

A photograph of a man sailing a small, light-colored wooden boat on a body of water. The boat has a large, white, triangular sail that is partially unfurled. The man is wearing a blue jacket and a red life vest. The background shows a line of trees and reeds along the shore. The water is calm, and the sky is overcast. The text "THE WATER WAGS 2011" is overlaid in red, bold, capital letters across the middle of the image.

THE WATER WAGS 2011

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Front Cover - 'Little Tern' with Henry Rooke sailing for The Pansy Trophy at Annagh.

Back Cover - Time for Lunch- the Wags take a trip to Wineport.



The Presidents Report

The 2011 season was the 125th season of The Water Wag Club, but we will not celebrate our 125th anniversary until the 2012 season, which is 25 years after the 1987 centenary celebrations. We have a committee in place preparing a suitable celebration, including the launch an updated version of 'The Water Wag History' and the unveiling of 'Erica' at the Maritime Museum, she is the last of the 1887 double-ender Dublin Bay Water Wags which was found in use as a fishing boat at Malahide by Sheelah Armstrong.

'Barbara' which was built for Dr. Wigham during the first world war has been presented to the Club by its owner Robin Barry. She will be a valued addition to the fleet. Negotiations are at an advanced stage to find a purchaser.

This season we welcomed Ben Mulligan and Norman Mc Donnell who has been sailing in 'Marcia', along with Henry Rooke and Richard Mossop who have being sailing in 'Polly' while Geoff Sarratt prepares 'Jacqueline' for the water. We also welcome Dr. John Magner and his wife Dara and their family Jamie, Ross, Seb, and Robyn to the Club. They have recently purchased 'Marie Louise' from Peter Wilson who retains 'Beaver'. It is incumbent on any club to draw in new younger members, who are interested in racing in classic dinghies.

In 2011 The Dun Laoghaire Harbour Company drew up plans for the economic future of the harbour, following the decision by Stena to discontinue using the Dun Laoghaire Harbour as a ferry terminus. Perhaps this is a double edged sword for the Water Wags- we will no longer run the risk of ferries disrupting the Club races, but the Harbour Board have many proposals most of which will involve eroding of the facilities which we currently take for granted. In particular, the proposal to locate a cruise liner berth straddling the harbour, will prevent us from using the harbour for club racing. An amenity which we have enjoyed for the past 125 years. We, as a stakeholder, must continue to resist any reductions in our racing area.

There is a rumour abroad that an amateur builder is considering undertaking the building of a Water Wag which would when complete would be number 45.

Despite a summer with particularly poor weather The Water Wag Club activities both in Dun Laoghaire and on the Shannon continue to be well supported by the active and friendly membership.

The key to the future of The Water Wag Club depends on the current owners maintaining the fleet of boats in good racing condition. David McFarlane and David Williams with their team of volunteers have set up a winter workshop with the objective of developing amateur skills in the maintenance and conservation of our fleet of boats.

Dr. George Henry
President of the Water Wags.

The Water Wag Prize Winners 2011					
Boat Name	Sail No.	Owner or Helm & Crew	Trophies Won	Race Date	Notes
Ethna	1	Susie Nolan			Not racing 2011
Tomboy II	2	Michael Geoghegan			Not racing 2011
Pansy	3	Vincent Delany		Season	6th. Place Div. 1A.
				September	5th. Shannon Regatta
Vela	4	Dr. Philip Mayne & Brian Bond		Season	7th. Place Div. 1A
Mary Kate II	6	Chris Craig		Season	9th. Place Div. 1B
Eros	08	Gail Varian & Gavin Johnston		Season	8th. Place Div. 1B
			Sprack Tankard.	September	Winner crews race
			The Maureen Vase	September	Winner ladies race
			Sheelah Armstrong Tankard	September	7th. Shannon Regatta
Marie Louise	9	Dr. John Magner	Sheelah Armstrong Tankard	September	9th. Shannon Regatta
Sprite	10	Adrian Masterson	Sri Lanka Mug	Season	4th. Place Div. 2.
Anne II	11	Jimmy Fitzpatrick & Pauline McNamara		Season	7th. Place Div. 1B
Alfa	12	Michael & Jenny Donohoe		Season	9th. Place Div. 1A
Phyllis	14	James Mooney			Not racing 2011
Moosmie	15	David & Sally McFarlane	Sprite Trophy	Season	Best 90 year old boat over the entire season
			Hilpotsteiner Tankard	22nd. June	Race Winner
			Henry Trophy	First race	Race Winner
Penelope	16				Not racing 2011
Coquette	17	Seymour Cresswell		Season	4th. Place Div. 1B.
Good Hope	18	Hal Sisk	Firefly Cup	September	Winner Div. 2 Coosan Lough Regatta
			Wigham Cup	13th. July 24th. Aug.	Shared with 31
Shindilla	19	Philip Mahony for Collen Family	Meldon Cup	29th. June	Race Winner
			Pavilion Garden Cup	8th. June	Shared with 26 + 31
Badger	20	Dr. John Cox	The Coffee Jug	Season	2nd. Place Div. 1B
			Titanic Trophy	Season	Best improver.
Jacqueline	21	Geoff Sarratt			Not racing 2011
Saryalis	22	Monica McWeeney & Emma Webb			Not racing 2011
Maureen	23	Killian Skay			Not racing 2011
Gavotte	24	Frank Guy & Owen McNally	Buckingham Cup	13th. July 24th. Aug.	Best Div. 1 performance over 2 races
Vega	25	Graham McMullin for Dr. David Thomas		Season	8th. Place Div. 1A.
Nandor	26	Brian McBride & Stuart McBean	Cora Cup	Season	Winner Div. 2.
			Phyllis Cup	25th. May 17. August	Best Div. 2 boat over races.

			Pavilion Garden Cup	8th. June	Shared with No.19 + No.31
			Commemoration Trophy	4th. May 1st. June 20th. July	Best Div. 2 performance over 3 races
Patricia	29	Harry Croxon			Not racing 2011
Sara	30	David & Anne Clarke		Season	6th.Place Div. 1B.
			Fitzgerald Cup	September	6th. Shannon Regatta
Polly	31	Henry Rooke & Richard Mossop	Pavilion Garden Cup	8th. June	Shared with 26 + 19
			Wigham Cup	13th. July 24th.Aug.	Shared with 31
Skee	32	David Duffy	17-14 picture	Season	5th. Place Div. 2.
			Sheelah Armstrong Tankard	September	8th. Shannon Regatta
Eva II	33	Edward Sarratt			Not racing 2011
Chloe	34	Tom Day &			Not racing 2011
Beaver	35	Andy Wilson			Not racing 2011
Little Tern	36	John Ross Murphy & Paul Cassidy	Middleton Howitzer & History of The Americas Cup	July	Winner of Volvo Dun Laoghaire Week.
			Pansy Trophy	2nd. October	Ballot race won in 'Scallywag' at Lough Boderg.
Marcia	37	Ben Mulligan & Norman McDonnell	Hold Everythin' Trophy	Season	3rd. Place Div.1B
			Saryalis Cup	Season	13th. Place.
Swift	38	Guy Kilroy	The Jubilee Cup	Season	Best boat Div.1A.
			Ladies Plate	Season	Best Helmsman Div.1A.
			Coquette Cup	Season	Best boat in Dublin region
			Jack Stephens Tankard	29th. June	Race Winner
			Newsom Memorial Cup	25th. May 17. August	Best result over 2 races.
			100th. Anniversary Plaque	8th. June	Race Winner
			Commemoration Shell Case	4th. May 1st. June 20th. July	Best Div. 1A performance over 3 races
			The 1500 medal	September	Shared with No. 41
			The Half Model	September	Winner Shannon Regatta
		Jackie Kilroy & family		Lanesboro Regatta Cup / Vega Trophy	Season
		Simon Nolan Memorial Cup	Committee decision	Volunteer of the Year	
Susan Jane	39	Glyn Carragher			Not racing 2011
Swallow	40	Denis & Margaret Woods	Sri Lanka Tankard	Committee decision	10th. Place Div. 1.
Mollie II	41	Con & Cathy Murphy	SODA Model	3rd. Aug.	Race Winner
			Madras Shield	15th. June	Race Winner
			The 1500 medal	September	Shared with No. 38

			Sheelah Armstrong Tankard	September	3rd. Shannon Regatta
Tortoise	42	William & Linda Prentice	Candlelight Trophy	14th.Sept.	Race Winner
			Sheelah Armstrong Tankard	September	2nd. Shannon Regatta
Freddie	43	Dr. David Corcoran & Bairbre Stewart	The Snuff Box	Season	Winner Div. 1B.
			Len Hayes Trophy	27th. July	Race Winner
			The Meldon Mirror	4th. May 1st. June 20th. July	Best Div. 1B performance over 3 races
Scallywag	44	Dan O'Connor & David Williams.	The Pansy Trophy won by John Ross Murphy	2nd. October	5th. Place Div. 1B.

San Toy

'San Toy' the Water Wag was built by P. McKeown in 1900 for G.J. Moore & J.C. Moore. She was one of the first boats built to the new Water Wag design which had been introduced to rejuvenate the class, and reduce the cost of building new boats, and to ensure greater control over construction. She was built in Belfast because the Kingstown builders were unable to build boats for the agreed purchase price of £14 10s. 0d. plus sails from Messrs. Perry of Kingstown costing £2 16s. 10d.. She carried sail number 15.

There is no evidence that the Moores were involved in Wag Club activities or had owned a double-ender Water Wag prior to 1900.



“San Toy, or The Emperor's Own is a "Chinese" [musical comedy](#) in two acts, first performed at [Daly's Theatre](#), London, on 21 October 1899, and ran for 768 performances (edging out [The Geisha](#) as the second longest run for any musical up to that time). The book was written by [Edward Morton](#), and the musical score was written by [Sidney Jones](#) with lyrics by [Harry Greenbank](#) and [Adrian](#)

[Ross](#). Additional songs were written by [Lionel Monckton](#). The cast included [Marie Tempest](#), [Scott Russell](#), [Huntley Wright](#) and [Rutland Barrington](#).

The piece enjoyed international success. In America, San Toy opened at the Daly's Theatre on [Broadway](#) on 10 October 1900. It was revived at the same theatre in 1901, 1902 and 1905, playing for a total of more than 200 performances in these productions. The piece was regularly performed by amateur theatre groups, particularly in Britain, from 1910 through the 1930s, but it has been produced only rarely since then.

Some of the language and stereotyping in the show reflect the period in which it was written and would not now be considered [politically correct](#). However, a close inspection to the lyrics of such songs as Samee Gamee display a gentle mocking of the pretension of Western superiority.”

Although we do not have a Race Programme for Water Wag Club for 1904, we do have a programme for 1909 which was based on the programme of the previous 9 years. Races took place on Saturdays from 17th. April until 1st. May and thereafter racing took place every Wednesday until 4th. August, in addition to a race on Whit Monday. A crew's race was held on 7th. July for which the regulations were as follows:

“In race No. 13 the Helmsmen to be members who are regular crews of the competing boats”.



The 1909 club records indicate that No. 15 was called 'Also Ran', a different boat which had been built by John Gray. We assume, therefore, that 'San Toy' was no longer in use for Club racing in 1909.

From currently available records 'San Toy' sailed in the Wag Club races between 1900 and 1908 and thereafter there is no evidence of the Moores owning a Water Wag.

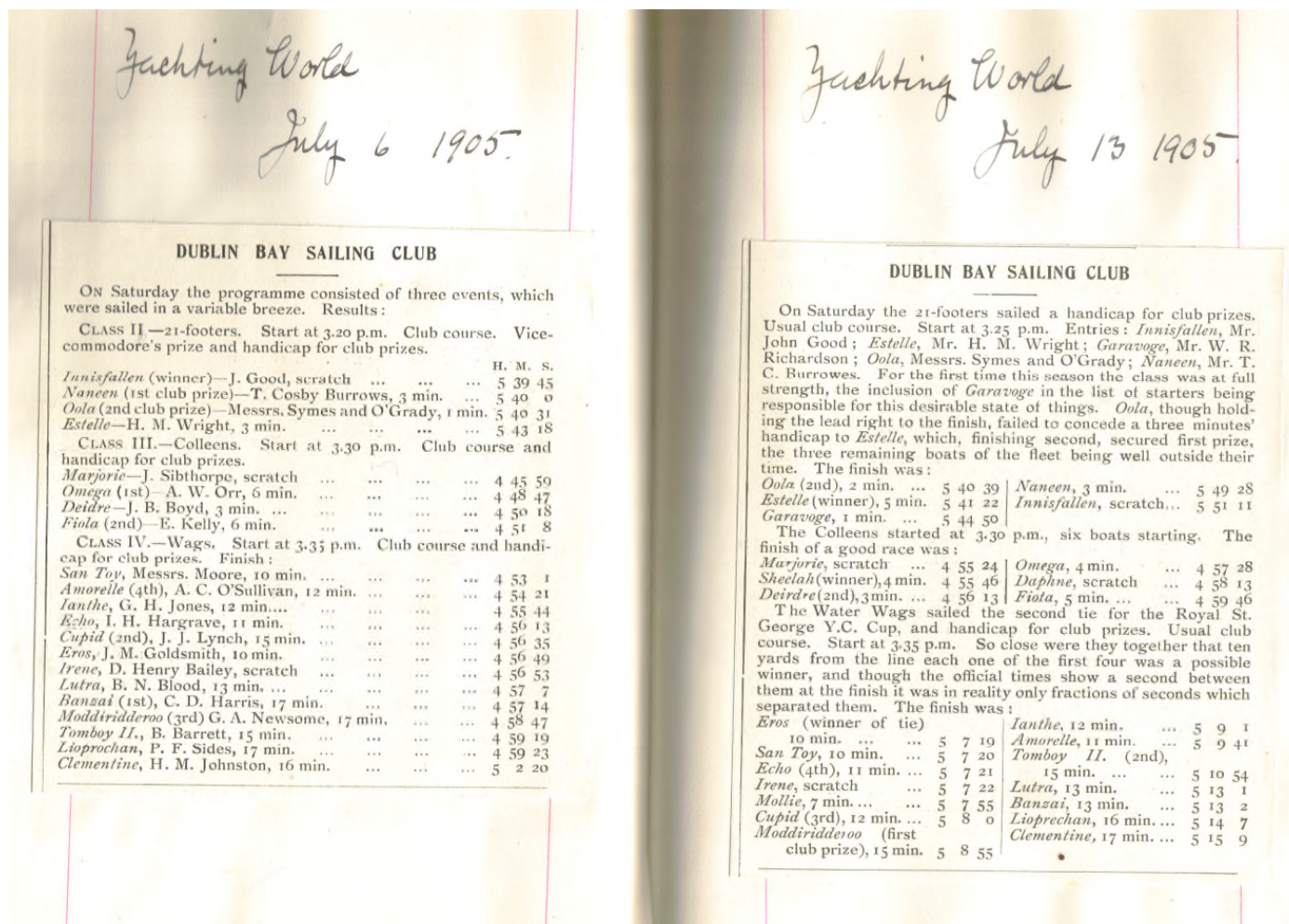
In 1903 Club records list C.J. Moore and J.G. Moore Jun. living at 'Llanduff Hall', Merrion and that J.G. Moore was still a member of the Wag Club and lived at 'Ellesmere', Shrewsbury Road in the 1950's.

One of the earliest record that we have of 'San Toy' was in the Irish Times on 20th. May 1901- Dublin Bay Sailing Club handicap race for club prizes. Start 3.45p.m.

"There were 12 starters, the order over the line being 'Wren', 'Eros', 'Pherso', 'Cupid', 'Ianthé', 'Dorothy', 'Valhalla', 'Lapwing', 'San

Toy', 'Sweet Nell', 'Kelpie' and 'Tomboy'.....When the leader 'Eros' finished the (first) round she was 18mins. 12 sec. outside the time limit."

