

**THE WATER WAGS
2009**

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PRESIDENTS REPORT 2010

The 123rd season of amateur sailing in the Water Wag Club has been a remarkable success. Thomas Middleton would smile if he could see 27 boats in commission and with Club matches being well supported by the members, and with 6 Club matches in Dun Laoghaire having in excess of 20 boats competing.

This year we welcomed newcomers Jonathan O'Rourke and Carol Cronin sailing 'Marcia', David Duffy and his son Ben in 'Skee', David Williams and Donald sailing in 'Mary Kate', and we welcome the return of Graham McMullen and Geoff Smith sailing in David Thomas's 'Vega'. These new arrivals have contributed greatly to the enlarged fleets racing in Club races which grace the waters of Dun Laoghaire Harbour on Wednesday evenings during the summer.

It was with great sadness that we learnt in November of the sudden and untimely death of Donal Gleeson. Donal, a stalwart of Lough Derg Yacht Club and a great friend to the Water Wags, had been PRO at a number of Wag Regattas in the last few years most recently at the Dromineer Regatta in September. He carried out his duties to the highest standards but always with a twinkle in his eye. He will be much missed. Our sincere sympathies to his wife Renee and his children, Sarah, Donal Junior and Dara.

The Club committee have experimented with split starts, which allow Division Two boats to start three minutes ahead of the rest of the fleet. There have been mixed opinions on the success of this innovation. I do hope that it has not resulted in a dilution of the idea initiated by Middleton and his comrades in the Shankill Corinthian Club in Killiney.

The Volvo Dun Laoghaire Regatta was combined this year with The Water Wag Worlds. The numbers of boats competing for this event were lower than would have hoped. This is because many of our members sailing in the cruiser classes as well as sailing Water Wags. The committee should reconsider the wisdom of combining these two events into one.

The recession has had the effect of the postponement of the new infra-structural developments within the harbour area which would further reduce our racing area. However, the removal of the buildings from the Carlisle Pier should be beneficial to the Wags, and change wind patterns within the harbour for next year.

The Committee continue to work with great vigour to ensure that each boat is fully crewed and that as many boats as possible are being actively used. The arrival of North Sails in the Wag fleet has resulted in an increased choice for boat owners. It should be noted that 'Swift' won the Jubilee Cup using new Watson Sails.

It is now only one year until our sesquicentennial season. Serious consideration should be given to holding appropriate celebrations, possibly with an international flavour.

We look forward to the launching of Dan O'Connor's new Water Wag in April 2010.

Dr. George Henry
President of the Water Wags.

RACE REPORTS FROM 1909

One hundred years ago, in 1909, the Water Wags were enjoying the success of the new transom Wags. Racing was organised both by the Water Wags and by Dublin Bay Sailing Club.

The Yachting and Boating Monthly Water Wag Club - April 17th. 1909

The Water Wag Club mustered nine boats for the first match over the harbour course. The weather was pleasant and of fast, nice strength from west. Leaving all marks to starboard, they had a beat, turn and reach respectively over the three legs. The only new boats starting were 'Eros' and 'Coquette' and the latter was first to break the line at 3.50 p.m., but 'Pansy' (Mr. J. H. Hargrave) worked past her on the turn to windward and held the lead to the finish, when she took the gun at 4hr. 30 min. 36sec. beating 'Mollie' (Mr. J. T. Wigham) by 27 sec.; 'Eros' (Mr. J.M. Goldsmith) by 1 min 28sec. ; 'Kelpie' (Mr. J. H. Woodroffe) by 2min 36sec. ; 'Irene' (Mr. D.H. Bailey) by 3min 34sec.; 'Phyllis' (Mr. H.M. Johnston) by 4min. 9sec.; and 'Coquette' (Mr. G. H. Jones) by 5min.30 sec. The Saturday series end on May 1, the Wednesday evening matches commencing on May 5th.

Dublin Bay Sailing Club- May 22nd. 1909.

MATCH for water wags, for the Elvery prize, with club prizes (on handicap)
Harbour course, about 4 ½ miles; start 3.40 p.m.

YACHT	OWNER	HANDICAP	FINISH-HOURS	MINS.	SECS
'Pansy' (special prize.)	Mr. J.H. Hargrave	5min	4h.	35m	42s
"Coquette".	Mr. G. H. Jones	Scratch	4h.	36m.	38s
Amorelle'. (1 st .club prize)	Mr. A. C. O'Sullivan	8min.	4h.	36m	54s
'Joan'.	Mr. W.C. Carnegie	7min.	4h.	37m.	19s
'Irene'.	Mr. D. H. Bailey	6min.	4h.	37m	36s
Gadget'. (2 nd .club prize)	Mr. G. A. Newsom	8min.	4h.	37m	38s
'Kelpie'. (3 rd .club prize)	Mr. J. H. Woodroffe.	8min.	4h.	37m.	50s
'Phyllis'.	Mr. H.M. Johnston	5min.	4h.	37m	54s
'Eros'.	Mr. J.M. Goldsmith	6min.	4h	.39m	.01s
'Magpie'.	Mr. H. Fox.	7min.	4h.	39m	03s
'Mollie'.	Mr. J. T.	6min.	4h	39m.	09s

	Wigham				
Firefly'.	Mr. E.W. Maunsell	7min.	4h.	39m	.55s
'Banzai'.	Mr. C. D. Harris	8min.	4h.	42m.	38s

Royal Irish Yacht Club Regatta June 8th. 1909

MATCH for Water Wags for prizes of £2, £1, and 10s. Course about 4 miles. Start 3.30.

YACHT	OWNER	FINISH-HOURS	MINS. & SECS
'Tomboy'. (winner)	Messrs. Barrett and Eat	4h	.38m. 10s
'Pansy'. (2 nd . prize)	Mr. J.H. Hargrave	4h.	39m. 02s
Phyllis'. (3 rd . prize)	Mr. H.M. Johnston	4h.	39m. 40s
'Echo'. (4 th . prize)	Mr. L. Brady	4h.	40m. 22s.
'Joan'.	Mr. W.C. Carnegie	4h.	40m. 28s.
'Magpie'	Mr. H. Fox.	4h	43m. 42s.
'Cupid'.	Messrs. Geoghegan and Irwin	1h.	43m. 58s.

Water Wag Club July 21st. 1909

One of the best matches of this season was that sailed on July 21 over the Port course. The wind was light, but nice sailing strength from west-nor'-west, and thirteen boats started at 6.35p.m. In a capital finish Mollie beat Irene by 9sec. Kelpie by 21sec. Gadget by 35 sec. Coquette by 37 sec. and Joan by 41sec. the order home of the others being 'Amorelle', 'Phyllis', 'Firefly', 'Pansy', 'Banzai', 'Cupid'. 'Eros' gave up. 'Mollie' won the tie for the Buckingham Cup, and 'Joan', 'Phyllis', and 'Firefly' the club prizes on handicap.

July 28th. 1909

The race on July 28th. was for the "Punctillio" prize, presented by the joint owners of the 25 footer of that name, in addition to the usual club prizes, and was sailed in a fine little S.W. breeze. Fifteen boats started at 6.35p.m. 'Coquette' and 'Irene' being the leaders away. The three legs of the starboard course gave a reach, a run and a beat respectively. It was a capital race throughout between the two boats named, and at the finish 'Coquette' (winner) took the gun at 7hrs.19min.8sec. – 21 seconds ahead of Irene-the order home of the others being 'Pansy', 'Kelpie', 'Eros', 'Amorelle', 'Cupid', 'Gadget', 'Sylvia', 'Banzai', 'Phyllis', 'Mollie', 'Firefly', and 'Juju'. On the handicap, 'Cupid', 'Irene', and 'Sylvia' took the club prizes.

August 4th. 1909

The race on August 4 for the captain's prize, with club prizes on a handicap, the season proper of the club came to an end, though the boats themselves will be racing ,

in sweepstakes, at regattas, and under the D.B.S. Auspices, till mid- September. Fourteen turned out in the last club match, and being given the port course they had with the light and rather patchy S.S.W. breeze a run, beat and reach respectively, over the triangular course. 'Eros' practically lead throughout. She had 'Kelpie' second for two rounds, and then later dropped back. At the finish 'Eros' won the captains prize by 15 sec. from 'Amorelle'. The order in of the remainder being 'Pansy', 'Mollie', 'Joan', 'Firefly', 'Phyllis', 'Banzai', 'Juju', 'Sylvia', and 'Kelpie'. 'Irene', 'Cupid', and 'Gadget' gave up. On the handicap, 'Amorelle', 'Banzai', and 'Firefly' took the club prizes.

Kingstown Town Regatta.

3 September 1909

Sailing is usually only a detail at the town regatta, and this year embraced three events, viz., matches for the 21ft. W.L., 17ft. W.L. and Water Wag classes. A misapprehension as to the finishing line completely spoiled 21-footer's match, and exactly how that race stands is difficult to say. Wind W., backing S.W., light.

MATCH for Water Wags; winner. Pavilion Cup and £2 added, second £1.10s., third £1.

Start 4.pm

YACHT	OWNER	FINISH-HOURS	MINS.	SECS.
'Amorelle' (winner)	Mr. A. C. O'Sullivan	5h.	24m.	35s
'Pansy' (2 nd . prize.)	Mr. J.H. Hargrave	5h.	24m	. 58s
'Irene' (3 rd . prize)	Mr. D. H. Bailey	5h.	25m	. 43s
'Phyllis'	Mr. H.M. Johnston	5h..	27m	13s.
'Eros'	Mr. J.M. Goldsmith	5h.	29m.	10s.
'Firefly'	Mr. E.W. Maunsell	5h.	29m.	19s.
'Kelpie'	Mr. J. H. Woodroffe.	5h	. 30m	. 34s
'Joan'	Mr. W.C. Carnegie	5h.	30m.	38s.
'Gadget'	Mr. G. A. Newsom	5h.	30m.	46s.
Cupid'	Messrs. Geoghegan and Irwin	5h	.31m	. 14s.
Echo'	Mr. L. Brady	5h.	31m.	49s.
Banzai'.	Mr. C. D. Harris	5h.	33m.	59s.

THE WATER WAGS IN 1959

Fifty years ago there were 22 Wags listed on the club records. For some strange reason all owners were listed without Christian names, only initials. We have listed names where known.

(The information in brackets represent the 2009 status of the boat.)

- No 1. 'Wendy', Club Boat. *(Now lost.)*
No. 2. 'Tomboy' B.P. Jeffers. *(Currently under restoration.)*
No. 3. 'Pansy' Dr. Alf Delany. *(In commission.)*
No. 4. 'Vela' Dr. John Boyd Dunlop. *(In commission.)*
No. 5. 'Mollie' R.K.C. 'Dickie' Pilkington + W. A. (Jackie) Wallace. *(Lost in house fire.)*
No. 7. 'Blue Bird' Art Barry + Dr. Paddy Fitzgerald. *(Now lost.)*
No. 8. 'Barbara', Miss A. Stirling. *(Currently in storage in Monkstown.)*
Note: No.08 'Eros' was still located in Wales
No. 9. 'Marie Louise', D. Morrogh. *(In commission.)*
No.10 'Sprite', Dr. R. M. Corbet. *(Not launched in 2009.)*
No. 11. 'Anne II', Len Hayes + Brian Cox. *(In commission.)*
No. 12. 'Alfa', Adrian + Dr. George Henry. *(In commission.)*
No. 14. 'Phyllis', Bobby McFerran. *(Not launched in 2009.)*
No. 15. 'Moosmie', Vincent McAllister. *(In commission.)*
No. 16. 'Codger', J. Ryan + L. Chance. *(Now renamed 'Penelope' - in Commission .)*
No. 17. 'Coquette' George Jones. *(In commission.)*
No. 18. 'Nesta', Mrs. Germaine Cresswell. *(Now lost.)*
No. 19. 'Shindilla', Mrs. Lionel Collen. *(In commission.)*
No. 20. 'Badger', Ted Croxon. *(Based in Wexford.)*
No. 21. 'Jacqueline', Jack and Mrs. Henry. *(Currently under restoration.)*
No. 22. 'Saryalis', E. H. Walpole. *(In commission.)*
No. 23. 'Maureen', Valentine Kirwan. *(Currently in storage in Kildare.)*
No. 25. 'Vega', Miss Sheelah Armstrong. *(In commission.)*

Note: Nos. 26, 27, and 28 existed but were not listed in the Club Programme.

The 1959 committee consisted of E.H. Walpole as President, G.H.Jones, W.R. McFerran, Rev. A.E. Snow and Jack Stephens as Vice-Presidents, R.K.C. Pilkington as Captain and Miss. S. Armstrong as Hon. Secretary. A.F. Delany, I McFerran, P. Gray and G. Henry were committee members.

Racing for Water Wags and Fireflys commenced on Saturday 18th. April, the first Wednesday race was on 29th. April and the last race was on Wednesday 9th. September. Only three Monday races were listed on the programme, on May 18th. and August 3rd. which must have been Bank Holidays, and the single handed race on June 22nd.

There was much discussion, at the time, of the benefit of the new man-made Terylene sail fabric which was found to be much more powerful than the previously available Egyptian cotton fabric, and were of a more stable shape. The Egyptian cotton sails

were generally relatively flat in light airs and the sails became fuller as the wind strength increased. The Terylene sails could be used straight out of the bag, while the cotton sails benefited from being stretched by the owner before use. Many sail makers were capitalizing on new marketing opportunities which were arising, and offering 'more modern' sail designs to the traditional classes, in an attempt to enable those classes to compete with popular new classes such as the Jack Holt Enterprise. Some classes (such as the DBSC 21 footer) took the opportunity of adopting a new rig to compliment the new sail fabric. The Shannon One Designs sail plan was described at the time by a yacht designer as being 'As antiquated as the Banner under which King Billy crossed the Boyne in 1690'. In response, a new Bermudan rig without gaff and with a deep roach based on the Jollyboat was trialled. The proposal was never accepted by the Class.

The Wag Committee decided not to permit any change to the dimensions of the sails for Club racing.

