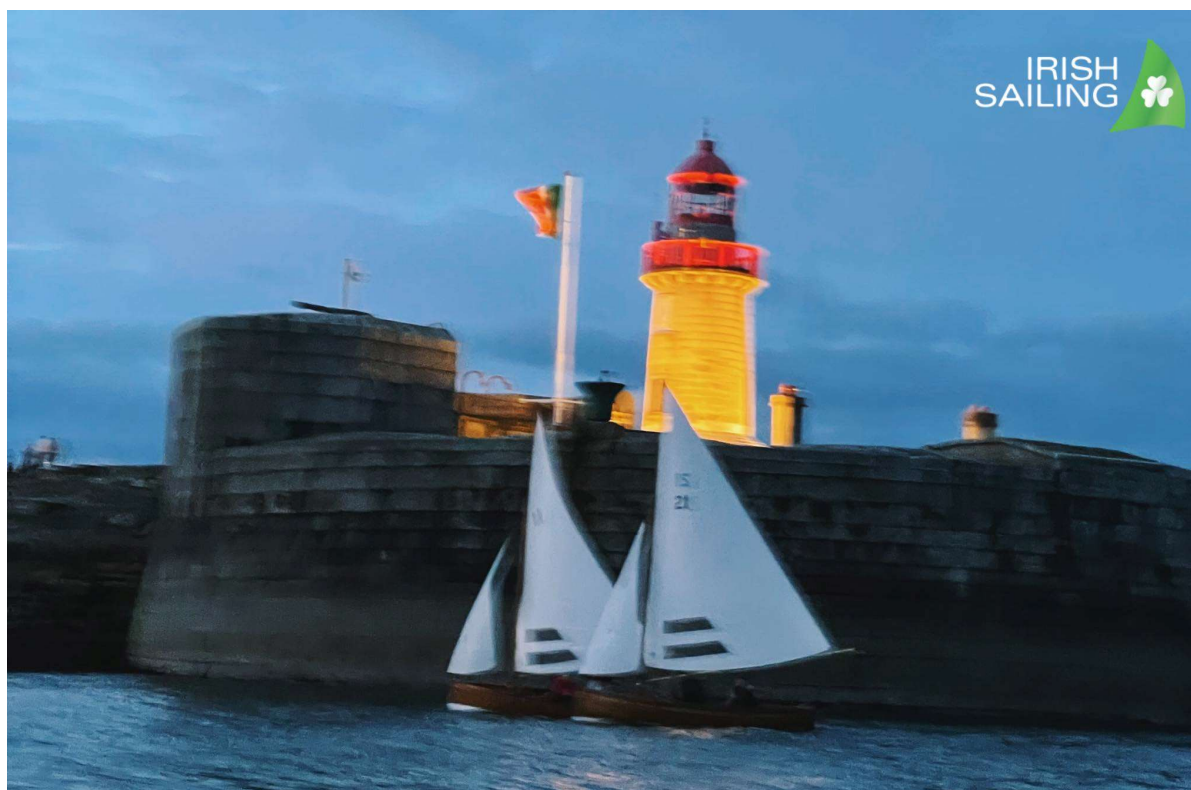


Moosmie, Siskin, Shindilla and Phyllis beating away from the mark at the Ferry Terminal.

DARKNESS INTO LIGHT 2023

On Saturday 6 May 2023, **Pieta House**, the charity which supports people affected by suicide and self-harm, in co-operation with 172 sporting bodies and communities around Ireland organised fundraising events for dawn on Saturday 6 May 2023. For the second year, Irish Sailing encouraged yacht clubs and sailing clubs to support this valuable fundraising enterprise. Among the yacht clubs which supported this initiative were (in alphabetic order): Bantry Bay SC, Bray SC, Foynes YC, Greystones SC, Galway Hooker SC, Heir Island SC, Howth YC, Irish National SC, Malahide SC, National YC, Royal Cork YC, Royal Irish YC and Royal St. George YC.

Did the Wags remember how to rig their boat in darkness, and then sail out through the Mouth of the Harbour and head in an easterly direction to greet the sunrise? Yes, No. 48, *Dipper* with David and Oscar, No. 21, *Jacqueline* with Hugh and No. 22 *Anne* with Stratos took to the waters in the early hours.



Check out the full video which shows the above Water Wags at ([https://www.youtube.com/watch?v=Gkwn7bnjcMM.](https://www.youtube.com/watch?v=Gkwn7bnjcMM)) (01 Dec 2023).



The watery sun about to rise up over the horizon to enlighten the Water Wags.

We commend those brave Water Wags who took to the cold waters on 6 May, and remind our members that it is not too late to make a contribution to Pieta House, who last year provided 156 helpline hours, 10,056 crisis counselling sessions and 6,123 therapy sessions. We hear that upward of €70,000 was raised by this simple initiative in 2023, of which €21,000 was raised by the 500 sailors who took part.

HANDICAP RACE, 17th MAY 2023

What a difference a week makes! The wind was gusting over 20 knots on the 10th May; mainsails were reefed, and after a forty-minute delay, due to cruise liner tenders, the Wags got away. *Phyllis* achieved a late start, then the helm slipped while tacking at the windward mark and watched the tail end of the fleet sail by as he floundered about on the floor. There was more drama with a broach at the leeward gate which swamped the boat. The committee vessel charitably stayed on station long enough to allow her to finish.

Roll on a week, the sun was shining, the wind was fair, and this helped to alleviate some of the envy of not competing in La Semaine du Golfe de Morbihan 2023. *Phyllis*' crew was still smarting from the week before, and decided to draft in her daughter who was visiting from Brussels. Robyn admits that the last time she had sailed in Dun Laoghaire was a couple of decades ago in an Oppie. **'Don't use those fancy names for the ropes, just tell me which colour to pull'** was the instruction. The forecast was for S.S.E. 8-10 knots veering to W.S.W.. This was the first handicap race of the season and so, due to her previous form, *Phyllis* had an early



Phyllis with Fraser and Robyn crosses the finish line in first place in the Handicap race.

start. Although characteristically late crossing the line, she was pleasantly surprised not to be in dirty wind as the rest of the fleet lay astern counting down the minutes before their starts. Trying to locate the windward mark was a new and novel experience. *Phyllis* managed to slip around it just ahead of *Sprite*.



Puffin finishing second under spinnaker.

The forecasted wind change arrived just before the leeward gate, or should we say the wind disappeared for a short time. Meanwhile, there was a North-East running tide pulling the fleet towards the Harbour Mouth. This wind hiatus allowed the rest of the fleet to close up and thus *Phyllis* started the next leg behind Sean and Heather Craig's *Puffin* and John Cox and his daughter Anne-Marie in *Badger*. This former windward leg had now developed into a broad reach, and the subsequent leg which had been a run, was now a tight fetch to the leeward gate. It had become a procession but upon approaching the leeward gate for the second rounding the animals ahead were squabbling and got involved in a luffing match (*Badger* vs *Puffin*). Perhaps they did not see *Phyllis* as a threat. Don't mess with a *Badger* unless you can fly. *Phyllis*, being a refined old dame (116 years old), decided to steer clear of the affray and gybed around right-hand leeward mark to enjoy cleaner wind and stay ahead for the rest of the race. On the final leg *Puffin* flew her spinnaker but it was not enough to make up the ground which they had lost to *Phyllis*.

Lessons learnt: **'Come last in the previous race to get the best handicap.'**

By Fraser Mitchell.

- 1st place: *Phyllis* (14)
- 2nd place: *Puffin* (52)
- 3rd.: *Jacqueline* (21)
- 4th.: *Badger* (20)
- 5th. *Swift* (38)
- 6th *Moosmie* (15)
- 7th. *Shindilla* (19)
- 8th. *Pansy* (3)
- 9th *Eros* (08)
- 10th. *Mollie* (41)



Jacqueline takes a podium placing ahead of Badger.

SEMAINE DU GOLFE DE MORBIHAN 2023.

Six Water Wags made the trip to the 12th Semaine du Golfe du Morbihan, a biennial festival of sail held in the inland sea of Morbihan, on Brittany's southern coast on 15-21 May.. The travellers were: No.31 *Polly*, Richard Mossop & Henry Rooke, No.36 *Little Tern*, Tim Pearson & Gillian Darling, No.40 *Swallow*, Justin Geoghegan & Alison Hackett, No.45 *Mariposa*, Cathy McAleavey & Con Murphy, No.48 *Dipper*; David Williams & Jeremy Crean, No.50 *Siskin* Mandy & Jamie Chambers with Berna Williams and Brid Mossop in support. As an added bonus, an old friend of the Wag class, Jean-Pierre Cavé (former owner of No. 52, *Miss Scarlett*) provided shore support with general advice and transport. The general mood of the team felt a bit like a sixth-form trip ...but with credit cards.



The festival attracted 1,250 diverse sailing vessels, ranging from magnificent three-masted square-rigged ships to single handers not much bigger than an Optimist. An Opening Parade and a Grand Parade of Sail bookend the Festival. Throughout the week the vessels are allocated to flotillas, with the Water Wags in Flotilla Sept (7) based at Arradon.

There were no formal races – the daily schedule consisted of a cruise-in-company to various island and inlets in the Golfe, such as Ile d’Ars with various stopovers/ beaching/ anchoring for picnics and exploration. Attending the daily briefings *En Francais* would have been invaluable in guiding us through the complexities of the local tides were it not for the fact that they took place a bit early in the day.



Figure 1: Siskin under full sail with Mandy and Jamie enjoying the fresh conditions.

The most exciting element of the sailing was the interaction with the strong tidal streams (which run at up to 8 knots). Just to test this out, your reporters took an unplanned ride on a tidal stream, at one point and seemed to be on the way to Boston, but just managed to escape and get back in touch with the pack. From a weather point of view, the sun shone all week and the wind was variable from about eight knots to a max of approximately twenty knots, which made for an exhilarating bash across the bay.



Water Wags rafted up together at Arradon.