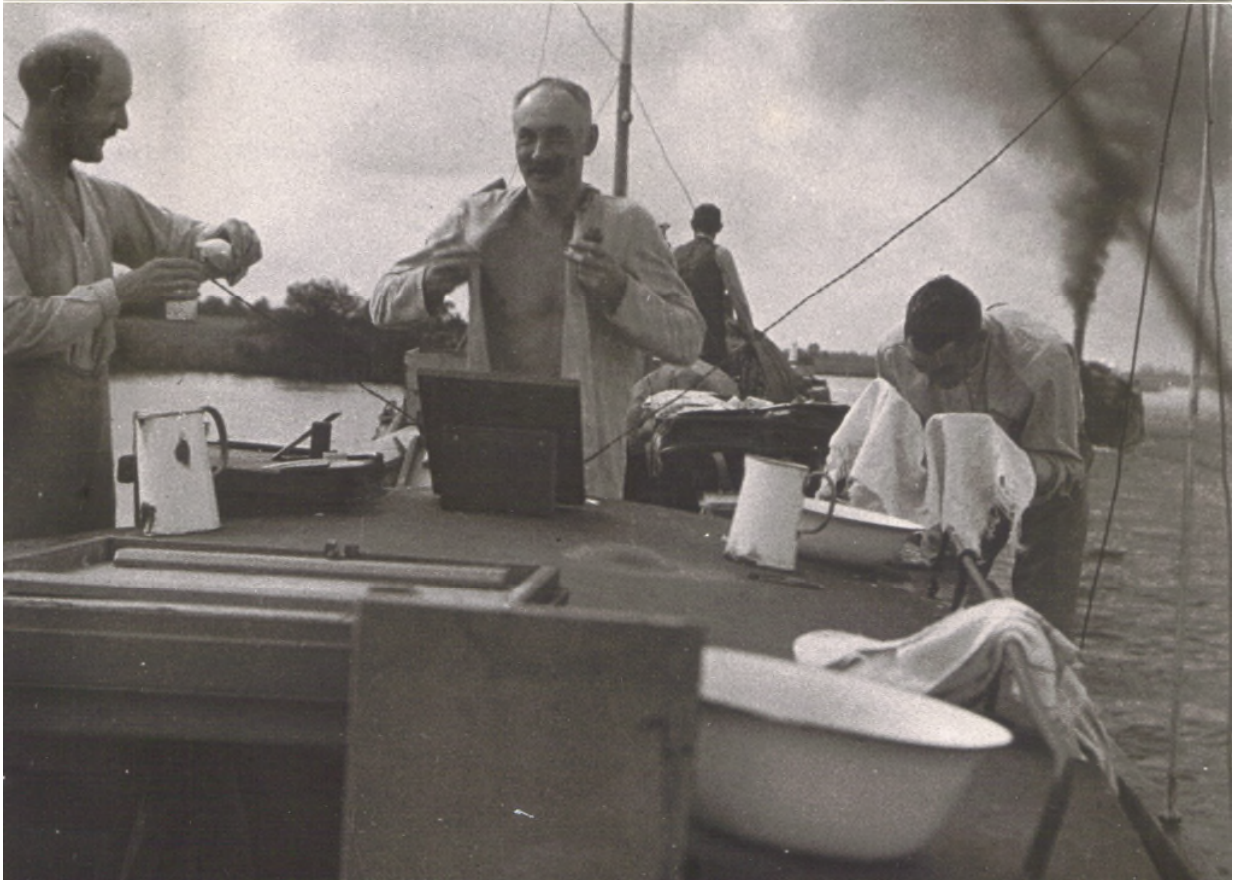
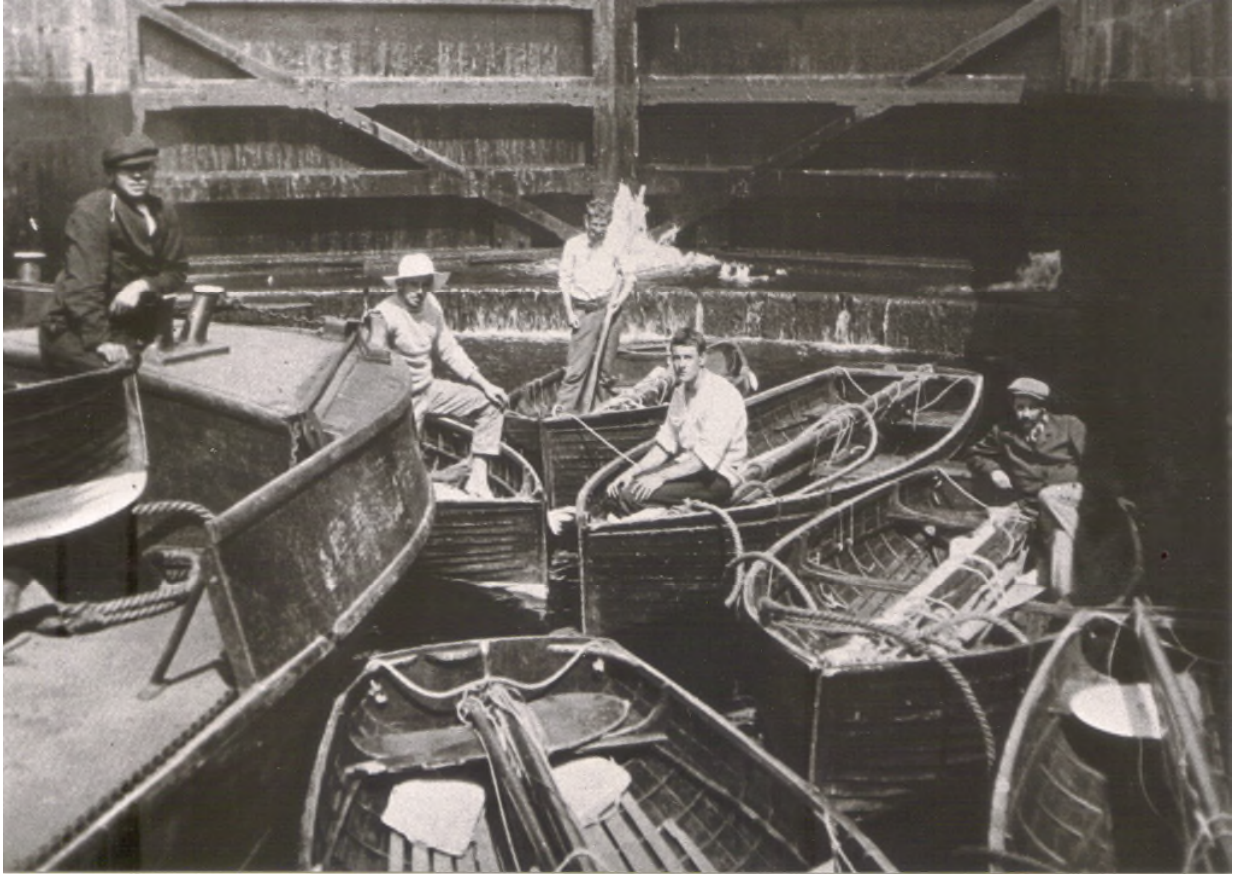
The following is an original record of 'San Toy's' Racing success.....



In 1904 the Moores along with 7 other boats went to Lough Boderg. They put their boats on the train at Kingstown, and the boats were off-loaded at Drumsna Station. The Wags hired a house-boat where some of them slept, while the others camped. 'San Toy' won the Carrick on Shannon Regatta and was presented with 'the handsome cup presented by Mr. Barrett.

The images below show six Wags in their boats in a Shannon Navigation lock and an additional Water Wag on board the Grand Canal Company barge which was used to tow the house-boat which did not have it's own engine.

The second picture shows the Wags on board their house-boat being towed by the Grand Canal Company barge in 1904.



Birgit (Nee. Barbara)

Many people have asked why 'Eros' is number '08' and not number '8'. There is a good reason for this unorthodox numbering. According to The Water Club records, in 1915 plans were requested from the Club Committee by Dr. Wigham and building fee paid, and he was allocated sail number '8'. Alf Delany's History of the Water Wags state that she was built by John Gray in 1915. More recent revelations indicate that this may be incorrect, because the plans were sent to Northern Ireland. She was not raced until 1919 when racing was recommenced after the war. ('Mary Kate' was built by John Gray in 1915, so it would be very interesting to park the two boats side by side and to make visual comparisons.)

The first owner of 'Barbara' was Dr. Joseph Theodore Wigham who lived at 'Edenvale', Conyngham Road, Islandbridge who later became Professor of Pathology in Trinity College. Wigham met with George Arthur Newsom when he, Wigham, was an undergraduate in Trinity College. When Wigham graduated he traveled to London, Berlin, India, Africa, and Central America, all of which contributed to his knowledge of tropical medicine. He returned to Ireland in 1902, and joined The Wag Club. His first Wag was No. 16, 'Ethnea' which was built for him by P. McKeown in Belfast in 1902. This boat was not successful in club racing so he bought 'Mollie'. He later bought 'Amorelle'. Finally he ordered a new boat, and she was named 'Barbara'.



Wigham was her active owner from 1915 until his death in 1947. In 1945 There is no record of 'Barbara' being involved in Club activities from 1947 to 1954 because Professor Wigham had a heart attack, and was advised by his doctors to discontinue his sailing activities. 'Barbara' passed to his daughter Miss. B. Wigham who owned in from 1954-1956. In 1957 she was no longer listed as being a Club boat. Miss A. Sterling purchased her in 1958 and owned her till 1965. In 1966 Robin Barry and J.Dowling bought her, and she was renamed 'Birgit' after a German acquaintance of Robin's. Robin, who was a bank official, took full possession of the 'Birgit' in 1976.

In 1987 she was no longer being actively sailed, but in response to pressure imposed by Seymour Cresswell Snr. 'Birgit' was brought down to the Royal Irish Yacht Club to join the Water Wags competing in the 100th. Centenary celebrations. Unfortunately she never seen afloat during the week of celebrations. Robin Barry has remained in close communication with the Wag Club up to the present day.

It is alleged in the 2000's that Robin Barry called Derek Paine, the boat builder from Greystones to take a look at 'Birgit' because she appeared to have developed a leak. Derek, who was aware that the boat had not floated on salty water for at least 15 years obliged, and went to the shed where 'Birgit' was stored. True enough there was water in the bottom of the boat. Yes, there was a leak but the leak was in the roof of the shed and not in the planks of the boat!

Robin Barry has recently moved into a retirement home, and he feels that ‘Birgit’ is best looked after by the members of the Wag Club. We must keep him advised of her progress. Throughout the records of The Wag Club there are letters written by Robin Barry in the finest copper plate script.

Report of (D.B.S.C.) Race 20th. May 1922

FINISH

Phyllis (winner)- Mr. G.A. Newsom.....4hr.39min. 40 sec.
 Barbara (2nd. prize)- Mr.J.T. Wigham.....4hr.43min.50sec.
 Mollie (3rd. prize)- Mr. A.E. Snow.....4hr. 45min. 28sec.
 Tomboy – Mr. R. Donnelly4hr. 45min. 30sec.
 Wendy- Mr. E.H. Walpole.....4hr. 46min. 10sec.
 Blue Bird- Mr. G.P. Meldonfouled mark.

(Editor comment : At that time touching a mark was an offence requiring the helmsman to retire from the race.)

“This match left a protest after it, by Mollie, but whether it will affect the places rests with the Committee. Phyllis led in a good start, with Tomboy, Barbara, Wendy, Mollie and Blue Bird next in order, three of the boats having ladies in the crews berth. Barbara came up at the end of the round nicely ahead of Phyllis, but in the beat up to the hauling buoy the latter took the lead from her. Mollie was first, Wendy next, and Tomboy last. Blue Bird which had fouled Sandycove mark, having dropped out. The only change in the last round made way to bring Tomboy into fourth place. Mr. R. H. Newland was officer of the day. “

Report of Race 31st. May 1922

THE WAG CLUB

“There was a perfect summer weather for the club handicap sailed over the port course last evening, the wind being light from S.E. , but inclined to go and come during the progress of the race. There were 7 boats at the starting line at 6.35 but the leader Phyllis was caught on the wrong tack, and, of course dropped out. Coquette thus was the first to get away, followed by Blue Bird, Barbara, Vela, Tomboy, and Mollie. A short beat fetched the jetty buoy; a reach out followed, with a run on the third leg; and lastly a beat again up to the line, the order at the close of the round being Blue Bird, Barbara, Coquette, Molly, Vela, Tomboy. Blue Bird lost her place, and Barbara and Coquette had a great tussle for first position. Barbara held it easily, however, but although she finished a good first she was unable to give Vela her handicap.”

Finish:-

Barbara (2nd. prize)- Mr.J.T. Wigham...(5mins.).....7hr.42min.21sec.
 Coquette(3rd.prize)- Mr. G.H. Jones ...(3 mins)..... 7hr. 42min .43sec.
 Mollie (3rd. prize)- Mr. A.E. Snow...(2 mins)7hr. 43min. 24sec.
 Vela (winner) -Messrs Irwin and Geoghegan...(8 mins)...7hr.45min .19sec.
 Blue Bird- Mr.G.P. Meldon...(4 mins.).....7hr. 45min. 20sec.
 Tomboy- Messrs. Barrett and Donnelly...(2 mins.)..... 7hr.45min. 34sec.

Mr. R. H. Newland was officer of the day.



Limerick She's a Lady

Was there ever a fleet of Water Wags in Limerick? Was there ever a sailing club in Limerick? According to Alf Delany's 'History of The Water Wags 1887- 1987' there is reference to photographs of a fleet of at least six Water Wags sailing in the City of Limerick.

"There is no written account of Wag sailing in Limerick but there are a number of photographs showing Wags both of the 1887 and 1900 design racing on the Shannon below Limerick city. One of the boats was brought to the north Shannon at Tarmonbarry in the 1930's where she was sailed occasionally by the author and was in good condition at that time. Another was bought by a Lough Derg owner and used for fishing."

The Shannon Boat Club, a club with fine premises on a man-made island in the centre of the City was founded at the Athenium in 1870. However it was set up as a rowing club and not as a sailing club.



SIX DOUBLE ENDED WAGS RACING IN LIGHT WINDS IN LIMERICK.

In this picture none of the boats appear to carry racing flags or sail numbers. Were they racing, or were they just sailing together? If racing, how did the race officers recognize the crews? In this picture there is no evidence of the painted boat which may be the seventh boat of the fleet.

This picture is undated, but there is possibility that these pictures were taken after 1900 the last year when racing for Double-enders took place in Kingstown. It may be that when Double-Ender Water Wag racing was discontinued in Dun Laoghaire in 1901, that some of the boats were sold to Limerick. It is possible, but there is no evidence to prove whether this is fact or surmise.

It is most surprising that Alf Delany's researches, including lengthy correspondence with The Knight of Glin did not reveal any more information about this substantial fleet of racing boats, or how long they survived as a class sailing together.



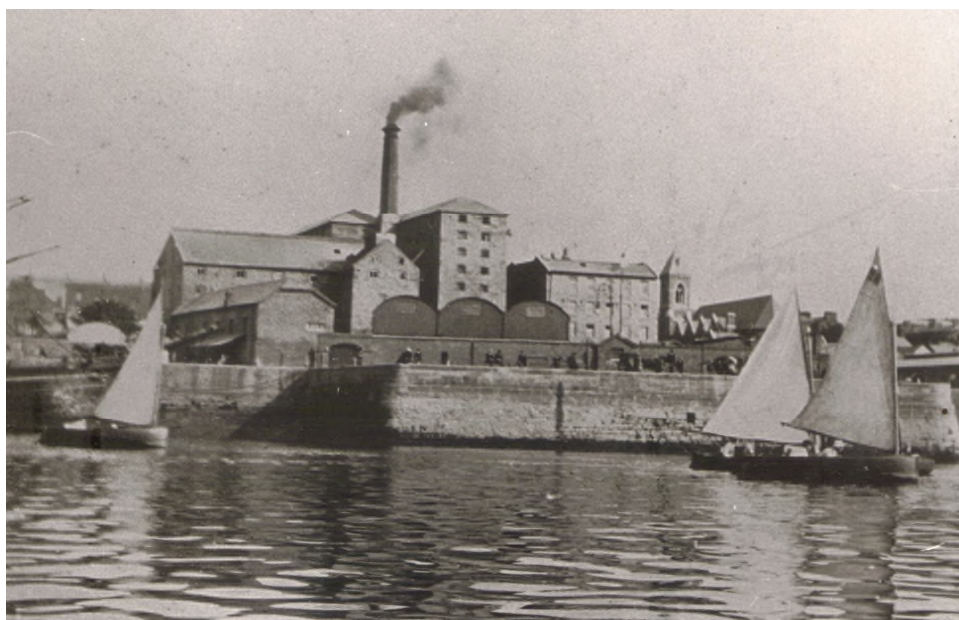
It appears from the photographic evidence that the original sail numbers on the sail have been removed. There clearly appears to be the remains of a number 8 or 28 on this sail. We do know that some of the early Water Wag owners liked to keep their favourite sail numbers for use on their new boats, when they sold boats away from Kingstown.

We do not have an accurate list of sail numbers of Double Ended Wags, however, in 1898 No.8 was 'Moss Rose' built by Hollwey in Dublin in 1896 for Louis Meldon.



It is clear that the photographer thought that the factory chimneys added greatly to the composition of the picture. Is that a Water Wag with a painted hull in the background? It probably is, because there was no Class Association in Limerick to control the boat specifications. It was a Class rule that the double-enders in Kingstown were varnished above the waterline and painted white where immersed.

Again in this picture, there is evidence of sail numbers being obscured. None of these pictures provides evidence that the Limerick crews carried, or knew how to fly spinnakers.



Michael O'Brien's Whiskey

Michael O'Brien's Public House stood at 67, Glasthule Road from mid 1880's till 1906. 'The Eagle House' was also the premises of Michael O'Brien since the early 1870's. Like many Irish Pubs, they bottled and traded their own brand of Irish whiskey. However, in order to promote his own beverage Michael O'Brien published 'The Kingstown Bathing and Yachting Guide' in 1898. He promoted his whiskey with phrases such as:

'Michael O'Brien's Whiskeys for all - even the very delicate.'

'Michael O'Brien's Whiskeys revive the system.'

'Michael O'Brien's Whiskeys – unrivalled for purity, aroma and mellowness.'

The guide included times of high tides at Sandycove from June to October 1898.



DUBLIN BAY SAILING CLUB RACING BOATS.

A CLASS (25 FOOTERS).

Racing No. on Sail.	Boat	Owner
1	Whisper	Meldon, Mooney and Richardson
2	Punctilio	S. M. Nolan
4	Nepenthe	H. A. Robinson
5	Mavis	Chancellor & North
6	Ziska	J. L. Brown
7	Darthula	F. St. J. Worrall
8	Acushla	R. J. M'Dermott

B CLASS (COLLEENS).

1	Whippet	A. W. Orr
2	Sodelva	E. F. Stapleton
4	Sthoreen	P. Good
5	Majorie	J. Sibthorpe
6	Ramona	D. J. Mooney
7	Deirdrie	J. B. Boyd
8	Aroon	P. J. O'C-Glynn
9	Nance	T. C. Burrows
10	Iris	W. R. Lee
11	Omadhaun	W. M. A. Wright
12	Serpolette	A. E. & G. H. Mills
13	Fiola	Edward Kelly
14	Molly Bawn	R. Woods
15	Aura	Viscount Crichton & G. A. C. Crichton
16	Duck	S. Saunderson

C CLASS (WAGS).

Racing No. on Sail.	Boat	Owner
1	Kestrel	Haffield & Stephens
2	Airmid	A. W. Orr
3	Ella	Wm. Carte
4	Ada	T. E. Booth
5	Gladys	H. Martyn-Leask
6	Janita	R. C. M'M. Smith
7	Maisie	J. B. Boyd
8	Moss Rose	L. Meldon
9	Dipper	J. Good
10	Asthore	W. R. Lee
11	Midge	C. A. Murphy
12	Yum Yum	J. M. Goldsmith
13	Ulina	R. Guerin
14	Idler	G. A. Newsom
15	Sheila	H. Cordner
16	Heather	J. H. Hargrave
17	Lapwing	W. C. Carnegie
18	Lu-Lu	T. F. Studley
19	Yeldrin	E. R. Wade
21	Dhudeen	J. Lecky
22	Peut-être	W. Wormleighton
23	Dote	G. D. Beggs
25	Eileen	J. H. Gane
26	Meva	W. S. Hayes
27	Phyllis	D. J. Mooney
28	Kistra	T. A. Fannin
31	Iolanthe	Foote & Foote
32	Elfin	J. E. Mills, jun.