The following interesting letter was received by the Club Secretary in 1959:

64, Brantwood Avenue,
Whity Bay,
North'Land.

8th. October '59.

Dear Miss Armstrong,

I was very interested to read about the Water Wag Class in the recent issue of the magazine 'Yachts and Yachting'.

As a member of the Royal Northumberland Yacht Club, I own with a friend, one of the grand old boats which we sail from Blyth in Northumberland. Our boat was brought back from Colombo by the Club Commodore, and is therefore constructed of teak and has since been partly decked.

You will appreciate in the circumstances that I am greatly interested in this class, and I am eager to obtain further information regarding the history and sailing of the boats.

Yours sincerely, P. Grenwell.

The following interesting letter was sent by the Club Secretary:

Rev. J, L Cottle, The Mance, Stepney Way, London E1.

Dear Sir,

In reply to your letter of 18/ 9/59, I think that the boat you describe as a 'Kingstown fourteen footer' must be a Water Wag, as no other dinghy class has a loose footed mainsail.

I hope the enclosed plan makes our measurements clear. Messrs. Cranfield and Carter of Burnham-on-Crouch are among our official sail-makers and have our plans-also Jeckells. We have local sail makers too.

We are changing from cotton sails to terylene, I expect that nearly all our boats will have them for next year.

There are about 20 Water Wags here; most of them race regularly and competition is very keen. Ten of the boats were built in the 1930's, the rest are pre-1914.

With regard to your query about changing to Bermudan rig- this experiment was tried a few years ago here, and proved a failure.¹ The idea was as you suggest, to simplify things, and also to gain speed & point higher. None of these things was achieved, & the taller mast was too much for the chain-plates, one of which snapped & the mast went over the side.²

Since then nobody has tried to modernise us!

If you were to change your rig I think you would find, among other things, that the higher & heavier mast would make the boat much less snug on her moorings & much less easy to row.

(I assume that your boat, like ours, has no deck.) There is another 14 ft. class here³, half-decked, Bermudan rig, and only in the most sheltered berth are they safe on a moorings, elsewhere they must be "parked" on the hard. Also, they are useless for rescue work⁴ or rowing. Un-seamanlike racing machines!

Some of us use old cut down sails in heavy weather - I do, for one, & the boat is much more comfortable to handle than with a full sail, while her performance is not impaired. The cut-down sail equals, approximately, half a reef down.

It was most interesting to hear from you. If there is any more information you would like to have I will be very pleased to give it.

Yours sincerely,
S. Armstrong, Hon. Sec.

-
1. In an effort to compete with the new classes such as the IDRA 14, Seymour Cresswell Snr. and others put an IDRA 14 mast and rig into 'Moosmie'. It should be noted that the IDRA 14 rig is substantially higher than a Water Wag rig. The boat was found to be unstable and the lack of side decks resulted in the boat taking water too easily. Unfortunately, no photographs were taken of this experiment.
 2. From this description the mast was not stepped at keel level, but at thwart level, which is surprising.
 3. She refers here to the IDRA 14 which was seen by the Wags as being competition drawing people away from the more docile classes.
 4. RIBS had not been invented yet, so rescue boats were generally open motor boats or similar.

PRIZE WINNERS OF 123rd. SEASON OF AMATEUR SAILING IN WATERWAGS

WINNERS OF INDIVIDUAL RACES AND SHORT SERIES OF MATCHES

Boat Name	Sail No.	Helm and Crew	Trophies Won	Notes (All Division 2 results in Blue).
'Pansy'	3	Vincent Delany	The 100th. Anniversary Plaque. George Newsom Memorial Cup. The Madras Shield. The Candlelight Trophy	
'Vela'	4	Dr. Philip Mayne and Brian Bond	The Buckingham Cup	
'Mary Kate'	6	Mr. David Williams		8th. place in Division 2.
'Eros'	08	Gail Varian		6th. place in Division 2.
'Marie Louise'	9	Peter Wilson		11th. place in Division 1A.
'Anne II'	11	Jimmy Fitzpatrick and Pauline MacNamara		10th. place in Division 1A.
'Alfa'	12	Michael and Jenny Donoghoe	See below.....	2nd. place in Division 1B.
'Moosmie'	15	David and Sally Mc Farlane	The Len Hayes Jug. The Mollie Bowl. The Middleton Howitzer. The Transom Trophy	
'Penelope'	16	Chris Connelly and Ros. Dempsey		7th. place in Division 1B.

'Coquette'	17	Seymour Cresswell	The 10-3 Picture	In the opinion of the Committee- The Highest placed Division 1B boat who did not win another trophy.
'Good Hope'	18	Hal Sisk	The Captains Prize Div .2	
'Shindilla'	19	Philip Mahony and Geoff Davys for the Collen family.	The Phyllis Cup	
'Saryalis'	22	Tuffett Webb	The Commemoration Cup The Firefly Cup	
'Gavotte'	24	Frank Guy	The Commemoration Shell Case The Captains Prize Div.1A	
'Vega'	25	Graham McMullen for Dr. David Thomas	See below.....	3rd. place in Division 1B.
'Nandor'	26	Brian McBride and Stuart McBean	The Sri Lanka Mug	In the opinion of the Committee- The Highest placed Division 2 boat who did not win another trophy.
'Patricia'	29	Harry Croxon and Mervyn Dyke		7th. place in Division 1A.
'Sara'	30	David Clarke		6th. place in Division 1B.
'Polly'	31	Geoff + David Sarratt	The Pavilion Garden Cup. The Meldon Cup.	
'Skee'	32	David Duffy		9th. place in

				Division 1B.
'Eva II'	33	Edward Sarratt		7th. place in Division 1B.
'Marcia'	37	Jonathan O'Rourke and Carol Cronin	The Captains Prize Div.1B The Jacqueline Cup for the single-handed Race FitzGerald Cup-Shannon Regatta Winner Division 1B	
'Swift'	38	Guy Kilroy	The SODA model. The Hilpotsteiner Tankard. J.H. Stevens Tankard Shannon Regatta Half Model	
'Swallow'	40	Denis and Margaret Woods		9th. place in Division 1A.
'Mollie II'	41	Con and Cathy Murphy	The Sri Lanka Tankard	In the opinion of the Committee - The Highest placed Division IA boat who did not win another trophy.
'Tortoise'	42	William and Linda Prentice	The Henry Trophy Titanic Trophy Shared with Saryalis	
'Freddie'	43	Bairbre Stewart and David Corcoran	Roisin Corcoran-Sprack Trophy	
		Pat Branigan	The Dun Laoghaire 1500 medal	For his contributions to the 123rd. Annual Wag Picnic to Dalkey Island and for his acting as O.O.D. for the Water

				Wag Worlds.
		David Sarratt	Volunteer of the Year - Simon Nolan Memorial Cup	For his contributions to the Wag racing this year and for the past 20 years - in the committee boat at every possible occasion- including acting as O.O.D. despite his protestations.
WINNERS OF OVERALL SEASON SERIES OF MATCHES				
Division	Place	Trophy	Helmsman + Crew	Boat
Division 1A	1	The Jubilee Cup -A cup of minimal value-for the owner of the boat with the best results in all Wag Club Races in Dun Laoghaire (with discards)	Guy Kilroy and Family	Swift
Division 1A	1	Ladies Plate for the helmsman of the winner of the Jubilee Cup	Guy Kilroy	Swift
Division 1A	1	Lanesboro' Regatta Cup/ Vega Prize- for the crew of the winner of the Jubilee Cup.	Dean, Naomi, and Hanna Kilroy	Swift

Division 1B	1	The Snuff Box	Jonathan O'Rourke and Carol Cronin.	Marcia
Division 1B	2	The Coffee Jug	Michael and Jenny Donoghoe	Alfa
Division 1B	3	The Hold Everythin' Trophy - A new trophy presented by the Delany Family incorporating the keel of a Hydroplane raced by Alf Delany in the late 1920's before he took to competitive sailing.	Graham McMullen and Geoff Ryan	Vega
Division 2	1	Cora Cup	Julie Delany and Emma Webb	Saryalis
All Divisions	13	Saryalis Cup	Graham McMullen and Geoff Ryan	Vega

Race Results 2009

		Division 1A Results																																					
Helm/Owner	Sail No.	Placing	29-Apr	6-May	13-May	20-May	27-May	3-Jun	10-Jun	17-Jun	24-Jun	1-Jul	8-Jul	15-Jul	22-Jul	29-Jul	5-Aug	12-Aug	19-Aug	26-Aug	2-Sep	9-Sep	16-Sep	23-Sep	TOTAL	Div 1A Total less Discard	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5						
Vincent Delaney	3	2	0	0	2	6	0	11	1	0	19	24	1	1	3	12	5	5	17	11	0	2	1	0	121	38	2	3	24	19	17	12	11						
Philip Mayne & Brian Bond	4	8	0	0	11	14	0	21	11	0	8	12	4	18	9	3	18	9	6	14	0	3	23	0	184	90	8	4	23	21	18	18	14						
Peter Wilson	9	11	0	0	11	14	0	21	8	0	6	14	11	3	11	23	18	18	20	10	0	20	15	0	223	121	11	9	23	21	20	20	18						
Jimmy Fitzpatrick	11	10	0	0	11	14	0	21	3	0	20	10	14	18	22	19	12	7	3	4	0	19	19	0	216	115	10	11	22	21	20	19	19						
Dave McFarlane	15	3	0	0	11	8	0	2	5	0	5	3	2	15	23	10	1	18	16	3	0	1	6	0	129	46	3	15	23	18	16	15	11						
Frank Guy	24	4	0	0	11	14	0	4	7	0	2	11	10	6	8	7	4	14	4	1	0	6	11	0	120	59	4	24	14	14	11	11	11						
Harry Croxon	29	7	0	0	11	14	0	21	11	0	20	6	6	4	2	23	18	18	20	6	0	5	2	0	187	85	7	29	23	21	20	20	18						
Andy Wilson	35	12	0	0	11	14	0	21	11	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	319	197	12	35	26	25	24	24	23						
Johnny Ross Murphy	36	12	0	0	11	14	0	21	11	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	319	197	12	36	26	25	24	24	23						
Guy Kilroy	38	1	0	0	3	1	0	12	2	0	1	1	23	18	1	4	3	2	10	7	0	4	3	0	95	25	1	38	23	18	12	10	7						
Denis Woods	40	9	0	0	11	14	0	9	4	0	20	4	13	5	23	11	18	3	20	24	0	15	16	0	210	105	9	40	24	23	20	20	18						
Con Murphy & Cathy McAlevey	41	5	0	0	10	3	0	3	6	0	11	5	8	18	23	1	2	18	15	24	0	7	5	0	159	61	5	41	24	23	18	18	15						
William Prentice	42	6	0	0	1	5	0	10	9	0	17	2	3	2	7	5	18	18	13	23	0	10	10	0	153	64	6	42	23	18	18	17	13						
Discards			0	0	0	0	0	1	1	0	1	2	2	2	3	3	3	4	4	4	0	5	5	0															
Total Starters	17.6471		0	9	12	0	19	22	0	18	22	21	16	21	21	16	16	18	22	0	24	23	0																
Blown Out			Walpole - points do not count																																				
Invitation Race																																							
Abandoned																																							
Discards	1 in 3																																						

		Division 1B Results																																						
Helm/Owner	Sail No.	Placing	29-Apr	6-May	13-May	20-May	27-May	3-Jun	10-Jun	17-Jun	24-Jun	1-Jul	8-Jul	15-Jul	22-Jul	29-Jul	5-Aug	12-Aug	19-Aug	26-Aug	2-Sep	9-Sep	16-Sep	23-Sep	TOTAL	Div 1A Total less Discard	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5							
Mick Donohoe	12	2	0	0	11	9	0	8	2	0	20	7	12	12	10	2	13	10	20	9	0	12	25	0	182	92	2	12	25	20	20	13	12							
Chris Connolly	16	7	0	0	10	14	0	20	5	0	20	13	22	8	22	17	18	20	5	0	16	25	0	257	146	7	16	25	22	22	22	20								
Seymour Creswell	17	4	0	0	4	14	0	21	3	0	20	9	9	13	13	14	6	15	5	15	0	14	14	0	189	104	4	17	21	20	15	15	14							
John and Mary Cox	20	9	0	0	11	14	0	21	8	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	316	194	9	30	26	25	24	24	23							
David Thomas	25	3	0	0	11	14	0	21	8	0	20	24	23	7	4	6	18	18	11	2	0	13	9	0	209	103	3	25	24	23	21	20	18							
David Clarke	30	6	0	0	11	14	0	14	6	0	10	24	17	16	23	23	18	13	20	0	0	11	7	0	227	119	6	30	24	23	23	20	18							
David Duffy	32	8	0	0	11	13	0	20	8	0	20	24	23	18	17	17	17	16	18	21	0	24	25	0	292	175	8	32	25	24	24	23	21							
Tommy Day	34	9	0	0	11	14	0	21	8	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	316	194	9	34	26	25	24	24	23							
Johnathan O'Rourke	37	1	0	0	5	2	0	21	4	0	9	8	7	18	5	8	18	1	9	13	0	8	4	0	140	61	1	37	21	18	18	13	9							
David Corcoran & Bairbre Stewart	43	5	0	0	11	10	0	16	1	0	13	24	15	11	6	18	10	6	14	24	0	26	18	0	223	113	5	43	26	24	24	18	18							
Dan O'Connor	44	9	0	0	11	14	0	21	8	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	316	194	9	44	26	25	24	24	23							
Discards			0	0	0	0	0	1	1	0	1	2	2	2	3	3	3	4	4	4		5	5		0															
Total Starters	17.6471		0	0	9	12	0	19	22	0	18	22	21	16	21	21	16	16	18	22	0	24	23	0	0															
Blown Out			Walpole - points do not count																																					
Invitation Race			Walpole - points do not count																																					
Abandoned			Walpole - points do not count																																					
Discards	1 in 3		Walpole - points do not count																																					