The Wags rafted up each night on one of the inner pontoons at Arradon and drew much comment and admiration from other sailors and sightseers passing by. The uniformity and the age of the class makes it a stand-out attraction at an event, where diversity and individuality of boat design feature strongly. The most charming destinations were the expeditions up-river to St-Goustan and Vannes. Both are magnificent medieval towns with interesting approaches. Sailing into St-Goustan, the announcer on the PA could be heard announcing – “Numero 40, c’est un Water Wag d’Irlande...” which prompted a couple more unnecessary roll tacks for the crowd. Because of ferry schedules, four of the group loaded up on the last Friday, leaving just *Polly* and *Siskin* to make the excursion to Vannes.

The trip back to Ireland included a stop at the wine superstore in Roscoff for most of the group. At this point, the main advantage of travelling with a camper-van became obvious to the rest of us. Overall, it was enormously entertaining and hopefully we can get a good group to travel to the event in May 2025.

Justin Geoghegan and Alison Hackett.

WATER WAG R.N.L.I. FUND RAISING NIGHT

In 2022, Michael Donohoe persuaded the Water Wags to host a R.N.L.I. fund-raising evening, doubling up on one of their Wednesday evening races, with RNLI pennants awarded to the winners of each division. In 2023, the Water Wags Committee went a step further, and dedicated one Wednesday evening as a fundraiser for the RNLI. That day was 31 May.

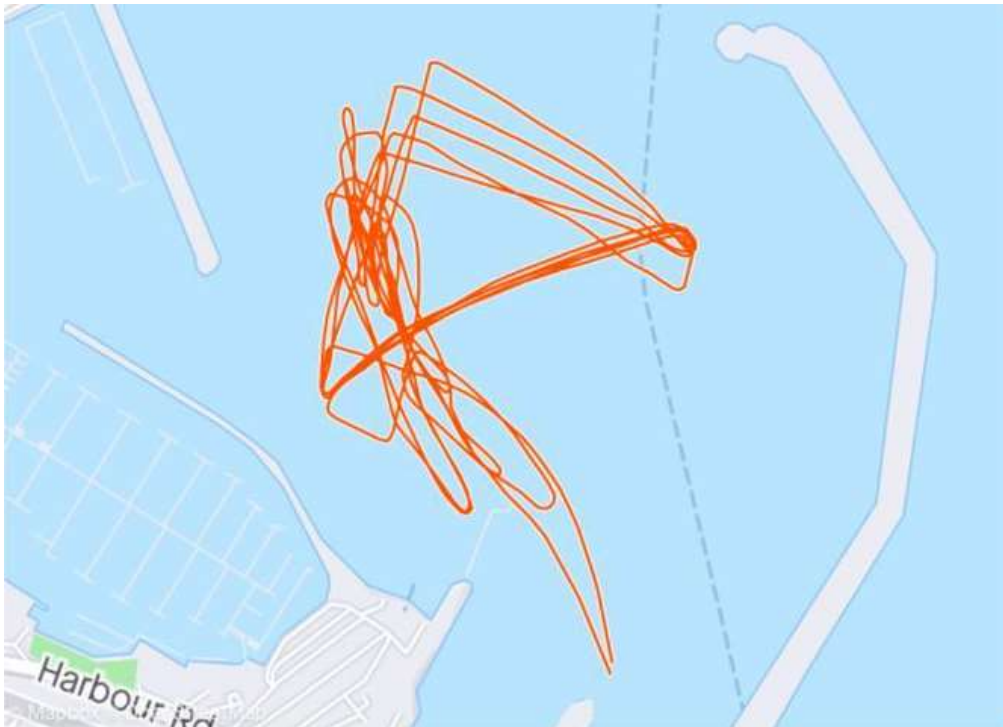
According to Hal Sisk's race report, the wind blew at 8 knots from the East-north-east. The final results were: 15, *Moosmie* (winner Div.1), 38 *Swift*, 45 *Mariposa*, 47 *Peggy* (winner Div. 1B), 52 *Puffin*, 3 *Pansy*, 30 *Sara*, 46 *Mademoiselle*, 42 *Tortoise*, 6 *Mary Kate*, 50 *Siskin* (winner Div. 2), 40 *Swallow*, 31 *Polly*, 12 *Alfa*, 21 *Jacqueline*, 36 *Little Tern*, 14 *Phyllis*, 20 *Badger*, 17 *Coquette*, 48 *Dipper*, 44 *Scallywag*, 1 *Ethna*, 08 *Eros*, 10 *Sprite*, and 25 *Beatrice*.



The R.N.L.I. pennant is awarded in the R.I.Y.C. to the race winners Shirley Gilmore (crew) John O'Driscoll (helm) Michael Donohoe (R.N.L.I.) and David Williams (Captain of The Water Wags).

MOLLIE'S RACE TRACKER

On 7 June, the Water Wags held two races, each of two laps. *Puffin* won the first race from *Mollie* which was steered by Annalise Murphy. She won the second race in about 10 kts. of wind from the north-east. Annalise turned on the tracker App on her phone as soon as she passed the Carlisle Pier. What can we learn from this tracker? She sailed 6.7 nautical miles over a period of 1 hour 59 minutes- giving her average speed at 3.35 nautical m.p.h.



The starting lines were located off the Marina Wall, and there were 2 General recalls.

It is difficult to tell which lap is which, but we expect that on the first lap she did not approach the windward mark on the port lay-line, but made her approach about five boat-lengths from the mark, so that she could make her final approach to the mark on Starboard tack. The wind was remarkably steady in direction, except for one lap when she pointed some five degrees higher. On that lap, she was able to tack through exactly 90 degrees.

On subsequent laps she overlaid the windward mark by a small margin. Being a light day, there may have been a tidal influence on her tactics, with an ebbing tide being the reason she headed left on every beat. On the downwind legs she sailed a little above the Rhumb line, and on only one occasion she rounded the port-hand gate mark. This may have been on her approach to the finish on the final lap. In summary, sail this track and you can win a race!

VOLVO DUN LAOGHAIRE REGATTA 2023



From L to R: Tortoise, Swift, Puffin and Mariposa perfectly set up for strong winds.

The 2023 Volvo Dun Laoghaire Regatta drew a healthy entry of eighteen Water Wags, although some were not launched, due to the heavy weather. This was one of the bigger one-design turnouts, and participants were treated to some great racing, with our own private race-course inside the Harbour, thanks to Con Muphy, who somehow, juggled the role of Race Director for the five courses out in the Bay, with that of R.O. for the Water Wags. He also made sure some ‘sheepish’ Wags actually launched with reefs, on a very windy-looking Friday.

Three lively, gusty races ensued in a fairly ideal south-easterly direction, giving long beats and runs. There were a few unfamiliar pairings, such as Cathy and Cian, with golf-widower Guy teaming up with Captain Williams himself. The Harry Croxon / Fergus Cullen combination in No. 48 kept the fleet enthralled at the leeward mark in Race Two, with some memorable and well-chronicled antics of the ‘Dipper’ variety. No need to ‘dive’ into those details yet again! Dave and Jill Sommerville teamed up in *Swallow*, for the first time since their dad built a Mirror Dinghy for them in their garage some 45+ years ago. Remarkably, the mellowing years meant

they were still talking on Sunday afternoon. If Fergus hogged the limelight on Friday, the McGowan boys in *Mary Kate* were the stars of Saturday, notching up two fine bullets in the three races. It was still windy, maybe slightly lighter, but blowing from that sinister WNW direction, which dished up some really tricky upwind work, with calm spots up towards the Breakwater. However, the brisker Sou'easter piped back up for the last race of the day. This meant hiking again, but Con had got it right as usual, with his call for full canvas aloft. The sun shone throughout Saturday too, and we welcomed Annalise out for Saturday and Sunday, and of course, she was right on the pace in *Mollie*. The O'Beirnes appeared too in *Shindilla* and were also well in the mix. Sunday dawned a bit duller, but with another stiff breeze back in the SE quadrant from the get-go. The reef was duly called, for the final two races. The fleet must have looked great again from the East pier, tacking on the shifts all the way up to the Bandstand.



Ethna, Chloe and Phyllis in close company under full-sail, hoisting their spinnakers.

William and Laura in *Tortoise* chose a cunning starboard lift to tack onto, and romped away to a super race win. Sean and Heather in *Puffin* took the last race, which went a bit wonky between a dying breeze and so many yachts returning to port across our race course, although, in fairness, most were very considerate. Con wisely executed an impromptu course-shortening and that-was-that for a challenging but very enjoyable 2023 VDLR. The new girl of the year, *Puffin* took the win overall from *Mary Kate*, then *Mariposa*. Many thanks to Con and his helpers; Adrian Hinkson, Rosemary Cadogan, Gail Varian, Hal Sisk and Mike Butterfield from the UK who thought his duties did not extend beyond chairman of the protest committee.

VOLVO DUN LAOGHAIRE REGATTA 2023

Sail No.	Name	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett	Place
52	<i>Puffin</i>	Sean Craig	1	1	1	1	4	(19)	2	1	30	11	1
6	<i>Mary Kate</i>	Mike Magowan	3	5	4	(7)	1	1	3	6	30	23	2
45	<i>Mariposa</i>	Cathy MacAleavey	5	3	3	(10)	5	3	5	2	35	25	3
42	<i>Tortoise</i>	William Prentice	9	2	5	3	(12)	7	1	3	42	30	4
38	<i>Swift</i>	Guy Kilroy	2	4	3	5	7	5	(10)	5	41	31	5
40	<i>Swallow</i>	David Sommerville	4	6	6	(11)	2	8	9	10	56	45	6
41	<i>Mollie</i>	Annalise Murphy	(19)	19	19	4	3	2	4	4	74	55	7
1	<i>Ethna</i>	Rory Byrne	7	7	8	8	11	(13)	8	8	70	57	8
48	<i>Dipper</i>	Harry Croxon	6	12	(19)	2	10	6	6	19	80	61	9
47	<i>Peggy</i>	David Corcoran	12	11	7	12	(13)	9	7	9	80	67	10
14	<i>Phyllis</i>	Fraser Mitchell	10	9	9	9	8	11	(13)	12	81	68	11
33	<i>Eva</i>	David Kelly	8	8	10	(14)	9	12	14	11	86	72	12
34	<i>Chloe</i>	Kate O'Leary	11	10	11	13	6	10	12	13	86	73	13
19	<i>Shindilla</i>	Judy O'Beirne	19	19	19	6	14	4	11	7	99	80	14
16	<i>Penelope</i>	Fergus Cullen	19	19	19	19	19	19	19	19	152	133	15
29	<i>Patricia</i>	Harry Croxon	19	19	19	19	19	19	19	19	152	133	15
44	<i>Scallywag</i>	Dan O'Connor	19	19	19	19	19	19	19	19	152	133	15
46	<i>Mademoiselle</i>	Adam Winkelmann	19	19	19	19	19	19	19	19	152	133	15



Mitigating factors for Fergus and Harry will include bending at the hips, body angle and wrapping the arms....