DATES OF THE PRINCIPAL REGATTAS.

HOLYHEAD REGATTA	...	May 30
CHAPELIZOD))	July 7 & 8
DUBLIN METRO'))	July 11 & 12
KINGSTOWN))	July 20 & 21

The Royal St. George Yacht Club is this year giving the Regatta.

CLONTARF REGATTA	...	July 26
DALKEY))	July 30
WICKLOW))	Aug. 1
HOWTH))	Aug. 13

KINGSTOWN YACHT CLUBS.

- ROYAL ST. GEORGE YACHT CLUB.
- ROYAL IRISH YACHT CLUB.
- ROYAL ALFRED YACHT CLUB.
- DUBLIN BAY SAILING CLUB.
- WATER-WAG CLUB.

ROYAL VICTORIA BATHS.

Managed by the Kingstown Township Commissioners.

	Per ticket.	Per doz.
Open Sea Bath (Lady) ...	2d.	1/6
Do. do. (Child) ...	1d.	9d.
Warm Reclining Bath (Lady or Gentleman)	6d.	5/-
Shower Bath	do. 6d.	5/-
Reclining & Shower Bath do.	8d.	6/-

Band Promenades.

KINGSTOWN (East Pier)—
MONDAYS AND THURSDAYS, 7.30 TO 9.30 P.M.

KINGSTOWN (Royal Marine Gardens)
AMUSEMENTS EVERY EVENING, 7.30 TO 9.30 P.M.
ADMISSION 6d.

THE DUBLIN BAY SAILING CLUB

Hold their Races on Saturdays, starting from Sandycove Point at 3.40 p.m. Visitors can get a good view of the Races from the East Pier, and can learn the names and owners of the yachts by comparing the numbers on the sails with those on pages 2 and 3 of this Guide.

THE WATERWAGS

Hold a Race every Wednesday evening, at 6.30 p.m., starting from the Victoria Wharf. The Ladies' Wag Race is held every Thursday evening at 7.30 p.m.

Gentlemen are allowed to bathe in the Harbour off the West Pier before 9 a.m.

THE CITY OF DUBLIN STEAMPACKET COMPANY allow visitors to be shown over their magnificent new Mail Boats every day after 4 p.m.

THE KINGSTOWN PUBLIC FREE LIBRARY situated in the Town Hall is open every week-day until 10 p.m.

This small document gives us a thumbnail picture of the sailing and social scene in Kingstown in 1898, a time when there were only 56 racing boats in the bay. Sailing was a spectator sport and it was intended for pier walkers to carry and refer to the guide, when watching races and identifying the winners of the races which started and finished within sight of the east pier.

It can be seen from the list of racing boats, that many owners competed in Dublin Bay in more than one class, such as J.B. Boyd, A.W. Orr, L. Meldon, and D.J. Mooney etc.

It can also be noted that Viscount Crichton, the owner and occupant of Crom Castle kept his boat on Lough Erne and probably infrequently sailed in Kingstown. (Viscount Crichton, of Crom Castle was subsequently killed at the Battle of Mons in 1914 while serving as a Major in the Royal Horse Guards). Co-owner of the Colleen 'Aura' was Major the Honorable G.A.C. Crichton, of the Coldstream Guards, who held a post in the Royal Household in London post 1910.

It is significant to note that more than half the racing boats listed were Class C boats, which we know as Water Wags.

There must have been a substantial number of people living in Kingstown who spent their time promenading the pier, watching the yachting, listening to the bands playing on the East Pier, and in the Royal Marine Gardens, and employing their time at the modern activity of sea bathing.

This editor understands The Dublin Metropolitan Regatta was a rowing regatta held at that time in the lower Liffey at Ringsend, but now held on the Reservoir at Blessington, and The Chapelizod Regattas was held in Islanbridge. These rowing regattas were an essential part of the 'Social' scene of the time.

It is interesting to note that the Kingstown water-front Yacht Clubs did not hold individual regattas, but had to make do with sharing Kingstown Regatta in 1898.

Regulations Regarding Yachting
Dublin Bay Sailing Club
Regulations Regarding Yachting in Dublin Bay
To Owners of Yachts

The Committee of the Dublin Bay Sailing Club are anxious that all owners of yachts and sailing boats should be aware of the regulations during the present emergency. I therefore set out below for your information, copies of letters from the Responsible Officers concerned. Failure to observe these regulations may result in the serious curtailment of the Club's activities. I would add that while Lieut. Commandr. Sheil only refers to the Mail Steamer, all boats entering Dun Laoghaire Harbour are liable to examination. Failure to carry out instructions renders vessels liable to be fired on. Such action is indicated by the hoisting of the International Signal Code – O.L. "Heave-to or I fire" on the battery at the end of East Pier. Yachts should, therefore, keep clear of any vessel which is approaching while this signal is flying.

J.A. MAGUARAN Hon Sec. 13th. June 1941

From- Lieut. Commndr. A.J. O'Brien Twohig, Officer Commanding, Port Control Establishments and Competent Port Authority, Dublin & Dun Laoghaire.

During daylight hours there is no restriction whatsoever on yachting in the Bay. However strange yachts arriving in the bay from outside will be stopped to ascertain their identity etc.

From sunset to sunrise no yacht or small boat may leave or move within the controlled area (west of a line Baily to Muglins) without permission. All yachts and boats inward bound between these times must contact the Examination Vessel, weather permitting, and carry out the instructions given by the Examination Officer. Failure to carry out this regulation will render the boat liable to be fired on.

We will endeavour to facilitate you in every way with regard to special races, etc. arranged by your club and to this end it is requested that this Headquarters ('Phone 75519) be informed of any unusual trips or activity about to be undertaken by any member of the club.

31st. May 1941.

From – Lieut. Commndr. Richard Shiel, R.N.R.,

Harbour Master, Dun Laoghaire.

In order to facilitate yachtsmen and others who may be underweigh in the harbour the following warning will be given on the near approach of the inward bound mail steamer. The International Code Signal O.C.U. will be flown from the flag mast near the end of the Mail Pier, and six short blasts will be sounded from a mechanical foghorn in the same place. I propose to carry out this procedure daily, when the mast is in position, until the end of September.

4th. June 1941

Badger Tonic

(Written by Ted Croxon in the 1960's)

RELIEVES DEPRESSION

CONCENTRATES THE MIND

A VALUABLE CURE FOR DEPRESSION CAUSED BY:

1. Hitting marks
2. Hoisting spinnaker only to find it snarled up.
3. Being hit amidships whilst on starboard tack.
4. Losing white hat overboard during gybe.
5. Filling sea-boots whilst launching boat.
6. Failing to find number 3 mark.
7. Forgetting to close self-bailer before launching.
8. Finding that the jib has been left at home when starting to rig boat.
9. Noticing when half way up the windward leg that centreboard was not lowered at end of last downwind leg.
10. Being beaten by 'Mary Kate'.

RESTORES VITAL FORCES MAKES LIFE MORE BEARABLE

(You know what)

FEELING FUZZY??????? YOU NEED SOME BADGER TONIC



Who will build your new Water Wag?

John Jones has in recent years built four beautiful Water Wags, No.38, 'Swift', 40, 'Swallow', 42, 'Tortoise', and 43, 'Freddie'. All of these boats are, of course, beautifully finished, and are quite capable of winning races in Dun Laoghaire.

For more information contact:

Wern Difyr, Bethel, Gwynedd, LL55 1YD

Telephone / Fax (01248) 679112

email:

John@Classicsailboats.co.uk



Jimmy Furey from Lecarrow, County Roscommon has built a number of Water Wags, No. 31, 'Polly', 41, 'Mollie II' and more recently, 44, 'Scallywag.' Jimmy does like to talk to a potential owner before he undertakes a boat building project.

Best method of communication is to write to the above address in County. Roscommon.

Dougal McMahon is a young man with a mission. He has learned his skill with some of the best boat builders. He has been operating from Belmont Mills, Belmont, County Offaly. Dougal has been building beautifully finished and repairing Shannon One Designs.



He has undertaken repairs to Water Wags including fitting new garboards and ribs to 'Pansy' and has done restoration works to International 12 footers, but has yet to build a new Water Wag.

He does not have a copy of the timber moulds necessary to build a new Water Wag but this could be arranged by the Club Committee. Mobile no: 086 6088916.

Edwin Brennan of John J. Brennan & Sons has yet to build a Water Wag from scratch, despite having undertaken a far more difficult project of building half a Water Wag, which he did when he rebuilt 'Alfa' after he serious damage in a collision some years ago.

John Brennan was born in 1932, began work in the Harbour when he was ten years old in 1942. His uncle Ted ran a rowing boat hire business from the slipway next to the Carlisle Pier and John would help him whenever he could. When Ted died in a tragic accident in 1944, his brother Isaac, John's father, who worked for the then Dun Laoghaire Borough Corporation took over the business and John continued at his side. The boats were hired for six pence per person per hour and were available from ten o'clock in the morning until ten o'clock at night in the summer time. John remembers in particular how business lifted each year during the second week in July, as many visitors from Northern Ireland came to Dun Laoghaire during their traditional holiday week.

In 1948 John was apprenticed as a boat builder to Eddie Gray who lived and worked in Crofton Avenue, and he spent the next five years acquiring his qualification, which included two years at the Technical School, on Eblana Avenue.

John worked as a shipwright for the [Commissioners of Irish Lights](#) for 16 years between 1953 and 1969 and for many years he also did maintenance work for the [RNLI in Dun Laoghaire](#), polishing the metal work and testing the engines to ensure the boat was always ready for action. He retired from the boat hire business in 1954 as problems with vandalism and people not returning boats to avoid paying made the enterprise very difficult. John has created a huge legacy in terms of the many wooden boats he built that still sail in Dun Laoghaire. The [Water Wags](#) (the original dinghy which instigated the concept of one design boats) are still going strong in the Harbour and many owe their continued seaworthiness and beauty to John and Edwin's skilful repairs and maintenance.



NIGEL, EDWIN AND JOHN BRENNAN BETWEEN JOBS REPAIRING AND BUILDING BOATS

Water Wag Knees

When a boat builder looks at the plans of any traditional boat, he will see that knees are positioned between stringers and thwarts, and the gunwhale. It is the manner in which a builder fabricates the knees that can often tell us who the builder was. The fine art of boat building consists of making sure that scantlings are as light and strong as possible.



Grown knees When the builder selects a piece of wood with curved grain, in the same manner as the wood used in the manufacture of hurleys. There is little manufacturing required other than selecting an appropriate piece of wood, forming the selected piece of wood into the required shape and riveting it in place. John Gray used grown knees on his boats built between 1905 and 1937.

Laminated Knees These knees are made from thin strips of wood which are steamed and curved and glued to each other to form curved grain. When sufficient pieces have been glued together, they are cut to shape and riveted in place. Jimmy Furey has started to use laminated knees on his most recent Wags. This picture is a poor example of laminated knees.



Halved Knees

These knees consist of two pieces of straight grained wood, preferably oak, both with straight grain. Half of each piece of wood is removed and the two pieces of wood are offered to each other and glued together. They are cut to shape and riveted in place. Dougal McMahon uses this form of Knee on his repair works to Wags.



Boat Painting and Preparation

The materials you need for stripping and removing old oil paint are as follows:

- 1) Heat gun, 2) Triangular paint scraper, 3) Sharpening stone and 4) Coarse sandpaper.

Apply the heat over a small area and when the paint bubbles up strip off with the scraper. When scraper becomes dull, sharpen on the stone. Use the sandpaper to remove stubborn areas.



For painting on bare wood below water line you will need:

International Yacht Primer- Conventional one part primer with aluminium flake.

Coverage 12.0 m.2 per litre.
Recommended coats 4.

White spirit or **International No. 1 Thinner.**

International Pre-Kote Undercoat.

Coverage 12.0 m.2 per litre.
Recommended coats 1-2.

International Toplac gloss paint. Suitable colours for Wags are 'Snow White' 001, Mediterranean White' 545, and 'White' 905. Coverage 12.0 m.2 per litre.

Recommended coats 1 or 2.

Varnish over water level: **International Original** varnish, Traditional one part varnish suitable for application over previous varnish. Recommended coverage 3 coats. Good Ultra violet protection. Coverage 11.7m.2 per litre. Recommended coats 3.

The surface area of a Water Wag is estimated as follows:
Below waterline-5.5m2.
Above waterline-



If the boat has been previously painted or varnished, it should be sufficient to wet and dry sandpaper the surface with fine grade waterproof sand paper, and apply an undercoat and finish coat on the white and one coat of varnish.

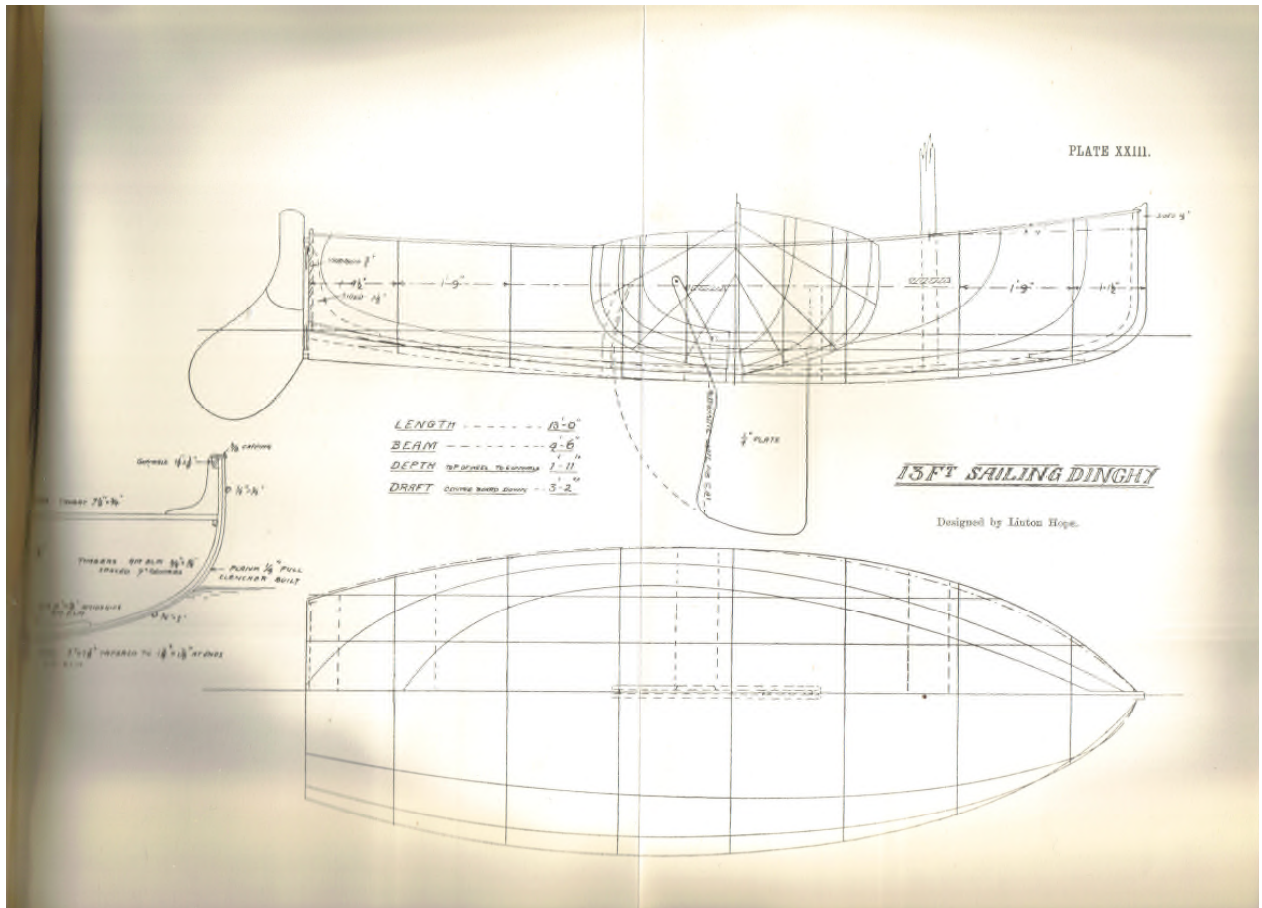
If the boat does leak between adjoining planks it is advisable to apply a bead of Sikoflex between the joints where the leakage occurs. If in doubt, there is not much disadvantage in sealing all the joints between the planks and the joints between garboard and keel.



Linton Hope –Copy Cat Designer

We came across this design prepared by Mr. Linton Hope for his [1913 'Manual of Yacht and Boat Sailing and Yacht Architecture'](#). (Plate XXIII.)

Although 13'-0" in length it is remarkably similar to the 1900 Water Wag design which he had illustrated in his manual some years before .



Among the common features with the 1900 Water Wag design are:

1. The vertical stem and fine entry at water level.
2. The gunter rigged mainsail and small jib, although Hope proposed a bowsprit.
3. The boom extends beyond the transom and the gooseneck is mounted low.
4. The rudder is similar in shape and size.
5. Planking is clencher built.
6. The rocker is minimal –similar to a Water Wag.
- 7.