Division 2 Results																																			
Helm/Owner	Sail No.	Placing	29-Apr	6-May	13-May	20-May	27-May	3-Jun	10-Jun	17-Jun	24-Jun	1-Jul	8-Jul	15-Jul	22-Jul	29-Jul	5-Aug	12-Aug	19-Aug	26-Aug	2-Sep	9-Sep	16-Sep	23-Sep	TOTAL	Div 2 Total less Discard	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5		
Nolan family	1	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	1	26	25	24	24	23		
Mick Geoghegan	2	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	2	26	25	24	24	23		
David Williams	6	8	0	0	11	14	0	17	8	0	14	18	19	18	23	16	17	18	20	20	0	23	22	0	278	170	8	6	23	23	22	20	20		
Gail Varian	8	6	0	0	11	14	0	6	4	0	20	20	23	18	16	23	8	11	7	18	0	21	12	0	232	125	6	8	23	23	21	20	20		
Sail No 6	8.5	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	8.5	26	25	24	24	23		
Rupert & Sue Westrup	10	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	10	26	25	24	24	23		
Peter Chapel	14	10	0	0	11	14	0	21	10	0	20	24	23	14	23	23	18	18	20	24	0	26	25	0	314	192	10	14	26	25	24	24	23		
Hal Sisk	18	5	0	0	11	14	0	15	7	0	15	22	20	18	23	15	7	18	1	8	0	26	13	0	233	124	5	18	26	23	22	20	18		
Philip Mahony	19	2	0	0	6	14	0	7	3	0	4	21	18	18	15	9	18	8	2	17	0	17	20	0	197	102	2	19	21	20	18	18	18		
TBC	21	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	21	26	25	24	24	23		
Tuffett Webb	22	1	0	0	10	11	0	1	2	0	7	16	5	9	12	23	18	18	8	12	0	18	8	0	178	85	1	22	23	18	18	18	16		
Killian Skea	23	9	0	0	11	14	0	21	10	0	20	24	0	18	23	23	18	18	20	24	0	26	25	0	295	173	9	23	26	25	24	24	23		
Brian McBride & Stewart McBean	26	4	0	0	11	4	0	13	6	0	16	17	23	15	14	13	9	4	20	19	0	22	21	0	227	122	4	26	23	22	21	20	19		
Geoff Sarratt	31	3	0	0	11	7	0	5	1	0	3	15	16	18	22	22	11	12	12	16	0	26	17	0	214	109	3	31	26	22	22	18	17		
Ed Sarratt	33	7	0	0	11	14	0	21	5	0	12	19	23	10	22	23	18	18	20	24	0	9	25	0	274	157	7	33	25	24	23	23	22		
Susan Jane	39	11	0	0	11	14	0	21	10	0	20	24	23	18	23	23	18	18	20	24	0	26	25	0	318	196	11	39	26	25	24	24	23		
Discards			0	0	0	0	0	1	1	0	1	2	2	2	3	3	3	4	4	4	0	5	5	0	0										
Total Starters	17.6		0	0	9	12	0	19	22	0	18	22	21	16	21	21	16	16	18	22	0	24	23	0	0										
Blown Out			Walpole - points do not count																																
Invitation Race																																			
Abandoned																																			
Discards	1 in 3																																		

TORTOISE IS STAR OF THE SHOW

After the snows of January 2009, the Boat Show was organised in the Royal Dublin Society in the Simmonscourt Pavilion. For the first time in many years the Wags took the opportunity to show off in public, and to encourage visitors to the show to take an interest in the activities of The Wag Club. William kindly made 'Tortoise' available for display, after he spent a cold winter's day preparing her, and recoating her bright varnish work.

Geoff Sarratt Captain of the Wags and some helpers brought the boat into the show, and after some keen negotiations, were allotted a prominent corner site.

Fortunately the SB3 on the adjoining site, despite her great size and huge sail area made very little impact on the visitors due to the proximity of 'tortoise'. On the adjoining stand on the other side there was a Wayfarer which did not generate much interest.

Among the comments heard on the Water Wag stand were.....

"You don't actually put her in the water, she looks too good to use!"

"Is that real wood or is it Formica?"

"Can I touch it?"

"It feels really nice!"

"Why are all the boats not made of wood? If they were they would all look beautiful!"



"Is she brand new?"

"Has she ever been used?"

"Has she been elected Boat of the Show yet?"

Among the visitors to the stand were grandson of Professor Wigham, former President of the Wags. Michael Mahony's grandson was also impressed with the stand. Michael built most of the Water Wags built in the 1930's. Many people who work with their hands were keen to examine the workmanship, and concluded that John Jones' work is flawless.

One interesting aspect of the show, was that the buoyancy bags were not fitted, and as a result the boat looked much bigger than we are used to, and it looked much 'woodier' and more natural inside. The volunteers who manned the stand were Geoff Sarratt, Clara Delany, David McNeill, David Sarratt, David Williams and many others.

COQUETTE HITS ONE HUNDRED

'Coquette' was designed and built by James Doyle and his family. She is probably the only class boat afloat which was designed and built by the same family, and she is certainly the only Water Wag in the current fleet built by Doyle. It is not often that a boat of this lineage hits her Centenary, so, it is a great cause of celebration. After the programme for the year was agreed, the Club Committee under Captain Philip Mahony, decided that a day needed to be dedicated to our cherished boat. On looking at the annual programme only one Wednesday occurred on the 17th. of the month, so June 17th. was the allotted day. This day had formerly been programmed for The Buckingham and Wigham Cups.

This created an opportunity to 'Fix' the race in such a way that if all the cards 'stacked up', we could conceivably have a race won by Coquette on the 17th. Furthermore a decision was made by Committee, that the Coquette Cup should be rescheduled for one year only, and it would be presented to the winner of the race on 17th. June 2009.. (The Coquette Cup is normally presented to the best performing boat in Wag races within 8 miles of Dun Laoghaire, to include the results of Clontarf Yacht and Boat Club 'At Home' and of Howth Yacht Club Regatta amalgamated with the results of all the Wag Club matches, and Dublin Bay Sailing Club Saturday races.)

However the best laid plans of mice and men. On the evening, despite wonderful sunshine, the weather was blustery with gales forecast for the Irish sea. The Captain of the Wags declared that we should have 'a short sharp race with one reef'. The message was sent abroad and the boats were rigged. Before many were ready to launch, a huge gust blew over the Harbour, which demanded that the initial decision be reversed. Before the message was received, 'Tortoise', 'Pansy' and 'Gavotte' were launched and sailing. They found the conditions to be too gusty for racing.

When all the Wags had packed up the boats, they returned to the RIYC for drinks on the sunny balcony, overlooking the forecourt where Coquette sat rigged perfectly with her neatly furled mainsail. This was followed by a barbecue for 50, held in the wet bar. Seymour told us how she is named after a horse which finished in second place. However George Jones had bet a small fortune on the horse, and his winnings were sufficient for him to commission the building of the new boat.

A glorious display had been prepared with photographs of George Jones (Yes the man after whom the G.H. Jones Cup is named.) who owned Coquette from 1909-1960. She was subsequently purchased by J.O'Reilly who owned her from 1961-1964. Mrs. Germaine Cresswell purchased her for her husband, Seymour, and they sailed together until the late 1990's, at which time Seymour Jnr. took charge and has been enjoying the privilege ever since.

It is worth noting that in the 1980's Coquette was unbeatable in club racing. Among those who attended was Dan O'Connor who had also commissioned a Waterwag 100 years later - number 44. He will be waiting until the year 2109 for his centenary celebration. It was an enjoyable sociable evening and by the use of simple mathematics - with 50 people attending the supper - Water Wags 3, 4, 6, 08, 9, 10, 11,12,14,15,16,17,18, 19, 21, 22, 24, 26, 29, 30, 31, 33, 37, 38, 40, 41, 42, 43 and 44 could have raced if only the weather had been kinder.

IRISH TIMES OBITUARY: G.H. JONES 1960

The death has occurred in hospital of Mr. G. H. Jones of 12, Clarinda Park North, Dun Laoghaire. Aged 86, he had been one of the leading yachtsmen in this country.

Mr. Jones was born in Dublin in 1874 and, after leaving school, he joined the Merchant Navy and saw most corners of the world while serving before the mast under sail. Later he spent some time with an insurance company, before retiring early to devote more time to travelling and sailing. He was unmarried.

To those interested in yachting, Mr. Jones's name was inevitably linked with that of his boat, Coquette. As well as being a member of the National Yacht Club, Mr. Jones was a member of the Dublin Bay Sailing Club from 1895 until his death, and during that time he sailed Coquette, a water wag, to victory on numerous occasions.

Sailing Coquette which was built in 1911⁵, Mr. Jones built up a record which was consistently the best in the oldest one-design class in the world. As early as 1912, he and Coquette won a watch upon which was inscribed: "Coquette, the most successful boat in Dublin Bay: 1912.", And from then onwards they seldom looked back.

By 1940 Mr. Jones and his by now famous boat had won the Newsom Memorial Cup no less than four times. The cup was awarded for the best performances in all classes in Dublin Bay during the season and is one which usually requires several places of decimals to decide its destination. The fact that at the age of 67 he should still be winning the major trophy in Dublin Bay sailing gives some indication of Mr. Jones's yachting prowess.

By 1949, however, Mr. Jones, who used to sail regularly in the Mediterranean at one time and who had sailed on waters as distant as those of the Delaware was compelled, for the first time in 53 years, to give up active sailing except on the lightest of days.

Nevertheless, he continued to maintain an active interest in yachting and in the fortunes of Coquette. For some years he continued to rig and tune the boat before giving instructions to a substitute helmsman. After watching the race from the shore, he would later comment on the helmsman and crew. In more recent years he was reduced to the role of a spectator only, but Coquette still belonging to him, continued to compile a consistently good record in the hands of his chosen substitutes⁶. In 1950 he made a brief but glorious return to competitive racing. During the Royal St. George Regatta that year in Howth and he sailed Coquette again and got the winning gun by over half a minute.

Mr. Jones was regarded by yachtsman in Dublin Bay as the accepted local authority on racing tactic, racing rules, and the weather; he was also reputed to know more about the tides in Dublin Bay than any other man. At one time it used to be related that he had spent hours in his boat, just drifting, throwing orange peel and corks over the side and tracing, on a chart of the bay the way that they went.

5. This should read 1909.

6. Including: Sean Hooper, Jimmy Mooney, Hugh Allen etc.

WATER WAG WORLDS 2009: VOLVO DUN LAOGHAIRE REGATTA

Seventeen boats were registered for the Wag Worlds, which should be the highlight of the Wag racing season. With one no show and with 5 boats only participating in the Friday night race the fleet was reduced to 10 for the remaining races. Six boats in Division one and four in division 2

The Friday night race was a brisk affair inside the harbour which was won by William and Tim from Sally and David. In division 2 Geoff was the winner with Gail close on his heels.

After racing the crews adjourned to the Gastro Pub on Marine road to enjoy a long table and good company. Our thanks go to Emma for organising such an enjoyable evening. It is a pity that Tuffett was not given better service! Once the live music started the younger Wags were quick to join the dancing. The middle aged Wags entertained themselves with a game of air football with the balloons provided at each table.

Saturday enjoyed a brisk breeze, and it was decided to reef the boats and



sail inside the harbour. With tight short courses the fleet managed three races between the departure of the main fleet in the morning, and their return back to the harbour in the afternoon. In Division one, Sally and David managed two wins with William and Tim second on both occasions. Seymour produced a second in race one, a sixth in race two, so he was going well. In the third race Sally and David managed to just get ahead of William and Tim and rounded the leeward mark in the lead. In the excitement David forgot to lower the centreboard and William slowly and inevitably sailed past 'Moosmie' to Win the race in the last 100 yards making a thrilling finish. In Division two there was a similar battle with Phillip winning the first race with Geoff second and Geoff winning the second and third races with Phillip second.

On Sunday it was all to play for, as William and Tim, and Sally and David were level on points and with Geoff only three points ahead of Phillip.

The fleet headed out into the harbour on Sunday morning to sail for the prizes. Again a reef was required and the fleet sailed from a start near the harbour mouth towards the Green beside the RIYC. In race one Gail showed the boys how it should be done in division 2 and

looking at the results it appears there was a dead heat for second between Geoff and Hal. That must have been fun (Or the results are wrong).

In Division one David, Michael and William were all having a ding dong in race one which resulted in an incident at the windward mark. Unfortunately William did not do his turns at the time and later retired from the race. At the time David and Sally did not know this and because there was one more race they realised that should William and Tim win the last race then to even have a tie they would have to be second. Then, the two boats would be completely tied having won three races and been second in three races each. So, like in the new format of racing in the Olympics, whoever won the last race would, they thought, win the series. In this race Julie sailing in 'Pansy' produced her best result of the series to finish third. In Division 2 Gail was at it again upsetting the order with a first.

In the final race David and Sally got delayed at the start and William and Tim sailed off the line in a very good position. David noticed that the wind has shifted to the left and instead of following the fleet off the line tacked towards the west Pier (frankly he had no choice). There he found a break and was lifted up to the windward mark where 'Moosmie' rounded first, and watched the remainder of the fleet being broken back to the mark. From that position 'Moosmie' sailed to take the gun followed by Michael and Jenny. In Division 2 Geoff excelled to finish fourth followed by Gail.

It was a hectic three days with 6 short races held in the limited space of the harbour. The race organisation was superb and from the bridge of the committee boat (about 20 feet off sea level) the race officer, Pat Branigan, and Brenda and his helpers must have had an incredible view of the many incidents and tactics of the wag fleet racing.



Throughout the weekend Roisin and David Corcoran were showing real speed and delivered three third places which for such a young crew was a really encouraging performance.

Michael and Jenny delivered two seconds and a fourth and they were getting better with each race.

In Division two Geoff was the winner by only five points from Philip. But they were probably counting their lucky stars that Gail missed two races as if she had not missed these she could have been in the mix at the end.

In hindsight the boats who did not participate at the third Volvo Dun Laoghaire Regatta weekend missed a wonderful event with close racing in breezy conditions. Our thanks go to Volvo for their generous support of Classic One-Design racing.