Report by **Heather King.**

BEWARE OF SWINGING SHIPS!

On 19 July the winds were very light. The Irish Light's Service vessel *Granuaile* was moored in the harbour. From 18.00 hrs. the Wags launched, and headed into the middle of the harbour and waited for some wind to appear and for the committee boat to decide where to anchor.



Water Wags and the Irish Lights Service Vessel 'Granuaile' waiting for the wind to appear.

One Wag owner (who should have known better) sailed quite close to the stern of the *Granuaile*, chatted with the man standing on the stern, and then discovered that there was a complete vacuum of wind abeam of the ship. Then it appeared that either the Water Wag was sailing backwards or that

the ship was moving. What he didn't realise was that the tide had turned, causing the large ship to swing from facing north-east to

facing south. There

wasn't enough wind to enable a Water Wag to move away from the moving ship.

Fortunately, one of the D.B.S.C. rescue RIBs came to the Wag's rescue, and towed her away, just before she had to fend the ship off.



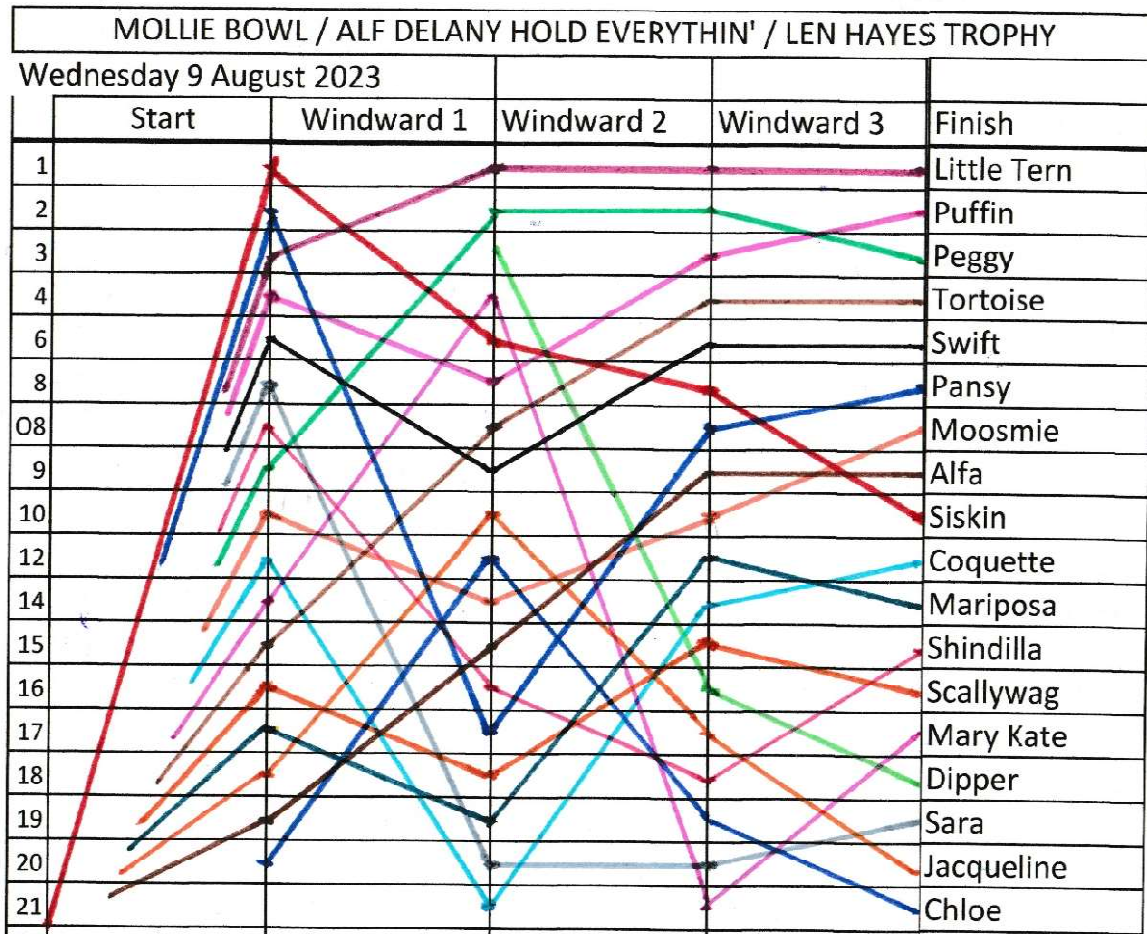
'Granuaile' facing south.



Time to row home.

Beware of swinging ships, they move silently, and without any warning!

SNAKES AND LADERS ON 9 AUGUST 2023



On 9 August the wind was blowing from the east, and the majority of the Water Wag fleet headed towards the harbour mouth. However, some boats opted to take a few transoms and headed towards the Marina Breakwater. The leader of this bunch by a good margin was Mandy in *Siskin* followed by Vincent in *Pansy*. The first run showed the Wags that the wind could be really unstable. For the second beat, *Siskin* and *Pansy* headed towards the marina entrance to catch the beginning of the ebb tide. Part of the big fleet behind them, led by *Little Tern*, *Peggy* and *Dipper* headed more towards the middle of the harbour where the wind was not only stronger, but it gave them a huge lift towards the windward mark. Over the rest of the race, it paid to avoid the edges of the harbour, and to work up the middle, where the south-easterly wind was dominating and providing *Coquette*, *Mary Kate* and *Mariposa* (sailed by Con and Benno) some ladders on which to climb to make their recovery.

For final result see right hand column above.

In the 1960s, Andy Warhol famously said: ‘In the future, everyone will be famous for 15 minutes.’

CAPTAIN'S (DAVID WILLIAM) PRIZE RACE

When the weather forecast suggests that the wind will be blowing at six knots and decreasing all evening, the Captain of the Water Wags has something to worry about. His worst fear is having to drive home with the Captain's prizes in the boot of his car.

On 30 August the wind was very light and the harbour completely lacking in waves. There seemed to be two dominant winds, that from the south and the south-west. Tadgh Donnelly the P.R.O. positioned the D.B.S.C. committee vessel off the East Bight moorings and the windward mark in the Mouth of the Marina.



Soon after the start, No.31 Polly is the lead boat of those starting at the committee boat end.

There was an even spread of boats along the start line. Some tacked away to get the benefit of the flooding tide. Low tide was c. 17.30. At the windward mark *Puffin* led, and *Mademoiselle* and *Pansy* rounded together. The wind on the run was shifty. Everybody followed the leader despite the fact that he was not sailing towards the leeward gate. Once they realised their mistake, the leaders all gybed and *Puffin* led *Pansy* around the port leeward mark. The choice at that stage was head to the Harbour-Mouth for the incoming tide or head to the Marina Wall, and hope that there is enough wind there.

Third time around the windward mark the order was: *Puffin*, *Mademoiselle*, *Moosmie*, *Maripossa*, *Pansy*, *Swallow*, *Shindilla*, *Ethna*, *Tortoise*, *Phyllis* (leader Div.2), *Jacqueline*, *Molly*, *Polly*, *Beatrice*, *Siskin*, *Dipper*, *Eros*, *Penelope*, *Alfa*, *Coquette*, *Chloe* and *Badger*. Was that to be the order at the finish line? No.



Puffin's crew (No. 52) seems to be sitting further aft than Mademoiselle's (No. 46) who seems to have hoisted her mainsail up higher to catch the light winds.

On the final run, *Puffin* appeared to be in control. What happened next? *Puffin* opted for the starboard



gate mark, while *Mademoiselle* went to the port mark. Which was closest to the finish line? It turned out that the wind was being blocked by the fleet behind, and that the distance from the starboard mark was slightly shorter.

This is the photo finish. If you look carefully you can see Adam turning around to see if Mademoiselle has done enough to win the race.



At the Captain's Dinner, David Williams thanked the twenty-four helmsmen and crews for competing on such a light evening. He noted that he had hoped to beat the 'World Record' of 31 Water Wags, but it was not to be.

Captain David Williams with Adam Winklemann, winner of Division 1B and Berna Williams



Gail Varian President of the Water Wags with Heather King & Sean Craig winners of division one and Captain David Williams.



Hon. Secretary Alice Walsh with (Richard) Mossop and Gossip (Henry Rooke) winners of division 2 and Captain David Williams

END OF SEASON RACES

Each of the Waterfront clubs runs an annual End of Season Race. The National Y. C. generally start their race off the Bandstand, where it can be seen from the Clubhouse, and sail to a turning mark in the Bay and return to the Harbour. The Royal Irish Y.C. have a pursuit race with boats divided into about six categories based on their projected speed. The Royal St. George Y.C. have a similar pursuit race with staggered starts for all boats, with a running or reaching start and a race duration about 50 minutes for the faster boats.



David Kelly and Emer Flanagan in Eva flying her spinnaker in the conventional manner.



Eva trying to avoid the dirty air created by bigger yachts.

This year for the first time since Tom Hudson raced in *Penelope* with his patent asymmetrical spinnaker, flown off the spinnaker pole tied on to the stem, a Water Wag competed in the 'George' End of Season Race. It was *Eva* sailed by David Kelly and Emer Flanagan. Water Wags being slower than most boats, they were the first boat to start at 18.00 hrs., so it was important for them that they knew the course. One unique feature of an 'End of Season' race, is that, not being organised by the Water Wag Club, Water Wag Club rules do not apply, and competitors are permitted to fly their spinnakers as a Jenniker,

sheeted to leeward of the forestay

KNOCKVICAR, LOUGH KEY 2023

What are the ingredients of a most enjoyable regatta? A good venue, good company, and a modicum of sunshine. At River Haven Chalets, Knockvicar, Co. Roscommon with its pontoons we had a great venue, thirty Wags provided good company, the sunshine? We had a little on Saturday, but on Sunday we had gale warnings and code yellow rainfall warnings instead. The competitors were (in alphabetical order): *Anne, Alfa, Chloe, Coquette, Dipper, Eva, Good Hope, Peggy, Phyllis, Puffin, Shindilla, Siskin, Swallow, Swift* and *Tortoise*. In support we had Pat Carter's unique *Cuileann* and Con and Cathy's nimble RIB.

