

THE WATER WAGS 2010



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Annagh House Harbour Lough Boderg October 2010

PRESIDENTS REPORT

The 124th season of amateur sailing in the Water Wags has built on the success of recent seasons. All of the Club's activities were well supported by the membership, and the 'doom and gloom' which is abroad in the Irish economy, has not yet reached the Water Wags.

Despite the threat to Wednesday evening racing caused by the change of times of Stena Ferry arrivals and departures, the Club's Committee adjusted the racing programme accordingly, and we sailed the full programme of Club matches without interruption.

The committee strategy of splitting race starts, with Division 2 and Division 1B starting three minutes ahead of Division 1A has made for safer starting, and sets a new challenge for the Division 2 competitors who often reach the first mark in the lead, so they need to know what course to sail. It now appears that this controversial strategy has been broadly popular.

The greatest number of Water Wags competing in a Club match in 2010 was 24, for the Captain's Prize in August. Although this is not a Club record, the average number of competitors in Club Wednesday matches was 17.79 boats which is a record.

Dan O'Connor's cleverly named 'Scallywag' which was beautifully built by Jimie Furey was launched and competed successfully in 2010. David Williams has now bought a share in this lovely boat. We wish them both good luck in her.

The Club events in 2010 were vary varied and included The Simon Nolan Downhill Race, from Terryglass to Dromineer, The Dalkey Island Picnic, The Shannon Regatta at Killenure, and a late season regatta at Guy Kilroy's house at Lough Boderg.

The Water Wags Committee need to give careful consideration to the Volvo Dun Laoghaire Regatta, which was not well supported in 2009. Unless sufficient boats enter and compete in this event, the Committee should organise an alternative event for the Water Wag Worlds.

David McFarlane in 'Moosmie' won the Jubilee Cup using a new design of North Sails. It will be interesting to see how the membership respond to this achievement.

We are impressed that new interest in the Water Wags is coming from abroad including Slovenia and USA.

In 2012 the Wags celebrate our 125th anniversary. This occasion should be suitably celebrated ashore and on the water in Dun Laoghaire.

Dr. George Henry
President of the Water Wags

THE 1910 SEASON

In 1910 there were 71 paid up members (10/= subscription) of The Water Wags. It is interesting to note that despite the Shankill Corinthian Sailing Club having originated on Shankill beach, by 1910 the only four Club members lived in Shankill. They were: T.B. Middleton of Athgoe Park, Shankill, A.H. Middleton of Athgoe Park, Shankill, F.St.J. Worrell, the Cromlech, Shankill and A.W. Orr, Seacroft, Seafield Avenue, Killiney.

Fourteen boats were paid up for the season. (5/= boat entrance fee.)

Ten members resigned over the duration of the year.

Eleven members paid strangers fees (1/= payable per race) in respect of crews who were not members of The Water Wags.

Four persons paid a design fee in respect of new boats built during the year, Horace Walpole of Osbourne Terrace, Seapoint, George A Newsom of Glenageary, C.D. Harris of Crofton Terrace, Kingstown and V. Irwan of 43, Booterstown Avenue.

The racing area within the harbour was substantially larger than it is today due to:

- 1) The Carlisle Pier was stone faced and narrower than it is today.
- 2) The Victoria Wharf which was the Water Wag starting area, is now located under the car ferry terminal. (The Wags employed the second lamp post as a limit of the start line.)
- 3) The marina didn't exist.
- 4) There were very few yacht or ship moorings within the harbour.



This picture shows 11 Water Wags approaching the start line (The picture possibly taken from the committee boat 'Barbara' is not dated, but it is probably about the year 1910). The sail numbers reading from left to right are:

No.1-'San Atout', No.14-'Moddirrieroo', No.18-'Nesta', No.5-'Mollie', No.11-'Busy Bee', No.21-'Runaway Girl', No.2-'Lapwing', ?, No.4-'Cupid', No.8-'Eros', ?

The buildings behind the boats are (1) the wall of Kingstown Station railway shed, (2) The Mariners Reading Room, (3) The stone yard cottages and St. Michael's Hospital behind, (4) The Irish Lights Depot painted white with Crofton Terrace behind, (5) Royal Irish Yacht Club.

THE 1960 SEASON

In 1960 the all the Water Wags were all kept afloat at moorings in the Harbour. All the boat owners listed below are as recorded in the Club Programme with initials in preference to names. (*Names in brackets have added by the editor.*) The number in italics after the sail number represents the number of the 16 Wednesday Club races in which each boat competed during the season. The number in italics after the boat name represents the number of points won towards the Jubilee Cup in Wednesday Club races. (*Editor-The scoring system was based on points for podium finishes only.*)

No.3 (5)	'Pansy'(4)	A. Delany
No.4 (0)	'Vela' (0)	J. Boyd Dunlop
No.5 (10)	'Mollie'(6)	R.K.C.(<i>Dicky</i>) Pilkington (Class Captain) & W.A. (<i>Jacky</i>) Wallace.
No.6 (1)	'Mary Kate'(0)	A. R. O'Connor.
No.7 (12)	'Bluebird'(2)	A.P. (<i>Art</i>) Barry & P.A. (<i>Paddy</i>) Fitzgerald.
No.8 (5)	'Barbara'(0)	Miss A. Sterling.
No.9 (1)	'Marie Louise'(0)	D. Morrough.
No.10 (1)	'Sprite'(0)	Dr. R.M. Corbet.
No.11 (13)	'Anne II'(10)	L.M. (<i>Len</i>) Hayes & B.A. (<i>Brian</i>) Cox.
No.12 (13)	'Alfa'(19)	Adrian & George Henry.
No. 14 (3)	'Pyhllis'(0)	W.R. (<i>Bobby</i>) McFerran.
No.15 (8)	'Moosmie'(4)	V.P. (<i>Vincent</i>) McAllister.
No.16 (1)	'Codger'(0)	J. Ryan & L. Chance.
No.17 (12)	'Coquette'(8)	G.H. (<i>George</i>) Jones. (<i>Editor: Sailed by Johnny Hooper</i>)



No.18 (14)	'Nesta' (3)	Mrs. G. (<i>Germaine</i>) Creswell.
No.19 (12)	'Shindilla'(0)	Mrs. L. Collen.
No.20 (0)	'Badger'(0)	E. (<i>Teddy</i>) Croxon.
No.21 (3)	'Jacqueline'(0)	F.J. (<i>Jack</i>) & Mrs. Henry.
No.22 (9)	'Saryalis'(0)	E.H. Walpole. (President of the Wags.)
No.23 (15)	'Maureen'(16)	V.E. (<i>Valentine</i>) Kirwan.
No.25 (15)	'Vega'(24)	Miss S. (<i>Sheelah</i>) Armstrong.(Hon Secretary.)
No.27 (1)	'Glanora'(0)	J.L. Griffith.

As far as we can establish only three of the above are still with us.

Racing started on Saturday 23rd. April. Was this because of lack of light on Wednesday evenings, or was it because Dublin Bay sailing Club Races did not start until later? The Club programme consisted of 2 no. Saturday races, 21 Wednesday races, and 4 no. Monday races, of which three were crew's races, and one was a single-handed race. The last race of the season took place on 7th. September.

The Water Wags organised racing for Firefly Dinghies in addition to Water Wag Races. An unsuccessful request was also made by the single-handed Finn Class who wished to compete in Water Wag Races on Wednesdays.

Ninety one club members paid the annual subscription of 10/-, and twenty boats were entered at a cost 10/- (ten bob). Total income for the year was £119-9s-10d. Outgoings consisted of £26-17s.-6d in prizes, payments to the gunner of £14.-0s.-0d., and income tax of £2-2s.-0d. on the £6-0s.0d. War Stock interest. Printing and stamps cost over twenty pounds, and a profit of £4-13s.-2d. was made over the year.

The important developments of the year were the Committee decision of 26/10/60 to adopt nylon (with a wide range of available colours) as a material for spinnakers in place of the cream coloured cotton previously used. Terylene mainsail and jibs had already been approved. These new sailcloths were considered to be at least 15% more powerful than the previously available cotton sails. These new sails were all mitre cut, with a diagonal seam from the tack of the jib and from the clew of the mainsail. All the panels below the mitre were vertical panels and panels above the mitre were horizontal.

SKEE GRAY- BOATBUILDER OF 'PATRICIA' AND 'HELENA', THE WAGS BUILT IN THE 1960's



WATER WAG RACE REPORTS FOR 2010

(As they appeared each week on the I.S.A. Website)

Race 28th. April 2010 for The Henry Trophy

The Henry trophy is a very special event as it is always the first race of the Season, and it was presented by our President, Dr. George Henry to commemorate his late father, Jack who was a great supporter of The Water Wags. 14 boats took part despite a gale warning which resulted in the Stena Lynx ferry remaining docked in Holyhead. Simon Coate the Acting Dun Laoghaire Harbour Master gave



permission to the Wags to lay a course within the harbour. The Henry Trophy has been won over as many years as anyone can remember by William Prentice in 'Tortoise', who has the uncanny ability of peaking early in the season. Other contenders included Prof O'Connell in 'Moosmie', a man with an enviable record sailing in one-design classes. Other new arrivals to the fleet were Adrian Masterson in 'Sprite' in her 106th. season and the oldest boat in the fleet, and John Ross Murphy and Peter Craig in 'The Little Tern' a boat which has not been racing for some years.

Tom Hudson ably assisted by David Sarratt manned the committee boat at the harbour mouth, and laid a perfect starting line for the strong southerly wind. 30 seconds before the start the wind backed through 45 degrees causing in some unavoidable contact between boats on the starting line. On the first beat the wind was gusty and the pattern of frequent shifts persisted. Vincent Delany and Noelle Breen in 'Pansy' took a flier on the east side of the harbour which paid off and they rounded the first mark ahead of William and Linda Prentice in 'Tortoise' who were well positioned to continue their string of

successes in this event. On the first run they overtook 'Pansy' thanks to Linda's good spinnaker work and William's ability to place the boat in a blanketing position. Near the leeward mark 'Pansy' caught a gust which 'Tortoise' missed, so 'Pansy' pulled ahead again. On the second beat the winds remained very shifty and 'Pansy' employed skills honed on the Shannon lakes and pulled out a lead of half leg of the course. On the third beat 'Pansy' fell into a hole, with no wind, which resulted in her lead being reduced back to a few boat lengths.

On the fourth beat the wind continued its wicked ways with regular shifts in excess of 45 degrees. 'Tortoise' handled the shifts better than 'Pansy' and again pulled back into the lead. However this position didn't last for long, as both 'Pansy' and Prof and David MacFarlane in 'Moosmie' played the wind shifts better and took the lead away from 'Tortoise'. The positions remained unaltered until the finish line at the end of four laps of the harbour and the 104 year old 'Pansy' took the gun from 'Moosmie'. Fourth place went to current National Champions Guy and Jackie Kilroy in 'Swift' followed by Ross Murphy and Craig in 'The Little Tern'.

Places were changing all the way down the fleet in a challenging race. 'Tortoise' will have to wait until next year to win back the Henry Trophy.

Race 1 for the Commemoration Shell Case and Commemoration Trophy. 5th May

What does it take to win a race in The Water Wags Club? The perfect combination is a Champion boat, celebrating its 100th. birthday, and an Olympic Helmsman and his girl friend. The first of three races for The Commemoration Shell Case for 'division one' boats was won by Tim Goodbody jnr. steering 'Moosmie' which was built in 1910 by James Doyle the man who claims to have designed the Water Wag. (We know that it was probably his daughter Maimie who actually drew the lines, but life being unfair, she was never credited for her work.) 'Moosmie' is the boat in which David McFarlane won the

Transom Trophy in 2009, the premier trophy at the Water Wag World Championship 2009 in Dun Laoghaire. Tim Goodbody read the conditions better than the other 15 Wags competing for the trophy. The wind was less than 5 knots, and the foul tide very strong, resulting in several competitors failing to reach the first mark.

- Results: 1st. 'Moosmie', Tim Goodbody jnr.
2nd. 'Pansy' Vincent Delany and Noelle Breen. (104 year old boat.)
3rd. 'Alfa' Michael Donohoe and :Paul Maguire. (79 year old boat.)

It should be noted that John Gray's favourite boat 'Phyllis' (built 1907) steered by James Mooney was competing after a 'break' of 20 years. A social event was held in the Royal Irish Yacht Club after racing. (*Editor: This race was subsequently declared void. as these sail legs were not sailed*)

Race for the Mollie Bowl. 12th May

The 'Mollie Bowl' is named after a Water Wag built in 1902 which achieved remarkable success racing over a period of more than eighty years from 1902 until she was lost in an unfortunate house fire in the 1980's. She was owned by the Meldon Family for some of those years. Seventeen boats competed in the match for the 'Mollie Bowl', which was held outside Dun Laoghaire Harbour. Among the competitors was Dan O'Connor and David Williams in No. 44, 'Scallywag' a new boat built at Lecarrow, Co. Roscommon by a great craftsman, Jimmy Furey.

The wind was light and the flood tide was remarkably strong. 'Pansy', sailed by Vincent Delany and Noelle Breen won from 'Swift', Guy and Jackie Kilroy, with 'Moosmie', David and Sally MacFarlane in third place. After racing the Wags enjoyed a sailing supper in the National Yacht Club. Ian Meldon, is the fourth generation of Meldon family, who have competed in Water Wag Club races. Ian's father Tony Meldon was born in 1920, his grandfather George Pugin Meldon was born in 1875 and his great great uncle Louis Meldon. was born 1853. Ian presented a trophy to Philip Mahony, Captain of The Water Wags, which had formerly been won by George Pugin Meldon in 1914 in the Water Wag 'Mollie'. The trophy is an oval shaped looking glass, surrounded by a copper frame of Arts and Crafts style repousse work. The trophy has an enamel burgee of Dublin Bay Sailing Club on the top and the words 'Mollie', '1914' and 'DBSC' embossed at the bottom.



This perpetual prize, 'The Mollie Glass' will be presented to the winner of a series of Water Wag matches to be decided by the Club Committee. The looking glass will be held for safe keeping in the National Yacht Club where Ian is a member.