FINAL PLACE	WATER WAG WORLDS 2009 - VOLVO DUN LAOGHAIRE REGATTA											FINAL PLACE
	(Results in Blue are for division two)			Friday	Saturday			Sunday		TOTAL POINTS	TOTAL AFTER DISCARD	
	Boat Name	Sail No.	Helm and Crew	1	2	3	4	5	6			
1	Moosmie	15	David and Sally Mc Farlane	2	1	1	2	1	1	8	6	1
2	Tortoise	42	William and Linda Prentice	1	2	2	1	17	9	32	15	2
3	Alfa	12	Michael and Jenny Donoghoe	6	4	5	5	2	2	24	18	3
4	Freddie	43	Roisin Corcoran	8	6	3	3	5	3	28	20	4
5	Pansy	3	Julie Delany	5	5	4	4	3	8	29	21	5
6	Coquette	17	Seymour Cresswell	7	3	6	17	4	5	42	25	6
7	Polly	31	Geoff Sarratt	9	8	7	6	7	4	41	32	7
8	Shindilla	19	Philip Mahony and Geoff Davys.	11	7	8	7	8	7	48	37	8
9	Good Hope	18	Hal Sisk	14	10	9	8	7	10	58	44	9
10	Eros	8	Gail Varian	10	9	17	17	6	6	65	48	10
11	Mollie II	41	Con and Cathy Murphy	3	17	17	17	17	17	88	71	11
12	Marcia	37	Jonathan O'Rourke and Carol Cronin	4	17	17	17	17	17	89	72	12
13	Swallow	40	Denis and Margaret Woods	12	17	17	17	17	17	97	80	13
14	Eva	33	Edward Sarratt	13	17	17	17	17	17	98	81	14
15	Skee	32	David Duffy	15	17	17	17	17	17	100	83	15
16	Little Tern	36	John Ross Murphy	17	17	17	17	17	17	102	85	16

CLUB RACE REPORTS 2009

Throughout the 2009 season, the Irish Sailing Association published race reports on The Wag Club racing each week on their News Website. (sailing.ie) These reports were written with a general audience in mind, and were not addressed to the Wag Club members.

13th May 2009

Mollie Bowl

The Waterwags raced for the Mollie Bowl in Dun Laoghaire Harbour on the evening of 13th May. Having lost two races already this season due to 'Summer weather', the captain ordered one reef for 10 competitors.

William Prentice and David Williams in 'Tortoise' won the race to maintain their record of having won the first race for the last four seasons. First all-ladies team to finish were Emma Webb and Julie Delany in 'Saryalis'.

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20th May 2009

SODA Trophy

Despite the ominous weather and afternoon's heavy showers 12 Waterwags competed for the SODA Trophy which was presented to the wag club by our friends on the Shannon.



Winds were light and patchy. The tide was unusually strong for Dun Laoghaire Harbour. After two general recalls the competitive fleet got away, with Guy Kilroy in 'Swift' along with Jonathan O'Rourke in 'Marcia' and Graham McMullan in 'Polly' pulling off the classic port tack start. This was the critical tactical decision of the evening. 'Swift' was able to hold her first place for four rounds of the triangular course, and newcomer O'Rourke in 'Marcia' used his 30 second training course in spinnaker handling to

good advantage and finished second. The rest of the fleet behind changed places regularly, and it was Brian Mc.Bride and Stuart Mc Bean's 'Nandor' which pulled off a third place. As the competitors sailed back to their home clubs the sun shone through. Thanks go to Tom and Jennifer Hudson who were joint O.O.D.s.

3rd June 2009

The Commemoration Trophy and Shellcase

Three members of the Waterwags lost their lives on the beaches of the Dardanelles in the 1914-18 war. They are remembered annually with a race in early June. There are two trophies for the race, The Shell Case for Division One boats (the boats with a reasonable expectation of an overall race win.) and the Trophy for Division Two boats.



In a dramatic change from the traditional race format, Captain of the Waterwags, Philip Mahony, ordered that Division Two boats should start 3 minutes before the rest of the fleet.



In a race with wind strength never exceeding 6 knots, one would have thought that the division two boats would have been caught by the first mark. However two of the 19 boats competing (No.22 'Saryalis' steered by Julie Delany' and No.19 'Shindilla' steered by The Captain) took the legend of the 'hare and the tortoise' to heart, and maintained a lead over the whole fleet for two laps of the harbour. After two and a half laps of the harbour the joint race officers Harry Croxon and Jimmy Fitzpatrick called for a shortened course with a finish line close to the east pier lighthouse.

'Saryalis' held a lead of about 1 meter from 'Moosmie' as they both crossed the finish line. The Trophy will be presented to Emma and Tuffett Webb owners of 'Saryalis', and the Shell case will be presented to David and Sally MacFarlane owners of 'Moosmie'.

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11th June 2009

100th. Anniversary Plaque

There was a fleet of 21 Waterwags competing in the match for the 100th. Anniversary Plaque on 11th. June, including Edward Sarratt who waited 15 years for the perfect evening to race No. 33 'Eva' with his daughter.

In a repeat of last weeks format, the fleet were divided into two starts, with Division 2 starting 3 minutes before the rest of the fleet. Although Division 2 got off to a tight start the second group were too hasty and all boats were recalled to restart. The wind was fickle with rain clouds building in the skies on all sides of the course. In Division 2 Geoff Sarratt and Niamh Smith in 'Polly' built up a substantial lead over his brother Edward. In Division 1 Vincent Delany and Noelle Breen in the 103 year old 'Pansy' broke clear of the tightly bunched fleet and built up a substantial lead. The shifting winds resulted in continuous changes in the order of the boats. The race was shortened by OOD Tom and Jennifer Hudson with 'Pansy' in first place ahead of 'Polly' and Guy Kilroy in 'Swift', and David Corcoran crewing for his daughter Roisin in 'Freddie' taking the podium places.



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15th June 2009

Madras Shield

The Water Wags in Dun Laoghaire raced for the Madras Shield on Wednesday 15th. July. It was a challenging evening for Tom and Jennifer Hudson the joint O.O.Ds. Ten minutes

before the warning signal there was a force 2 breeze from the south east and the triangular course was laid within Dun Laoghaire Harbour accordingly. By the time the warning signal was sounded there was absolutely no wind. However most boats were able to creep towards the starting line to position themselves for a slow start

Twenty seconds before the start gun a force 2 gust from the east caused mayhem as the 20 Wags tried to avoid the dreaded OCS. Unfortunately, David Mac Farlane in 'Moosmie', winner of the recent Water Wag Worlds made contact with the limit mark. By the time he had started to do his penalty turn the wind disappeared again and left him stranded on the starting line. Chris Connelly and Ros in 'Penelope' along with Peter Wilson and Christine Delany in 'Marie Louise' got the best of the start. Throughout the race the gusts of wind came and went, favouring some, and avoiding others. After 4 laps of the Harbour the O.O.D.s. shortened the course and the gun went to Vincent Delany and Noelle Breen in 'Pansy' using their new Watson sails, followed by William and Linda Prentice in 'Tortoise' and 'Marie Louise'.



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8th July 2009

The Newsom Memorial Cup

On 8th. July 21 Water Wags raced for The Newsom Memorial Cup (Division 1) and Thee Phyllis Cup (Division 2). Wind was from the north west which resulted in a quite short first beat to a mark in the mouth of Dun Laoghaire Harbour.

A long starting line was set for the big fleet. When the gun went much of the fleet was at the committee boat end, where a lull in the wind was experienced. At the other end Philip Mayne and Brian bond in 'Vela' got the best start from Vincent Delany and Noelle Breen in 'Pansy'. By the first mark these two boats had reversed places. After 5 laps of the Harbour 'Pansy' finished 3 seconds ahead of David McFarlane in 'Moosmie' who was a further 5 seconds ahead of William Prentice in 'Tortoise' the boat which featured at the 2009 Boat Show in Simonscourt. 'Vela' finished 10 seconds behind Tortoise'. Julie Delany in Tuffett and Emma Webb's 'Saryalis' led division 2.

The Water Wag World championship starts in Dun Laoghaire on Friday as part of the Volvo Dun Laoghaire Regatta.

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22nd July 2009

The Commemoration Trophy and Shell Case

On Wednesday 22nd. July 2009, twenty one Waterwags competed in the third match for the two trophies which commemorate the three Members of The Wag Club who were members of the Connaught Rangers, and lost their lives at Kahu Kahu in the Dardanelles in August 1915 on the eastern front of the first world war (The Wag Club racing was suspended for the duration of the War.)



The Commemoration Shell Case, for Division One, was purchased from the 'Surplus Government Property Disposal Board', of The Ministry of Munitions of War, Queen's Palace, Earls Court, London S.W.5. in December 1919. It is described in the invoice as: 75m/m mk.1. B Cart. Case (Ely) (empty) @ 3s./10d.

and delivered to Jacobs Biscuit factory in Bishop Street, where the Secretary of the Waterwags was working.

It was collected from The Controller of Ammunition Components, Woolwich Arsenal

Guy and Hanna Kilroy in 'Swift' sailed a fine race to finish in first place ahead of 'Patricia', 'Pansy' and 'Vega' sailed by Graham Mc Mullen who has returned to this racing fleet after a 13 year sabbatical.

Racing in Division Two for the Commemoration Cup was tight. The challengers included Seymour Cresswell in 'Coquette', Geoff Sarratt and Niamh Smyth in 'Polly', Gail Varian in 'Eros II' and Emma Webb and Julie Delany in 'Saryalis'. After the previous races the results stood as 'Saryalis' 1 point, 'Polly' 5 points, and 'Eros II' 6 points.

The wind in the evening was a disturbed wind from the south south west. 'Saryalis' was positioned in about 7th. place when a storm cloud brought a 20 knot gust across the course. 'Polly' and 'Eros' were neck and neck. Then disaster struck. Having completed approximately 120 racing gybes each year over the past 35 years without a hitch, 'Polly' found the boom would not come over, and when it did, it did so with such force that the boat rolled over and took water over the leeward gunwhale and capsized. Fortunately Richard Mahony the DBSC RIB was on hand to recover the situation .This allowed 'Saryalis' to escape from her rivals as a worthy winner of the Commemoration Cup.

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29th July 2009
Handicap Race



On 29th. July The Water Wags race was a handicap pursuit race in which 20 boats took part. The handicapper reviews race performance over the season to date and allocates starting times for each boat over a five and a half minute starting zone. David Duffy (sailing his first season in Water Wags) in 'Skee' was the first boat away, but he was struck by isolation panic when he realised that no other boats had started on the starting signal, and that he was the only boat racing. He turned back to start with some of the other boats. The wind was very light from the west. Progressively, every half minute another group of boats started until all twenty boats were racing. However

after four minutes a new stronger breeze came in from the south west allowing the late starters, Cathy MacAleavy and Con Murphy in 'Mollie 2' and Michael and Jenny Donohoe in 'Alfa' and Philip Mayne and Brian Bond in 'Vela' to make rapid progress against the early

starters. However Waterwag Captain Philip Mahony and Geoff Davys in 'Shindilla' valiantly led the fleet for three rounds before being overhauled. However they have the consolation prize of winning the Wigham Cup for the best boat in division 2. In Division 1 'Mollie 2' was the winner. By the time the boats were finishing the fifth lap of the harbour, the rain was very heavy- but not heavy enough to dampen the enthusiasm of the Water Wags.

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6th. August

Water Wags Len Hayes Trophy

The weather was blustery with gusts of up to 22 knots and wind shifts in excess of 20 degrees for the 16 Wags competing in the match for the Len Hayes Trophy. Division 2 boats started three minutes before the Division 1 boats.

Seymour Cresswell in the 100 year old 'Coquette' won the start from Gail Varian and her son-in-law Gavin in 'Eros'.

These boats were half way to the first windward mark before the rest of the fleet started. David and Sally MacFarlane in 'Moosmie' led the bunch, and by the time they reached the



first mark they had already overtaken more than one of the earlier starters. At the end of the second lap Cathy and Con, parents of Annalise Murphy the Under 21 Laser Female World Champion in 'Mollie 2' dropped their spinnaker in the water at the leeward mark and came to a sudden halt, creating an unavoidable hazard to Guy and Dean Kilroy in 'Swift' who were hard on their heels. Both boats had to do a 360 degree penalty turn. At the finish after five laps of the harbour, 'Moosmie' won from 'Mollie 2', with 'Swift' (time 56min. 40sec.) in third place. Vincent Delany and Noelle Breen in 'Pansy' (56min.41 sec.) hit the limit mark and had to re-round, while and Frank Guy and Ian in 'Gavotte'.(56min.42sec.) took fourth place. In Division 2 'Coquette' led from Kate O 'Leary and Hal Sisk in 'Good Hope' followed by 'Eros'. The barbecue after racing in the R.St.G.Y.C.

was a welcome end to an evening of thrilling racing.

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19th August 2009

Buckingham Cup and the Wigham Cup

The Water Wag Club race on 19th. August was sailed while a 'Small Craft Warning' was in place. Philip Mahony, Captain of the Water Wags instructed Tom Hudson the OOD to lay a short course of only three laps so that we would all get ashore before the storm arose. It was the second of three handicap Pursuit races for the Buckingham Cup (division 1) and the Wigham Cup.(division 2) . Anybody interested in racing in small boats knows the importance of tactics. When the handicaps were published, Hal Sisk noted that his crew and reserve helm, Kate O'Leary had a better handicap that he had.



Tactics came into play . Hal instructed Kate to steer 'Good Hope' and she was first boat to start and the first boat to finish! 'Shindilla' (Philip Mahony and Jeff Davys) took second place, from 'Anne 2' (Jimmy Fitzpatrick) who was first Division 1 boat to finish on the night. It should be noted that newcomer David Somerville in 'Gavotte' achieved a fourth place to make up for a lowly result last week!

All the wags went back to the National Yacht Club where some bottles of champagne were cracked open and shared by all.

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26th August 2009

It has been a busy week for The Waterwag Club this week.