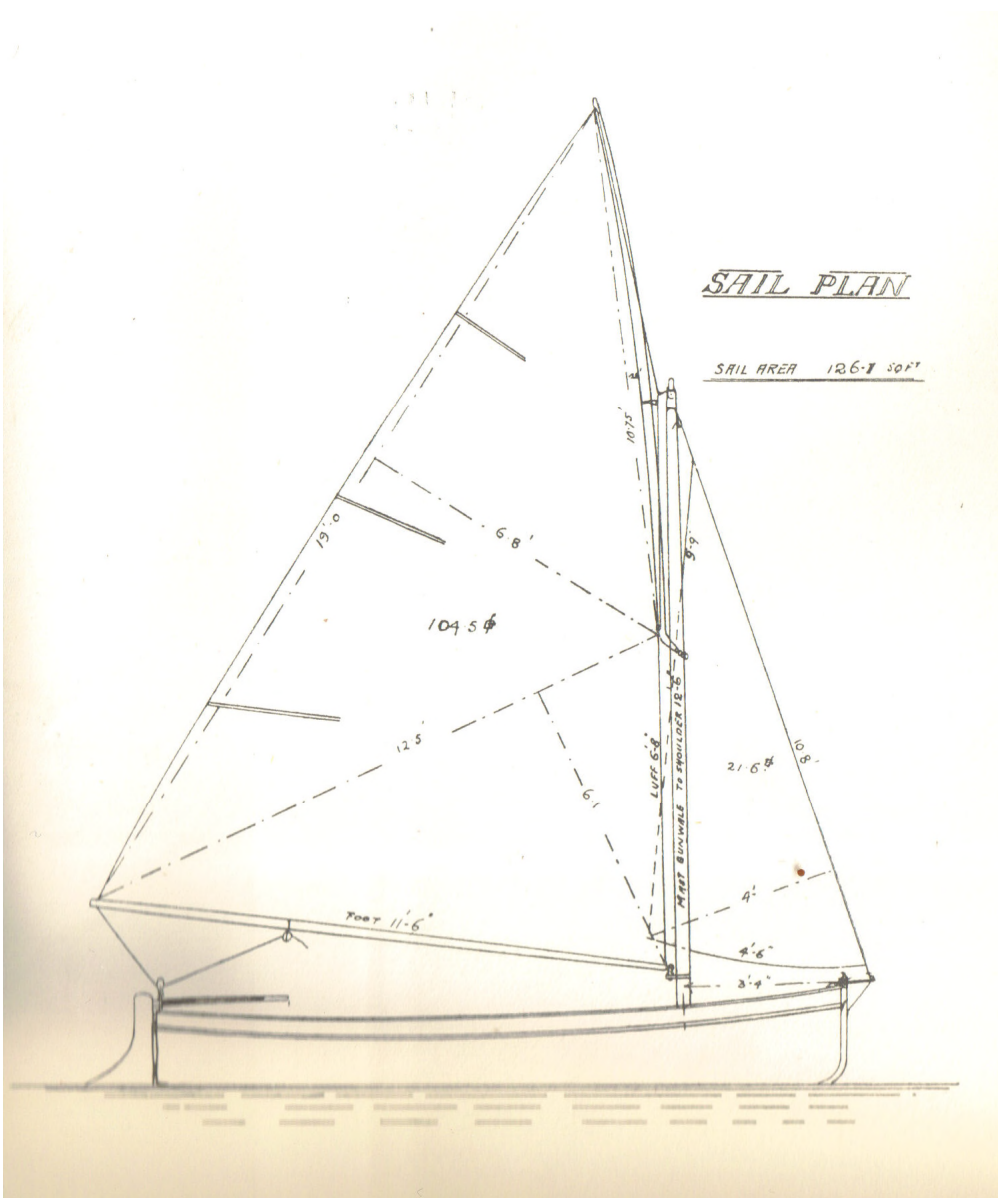
What is different? :

- a) At 4'-8" she is proportionally slightly narrower than a Water Wag.

- b) She is one foot shorter.
- c) The centre-board drops into a vertical position.
- d) The stern is not cutaway to form the distinctive wineglass profile.
- e) The sail area is proportionally greater- perhaps because he was thinking of the light winds of Long Island Sound in the summer time.

We do not know if any boats were built to this design or if it evolved into a local one design class.

Perhaps all we can say is that Linton Hope recognized a good design when he saw it, having published the Water Wag lines in the same publication some years earlier.



Some Race Reports From 2011 Season

The Henry Trophy 27 April 2011

The first race of the 124th. Season for the Water Wags was held on Wednesday 27th. April. Ten boats came to the start line including newcomers Chris and Trish Craig in 'Mary Kate II'. Tom Hudson and his team of Race Officers set a four lap course within Dun Laoghaire Harbour. Fortunately the conditions were ideal with strong sunshine and an east-north-easterly breeze of about 6 knots.

The start line was a busy place, and contact was made between John Ross Murphy and Paul Cassidy in 'Little Tern' and last years champion -David Mac Farlane in 'Moosmie' . 'Little Tern' admitted her error and carried out a penalty turn as permitted under the rules. Meanwhile Vincent Delany and Noelle Breen in 'Pansy' and Guy and Jackie Kilroy in 'Swift' were both fast out of the blocks as they headed towards the harbour mouth. When they approached the windward mark, 'Swift' approached on port while 'Moosmie', who had taken a more southerly course, was on starboard. Although 'Swift' could have tacked on 'Moosmie's lee bow, she opted for the more conservative course and passed astern. This allowed 'Moosmie' to lead the fleet around the first mark, with 'Pansy' in second place. Over the rest of the course 'Moosmie' increased her lead, to win the Henry Trophy. 'Swift' pulled back up into second place, and despite her penalty turns 'Little Tern' took third place.

In Division 1B, David Corcoran and Bairbre Stewart in 'Freddie' took fifth place overall and were lead boat in Division 1B ahead of Dan O'Connor and David Williams in 'Scallywag'.

In Division 2 Hal Sisk and Kate O'Leary led the fleet home.

The Commemoration Shell Case, Trophy, and The Meldon Mirror. (1st. Match.) 4 May 2011



The second race of the 2011 Season was for The Commemoration Cup (Div. 2), Commemoration Shell Case (Div.1A) and for The Meldon Mirror (Div. 1B). Fourteen boats took part despite the gales which blew earlier during the day. The Deputy Class Captain announced that no reefs were required to be carried. The conditions were unusual with a veering gusty wind from the east.

The fleet was well spread along the start line with John Ross Murphy and Paul Cassidy in 'Little Tern', Graham Mac Mullin and Geoff in 'Vega' and Vincent Delany and

Noelle Breen in 'Pansy' all moving quickly on the outer end of the line. It was 'Vega' who peeled off first onto port tack to head in towards the H.S.S. berth. Here he found a different wind which gave him a lift of about 45 degrees which resulted in Graham rounding the windward mark in first place. He was soon overtaken by Guy and Jackie Kilroy in 'Swift' followed by Philip and Jackie Mayne in 'Vela' in second place. The battles continued with much place changing. Generally it paid to keep tight to the shore and to the marina wall and the HSS berth. After four laps of the harbour the finishing order was:

1st. Guy and Jackie Kilroy in 'Swift'

2nd. Frank Guy and Owen McNally in 'Gavotte'

- 3rd. Philip and Jackie Mayne in 'Vela'
- 4th. William Prentice in 'Tortoise'
- 5th. 'Moosmie'

In Division 1B. Bairbre Stewart crewed by Philip Mahony performed well in 'Freddie'

In Division 2. Hal Sisk and Kate O'Leary in 'Good Hope' performed well.

After racing hospitality was enjoyed in the Royal St. George Yacht Club.



The Commemoration Shell Case and Trophy and the Meldon Mirror (2nd Match) 1 June

A warm wind blew from the south. Tom and Jennifer Hudson, our OODs adopted the outside harbour course option. In order to give the race some spice, they also opted for a starboard hand course, but some of the fleet omitted to notice the green flag on the flagship. As they approached the first mark David Corcoran in 'Freddie' led from William and Linda Prentice in 'Tortoise', with Vincent Delany and Noelle Breen in 'Pansy' and 'David and Sally Mc.Farlane in 'Moosmie' close behind.

However all was not what it seemed, 'Freddie' and 'Tortoise' left the mark to port, and 'Pansy' left the mark to starboard, and they nearly crashed bow-to-bow around the back of the windward mark. This opened the way for the opportunistic 'Moosmie' to nip around the mark in first place, closely followed by 'Vela', 'Vega', 'Gavotte', 'Swift' and 'Scallywag' all with spinnakers up and lined out abreast.

It was 'Vega' who pulled clear by virtue of being on the inside at the turning mark. The second downwind leg against the tide was close on the wind, and it was the boats which didn't carry spinnakers who made the best progress. By the first leeward mark the order was 'Moosmie', 'Vega', 'Pansy', and 'Swift'. It remained thus until the second last round when 'Swift' pulled up into third place only to be overtaken again by 'Pansy'. On the final beat 'Swift' overtook 'Vega', but could not retain the position and was overtaken again. 'Tortoise' overtook 'Pansy' to leave the finishing order:

- 1st. 'Moosmie', 2nd. 'Vega', 3rd. 'Swift', 4th. 'Tortoise', 5th. 'Pansy', 6th. 'Mollie II',

100th. ANNIVERSARY PLAQUE AND PAVILION GARDEN CUP- 8th. JUNE

This Water Wag race was a windy one. One compulsory reef was called by the Captain



of the Wags, Cathy Murphy. On the long start line only one boat was brave enough to start on port tack, it was Guy and Jackie Kilroy in 'Swift'. Tactically it was the correct strategy, as they only had to tack once to reach the windward mark. Behind them there was much excitement. On the start line Frank Guy and Owen McNally in 'Gavotte' had difficulty crossing the line on starboard tack so they tacked and became ensnarled in the fleet who forced them to tack into the limit mark of the line. It was Cathy and Con Murphy in 'Mollie II' who were first to tack for the windward mark. Close behind was Wexford's, Dr. John Cox in 'Badger' and Vincent Delany and Noelle Breen in 'Pansy'.

On the first beat Kate O'Leary and David Williams in 'Sallywag' had a near collision with a port tacker, resulting in some high pitched shouting. The wind blew at about 20 knots. A black cloud was building up over Dublin Bay. On the first off-wind leg the wind was on the beam and not sufficiently from astern for the spinnakers to work effectively, however on the second off-wind leg Con Murphy used his skill, hoisted his green and orange spinnaker and halved the distance to the leader. Others were not so brave. On the second beat those with upwind skills showed their colours as 'Badger' and William and Linda Prentice in 'Tortoise' gained several places.

Some boats retired because they found the conditions challenging. However, the boats revelled in the conditions. On round two, newcomer Ben Mulligan in 'Marcia' sailed steadily and gained several places. The planeing on the off-wind legs was becoming exciting as the wind increased. Tom Hudson the O.O.D. recorded winds of 33 knots or force 7 which is one knot short of a full gale. No boats retired with broken gear. Due to the conditions the race was shortened at the third windward mark.

The Division One finishing order for was: 1st. 'Swift', 2nd. 'Mollie', 3rd. 'Tortoise'.

The Division Two results were: 'Badger' as winner and 'Polly', 'Nandor' and 'Shindilla' sharing the runner up position. Adrian Masterson in 'Sprite' performed ahead of her normal position. It must be said that the sight of 19 Water Wags with spinnakers flying in the June sunshine off Dun Laoghaire Harbour is a great sight to behold.

Buckingham Cup – Wigham Cup 13 June 2011.

When racing within the harbour, tides are rarely the critical factor in the winning of races, however in this handicap race, understanding the vagaries of the tide was everything. Tom Hudson and his team laid a course immediately outside the mouth of Dun Laoghaire Harbour. The fleet was divided into groups, with the first group starting on the start gun, and the second group one and a half minutes later, and then every minute or half minute until the scratch boats started 5 and a half minutes after the leaders. The first boats, 'Eros II' and 'Sprite' headed off on starboard tack in a light easterly breeze. Soon they discovered that the later starters were able to point higher than the early starters. However, this was an illusion caused by the strong incoming tide.

It was not until 'Swallow', 'Mollie', 'Gavotte' and 'Pansy' started that boats tacked away toward the east pier, where the tide was slacker. Initially these boats did not appear to be doing well. However, when the boats taking the offshore route tacked for the first windward mark they realized that the tide was very strong and soon found that they were being pushed back to the position which they had held in some minutes previously.

Denis and Margaret Woods in 'Swallow' was the first boat around the first windward mark and headed off with a favourable tide at high speed to the gybe mark. Then 'Polly' sailed by Henry Rooke and Richard Mossop took their final assault on the first mark and initially appeared to be on a good course to round the mark, but then the tide took hold of them, and they fell only a boat width short, so they tacked away to ensure that they didn't touch the mark. Unfortunately at the same time 'Pansy' with Vincent Delany and Noelle Breen approached the mark on starboard course shouting their rights, so, 'Polly' had no option but to tack into the windward mark. Next around was 'Gavotte' with Frank Guy and Owen Mc.Nally who quickly hoisted their distinctive black and orange spinnaker. Further down the fleet, many of the 19 competitors took more than one attempts to reach the windward mark.

Some failed several times, but they kept on trying. By the second (of four) laps of the course, the leaders had learned how to climb up against such a strong tide. 'Swallow' sailed directly from the leeward mark to the west pier. On tacking they found that there was very little tide close to the pier and as an additional benefit they found that there were being lifted by the wind coming over the harbour wall. At the harbour mouth the leaders were swept into the harbour. When 'Swallow' fell under the lee of the east pier, she started to run out of wind. 'Pansy' coming from astern closed the gap until there was but a few feet between the boats. 'Pansy' took a risky course and passed to leeward of 'Swallow' risking falling into her foul air. However, the tactic worked and 'Pansy' rounded the windward mark a boat length ahead of 'Swallow'. But, 'Swallow' rounded quickly astern of her, and soon blanketed 'Pansy' spinnaker and overtook her. On the second off-wind leg 'Pansy' climbing from behind took the windward berth and as she overhauled her opponent, two sound signals were made by the committee boat.

What was the instruction? Due to the light wind, was it a shortened course? 'Swallow' decided to drop her spinnaker and to haul up to pass between the committee boat and the pin mark. But she was not given a winning signal or hoot. Meanwhile 'Pansy' sailed to the leeward mark, and beat up to the finish line from downwind to take the win. Second place went to 'Gavotte' with 'Swallow' recovering sufficiently to finishing third.

Spare Race 17 August

At last, the Wags had a summer's day with enough wind to make for a good Water Wag race.

The start line was laid off the navigation buoys at the entrance to the Marina with a windward mark off the band-stand and a gybe mark close to the east pier lighthouse. The wind was about 6 knots.

A long start line was laid by Tom and Jennifer Hudson supported by David Sarratt. At the five minute gun the bias was at the pin end of the start line, but by the time the start gun was fired the bias was reversed. This gave the competitors a choice. John Ross Murphy and Paul Cassidy in 'Little Tern' started at the pin while Cathy and Con Murphy in 'Mollie 2' and Vincent Delany and Noelle Breen in 'Pansy' opted for a fast start at the middle of the line. However it was Guy and Jackie Kilroy in 'Swift' who controlled the fleet and played the shifts perfectly to reach the windward mark first ahead of 'Little Tern', Graham McMullin and Geoff Ryan in 'Vega' with 'Pansy' astern.



The long run was interesting, because there was more pressure for boats who sailed on starboard gybe for the first 2/3 of the leg and then gybed onto port tack. This is exactly what 'Little Tern' did, and when 'Swift' called for water at the gybe mark, 'Little Tern' gave her water, but carried enough speed to overtake her on the outside. It was a remarkable manoever. From there 'Little Tern' increased her lead over the four laps of the course, and won the race by a good margin. The wind was slightly different on each lap, but it was clear that there was a lift along the marina wall, but the wind was lighter there than it was in the middle of the harbour. The wind was stronger east of the Dolphin. During the race there was much noise and commotion off the Carlisle Pier where the competitors of the Topper World Championships were being coached by parents and coaches in innumerable RIBS.

The Volvo Dun Laoghaire Regatta 2011

It took place from the 10th to 14th July with the Wags deciding not to sail on the first day, Thursday. This proved to be a lucky break as the wind hit 25 knots, resulting in dismastings in some of the other classes. A total of 420 boats with 3000 sailors took part for the 4 day regatta with the Wags having 11 starters. It was the biggest sailing regatta held in Ireland in 2011.

The first race was on the Friday evening in the harbour and it was strange to see the last of the other fleets to finish coming ashore when we were setting off. This meant by the time we got ashore the parties in the clubs were in full swing and a super atmosphere had already been created. We stayed in the 'George' for the rest of the evening. On walking through the forecourt and upstairs to make our way home, the place was buzzing with 20 to 40 year olds. It felt as if we were walking through a junior disco. Yes we really felt our age.

Now to the racing: After Thursday's heavy wind the rest of the regatta was sailed in very light winds. Friday evening's race was started in drifting conditions. A little breeze filled in after the first mark from a different direction which unfortunately resulted in a soldier's race to the finish. 'Little Tern' was the lucky one to get to the first windward mark in the lead and held it to the finish. 'Swift' took an extra little tack early on in the

first beat whilst leading, which probably cost her the race.



Saturday's (and Sunday's) races were held outside the harbour with the starts and finishes close to the West Pier. As well as taking only a short time to get to the starting area, we were ashore, having sailed 4 really good races, before all the other classes some of which had sailed only two. Winds were from the North West and surprisingly steady in the light conditions. 'Tortoise' was the most successful boat with finishes of 3, 1, 4 and 3. After the first race it was obvious that some boats realised there was a possibility of getting away with a port tack start as they were seen to be lining up that possibility. Indeed as 'Little Tern' was passing by 'Anne II' a big grin came from Jimmy Fitzpatrick and we both knew what was in each others mind. However we both

bottled out and only 'Molly II' had the balls to actually go for it, with perfect timing and succeed. Not to be outdone 'Anne II' went for it in the third race, but not with the same success as 'Mollie II', and ended up being caught port and starboard and having to do a penalty turn. On the beats it generally paid to go left. When 'Tortoise' found herself in a lowly position at the first leeward mark in the second race Linda instructed William to just continue on port to the right until the starboard layline. To many of the other boats surprise, 'Tortoise' arrived at the next windard mark in the lead and went on to win the race.