Race for the SODA Trophy. 19th May

The 'S.O.D.A Trophy' was presented to The Water Wag Club in 1987, when the Club celebrated 100 years of competitive sailing in one-design boats. It was presented by the Shannon One Design Association from the Shannon lakes.. The trophy consists of an artistic ceramic image of a Water Wag and her crew mounted in a glass case. The weather was warm and the sun shone on Dun Laoghaire Harbour. The wind was force 2 from the east

north east. The arrival of the Stena Lynx Ferry was cancelled and the Harbour Master permitted the Wags to Race within the Harbour. Philip Mahony, Captain of the Water Wags declared that there would be one race within the Harbour.

Despite traffic movements of expensive individually designed yachts in the harbour on their way to The I.C.R.A. championships, Tom Hudson and his team on the Signal boat laid a good course with a true beat.

Five minutes before the start there was a wind shift of 10 degrees which resulted in a line with a favoured end adjoining the Signal boat. Frank Guy and Owen McNally did all they could to park 'Gavotte' in a pivotal position. However, at the last minute he found himself too early and left a gap at the Signal boat which was filled by Guy and Jackie Kilroy in 'Swift'. They got a perfect start at high speed and arrived at the first mark ahead of 'Gavotte' and William and Linda Prentice in 'Tortoise' Brian McBride and Stuart McBean lead the Division. 2 fleet. In all 20 boats took part but none could catch 'Swift' which was champion boat last year. On the second lap of the course there were many place changes but 'Swift' lived up to her name.

Among the new competitors was Colin Galavan the skilful SB3 sailor out with his young son in 'Mary Kate II' built by John Gray in 1915. First day out is a steep learning curve. Watch this space I expect to see 'Mary Kate II' at the front end of the fleet before the end of the Season in September.

Newsom Memorial Cup and The Phyllis Cup. Match 1 of 3. 26th May 2010

Due to the change in programme for the Stena ferries racing was inside the harbour. The wind was less than 6 knots from the north east. The long starting line offered the Wags many options but it was the boats which stayed to the west which fared best, and reached the windward mark first. 'Pansy' rounded first ahead of William and Linda in 'Tortoise' with 'Moosmie' close behind. On the second beat the Wags had to opt to repeat their route from the first lap of the course or to take a risk by heading towards the east pier. 'Pansy' sailed to the east while 'Tortoise' took the western route, and 'Moosmie' took a central option. By the time they reached the windward mark for the second time it was 'Pansy' ahead of 'Moosmie' and this is the order in which they finished the race in an ever lightening wind.

Race 2 of 3 for the Commemoration Shell Case and Commemoration Trophy. 2nd June

The Water Wag Club have been organizing races for one- design dinghies for 123 years without recourse to hoisting a BLACK FLAG at the start of a race. However on 2nd. June this longstanding record fell.

Competition was so tight between the fleet of more than 20 Water Wags that the first attempt at a start resulted in many of the fleet being over the starting line too early, resulting in a general recall. Tom and Jennifer Hudson the joint race officers organized a second start, and again the ebb tide swept most of the Water Wags over the line too early. The race officials had no option in the third attempt for the start to bring out the dreaded BLACK FLAG.

The flag had the desired effect to encourage the competitors to behave, and the fleet got away safely on the third attempt. The race was held outside Dun Laoghaire Harbour with a breeze of 10 knots from the east, and a short choppy sea. Being an even line boats started over the full length of the line. The Wags handled the conditions with style.

At the first mark it was Cathy and Con Murphy in 'Mollie II' in the lead ahead of Graham McMullen and Geoff Ryan in 'Vega' who being on port tack were forced to pass behind Vincent Delany and Noelle Breen in 'Pansy' and also behind Harry and Liz Croxon in 'Patricia'. The off-wind legs were against the strong tide. On the second spinnaker leg 'Pansy' overtook 'Mollie II' who didn't carry her spinnaker on that leg.

On the subsequent rounds 'Pansy' held her lead despite a strong attack from David and Sally McFarlane in 'Moosmie' The race committee shortened the race after three and a half lap which prevented 'Moosmie' from making a final assault on the lead place.

Results: 1st. 'Pansy' Vincent Delany and Noelle Breen.(104 year old boat.)

2nd. 'Moosmie', David and Sally McFarlane

3rd. 'Patricia' Harry and Liz Croxon.

Boats which had not competed previously this season included Gail Varian in 'Eros' and Denis Woods and David Mayne in 'Swallow'.

Race of 16th. June 2010



Jack Stephens Tankard. 30th. June 2010

Seventeen boats competed in the match for the Jack Stephens Tankard. Jack was a doctor who competed in the Water Wag Club races from 1919 in addition to competing in 'Punctillio' one of the now defunct Dublin Bay 25 foot class. The weather forecast predicted strong winds, so the Captain of the Water Wags called for a reef. David Sarratt and Rupert Westrup the OODs laid a course within the harbour for the south east wind. Initially Frank Guy and Owen McNally in 'Gavotte' lead around the windward mark, but they were soon overhauled by Vincent Delany and Noelle Breen in 'Pansy'. There were two off-wind legs to the course where the flying of spinnakers was possible, and 'Swift' made good progress by doing the gybes. On the second lap 'Gavotte' and Guy and Jackie Kilroy in 'Swift' took the inshore route on the beat and as a result the places were reversed with 'Swift' ahead of 'Gavotte' and 'Pansy'.

Thereafter the battle for first place continued, but 'Swift' took the gun. Jack Stephens would be delighted to see seventeen Water Wags competing



for his memorial trophy. He only had twelve other boats to compete against in the D.B.S.C. 25 foot class:- No. 2, Punctillio, No. 4, Nepenthe, Whisper (renamed Lady Distain), No.5, Mavis, No.6, Ziska, No.7 Darthula, No. 8, Acushla, Nance (renamed Winsome), Challenge, Fodhla, Dainty, Concha, Eva (also called Eve), Checkmate and Alana no longer exist but the Water Wags continue a long tradition of Sailing in Dun Laoghaire.

Second tie for The Newsom Memorial Cup. Second tie for The Phyllis Cup. 7th. July 2010

Despite being a very blustery evening, no reefs were called and seventeen boats competed in the race, in addition to one who found the conditions difficult and returned to the Royal Irish Yacht Club. Being an offshore wind from the south south west, the wind was much disturbed by the tall building of Dun Laoghaire. Division 2 competed for The Phyllis Cup. After several changes in place between these three boats, Kate O'Leary and her son Guy won Division Two in 'Good Hope'. Second was Philip Mahony and Geoff Davys in 'Shindilla'. Third was newcomer Adrian Masterson in 'Sprite' the oldest boat of the fleet. In division One, David and Sally Mac Farlane in 'Moosmie' led the fleet around the first mark and held the lead all the way to the finish five laps of the course later. Initially, Dan O'Connor and David Williams in the newest Waterwag 'Scallywag' held second place, but their relative inexperience in the fleet resulted in them dropping back to fourth place. Guy and Jackie Kilroy in 'Swift' put on great pressure on 'Scallywag', and finished in second place. William and Linda Prentice in 'Tortoise' took third place. Next week will be a pursuit handicap race, with handicaps for all 36 Waterwags being based on their performance over all their races sailed during this season.

First tie for The Buckingham Cup. First tie for The Wigham Cup. 14th. July 2010

Those who sail in cruiser racing are familiar with the concept of Handicap races. In The Water Wag Club handicaps races are held three times over the season. Each of these races take the form of a pursuit race with those boats which have not enjoyed much success over the year starting first. They are followed at 30 second intervals by the other competitors until the last competitors start 5 and a half minutes later. A good course was laid for the easterly wind. Initially James Mooney and his son in 'Phyllis' held the lead but he was soon overhauled by Adrian Masterson in 'Sprite', who pulled out a strong lead. Philip Mahony in 'Shindilla' put pressure on the leaders, as did Seymour Cresswell in 'Coquette' Tactics were all important with wind shifts in the harbour. Initially it paid to take the north side of the beat but on later laps the south side was favoured, and finally the north side was the place to go.

David and sally MacFarlane found the pattern of the wind and although they were last boat starting they were leading the fleet by the third lap. Places were swopped at all ends of the fleet until at the finish it was 'Moosmie' ahead of Frank Guy and Owen McNally in 'Gavotte' and then 'Coquette'.

In Division 2 'Shindilla' took first place from 'Sprite'. Under the rules of the competition 'Shindilla' will hold the Wigham Trophy for three months.



The Water Wags race for the Commemoration Shell Case and the Commemoration Trophy on 21st. July 2010



The 21st of July should have been the height of summer, However many of the wags arrived late due to the intensity of the rain over Dublin city. The forecast was correct for once- it advised that heavy flooding could be expected. When it was not pouring stair rods. Would the Water Wags be put off by such conditions. The Deputy Class captain announced that all Wags with good foul weather gear should go sailing and that the rest should go home. Despite the weather, seventeen boats took part in the race including Dr. John Cox and his daughter Anne Marie in No. 20, 'Badger', a boat which has not been afloat for two years. The wind was light and the rain was persistent. The starting line was congested at the pin end with 'Pansy', 'Patricia' and 'Moosmie' vieing for position. When the gun fired all got away cleanly except 'Gavotte and Moosmie who had to gybe at the pin mark before they could start. 'Pansy' led the fleet on the east side of the harbour while 'Freddie' and Vega' took the west side. By the windward mark Vincent Delany and Noelle Breen in 'Pansy' were four boat lengths ahead of Graham McMullan and Geoff Smyth in 'Vega', and Dr. David Corcoran and his sister Bairbre Stuart in 'Freddie' in third place. Although 'Pansy' held her

position 'Freddie' moved up into second place only to be passed by Denis and Margaret Woods in 'Swallow' at the end of the first lap. At the end of the second lap the order was 'Pansy', 'Gavotte' Frank Guy and Owen McNally and 'Freddie' in third place thirteen seconds astern. This was one of 'Freddie's' best results since she was launched three years ago. Sailing conditions were difficult due to the effect that the rain had on the telltales which stuck rigidly to the sailcloth. After racing all the Wags enjoyed some hot port and sausages in the National Yacht Club.

85th. Centenary Jug. 28th.July 2010

With a 19 knot breeze from the west, OOD David Sarratt and his assistants Edward Sarratt and Rupert Westrup had a challenge in selecting a suitable course. They opted for full sails, and a unique course starboard hand course with the windward leg on the flat water inside Dun Laoghaire Harbour and the off-wind legs passing out through the harbour mouth to a mark laid within Dublin Bay. Twenty Water Wags came to the start line, but 'Sara' was required to retire before the start due to equipment breakage. By the start the wind had dropped to 12 knots. The first beat was a critical to the outcome of the race. Three boats reached the windward mark together, 'Tortoise' with William and Linda Prentice, 'Patricia' with Harry and Liz Croxon and 'Gavotte' with Frank Guy and Owen McNally. Good boat placement resulted in 'Gavotte' tacking around the mark ahead of 'Patricia' and 'Tortoise'.

When the boats passed out through the harbour mouth into the short choppy waves caused by wind against tide. 'Gavotte' revelled in the conditions and increased her lead by surfing the waves. On the second beat 'Swift' sailed by Guy and Jackie Kilroy and 'Moosmie' sailed by David and Sally McFarlane took some scalps and moved up to second and third place. By the third lap they were putting pressure on 'Gavotte' who held her nerve, and maintained a loose cover on the chasing boats. This was a race where spinnakers could not be used to advantage, so the skills required were good boat handling. 'Gavotte' took the gun and wins the 85th. Centenary Jug which was presented to the Class by Len Hayes.

Third tie for The Newsom Memorial Cup and third tie for The Phyllis Cup. 11th August 2010

Three quarters of an hour before racing was programmed to start a huge black cloud passed over Dun Laoghaire and brought with it force 5 winds and heavy rains. Those rigging boats ran for shelter. By the time the rain eased, the 15 boats were launched for the third race of this series which had been competed for on 26th. May and 14th. July.

Although the start line was a true line the majority of the competitors opted for the Committee boat end. This end was very congested, with some boats including 'good Hope' sailed by Kate O'Leary having to abort the start and tack away from the committee boat. Others such as 'Coquette' with Seymour Cresswell squeezed into a gap which did not exist and got clear of the start line. It was 'Freddie' with David Corcoran and Bairbre Stewart who placed themselves to get the best start, along with 'Pansy' with Vincent Delany and Noelle Breen and 'Vela' steered by Dr. Philip Mayne with his daughter. At the windward mark it was 'Pansy' ahead of 'Swift' with Guy and Jackie Kilroy and 'Freddie', 'Scallywag' with Dan O'Connor and David Williams, and 'Alfa' sailed by Michael and Jenny Donohoe. (this is the only boat which we know which was named after a bottle of Sherry.) .On the run the boats behind were at an advantage and 'Alfa' took two places. After four laps of the harbour the order was 'Swift', 'Pansy', 'Alfa', 'Vela' and a new contestant Sean Hooper in 'Gavotte'. Another new contestant was George Millar in 'Saryalis' who lost out to 'Scallywag' and 'Coquette' her regular rivals.

Race for the 100th Anniversary Burgee and the Pavilion Garden Cup 18th August



This was the third attempt by The Wag Club to race for these two prizes, as a result of excessively breezy conditions on 9th. June and on a subsequent date.

The sailing instructions instructed Division 2 and Division 1B boats to start together and for the Division 1A boats to start 3 minutes later. The wind was from the south south west , off the shore and with disturbed air at high level the wind was shifty at water level. The split start at 18.45 allowed the lead group to advance

up the course ahead of allegedly quicker boats. At the first mark it was 'Alfa' with Jenny and Michael Donohoe ahead of 'Phyllis' with James Mooney. By the windward mark the 3 minute gap was reduced to but a few boatlengths between the two groups of starters.

On the second beat the late starters split from the group of boats who were beating towards the west pier lighthouse. This split resulted in a group of boats gaining about 15 places and jumping into second place. 'Pansy' with Vincent Delany and Noelle Breen were a boat-length ahead of 'Gavotte' with Frank Guy and Owen McNally. This position remained until the following beat when 'Moosmie' overtook 'Pansy' and 'Gavotte' to lead by two boatlengths. On the off-wind leg. This group changed places about 8 times over the four laps of the harbour and all was not resolved until they reached the finish line with 'Pansy' ahead of 'Moosmie' and 'Gavotte'. However the bias on the line was such that 'Moosmie' cut the line and claimed second position from 'Alfa' who was already in the yacht club celebrating her first win since her rebuild by Brennan two years ago. In Division 2 it was 'Coquette' which progressively made progress through the fleet to take 7th. position and the Pavilion Garden cup.