On Monday 24th. August the Crews race for the 'Sprack Tankard' was won by Roisin Corcoran and her brother from the R.I.Y.C. in 'Freddie' the newest (2008) Waterwag afloat.

On Monday 24th. August the Ladies race for the beautiful 'Maureen Vase' was won by Noelle Breen in 'Pansy' the oldest (1906) Waterwag afloat.



On Wednesday 26th August 24 boats and crews turned up for the Captain's (Philip Mahony) prize. However two crews considered the conditions too blustery, so only 22 boats took part in this match which was a 'Heritage Week' event supported by the Heritage Council, 'a demonstration of sailing craft skills in heritage boats'. Unfortunately the course laid did not allow for the use of spinnakers which the spectators on both the Dun Laoghaire piers were expecting to see.

Division 1A was won by Frank Guy and Owen McNally in 'Gavotte'.

Division 1B was won by Graham Mc Mullen and Geoff Smith in 'Vega'

Division 2 was won by Hal Sisk and Masterson in 'Good Hope'.

Prizes were presented after racing at the Dinner in the Royal Irish Yacht Club.

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9th September 2009

Mollie Bowl.

On 9th. day of the 9th. month of the 9th. year the sun came out in Dun Laoghaire. Twenty four boats competed for the Mollie Bowl, named after one of the most famous Wags which was lost in an accidental house fire. OOD Tom Hudson responded to the wonderful weather by providing an outside course. Vincent Delany and Noelle Breen in 'Pansy' reached the first windward mark just ahead of son and mother team, Finn and Cathy Murphy who, appropriately, were sailing in 'Mollie'



2' and David and Sally MacFarlane in 'Moosmie'. Good spinnaker speed was necessary for the off wind legs. The second mark was outside the harbour mouth and 'Pansy' and 'Moosmie' remained in close proximity, and stayed within two boat lengths of each other until they reached the leeward mark.

On the beat home the wind was dropping.

'Moosmie' with her new North sails maintained better speed on the beat and won by about 30 seconds. Dr. Philip Mayne and Brian Bond finished in a commendable third place.

All the Wags were invited back to the National Yacht Club at the 9th. hour for sausages, chips and beer!

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16th September 2009

Candlelight Trophy



The last Water Wag Club match of the season in Dun Laoghaire is the Candlelight Trophy, sailed by 23 Wags on 16th. September. The wind blew from a northerly direction coming in through the harbour mouth and fanning out into all parts of the harbour. On the first beat Jonathan O'Rourke

and Carol Cronin in 'Marcia' went best, followed by Mel and Harry Croxon in 'Patricia'.

Julie Delany and Ciara in 'Saryalis' and Guy and Hanna Kilroy in 'Swift', and Con and Cathy Murphy in 'Mollie 2'. Racing was very close with only inches between the boats. 'Marcia' successfully fended off all the attacks from her opponents behind until the third beat, when Vincent Delany and Noelle Breen in 'Pansy' took a flyer into the west pier bight which took them into an unassailable lead to win the race from 'Patricia' and 'Swift'.

Next week-end 21 Wags travel to the fresh waters of Lough Derg for a 'House regatta'.

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24th September 2009

Waterwags: Centenary half model 2009

Was This The Perfect Regatta? Twenty one wooden Water Wags travelled to Dromineer on beautiful Lough Derg, Co. Tipperary on 19th. 20th September, for their annual trip to fresh water, to give these classic open dinghies a good wash down before being packed up for the

winter. On arrival the Wags (people who sail in Water Wags) were invited to a reception hosted by Geoff Sarratt, last years Captain in his Waterside Cottage.

On Sunday morning a ballot race was held, based on the results of the previous days racing- the fastest helmsman was put into the slowest boat to sail with the regular crew, the second best helm in the second slowest boat etc.. The winner was Peter Wilson, host of the previous days lunch in 1930's built 'Gavotte'. The second last race was won by William Prentice and his wife in newly built 'Tortoise' at which stage the Wags went ashore for lunch.

Tradition has always held that the final race of each season must use an island as one of the turning marks. Goose island was selected and the crews had to race around the island three times before finishing in bright sunshine. Jonathan O'Rourke and Carol Cronin in 'Marcia', a boat with such a chequered history that nobody can remember when or by whom she was built, led the race until the last windward mark when she was passed by 'Swift'. She deserved to win, so at the prize giving she was presented with a 'Sheelagh Armstrong Tankard'. Sheelagh, who died many years ago, took four boiled sweets with her when she went sailing, one for herself and one for her crew to give them energy before the race, and one as a reward for each of them if they won the race. If they didn't win, she kept the two sweets wrapped for the following weeks race.

CREWS RACE FOR THE SPRACK TANKARD

'Sprack' was a Firefly Dinghy owned by our late President, Dr. Alf Delany. The tankard was originally won by him, and re-presented to the Waterwags.

The 24th. August was selected by Philip Mahony, the Captain of the Waterwags for both the ladies race and the Crews race.

The entry consisted of No.3, Noelle Breen in 'Pansy', No. 08, Gavin in 'Eros' sporting No. 31 sail, No.18, Kate O'Leary in 'Good Hope', No.37, Carol Cronin in 'Marcia', No. 43, Roisin Corcoran in 'Freddie', Hanna Kilroy in 'Swift', and Geoff Ryan in 'Vega'.



'Eros' disguised as 'Polly'

The wind was quite strong from the south blowing offshore, with stronger gusts. The windward mark was laid just of the HSS berth.

The start was tight with Roisin in 'Freddie' to leeward and Noelle Breen in 'Pansy' to windward, and the others squeezed in the sandwich. Initially 'Freddie' had good speed but 'Pansy' was able to climb higher. The shifty wind was challenging both for the helmsmen and their technical advisors. However 'Freddie' was able to play the shifts better than the others and rounded the windward mark ahead. She increased her lead around the course and won by a huge margin.

Results: 1st. Roisin Corcoran. 2nd. Hanna 3rd. Carol. 4th. Noelle 5th. Geoff. 6th. Kate.



Kate And Hal race to the finish.

SINGLE HANDED RACE 2009

It was a light wind on a Sunny Monday evening in August.



Harry Croxon in 'Patricia' to lee and Jonathan O'Rourke to windward.

At the first windward mark near the ferry berth, it was very close with No.25 'Vega' ahead of No.15, 'Moosmie' and No. 37, 'Marcia' taking the inside berth at the turning mark. Unfortunately No.18, 'Good Hope' had to tack for the first windward mark.



The offwind leg was very tight between Moosmie No.15 and Marcia No. 37.

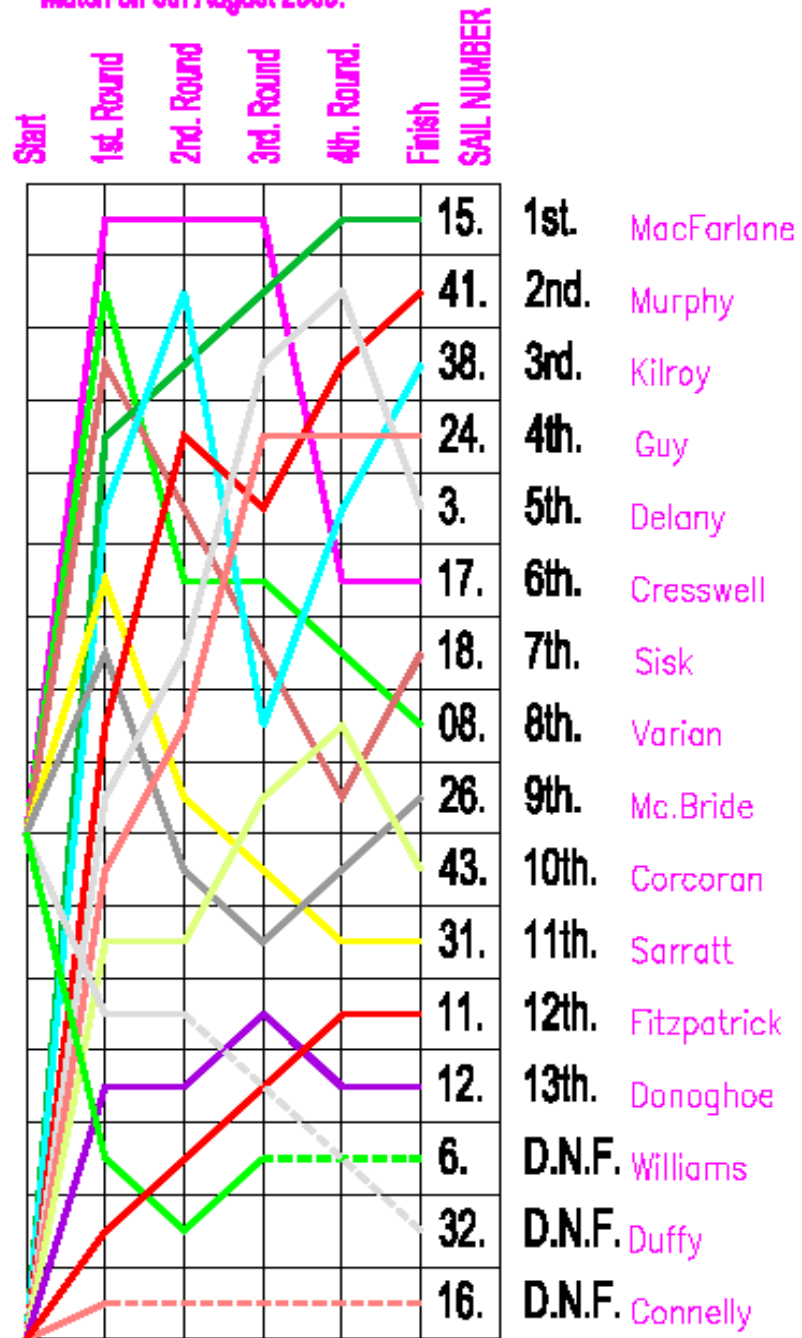
On the offwind leg 'Mary Kate' put a lot of pressure on 'Patricia' for fourth place, but Marcia secured the inside berth at the leeward mark close to the East Pier Lighthouse.



Marcia makes the critical move at the leeward mark.

Final Results: 1st. Jonathan O'Rourke in No.37. 2nd. David Mc.Farlane in No. 15. 3rd. Graham McMullen in 'Vega'.

THE LEN HAYES TROPHY
Match on 5th August 2009.



38 did penalty turn between 2nd and 3rd round.
 41 did penalty turn between 2nd and 3rd round.
 18 did penalty turn between 3rd. and 4th. round.
 3 did penalty turn between 4th. round and finish.

SHANNON REGATTA FOR THE CENTENARY HALF MODEL

There was only one event away from the home base of Dun Laoghaire in 2009, and in acknowledgement of this fact it was well supported.

Peter and Jane Wilson were the hosts for the weekend along with their children Andy and Suzi. Their home is close to the yacht club in Lough Derg, so the boats were launched at the club slipway.

On arrival in Dromineer many were invited to a party in Waterside Cottages hosted by Geoff Sarratt and Gail Varian. The bush telegraph conveyed messages to the party about Wag trailers sitting in Roscrea with burned out bearings - and Captain of the Wags playing Superman. (Although It is hard to imagine superman flying around with a spare Wag trailer in tow!). By 21.01 hrs. all the party animals were getting peckish and many went to the Whiskey Still only to be greeted by the waiter who advised them that dinner orders closed at 21.00 hrs. and that no food could be served. It is a brave waiter who refuses to serve twenty five meals to a hungry group of Wags during recession times. Eventually he gave in, and all were fed.

A message arrived to the Whiskey Still at 21.30hrs. that the barman in the Yacht Club was becoming restless, because he was not doing much business. Eventually all went to the Yacht Club for a get-together, and finally Jonathan and Carol arrived telling stories of burst tyres.

Officer of the Day was the late Donal Gleeson ably supported by the charming Margaret Kennedy who set excellent long lines for the huge fleet of 21 boats.

Race one in light wins was won by Vincent and Noelle in 'Pansy', followed by Guy and Naomi Kilroy in 'Swift' and Harry and Liz Croxon in 'Patricia'.

All were instructed to moor off 'Kilteelagh' where they would be picked up in a launch driven by Andy and brought in to lunch. First Suzi looked after the alcohol needs of the visitors, followed by Peter who brought around mugs of vegetable soup. Then we went to the food counter covered in choice of cold meats and vegetables prepared by Jane. Then the sun came out.

It was a wonderful entertaining occasion.

On returning to the moorings we found that one person had forgotten to tie their Wag securely to the 'Dannika'. The painter came loose but fortunately the mainsheet hooked itself over a vacant mooring buoy which held the Waterwag safely stern to wind ready for the owner to step aboard, unhook the mainsheet, and sail away.

Race two was won by a different team, Cathy and Con in 'Mollie 2', followed by Guy and Naomi Kilroy in 'Swift' and Jonathan and Carol in 'Marcia'.

Race three was won by a third team, Guy and Naomi Kilroy in 'Swift' followed by and Jonathan and Carol in 'Marcia' and Harry and Liz Croxon in 'Particia'.

Race four was won by a different team again, David and Sally MacFarlane in 'Moosmie' followed by Guy and Naomi Kilroy in 'Swift' and Harry and Liz Croxon in 'Patricia'.

After a long day sailing the results were quite tight with 'Swift', 'Patricia' and 'Pansy' ahead of 'Alfa'.

On Saturday evening the tired crews enjoyed a dinner for 63 people upstairs in the yacht club house. George Henry gave a short speech welcoming the newcomers to the class, and congratulating the Wags for being the most popular senior dinghy class in the Dublin Region.

The first race on Sunday was the Ballot Race. (see report in this newsletter.)

Race five was a tightly fought affair. After two laps of the course 'Moosmie' rounded the leeward mark one boat length ahead of 'Pansy', with 'Tortoise' on her stern and 'Swift' giving her water. 'Moosmie' sailed 20 boat lengths on port before tacking to cover 'Pansy' which tacked to cover 'Pansy'. 'Tortoise' and 'Anne 2'. 'Swift' sailed very fast and crossed ahead of 'Pansy' next time they met. Then 'Moosmie' tacked to cover 'Swift'. And 'Pansy' dipped them both. They both tacked back only to find that 'Tortoise' had passed out the entire group to win the match ahead of 'Swift', 'Moosmie', 'Anne 2' and 'Pansy'. All crossed the line within 10 seconds.