On arrival, David and Berna invited the Wags to Cabin Six for some finger food which turned out to be as good as a full dinner for all of the Wags. A little alcohol may have been taken.



Patricia, Mandy, Heather, Gail, Jackie, Liz, Berna and Shirley G. maintaining control of the end of the room where the food was served.



On Saturday morning Wags were efficiently launched and Con Murphy gave us some verbal sailing instructions for four races at the pontoons.

Con Murphy at the competitor's briefing.

The first race consisted of a running start off the marina and thence around the navigation marks with a finishing line out on the main Lough Key lake. Using the experience of several Simon Nolan Downhill races, William Prentice and Berna Williams in *Tortoise* started at the committee boat end of the line, to avoid the wind shadows under the trees on the southern shore.



Soon after the start of race one, *'Tortoise'* was over the horizon already.

However, they could not compete with the speed of Guy and Jackie Kilroy in *Swift*. The race took the fleet past Bullock Island and William took second place followed surprisingly by Vincent Delany and Stratos Boumpoukis in *Anne*. David Corcoran was the leading division IB boat, *Peggy*, in eighth place.

In possibly the only upset of the weekend, the RIB caught her propellor in the mooring line for the pin mark at exactly the same time as the yard fell down in *Dipper*. All was resolved without personal injury or insurance claims. For the second race, Cathy and crew laid a windward mark off Swallow Island. This time Sean & Heather Craig in *Puffin* displayed the speed and skill which they had displayed all season and won at the leeward finish line ahead of *Swift* and *Tortoise*.

The third race consisted of a beat leaving the windward mark to starboard and thence to Rockingham Harbour, where the historic home of Lord Lorton had once existed. The boats which tacked off early gained a great wind advantage in the choppy water and gusty wind. The first boats to reach the windward mark were led by *Swallow* followed by others all of whom had a mental aberration, and in their excitement left the windward mark to port and opened the

door for the following Wags to leave the mark to starboard (the correct side) and sail past Swallow Island, leave Drumman's Island to starboard, Orchard Island to port, sail past Green Island and Castle Island to port to the finish at the harbour.



'Anne' beating in strong wind past Swallow Island with 'Phyllis' attacking from behind.

The wind became progressively lighter as *Swift* and *Puffin* battled for the lead. In the end it was *Swift* which took the gun. Third place was taken by *Anne* followed by *Eva* sailed by Harry and Liz Croxon who led division 1B in fourth place.

Castle Island has been occupied since the 12th century when it was called Moylurg and was the residence of the McDermott clan. The Mac Dermott chieftains leave their wives trapped on the island whenever he went away to fight a battle, allegedly to keep the ladies 'safe.'



Sean and Heather in 'Puffin' with that spinnaker which won so many races in 2023.

Everybody went ashore to the Lough Key Visitor Centre, where Cathy had organised a soup and sandwich lunch for all. There we were joined by Julia Jones and her husband who are researching early women sailors, including Mary-Jane 'Mamie' Doyle possible designer of the 1900 Water Wag. (For more information on Mamie Doyle see the end of this Journal).

After lunch all were asked to reef their mainsails as the forecast indicated gusts of over 30 knots. The race started with a spinnaker run off Castle Island, rounding the navigation mark at Orchard Island where much of the fleet came together, without leaving much room for each other. Fortunately, there was no boat-to-boat contact. After Swallow Island navigation mark, the fleet spread out somewhat as they returned to a finish line off River Haven Chalets. This time *Tortoise* again avoided the tree wind-shadows to win from the consistent *Puffin* and David and Patricia Corcoran's *Peggy*. (See front cover photograph.)

The Wags had managed to avoid any potential disasters caused by the strong winds, and arrived home at 15.00 hrs. in time to watch the rugby match of the century between IRL and RSA.



Harry Croxon, Seymour Cresswell, Dermot Bremner and Guy Cresswell pretending to watch the TV in Clancy's Public House.

In the evening the rain came down, the taxis took most of the Wags to Clancy's Public House for the Rugby, while others watched the match at home and some even avoided the rugby and played board games!

On Sunday the Weather forecast was even worse, with forecast winds of seventeen, gusting thirty-five knots. Under the circumstances, *Siskin* and *Phyllis* opted not to sail, and *Good Hope* was crewless, so twelve Water Wags raced. The first race again had a downwind start followed by a windward-leeward race held in the Boyle River. Conditions were challenging for the reefed Wags, with some strong gusts and some weak lulls and a shifty wind all the time. Predominantly it paid to sail up the left hand side of the beats. *Puffin* won race five from *Swift*

and a resurgent *Swallow*. The second race was a windward leeward race won by *Puffin* from *Anne* and *Swift*.



Race Five: 'Swallow' leading 'Alfa', 'Anne' and 'Peggy' approaching the leeward mark while 'Puffin' streaks away in the background.

Race seven consisted of a spinnaker run from the marina towards Lahan Islands and a beat back to the marina. Once again *Tortoise* took the committee boat end of the start line, but this time without spinnaker. She held the lead for a long time before running into a lull. The race was eventually won by *Swallow* from *Puffin* and *Swift*.



Spinnakers up on the run towards Lough Key.

The Wags went to the pontoons, unrigged, shook out reefs, found their trailers and with some teamwork under the direction of David Williams two launching trollies were used to take the boats out of the water and to the trailers. Once lifted onto the trailers, each owner strapped the boats down as the rain fell. No, not

‘common or garden’ rain. This was a real deluge! The rain was so heavy that a decision was made to postpone the prize-giving until the Laying-Up Supper two-weeks later.



Stay away from the trees if you want to get on.....

LOUGH KEY RESULTS 2023													
Place	Name	Sail No.	Helm	Crew	Saturday				Sunday			Total	Nett
					R1	R2	R3	R4	R5	R6	R7		
1	Puffin	52	Sean Craig	Heather King	6	1	2	2	1	1	2	15	7
2	Swift	38	Guy Kilroy	Jackie Kilroy	1	2	1	6	2	3	3	18	9
3	Tortoise	42	William Prentice	Berna Williams	2	3	18	1	10	6	5	45	17
4	Ann	11	Vincent Delany	Statos Boumpoukis	3	5	3	11	5	2	4	33	17
5	Swallow	40	Justin Geoghegan	Alison Hackett	12	4	9	8	3	11	1	48	25
6	Peggy	47	David Corcoran	Patricia Corcoran	8	13	10	3	4	4	9	51	28
7	Eva	33	Harry Croxon	Liz Croxon	14	8	4	4	8	5	10	53	29
8	Shindilla	19	Judy O'Beirne	Frank O'Beirne	5	9	11	5	7	9	6	52	32
9	Alfa	12	Drewry Pearson	Dermot Bremnor	11	10	6	7	6	10	8	58	37
10	Chloe	34	Kate O'Leary	Amy O'Leary	7	14	8	12	9	7	11	68	42
11	Phyllis	14	Fraser Mitchell	Laura Barker	4	7	5	14	18	18	18	84	48
12	Coquette	17	Seymour Cresswell	Guy Cresswell	13	6	12	15	11	8	12	77	49
13	Good Hope	18	Aisling Costello	Shirley Gilmore	9	11	7	10	18	18	18	91	55
14	Dipper	48	David Williams	Jeremy Crean	15	16	14	13	18	12	7	95	61
15	Siskin	50	Mandy Chambers	Sue Westrup	10	12	13	9	18	18	18	98	62

Light blue div 1A / Mid blue div 1B / Dark Blue div. 2.



The Water Wags beating with 'Swift' to windward at the Boyle River at Knockvicar.

FROM THE ARCHIVES



This lovely picture came from the Harry Croxon archive. Harry's father, Ted, was one of the most successful Water Wag helmsmen in his day, sailing *Codger*. This picture shows No. 19 *Shindilla*, No.21 *Jacqueline*, No.23 *Maureen*, No. 25 *Vega*, No. 14 *Phyllis* and No. 7 *Blue Bird* and the photograph must have been taken prior to 1961, when wide-panelled Terylene sails were permitted in the Club. At that time all Water Wags were kept on moorings located close to the yacht clubs during the summer season, necessitating the use of anti-fouling below the waterlines. Some boats used copper which was more efficient than blue, grey or white anti-fouling paint. To reach your Water Wag, the club boatmen rowed you, your crew with your mainsail and yard to your mooring. As most of the boats leaked, it was necessary to pump out the Water Wags before racing. However, if you looked after the boatmen 'well' they would have prepared your Water Wag, and pumped it out before you arrived on a Wednesday evening. At the end of the season, if the boat was not stored in the yacht club boathouse, it was necessary to row the boats from their clubs to a public slipway (either the R.N.L.I. slipway near the East Pier or in the Coal Harbour) as none of the clubs had a means of getting from the club slipways to the public road. In the picture above, the Wags appear to be sailing from the start line off 'The Green' to the Coal Harbour Mark. Only one helmsman is sitting on the gunwale, as it was considered to be 'physical work' to lean out, and that was the crew's duty, whereas it was the helmsman's duty to think, evolve a strategy, and to keep the boat racing on an efficient course.

REMEMBERING COTTON SAILS

The Delany's had a leak in their domestic water tank, which led to a deluge- resulting in everything having to be removed from the attic and hot press to dry them out.

When we opened up a bag from the attic, we were surprised to see that it contained some sails. When opened, the contents consisted of: One Water Wag mainsail made of best Egyptian cotton, with no sail number or maker's mark, and one Water Wag Mainsail No. 3 with no maker's mark.

Egyptian cotton sails are soft, like the bed-linen in a five-star hotel. The panels of fabric are only twelve inches wide, (300mm).

Why did Water Wags use cotton sails? Cotton was the industry norm, with Egyptian Cotton being considered to be of superior quality.