Race for the Buckingham Cup and the Wigham Cup. 25th August 2010



The Water Wag Club was founded in 1887 by Thomas Middleton of Shankill a prominent Dublin Solicitor, in a response to the increased cost of building new boats, which he considered excessive. Middleton's idea was, that instead of employing designers to create ever faster (and probably less seaworthy boats) which would be eclipsed by even newer faster designs each year, that all the boats in a yacht race should be built to the same design and that the winner would be the skipper who sailed his boat with the greatest skill. The Water Wag Club introduced a new design of boat in 1900 and all the boats which we race today are built to this design. Forty four crews in twenty

two boats from three yacht clubs in Dun Laoghaire took part in the Heritage Week Race, Although all built to the same design, the boats vary in age from those built in 1906 to those built in 2006. The format of the race on 25th August was a pursuit race. Based on results over the 14 races competed so far this season, starting times are allocated to the boats, with the less successful boats starting first, and other boats starting at one minute intervals until the last boat starts six minutes later. The course which is visible from the east and west piers as well as from the marina wall consists of three turning marks. With a gale blowing on the previous day, the wind was from the north, which resulted in larger than usual waves within Dun Laoghaire Harbour.

Captain's Prize. 1st September 2010

The Captain of the Water Wags always tries to ensure a good turn out of boats competing for the Captain's prize. Philip Mahony fulfilled his obligations with a fleet of 24 Water Wags on the start line which was located outside Dun Laoghaire Harbour. High pressure was sitting over Ireland for the first week of September, and a gradient wind of 10 knots blew from the east. The tide was ebbing, which swept the Wags over the line causing a general recall. The fleet got away on the second attempt. It was a split start with Division 1B and 2 starting 3 minutes ahead of Division 1A. There was a short steep wave caused by wind blowing against tide. The boats handled the conditions beautifully. The Division 1 boats struggled to catch up the 3 minutes on the boats ahead.

Results:

Winner 'Nandor', Brian McBride and Stuart McBean.
Division 1A 'Vega' Graham McMullin and Geoff Ryan.
Division 1B 'Alfa' Michael and Jenny Donohoe.

At the Captain's Dinner in the Royal Irish Yacht Club Philip Mahony congratulated the Wags on their commitment to competing in club racing every Wednesday. He presented prizes to the winners and encouraged all to travel to Killenure for the Shannon Event in mid September.



8th. September 2010

By the time the penultimate race of the 2010 season comes around, the Water Wags have raced on 19 Wednesdays. In addition to the results of each evening's race, the Wags attention is drawn to the overall season's results and the cherished trophies for the winners of each of the three divisions: The Jubilee Cup (Division 1A) The Snuff Box (Division 1B.) and the Cora Cup (Division 2.). Twenty one boats competed for the penultimate race including Laura Prentice who sailed in 'Tortoise' her first race this year steering. The race was sailed in predominantly light weather but there were some heavy gusts towards the end of the race generated by rain clouds over Dun

Laoghaire Rathdown County. In Division 1A four boats are in contention for the overall prize with David McFarlane in 'Moosmie' on 25 points, ahead of Guy Kilroy in 'Swift' on 27 points, and Frank Guy in 'Gavotte' on 32 points and Vincent Delany in 'Pansy' on 34 points.

The winner of the penultimate race was 'Pansy' ahead of , 'Swift', 'Moosmie' and 'Gavotte'. Next weeks results will be critical to the outcome of the seasons racing.

In Division 1B the first two places are unassailable with Michael Donohoe in 'Alfa' on 71 points and David Corcoran and Bairbre Stewart in 'Freddie' on 107 points. There is a great battle for third place with Seymour Cresswell in 'Coquette' on 121 points, Julie Delany in 'Saryalis' on 123 points and David Clarke in 'Sara on 129 points. 'Alfa' and 'Freddie' extended their lead in the penultimate race but third place is still open until the results of next weeks race is known..

In Division 2 the battle for first place is at a critical stage with Brian McBride and Stuart McBean in 'Nandor' having won the last two races, on 130 points, while Philip Mahony's 'Shindilla', a consistent performer has 134 points. These two have a substantial lead over third place Wag, Hal Sisk in 'Good Hope' on 154 points. In the penultimate race both 'Nandor' and 'Shindilla' were racing in close proximity until disaster struck, and 'Nandor's' sail ties gave way, resulting in the yard inverting and the mainsail almost coming down.. Wendy Goodbody, her crew did everything in her power to retie the yard – but it was in vain and the boat struggled to the finish line some places behind her opponent.

DIVISION 1 A RESULT

		Division 1A Results																																											
Helm/Owner	Sail No.	Placing	28-Apr	5-May	12-May	19-May	26-May	2-Jun	9-Jun	16-Jun	23-Jun	30-Jun	7-Jul	14-Jul	21-Jul	28-Jul	4-Aug	11-Aug	18-Aug	25-Aug	1-Sep	8-Sep	15-Sep	22-Sep	TOTAL	Div 1A Total Inv. Blown Out	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5												
Vincent Delaney	3	3	1	0	1	7	1	1		13	14	3	11	4	1	18	0	3	5	10	15	1	0	0	133	33	3	3	24	17	16	15	11												
Philip Mayne & Brian Bond	4	6	9	0	5	8	3	10		17	8	8	9	10	7	23	0	4	5	16	16	5	0	0	163	81	6	4	23	17	16	16	10												
Colin Galavan	6	14	17	0	18	13	20	23		22	24	19	19	18	19	23	0	17	21	24	28	23	0	0	246	228	14	8	28	24	24	23	23												
Peter Wilson	9	15	17	0	18	21	20	23		22	24	19	19	18	19	23	0	17	21	24	26	23	0	0	355	233	15	9	26	24	24	23	23												
Dave McFarlane	15	1	2	0	3	4	2	2		1	3	4	1	1	6	4	0	17	2	15	8	3	0	0	78	28	1	15	17	15	8	6	4												
Frank Guy	24	4	7	0	17	2	4	6		3	2	2	5	2	2	1	0	5	4	12	25	4	0	0	103	36	4	24	25	17	12	7	6												
Graham McMullen	25	8	17	0	18	22	15	5		6	6	6	19	18	8	8	0	17	11	7	6	6	0	0	198	102	8	25	22	19	18	18	17												
Harry Croson	29	8	17	0	18	21	8	3		22	7	19	7	7	5	5	0	17	12	2	12	23	0	0	206	102	8	29	23	21	22	19	18												
Andy Wilson	35	15	17	0	18	22	20	23		22	24	19	19	18	19	23	0	17	21	24	28	23	0	0	355	233	15	35	26	24	24	23	23												
Johnny Ross Murphy	36	13	5	0	6	22	20	23		22	24	19	19	18	19	23	0	17	21	24	26	23	0	0	331	211	13	36	26	24	24	23	23												
Johnathan O'Rourke	37	11	17	0	8	5	20	23		5	24	19	6	14	19	12	0	17	21	11	13	23	0	0	257	146	11	37	24	23	23	21	20												
Guy Kilroy	38	2	4	0	2	1	20	13		2	1	1	2	5	19	2	0	1	6	8	26	2	0	0	115	28	2	38	26	20	19	13	8												
Denis Woods	40	12	17	0	18	22	20	14		6	24	19	18	18	4	13	0	17	8	14	10	23	0	0	265	157	12	40	24	23	22	20	19												
Con Murphy & Cathy McAlevey	41	7	6	0	7	9	5	4		22	5	5	8	18	19	23	0	17	21	3	7	23	0	0	202	94	7	41	23	23	22	21	19												
William Prentice	42	5	3	0	4	3	7	7		8	4	7	3	13	9	3	0	17	9	6	9	17	0	0	129	64	5	42	17	17	13	9	9												
Dan O'Connor	44	10	17	0	13	18	20	11		14	18	19	4	18	19	11	0	8	21	4	20	9	0	0	242	143	10	44	21	20	20	19	19												
Discards			0	0	0	1	1	1	0	2	2	2	3	3	3	4	0	4	4	5	5	5	0	0																					
Total Starters	17.79		17	16	20	18	21	6	20	22	17	17	16	17	21	0	15	19	22	24	21	0	0																						

Blown Out
 Invitation Race
 Abandoned
 Discards

Walpole - points do not count

1 in 3

		Division 1B Results																																				
Helm/Owner	Sail No.	Pinning	26-Apr	5-May	12-May	19-May	26-May	2-Jun	9-Jun	16-Jun	23-Jun	30-Jun	7-Jul	14-Jul	21-Jul	28-Jul	4-Aug	11-Aug	18-Aug	25-Aug	1-Sep	8-Sep	15-Sep	22-Sep	TOTAL	Div 1A Total Inscr Discards	Pinning	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5					
Gail Varian	8	7	17	18	22	20	17		12	22	13	16	16	19	18		17	21	24	11	12	0	0	297	188	7	8	24	22	23	21	20						
Jammy Fitzpatrick	11	8	17	18	21	20	23		22	14	19	19	18	19	23		17	21	23	17	23	0	0	335	221	8	11	23	23	21	23	22						
Mick Donohoe	12	1	8	18	6	11	8		9	10	9	19	18	14	6		3	1	9	23	7	0	0	181	87	1	12	23	19	18	18	14						
Chris Connolly	16	9	17	18	21	13	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	348	228	9	16	26	24	24	23	23						
Seymour Crowell	17	4	12	18	12	20	9		10	13	19	19	3	12	15		10	7	24	23	13	0	0	241	134	4	17	23	24	20	19	19						
John and Mary Cox	20	6	17	18	22	20	23		22	24	19	19	18	16	7		15	14	23	3	19	0	0	299	185	6	20	24	23	23	23	22						
Julie Delaney & Emma Webb	22	3	16	11	14	12	15		15	11	14	19	11	10	10		11	10	24	4	11	0	0	218	129	3	22	24	19	16	13	15						
David Clarke	30	5	17	9	10		12		22	12	19	10	9	19	23		9	21	3	23	23	0	0	265	151	5	30	23	23	23	22	21						
Tommy Day	34	10	17	18	21	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	10	34	26	24	24	23	23						
David Corrigan & Bairbre Stewart	43	2	17	18	22	6	23		4	9	19	19	12	3	9		8	21	16	5	8	0	0	219	115	2	43	23	22	21	18	19						
Discards			0	0	0	1	1	1	0	2	2	2	3	3	3	4	0	4	4	3	3	3	0	0	0													
Total Starters	17.79		15	17	16	20	18	21	6	20	22	17	17	16	17	21	0	15	19	22	24	21	0	0	0													

Blown Out Walpole - points do not count
 Invitation Race
 Abandoned
 Discards 1 in 3

		Division 2 Results																																							
Helm/Owner	5 No.	Placing	28-Apr	5-May	12-May	19-May	26-May	2-Jun	9-Jun	16-Jun	23-Jun	30-Jun	7-Jul	14-Jul	21-Jul	28-Jul	4-Aug	11-Aug	18-Aug	25-Aug	1-Sep	8-Sep	15-Sep	22-Sep	TOTAL	Div 2 Total less Discards	Placing	Self No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5								
Jessie Nolan	1	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	1	26	24	24	23	23								
Mick Geoghagan	2	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	1	26	24	24	23	23								
Sail No 6	8.5	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	6.5	26	24	24	23	23								
Adrian Masterson	10	6	18		18	20	17	23		19	21	15	14	8	19	23		17	21	24	18	20	0	0	313	201	6	10	24	23	23	21	21								
James Monney	14	7	17		18	22	18	19		18	16	16	19	15	19	22		12	18	17	26	21	0	0	313	203	7	14	26	22	22	21	19								
Hal Sisk	18	3	10		18	18	14	16		22	15	11	12	18	13	14		13	19	24	26	15	0	0	278	169	3	18	26	24	22	19	18								
Philip Mahony	19	1	11		12	19	10	20		11	19	10	13	6	19	19		17	13	19	14	10	0	0	242	146	1	19	20	19	19	19	19								
TBC	21	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	21	26	24	24	23	23								
Killian Skea	23	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	23	26	24	24	23	23								
Brian McBride & Smart McBenn	26	1	18		17	11	20	21		20	17	12	19	18	16	17		7	15	1	1	16	0	0	244	146	1	26	21	20	20	19	18								
Geoff Sacran	31	4	17		10	15	9	23		13	20	19	19	18	11	23		17	16	20	19	14	0	0	283	176	4	31	23	23	20	20	19								
David Duffy	32	5	17		17	17	16	18		16	24	18	15	16	16	20		17	17	13	25	18	0	0	300	195	5	32	25	24	20	18	18								
Ed Sacran	33	8	17		18	22	20	23		22	24	19	19	18	10	23		17	21	24	26	23	0	0	346	226	8	33	26	24	24	23	23								
Browns Family	39	9	17		18	22	20	23		22	24	19	19	18	19	23		17	21	24	26	23	0	0	355	235	9	39	26	24	24	23	23								
Discards				0	0	0	1	1	1	0	2	2	2	3	3	3	4	0	4	4	3	5	5	0	0	0															
Total Starters	17.79			15	17	16	20	18	21	0	20	22	17	17	16	17	21	0	15	19	22	24	21	0	0	0															