A betting man would have put money on the final race of the event having yet another different winner.

It soon became evident who that winner was to be. Jonathan and Carol in 'Marcia' were in line to cap a fabulous season with fine win. They had been in the lead previously and had gained in skill in fending off the attacks from behind. However it was not to be, as shifty winds were hard to command, and the results were 'Swift' followed by 'Moosmie', 'Tortoise' and then 'Marcia'.

At the prize giving to overall winner of Division 1 was 'Swift' sailed by the Kilroy family. Second was 'Moosmie' with David and Sally McFarlane.

Third was 'Patricia' with Harry and Liz. Croxon.

Division 1B. was won by 'Jonathan O'Rourke and Carol Cronin in 'Marcia'.

Second was 'Alfa' with Michael and Jenny Donohoe.

Third was 'Anne 2' Jimmy Fitzpatrick and Pauline McNamara.

The Division 2 trophy, the Fitzgerald Cup Memento of 1954 was presented by the estate of our late captain Alf Delany.

Division 2 was won by Julie Delany and Ciara Hughes in Tuffet Webb's 'Saryalis'.

Second was Geoff Sarrat and his girls.

Third was Hal Sisk and Kate O'Leary in 'Good Hope'.

The bottle of champagne was given to the OOD.

FINAL PLACE	WATER WAG SHANNON REGATTA 2009 - DROMINEER											FINAL PLACE
	(Results in Blue are for division two)			Saturday				Sunday		TOTAL POINTS	TOTAL AFTER DISCARD	
	Boat Name	Sail No.	Helm and Crew	1	2	3	4	5	6			
1	Swift	38	Guy Kilroy	(2)	2	1	2	2	1	8	8	1
2	Moosmie	15	David and Sally Mc Farlane	(9)	8	5	1	3	2	19	19	2
3	Patricia	29	Harry and Liz Croxon	3	(7)	3	3	6	5	27	20	3
4	Pansy	3	Vincent Delany	1	4	7	(8)	5	8	25	25	4
5	Tortoise	42	William and Linda Prentice	7	(14)	8	9	1	3	28	28	5
6	Marcia	37	Jonathan O'Rourke and Carol Cronin	(11)	3	2	10	9	4	28	28	6
7	Alfa	12	Michael and Jenny Donohoe	4	6	9	4	(16)	9	48	32	7
8	Gavotte	24	Frank Guy	6	5	10	5	(14)	6	46	32	8
9	Vega	25	Graham McMullen	(14)	13	4	6	7	11	55	41	9
10	Marie Louise	9	Peter Wilson	(17)	9	6	14	12	7	65	48	10
11	Mollie II	41	Con and Cathy Murphy	13	1	12	13	15	(23 - DNC)	77	54	11
12	Anne II	11	Jimmy Fitzpatrick	10	10	(17)	17	4	13	71	54	12
13	Coquette	17	Seymour Cresswell	5	11	13	7	20	(23- DNC)	79	56	13
14	Saryalis	22	Julie Delany	(23- OCS)	15	14	12	8	10	82	59	14
15	Polly	31	Geoff Sarratt	8	18	16	23- DNS	11	12	88	65	15
16	Sara	30	David and Anne Clarke	15	(16)	15	15	10	14	85	69	16
17	Shindilla	19	Philip Mahony and Geoff Davys.	(18)	12	11	18	17	15	91	73	17
18	Good Hope	18	Hal Sisk	(19)	17	19	11	13	16	95	76	18
19	Nandor	26	Brian McBride and Stuart McBean	12	19	(20)	16	18	17	102	82	19
20	Mary Kate	6	David Williams	16	20	(21)	20	19	19	115	94	20
21	Skee	32	David Duffy	20	(21)	18	19	21	18	117	96	21
Discarded results are shown in brackets												

BALLOT RACE FOR THE 'PANSY TROPHY'

It is some years since the Wags had an opportunity to compete for a Ballot race. There is a reason for this. The Ballot Race was for many years held as part of a Shannon Freshwater regatta. For the past three years the Shannon Weekend Regatta has been organised by Waterways Ireland who do not understand the concept of an 'exchange' culture. This is quite surprising as Waterways Ireland is a cross border organisation committed to exchange of cultures north and south. The last time we raced for the 'Pansy Trophy' was in 2006, when it was presented to the winner of a match in Dun Laoghaire to celebrate Pansy's 100th. birthday. In 2009 we made up for this with the best Ballot race ever.

It was an interesting race over the windward leeward course in Dromineer Bay in September with a westerly wind. On the first round Philip Mahony in 'Marcia' lead around the leeward mark only to find that a spell had been cast over the waters in front of 'St. David's' House and the entire leading group stopped abruptly. Peter Wilson was playing at home in front of the home crowd who urged him to sail around the still air. He did this with great skill, and pulled out an unassailable lead to take the gun. One feature of the race was a tight battle between Hal Sisk in 'Pansy' and Vincent Delany in 'Good Hope'. Hal managed to overtake his own boat on the off wind leg, and despite strenuous efforts by Vincent and Kate, they were unable to find the resources to overtake their rivals on the final windward leg.

For those who are unfamiliar with the concept of a Ballot race - it is like one of those racy parties where the men throw their car keys into a basket and the girls make their selection of the keys. The only difference in the Wag Club is that 'Big brother' decides who goes with who!

The results were as follows:

- 1st. Peter Wilson and Alannah in 'Gavotte'.
- 2nd. Jimmy Fitzpatrick and Gillian Mahony in 'Coquette'.
- 3rd. Graham McMullen and Con Murphy in 'Millie 2'
- 4th. Geoff Sarratt and Sally McFarlane in 'Moosmie'.
- 5th. Julie Delany and Linda Prentice in 'Tortoise'.
- 6th. Frank Guy and Hanna Kilroy in 'Marie Louise'.
- 7th. Hal Sisk and Noelle Breen in 'Pansy'.
- 8th. Vincent Delany and Kate O'Leary in 'Good Hope'



9th. Guy Kilroy and Ben Duffy in ‘Skee’.

10th. Philip Mahony and Carol Cronin in ‘Marcia’

11th. Seymour Cresswell and Pauline McNamara in ‘Anne 2’

12th. David Mc Farlane and Niamh Smyth in ‘Polly’.

13th. Harry Croxon and Stuart McBean in ‘Nandor’

14th. Cathy Murphy and Geoff Ryan in ‘Vega’

15th. Michael Donohoe and Donald in ‘Mary Kate’

16th. William Prentice and Ciara Hughes in ‘Saryalis’

17th. Brian Mc.Bride and Liz Croxon in ‘Patricia’

18th Jonathan O’Rourke and Geoff Davys in ‘ Shindilla’.

19th .David Williams and Jenny Donohoe in ‘Alfa’

20th. David Duffy and Dean Kilroy in ‘Swift’.

No. 30 did not start due to a cracked stem.

Due to ‘Lambay Rules’, all we can report at this time is that some of the pairings worked very well and the parties are still talking to each other.

It is worth noting that although many of the boats sailed at similar speeds upwind, that there were substantial differences in speed on the downwind spinnaker leg.

Congratulations go to all the competitors as there were no accidents or collisions reported and all boats survived without incident.



THE FOURTH SIMON NOLAN DOWNHILL RACE 2010

Simon Nolan was Hon. Secretary to the Water Wags from 1997 until his untimely death in July 2004. He was not a man who was famed for taking exotic holidays. However after a holiday on the River Shannon, he found a great love of the river, and purchased the 'M.V. Whitethorn'. Simon conceived the idea of the downhill race, to be held bi-annually on the years when the Wag Worlds were not taking place. He organised the Wag Downhill races in 2001 and 2003. The Shannon as we learned in Primary school is the longest river in Ireland, and the Wags have sailed the navigable sections of river as follows:

2001	Carrick-on-Shannon town to Tarmonbarry Lock.	(37 miles)
2003	Rockingham, Lough Key to Dromod Harbour.	(16 miles)
2005	Tarmonbarry Lock to Lough Ree Yacht Club.	(40 miles)
2006	Lough Ree Yacht Club to Banagher village.	(43 miles)
2008	Banagher village to Terryglass Harbour.	(24 miles)

Posterity should note that only one Water Wag sailed the four miles from Portumna Bridge to Terryglass Harbour - it was William in 'Tortoise' sailing single handed. It is alleged that Linda was preparing herself for an 8.00p.m. dinner appointment and a 'night on the town' in Terryglass.

It is now time for us to plan the 2010 leg of this great undertaking from Terryglass to some point south of Lough Derg on the second weekend of June. There are several options available to the organising committee (*subject to wind direction, wave height and weather conditions.*):

Race Option 1: Day 1 : Terryglass Harbour to Lough Derg Yacht Club, (20 miles.)
Day 2 : Dromineer to Garrykennedy village. (6 miles.)
Boats would be launched in Terryglass, empty trailers towed to Garrykennedy, and cars left in Garrykennedy or Dromineer. Take a bus back to Terryglass, by which time the crews would have all the boats rigged for racing. The first race should take place before noon. Accommodation for all would be available in Dromineer.

Race Option 2: Day 1: Terryglass to Dromineer as above.
Day 2: Dromineer to Killaloe. (22 miles.)
Transportation and accommodation arrangements would be similar to those above.

Race Option 3: Day 1: Terryglass to Kilgarvin Pier. (9 miles.)
Day 2: Kilgarvin Pier to Dromineer. (13 miles.)
Transportation and accommodation arrangements would be similar to those above but would require bus transport from Kilgarvin to the accommodation at Dromineer and back again.

To date we have enjoyed Caribbean style weather on Lough Ree, and modest weather on the minor lakes. Lough Derg has a reputation for short steep waves which could present a problem of shipping water to boats with a fine entry and with no foredeck. It would be desirable that all boats would carry additional bailing facilities such as a long pump.

THE WAGS AND DUBLIN BAY SAILING CLUB

For many years the Wags sailed as the 'C' Class in Dublin Bay Sailing Club along with the 'B' Class, Colleens, and 'A' Class, 25 footers. Racing for other classes was provided depending on the numbers of boats in commission at the time, such as Mermaids (a boat that looked like a large Water Wag), 17 footers (now emigrated back to Howth), 21 footers (now emigrated to a yard near the N11 in Arklow).

When interest in racing in Water Wags on Saturdays declined in the 1980's, the Wags told DBSC that this was not a divorce, only, as Ross Geller said to Rachel Green in 'Friends' "We were on a break".



Dublin Bay were very disappointed that the Wags no longer wanted to compete in Club racing.

In 2009 it was becoming evident to the Wags that in order to ensure the safety of members racing, that a proper system of rescue facilities had to be put in place. D.B.S.C agreed to provide a committee boat and two RIBS for all Water Wag matches on Wednesday evenings.

In exchange for this all boat owners were required to become members of DBSC.



Howard Kilroy, Team Manager for Team Swift collected the premier trophy.

DBSC reactivated some of the prizes which had previously been raced for by Wags. Results provided to DBSC by the Water Wag Club to include all races which qualify for the Jubilee Cup. The race results were maintained over the entire season on the dbsc.org website. (Pick DBSC Series/ Waterwag/ and last race of the year.)

The prizes were awarded on the basis of the following:

Best boat over the entire season with three discards.

Most successful boat of the season for all dinghy classes.

Class WATER WAGS Series WEDNESDAY WATER WAG OVERALL
 Course Race 15 Start Date 16/09/2009
 Disabled 3 Races Sailed 1 Calculated 26/09/2009 21:48:00



Place this Race	Vecht		Points this Race	Next Pos	Overall Place	
D.B.S.C. RESULTS						
1	Pansy	3	1	57	2	
2	Patricia	29	2	115	19	
3	Swift	38	3	40	1	
4	Manda	37	4	79	5	
5	Molle	41	5	86	7	
6	Moussie	15	6	63	3	
7	Sara	30	7	174	23	
8	Saralesia	22	8	137	13	
9	Yess	25	9	148	16	
10	Tortoise	42	10	81	6	
11	Gayote	26	11	72	4	
12	Iris	8	12	156	18	
13	Good Hope	18	13	153	17	
14	Cousette	17	14	128	11	
15	Marie Louise	9	15	153	17	
16	Swallow	40	16	139	14	
17	Polly	31	17	163	21	
18	Freddie	43	18	142	15	
19	ANN 11	11	19	167	22	
20	Shudilla	18	20	137	12	
21	Mandor	26	21	199	20	
22	Mary Kate 2	6	22	219	27	
23	Vela	4	23	110	8	
	Eva	33	Did Not Compete	27	198	25
	Alfa	12	Did Not Compete	27	110	8
	Parakong	16	Did Not Compete	27	181	24
	Sara	32	Did Not Compete	27	215	26

CRITICAL TUNING DIMENSIONS

THE TECHNICAL PAGE		
	<p>In an effort to make all available information on 'fast boats' available to all members of the Water Wags we are asking each boat owner to check some critical dimensions on their boats and to submit their findings to Vincent Delany so that the information can be circulated throughout the fleet. Note that it is not the end of an item is not significant, but the working surface. Please note the exact location where the item should be measured. All dimensions should be measured in millimetres.</p>	
	MAST	NOTES
1	Dimension from outer edge of transom to back of mast measured horizontally.	Measured when mast is up.
2	Dimension from top of mast step to top of mast thwart.	Measured when mast is up.
3	Dimension from pivot at top of mast to top of mast step.	Measure mast on the ground before erection.
4	Distance from pivot at top of mast to back edge of transom when jib is up.	Preferably with boat on side.
	JIB	
5	Distance of fixing point of jib (shackle) from front of mast measured horizontally.	Measured when mast is up.
6	Distance between bearing surfaces of jib leads measured horizontally.	Measure when jib sheets are in place.
7	Distance between bearing surfaces of jib leads and fixing point of jib tack.	Measure when jib sheets are in place.
8	Bottom of jib fabric from gunwale.	When jib is hoisted.
	MAINSAIL	
9	Distance of fixing point of main halyard from bottom edge of gaff.	Full sail position
10	Distance of fixing point of main halyard from bottom edge of gaff.	Reefed position
11	Distance from bottom of boom at edge of outhaul ring from top of transom.	Measured with jib up.
12	Tack at bottom edge of mainsail to mast step.	Measured with jib up.
	CENTRE BOARD	
13	Dimension from middle of centreboard pivot to end of skeg at transom.	Measured with boat on side
14	Projection of centreboard from bottom of keel.	Measured with boat on side
	SPINNAKER	
15	Height of top of spinnaker ring on mast to mast step	Measured with mast up
16	Length of spinnaker pole from mast to hole in pole.	Measure with pole on ground
	RUDDER	
17	Depth of rudder from bottom of skeg to the deepest point	Measured with boat on side

THE CARLISLE PIER

The 1817 map of Dunleary shows the plan prepared by the great Engineer, John Rennie, of the proposed East Pier. (There is a copy in the library of the RStGYC.) Work started on the East Pier in 1817. The only railroad at that time was the funicular railroad from Dalkey which brought stone down to the east pier on six trucks joined together in a continuous train. The weight of the funicular hauled the empty trucks back up to the Dalkey quarry. Each truck carried 25 tons of granite and up to 250 wagons of stone were delivered daily to the pier site. At that time the rail line extended in a westerly direction only as far as the stoneyard (now the site of the Milano's restaurant.)