Hand-made numbers stitched onto both sides of the cotton fabric.

When were cotton sails abandoned by the Water Wags? From about 1960, most dinghy classes approved the use of Terylene sails which were naturally waterproof, and were 25% more powerful for the same sail area. The Water Wags may have been a little slower than some classes in adopting the new fabric. These cotton sails were hand finished as all sails were in those days.

Prior to 1961, the Water Wags always stored their cotton sails, attached to their yards in the basement boathouses of the yacht clubs where the sailed were allowed to dry after racing.

The attic sails had two lines of sail-ties, which were used for reefing for undertaking long distance deliveries to regattas at Sutton, Clontarf or Howth in strong winds.



The cotton sail fabric was stitched to the luff rope, and cringles were stitched into the luff rope for attachment to the bottom of the yard..

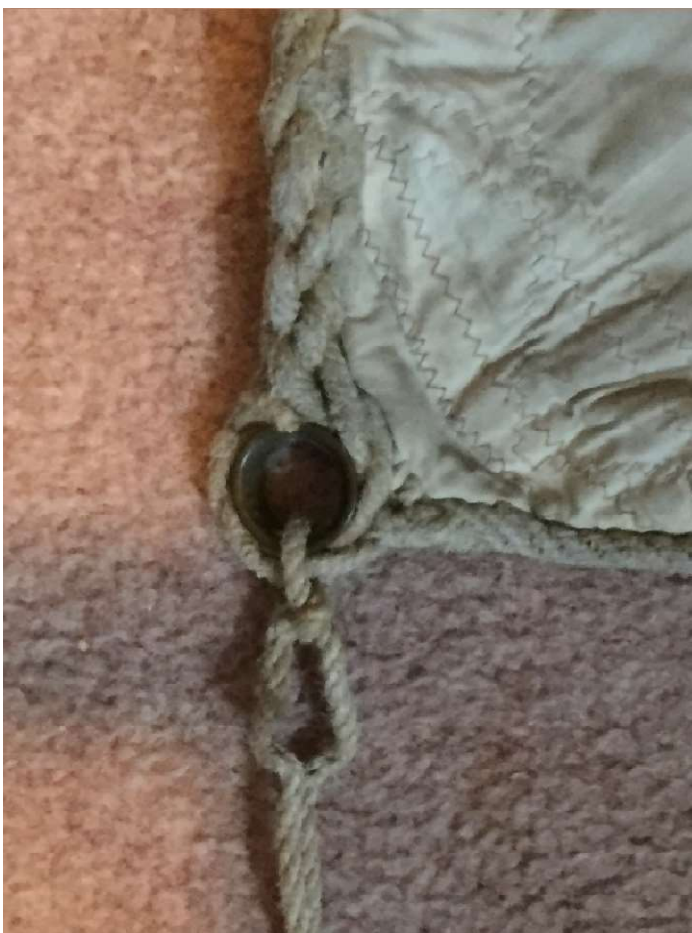
It is hoped that an opportunity will arise where these sails can be used at a Classic Boat Regatta. Of course, the cotton sails change shape much more readily than Dacron sails. Cotton sails are almost flat in lighter winds, and gain fullness as the wind becomes stronger, which is exactly the opposite of what you require for an efficient sail shape.

WATCH THIS SPACE!

Today Water Wags are only required to have one line of reefing points. These cotton sails had two lines of reefing ties plus a third line of holes for reefing in the very worst of conditions. There was no requirement for the crew to bring a reefing line, as reefing lines were built into the sails.



The line of reefing ties were made of cotton string stitched through the sail.



*The clew of the mainsail with a brass
cringle held in place by using a back splice.*

R. DONNELLY'S¹ DIARY 1922-25

Newspaper cutting: **Saturday 11th August 1923 - THE WATER WAGS-**

By her win of the second tie last evening, she having already won the first, *Phyllis* takes over the custody of The Commemoration Trophy for the season. The 7th match produced a pleasant and fast-sailed race, the first feature of which was the way the winner was sailing. They did the port course² in the steady S.W. Breeze, and at the start at 6.35 p.m. *Barbara* led over with *Coquette*, *Phyllis*, *Pansy*, *Tomboy*, *Mollie*,³ *Wendy*,⁴ *Blue Bird*,⁵ *Moosmie* close up to her. The beat they had on the third leg⁶ was not difficult, and at the close of the round the order was *Phyllis*, *Mollie*, *Coquette*, *Tomboy* *Wendy*, *Pansy*, *Blue Bird*, *Barbara*, *Moosmie*. *Coquette* made a great bid for the lead at the close of the beat on the next round; she was close up to the *Phyllis* at the Coal Harbour Buoy, but the latter again drew ahead, and the second round ended with the order:- *Phyllis*, *Coquette*, *Mollie*, *Tomboy*, *Pansy*, *Barbara*, *Blue Bird*, *Wendy*, *Moosmie*. *Phyllis* increased her lead on the final and the finish was-

<i>Phyllis</i> (winner) Mr. G.A. Newsom (2m.) ⁷	7h. 20m. 15s.
<i>Mollie</i> , Mr. A.E. Snow (2m.)	7h. 21m. 27s.
<i>Coquette</i> , Mr. G.H. Jones (scr.)	7h. 21m. 48s.
<i>Tomboy</i> (2 nd . Club), Messrs. Barrett & Donnelly (4m.)	7h. 22m. 24s.
<i>Barbara</i> , Dr. J.T. Wigham (2m.)	7h. 22m. 53s.
<i>Blue Bird</i> (3 rd . Club), Dr. Pugin Meldon (4m.)	7h. 23m. 21s.
<i>Pansy</i> , Mr Jack Stephens (2m.)	7h. 23m. 50s.
<i>Wendy</i> , Mr. E.H. Walpole (3m.)	7h. 24m. 1s.
<i>Moosmie</i> , Messrs. Brown & Curtis (5m.)	7h. 25m. 22s.

Mr. Henry Reuss Newland was Officer of the Day

¹ Of 14, Sackville Street, Dublin owner of Water Wag No.6, *Clementine* 1905-10, and No.2, *Tomboy* 1912-33.

² In 1923 Water Wags sailed from a fixed start line, around three fixed marks. The OOD had to decide the direction of the course, port or starboard.

³ No. 5.

⁴ No. 1.

⁵ No. 7.

⁶ Leg 1 a reach to turning mark, leg 2 a spinnaker reach to Melampus, Leg 3 from Melampus to The Coal Harbour mark.

⁷ Handicaps calculated in minutes, based on previous race results were used to establish who won 'club prizes' which were often cash prizes.

REVOLUTION IN THE WATER WAGS, 1891

The Water Wags.

DEAR SIR,

As the Members do not attend the Meetings in sufficient numbers to form quorums, the Club cannot proceed on the lines heretofore adopted.

The General Meeting called for the 14th instant fell through for the above reason, and the Club is practically dissolved, the Government being out of office, and no new one being elected in its place.

I therefore propose to carry on the Club on the following lines :—

1. Dispense with a Government.
2. I will continue to act as Hon. Sec. and Hon. Treasurer during the pleasure of the majority of the Members.
3. I will call two Meetings in the year, one in the Spring to settle a programme, revise rules, and elect new Members ; and another in the Autumn to decide appeals from decisions of the officers of the day, to award the prizes, revise rules, and elect new Members.
4. Every duly-elected Member who has paid his subscriptions will be sent notice of each Meeting, and will be entitled to attend same, and vote thereat, except on protest, in which he may be personally interested.
5. No quorum shall be necessary at the Meetings, and whatever number of Members attend they will be entitled to effectually carry out and decide the business of the Meeting, and if no Members attend I will perform same to the best of my ability.
6. Any person wishing to join the Water Wags between the Meetings, will be permitted to enjoy all the privileges of a Member (except voting) as soon as his subscription shall have been paid to the Hon. Treasurer, and his proposer and seconder shall both have *written* to the Hon. Sec. to vouch that such person is in their opinion a proper person to be elected. His name will be put up for election at the next Meeting, and if not admitted, the subscription will be refunded.
7. All the rules not cancelled by the above modifications to remain in force.

Will you kindly reply as soon as you can, stating if you are willing the Water Wags should be carried on as I have above proposed, or if not, what you consider should be done.

Yours faithfully,

THOMAS B. MIDDLETON.

26 EUSTACE STREET, DUBLIN,

20th March, 1891

Morale was low in the Water Wags in 1891. The revised structures put the Club back on a course led by Middleton to take them to the Transom Water Wag era in 1900.

DUBLIN BAY MERMAIDS AT KINGSTOWN



In conjunction with the Volvo Dun Laoghaire Regatta 2023, an exhibition prepared in conjunction with Peter Pearson (brother of Tim) was held by Dun Laoghaire Rathdown Co. Co. in the Lexicon displaying scenes of Dun Laoghaire and Kingstown yachting Regattas of the past. Among the images displayed was the above, showing the start of the Dublin Bay Sailing Club, Mermaid race, at the Battery off the Forty Foot. The Mermaids appeared as a Dublin Bay class in 1891 and survived until 1896 by which time the class gained a reputation for being dangerous with frequent 'upsets' and were replaced by the more sea-kindly James Doyle designed Colleens. The boats in the picture are (from L to R) *Iris* (W.R. Lee), *Dunleary* (F.St.J. Worrell) designed by James Doyle, and *Mavourneen* (Dr W.M.A. Wright) designed by C. Livingston of Birkenhead. The Mermaid Class were a restricted class, in other words, the design regulations were relatively loose, restricting hull length (18ft.) and beam (6ft.) and sail area, and leaving most other aspects of the design to the appointed designer. Because the boats were relatively large, with only a teak centreboard, they generally carried a crew of four people. The Mermaids were remarkably similar in style to the 1900 Water Wag with a gunter rig, and a flat spinnaker flown on a long pole. One feature different from a Water Wag was the bowsprit. An interesting feature of the photograph is the limit mark of the start line which consists of a small rowing punt with a large flag flown from a short mast.

SARYALIS, No.22

The Water Wag *Saryalis*, like *Nandor* and is perhaps named after two girls, Sarah and Alice. Who were Sarah and Alice? That is something we don't know.