Blown Out
 Invitation Race
 Abandoned
 Discards

Walpole - points do not count

1 in 3

PRIZE WINNERS OF 124th. SEASON

WINNERS OF INDIVIDUAL RACES AND SHORT SERIES

Boat Name	Sai 1 No.	Helm and Crew	Trophies Won	Notes
'Pansy'	3	Vincent Delany	<u>Henry Trophy (Salver) Mollie Bowl</u> Commemoration Shell case	
'Vela'	4	Dr. Philip Mayne and Brian Bond		6th. place Div. 1A.
'Eros'	08	Gail Varian	1500 medal for Matthew and Naomi Johnson for bravery at the Wag Picnic	7th. place in Div.1B.
'Sprite'	10	Adrian Masterson	17/14 picture	6th. Place Div.2
'Anne II'	11	Jimmy Fitzpatrick and Pauline MacNamara		2nd. Place Unofficial Downhill Race
'Alfa'	12	Michael and Jenny Donohoe	<u>Meldon Mirror 100th Anniversary</u> <u>Burgee</u> Captains Prize Division 1B	The Meldon Mirror will be presented annually to the most successful Div.1B boat in the three races for the Commemoration Shell Case.
'Phyllis'	14	James Mooney	Pansy Trophy in 'Mollie II'	Trophy was presented at the Shannon Regatta
'Moosmie'	15	David and Sally McFarlane	<u>Madras Shield</u> Sheelah Armstrong Tankard	
'Coquette'	17	Seymour Cresswell	1971 Tankard for winning Division 1B. At Shannon Regatta	Trophy was presented at the Shannon Regatta
'Good Hope'	18	Hal Sisk	<u>Firefly Cup Phyllis Cup</u> Commemoration Cup	Firefly Cup was presented at the Shannon Regatta
'Shindilla'	19	Philip Mahony and Geoff Davys for the Collen family.	<u>Pavilion Gardens Cup Meldon Cup</u> Wigham cup shared with 26	
'Badger'	20	Dr. Anne Marie Cox		6th. place Div. 1B
'Saryalis'	22	Julie Delany and Ciara Hughes for Emma and Dr. Tuffatt Webb		3rd. place Div. 1B

'Gavotte'	24	Frank Guy	<u>Len Hayes Trophy</u> George Newsom Memorial Trophy	4th. place Div. 1A.
'Vega'	25	Graham McMullin for Dr. David Thomas	<u>Sheelah Armstrong Tankard</u> Captains Prize Division 1A.	Both prizes previously presented.
'Nandor'	26	Brian McBride and Stuart McBean	<u>Captains Prize Division</u> <u>2. Wigham prize shared with 19</u>	
'Patricia'	29	Harry Croxon and Mervyn Dyke	Buckingham Cup	
'Sara'	30	David Clarke		5th. place in Div. 1B.
'Polly'	31	Geoff and David Sarratt	Sri Lanka Mug	4th. place Div. 2.
'Skee'	32	David Duffy	Share Titanic Cup with 43	Best improver for <u>2010</u> 5th. place in Div. 2.
'Marcia'	37	Jonathan O'Rourke and Carol Cronin		11th. Place Div. 1A
'Swift'	38	Guy Kilroy	<u>The SODA model.</u> <u>The Hilpotsteiner Tankard.</u> <u>J.H. Stevens Tankard Shannon Regatta</u> <u>Centenary Half Model</u> <u>Sheelah Armstrong Tankard</u>	Half Model and Sheelah Armstrong Tankard previously awarded. Second place Div.1A
'Swallow'	40	Denis and Margaret Woods		12th. Place in Div. 1A.
'MollieII'	41	Con and Cathy Murphy	<u>Sheelah Armstrong Tankard</u> <u>Captains</u> <u>Prize Division 1A. Winner Downhill</u> race.	All prizes presented previously. 7th. place in Div.1A.
'Tortoise'	42	William and Linda Prentice	<u>Sri Lanka Tankard</u> Sheelah Armstrong Tankard	5th. place in Div. 1A.
'Freddie'	43	Bairbre Stewart and David Corcoran	Titanic Trophy shared with 32	Best improver for 2010.

WINNERS OF OVERALL SEASON SERIES OF MATCHES

Division	Place	Trophy	Helmsman + Crew	Boat
Div. 1A	1	The Jubilee Cup - for the owner of the boat with the best results in all Wag Club Races in Dun Laoghaire (with discards)	David and Sally McFarlane	'Moosmie'

Div. 1A	1	Ladies Plate for the helmsman of the winner of the Jubilee Cup	David and Sally McFarlane	'Moosmie'
Div. 1A	1	Coquette Cup for most successful Wag in races in Dublin Bay	David and Sally McFarlane	'Moosmie'
Div. 1A	1	Lanesboro' Regatta Cup/ Vega Prize- for the crew of the winner of the Jubilee Cup.	Sally McFarlane	'Moosmie'
Div. 1B	1	The Snuff Box	Michael and Jenny Donoghoe	'Alfa'
Div. 1B	2	The Coffee Jug	David Corcoran and Bairbre Stewart	'Freddie'
Div. 1B	3	The Hold Everythin' Trophy.	Julie Delany and Ciara Hughes for Tuffett and Emma Webb.	Vega
Div. 2	1	Cora Cup	Philip Mahony and Geoff Davys for the Collen Family shared with Brian McBride and Stuart McBean	'Shindilla' and 'Nandor'
SPECIAL CLUB PRIZES				
All Divs.	13	Saryalis Cup for the boat in 13th. Place over the entire season.	Seymour Cresswell and Gillian Mahony	'Coquette'
		Simon Nolan Memorial Cup	Jaimie, Mandy, Suzie, Jessica Nolan	Volunteers of the year for organising the Simon Nolan Downhill Race
All Divs.		Sprite Tankard	David McFarlane for the most successful 80 year old boat.	'Moosmie'
All Divs.		Middleton Howitzer	Best boat at the Regattas	Not sailed
		Sprack Tankard	Winner of Crews Race	Not sailed
		YOZ Tankard	Winner of under 18's race	Not sailed
		Maureen Vase	Winner of Ladies Race	Not sailed
		Candlelight Trophy	Last race of the season	Not sailed

THE SIMON NOLAN DOWNHILL RACE

Simon Nolan loved the Shannon, and it was on his initiative that the first 'Downhill' race was held from Carrick-on-Shannon south to Tarmonbarry. On subsequent biannual years the event took place from Lough Key, Lanesborough, Lough Ree Yacht Club and from Banagher. On 12th. and 13th. June 2010 the Wags raced down Lough Derg from Terryglass to Dromineer. Most of the Wags stayed in Dromineer on Friday evening and headed north after breakfast to Terryglass with boats and trailers in tow.

Eight boats competed:

No. 3, '**Pansy**' with Vincent Delany and Noelle Breen.

No. 11, '**Anne II**' with Jimmy Fitzpatrick and Pauline MacNamara.

No. 26, '**Nandor**' with sail number 15 steered by Brian McBride and David MacFarlane

No. 31 '**Polly**' with Geoff Sarratt and Gail Varian.

No. 32 '**Skee**' with David and Ben Duffy.

No. 37 '**Marcia**' with Jonathan O'Rourke and Carol Cronin.

No. 38 '**Swift**' with Guy and Hanna Kilroy.

No. 41 '**Mollie II**' with Cathy and Con Murphy and their Guide Dog.

In addition to The Nolan Family's 'Whitethorn' several other mother ships followed the fleet. The Water Wags launched without undue trouble into the 'Lake of the Bloody Eye'

The first race got away at about noon, with a beat in an intermittent north-westerly air, with a beat from the quay wall to a laid mark in the direction of the old Portumna castle.



Initially Nos. 15 and 41 which skirted the shoreline, were favoured but then the wind failed inshore, and it was 'Pansy' and 'Anne11' which rounded the first turning mark, and headed south past Gortmore Point. The wind increased in strength as it blew out of Clooncacave Bay across the lake. A finish line was set up at the navigation mark off Drominagh Point, and Suzie and her team recorded 'Pansy' ahead of 'Swift'.

The second race was organised to Kilgarvin Quay with a more firm breeze from the north west. Spinnakers were hoisted and the Wags slid over the smooth water. 'Pansy' and 'Anne II' stayed nearer to the Leinster shore while 'Mollie II' and 'Swift' followed the main navigation straight down the lake. Perhaps it was local knowledge, but those on the Leinster shore sailed the shorter distance, and the race finished at the navigation stake at the entrance to Kilgarvan Quay. All rafted up for a magnificent lunch

organised by the Nolan sisters, Suzie, Mandy and Jessica. The sun shone and the company was good. Mexican Beer seemed appropriate in the warm weather.



Third race started at the navigation stake and there was some tactical manoeuvres which caused 'Swift' to do a 360 degree turn at the weather end of the starting line. It was 'Mollie II' with her guide dog standing under the tiller which pulled away fast. She rounded the turning mark and headed south past Belevue. The wind was becoming lighter and more tactical and the river flow south was quite noticeable. A finish line was laid at 'The Goats Bridge' 'Mollie II' won that race from 'Pansy'. Third place was very close battle between 'Anne II', 'Skee' and 'Nandor'.

The wind became lighter. Starting was difficult due to the strong south going stream. 'Mollie II' headed in to Ilanmor with 'Polly' and they found a wind which carried them to the finish line off the south of the island. Shots were fired from the island at the Wags but there were no casualties reported.

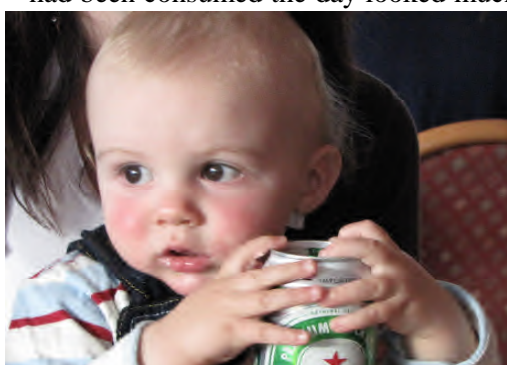


A steady force two breeze carried the fleet south towards the Urra Sound and the Corrykeen Islands. No boats pulled ahead as the fleet was fanned out across the bay.

However in the sound the boats nearest the Urra shore had less breeze and 'Marcia' and 'Nandor' pulled ahead of 'Mollie II' and that is the way it stayed at the finish at Goose Island. Some of the finishes were so close that one boat was a short spinnaker pole ahead of its rival.

The Water Wags tied up for the evening and the ladies and gentlemen dressed up for dinner. The President of the Wags, Dr. George Henry, joined the competitors at the Dinner at Lough Derg Yacht Club.

On Sunday the breeze looked strong enough for a reef. It was agreed to start racing at 11.15, but a rain squall brought a downpour, and all retreated to the clubhouse for morning coffee. By the time the coffee had been consumed the day looked much better with a westerly breeze. A course was declared, leaving the Corrikeens to starboard and returning the marina quay.



The breeze increased in strength. Geoff and Gail decided to opt out of the race due to Geoff's ribs recovering from an earlier accident. No reefs were carried. 'Skee' retired due to the winds being too strong. Soon after the start 'Marcia'

decided to head home. Near the Corrykeen Islands, 'Anne II' had technical problems and dropped her mainsail and headed home.



The four remaining boats fought the winds and waves to round the islands under the watchful eyes of Peter and Jane Wilson in the 'Dannika' and Reggie and Jordice Goodbody in 'Amarillus'. The Water Wags were taking a lot of water. Initially 'Swift' held the lead, but she was overtaken near the windward mark by 'Mollie II'.

On rounding the islands spinnakers went up and the Wags started their flight downhill.

Surfing does not describe the experience, it was 10 knots of boat speed with spray flying in every direction. Masts made groaning noises and the paint was stripped off the outside of

the hulls. Rudders and keels vibrated to such an extent that 'Pansy's' keel bolt dropped out.

At the prize-giving Suzie thanked the mother ships for acting as rescue boats, and thanked Pat and Aoife Coffey for acting as flagship, the use of their RIB to lay marks. The newcomers David and Ben and Jonathan and Carol were each presented with a small but significant memorial cup. Geoff and Gail were presented with a skipping rope in recognition of their skipping the last race. Vincent and Guy were thanked for providing some technical advice on matters which would not be suitable for a family audience.



Con Cathy and the Dog were outright winners of the event and were presented with the bronze 'Little Sailor Man' appropriately wearing a red and white scarf.

Brian and David won Division two and were presented with a full size deckchair with a wag burgee on the back.

All competitors were presented with a deckchair memento inscribed with the name of their boat.

Congratulations go to the Nolan family for organising such a wonderful memento for their father Simon.

However, the 'Queen of the River' cannot be awarded until the Wags reach Killaloe in 2012.



SURVIVING HEAVY WEATHER

The 2010 season will be remembered for two particularly heavy weather races- The last race of the Simon Nolan Downhill Race around the Corrikeen Islands off Dromineer in June, and the first race of the Unofficial Downhill Race at Grange Lake organized by the Kilroy Family in October.

When sailing a Water Wag in heavy weather, there are a number of precautions which will help you to survive in safety.

Rigging

Before going afloat check all of your standing equipment, including rigging screws, halyards, etc.



When rigging make sure that both halyards are securely fixed to the head of the jib and to the yard respectively.

When swamped a Water Wag does not have adequate buoyancy to support the stern. An additional stern bag will make the boat easier to recover after a capsize.

Make sure that all loose equipment including floorboards, buckets, bailers etc are tied in. Reef the mainsail if the wind strength exceeds 16knots.

On the Water

- Ideally the combined weight of helmsman and crew should at least 140kg.
- Hike hard when required, particularly when going upwind.
- When sailing on a broad reach or run, fly the spinnaker because this balances the sailplan over the hull and avoids any tendency to 'round up'.
- Make sure that your boom outhaul is quite tight.
- Make sure that the crew backs the jib after passing head to wind while tacking.
- Shorten the jib leads, because this opens the gap between the leech of the jib and the leeward side of the mainsail, allowing the wind to escape and minimizing back-winding of the mainsail.
- Keep the Kicking strap quite tight, both upwind and downwind,
- If you have a choice, stay in water which is less choppy, in order to minimize water coming over the gunwhales.
- If you have a self bailer, keep it down as long as the boat is moving fast enough in a forward direction to keep the bailer draining the boat.
- Be careful with moving your bodyweight while gibing, in order to prevent water coming over the gunwhales.
- If you must gybe, do so where the water is calmest.

Recovering after a Capsize



- Drop the mainsail.
 - Close the self bailers.
 - Try and keep the boat head to wind- you will need a RIB to achieve this.
 - Only have one person or less in the boat- preferably the lighter of the two crew members.
 - The crew member in the boat should stand with his legs apart, and as far forward in the boat as possible.
 - The other crew member should swim around looking for floating loose pieces of equipment such as rudder tiller, bucket, floorboards etc.
 - The crew member in the boat should stuff the spinnaker cloth into all the openings in the centre -board case. Depending on the boatbuilder there will be an opening in the front end of the case and there may also be one in the top if the casing.
 - The crew man aboard should scoop water out of the boat as fast as possible, using a 2 gallon bucket.
 - When the water level drops below the centerboard openings, then the bailing process can be done more slowly.
- At this point the second crew man can get back into the boat to help with the bailing.