By 1820 the east pier had already been constructed to an overall length of 2,285 feet long and by 1823 this had been extended to 3,350 feet. The map in the library of RStGYC shows the position in 1838 with the east pier complete.

The west pier was started in 1820, and by 1823 it was 1,600 feet long. Over the next four years it was lengthened to 4,140 feet long. The stone was carried in barges from the railway depot to the place where stones were to be placed. The entire works of building the two outer piers was complete in the 1840's. The harbour had been built as 'Dunleary Asylum Harbour' as a safe refuge for sailing ships on their way to Dublin Port awaiting a change of wind direction.

In 1821 King George IV came to Ireland and on his return to England he gave a speech in Dunleary before boarding the timber paddle steamer 'Lightning' (205 tons.). He renamed the town and harbour 'Kings-town'.

Initially the 'Mail Packets' were the responsibility of the Admiralty, who sent them through Howth Harbour from 1816. By 1827, the development of the new Kings-town harbour was sufficiently well progressed to accommodate regular shipping traffic including the Packet Steamers. The earliest berth for the passenger and Packet ships was built of timber on the inside of the east pier close to the berth sometimes used today for visiting tall ships or the Irish Navy.

In 1848 the rail link between London and Holyhead was completed, and the 'Irish Mail' left Euston Station promptly at 8.45p.m. each evening. In the same year the City of Dublin Steam Packet Company decided to transfer its passenger terminal from Liverpool to Holyhead, having already transferred its Irish base to Kingstown in 1832. The 'Eblana' (653 tons) an iron steamer came into service on the Holyhead to Kingstown service in 1849 under the flag of The City of Dublin Steam Packet Company.

The Admiralty carried the Post Office mail until 1850 when their ships were sold, and the contract was privatised, and The City of Dublin Steam Packet Company carried the mail on the 'St. Columba' and the 'Llewellyn' (671 tons.). These ships were two masted paddle steamers assisted by sail. Also providing a passenger service on the same route was the 'Cambria' which was operated by the Chester and Holyhead Railway Company.

In 1837 the Victoria Wharf was opened as a berth for Packet Boats. This berth was capable of accommodating much larger ships than the earlier berth on the east pier.

The Victoria Wharf (later named St. Michaels Wharf) was found to be unsuitable for the

discharge of passengers due to being exposed to waves from the harbour mouth, which had never been completed as originally designed by Rennie.

Carlisle pier was the brainchild of the Kingstown harbourmaster, William Hutchison, and was constructed in response to a call for better shelter, and improved connection between the ships and the railway system, and was completed in 1859 as the new Mail Packet Terminal, and described by a contemporary reporter ' It has been but opened recently and is found a great convenience to mail and express steamers, the centre is a groove into which run the special trains' The idea of bringing the train out onto the pier to meet the passengers must have seemed a very advance idea at the time.

In 1860 the iron paddle-steamers 'Ulster', 'Munster', 'Leinster', and 'Connaught' (1,488 tons) came into commission on the Holyhead - Kingstown Route. In 1885 the steel steamer 'Ireland' (2,400 tons) came into commission on the Holyhead - Kingstown Route. In 1896-7 a new generation of twin screw steamers 'Ulster', 'Munster', 'Leinster', and 'Connaught' with a top speed of 23.5 knots came into commission on the Holyhead - Kingstown Route. The City of Dublin Steam Packet Company continued to carry mail until 1920, when the steam turbine propelled 'Anglia' , 'Cambria', 'Hibernia' and 'Scotia' came into service under the London and North Western Railway.

This company in turn became part of the London Midlands Scotland Railway system in 1932 and the 'Anglia was taken out of service. By 1940 the 'Scotia' was withdrawn to more important military duty at Dunkirk where she was sunk. A new 'Cambria' and 'Hibernia' (5,200 tons) commenced service in 1949 and were supplemented by an oil fired relief ship the 'Princess Maud' (2,917 tons) which remained in service until 1965 when 'Holyhead Ferry 1' operated by British Railways introduced a car ferry berthing at the east pier capable of accommodating 150 cars to meet the new market demands. This was replaced by the 1977 facilities at the Carlisle pier which necessitated a roadway crossing in front of the RSTGYC. Around the same time the terminal was modified with ugly asbestos cladding. 'St. Columba' was built in Denmark in 1977. 'Stena Cambria' was built in Belfast in 1980. Thereafter the wave piercing vessels used berths 4 and 5 and did not use the Carlisle pier. In 2009 the pier was stripped of its superstructure and returned to its original appearance.

NEW IMPROVED SAILING DEFINITIONS

Afloat: Borne up and supported by water - generally applied to whisky doled out on a friend's yacht.

Blanketing: May either be unsportsmanlike tactics employed by the other boat, or clever seamanship on your part - according to the relative positions of the vessels.

Close Hauled Sailing: When sailing close hauled in a rough sea some steer by the burgee, others shiver by the rudder. Both methods are wrong. The proper way is to shut your eyes and to steer by the feel of the wind on your face. If this course is followed the boat will probably luff up unaided. It is usual to give drinks in the clubhouse afterwards to the rescue crew who picks you out of the water.

Collision: The unfortunate conclusion sounding like the commencement of the fireworks on St. Patrick's Day, followed by the silence of a jelly-fish in thought. When a collision is inevitable, retire as far away as possible; you will then obtain a better idea of the effect.

Corks: A good supply of corks should be stowed away, preferably in the after locker or well hole, as these are both cool places. Care must be taken that the corks are sound and cylindrical in shape, and that they are well rammed into the necks of the bottles, otherwise the contents may be lost.

Handicapper: A cloven hoofed mammal, distinguished for the thickness of his skin; one who holds Pelagian views in respect of original sin, and who will eventually enjoy the punishment of the impenitent in a future state. A being without friends.

Heave Ho: Terms much used in songs to indicate nautical atmosphere.

International Code Flags: A collection of flags forming the yachtsman's Esperanto; only used for dressing ship overall.

Knife: The young sailor should always possess a knife. The number and quality of the blades is immaterial as long as the weapon has a serviceable corkscrew.

Modern Cruiser: This phrase was first employed by Noah when advertising the barge yacht 'Ark' for sale.

Saloon: A spacious and elegant apartment used in preference to the public bar.

Skipper: An absolute monarch, free from limits or conditions.

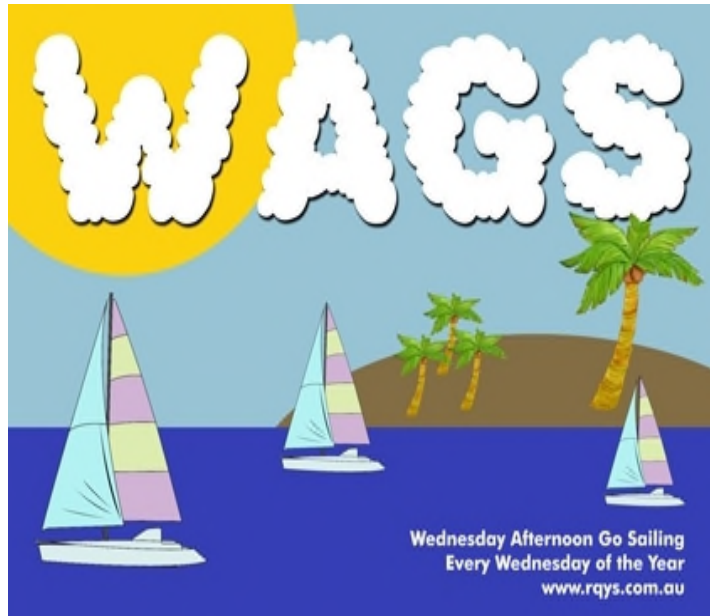
Sleeping Bag: See under 'mildew'.

Varnish: A sticky compound which dries about two months after application, turning to a delicate blue tint before peeling off - which it should do before the season has well commenced.

REPORT FROM AUSTRALIA

In May 1978 in pre-marina days Ross Jullyan (Avian IV), John Taylor (Orpheus) and Mike Thurlow (Wallen) began Wednesday Afternoon Sailing when the three of them were working on their boats at a work pontoon. Someone suggested it was a too nice a day to be varnishing. They should be sailing! The next suggestion was a race and when the course was set they were off.

The first event was a great success and it was decided in the downstairs bar they should do it regularly. Following that others joined in and one from memory was Kerry Spencer in “Suraya”. Others quickly followed and within six months a regular fleet of six to eight boats were sailing around Green Island. On some occasions the numbers lifted to ten or twelve and on Exhibition Wednesdays the number rose even higher and became a feature event on that Wednesday each year.

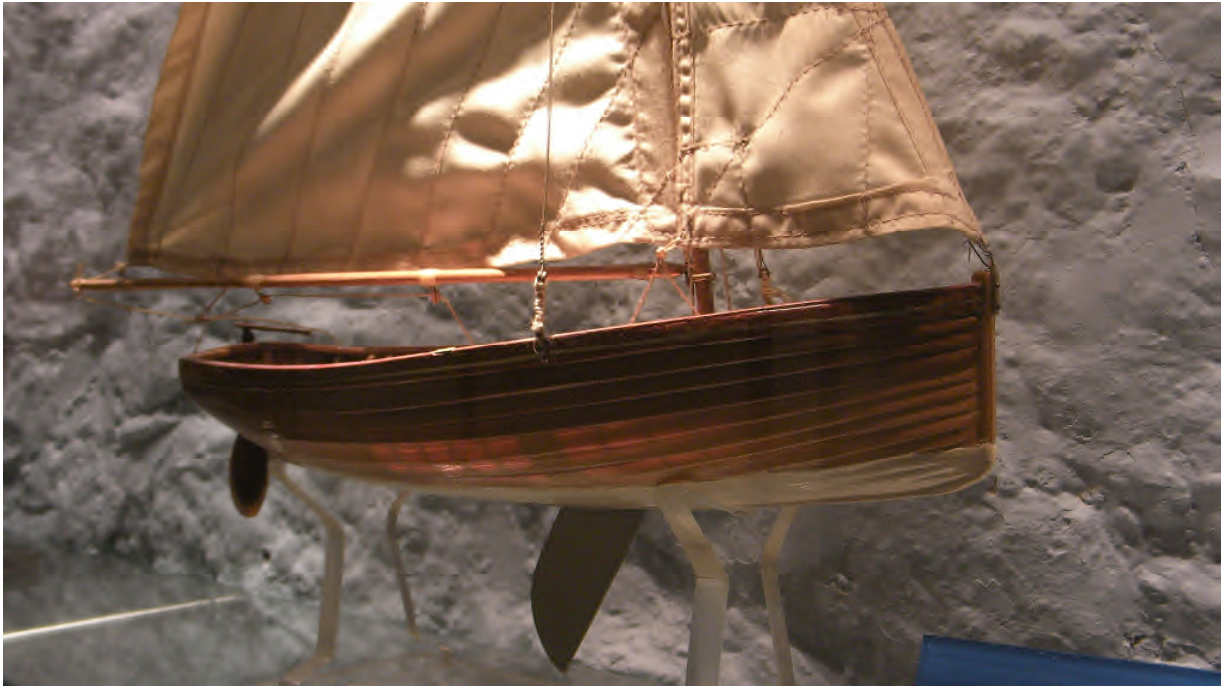


It was decided the race rules would be simple and invariable and held every week at the same time so that no matter when a boatie decided to race it was not necessary for the skipper to read sailing instructions. To make it interesting the handicap start rule was introduced and it fell to John Taylor’s lot to handicap each of the boats entered on the day. The handicap was read out (to much cheering or derision) at about 1.30pm with the normal starting time being 2.30pm. Boats started with the slowest obviously going first. Originally the winner had to shout the bar but as the fleet grew it became more and more expensive and certain boats and certain boats would slow or zig-zag so as not to come first. Lindsay Wall became the first sponsor of WAGS when his Manly Marine presented a \$10 voucher to the winner. This trophy was much prized and from time to time the Squadron and other benefactors put up a bottle of Bundaberg Rum.

One Wednesday Past Commodore Tony Love derisively said to John Taylor the Wednesday sailors were “wagging it”. This comment was quickly seized upon and the term Wednesday Afternoon Gentleman Sailors was coined. Hence the name WAGS. Red t-shirts were donated by FAI, one of the avid sponsors of Wednesday Afternoon Sailing and a burgee was also produced and proudly worn by all WAGS members. One of the joys of Wednesday afternoon was of course, the few stubbies consumed on the way round followed by the jugs of rum and coke afterwards in the bar. Manly boats made it a gourmet day with fancy plates, cheeses, wine and other goodies being served. WAGS was eventually recognised as making a significant contribution to the income of the Squadron at a time when it was struggling to get people through the door, especially through the week.