Going in to Sunday there were five boats still in with a chance of winning the regatta overall, which indicated how close the racing was. In the end 'Little Tern' come out on top with only two points separating the next three Wags. The light winds seemed to favour the newer boats downwind where they accelerated quicker when little puffs hit. Credit must go to the older boats 'Anne II' who had a couple of top 3 results and to 'Pansy' (sailed by Julie Delany) who also had a top three result.

Thanks to Pat Brannigan our OOD and his team, including mark layers and rescue, for organising all the racing so expertly, the Volvo Regatta team, and last but not least the competitors that took part.

Little Tern

VOLVO DUN LAOGHAIRE REGATTA 2011

PLACE	NAME	SAIL NO.	HELM	CREW	R1	R2	R3	R4	R5	R6	R7	TOTAL	LESS DISCARDS
1	Little Tern	36	John Ross Murphy	Paul Cassidy	1.0	(6)	2.0	3.0	1.0	3.0	1.0	17	11
2	Tortoise	42	William Prentice	Linda Prentice	(6.0)	3.0	1.0	4.0	3.0	1.0	4.0	22	16
3	Mollie II	41	Cathy MacAleavy	Con Murphy	2.0	1.0	4.0	5.0	6.0	2.0	2.0	22	16
4	Swift	38	Guy Kilroy	Jacky Kilroy	3.0	2.0	(5.0)	1.0	5.0	4.0	3.0	23	18
5	Anne II	11	Jim Fitzpatrick	Pauline McNamara	7.0	4.0	6.0	2.0	2.0	(8.0)	6.0	35	27
6	Gavotte	24	David Kelly		5.0	(9.0)	7.0	6.0	4.0	5.0	7.0	43	34
7	Pansy	3	Julie Delany	Ciara	8.0	5.0	3.0	7.0	7.0	(13) DNC	13 DNC	56	43
8	Skee	32	David Duffy		9.0	7.0	8.0	8.0	8.0	(13) DNC	13 DNC	66	53
9	Eros II	08	Gail Varian	Gavan Johnston	10	8.0	(13) DNS	13 DNS	9.0	6.0	8.0	67	54
10	Good Hope	18	Hal Sisk	Hilary	11	(13.0) DNC	13 DNC	13 DNC	13 DNC	7.0	5.0	75	62
11	Scallywag	44	Dan O'Connor	David Williams	4.0	(13.0) DNC	13 DNC	13 DNC	13 DNC	13 DNC	13 DNC	82	69
12	Coquette	17	Seymour Cresswell	Mahony	(13) DNC	13.0 DNC	13 DNC	13.0 DNC	13.0 DNC	13.DNC	13. DNC	91	78

Heritage Week 2011

The Water Wags have again liaised with the Heritage Council to promote heritage events during Heritage Week in Dun Laoghaire Rathdown County Council.

In addition to having two Water Wag Club events listed in the Heritage Week event guide we provided posters on the East pier diverting the attention of the pier walkers to activities afloat.

It is hoped to build on this aspect of our heritage activities in future years. Ideally we would have some telescopes or binoculars positioned on the piers for public use.

DUB



Yacht Racing In Classic Dinghies For 'The Jacqueline Trophy'

Water Wags are classic wooden boats designed in Kingstown (Dun Laoghaire) by Maimie Doyle in 1900. This event is a single-handed

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Handicap Race For Classic Dinghies For 'The Buckingham Cup' And 'The Wigham Cup'

Boats start at one minute intervals until all have started. The first boat across the finish line wins. All of these classic wooden boats are built off the same plans, and some are up to 105 years old.

Venue: Dun Laoghaire, Dun Laoghaire Harbour.

Cost: There is no admission fee. The race is visible from the East and West Piers.

Organiser: The Water Wag Club

Name: Vincent Delany

Email: vdelany@rkd.ie

race where the skipper must undertake the duties of skipper and crew.

Venue: Dun Laoghaire Harbour, Co. Dublin.

Cost: There is no entry fee and the racing can be observed from the East and West Piers.

Organiser: The Water Wags

Name: Vincent Delany

Email: vdelany@rkd.ie

Telephone: 0868575374

Date	Start Time	End Time
Mon 22nd	18:45	20:00

125th Annual Dalkey Island Picnic

The Dalkey Island Picnic proved, again, to be one of the highlights of the 2011 Water Wag calendar. The event, while frequently scuppered by poor weather or other circumstances in recent years, was notable for taking place this year. While purists might observe that the event involved not a single participant either setting foot on or consuming food within sight of Dalkey Island, the five participating boats, Eros II (Gavin Johnston), Good Hope (Kate O'Leary), Nandor (Brian McBride & Stuart McBean), Swift (Guy & Jackie Kilroy) and Mollie II (Cathy McAleavey & Con Murphy) enjoyed two good races. David Williams did rescue and laid the marks.

Kate and Michael O'Leary generously made their yacht, 'Act Two', available as Committee Boat for the event. The weather forecast indicated strengthening wind as the day progressed so the Race Officer wisely opted for a race to near Dalkey Island, quickly followed by a second race back to Dun Laoghaire without the delay of landing on the Island.

A start line was laid between 'Act Two' and one of the channel markers at the entrance to the marina. 'Molly II' made an excellent start near to the limit mark. The course was out the mouth of the harbour and a beat against the slackening tide towards Bulloch Mark and the 40 foot. 'Molly II' sailed a first-rate race and was relaxing amongst the swimmers as the rest of the fleet arrived.

In a building breeze 'Act Two' started the second race which consisted of a short beat to Island mark and a run to the finish at the mouth of the harbour, 'Swift' taking the honours.

As the fleet entered the harbour and beat towards the National Yacht Club the breeze increased significantly and by the time all were secure on the pontoons the gusts were over 25knots.



David and Berna Williams were again most generous in providing a superb picnic from their Thyme Out delicatessen in Dalkey. This was despite the demands on their time to appear as celebrity chefs at various events. 'Act Two', moored outside the National Yacht Club, provided a very welcome venue for the picnic and considerably more comfortable seating than the granite boulders on the Island.



MONICA, BRIAN, DAVID, CON, GAIL, GILLIAN, KATE, JACKIE, STUART, GEOFF.

During the picnic, an excellent view of many of the competitors in the Star European Championships 2011 returning after the cancellation of their racing, due to the strong weather, provided an interesting spectacle.

It required considerable skill for each boat to drop their sails while avoiding their fellow Stars and a variety of other obstacles, as they returned.

Despite (or perhaps because of) the weather, all 5 Wags enjoyed an excellent day. Let's hope that next year the weather will allow us to live up to the name of this historic event by permitting a landing on Dalkey Island.



The Crews Race

The evening of Monday 29th August was cool and breezy with a predominantly westerly wind. Whilst a number of white horses could be seen in the middle of Dublin Bay sailing conditions in Dun Laoghaire Harbour, although frisky at times, were quite manageable.

Turnout for the annual crews races was disappointing with only two Wags making it to the starting line – No 8, ‘Eros II’, with Gail Varian and Gavin Johnson on board while Kate O’Leary and David Williams were sharing duties in No 18, ‘Good Hope’.

With a starting line set from the marina breakwater, PRO Geoff Sarratt decided on a running start and set a port course with the leeward mark laid off the east pier. This then allowed for a beat back across the harbour and a short reaching leg down to the starting line outer limit mark which also served as the gybe and finishing marks.



With Gavin Johnson driving ‘Eros’ and David Williams at the helm of ‘Good Hope’ both boats, while neck and neck, were well shy of the starting line as the gun went for the crews race. As they reached the leeward mark for the first time ‘Eros’ rounded it just ahead of ‘Good Hope’.

They then matched each other tack for tack on the beat with ‘Eros’ keeping her small lead at the end of the first round. Positions had not altered at the end of the second run but on the second beat the boats split tacks. ‘Eros’ opted to tack back in towards the

breakwater while ‘Good Hope’ stood out towards the harbour mouth. For a while it looked like ‘Good Hope’s’ decision was the right one. But as both converged again on the weather mark it was evident that ‘Good Hope’ had overstood it slightly allowing ‘Eros’ to tack for the mark just inside her. The final reach to the finish was nail biting stuff for the spectators but at the end Gavin just managed to stay ahead of David to take the finishing gun and the Sprack Trophy for 2011.



GOOD HOPE HOLDS A LEAD

A special thanks are due to those who made sure the racing ran smoothly – Geoff Sarratt for taking on the responsibility of P.R.O. and Sabrina Mahony and Guy Cresswell afloat for undertaking mark laying activities and being on hand to provide rescue should it have been required.

Ladies Race For The Maureen Vase

After the completion of the Crews Race, a quick swap of helms and crew facilitated a rapid resumption of racing for the start of the ladies race, the prize for which is the Maureen Vase. This time Gail Varian skippered 'Eros' while Kate O'Leary took over the helm of 'Good Hope'.



Again the race consisted of two rounds of the course. Neither boat was line shy this time. On the first offwind leg the boats remained closely tied together and rounded the leeward mark with the two boats overlapped, significantly with 'Eros II' gaining 'Mark room'.

However, by the end of the first beat 'Eros II' steered by Gail had worked their way into the lead, a lead which proved unassailable despite all of Kate's best efforts.

Perhaps the weather conditions mitigated against a bigger turn out of Wags for these two very traditional events in the club's calendar. Here's hoping they will be better supported in 2012.



In the meantime special thanks are due to those who made sure the racing ran smoothly – Geoff Sarratt for taking on the responsibility of PRO and Sabrina Mahony and Guy Cresswell afloat for undertaking mark laying activities and being on hand to provide rescue should it have been required.

SIGNIFICANTLY EROS II' WAS ENTITLED TO MARK ROOM.

The Candlelight Trophy



HENRY ROOKE AND RICHARD MOSSOP PREPARE GEOFF AND DAVID SARRATT'S 'POLLY' AT THE ROYAL ST. GEORGE YACHT CLUB FOR WEDNESDAY RACING.



'VELA', 'TORTOISE', 'SARA', 'VEGA', 'ALFA', AND 'SWALLOW' LINE UP FOR THE START



'BADGER' AND 'FREDDIE' APPROACH THE COMMITTEE BOAT.



MICHAEL AND JENNY IN 'ALFA', BRIAN IN 'VELA', WILLIAM IN 'TORTOISE', BRIAN IN 'NANDOR' AND GRAHAM AND SON IN 'VEGA'.

Killenure Point 2011

The Water Wags headed off to Killenure Point over the weekend of 16th.- 17th. September for the second season in a row. The following boats arrived:

- 'Pansy' No. 3, with Vincent Dlany and Noelle Breen.
- 'Marie Louise' No. 9, with John and Dara, Ross Jaimie, Robyn and Seb Magner.
- 'Good Hope', No. 18, Hal Sisk and Hilary.
- 'Sara' No. 30, with David and Anne Clarke.
- 'Polly', No. 31, with Geoff Sarratt, Gail Varian and Jimmy Fitzpatrick.
- 'Skee' No. 32, with David Duffy and David Kelly.
- 'Swift' No. 38, with Guy and Jackie Kilroy.
- 'Mollie 2' No. 41, with Cathy and Con Murphy.
- 'Tortoise' No.42, with William Prentice and Stuart McBean.

On Friday evening the boats arrived and all were instructed to get the boats rigged to enable the Wags to watch a critical first round match in the Rugby World Cup in New Zealand where this miniscule Island was to play against the mighty Australia.

On Saturday morning all cheered loudly enough for a win in New Zealand where Ireland won 15-6. When the match was over the fleet went afloat in a blustery western wind.



The first race was started from 'Albertina' which Edward Sarratt anchored some 500m. east of Quigley's marina. On the start line 'Pansy' and 'Mollie' fought for position at the favoured pin end only to find that 'Pansy' had to gybe around in order to cross the line and Mollie made contact with the mark. This let the others off the hook, so 'Swift' and 'Tortoise' handled the shifty wind beautifully and the rounded the windward mark located off the late Harry Rice's house

at Coosan Point, hoisted spinnakers and were uncatchable in a short race. However, they made the fatal error of hooking around the end of the finish line as a hook finish instead of sailing straight through the finish line. Perhaps the explanation was that they thought that there were two laps to the race but there was only one.

In race two the wind remained equally gusty, possibly due to the steady north westerly force 6 wind blowing on Lough Ree. 'Albertina' remain on the same station but this time the race was around the same windward mark, run past Garnagh Island, Temple Island, and finish off Wineport Restaurant and Hotel. Although this sounds like a simple course it was not, because the wind was so shifty on the beat it was very difficult for port tack boats to know when they could pass ahead or right-of-way boats, because when you thought that you were able to pass ahead, you immediately got a 30 degree header and the starboard tackers got a corresponding 30 degree lift. This resulted in some boats doing two penalty turns before the windward mark. Again 'Swift' controlled the race and got the best berth on the Wineport jetty. (See back cover of newsletter.) However, behind there was quite a lot of excitement. Hilary and Hal almost capsized when they did their first ever spinnaker gybe together. Despite a



strong force 4 breeze everywhere else, there was absolutely no wind on the east side of Temple Island. This created opportunities for place changing. 'Pansy' overtook 'Sara', and 'Skee' overtook them both by taking a course close to Portaneena slipway.



All tied up for lunch at Wineport with the sun shining and with a much lighter wind.

The Englishes opened up their Restaurant for the Wags and allowed them to dump damp clothes on the beautiful couches, and as 30 Wags sat down for soup and sandwiches,

the weather changed- suddenly a rainsquall tested the Wags ability to moor their boats in a safe manner.

After lunch a race course was set out with a windward leg towards the Killenure Golf and Country club. Visibility was poor, the gusts were very strong, the wind was shifting through 30 degrees. Guy Kilroy, a helmsman who is not often caught out, was caught by a heading gust, the boat heeled to windward, and before he knew it, there was about 4 inches of brown water between his face and the surface of the water. He managed to keep his feet in the toe-straps and unfortunately he released the mainsheet at the same time which made matters worse. However, Jackie is a quick thinking girl, and she succeeded in pulling his upper body out of the water. This allowed 'Mollie' to lead the fleet through the lull to the leeward side of Temple Island and into the narrows which lead to Ballykeeran Lough where a finish line was laid close to the IWAI jetty.



All picked up moorings and headed in the 'Dog and Duck' Pub for refreshments. When the sun came out again it seemed like a good time for a group photograph. Kathy set up her camera with a time lapse on a wall on the opposite side of the road from the pub while the Wags posed beneath the pub sign. As she dashed across the road to take her place in the photograph, she forgot to look right and left, so, only for the quick thinking of a motorist we could have lost the Captain of The Wags on the bonnet of a car!

On returning to the jetty a helpful young man volunteered to bring the Wags back to their boats in his RIB with a 115 Hp engine. Race 3 involved a beat into the passage between Ballykeeran Lough and Coosan Lough. 'Pansy' won the start and rounded the windward mark. Swift flew her spinnaker but it did not give her any advantage. 'Swift' and 'Pansy' both sailed side by side through the narrow passage back into Killenure Lough. The beat back was a tough with more gusty wind, and if you were not quick enough you would take water over the leeward rail.

Dinner was held in the German Fishing Club. About 40 Wags enjoyed a good meal despite the Club being overflowing with diners and drinkers.

Sunday morning dawned with a strong force 5- 6 wind on the lake. There was hesitancy among the wags. Was it too windy to sail? Did we have enough rescue facilities? Eventually it was decided to put in a reef and to go racing. The course consisted of a spinnaker run from Quigley's down to the narrow cut between a small island Cnocknamuck to the west and Friars Island to the east.



This cut lead to Coosan Lough which is known to many as 'Walter's Lake' because the legendary farmer and part time boat-builder Walter Levinge, who built at 61 Shannon boats between 1922 and 1974 lived and worked at Creaghduff House which stands adjacent to our finish line. On the first section of the race, 18, 38 and 41 who opted for the southern shore of Killenure Lough had a much stronger wind, while 41, 3 and 9 fell astern in lighter air. In the cut there was absolutely no wind due to the high trees which hung over the waterway. Each boat passed through the cut using momentum which he had generated minutes before in the strong wind on Killenure Lough. But in Coosan Lough there was a fast 'plane' across the Lough for those who could control their boats in the gusty conditions. On this section 'Pansy' managed to overtake 'Good Hope'.



The entire fleet finished within about 2 minutes. A return race was organized, and this time it was the boats which took the windward end of the start line who did best.

Due to the narrowness of the cut it was necessary for the boats to drop into single file to pass through. 'Marie Louise' which was doing very well at the time, touched bottom with her centreboard in the 'cut'. Because she was traveling so slowly in the windless 'cut' she did not realize her predicament until 'Tortoise' passed her out. An unfortunate wind shift then forced 'Pansy' 'Tortoise' and 'Marie Louise' to tack within the cut which is only 5m. wide. A tricky bit of seamanship. Back within Killenure Lough the strong winds enabled the strong wind specialists in 'Tortoise' to power through the fleet to take fourth place.

Once ashore the boats were loaded up and lunch and prizegiving were held in the German Club.



THE LAST RACE WITH STRONG WIND ALONG THE SOUTH SHORE.

WATER WAGS LOUGH REE REGATTA KILLENURE 2011

SAIL NUMBER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL	PLACE
38	0	0	4	0	1.5	1.5	7	1
41	6	2.75	0	2.75	0	0	11.5	2
42	1.5	1.5	1.5	1.5	4	4	14	3
18	5	4	2.75	5	4	2.75	23.5	4
3	4	7	5	4	2.75	5	27.75	5
30	2.75	8	9	6	7	7	39.75	6
08	7	5	6	8	7	7	40	7
32	8	6	8	7	7	7	43	8
9	9	10	7	9	6	6	47	9

Note scoring system used is not the current ISAF system. First=0. Second= 1.5. Third=2.75. Fourth=4 etc. DNF= Number of starters +1.