HERITAGE WEEK 2010

In August 2010, Heritage Week was celebrated throughout Ireland in various locations, and in a various ways, The Water Wags hosted one of the few disabled person accessible events- with spectators encouraged to watch the Traditional Water Wags racing within the Harbour from the East Pier.



A split start ensured that Division 2 and Division 1B had a head start on the rest of the Water Wags. The north-easterly wind direction resulted in choppy conditions and kept the fleet near the East Pier. For a full report on this event see Water Wag Race Reports in this newsletter.

Tight finishes were the order of the day as can be seen on this picture of David Duffy in 32 fighting to stay ahead of David McFarlane in 15.



THE WAGS AT COOSAN 2010

This year's annual peregrination of the Wags westwards brought us to Quigleys Marina at the head of the inner lakes off Lough Ree where a fleet of 13 boats and about 40 sundry Wagers began to gather on Friday 17th September for a weekend of sailing, frivolity and the usual camaraderie. Indeed aided and abetted by Gillian Mahony's customary levels of culinary excellence such were the levels of frivolity on board the class captain's floating billet for the weekend that a well known wag skipper actually confessed to feeling hungover the next morning!



Graham McMullin and Geoff Ryan in 'Vega'.

David Beattie, familiar to many Shannon One Design sailors, had very kindly offered "Aeolus", his Shipman 28, as flagship and had been persuaded to act as Principal Race Officer for the weekend. After a few teething problems on the Saturday morning, which included the sinking of the outer limit mark, David finally got the fleet away for the first race. The gusty south easterly wind limited the course options making for short beats but at the end of the race David McFarlane in 'Moosmie', ably crewed by Mick Donohoe, emerged victorious with William Prentice and Brian McBride sailing 'Tortoise' into second place followed by



By popular acclaim the second race consisted of a passage race down Killinure Lough and into the harbour at the Glasson Golf Hotel where lunch and refreshments awaited. Much to the disgust of certain sailors with local knowledge, the Principal Race Officer declared that Temple Island had to be left to port, thus preventing use of the narrow passage through the reeds to the west of the island as a short cut. With spinnakers flying and bow waves breaking in a steadily freshening breeze the Wags made a fine sight as they romped at full stretch past Wineport and on to the golf club. Guy and Jackie Kilroy in 'Swift' took the gun followed by Cathy and Con in 'Molly' while 'Moosmie' finished third.



gusts being recorded so in the interest of safety and to avoid possible damage to the boats the decision was made to abandon racing for the rest of the day.

By the time lunch had been consumed the wind had freshened further so race three was started off the golf club. Strictly speaking the fleet should have been reefed but such were the heavy weathers skills of the skippers and crews that the services of the rescue boat personnel were not required. The wind made for some exciting sailing but 'Moosmie' succeeded in taking her second win of the day with 'Swift' second and 'Molly' third. At this stage the wind was blowing a steady 30 knots at the flagship's masthead with higher

That night sailors, families and friends all gathered in Killinure Chalets' indoor barbecue area where a gargantuan mountain of steaks was consumed followed, for those who were able, by spare ribs, chicken and other assorted delights. Needless to say the bar did a good trade and Seymour provided some post dinner entertainment from his repertoire of corny jokes and tall tales.

By Sunday morning the wind had decreased although the south easterly breeze still prevailed. David Beattie wisely decreed that the fleet should sail in the main lake in order that beats would be of sufficient length. The first race was the traditional ballot race for the Pansy Trophy which was won by fleet newcomer, James Mooney, sailing 'Molly'. Hal Sisk sailing 'Tortoise' was second while Guy Kilroy who had drawn 'Polly' was third.



With a nimble transfer of skippers back into their own boats the next race of the morning quickly ensued. The start was finely timed to say the least with the flagship personnel clutching the general recall flag in preparation. Miraculously everyone managed to stall on the line and got away in a bunch. At this stage holes in the wind had developed around the course and positions were in a constant state of flux. William in 'Tortoise' and Guy in 'Swift' had a right ding dong in the closing stages of the beat to the finish with William judging his final tack to perfection to take the gun. 'Swift' was hot on his heels in second while Cathy and Con in 'Molly', consistent as ever, were third.

BALLOT RACE FOR THE PANSY TROPHY

HELMSMAN	FINISHING PLACE	BOAT NAME	SAIL NO.
James Mooney	1	Molly II	41
Hal Sisk	2	Tortoise	42
Guy Kilroy	3	Polly	31
Seymour Cresswell	4	Patricia	29
David Mc.Farlane	5	Skee	32
Des Campbell	6	Sara	30
William Prentice	7	Good Hope	18
Harry Croxon	8	Coquette	17
Hugo FitzPatrick	9	Swift	38
Cathy Mc.Aleavy	10	Phyllis	14
Jimmy Fitzpatrick	11	Vega	25
David Duffy	12	Moosmie	15
Graham McMullin	13	Anne II	11
D.N.C.	14	Gavotte	24

With the boats tied up in the harbour at Killinure Chalets all went ashore for Sunday lunchtime pints and a wonderful choice of goulash or spaghetti bolognese. David Beattie then took the floor with the briefing for the final race of the day – the now traditional round the island race.



With a beating start the fleet was instructed to race to the windward mark, leave it to starboard, sail around Hare Island, return to the windward mark in order to complete the island's circumnavigation and then race the final leg to a finishing line at the entrance to the harbour in Quigley's marina.

Leaving the island to port or to starboard after the first mark was left to the discretion of individual helms and crews with David Beattie adding to the conjecture by stating mysteriously that he knew the favoured way to go but that he wasn't going to tell anyone.

After the first beat the majority of the fleet headed in a southerly direction leaving Hare Island to port. However by the end of the circumnavigation, in a wind which had come up slightly, it didn't really seem to make any difference as to what way the island had been rounded as a mere seven minutes separated the first boat from the last at the finish. William Prentice in 'Tortoise' took his second win of the day with 'Swift' second and Harry and Liz Croxon in 'Patricia' third.



And so to the overall result. Winners of the Half Model trophy and first in Division 1A were Guy and Jackie Kilroy in 'Swift'. Seymour Cresswell in 'Coquette' with son Guy guesting up forward won the 1971 Mug for their victory in Division 1B. Hal Sisk sailing 'Good Hope' and crewed by Hilary Scott (who had never sailed a dinghy before, let alone a Wag) lifted the Firefly Cup for their win in Division 2.

LOUGH REE SEPTEMBER REGATTA

PLACE	BOAT NAME	SAIL NO.	HELMSMAN	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL POINTS
1	Swift	38	Guy Kilroy	4	1	2	2	2	11
2	Tortoise	42	William Prentice	2	9	5	1	1	18
3	Moosmie	15	David Mc.Farlane	1	3	1	8	5	18
4	Molly II	41	Cathy Murphy	6	2	3	3	6	20
5	Vega	25	Graham Mc.Mullin	3	4	4	6	4	21
6	Patricia	29	Harry Croxon	5	5	7	4	3	24
7	Good Hope	18	Hal Sisk	11	7	8	5	8	39
8	Coquette	17	Seymour Cresswell	10	6	6	10	7	39
9	Sara	30	David Clarke	8	8	9	9	10	44
10	Anne II	11	Jimmy Fitzpatrick	7	10	11	11	9	48
11	Phyllis	14	James Mooney	9	11	12	13	11	56
12	Skee	32	David Duffy	12	13	13	7	13	58
13	Polly	31	Geoff Sarratt	15dsq	12	10	12	12	61
14	Gavotte	24	Frank Guy	15dnc	15dnc	15dnc	15dnc	15dnc	75

As usual with the Wags end of season Shannon weekend a superb time was had by all the participants. Special thanks go to Peter Quigley who hosted the event and who was delighted to see the Wags back after an absence of 8 years. David Beattie ensured we had good sailing while Aoife Coffey was the boss of the laptop producing race results within minutes. Last but not least rescue/mark laying boats were manned by Pat Coffey and Sabrina Mahony and their respective crews whose presence and hard work all weekend was greatly appreciated.



*(Editors Note:
This is probably
the best image
we have seen of
the new North
mainsail.)*

UNOFFICIAL DOWNHILL RACE 2010

Although it would be more correctly named 'The Annagh Regatta' or the 'Lough Boderg Weekend', the feature of this years event on the weekend of 9th. and 10th. October was a 6 km. downhill race from Carnadoe Bridge to The Silver Eel Pub at Grange Quay. The weathermen forecast elusive sunshine and temperatures of 22 degrees.

The competitors included:

- 3, '**Pansy**'- Vincent Delany and Noelle Breen
- 11 '**Anne II**' - Jimmy with Hugo and Jack Fitzpatrick
- 26 (Sail No.15) '**Nandor**' - Brian McBride and Stuart McBean
- 29 '**Patricia**'- Harry and Liz Croxon
- 31 '**Polly**'- Geoff Sarratt and Gail Varian
- 38 '**Swift**' Guy and Hanna Kilroy.
- 41 '**Mollie II**' Cathy and Con Murphy.
- 42 '**Tortoise**' William Prentice and David Williams.



On Saturday, the easterly wind was creating waves which made launching difficult on Annagh slipway, so the Wags relocated to Donal Conroy's slipway at Carnadoe Bridge. A race was planned on the Grange Lough. It should have been an easy race with the wind from astern.

Our host, Guy Kilroy, wisely declared that Division 1B and 2 boats should start one minute ahead of the others. It was a running start with spinnakers up, and Nos. 11, 26 and 31 lead the way.

Then we met the first constriction in the navigation. When I say a constriction the lake narrowed from quarter of a mile wide to about 9m. wide. With a wind of 14 knots gusting to over 20 knots and the 5 boats with full mainsails and spinnakers up all within inches of each other conditions were challenging. One crew was heard to give a word of



advice to his wife ‘Luff them into the reeds’ – however being a lady of good judgement, she held her nerve and no collisions occurred and nobody ran into the reeds or went aground in the associated shallow water.

Strong gusts came very regularly from astern, resulting in some stunning sailing which disturbed the swans who were forced to fly high to keep clear of the Waterwag invasion. The gusts hit so suddenly that it was difficult to convert the force into forward motion. One felt that a larger rudder might have been of some assistance.

Mark, in the RIB laid a finish line just above to the second narrows. (For race results see below.) It would have been difficult to navigate the narrows with three boats abreast because half way down the narrows it turns through 90 degrees which would have required the Wags to gybe their spinnakers.

The Wags sailed through the cut one by one because the start line for the next race was in the next section of lake. ‘Swift’ was first boat to venture through, she gybed into the cut and at the same moment was hit by a strong gust and broached, ending up deep into the reeds, nearly taking the black navigation stake with her. This was fortuitous, because otherwise she would have obstructed the entire narrow channel, resulting in quite a pile up of boats.

David and Edward Sarratt in ‘Albertina’ anchored below the narrows and laid a start line for the second race. About one minute before the start ‘Anne II’ was hit by a strong gust just as she gybed, and the Waterwag rolled over leaving the crew in the water and the boat fully upturned with white paint facing the grey overcast sky. When the same gust hit ‘Pansy’, her jib halyard parted. William and David were distracted for a moment while studying the wildlife- including a sparrowhawk overhead- and before they knew it ‘Tortoise’ has sailed deep into the reeds. Quick thinking ‘Patricia’ saw fit to drop her mainsail, and was quickly followed by ‘Nandor’ and ‘Swift’. The boys in the RIB went to the rescue of ‘Anne II’ and bailed dry. (See report on heavy air sailing.)

Meanwhile the fleet decided that a race would not be feasible under such wind conditions and headed downwind towards the Silver Eel under reduced sail. ‘Tortoise’ extricated herself from the reeds and followed the reefed fleet. Very soon she too was hit by a hard gust, broached and swamped. Quick thinking David bucketed out gallons of water before the boat swamped. ‘Mollie II’ was the only other boat which kept the full rig up used her skill to navigate the lake as it twisted back and forth on it way west into inner Roscommon.

On one section of the journey, which was a close reach, ‘Patricia’ handled the conditions with imagination. Harry stood in the stern of the Water Wag with the yard sitting on his shoulder (the equivalent of 20 reefs.) The boat sailed beautifully with this rig because there was very little heeling action.

‘Nandor’ were less lucky, sailing under jib alone, they started to make leeway and after 10-15 minutes sailing on the close reach, it was clear that they would not be able to pass to windward of the next navigation mark without putting in a tack. It is impossible to tack a Water Wag in strong wind without a mainsail or the assistance of an oar. However a gust got the better of them and they were forced into the reeds bow first. Stuart pulled out an oar, so that they could pole themselves to safety, but as soon as he put pressure on the oar it split in two leaving them stuck buried deep in the reeds. When Mark in the RIB came by, he extricated them and pulled them out to open water.

Meanwhile ‘Patricia’ was not finding the going exciting enough under jib alone, so they hoisted spinnaker. The wind had become so strong that in the gusts they managed to get the Water Wag up on a plane without the mainsail hoisted. Not to be out done, ‘Pansy’ who were sailing with jib on the spinnaker halyard, thought, if ‘Patricia’ can do it, so can we! The spinnaker was hoisted on the main halyard but the load on the pole was too great that Noelle was unable to put



the inner end of the pole on the mast. Vincent let go of the tiller and moved forward in the boat to assist. The Water Wag was hit by another gust, and the unmanned tiller turned to leeward resulting in a fantastic broach. They were lucky not to take water over the gunwale or run into reeds which skirt the lake. Once back on track, Vincent while standing in the boat nearly fell over backwards when one of the stronger gusts hit the Water Wag flying spinnaker and jib only.

Eventually all reached the 'Silver Eel' at Grange Quay with stories to tell. Jackie was on station with trays of sandwiches and barm-bracks. Spirits were lifted as soon as everybody got ashore safely and the Wags discovered that Leinster was winning the Rugby match against Team Racing. Grange Quay was once a very busy place as it was the port which provided the adjoining Strokestown House with coal and other heavy goods.

Stories were shared about how the conditions, and the adventures and it was agreed that the wind was not as strong as it was for the round the island race on Lough Derg in June, but that it was the strength and sudden-ness of the gusts which caused the problems.