Like *Alfa* for Dermot Findlater (No. 12) in 1931, *Nesta* for A.W. Bayne (No.18) in 1932¹, *Badger* for W.S. Haughton (No.20) in 1932, *Anne* for Sir E. Hodson (No. 16) in 1933², *Jacqueline* for R.F.J. 'Jack' Henry (No.21) in 1935, *Anne II* for Sir E. Hodson (No. 11) in 1936, *Saryalis* was built by Michael Mahony at 55, Patrick Street, in 1936. All but one of these boats, *Nesta*, survive today. Soon after building *Anne II*, Mahony had a stroke, and was unable to work again, so the yard was taken over by his son Christy who ran the business until he died in 1971. Michael as a young man was employed in the Royal Marine Hotel as a carpenter. He may have gone on to become a trainee shipwright with James Doyle, the leading yacht builder

in Kingstown (now Dun Laoghaire). In 1897 he set up in business as a boatbuilder at Patrick Street, and was successful from the start, and was popular for the winter storage of yachts.

What plans did they use? The construction plans from 1900 had gone missing. In 1931, no plans could be found, so, the Water Wag Club Committee instructed W.R. McFerran and Patrick T. Somerville-Large to prepare a new set of drawings. Somerville Large was Chief Engineer of C.I.E. with extensive experience at preparing such drawings. In order to prepare the new technical drawings, he



Wendy Goodbody and 'Artie' Corbett at Lough Erne.

¹ Wrecked in a storm c. 1964.

² Subsequently renamed *Cupid*, *Penelope* and *Codger* and today known as *Penelope*.

took measurements from three of the best of the Water Wags which existed at the time.

The original owner of *Saryalis* was Edward Horace Walpole (1880-1964) who grew up at 'Mount Usher' in Co. Wicklow, and was described as 'A short stocky gentleman of great charm and courtesy.' His wife was Mrs. A.B. Walpole. E.H. Walpole was known in business circles as Horace, and was chairman of the Suffolk Street, Dublin linen firm of Walpoles (Ireland) Ltd.. The Walpoles had been linked with the Irish linen industry since the 18th century. They had a linen weaving factory at Warrington and a linen warehouse in Belfast under their Henning subsidiary. Horace was for a period a director of the National Bank Limited. He was a leading figure in Irish horticultural circles and carried out the cultivation of shrubs and plants from all over the world at 'Mount Usher' in Co. Wicklow which was founded by his grandfather in 1868. E.H. Walpole was awarded a Medal of Honour of the Royal Horticultural Society of Ireland for his distinguished services to horticulture. He had three children, Robert Walpole, Miss Monica Walpole and Mrs. Dorothy Soper.

In 1936 E.H. Walpole won the third tie for the Buckingham Cup in *Saryalis* against a fleet of twenty-one Water Wags.

In 1937 *Saryalis* started in seventeen races and finished in first place twice and third once.

In 1954 R.B. Walpole sailing *Saryalis* won the President's Bowl in late June with John Sides as the regular crew. In the ballot race that year she was sailed by Mrs. Lyall Collon. In that season she was sailed by R.B. Walpole in the Dublin Bay Sailing Club Saturday races.

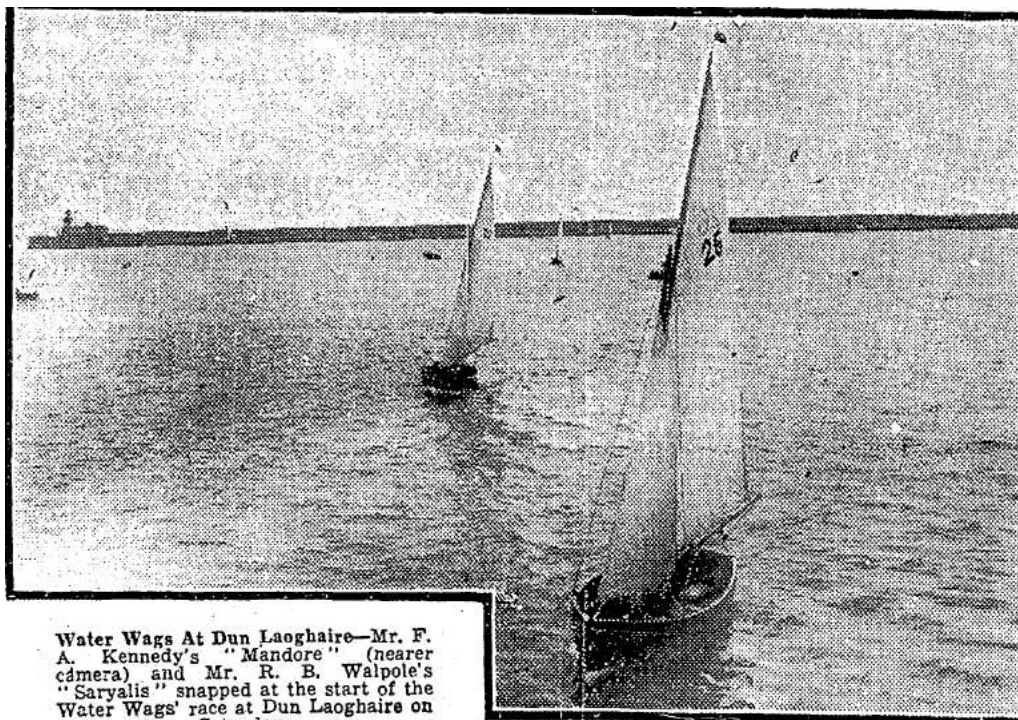
Following the death of Edward H. Walpole in 1964, she was raced on occasions by F.J. 'Jack' Henry and his wife. In 1962-70 *Saryalis* was sailed by Ian McFerran on behalf of E.H. Walpole. 1971-76 she was sailed by John Mulligan. In 1987 Geoff Sarratt of Dalkey steered *Saryalis* to win the 'Pansy Trophy' or ballot race. In 1990 Derek Paine of New Road, Greystones undertook a comprehensive renovation of *Saryalis*, replacing 5 planks, 7 ribs, the top plank, gunwales and two knees and painted and varnished her. In 1999 Michael and Joan Geoghegan sailed *Saryalis* at the Wilson regatta at Dromineer, Lough Derg. *Saryalis* won the Commemoration Cup in 2000 and competed in the 'Two Oceans' Classic Boat Regatta in the Royal St. George Yacht Club steered by Wendy Goodbody and crewed by Monica Webb.

In 2000 Larry Martin trustee of the Royal St George Yacht club sailed with Monica Webb in the Captains Prize race. In 2001 they competed again and finished in third place. At Lower Lough Erne she competed in the Pansy Trophy with Vincent Delany steering and 'Artie'

Corbett from Wexford crewing. In 2001- 2 *Saryalis* was sailed by Wendy Goodbody when she most appropriately won the Walpole prize for Division 2. In 2003 Wendy Goodbody won the Wigham Trophy in *Saryalis*. In 2005 *Saryalis* completed in the Water Wag Worlds sailed by Mary Ryder and Monica Webb. In 2005 Reggie Goodbody from Lough Derg Yacht Club who is famous for making half-models of yachts in wood sailed with Mary Ryder in *Saryalis* in the Invitation race. He was heard to declare that the real thing is much better fun than the half-model! In the same year she was sailed regularly by Mary Ryder. In 2007 *Saryalis* won the Captains Prize for Division 2. In the same year Michael and Joan Geoghegan took her to Crom on Upper Lough Erne for the Waterways Ireland regatta there. *Saryalis* was racing in 2008 with Julie Delany and Emma Webb and Ciara Hughes crewing. She was placed third in division 2. In 2009 they won the Commemoration Trophy and the Firefly Cup and were overall winners of division two for the season and won Division two at the Dromineer Water Wag Event.

Since 2011, she has not been afloat.

In 2023 she was sold to a relative of the original owners, who intend to restore her and sail her in Baltimore, Co. Cork.



'Saryalis' in second place in a DBSC Water Wag race. (Irish Press, 22 Apr. 1946)

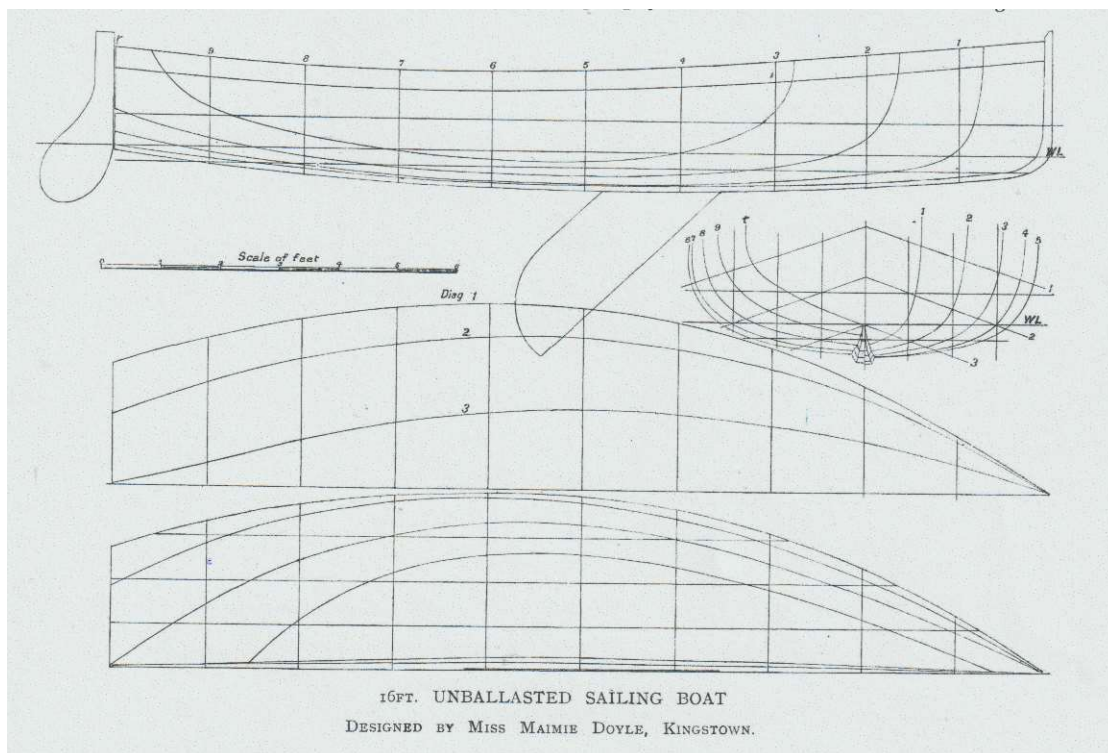
Mary-Jane ‘Maimie’ Doyle

Mary-Jane ‘Maimie’ Doyle was the eldest daughter of James Doyle, yacht designer and builder of Crofton Avenue, Kingstown. James was married to Annie Ennis of 45, Northumberland Avenue who was a Sinn Fein activist. The Doyles had four children: Mary-Jane, Frances Brigid six years younger, Michael, nine years younger and James Junior, fourteen years younger who was blind from birth, and learned Braille from his uncle Terence MacSwiney. He ultimately had a career as a musician and organist.