Annagh Regatta - October 2011

The entries were:

- 3, 'Pansy', sailed by Vincent Delany and Noelle Breen.
- 11, 'Anne II' Sailed by Jimmy, Robbie, Hugo + Jack Fitzpatrick.
- 26, 'Nandor' sailing as No. 15 sailed by Brian Mc.Bride and David Mc.Farlane.
- 31, 'Polly' sailed by Henry Rooke and Richard Mossop.
- 36, 'Little Tern' sailed by John Ross Murphy and Paul Cassidy.
- 38, 'Swift' sailed by Guy, Naomi, and Hanna Kilroy.
- 41, 'Mollie II' steered by both Con and Cathy Murphy.
- 44, 'Sallywag' sailed by David Williams and Donald Black.

The boats sailed in two divisions, 3, 36, 38, and 41 in Division 1A and the rest in Division 1B.

The boats launched at Carnadoe Marina close to Carnadoe Bridge, and quickly sailed down to Carnadoe Lough where the sailing waters are wider.



Race number one was held in a force 1-2 breeze as a 'windward -leeward – windward and get out of the lake' format finishing at the entrance to the Carrageen Cut. In this race with a half minute interval between the divisions, the Division One boats quickly overtook the others, so the results were 'Little Tern', 'Mollie II', 'Swift', 'Pansy', 'Sallywag', 'Polly', 'Anne II', and 'Nandor'.



Race two took place starting at Carrigeen Cut to a windward mark and then sailing through the cut. There was a 90 second interval between starts, with Mark Kelly sailing in 'Swift' in division 1B. He shot out of the blocks and was never seen again until the finish line.



However for the rest of the fleet there was a certain amount of congestion (close sailing) within the Carrigeen Cut. First casualty was the boys in 'Anne II' who strayed too close to the reeds and got sucked in. Eventually by beating the reeds to death the boys escaped.

While four Wags were spread out abreast the next to come acropper was 'Pansy' who were luffed into a navigation stake, the spinnaker pole was forced aft until it hit the windward shroud. The boat spun around with the bow sticking into the reeds. It took an oar to extricate them. (See photo above.) Racing remained close all the way to the finish at the south end of Kilglass Lough. The finishing order was 'Swift', 'Mollie II', 'Little Tern', 'Pansy', in Division 1A and 'Scallywag', 'Polly', 'Nandor' and 'Anne II'.

As a result of this race new rules for sailing in cuts are being drafted. We went ashore at Kilglass Quay which is as far south as the navigation goes.





Lunch was held at David's house overlooking the Quay with the 8 Wags neatly tied up ready for the return journey.

The first race on the way back up Kilglass Lough took place in lighter winds. A 2 minute interval was fixed between the two divisions.

The Kilglass waters are quite open and a good race was enjoyed past a crannog located in the middle of the Lough.

There was a lot of place changing at all stages of the race. At the finish the order was: 'Little Tern', 'Swift', 'Pansy', 'Mollie II', in Division 1A and 'Scallywag', 'Polly', 'Anne II'. and 'Nandor'.

In the final race of the day at the northern end of Kilglass Lough it was again a windward race from start to finish. As seen in the picture above, 'Scallywag' won the start. At the finish the order was 'Little Tern', 'Pansy', 'Swift', 'Mollie II', in Division 1A and a shake up in finish placings in Division 1B with 'Nandor'. ahead of 'Anne II'. 'Polly', and 'Scallywag'. by now we were running out of time so boats de-rigged as 'Little Tern' tackled the Cut from downwind. She never made it through, had to drop her sails and took a tow home. (See picture below.) On day two the racing was on Lough Boderg and on Annagh Lough. See report on 'The Pansy Trophy'.



BRIAN, DAVID, VINCENT AND NOELLE AT THE HEAD OF THE FLEET.

The Pansy Trophy

The ballot race for 'The Pansy Trophy' was sailed at Annagh Co. Roscommon on the weekend of 1st – 2nd. October in very light winds. The boat allocation was as follows:

- 3, 'Pansy', David Williams,
- 11, 'Anne II', Guy Kilroy.
- 26(15), 'Nandor', Cathy Murphy.
- 31, 'Polly', Vincent Delany,
- 36, 'Little Tern', Henry Rooke,
- 38, 'Swift', Jimmy Fitzpatrick,
- 41, 'Mollie II', Brian McBride,
- 44, 'Scallywag', John Ross Murphy.

The race start was delayed by the competitors taking time off to watch The Rugby World Cup in New Zealand, where Ireland beat Italy to win their group in the league. As a result, the race started late. It was a short Windward / Leeward race held in less than 4 knots of wind on Annagh Lough, consisting of a starting line off 'Albertina' anchored close to the house with a windward mark half way down the lough.



In the photograph above of the start, 'Scallywag' and 'Mollie' fight for position at the pin mark while 'Pansy' enjoys free air at the middle of the line and 'Swift' and 'Little Tern' start together near the committee boat. Initially it was Brian McBride (41) who led the fleet with good boat speed and delicate boat-handling. Was Con's crew advice useful in finding the wind and finding boat speed? However at different times the various boats picked up a gust from the south which helped them on their slow journey to the windward mark.



This picture shows 'Mollie II' with her mast raked slightly forward, showing great pace as she lead the fleet back towards Annagh. Note that she was picking up wind from the north as she sailed on starboard gybe without the benefit of a spinnaker. The wind did not remain in this direction for long and she was forced to gybe some minutes after this picture was taken.



Meanwhile at the windward mark 'Mollie II' lead from 'Swift' , 'Sallywag' and 'Polly' in that order. 'Polly' at one stage appeared to be sailing to Carnadoe until Con Murphy called her and she bore off to the windward mark. In the picture above she was on a broad reach.. Although 'Polly' had an inside overlap on 'Sallywag', she was unable to put it to any advantage. 'Swift' was on a broad reach to the finish line. At this stage it seemed a simple matter to hold her nerve, stay steady and keep a watching eye on the opposition. Then 'Sallywag' took the unusual course by sailing over towards the northern side of the lough where she picked up the southerly breeze when it came in. The boats nearer the south shore seemed to be blanketed by the trees close to the shore.

As they all sailed back to the finish 'Swift' caught up on 'Mollie II' and a luffing match ensued. 'Mollie II' succeeded in luffing 'Swift' into the lee of the trees and they bore away to open up a lead of two to three boatlengths. While nobody was looking 'Sallywag' and 'Polly' were overhauling the leaders.



When the boats got back to 'Albertina' it was 'Sallywag' who cut the line first and the sound signal echoed around the lake, causing many of the docile birds to take off and fly in circles before they landed again. 'Mollie II' held her second place and 'Polly' got an outside overlap on 'Swift' but the latter cut the line some 15 seconds ahead. 'Anne II' took next place ahead of 'Pansy' 'Nandor' and 'Little Tern'.

There are calls in some quarters for more transparency in the allocation of boats but the Water Club are satisfied that there are real benefits in concealment and dictatorship. The race format will remain the same for next year.



SOME PEOPLE FIND WATER WAG RACING TOO STRESSFUL AND ADOPT A MORE LEISURELY STANCE IN THE GRANDSTAND.



SCALLYWAG SNEAKING OFF TO WIN THE RACE

The New Improved Racing Rules

(These rules only apply to Wags in narrow freshwater cuts 2012 - 2016)

RULE 1. APPROACHING FROM ASTERN

1.1. Yachts approaching from astern shall endeavour only to hit standing or running rigging. This is a change to R.R.S. Rule 12 'On the Same Tack Not Overlapped.'

1.2. Under no circumstances shall a yacht overtaking from astern shall hit the rudder or transom of the yacht ahead. This is a modification to R.R.S. Rule 14 'Avoiding Contact'.

RULE 2. YACHTS CLEAR AHEAD

2.1. Yachts clear ahead should congratulate themselves on their short moment of glory because they have no other entitlements. This rule should be read in conjunction with R.R.S. Rule 3 'Acceptance of the Rules'.

RULE 3. CALLING FOR WATER

3.1. R.R.S. Rule 18.1 Mark Room will not apply. If there is not enough water there is always the opportunity for yachts to bail out and head straight for the reeds. RRS Rule 2 'Fair sailing' is suspended.



3.2. When two yachts which are abeam call for 'Water' or 'Reed Room' under RRS Rule 19.1 there is no requirement for either to give way.

RULE 4. REEDS ARE NOT CONSIDERED TO BE AN OBSTRUCTION

4.1. A yacht is not entitled to ask for water from growing reeds.

4.2. Dead floating reeds are not considered to be an *obstruction* and RRS 18.1 will not apply.

RULE 5. A YACHT SHALL AVOID OVERHANGING TREES

5.1. Even if they are not specifically referred to in the sailing instructions, overhanging trees are not to be contacted. See R.R.S. 14 'Avoiding contact'. Also see R.R.S. 42.3 'Rolling a boat.'

RULE 6. GOING AGROUND

6.1. Yachts shall lift their centreboards before resorting to using oars to push themselves off the



mud. Also see RRS 45 'Hauling out, making fast, anchoring.'

RULE 7 PROPULSION

7.1. Oars shall be used to push yachts astern, to extricate them from reeds. This rule supersedes RRS42.1 'Propulsion –basic rule.'

7.2. While reversing under oar power, yachts shall keep clear from other yachts using the waterway.

RULE 8. YACHTS HITTING NAVIGATION STAKES

8.1. Yachts hitting green or red navigation stakes and causing damage to them shall come back after the completion of the race and shall touch up the damaged paint. Also see RRS 82.5 'Retouching a Mark.'

RULE 9. ACCESS TO PUBLIC HOUSES

9.1 When the cut leads to a public house any means of propulsion are permitted to get to the public house first. See R.R.S. 'Life Saving Equipment' and R.R.S. 5 'Doping Code'.

RULE 10. MEETING MOTOR CRUISERS

10.1 When yachts encounter motor cruisers travelling in the opposite direction the skipper of the yacht should hail 'Gerrrouuuutofittttttt' or a German language equivalent as soon as possible, and should repeat the hail in a loud voice to ensure that the hail can be heard over the roar of the engines.

Classic Classes - The Book

From the 7ft Optimist dinghy to the leviathans of the traditional sailing scene, the 125ft J-Class, *Classic Classes* (working title) contains a selection of some of the most well-known, popular and enduring designs on the water today. One hundred and 40 dinghies, keelboats, cruisers and racing yachts from across the globe are included in this book, which brings together columns previously published in *Classic Boat* magazine over the past 12 years. An ideal resource and reference book for classic boat owners and enthusiasts worldwide, *Classic Classes* covers a diverse selection of craft: from contemporary designs to classes introduced in the 1880s; from high-performance thoroughbred racers to creek-crawling cruisers and home-built dinghies. Featuring designers from an internationally recognised hall of fame – William Fife III, Olin Stephens, Maurice Griffiths, William Crosby, Johan Anker and Uffa Fox, to name but a few – *Classic Classes* contains a wealth of information on each class's development, design and history.

In addition, the book includes details of how to identify the classes and their value on the second-hand market and, to tie in with the 2012 London Olympics, there is also a section on the Olympic sailing classes, of which there have been 46 since sailing was first introduced to the Games in 1896.

Vanessa Bird's knowledge of the subject is diverse and draws on a thorough understanding of traditional boats, their construction and design. Well illustrated with up-to-date and archive sailing images, *Classic Classes* also includes detailed sail plans for each class.

Classic Classes

By Vanessa Bird Published by Adlard Coles Nautical Publication date: April 2012 Price: £19.99

About the author

Vanessa Bird has been sailing since the age of 10. After leaving Lancaster University in 1997, where she read Culture & Communication Studies, she joined *Classic Boat* as magazine assistant and remained with the magazine until October 2001, latterly as production editor. Since then, Vanessa has pursued a freelance career as a writer/photographer, contributing regularly to several UK-based sailing magazines, including *Classic Boat* and *Yachting Monthly*. She is also author of the *Cruising Companion to the Ionian* (Wiley Nautical 2007), and when not writing about boats or taking photographs, she works as a sub-editor/indexer for *Yachting Monthly*, *Motor Boats Monthly* and Wiley Nautical, and numerous other non-nautical publishers. She was also associate producer/researcher for a 15-part documentary series on traditional boats for Discovery Channel in 2003.

Out of the office, Vanessa sails a 1933 Scottish lugger out of Chichester Harbour, with her boatbuilder partner Nick Gates and two small children, Freddie and Daisy.

Around an Island-Without the Race

Hal and Hilary have suggested that they will be taking the Wags for a trip to Lambay Island on 'Mollie Bawn' some time in 2012.

We have taken the following extract from Burkes Guide to Country Houses, Volume 1.

Lambay Castle, Co. Dublin

(Baring, Revelstoke)

A small late 16th. century fort with battlemented gables, possibly incorporating a 15th. century blockhouse, on Lambay Island, three miles off the north County Dublin coast; transformed by Sir Edwin Lutyens into a romantic castle for Hon. Cecil Baring, afterwards 3rd. Lord Revelstoke, who bought the island in 1904 as a place to escape to with his beautiful young wife, the daughter of Pierre Lorriard, the first American to win the Derby; the story of their early life here inspired Julian Slade's musical 'Free as Air'. Lutyens made the old fort habitable and built a quadrangle of offices and extra bedrooms adjoining it, with roofs of grey pantiles sweeping down almost to the ground. He also built a circular curtain wall or enceinte surrounding the castle and its garden, with an impressive bastioned gateway; this wall serves the practical purpose of a wind break, enabling trees and plants to grow inside it- which would not grow outside. Everything is of a

silvery grey stone, bleached pale by sun and storm. The rooms in the castle have vaulted ceilings and stone fireplaces; there is a stone staircase with many attractive curves and an underground gallery in the new quadrangle which might have been conceived by Piranesi. Lutyens also designed the approach from the harbour, with curved step-like terraces reminiscent of the now-vanished Ripetta in Rome; characteristically, having ascended those Baroque steps, one has to cross an open field to come to the curtain wall, the entrance gateway not being at first visible; so there is a wonderful sense of expectancy. Close to the harbour is the White House, a largely single-storey horse-shoe shaped house with high roofs and white harled walls, which Lutyens designed in 1930's for Lord Revelstoke's daughter Hon. Mrs. (Arthur) Pollen. On a hill is an old Catholic chapel, with a portico of tapering stone columns and a barrel vaulted ceiling.

Obituary:

Rupert Baring, landowner: born London 8 February 1911; succeeded 1934 as fourth Baron Revelstoke; married 1934 Flora Fermor-Hesketh (died 1971; two sons; marriage dissolved 1944); died Dublin 18 July 1994.

LAMBAY rises from the Irish Sea 15 miles north of the centre of Dublin, and three miles off the coast. It is a small island, a mile square, and strategically useful to those who have defended or attacked the Irish capital over the centuries. The Vikings landed there in 795 before raiding the settlement on the south bank of the river Liffey, and in the 15th and 16th centuries securing Lambay was a priority for the British governing forces; the anchorage to the north of the island provided a natural shelter for pirates and French or Spanish fleets wishing to harry the British in the Irish Pale.

A small blockhouse was built on the island in the 1490s and in Henry VII's and Henry VIII's reigns British men-of-war often rode at anchor off it for months at a time as a deterrent to the French and the Scots.



LAMBAY CASTLE

During the fourth Lord Revelstoke's 60-year custody of the island from 1934, Lambay has had a more peaceful significance. It is now a sanctuary for seabirds, an enclosed ecology, and largely unspoilt even while the capital has grown northwards, with housing and light industry spreading up into the country opposite Lambay. The island has long been a navigation point for sailors, and in the years of air travel has also become a landmark for passengers landing at Dublin airport, particularly since the building 10 years ago of the new main runway running east to west.

The usual final approach takes planes immediately south of the island, giving passengers a clear view of Lambay's old stone blockhouse rebuilt and enlarged for Rupert Revelstoke's parents by Edwin Lutyens in

the first decade of the century, nestling within a circular enceinte wall among ash, sycamore and Scots pine.

To preserve this little kingdom, its plants and its important colonies of auks, cormorants and gulls, Revelstoke restricted public access, as his father had done, and boats need a written permit to land. For the passing traveller this inaccessibility has cloaked the island, the man and the community who live there in benign mystery.

When Rupert Baring was born in London in 1911 the main work on the rebuilding of Lambay Castle was recently complete. Yet when his parents, Cecil and Maude Baring, bought the island in 1904 they had been attracted more by its flora and fauna than by any architectural ambitions. Cecil Baring was an unlikely banker, a naturalist and first-rate classical scholar, the second of five sons of Edward Baring, first Lord Revelstoke; the novelist and Russophile Maurice Baring was a younger brother. Cecil and his elder brother John had in large part taken over the running of the family bank Baring Brothers after their father had been humiliated by the Barings crisis in 1890, when the Bank of England had intervened to save the firm. While running the Barings branch in New York, Cecil had fallen in love with Maude, the youngest child of the American tobacco magnate and sportsman Pierre Lorillard V. Maude was unhappily married to Tommy Tailer, a business partner of Cecil's. When she divorced Tailer and married Cecil in 1902 it caused such a scandal in the family that Cecil temporarily retired from Barings in his late thirties.

The spur to return to business was a plan to remodel the castle which developed after the Barings had first taken Lutyens to see the island in 1905. The main work was finished by 1910. It remains Lutyens's most satisfying domestic building in the romantic manner: taking a lead from the trapezoidal shapes in the old block, Lutyens made a building without right-angles in the plan of the house or garden, with a large new courtyarded block added at one corner of the old keep, deftly set into the sloping hillside. There is remarkable detail and craftsmanship in the limestone fireplaces, window dressings and the woodwork of the doorways.

Lutyens was Rupert Baring's godfather and a central figure in his childhood. The elder of his two sisters, the artist Daphne Pollen, wrote a glowing account of their childhood, *I Remember, I Remember* (1983), in which Lutyens emerges as an endearing, brilliant and amusing figure.

In later life Lutyens walked the house and garden with Baring, modestly demonstrating principles and small felicities in the design. He pointed at a flight of two semi-circular steps in the north court: they were round, he explained, to welcome you in, and there were two steps because they led into two further compartments in the garden. His great ambition in the building, Lutyens said, was to achieve the right 'angles of light', in particular in the moulding of the windows, where any hint of sharpness had to be avoided in the edges and joins.