After all were fully rested, and Leinster had won the Rugby match, we headed back east again, with the masts lowered. Swift, Patricia and Pansy were towed by the RIB while 'Anne', 'Nandor' and 'Polly' were towed by 'Abertina': The Water Wags towed very well with nobody aboard, by exposing about 150mm of centre board and tying the tiller on the centre line.



'Tortoise' and 'Mollie II' who had sailed the entire course to Grange Quay, insisted on sailing back under full rig.

Very quickly they realised that conditions were not safe, and they both took in a reef. The race over the 6 kilometers from the Silver Eel to Carnadoe Bridge was on a par with an America's Cup match race. The two boats with their experienced crews managed the heavy conditions in style. They exchanged places many times including once when they met a River cruiser coming the opposite direction, and 'Mollie II' waited for the cruiser to come through a narrows while 'Tortoise' nipped through ahead of her rival.

When all the boats returned safely to Annagh, they tied up at the jetty for the night. Their crews took to the showers and refreshment being offered in the house. Harry Croxon moored his cruiser on the IWAI Carrick Branch mooring and proved that the IWAI moorings are almost impossible to tie your painter to unless your boat is a canoe.

On Sunday morning at ten seconds after ten minutes after ten o'clock on the tenth day of the tenth month of the tenth year after the Millennium the Wags put up the masts and rigged their boats for racing. The weathermen again forecast elusive sunshine and temperatures of 22 degrees.

Again 11, 26 and 31 started one minute ahead of Division 1A. All went well, beating across Annagh Lough, with a pink windward mark used as a turning mark to be left to starboard. When the fleet entered the Carnadoe narrows the congestion was comparable with Pearse Street at its worst. Several Wags were pushed into the reeds by their rivals. Initially 'Anne', 'Swift', 'Pansy', broke clear of the

bunch and had a difficult navigation exercise to find the windward mark. 'Anne' won the race by crossing the finish line at the black and white navigation mark at the northern end of Derry Carne Wood on the Leinster side of the Lough Boderg.

The boats headed to Annagh slipway for the start of the second race. Again the Division 2 boats performed well to round the windward mark ahead. But on the offwind leg 'Mollie' played a blinder to sneak in ahead of the group of boats who all finished within one minute of the leader.

Race three was a return race to the house. The wind was 8 knots.



'Pansy' and 'Swift' soon overtook the division 2 boats to round the windward mark almost together. Thereafter it was a long run back to the narrow Carnadoe cut. 'Pansy' did not know where the cut was located so they took a guess at what direction they should go. They were fortunate that their guess was correct. Passing through the cut 'Swift' closed the gap between the two boats to two boat-lengths. Boat boats gybed at the inner end of the cut and it was a close spinnaker reach to the finish. The committee seemed to have

difficulty laying a finish line but the line was in laid just in time to give 'Pansy' the winning signal. All returned to Annagh House for lunch.

In the afternoon it was another race through the cut. 'Anne', 'Swift' and 'Pansy' got through the cut with a minimum of trouble and headed for the windward mark before reaching back round to the island. Spinnakers did not go up until they were at the back of the island by which time 'Mollie' was gaining on the leaders. The close reach to Annagh slipway was led by 'Swift' who flew her spinnaker for the full distance and a win from 'Anne II'.

UNOFFICIAL DOWNHILL RACE - LOUGH BODERG - OCTOBER 2010									
		RACE NUMBER						TOTAL SCORE	PLACE
Sail No.	Hull No.	1	2	3	4	5	6		
3	3	7	A B A N D O N E D	1.25	7	0	2.5	17.75	3
11	11	0		4	1.25	6	1.25	12.5	2
15	26	2.5		8	5	8	8	31.5	8
29	29	8		5	2.5	4	5	24.5	6
31	31	1.75		2.5	6	7	7	24.25	5
38	38	6		0	4	1.75	0	11.75	1
41	41	4		6	0	5	6	21	4
42	42	5		7	8	2.5	6	28.5	7

FLAG ETIQUETTE

In 1887 the design of the Club burgee was selected and agreed at a meeting of W.E. Caldebeck and T. Middleton and the new members on Tuesday 8th. March 1887 at the Anglesa Arms Hotel in Kingstown. “The burgee shall be red, white, red with red ensign. The King (*Editor-Club President?*) shall fly a swallowtail burgee, the Queen (*Editor-Vice President?*) the same with one white ball. The Rooks (*Editors -Hon. Secretary and Hon. Treasurer*) the same with two white balls in the luff of the upper red. Each boat owner shall have a distinguishing flag and burgee seven inches by nine inches and shall sail all races under the former and shall fly the latter on all other proceedings of the WATER WAGS.”

FLAG OFFICERS FLAG. A flag officers flag is flown day and night when he is on board or ashore nearby.

BURGEE. (Triangular) A burgee shows that a yacht is in the charge of member of the club indicated, it does not necessarily indicate ownership. It should be flown at the masthead. If a yacht is on loan or chartered, it is correct to use the burgee of the skipper or charterer. It is normal practice to lower the burgee at night.

ENSIGN. (Rectangular) A yachts ensign is the national maritime flag corresponding to the nationality of the owner. At sea the ensign must be worn while meeting other vessels, when entering or leaving ports, or when approaching coastguard stations. The ensign should be hoisted at 0800 and lowered at sunset or earlier. The ensign should normally be flown at the stern but if this is not possible either of the following positions may be used:



- a) At the peak of a gaff rigged boat.
- b) Two thirds of the way up the leech of the mainsail.

HOUSE FLAG. (Any shape) A personal flag is normally rectangular and flown at the crosstrees.

RACING FLAG. (Normally but not necessarily rectangular) Before boat numbers were adopted Water Wags were recognized by their racing flags. Each boat had his own personal flag- a distinctive plain colour with a symbol such as a shamrock or a striped or chequered flag. All of the designs were quite simple in conception. Today, ‘Eros II’ has her own erotic racing flag.

DRESSING ALL OVER The correct order of flags is as follows, starting from the bow:

E, Q, 3, G, 8, Z, 4, W, 6, P, 1, I, Answering Pennant, T, Y, B, X, 1st.Sub, H, 3rd.Sub, D, F, 2nd Sub, U, A, O, M, R, 2, J, Zero, N, (, K, 7, V, 5, L, C, S.

Yachts may dress overall on special occasions.

THE ENCYCLOPAEDIA OF WATER WAG RACING FLAGS

It is at the discretion of each owner to select a flag which is meaningful to him, reflects his family crest, or the name of his boat, or some other theme. A good example is 'Eros' who has a racing flag with an erotic theme.

SAIL No.	BOAT NAME	FROM YEAR	TO YEAR	DESCRIPTION OF FLAG
				None advised
				Black with yellow criss-cross
				Black and yellow horizontal stripes
				Dark blue light blue red horizontal
				Black with a white bar
				None advised
				Red and yellow vertical stripes
				Red white red vertical with three fish naiant
				Red yellow red horizontal stripes
				Blue with white triangle
				Black and white vertical stripes
				Red with light blue cross
	Mary Kate			Vermillion
	Mary Kate			
	Mary Kate			White and red horizontal stripes
	Blue Bird			None advised
	Blue Bird			Blue with white spots
	Blue Bird			Green shamrock white background
	Blue Bird			White with black star
	Blue Bird			White with green star
				Grey and blue vertical
				None advised
				Turquoise
				None advised
				Green with white maltese cross
	Marie Louise			Black and yellow vertical stripes
				Tartan and Green
				None advised
				White with red star
				Red with white spots
				Orange and green vertical
				Yellow and red vertical stripes
				Black and light blue vertical stripes
	Moosmie			

	Moosmie			Light blue and dark blue vertical stripes
	Moosmie			White with blue rectangle
	Moosmie			Magenta black and white vertical stripes
	Codger			
				Swallows on blue background
	Penelope			
	Penelope			White with red ball
	Coquette			
	Coquette			Yellow with black ball
				Red with white spots
	Shindilla			
	Shindilla			Black and red vertical
				Blue with gold horseshoe
	Jacqueline			
				Yellow with black cris-cross
				Black and yellow horizontal stripes
	Maureen			Royal Blue
	Maureen			Blue with a red 'M'
				Dark blue light blue vertical stripes
				Yellow with red hand
				Green with red ball
				Green with white 'V'
				White with blue rectangle
				None advised
				Blue with white ball
				Red with three white stars
				None advised
	Kittiwake			Red white red horizontal
				Blue with white spots

THE MIDDLETON FAMILY

Glenberrie House
Bray
12/12/85

Dear Dr. and Mrs. Delany,

I never expected to celebrate my 80th. Birthday on 13th. May, but was very happy to do so, with my son Peter here with me.

My 1st. cousin Comd. John H Middleton R.N. mentioned the fine tribute to my father, which he saw in the Dublin Bay Sailing Club Centenary Book, they published in 1984/85. I had not heard anything about it, so I sent Peter out to buy a copy of their book from their Secretary in Dalkey. He never told them that he is a grandson, and I a daughter of T.B.M. or my late brother T.B.M. junior, a son, who died in Spain in Feb. 1985.

Dear Tom would have loved to read that tribute to our father before he died.

I wrote and told the Secretary of our Relationship, and they sent a very kind letter and complimentary copy of their Book for T.B.M's nephew, Derek Middleton, Alfred's son, which I gave him recently.

It was stupid of Peter not to realise that the name Gildea Evans means nothing except to a few Military & Sudan friends, who do not sail, or design anything. I had to stop Painting last year. I have faded to 7 stone, but keep cheerful with Hiatus Hernia and Arthritis fingers just able to write, thank God, a few pages a day.

Hope you all keep well, I saw a splendid T.V. film of N.Z. taken from the air.

Peter went to Zambia with a friend for 2 months, he is back in his London flat now, redundant.

Excuse scribble

All the best-----

EDITOR'S NOTE: This letter addressed to Dr. Alf Delany and his wife Pat is the last direct communication from the Middleton Family to the Water Wags from Gildea Evans, who was resident in a Nursing Home at the time. She was, as stated in her letter, a daughter of Thomas Middleton, founder of the Water Wag Club and its first President. Gildea Evans is permanently remembered in The Wag Club as the lady who presented the Middleton Howitzer to the Water Wags for the best Water Wag at the waterfront regattas. Seymour Cresswell snr. who had some experience as a gunner during the second world war, attempted unsuccessfully to fire the Howitzer in 1987, to celebrate the Wag Centenary. Gildea Evans died some time after writing this letter,

PROTEST NEPTUNE VS. BLUEBIRD

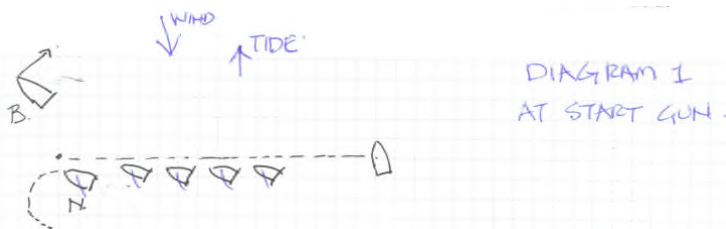
(The names and facts have been changed to protect the innocent.)

It is rare for a protest under the Racing Rules of Sailing to be heard in the Water Wag Club, so, we provide statements of evidence, the Protest Committee's analysis and final decision on the case which relates to a Club match on 1st. September held outside the Harbour, the sun was low and a strong ebb tide was running east against the force 3 wind. *(All italic text is a quotation of the Yacht Racing Rules.)*

'Neptune's' Statement of Evidence.

"Approaching the pin end to start, we were to leeward and astern of 'Bluebird'. It was clear that we were too early, so we gybed and started on port tack. 'Bluebird' was OCS.

Shortly after clearing the line, we had to dip and pass astern of a starboard tack boat which had already started. As we came around her stern we were struck on the port side between the mast and the bow by 'Bluebird' who was running back towards the start line. I first saw 'Bluebird' one or two seconds before



contact was made. The helmsman of 'Bluebird' apologised, saying that he had not seen us while he was gybing. We immediately retired as 'Neptune's' hull was visibly damaged, and we passed to weather of the committee boat. "

'Bluebird's' Statement of Evidence.

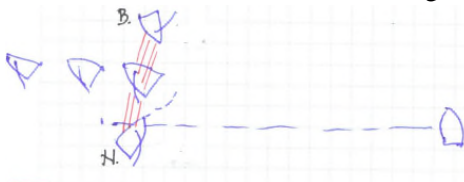
"We, and some other boats misunderstood the signals from the Committee boat after the first general recall, and we started on the one minute signal instead of starting on the starting signal. As soon as the starting gun was sounded, we realised our error and immediately returned to the starting area. We were running on port gybe to clear the line of boats who had just started. We saw a gap, and we gybed to pass astern of a boat which was beating on starboard. As we rounded her stern we struck on the port side of 'Neptune' near the bow. We immediately apologised, to 'Neptune', saying that he had not seen her due to the low sun. The boats ended up beam to beam on port tack. We returned to the pre-start side of the start line and took a 360 degree penalty turn. "

Further Oral Evidence given.

The Protest Committee heard that 'Neptune' had hailed the word 'Protest', and it was heard by the crew of 'Bluebird'.



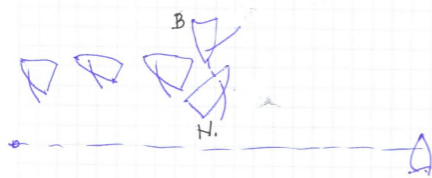
The Protest Committee acknowledged that the protest had been lodged within the required time.



The Committee acknowledged that Code Flag 'B' was not required to be flown because all the boats involved are less than 6m long.

Facts Found by the Protest Committee

"'Neptune' was a premature starter and instead of starting on starboard tack, she gybed around onto port, and started correctly on a beating course on port tack. She was obliged (under Rule 10 'On Opposite Tacks') to alter course to pass astern of the starboard tack boat which was crossing his bow.



'Bluebird' meanwhile, a premature starter was required (under Rule 29.1 'Individual recall') to return to the start line

and start correctly. 'Bluebird' was on starboard gybe at the time of the collision which occurred as the two boats rounded the same obstruction in opposite directions. (The obstruction was a Water Wag beating on starboard tack.) The fact that she had just gybed from port gybe to starboard gybe was not relevant. "

Conclusions and Rules that Apply.