WILLIAM MAGUIRE MODELS

The late William Maguire, a former Commodore of the National Yacht Club, spent the last fifteen years of his life making painstakingly accurate scale models of each of the Dublin Bay Sailing Club Yacht designs. These models were presented to the National Yacht Club by his daughter Ailbhe, in November 2009. The models are at a scale of about one inch to a foot.



The water wag model is very accurately constructed.



Even the interior is precise including the inlay in the thwart.



The view from the stern is very pretty.



Not only did William Maguire make a model of the Water Wag, but he also made models of the Colleen, the DBSC 17 footer, the DBSC 21 footer, DBSC 24 footer, and DBSC 25 footer.

MESSAGE FROM THE CAPTAIN OF THE WATER WAGS

I think most people would agree that from an economic point of view 2009 was a year best forgotten. However from a Wag sailing point of view the 2009 season wasn't all that bad given the inclement weather conditions that prevailed for the "summer".

Admittedly the start to the season was inauspicious in that the first two races had to be cancelled. But once we got going great racing was had by all. Certainly a feature of the season was the large number of boats on the water. We had a number of very welcome newcomers to the fleet this season while a few Wag sailors who had fallen off the wagon so to speak were tempted back into the fleet. For this great credit must go to Geoff Sarratt and the committee of the last two years for all the hard work they put into increasing the size of the fleet.

I took over from Geoff as class captain this season and as the summer progressed I slowly began to realise that within the fleet there is a huge amount of never ending good will, generosity and voluntary effort. Arranging racing and other events for 40 to 50 sailors a week doesn't just happen and between the committee, the flagship crew and other individuals everyone pulls together to ensure that all wag club members get the maximum amount of enjoyment possible out of their sailing. Meanwhile there is no shortage of offers to put on coaching sessions, lend trailers, carry out repairs, lend garage space, help out on the committee boat when required, provide mother ships, host social events etc etc. I'm not going to name names as there are just too many to mention and please forgive me if I've left any area out.

So what of the 2009 season? 16 out of 21 possible Wednesday races were sailed and the racing was as always keen and even cut throat in every part of the fleet. The number of starters averaged 17 per race. Dun Laoghaire Regatta/The Wag Worlds happened although due to the blustery conditions the Wags were confined to racing in the harbour. The weather gods looked after us in Lough Derg in September when we sailed a full programme of races and had the greatest number of boats competing that I have ever seen at a Wag Shannon event.

If I have one regret about the season just gone it was that we didn't get to go ocean racing outside the harbour except for one occasion. I think that the weather might have allowed us two other opportunities. The problem that exists is how to communicate a course change (and what that course is going to be) at very short notice to up to 25 helms spread over three waterfront clubs. It's something that the committee will need to look at in more depth before the 2010 season is upon us. All suggestions welcome!

Meanwhile I've thoroughly enjoyed my year as class captain and thank you all for your great support. By the time you read this the first race of the season will start in approximately 10 weeks time. So if you haven't already started to prepare your boat it's now time to go shopping for varnish! See you on the water.

Philip Mahony

PRACTICAL BOAT OWNER ON THE WATER WAGS OF SRI LANKA



Water Wags go global

Alice Allen takes the family for a Water Wag sail on a lake in Sri Lanka

The humble Irish Water Wag has spread from the Emerald Isle across the globe to the Americas, India and the Far East. Alice Allen sailed one in Sri Lanka

A waterlily-covered lake in Sri Lanka and blustery harbour at Dun Laoghaire in Ireland may seem a world apart, yet both these waters can claim to be home to the oldest one-design class still sailing.

I was in Sri Lanka with my husband and children, having gone out to Negombo, just north of the capital Colombo, to sail in the Enterprise World Championships. After the event we were invited to spend the weekend at Bolgoda Lake, home of the Ceylon Motor Yacht Club.

To my surprise I discovered the lake is home to a fleet of Dublin Bay Water Wags, which claim to be the first ever one-design boat. The Ceylon Motor Yacht Club (CMYC) has a fleet of 14, and I was intrigued as to what they were doing there, so very far away from their roots at Kingstown Harbour, now better known as Dun Laoghaire.

Our host Lalin Jirasinha, a long standing

member of the CMYC and Royal Colombo Yacht Club, was instrumental in organising the Enterprise World Championships in his home country. A top class dinghy sailor, Lalin has set up a formidable youth training programme in Optimists and Lasers, but in fact he started sailing as a youngster in the Water Wag with his father.

Water Wag history

The Water Wag dates back to 1887 and was developed thanks to Thomas B Middleton, a young sailor from the Killiney Bay area near Dublin. At that time, yacht racing in Ireland was primarily centred around the Royal Yacht Clubs. Ireland boasts the oldest yacht club in the world: the Cork Harbour Yacht club founded in 1720, which later became the Royal Cork Yacht Club. Sailing was growing in appeal, and more and more clubs were being started up – including the Shankill Corinthian Sailing Club, founded

in the 1870s, and of which Middleton was a member.

With a growing number of young people wanting to participate in the sport of sailing, Middleton – who sailed with his brothers at Dun Laoghaire – felt that the yachts available were too expensive to build and maintain, had a very short racing life, and that the younger sailors wanted to get together to race in less costly boats.

In particular he thought that the expense of yacht racing was confining the sport to the wealthy, so he conceived the revolutionary idea of building a number of boats to the same design and specification with the same sail area, thus making racing a matter of skill rather than an ability to afford a better boat.

The idea completely failed to get recognition, despite his efforts to publicise it with a notice in 'The Irish Times' and a widely distributed printed circular.

Thomas Middleton, though, was not a



Early days: The Water Wag Dora on the beach at Shankill near Dublin



Dora being launched off the beach in Shankill



By 1887 a number of Wags raced around Kingstown

quitter, and persisted with his dream until, in time, some young sailors from Dublin Bay Sailing Club got interested.

Having finally secured some backing for his one-design concept, Middleton proposed developing a boat that was around 13ft (3.96m) long, and 4ft 10in (1.47m) in the beam, with a small steel centreboard and a single sail. The boat had to be capable of launching through surf, and be light enough for two young men to carry up the beach. The boat was to be ballasted with sand or stones which were thrown overboard before coming ashore, and the sail area was not to exceed 75sq ft.

It also had to overcome the problem encountered by the other dinghies racing at the time, which were difficult to sail and tack, and sometimes even needed the assistance of an oar to go about.

Middleton and his brothers decided to use the design from a double-ended Norwegian Drahm, with a pivoting iron plate to act as a centreboard.

The boat was named the Water Wag, it's said because of the great number of wagtails in the area - but also because these sailors were socially thought of as young 'wags'.

Despite the support of his fellow wags, Middleton's concept of a one-design wasn't well received by the yachting press. It was decried as being not in the interest of yachting as a whole, and the journalists of the day said it would lead to unemployment among yacht builders and designers.

By 1887 though, the club had been founded and a number of Water Wags, at a cost of £13, were racing around in Kingstown. The class has attracted some interesting characters over the years with

Baden Powell - who later went on to found the scouting movement - joining in 1896. It was deemed to be a popular class for the ladies as well, with Dublin Bay noting some specific races for Water Wags helmed by women.

Water Wag under sail

The Water Wag we sailed serenely around the calm waters of Bolgoda Lake shows signs of her age, but she's watertight and

stable. Unlike the boats in Dublin that have a class regulation requiring varnished topsides and interior, with white below the waterline, our Sri Lankan boat has been fully painted inside, and the fittings are good old fashioned bronze, no doubt adding to her rather substantial weight.

The sails are very soft, but it really doesn't matter as we're not planning to be competitive. It's just fun to be taking part in the Sunday morning club race among Enterprises, Lasers and a large number of very smart GP14s.

As we set off I'm surprised at how sprightly this old lady is, and picking up the odd gusts of wind you can see how she won the hearts of the young wags all those years ago.

The sailing on Bolgoda Lake is fantastic; warm winds with shallow, water lily-littered water, and a tuning mark around a small island complete with a shrine on it.

Our daughter Libby is keen to take the helm. Not only does it distract her from the rather large spiders emerging from the boat's nooks and crannies, but the balanced helm and easy to handle main is ideal for getting her started. The clinker-built design gives the boat a good cut through the water, making it very easy to steer - even for an eight year old!

The Sri Lankan Water Wag is simple to rig, with a basic 'tent stay' outhaul along the boom and a jib that has a whisker pole to goosewing downwind and jib cleats on the bench that runs across the width of the boat. Our boat has a couple of modern buoyancy bags, but in 1906 the Water Wags revised their class rules to allow the life cushions stuffed with reindeer hair to be replaced with bags containing cork shavings. I'm glad our hull is watertight, I'm not risking bailing out one of those spiders. The cast iron metal centreboard looks a pretty dangerous contraption, and even though it has a basic uphaul system rigged, we leave it down.

Spread of the wags

The Water Wags had spread round the world thanks to Irish sailors who travelled abroad as engineers, administrators and soldiers of the British Empire. By 1904 single boats and fleets had started to build up in Japan, Hong Kong, Malaysia, Singapore, Brazil and even in parts of Africa. Much more recently a fleet has been built in glass fibre at a college in Seattle in the USA.

The CMYC still has 14 Water Wags in its fleet, most of which were built locally and are privately owned. Sailing started in Sri Lanka around 1869, when the Royal Colombo Yacht Club was founded. The club was based in Colombo, and started sailing Water Wags in 1906 with six boats imported from Singapore.

The Water Wag was selected by the club because of its stability - capsizing



ABOVE Alice and her daughter Libby enjoy racing on Bolgoda Lake
RIGHT The Wag proves sprightly



was an experience to be avoided in shark infested waters! At the same time a fleet was established in India at Cochin, and this led to a keenly contested team racing event in the 1950s between the Royal Madras Yacht Club and Royal Colombo Yacht Club, racing for the famous Interport Trophy – a stunning silver model of a Water Wag. Although the team racing has long since stopped, the trophy is still in safe keeping in Colombo.

When the harbour at Colombo was redeveloped into a container port, the Royal Colombo Yacht Club relocated to the Bolgoda Lake an hour south of the city, and took up residence where the Ceylon Motor Yacht Club was already established. Another fleet was set up in the north at Trincomalee in 1938 when a keen sailor from the Thames-based Minima Yacht Club started a fleet of five using boats from Colombo.

It's hard to imagine, here in the Sri Lanka sun, how those first Water Wag sailors braved the harsh Dublin Bay winds in their new £13 boats. History recounts how they carried boats by donkey carts across fields to the Jamestown Canal and then sailed through to North Shannon Yacht Club in incessant rain.

Water Wags today

The year 2009 sees Water Wags still actively racing in Dun Laoghaire from April to September. The fleet is formed by members from the clubs in the harbour: the Royal St George, Royal Irish and National Yacht Club. Between 14 and 22 boats form the fleet that races in the busy harbour on Wednesday evening – another historical throwback, as this used to be early closing for the shops in Kingstown.

Regular sailor Vincent Delaney, competing in his boat *Pansy*, which has been sailed by the family since 1927, explains that former Water Wag owners



Bolgoda Lake in Sri Lanka seems a world away from the Water Wag's Dublin Bay home



The fleet of Water Wags racing on 'home waters' in and around Dun Laoghaire harbour

Tom and Jennifer Hudson act as officers of the day, laying a good course with a true beat, ensuring fair racing across the port hand triangular course.

Thanks to the handling ability of the Water Wags, the racing rules have been revised so that if a Wag makes contact with another, the offender must do one tack and one gybe as a penalty.

Racing Wags

It's said that winning races in Water Wags today depends on good spinnaker handling skills. The Water Wag spinnaker is the same as that used by the 'J' boats (and all others up until the invention of the balloon spinnaker in the 1940s) so is relatively flat and is flown off a long pole. The cut is asymmetrical, so in order to gybe a spinnaker it is necessary to raise the pole into a vertical position and push it

out on the opposite side. The tricky part of the operation is transferring the guy from one gunwhale to the other. When I see the boats racing in the harbour, the crews all look remarkably proficient at this, and thanks to the one-design nature of the class, the racing is extremely close.

Last year the class celebrated the centenary of two boats built in 1908, *Eros* and *Tomboy*. They were joined by two of the other Centenarians, *Sprite* and *Pansy*.

With such a history, it is no surprise that the class can also boast an event that is now in its 121st year. The Water Wags annual picnic has been held since 1887 – with just a few years off during the hostilities of the First World War. The picnic sees the Wags sailing to Dalkey Island which is located about 300m offshore and 5km to the south east of Dun Laoghaire Harbour, and inhabited only by goats. With so many years' experience the fleet knows to ensure they have a favourable ebbing tide on the way to the island and then wait for a flood tide for the return journey.

One of the big events of the 2008 season was the Downhill Race. Now I've sailed in many types of race – pursuit, handicap, even crews race – but downhill has me foxed. It turns out the Simon Nolan Downhill Race is the Water Wags racing gradually down the River Shannon. This 178km race started eight years ago in Lough Key at the most northern end of the navigable section of the River Shannon, working its way downstream, and it's clear that the spirit of the Wags lives on – I think Thomas Middleton would approve.

USEFUL INFORMATION

■ With thanks for information provided by *The Water Wags – A History*, by AF Delaney

■ For more on Water Wags visit: www.waterwag.org

THE NEW SPINNAKER DESIGN FROM WATSON SAILS

Philip Watson of Watson sails is familiar with the needs of Water Wag spinnakers, because the Howth 17 Class have a flat spinnaker of a similar design. Philip thinks that the sail it is not as efficient as it might be. The issue is that the spinnaker pole is too short. This means that after the wind hits the luff of the spinnaker, it cannot escape because of the proximity of the forestay. Philip has developed the spinnaker design to create a gap between the spinnaker and the forestay.



Noelle tests the new design Watson spinnaker in 'Pansy'.