On 1 September 1898, *The Yachtsman Magazine* noted:

‘The resolution of the Wag Club to abandon the present type of boat and adopt a new one-design class comes not a moment too soon. The weakness of the present ‘Wag’ class has been marked too long, and it has lost many men, both owners and crews, by the superior attractions of the larger classes..... At present the design, which is from the board of Mr. James E. Doyle who designed the ‘Colleens,’ is yet under consideration, and the committee of the club have to recommend it; a point which is on mene matter of form. The new ‘Wag’ is to be a square sterned boat of 14 ft. waterline, 5 ft. 3 in. beam, 7 in. draught without centreboard, drop of latter 2 ft. 9 in., sail area 100 sq. ft. divided into 80 ft. lugsail and 20 ft jib. The jib will prevent the Wag hand indulging in his usual complaint of having too little to do.’

Two months later, in November 1898, *The Yachtsman Magazine* wrote:



‘It gives us great pleasure to illustrate on page 293 another step in the development of the New Woman. The accompanying design of a 16 foot unballasted sailing boat is entirely the work of Miss Maimie Doyle, a daughter of Mr. James Doyle, the Kingstown yacht builder. Miss Doyle is only 17 years of age, and has picked up most of her knowledge of designing by watching her father at work. He explained the various steps of the procedure from time to time, with the result that his daughter has become so proficient a designer as to turn out this drawing from beginning to end entirely without assistance. As Miss Doyle asks for criticism, we might say that the only objection we have to the design is that the section is a little too round for an unballasted boat. We should prefer a somewhat flatter floor and a harder bilge. Beyond this, however, nothing but praise can be given to the work. Now that almost every branch of the industry and many of the ‘professions’ are open to the fair sex, we may expect to see the advent of the lady N.A.¹ before very long, and certainly designing ships, and more particularly yachts, it is an employment peculiarly fitted to women. It involves no bodily labour, but requires essentially artistic temperament. We do not refer to the mere mechanical drawing (in which, however, ladies with their sensitive touch, should be particularly expert) but to the sense of symmetry which must be present in a successful designer. Now, which of our naval architects, throwing prejudice to the winds, will be first to receive a lady pupil, or to teach his mysterious art to one of his sisters, his cousins or his aunts?’

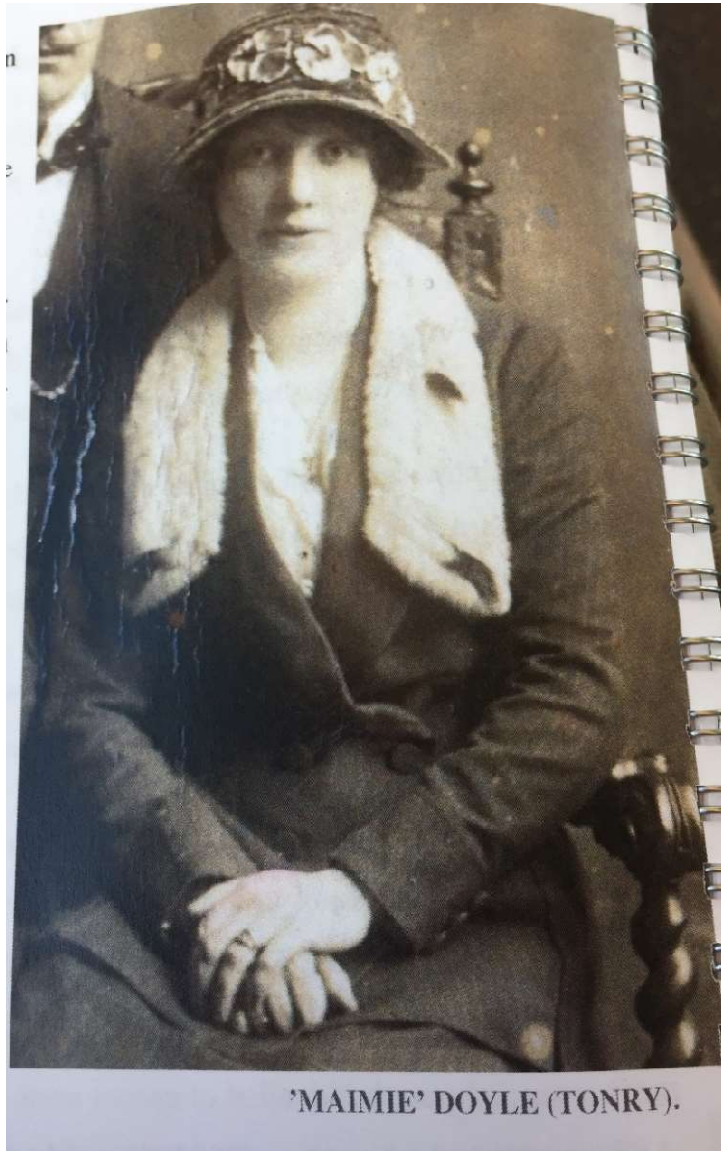
Your editor comments further on Miss Doyle’s design: ‘The rudder shown on Mamie Doyle’s design is really too small to control a boat of this size in anything other than the lightest airs. Perhaps if there were a skeg, such as is found on the Water Wag, the rudder could be made deeper. This design does not display the raked transom which is a distinctive feature of the Water Wag, nor does it have the wineglass shaped transom of the Water Wag.

In the 1901 census Mary-Jane Doyle is listed as being aged 19, working not as a yacht designer, but as A drapery sales assistant and living in 10, Crofton Avenue, Kingstown, Co. Dublin with her parents James and Annie Doyle. There were 12 people living in the house.

By 1911 her father, James, had died, and Mary-Jane was described as working as a draperess, living with her mother, sister and two brothers in the family house on Charlemont Avenue.

¹ Naval architect.

In 1920, she married Charles Tonry a clerk, who was born just outside Galway City. In 1901 Charles was described as being aged 27, and a clerk, fluent in Irish and English languages. In 1911 aged 30. By 1911 he was known as Richard Charles Tonry working as a clerk. Richard Charles' sister Kathleen died in September 1927 and there was no reference to his wife Mary-Jane, but there was reference to Richard Charles Tonry of Dun Laoghaire being the chief mourner. Richard Charles Tonry became an accountant in a petroleum company in Dun Laoghaire. In 1938 Richard Charles and Mary-Jane were still living in Charlemont Avenue, Dun Laoghaire. When the petroleum business folded, they relocated back to Salthill, Galway where her family



'MAIMIE' DOYLE (TONRY).

had been involved in running a guest house and a post office. The Tonry family ran a guest house on the seafront of Salthill which was called 'Elm View' and they also ran the post office in Salthill just outside the town of Galway. In 1922, Miss Louisa Jane Tonry was the postmistress. The sisters were paid £3 10s. for their services.

In 1954 the marriage of Dermot Lynch and Anne (Nan) Tonry only daughter of Mary J. Tonry and Richard C. Tonry, 'Elm View' Galway was announced.

In 1964 the following notice was put in the papers:

'Tonry (Blackrock) March 10 1964 at the residence of her daughter Mrs D. Lynch, 2, Anglesea Avenue, Mary (Maimie) relict of Charles Tonry, Salthill.'

SAILING IN STRONG WINDS

In 2023 there were several races held in winds stronger than 16 knots with full sail and 22 knots with a reefed sail. What are the techniques which work in a Water Wag in such strong winds. Here is a short list of recommendations:

UPWIND:

- a) Make sure that your reef ties allow the main boom outhaul to be pulled fully tight.
- b) Decide if the wind is continuously strong, or if there are occasional strong gusts. If it is the latter, ease your outhaul slightly to facilitate drive when the wind is not strong.
- c) Avoid heeling as far as possible. (see image of *Mary Kate*) A heeled Water Wag does not move smoothly through the water.
- d) Make sure that wind pressure is converted into forward movement and not into heeling.
- e) Use your toe straps for hiking out as in this image.
- f) Your jib halyard should be rigged as tight as possible, to flatten the leading edge (luff) of the sail.
- g) Pull the downhaul on the mainsail as tight as possible to pull the fullness of the sail forward. This cannot be done unless you have a very secure knot attaching the main halyard to the yard.
- h) Do not pull in the mainsheet so tight that the end of the main boom is over the transom.
- i) Keep the kicking strap tight – but not so tight that it bends the boom too much.
- j) Keep the crew weight close together, at the middle of the boat unless the waves are liable to come over the bow in which case, both sit further aft.



Mike and Ian Magowan sailing fast in 'Mary Kate' in strong winds at the VDLR23.

- k) Shorten your jib leads and possibly move them further aft by 50mm to 100mm to open the slot between the mainsail and the leech of the jib (see *Mary Kate* above).

OFF THE WIND



'Mollie' ahead of 'Mariposa' under full rig in strong winds at VDLR23.

- Due to flexibility in the spars, it is not always possible to keep the leech tight.
- Ignore the jib and focus on getting drive from the spinnaker with an open leech.
- Pull the spinnaker pole aft as far as possible and ensure that the wind can escape off the edge of the spinnaker near the forestay.
- Keep the outer end of the spinnaker pole as close to horizontal as possible.
- Sit with your body weight sufficiently aft to ensure that the bow does not dig in.
- In the photograph above the helmswoman is sitting to leeward. Some helmsman find that the forward visibility is too limited by sitting in that position.
- Heel the boat to windward sufficiently to minimise weather helm.
- Note the burgees to both boats above appear to be running by the lee. Sailing by the lee is generally fast as long as there is wind load on the mainsail.
- Keep the crew weight as far out of the bow as possible when hoisting or lowering the spinnaker.
- Avoid carrying excessive bilge water which is very heavy.