Rule 21 *'Starting errors, taking penalties, moving astern'*. "A boat sailing towards the pre-start side of the starting lineafter her starting signalshall keep clear of a boat not doing so....." On this basis 'Bluebird' is the keep clear boat as this rule overrides Rule 10 'On opposite tacks'. Therefore, 'Bluebird' has infringed the rule 21.

Rule 14 *'Avoiding contact.'* "A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room

- (a) *Need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark room.*
- (b) *Shall not be penalised under this rule unless there is contact which causes damage or injury.*

On this basis 'Neptune' failed to avoid contact with 'Bluebird' when it was clear that the other boat was not keeping clear, and the contact did cause damage. However in her own evidence she stated that only saw 'Bluebird' one to two seconds before the contact was made. Thus even if she had taken avoiding action, it would not have avoided contact between the boats. Therefore, 'Neptune' cannot be penalised for not avoiding contact.

Rule 44 *'Taking a penalty.'* "A boat may take a two turns penalty when she may have broken a rule of Part 2 while racing.....Sailing instructions may specify the use of ...some other penalty. However....

- (b) *If the boat caused injury or serious damage or gained a significant advantage in the race or races by her breach, her penalty shall be to retire.*

In this instance 'Bluebird' failed to retire and continued to race, thereby gaining a significant advantage over 'Neptune' which was unable to finish.

Decision

The Protest Committee decided that the fairest outcome would be to disqualify 'Bluebird'. The finishing points for all boats finishing behind 'Bluebird' were increased by one place.

HOW TO SET A SPINNAKER

(Dixon Kemp's advice to gentlemen on seamanship dated 1913.)

The boom must be got ready first. Hook on (or bend it if it is a tail block) the lower block of the topping lift to the boom. Bend the outhaul block at the spinnaker boom end; be careful that the part of the outhaul which has to be bent to the tack cringle is on the fore side of the spinnaker boom topping lift and over the fore guy; put on the after guy and the fore guy. Hoist the boom well above the rail, and launch forward until the gooseneck can be shipped in the socket; hoist until the boom is "up and down" the mast, and high enough for the lower end to be shipped on the gooseneck. (it is usual to put the gooseneck in the socket on the mast first, and then bring the socket which is in the end of the boom to the shank. Lower the boom and haul aft, or "square the boom". If the boom be already shipped and "up and down the mast," one or two hands will take the guys and outhaul aloft and put over the end. The standing part of the after whip will be made fast to the weather quarter, and the hauling part rove through the sheave hole or turned around a pin. The hand aloft will cast off the boom lashing, and push it clear away of mast and crosstrees for lowering by topping lift.

See that the spinnaker halyards are clear of the fore side of the boom topping lift. Bend on the halyards and the outhaul to the sail. If the spinnaker is to answer the purpose of bowsprit spinnaker as well, another outhaul must be bent, leading through a block on bowsprit end. Generally the fore guy in such cases is made to do duty for this purpose; but if there be a fore guy beside the tack outhaul, care must be taken in bending the latter to see that it is over the fore guy, and not under. Bend on the sheet and belay on one of the cavel pins inside the lee rigging, with one hand to attend to it to ease up if necessary. Hoist away at the halyards, and when the sail is up chock-a-block put all hands on the outhaul, easing up the sheet all that is necessary, so as to make the sail lift in order that it may be boom ended; drop the boom down and trim the sheet. In light winds the sail is usually pulled out on the boom whilst it is being mast headed. This is all very well if there be plenty of help at hand, and if there is not much wind; but generally, if the sail be hauled out on the boom first, it is found almost impossible to get the head up chock-a-block.

If the sail cannot be boom ended, slacken up the sheet until the sail lifts, and haul it in again as the tack is brought to the boom end.

The American plan, and one sometimes adopted in this country, is to hoist the sail in stops, and it breaks out as the tack is hauled out to the boom end. If there be much weight in the wind, care must be taken, if the sail breaks suddenly, that there is no great strain on the sheet, or something will be broken.

To prevent the sail going up full of turns, there is a swivel at the head, but this will not always prevent turns, as the swivel is likely to jam if any part of the sail fills; and a good plan is for a man to stand by the mast and to run the luff of the sail through his hands as it goes up.

When sailing in a strong wind more or less quarterly, the boom will often rear on end in a troublesome manner, and sometimes fall forward with the sail around the topmast stay. To prevent this, "square" the boom a little and ease the sheet. Sometimes a spinnaker is reefed by tying a knot in the head, and sometimes the balloon foresail is set as a spinnaker.

TIDES OUTSIDE DUN LAOGHAIRE HARBOUR

(Items underlined are definitions. All statistics relate to Dun Laoghaire unless stated otherwise)

In order to understand the tides, it is necessary to understand what controls the height and flow of the tide. Tidal streams are the horizontal movement of the vertical rise and fall of the tide. The incoming tide on the East Coast of Ireland, south of Dundalk Bay flows from the south, and the ebbing tide flows in a southward direction towards Wexford. The height of the tide is dictated by the gravitational pull and location of the sun and moon, (a full moon and a new moon create spring tides) the wind direction, and strength, (strong easterly winds create higher high and low tides), and the atmospheric pressure (low pressure contributes to higher high and low tides). All heights of tides relate to the Chart Datum.

The mean high water spring tides (MHWS): 4.1m.

The mean high water neap tides: (MHWN): 3.4m.

The mean low water neap tides: (MLWN): 1.5m.

The mean low water spring tides: (MLWS): 0.5m.

The Standard Port in respect of Dun Laoghaire is Dublin Port (North Wall). High water occurs in Dun Laoghaire about six minutes before high water at Dublin Port. The height of tides at Dun Laoghaire and Dublin Port are similar.

Tidal Duration. The time between high and low water. 6 hours 40minutes.

Tidal factors (The rate of rise/fall of the tide) in Dun Laoghaire are generally as follows:

First hour after high water: .6/10.

Second hour after low water: 2.2/10.

Third hour after low water: 5/10.

Fourth hour after low water: 7.7/10.

Fifth hour after low water: 9.5/10.

Tidal Direction See diagram below.

High water: Tidal flow from Sandymount and South Bull hits the West Pier and heads in a north easterly direction until it meets the flow from the Poolbeg lighthouses on its way east south east to Dalkey Island.

High water + 1 Hr.: Tidal flow as above but a west running eddy close to the West Pier at the D.B.S.C. starting hut. Flow out of harbour mouth.

High water +2 Hrs: Tidal flow from Sandymount and South Bull reduces in strength. Flow in an east south easterly direction from the Poolbeg lighthouse on its way to Dalkey Island gets stronger. Flow out of harbour mouth.

High water + 3 Hrs.: Tidal flow from Sandymount and South Bull reduces in strength. Flow from Poolbeg lighthouse reaches maximum strength on its way to Dalkey Sound. Flow out of harbour mouth.

High water + 4 Hrs: Flow from the Poolbeg lighthouse reduces in strength on its way to Dalkey Island. Flow out of harbour mouth.

High water + 5 Hrs: Tidal flow from Poolbeg lighthouse at minimal strength on its way to Dalkey Sound.

Low water: Tidal flow close to the shore in Scotsman's Bay and along the east pier flows inward toward the west. Further north of the Harbour mouth the water is still flowing out in an easterly direction. Tidal flow off the West Pier follows the pier in towards Salthill and Seapoint. Flow in through harbour mouth.

Low water + 1 Hr: Tidal flow east of Dun Laoghaire flows from Dalkey Island to the Harbour mouth. At the D.B.S.C. hut the tide splits with one stream heading to Poolbeg in a grand arc and the other follows the pier in toward Seapoint. Flow in through harbour mouth.

Low water + 2 Hrs: Tidal flow east of Dun Laoghaire flows from Dalkey Island to the Harbour mouth. At the D.B.S.C. hut the main flow heads to Poolbeg in a grand arc. Flow in through harbour mouth.

Low water + 3 Hr: Tidal flow east of Dun Laoghaire flows from Dalkey Island to the Harbour mouth at maximum strength, and flows around the perimeter of Scotsman's Bay running north along the east pier. At the D.B.S.C. hut the tide splits with one stream heading to Poolbeg in a grand arc and the other

flowing towards Blackrock with a counterflow close to the shore off Seapoint. Flow in through harbour mouth.

Low water + 4 Hr: Tidal flow east of Dun Laoghaire reducing in strength, flows from Dalkey Island to the Harbour. Off the West Pier the tide flows to Poolbeg in a grand arc. Flow in through harbour mouth.

Low water + 5 Hr: Tidal flow east of Dun Laoghaire from Dalkey Island to the Harbour mouth reducing in strength, while close to the shore around the perimeter of Scotsman's Bay the east running ebb commences. Off the D.B.S.C. hut the tide heads to Poolbeg in a grand arc while the beginning of the ebb commences close to the west pier running in a north east direction.

High water: see above.



DIAGRAM OF TIDAL FLOWS AROUND DUN LAOGHAIRE HARBOUR

THE WATER WAGS ANNUAL PICNIC

22nd August 2010

The first picnic described as 'A Jubilee Cruise' on 21st. June 1887 took place on a Tuesday, a day set aside throughout the Empire for the celebration of Queen Victoria's Silver Jubilee. Under the Burgee of the Shankill Corinthian Sailing Club, eight double-ender Water Wags took part in a cruise and picnic on Dalkey Island. A historic picture records the occasion with only males participating, each wearing yachting caps and moustaches.



In 2010 the 124th. annual cruise was organized by Philip Mahony who acted as mother ship with his cruiser 'Ocean Challenger' and sponsored by David Williams of Thyme Out who supplied the food.

Geoff Sarratt was crewed by Amelia Johnston in 'Polly'. Gavan Johnston brought his son Matthew and Naomi in 'Eros'. Cathy Murphy with her dog 'Lucy' in 'Mollie 2' Jonathan O'Rourke and Carol Cronin sailed in 'Marcia'

Vincent Delany with his children Clara, Mark and grandson Matthew supported the fleet in a Squib 'Femme Fatale'.

It was an overcast day with occasional sunny spells and light southerly winds.

The boats assembled at the harbour mouth soon after noon, after the HSS had berthed. This year



there was no guardship in the harbour to offer the Wags libations to celebrate a royal occasion. The flotilla headed east. In Scotsman's Bay, the sea breeze kicked in to the surprise of some helmsmen and crews. The new breeze was a cold force 3 from the east.

Amelia didn't like the conditions and returned to the mother ship. As the Wags approached the island, observant crews could see a sign on a house in Dalkey which proclaimed 'Congratulations to the Wags'. Others were more interested in watching two very fat seals sitting on the rocks at the north end of the island. No matter how much noise was made by clapping of hands, the seals could not be dislodged. However the cormorants were less lazy, and rose on command.



Anchors were dropped, and lunches were unwrapped. The Delanys opted for lunch ashore where Brenda, Rebecca and Sarah sat in wait for the food to arrive from the Squib. On landing, with the bags, Vincent, Mark, Clara and Matthew joined their family, only to discover that they had plenty of wine and cup cakes, but had left all the other food afloat at their anchorage. Negotiations with kindly fishermen was necessary before the food was recovered.

It was a lovely scene sitting on the island looking at 'Polly' and 'Eros' riding the waves astern of the mother ship. Then belatedly 'Mollie 2', and 'Marcia' arrived and employed fine seamanship as they dropped their mainsails and tied up along side.

Meanwhile three generations of Wag sailors enjoyed lunch on 'Ocean Challenger' and the dog picked up any scraps which fell to the cockpit floor.

Perhaps it was somewhat warmer afloat.

For the trip home, the increasing wind and ebb tide made it difficult to hoist mainsails so the

Wags sailed under jib alone. The boats handled the conditions wonderfully.

To cap it all Cathy performed an ultimate act of seamanship. She told the dog to hold the tiller steady and keep the boat sailing a straight course while she moved forward in the boat to hoist the yard on 'Mollie 2'. She succeeded in this difficult manoeuvre and completed the sail back into the harbour with grace.



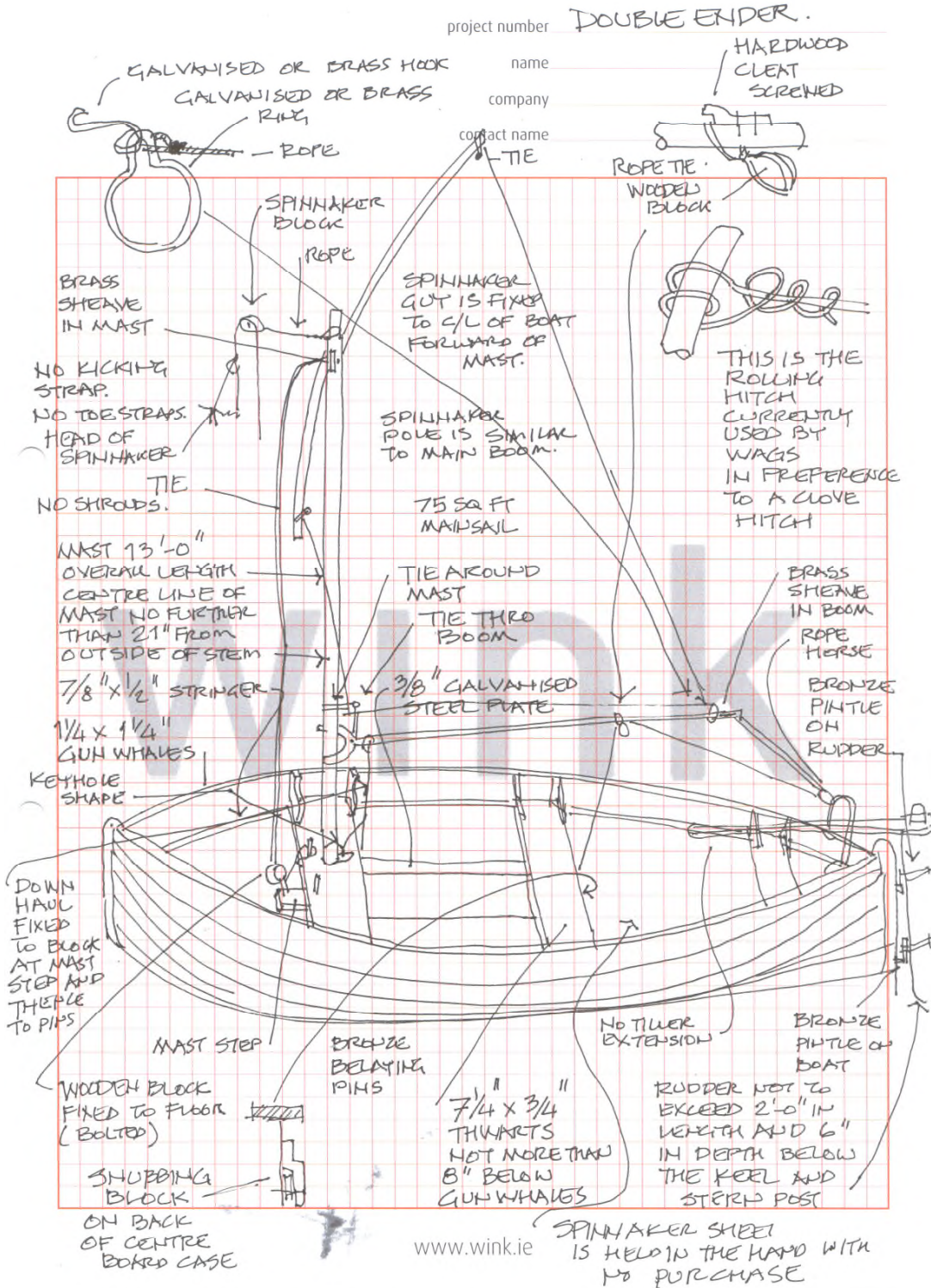


Cathy, Amelia, Naomi, Gillian, and Carol enjoying lunch afloat.