Rupert Baring was educated at Eton and at Trinity College, Cambridge. He had a keen eye and was a crack shot with a rifle and a brilliant child cricketer. His mother, a beautiful, warm-hearted figure, whose shimmering portrait by Ambrose McEvoy hangs in the Walker Gallery in Liverpool, died when Baring was 11, and his sisters Daphne and Calypso played a protective role in his upbringing.

He grew to be an exceptionally fine-looking man, with more than a touch of the matinee idol. In 1934, the year of his father's death, Rupert Revelstoke, as he had now become, married Flora, daughter of Sir Thomas Fermor-Hesketh, later the first Lord Hesketh. She was a slight, dark-haired pocket Venus. The Revelstokes made a handsome couple sitting together in court the following year after a former girlfriend of his, Angela Joyce, an actress and sometime Miss England, whom he had known when an undergraduate, had sued him for breach of promise of marriage. He refused to settle and endured having his love letters read out in court and published in the newspapers.

Joyce's suit was unsuccessful but press interest was enormous. Leading articles called for the law to be altered, arguing that a woman should not be able to claim damages for not obtaining the position she hoped for as the wife of a rich man. The law was duly changed, and Revelstoke remained the last man to be sued in this way. After the case the hotelier Rosa Lewis threw a party to celebrate and the whole episode was depicted in the drama series *The Duchess of Duke Street* (1977), in which Revelstoke's character, 'Lord Haslemere', was played by the young Christopher Cazenove.

Revelstoke had inherited his father's enthusiasms for theatre and for real tennis (an open-air court for the game was built on Lambay in 1922), but not for finance. He spent just two years with Barings, in Liverpool and in New York, and while in New York mixed in the circle of Irving Berlin and Rodgers and Hammerstein. The writing of lyrics and verse was a lifelong fascination. He kept typed and bound volumes of what he called his 'doggerel'. One of the largest of these projects was his verse version of Aesop's fables and he was flattered that Sir John Betjeman thought them doggerel, 'but good doggerel'. The film-maker Michael Powell, another friend, wrote the screenplay for his film *Black Narcissus* (1946) - in fountain pen in two days - while staying with Revelstoke at Lambay. Powell also had a plan for a musical film to be made at Lambay, about the transformation of an island paradise into a nuclear station. It was at first entitled *E=MC2* and changed to *Sea Birds Don't Sing*. Cyril Cusack was to play the main part, but the project never came off.

Revelstoke had served in the Territorial Army in the 1930s and during the Second World War masterminded the collection and distribution of Red Cross parcels to be sent to prisoners of war.

The break-up of his marriage to Flora in 1944 was a great blow to him, but he was devoted to their two sons and four grandchildren and her two daughters by her second marriage.

After the war Revelstoke lived increasingly at Lambay, in later life coming off five or six times a year to visit Dublin and London. Mechanisation and the encroachment of modern life, making it hard to find people happily adapted to the rigours of the island, saw the permanent population drop from more than 20 to a fluctuating four or five. Ten years ago the Dublin council asked Revelstoke to cull the large herring-gull population on the island, as the birds were flying from the island to feed at rubbish dumps close to the airport, creating a danger of bird-strikes. The cull was carried out for several years and Revelstoke wrote to the *Irish Times* suggesting the burning of rubbish or the moving of these dumps as an additional, better solution.

Latterly, he was wonderfully resigned, content and philosophical about life and happiest when gardening in winter or playing chess in the early hours of the morning.

In 1902 his father had commissioned the Irish Naturalists' Society to make a complete survey of the island's flora and fauna; and in the last four years a team of scientists from Trinity College Dublin repeated the exercise, also including a reconsideration of the archaeological evidence of Neolithic burial cairns, the graves of the Iron Age 'shore people', and Roman artefacts. The visits of these scientists and the plans for the book that it is hoped will soon be published were part of the methodical organising of his memories that Rupert Revelstoke went through when he knew his life was drawing to its end.

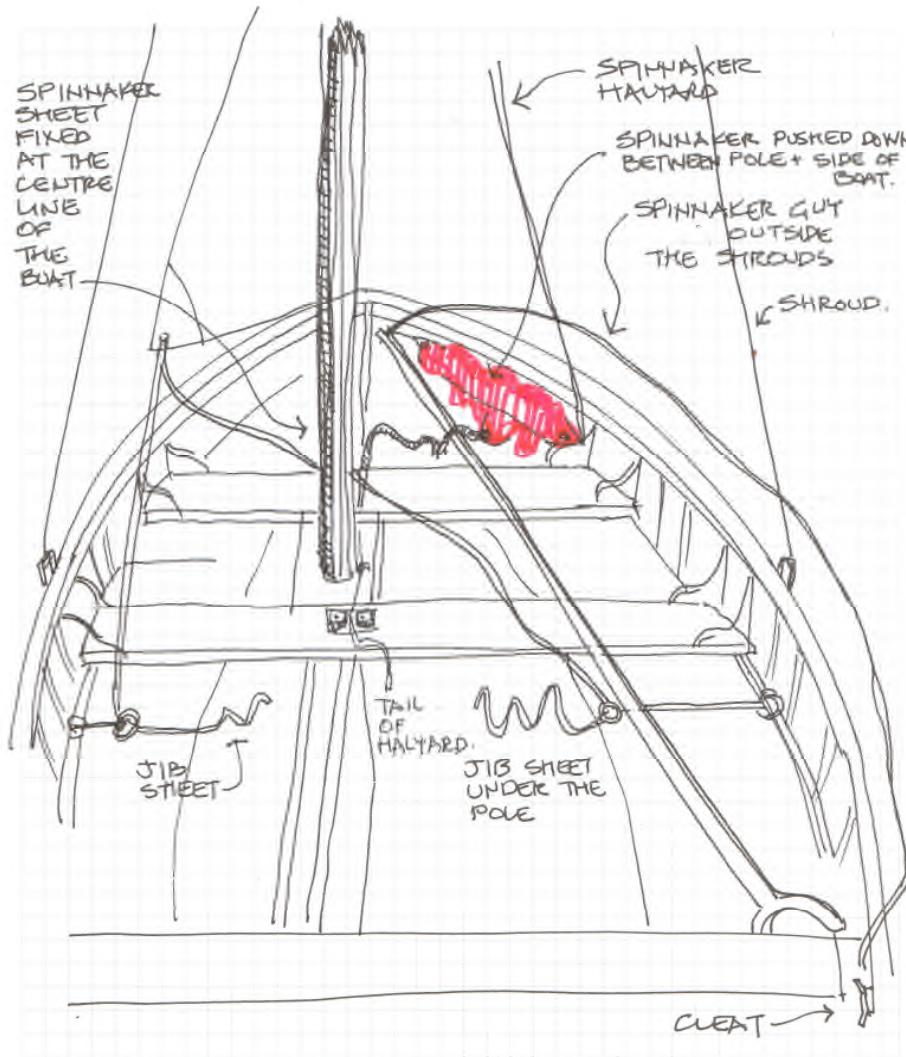


VIEW OF THE CASTLE AT THE CENTRE OF THE PICTURE BEHIND THE CIRCULAR WALL. THE RECTANULAR WALLED GARDEN LIES IN THE FOREGROUND. THE SMALL ISOLATED CHAPEL IS IN A SMALL ENCLOSURE ON THE LEFT. THE VILLAGE AND DAUGHTER'S HOUSES ALONG WITH THE REAL TENNIS COURT ENCLOSE A VILLAGE GREEN STANDING NEAR THE HARBOUR ON THE TOP LEFT.

That Darn Spinnaker

Before starting a race the crew needs to establish if the spinnaker will be flown on starboard or port gybe. Then having established that it will be on starboard gybe he should set up the spinnaker as follows:

Guy: Runs from the end of the spinnaker pole (with a pivoting attachment) outside the shrouds to jam cleat inside the starboard gunwhale.



Sheet: Runs from clew of the spinnaker to a point on the centre line of the boat and tied off on a cleat.

Halyard: Runs straight from the head of the spinnaker to the block near the top of the mast below the jib block.

Spinnaker Pole: Runs from the bow, over the jib lead, and the jaws are wedged onto the main thwart. Now you are ready to race.

The Colonial Wag

This is the story of a boat which was built four years too early. It's not our fault, and it's not the builder's fault- but some customer's just can't wait. That, at least, was the fortunate position Frank Schofield found himself in, when he was discussing his ideas of building a new Water Wag to coincide with the New Wag's centenary in 1999. The concept of the boat appealed so much to his client that he asked Frank to build one right away. It rather blew apart the idea of calling the boat the 'Centenary' Water Wag, but that was hardly reason enough to turn down a live, bill-paying commission. So it was that the first Water Wag to be built in mainland Britain for over 60 years started to take shape- four years before its time. The first thing that had to go was the name. A 'centenary' boat should, after all, be just that. Frank's boat was, however, to be a little different that sail from the class's home waters on Dublin Bay. His original interest in the class stems from seeing a semi-derelict hull in a friend's yard not far from home in the North Norfolk. The shape of the boat immediately appealed to him, and he decided to buy it as a restoration project. He eventually managed to contact a relation of the original owner, who confirmed the boat was indeed a Wag, one of a fleet of 21 built by a Mr. A. King, in Hong Kong for the Port Dickson Club in Malaya. Having been built for a year-around sailing in equatorial climates and for regular beaching – unlike the Dublin boats which were mostly kept on moorings – King's boats were built of teak and with much heavier scantlings. They also had a larger sail plan and slightly fuller sections aft. As such, Frank estimates his Port Dickson boat weighs at least one and a half times the Dublin boats- and would not measure to class in Ireland.

When he came to drawing the lines of the boat, however, Frank discovered that not only did the Port Dickson boat not conform to the published lines of the original Water Wag, but there were, in fact, at least three sets of lines to reconcile- each slightly different, as the design was tweaked in the early years. (Editors note: He refers to a change in the sheerline and rudder size) Even more confusing, in the early 1930's,

the building plans and moulds were lost altogether, and so, the two best boats in the fleet were measured, and a number of boats built from these lines until the original plans turned up.

Frank combined what he saw as the best features of all these variations to produce the Water Wag 'Colonial'. The pretty tumblehome of the Port Dickson boat – evident in the original plans, although, apparently, never built on any of the Dublin boats – is retained along with its spectacular bronze fittings, and solid hefty breast hook and quarter knees. But the boat also measures strictly to Dublin Bay class, both in its lines and scantlings, down to the thickness of the planking, the spacing of the ribs, and even the number of nails between the timbers.



FRANK SCHOFIELD'S WATER WAG.

The effect of all this on the water is startling. Frank's Wag looks every bit like a boat from another era, time-warped forward into the late 20th. century. This is the "late Victorian racing

dinghy experience” Frank wants to recreate- and he has done so admirably.

The most obvious period piece is the rig: the low aspect ratio gunter main stretches out over the transom on a now unfashionably long boom- although made of cream coloured terylene, the sails themselves were made by Jeckells using their original 1901 drawings and notes to produce an authentic period cut.

Then there is the hull, with its distinctive tumblehome, high freeboard, plumb stem, the 3/8in. (9mm.) larch planking and mahogany sheer plank finished in Dek's Olje No. 1. In another uniquely Victorian touch, the mahogany transom lifts just clear of the water, just as it should. To keep it there, and to give the boat maximum waterline length when heeling, the helm sits well forward next to the crew. And below water the keel has an unlikely amount of rocker by modern standards- which gives the boat great maneuverability and does nothing to detract from her sailing performance.

The second surprise comes once the sails are set. This is a fast boat, even an exciting boat. It has, after all, been keenly raced on Dublin Bay for nearly 100 years and, as Frank gleefully points out, seen off any number of upstarts seeking to replace it.

She may not be terrific to windward, but ease off the wind and she's away! For downwind work Frank has also had an asymmetrical spinnaker made- to the bemusement of his sail-makers! – which with a following sea, can provide a bit of a wild side, but certainly gives that extra knot or two. She's not as steady as modern, hard chine boats tend to be, either, but she more than makes up for this in any sort of sea, where she tends to stay upright a lot better than her modern counterpart.

Out on Blakeney Harbour, we kept up with – and then, as we played with the rig, gradually overtook- a popular glassfibre dinghy 2ft. (0.61m.) longer than ourselves. For this is, above all, a playing rig. Loosely laced at the throat, the entire luff, all the way up to the top of the yard is tensioned by the downhaul. The foot of the sail is adjusted by an outhaul run back on the side of the centerboard case, and the rope mainsheet horse is on an adjustable

loop which can be used to change the position of the lower block. And, if all else fails, you can let go of the clew of the sail entirely and brail the main to the mast. The mast itself sets in two positions- for sloop or for cat rig- and, in the former position, can be adjusted fore and aft in its slots by tensioning the jib halyard- there is no forestay.

Intriguingly, all of these refinements are not the work of some present day racing nut, but all based on the original boats. No wonder the design is still so popular among young and old alike. And, as Frank says, this is still very much a popular class. “The Wag is completely democratic. Anyone, from the youngest to the oldest, can race them and win.” He points out that the Dublin Clubs have counted amongst their number six Olympic sailors who have happily raced alongside 15 year olds, plus the inimitable Alf Delany, who at 82 is still winning races.

Part of the design's original brief was that it should be a useful all-rounder, and many Wags have been used as yacht tenders as well as racing machines- a prettier tender it would be hard to imagine. Frank's boat is even equipped to take an outboard on the transom- with space for stowage under the centre thwart when it is not in use.

Adaptability has been the key to the survival of the Water Wag as a popular racing dinghy for over 100 years. With men such as Frank developing it for modern use, it has every chance of surviving another century.

Written by Nic Compton and published in the Classic Boat magazine in September 1995.



The Middleton Family Tree

Sir Thomas Myddleton (b.1560) was a friend of Walter Raleigh. Sir Hugh Myddelton (or Middleton), 1st Baronet (1560 – 10 December 1631) was a [Welsh goldsmith](#), clothmaker, [banker](#), [entrepreneur](#), mine-owner and self-taught [engineer](#). The spelling of his name is inconsistently reproduced, but Myddelton appears to be the earliest.

The sixth son of Richard Myddelton, governor of [Denbigh](#) Castle in [Wales](#) and MP for [Denbigh Boroughs](#), he travelled to seek his fortune in [London](#) and after being [apprenticed](#) to a goldsmith became so successful in that trade that he was appointed Royal Jeweller by [King James I](#). In the meantime he became an alderman and then recorder of Denbigh, and in 1603 succeeded his father as MP for [Denbigh Boroughs](#), which he remained until 1628. He also became a very wealthy merchant and clothmaker.



He is, however, best remembered as the driving force behind the construction of the [New River](#), an ambitious engineering project to bring clean water from the [River Lea](#), near [Ware](#), in [Hertfordshire](#) to New River Head, [London](#). After the initial project encountered financial difficulties, Myddelton helped fund the project through to completion, obtaining the assistance of King James I. The New River was constructed between 1608 and 1613 (being officially opened on 29 September that year), and was originally some 38 miles (60 km) long. It was not initially a financial success, and cost Myddelton substantial sums, although in 1612 he was successful in securing monetary assistance from James I. In 1617, Myddelton obtained large profits from [lead](#) and [silver mines](#) at [Bronfloyd](#), [Cwmerfyn](#) and [Cwmsymlog](#) in [Cardiganshire](#), Wales. Following engineering works at [Brading](#) on the [Isle of Wight](#), he was created a [baronet](#) in 1622. He died in December 1631, and was buried in the church of [St. Matthew Friday Street](#), London. He had a family of ten sons and six daughters. One of Sir Hugh's brothers was Sir [Thomas Myddelton](#) (c. 1550-1631), Lord Mayor of London, and another was William Middleton (c. 1556-1621), poet and seaman, who died at Antwerp on 27 March 1621. There is a Statue of Sir Hugh Myddelton by [John Thomas](#), on Islington Green previously known as Paradise Row near the terminus of the New River. Unveiled 1862 by William Gladstone, the then Chancellor of the Exchequer soon to become the Prime Minister.

There is a memorial to Myddelton on [Islington Green](#). [Clerkenwell](#) streets, not far from the Round Pond, the original southern end of the New River, and locations and institutions (some closed) named after him include Myddelton Square and Myddelton Passage; Hugh Myddelton Primary School in Myddelton Street; Hugh Myddelton Secondary school (which closed in the mid 1960s in Bowling Green Lane Islington). Myddelton Avenue, parallel to Brownswood Road and the site of one of the New River Reservoirs, also takes its name from him. At the northern end of the New River, Myddelton Road in [Ware](#) is situated close to the source of the river. Myddelton Road in [Bowes Park](#) crosses the New River at a point where it goes underground between there and the [Hornsey](#) water treatment works, where there is another Myddelton Road off Hornsey High Street. Bounded by the former course along the valley of [Turkey Brook](#), Myddelton House at [Bulls Cross, Enfield](#) (now the headquarters of the [Lee Valley Regional Park Authority](#)) was also named in his honour; it was built by Henry Carrington Bowles (formerly a print and map maker of St Paul's Churchyard) whose wife, Anne Garnault, was a member of a

huguenot family with a controlling interest in the New River Company. *Editor: This record comes from Wikipedia.*

Thomas B. Middleton (known as 'Ben' to his friends and neighbours) of Athgoe, Corbawn Lane, Shankill was a friend of William Eaton Caldbeck who lived in 'Eaton Brae' in Corbawn Lane until 1896.



Their houses were close to the site of the former shopping centre. It is likely that Ben Middleton and Caldbeck crewed on the large yachts of the time- I am assuming this from the fact that I have some silver tankards which were "Alfred" crews prizes won by William Caldbeck in the late 80's and early 90's. In the course of their racing programme.

They, no doubt, visited the Clyde, and it may be that the first Wags followed the design of dinghies seen there. If so, this could be the reason why the first Wags were built in Dunbarton, and that they had Scotch sterns.

Caldbeck's daughter was Dicky Pilkington's Mother. William Caldbeck died in 1896 when Dicky's mother was four years old, hence the sketchy recollection.