HOW TO POINT HIGH IN A WATER WAG

On the Water Wag start line it is evident who can point as high as the average boats, and who points some degrees lower. It is not possible to reach the first windward mark with the leading group, unless you are pointing as high as the highest boats.

It is unreasonable to expect a Water Wag to tack through seventy degrees, like an International Dragon which is a relatively slow displacement boat for its waterline length. By comparison, a Water Wag is relatively heavy, with a large wetted surface area, and small sail area. As a result, the sails are generally designed to be relatively full, to assist acceleration. Thus, a Water Wag should have one jib setting for acceleration, and one for sailing at speed.

However, the picture on this page shows *Tortoise* sailing at less than ninety degrees to the rest of the fleet who are on port tack. Note the slot between the mainsail and leech of the jib is almost parallel.

How is this achieved?

By adjusting the length and distance from the stem of the jib leads you can improve pointing. Personal experience

would indicate that about 300mm inboard from the planking on each side, works in light and medium airs along with a relatively tight main outhaul. A slacker jib sheet gives more round to the foot of the jib and facilitates driving through choppy waves.



Laura & William Prentices in 'Tortoise' high-pointing at speed.

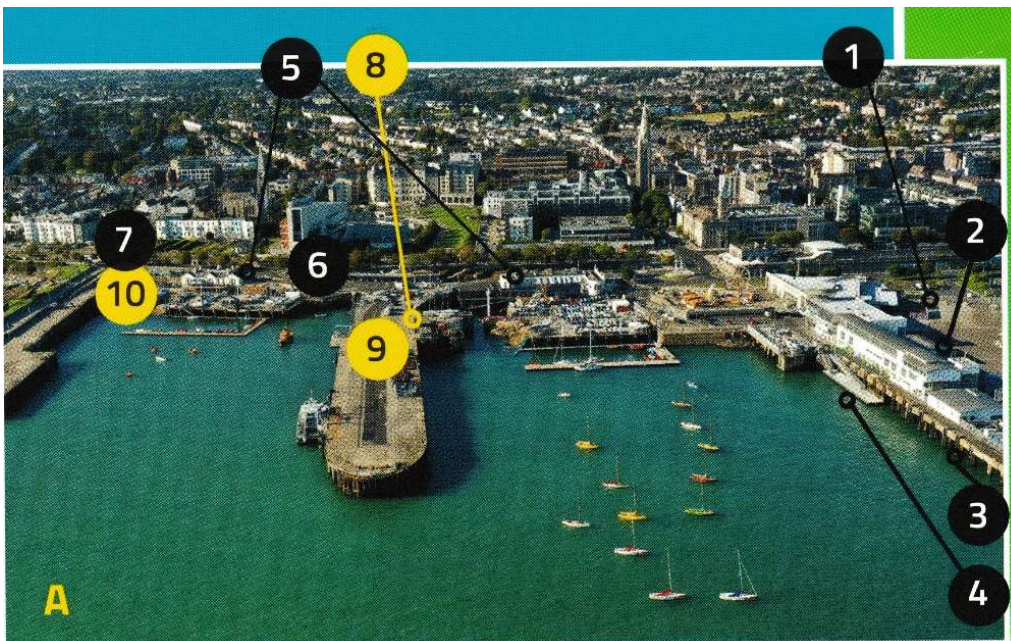
	BOAT	MARRIAGE	BLOOD	OTHER
1	<i>Eithne</i>		Rory & Sara Byrne	
2	<i>Tomboy</i>	Michael & Joan G.		
3	<i>Pansy</i>			Vincent & Emma Webb
4	<i>Vela</i>			Philip M. & Brian Bond
6	<i>Mary Kate</i>		Mike & Ian Magowan	
8	<i>Barbara</i>	Ian & Judith M.		
O8	<i>Eros</i>			Gail Varian & Gavin J..
9	<i>Marie Louise</i>	Sonya Boyce & Stuart C.		
10	<i>Sprite</i>			Adrian M. & Jeff Davies
12	<i>Alfa</i>			Dermot B. & Aisling C.
14	<i>Phyllis</i>	Fraser M. & Laura B.		
15	<i>Moosmie</i>			John O'D. & Others
16	<i>Penelope</i>	Fergus C. & Alice W.		
17	<i>Coquette</i>		Seymour & Guy Cresswell	
18	<i>Good Hope</i>			Robert D. & others
19	<i>Shindilla</i>	Judy & Frank O'Beirne		
20	<i>Badger</i>	John & Mary Cox		
21	<i>Jaqueline</i>			Hugh D. & Geasper W.
24	<i>Gavotte</i>	Anne Marie & Brendan		
25	<i>Beatrice</i>		Ben & Megan Ryan	
29	<i>Patricia</i>	Harry & Liz Croxon		
30	<i>Sara</i>		Paul & Ailbhe Smith	
31	<i>Polly</i>			Richard M. & Henry R.
33	<i>Eva</i>	David Kelly & Emer Flanagan		
34	<i>Chloe</i>		Kate & Amy O'Leary	
36	<i>Little Tern</i>	Tim & Gillian Pearson		
38	<i>Swift</i>	Guy & Jackie Kilroy		
40	<i>Swallow</i>	Justin Geoghegan & Alison Hackett		
41	<i>Mollie</i>		Claudine Kelly & Annalise Murphy	
42	<i>Tortoise</i>		William & Laura Prentice	
43	<i>Freddie</i>		Pam & Ruth McKay	
44	<i>Scallywag</i>		Dan & Danno O'Connor	
45	<i>Mariposa</i>	Cathy MacAleavey & Con Murphy		
46	<i>Mademoiselle</i>			Adam W. & Doug. S.
47	<i>Peggy</i>	David & Patricia Corcoran		
48	<i>Dipper</i>			David W. & Jeremy C.
50	<i>Siskin</i>			Mandy C. & Sue W.
52	<i>Puffin</i>	Sean C. & Heather K.		
Total number		16	10	12

NATIONAL WATERSPORTS CAMPUS

‘What is the National Watersports Campus and how does it affect The Water Wags?’

Guy Kilroy and Vincent Delany met with a representative of the National Watersports Campus in March 2023 to ask this question, and the response is something like this: Abbotstown, Sport Ireland Campus provides the heartbeat of Irish sport, where performance, participation and recreational sport live side by side, in an inspirational venue that hosts great events, and is a home for the sporting community. It is venue for the National Aquatic Centre, National Indoor Arena, National Gymnastics Training Centre, Sport Ireland covered pitches, multi-sport pitches and Conference Centre. Soon the National Velodrome and Badminton centres will be added. Watersports such as sailing, diving, paddleboarding, kayaking, canoeing, motorboating, rowing, swimming, fishing, windsurfing and kite surfing need an equivalent campus, to be located in Dun Laoghaire. An administrative building for all these sports is proposed on the Carlisle Pier.

Who is behind the enterprise? It is promoted by Dun Laoghaire Rathdown County Council, Irish Sailing and Diving Ireland and supported by Rowing Ireland, Canoeing Ireland, Swim Ireland, Triathlon Ireland, Irish Surfing, Water Safety Ireland, and Dun Laoghaire Rathdown Sports Partnership. The Campus Advisory Group includes stakeholders DMYC, RIYC, RStGYC, NYC, Irish Sailing, Diving Ireland, Irish National Sailing & Powerboat School, MGM Boats and Dun Laoghaire Marina.



Will the Water Wags have a say in how the project develops? The purpose of the meeting in March was to highlight to the promoters and campus advisory group the role

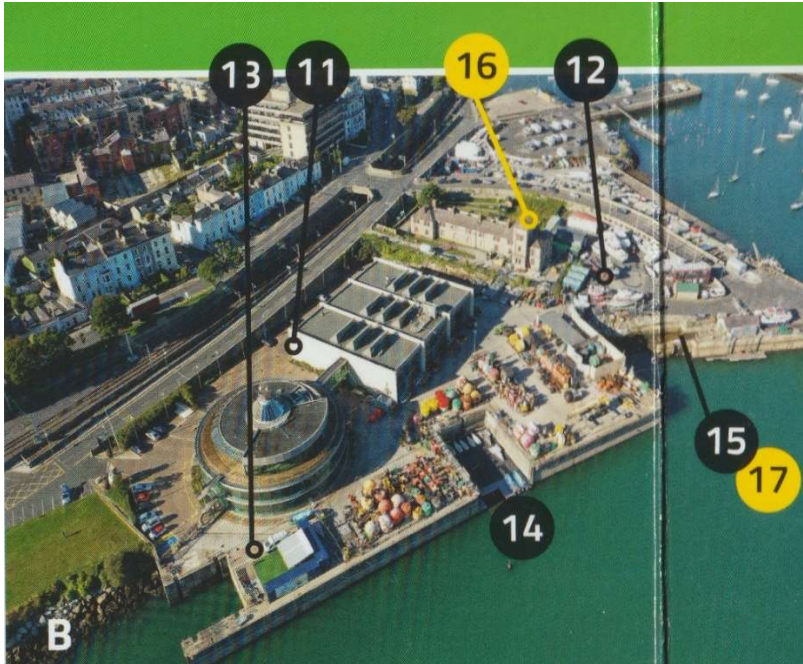
which the Water Wags have historically held in Dun Laoghaire Harbour.

Where will development take place? Numbers 1-7 above highlight existing facilities.

Item 8. Multi-purpose building and slip on the Carlisle Pier at the former ferry landing area.

Item 9. Flexible events space covering most of Carlisle Pier.

Item 10. Public slip and boathouse at the old lifeboat station adjoining the East Pier.



Numbers 11, 12, 13, 14 and 15 show the existing facilities.

Item 16. New sailing performance HQ and accommodation in Coastguard building.

Item 17. Water access adjoining MGM travel hoist.



Item 23. Watersports area where Stand-Up Paddle Boarding Centre is now located.

Item 24. Future skate park in car park behind the West Pier.

Item 25. Extended public slipways into the coal harbour