“Cathy, you steered all the way from Dun Laoghaire to Dalkey. Can I steer ‘Mollie II’ on the way home?”

FITTING OUT A SEATTLE DOUBLE ENDER



REPORT FROM IGOR VOLJC IN SLOVENIA

December 2010

Hi Dun Laoghaire Wags,

Thanks for your assistance in providing me with plans of the Dublin Bay Water Wag. I am making a slow progress with the building of my Water Wag, but it is still a progress :-)

I am building the boat's backbone structure now so I don't have many pictures to show. I can show you pictures of the keel on the stocks and the laminated stem (attached).



and kids. I want to teach them how to sail, I want to explore Adriatic sea in this boat. 14 feet seems like the right size for my needs.

Why Water Wag? When I started thinking about building a sailing boat I came across the Water Wag, by chance. I immediately "fell in love with her". It is a pretty boat. If I had known how difficult it would be to get a hold of the plans for this boat I would have chosen a different boat, for sure. It has slowed me down significantly searching for the boat's plans in vain, again and again. FYI, the plan is available in Henry Coleman's book "Sailing boats from around the world, The classic 1906 Treatise".

My experience as a boat-builder is zero, but I have engineering/technical background, love working with wood and with my own hands, was a model-builder as a child. In that sense, developing a plan, transferring shapes etc does not represent a challenge. Cutting a stem rabbet, garboard bevel, clenching a copper nail etc is a challenge, lacking any experience.

The answer to the question why I am building this boat is two-fold. I am building a boat because I want to show to my children that one can still build something with hands in today's fast world, and that these things have a different value. From a practical point of view, I want to sail in this boat with my wife



You will find it on page 318. I developed my plans from that book, but I have a feeling that the body plan needs some fairing, I could be wrong. When checking the diagonals on my 1:4 scale plan it looks like there is a bit of unfairness in it. The copy of the original Doyle's plan which you provided looks just

slightly different, but I have the same problem, that is why I was looking for the table of offsets. I realize that after cutting and fixing the moulds on the keel, I will face a challenge of fairing the hull.

Back to the keel - lacking any construction details, I followed the recommendation from John Leather's book *Clinker Boatbuilding*. My

Because I want to make the centerboard thicker and foil-shaped, I have made the keel quite wide in the middle, almost 12,5cm (app. 5" wide).

It is also quite thick, app. 2" because of the pivot bolt being fixed through the keel, I wanted to have more "meat" there. I know that a robust keel does not add to the boat strength, but I does not hurt either I hope.

I noticed that the sheerline of this boat was changed from the original plans, not sure if I should use the original line or should it be higher and inch or so.

That's it basically, I will be glad to provide more pictures about my progress in the coming months so you have a better idea about this boat. Many thanks again for your kind help.

Igor.



LIST OF LOST WATER WAG PRIZES

Prior to 1950 prizes presented to race winners were generally not perpetual prizes, but were awarded for a designated race, or series of races. The preparation of this list was initiated by the discovery of the Meldon Mirror, which now hangs in the National Yacht Club.

TITLE	DESCRIPTION	PRESENTED	DATES	CONDITIONS
Seamanship Race	Not known	By R.K.C. Pilkington	1946	Not Known
Novices Race	Not known	By J.A. Magauran and A.E. Snow	1945	Designated Tuesday race
Pansy Salver	Salver	Not Known	1945	Best results over three races with a handicap start
Presidents Prize	Not known	Not Known	1909-1926	Awarded to winner of Jubilee Commemoration Cup
Barbara Prize	Cup	Not Known	1926	Not Known
Pavilion Cup	Cup	Not Known	1925	Winner of designated race
Sealed Handicap Prize	Not known	G.A. Newsom	1924-1925	Handicaps to be declared on the day.
Crews Prize	Not known	J.A. Magauran	1924	Helmsmen to be the regular crews of the competing boats.
A.R. O'Connor Special Prize	Not known	A.R. O'Connor	1924	Winner of designated race
The Islanders Prize	Not known	Not Known	1923	Winner of designated race
Mimosa' Prize	Not known	Not Known	1921	Not Known
Coquette' Prize	Not known	Not Known	1913	Winner of designated race
Vela' Prize	Possibly a clock	Not Known	1913	Winner of designated race
Mollie' Prize	Not known	Not Known	1913	Winner of designated race
Prize presented by Mr. F. St.J. Worrell	Not known	Mr. F.St. J. Worrell	1912	Winner of designated race
Ladies' Races	Not known	By J.H. Hargrave	1911-1912	Best aggregate result. Boats to be steered by lady over two races. Spinnakers not allowed.
Wendy' Prize	Not known	Not Known	1911	Winner of designated race
Fodhla' Prize	Not known	Not Known	1911	Winner of designated race
Joan Prize	Not known	Not Known	1911	Winner of designated race
Dublin & Sth Eastern Railway Prize	Not known	D.+S.E.R.	1911	Winner of designated race
Club Tankards	Tankards	By. G. A. Newsom	1909-1913	Awarded to 3 most successful crews for the season
Johnston Prize	Not known	Dr. Johnston	1909	Winner of designated race
Sylvia' Prize	Not known	Not Known	1909	Best results over 3 designated races
Concert Prize	Not known	Not Known	1909	Best results over 3 designated races
Perry Prize	A Wag Spinnaker	Annually	1899-1946	Winner of designated race
Laphorn Prize	A Wag Lug Sail	Annually	1899	Not Known
Dublin United Tramways Co. Challenge Cup.	Cup	Tramway Co.	1896-1899	To be won three times by the same owner.

Dublin Wicklow & Wexford Railway Co. Prizes	Cup	D.W.+W.R.C.	1896-1899	Not Known
Captains Prize	Subject to the Captains	Various Captains	1899-2010	Winner of designated race
Charles Smith Esq. Prize	Not known	Chas. Smith	1898	Not Known
Royal St. George Yacht Club Cup	Cup	Not Known	1897	Not Known
Dixon Kemp Prize	Not known	Dixon Kemp Publishers	1896	Not Known
Irish Field Prize	Not known	Irish Field Magazine	1895-1896	Not Known
Dublin Wicklow & Wexford Railway Co. Prizes	Cup	Annually	1894	To be won three times by the same owner.
Dublin Wicklow & Wexford Railway Co. Prizes	Cup	Annually	1893	Best result in 3 out of 4 designated races



NORTH SAILS

In 2008, my colleague Nigel Young here at North Sails Ireland was delighted to be asked by members of the Water Wag class to develop sails for the class. As is the "North Sails way", we undertook our usual highly scientific approach to selecting appropriate fabrics and developing sail shapes & sail finishing details. We used our sophisticated design software suite and closed the production loop by "on the water" testing.

Our Olympic classes designer Ruairidh Scott, himself a former J80 World Champion was key to this work and is instrumental in the ongoing development work of all our one-design sails.

Our step by step approach was as follows:-

1. Meet with class members to discuss the sailing characteristics of the Wag and the "likes and dislikes" of the current sails in the class.
2. Analyse the class rules for sizing and fabric limitations - for the materials scientists amongst you, we selected Contender Polykote 4.52 Pre-Preg which is a hard-wearing resonated racing dacron.
3. Model V1 of the main and jib and run this through an iterative design process to optimise flying shapes - attached pic ([Main Side On.pdf](#)) is our "Spiral" model of the Wag main.
4. Build v1 of the sails, sail and race with them and digitally photograph the sails - see attached vertical pic of the jib ([WW-J1.jpg](#)).



5. Using the pics taken, input these into our sailscan software and compare design shapes vs. flying shape - "closing the loop".

6. Refine v1 shapes and develop v2 if necessary.

We then repeated the process for v2 and are very happy to offer our sails now to the class.

Our wag sails can now be found on <http://www.northonedesign.com/tabid/22058/Default.aspx>

My sincere thanks to the Wag members and in particular to David McFarlane who has been a great enthusiast and advocate.

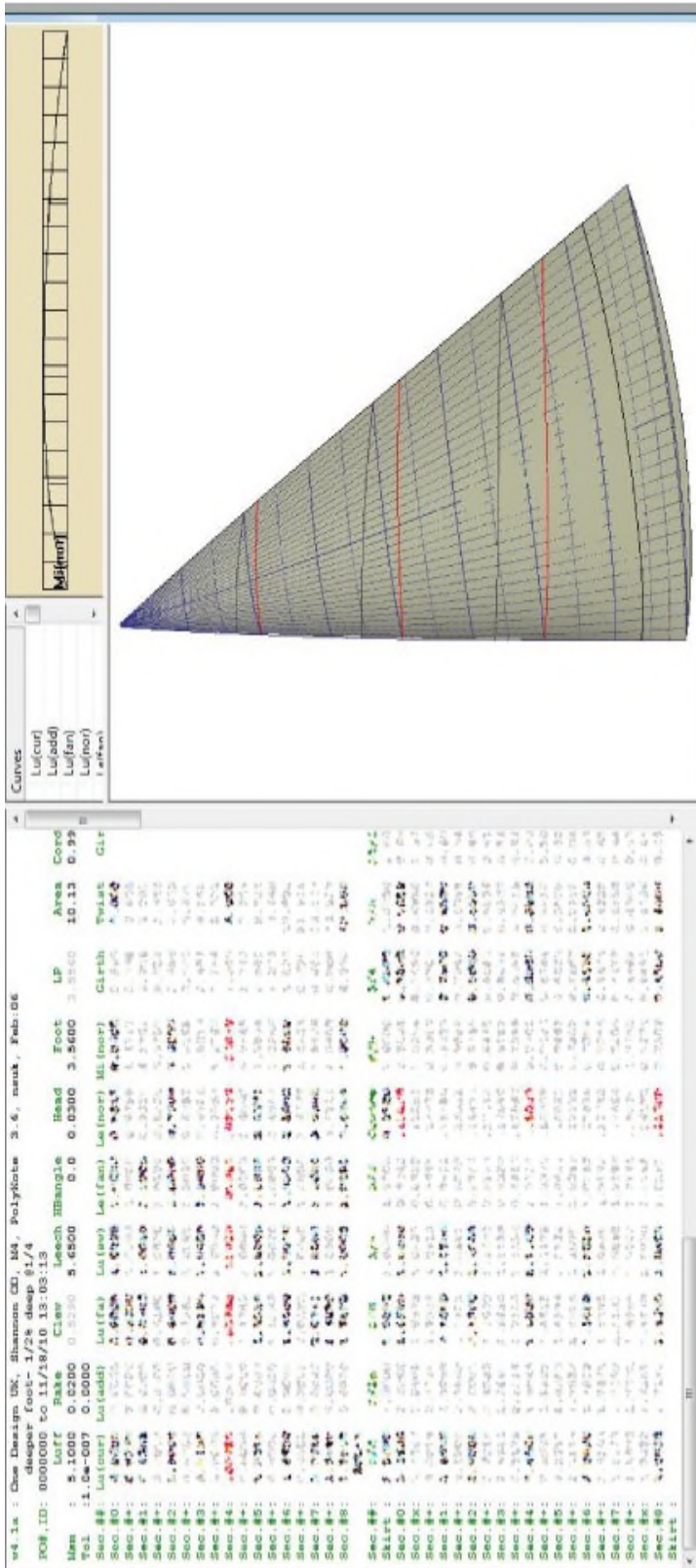
Finally, I have really enjoyed racing the Wag on the occasional Wednesday evening (*[Heading In On a Wed Evening.jpg](#)*).



From the team here at North Sails Ireland, we wish you all the best for the 2011 season.

Kind regards,

Maurice O'Connell



Editor: This is the design programme which North Sails use to design sails for one design classes. It is my personal opinion that the sails are somewhat flatter than the sails currently used by most Water Wags, and that the leech is more open. I believe these are wonderful sails on flat water once your boat has accelerated to full speed, however in order to get your boat up to full speed it is necessary to drive off to leeward to build up speed. In choppy water a Water Wag is stopping and accelerating constantly.

It will be interesting to hear from Harry Croxon, Guy Kilroy and David McFarlane who have used the sails, to hear their observation on the sails which won the Jubilee Cup the premier trophy of The Water Wag Club.

NELSON IN TODAY'S NAVY

Admiral Nelson: "Order the signal, Hardy."

Captain Hardy: "Aye, aye sir."

Nelson: "Hold on, that's not what I dictated to Flagg. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England this day expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability.' - What gobbledegook is this?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal Opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated as smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the mainbrace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it - full speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until proper scaffolding is erected."

Nelson: "Then get me the ship's carpenter without delay."

Hardy: "He's busy knocking up a wheelchair access to the foredeck, Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim or compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity co-ordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case... kiss me, Hardy."





One-Design competitive racing is the driving spirit of the Wags