Thomas B. Middleton had five children, Muriel Grace Evans.(1905-died in Bray Dec.25th.1986), Alfred (d. 1970) who sailed with Mitchell, and Sub Lt. Thomas Middleton Jnr. of the Royal Navy who took part in Hydrogen Bomb testing in the Christmas Islands. He designed and built an unsinkable yacht for training purposes in Killaloe which was described in 'The Field' magazine in 1951 (d. Feb.1985 in Spain.) Two other sisters died in 1966 and 1970.

Muriel's husband was Eric Gildea Evans who spent 1930-1938 working in Darfur and Kassala provinces for the Sudan Political Services. It was Mrs. Evans who presented the Middleton Cannon to the Water Wags. Her children were Peter and Patricia. She had a cousin Comdt. John H. Middleton R.N.

Dicky Pilkington's sister-in-law was Mrs. Nora Pilkington who crewed for Sheelah Armstrong. Dicky Pilkington was a Vice-President of the Water Wags until his death about 2006.

Dun Laoghaire Harbour Development Plan

In 2011, The Dun Laoghaire Harbour Company Prepared a Draft Development plan outlining how it envisages the future of the harbour over the next 15 – 20 years.

The purpose of the Draft Master-plan has been to:

- Position Dun Laoghaire Harbour as a major marine / leisure / tourism destination.
- Enhance Dun Laoghaire’s attractiveness as a gateway for tourists to Ireland by offering state-of-the-art berthing and terminal to ferry and cruise operators at Dun Laoghaire Harbour.
- Maintain and enhance the recreational amenity value of the harbour in the interest of all our stakeholders.
- Promote investment in the harbour.
- Generate sufficient revenue for commercial operations the long term maintenance and development of the harbour to secure the Government guideline dividend figure for commercial start companies.

A group representing The Water Wags (Geoff Sarratt, Gail Varian and Vincent Delany) have met with The Harbour Company and their professional advisors at Harbour Lodge, and have presented well-considered submissions, outlining the current requirements of The Water Wags and describing the marine heritage significance of the Water Wag Club.

The Historical Timeline Report incorporated into the Master-plan highlight the following events:

- 1870 Construction of the National Yacht Club by William Sterling.
- 1894 erection of Bandstand and Sun Shelter on the East Pier.

Despite the Water Wags submissions, no historical events are recorded as taking place in 1887.

The Draft Master-plan highlights the following Strategic Objectives under ‘RECREATION AND AMENITY’.

19. Promote Dun Laoghaire Harbour as a major marine leisure facility and a destination for tourism and recreation, while minimizing the impact upon designated habitats.
20. Develop land mark attractions, including a Diaspora Centre.
21. Facilitate sailing, boating and other forms of marine leisure activities.
22. Promote the use of the Harbour by sports and sailing clubs.
23. Maximise public access to the waterfront and enhance the public realm wherever possible.

The following quotations are from the Harbour Company Report.

“RECORDING THE PAST AND SECURING THE FUTURE”

Heritage and conservation are the basis of the harbour plans, so proposals must:

“Attract Heritage Vessels.”

“Celebrate the Heritage Assets.”

Despite The comprehensive Water Wag submissions to the Harbour Company, the Harbour Board want to:

- 1) “Use the hard standing in front of the Royal St. George Yacht Club for public access events. – *To ensure that the public have a location for Farmers markets and similar activities.* “
- 2) This proposal is in breach of the Plan’s objective No. 21 above, ‘to facilitate sailing, boating.....’ .
- 3) “To build a bridge between St. Michaels Wharf and the Carlisle Pier. – *To maximize public access to the waters edge and to improve access to the Diaspora museum on the Carlisle Pier.*”
- 4) This proposal is in breach of the Plan’s objective No. 22 above, ‘to promote the use of the Harbour by sports and sailing clubs.’
- 5) To remove the ramp from the public road to the hard-standing in front of the Royal St. George Yacht Club.- *When the road in front of the George has been converted to a cycleway there will be no need for vehicular access to the water.*
- 6) This proposal is in breach of objective No. 22 above, ‘to promote the use of the Harbour by sports and sailing clubs.’
- 7) Divide the harbour in two by the erection of a pier or of pontoons intended to form a berth for Cruise liners in excess of 100m in length. – *To provide an income for the Harbour Company.*
- 8) This proposal is in breach of the plans objective No. 21 and 22 above.

The plan recognises the following opportunities and constraints.

OPPORTUNITIES

- a. Good proximity to Dun Laoghaire DART Station.
- b. Good connections back to George’s street.....
- c. The Metals project creates a better connection back to the town.
- d. Recent buildings to the south of site provides scale precedent.
- e. Future potential to link across frontage of Royal St. George.
- f. Terminal building frontage can accommodate uses offering greater activity to waterfront.
- g. Enclosure of plaza can offer protection from elements while framing views.
- h. Large sites available due to reduction of ferry standage requirements.
- i. Cruise ships can generate greater footfall in area.
- j. Views over marina to Dublin Bay can be harnessed.

CONSTRAINTS

1. Access to water is poor.
2. Yacht club hard standing restricts access to waters edge.
3. Train line creates barrier from town.
4. Significant level differences between town and water.
5. Wall restricts view to water from town (wall around plaza.)
6. Bus standing obstructs visual link to harbour.
7. Station wall is ‘listed’ and creates inactive frontage.
8. Access to breakwater is hidden.
9. 50% of ferry standage to be retained.
10. Large surges of ferry traffic will need to be accommodated in the area.
11. Cruise is on opposite side of pier to ferry terminal.

Which is The Oldest One-Design?

This article was written primarily to address the challenge of the Clyde Canoe Club yachts of 1886 to be the “World’s Oldest One Design”. I have not yet submitted it to be published in the yachting press, but I hope our members may enjoy teasing out the issues, and indeed making suggestions.

“Thus may we see, quoth he, how the world wags”.

---*As You Like It*. Act 3, Scene 7, line 21

The concept of one design racing is so prevalent that we can hardly imagine competitive sailing in small craft without it. So who invented it and how did it get to be so popular? The second part is easiest to answer: because it levels the playing field and rewards skill, and obviously modern production techniques make it easier and cheaper to build identical boats.

But how and why did it emerge? Starting in 1887, the Water Wag class of Dublin Bay has long been known as the World’s Oldest One Design, and it is also claimed to be the First. But is it so? As a club as well as a class, the Water Wags celebrate in 2012 their 125th anniversary, still vibrant with fleet turnouts of up to 22 boats, and well supported with a great esprit de corps. Apart from the dinghy classes for juniors, the Water Wags are the most active adult dinghy class in Dublin Bay.

How the Water Wags spread throughout the world and became the world’s first international yacht racing class is a great story and worth celebrating.

But recently it has emerged that in 1886, a year before the launch of the Water Wags, three identical 19ft keelboats, *Red*, *White* and *Blue*, were built to George Lennox Watson’s design for the Clyde Canoe Club. And the carvel built open 14½ foot Skiffs of New Haven in Maine also have a claim to be the oldest surviving one design.

The latter can be more easily addressed. Yes, the New Haven Skiffs developed from locally built dinghies in the 1880s but their first recorded race took place in August 1887, post dating that of the Water Wags by four months.

The other claim of the Clyde yachts to be the first one design is strong, but there are qualifications. They raced as an un-named class within the Clyde Canoe Club but there is no evidence that the Club promoted the one design concept. It is possible that they were commissioned as a trio merely in order to get a group discount on the price. Long before plywood and fibreglass, there were modest but significant savings in building two or more yachts together and since these three were built for one owner, the Club, it is probable that it negotiated a good price. Clinker boatbuilding was fast, light and cheap with reusable “moulds”, meaning temporary bulkheads set up on the backbone during construction, and carvel construction could also allow savings when built in series.

Unfortunately the Clyde Cruising Club’s records have not been preserved, but it seems that several more yachts were built to the GL Watson design, but one design racing in the Clyde fizzled out after a few years, until a new class was As far as we know, there is no record of the G. L. Watson design developing into a class with a name, other than “19ft”. It seems inevitable that one design classes acquire, or are given a name, and this often results in each boat in the class

being named according to a theme: flowers, insects, Gilbert and Sullivan operettas, even Walter Scott novels, as in the case of the Waverlys!

Over the hundreds of years of yachting, it is most probable that there were other instances of identical or near identical boats being built together.

If we look back to the very start of yachting in Holland, an extremely detailed “aerial” perspective engraving by Balthazar Florinzoon van Berckenrode of the harbour of Amsterdam in 1625 shows a row of at least eight very similar cat schooners of about 30ft length moored in the “Jachthaven”[yacht harbour]. Incidentally this was opened in the autumn of 1622 as the world’s first yacht marina and because it was democratically self administered, it was arguably the world’s first yacht club.

The yachts depicted in the yacht harbour look just like a line of one designs moored together in a modern marina. But they were most unlikely to be identical. The marginal cost of customising a new boat for the owner’s whims was negligible then, and these charmingly decorated vessels would surely have been modified to reflect their owners’ tastes. We should also appreciate that the early Dutch yachting tradition excluded racing, and apart from their weekday utilitarian role as luxury people carriers, the only organised leisure use of these yachts was in occasional mock battles and manoeuvres (“admiraalzeilen”).

In the late 17th century, the great Dutch artists, Willem van der Velde, father and son, depicted many such a “speeljacht” [pleasure- or play-yacht] as two apparently identical yachts, but these portraits were actually one vessel viewed from different angles. So still no early “one design”!

So we can be sure that the Water Wags are at least the World’s Oldest (surviving) One Design class, but I submit that they are more than that.

A more significant claim to fame for the Water Wags is that theirs was the first *club* founded specifically on one design principles. The actual boat they selected as their model, *Cemiostama*, dated from about 1878, but the seniority of the prototype is not the main issue. What matters more is that the founders of the club actively promoted the very concept of one design racing, even before they selected the model. Their pioneering initiative was recognised by the contemporary yachting pundit, Dixon Kemp. In his 1900 edition of “A Manual of Yacht and Boatbuilding”, he described the Water Wags as follows:

“This class is the germ of the one model class, and has well carried out its initial objects, viz., restrictions on the advantage of a long purse; preservation of the selling value of the boat and combination of a service-able and racing boat.”

His book is a comprehensive review of the racing classes and it was regularly updated in new editions. In the decade preceding 1900, scores of one design classes had been formed around the world. The innovation of one designs had now become the norm, and indeed had become the very core of most regular club racing. So when he describes the Water Wags as the pioneer of one designs, it is the most contemporary and authoritative record. As the yachting editor of “The Field”, and measurer for the Yacht Racing Association, nobody was better placed than Dixon Kemp to identify which one design class gave the lead. In modern terms, we would say that the Water Wags had the IPR, intellectual property right, on the concept.

Even the very act of naming their class, after the wagtail birds on the beach at Shankill in County Dublin, the Water Wags club set a trend for all subsequent one design classes. Back in 1887,

“wag” had a secondary meaning of a playful character, a bit of a lad, quite different from the modern footballers’ “Wives And Girlfriends”.

The specific object of the Water Wags was simply stated as “The promotion of amateur seamanship and racing in boats similar as regards size, lines and sail area, where the contest shall be one of skill”.

That the Water Wags (the name applying to the club members as well as to the boats) were true pioneers is also evident from a report by Thomas B. Middleton, the founder of the club, published in 1889 in Dixon Kemp’s “Yacht Racing Calendar and Review”.

After the first two seasons of the class, Middleton wrote:

“The Waterwags are not confined to a 13-foot punt (that class was only fixed upon as an experiment, the smallest boat being chosen, and if their principles succeed, which they give promise of, it is hoped that a larger class, such as a ten-tonner [about a 30foot cutter], on a broad and useful model, will be built that will give good racing among themselves, a distinctive class for local regatta, and a comfortable cruising boat, beside employment for a few hands.”

Here he is acknowledging that the original 13ft dinghies were intended merely as the start of the one design initiative. The Water Wags club did not follow through with its plan for larger yachts, but it is clear that the dinghy class it created worked well as a training class, and Middleton illustrates this trend by describing how a member, H.V. Yeo, progressed to a 13 ton [about 40 ft] cutter yacht after one season in a Water Wag. Ten years after the first Water Wags, the Dublin Bay Sailing Club adopted its first one design, the 22 ft keel/centreboard clinker sloop “*Colleen*” class. Like the Water Wags, and unlike most other one designs which remained local classes, the Colleens also went international, spreading even to Argentina in 1899, thus becoming the world’s first international keelboat one design. In the 1890s, most yachting centres in these islands, and especially in America, followed the widely reported Water Wag example in establishing local one design fleets, frequently in response to the expense of building one offs to fixed rating formulas, such as the One Raters.

Many of older one designs are not particularly fast, comfortable, easy to maintain, or indeed cheap in modern terms, because of their traditional wooden construction. The original *raison d’être* of a one design class was to be cheap and cheerful, using the common boatbuilding techniques of the time, and they were not expected to have a long life. Contrary to the rose-tinted glasses of their present-day devoted supporters, the original promoters usually specified as low a specification of materials as they could get away with. And they were always intended only to meet a local need. If they did spread nationally and internationally, this was wholly unexpected. Yet that is just what happened with the Water Wags. There were fleets in Hern Bay (England), Hong Kong, Singapore, Poona (now Pune), Colombo, Madras (now Chennai), even in West Cork and Holyhead. Even now, we continue to stumble across unexpected locations to which the Water Wags spread including China, Brazil and Australia.

Many such early one design classes have survived for many decades, attracting passionate loyalty from supporters who claim extravagant qualities for their designs. This longevity belies the comment in the editorial of “The Yachtsman” of 10TH Oct 1895. While advocating the concept, the writer said: “the worst that can be said of this form of classification [one design], and it is probably true, that a one-design class seldom exists more than 3 years”.

Yes, at a time of rapid development in yacht design, after a few short years, a one design can quickly appear to be out of date and since yachtsmen are keen followers of fashion, they may abandon their early love for a new model. This was also the fate of the Clyde Canoe Club's trio. And when the original specification of a design is insufficiently tight, it may even be necessary to upgrade, as the Water Wag club found when it replaced the original 13 footers with a longer transom-sterned gunter lug sloop in 1900.

Yet if a class has strong local support, and the boats are not too challenging to keep afloat in racing trim, the class may get over the hump of appearing old fashioned, and enter the silver glow of "vintage" and eventually the golden aura of "classic". The Water Wags have proven that, once in the zone, there is no limit to their lifetime. While there have been six new boats built in recent years, several of the existing Water Wags are over 100 years old, and in 2011, the Club celebrates its 125th year.

So I submit that we can confidently claim certain titles:

- The World's Oldest One Design Class
- The Premier One Design Class.

But perhaps we should not claim to be the first one design. Yet with most of small craft racing worldwide following the lead of the Water Wags of Dublin Bay, may we paraphrase Shakespeare and suggest: "thus we see how the world Water Wags"?

PS When visiting Cowes recently, I learnt that the most active racing classes are the older one classes, including the X boats and the GRP Darings, a design based on a 1954 5.5 metre. It seems that people enjoy the simplicity of a conventional, if vintage design, and that one designs may be reverting to their original function, a local class supported by a strong esprit de corps. Back to the future.

Results of Wednesday Evening Races held in 2011

Div 1 A

		Division 1A Results																																
Helm/Owner	Sail No.	Placing	27-Apr	4-May	11-May	18-May	25-May	1-Jun	8-Jun	15-Jun	22-Jun	29-Jun	6-Jul	13-Jul	20-Jul	27-Jul	3-Aug	10-Aug	17-Aug	24-Aug	31-Aug	7-Sep	14-Sep	21-Sep	TOTAL	Div 1A Total / Discards	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5	
Vincent Delaney	3	6	4	6			5	5	6	5	15	6		1	20	24	14		6	21	3	11	15	0	167	72	6	3	24	21	20	15	15	
Philip Mayne & Brian Bond	4	7	12	3			9	8	9	7	10	5		12	20	10	10		9	2	12	9	4	0	151	85	7	4	20	12	12	12	10	
Peter Wilson	9	12	12	16			13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	12	9	24	22	22	21	20	
Mick Donohoe	12	9	12	16			13	22	17	8	9	19		6	7	23	7		8	8	7	20	5	0	207	106	9	12	23	22	20	19	17	
Dave McFarlane	15	5	1	5			12	1	8	2	1	2		20	20	24	3		20	4	4	1	18	0	146	44	5	15	24	20	20	20	18	
Frank Guy	24	3	12	2			2	9	16	19	4	4		2	3	4	2		19	7	2	3	2	0	112	37	3	24	19	19	16	12	9	
Graham McMullin	25	8	12	8			4	2	11	6	7	19		20	20	14	14		5	15	8	14	3	0	182	94	8	25	20	20	19	15	14	
Harry Croxon	29	12	12	16			13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	12	29	24	22	22	21	20	
Andy Wilson	35	12	12	16			13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	12	35	24	22	22	21	20	
Johnny Ross Murphy	36	11	3	7			13	22	17	19	15	19		20	5	24	14		1	21	22	20	18	0	260	151	11	36	24	22	22	21	20	
Guy Kilroy	38	1	2	1			1	3	1	3	15	1		8	4	24	4		2	3	1	4	10	0	87	26	1	38	24	15	10	8	4	
Denis Woods	40	10	12	16			13	22	17	19	15	7		3	6	9	14		4	21	9	20	7	0	214	115	10	40	22	21	20	19	17	
Con Murphy & Cathy McAlevy	41	2	12	16			13	6	2	1	2	3		4	1	2	1		3	17	5	2	13	0	103	32	2	41	17	16	13	13	12	
William Prentice	42	4	6	4			3	4	3	4	3	4		7	2	3	8		10	5	11	5	1	0	83	41	4	42	11	10	8	7	6	
Discards			0	0	0	0	1	1	1	2	2	2	0	3	3	3	4		4	4	5	5	5	6										
Total Starters	16.35		10	14	0	0	11	20	15	17	13	17	0	18	18	22	12	0	18	19	20	18	16	0										
Blown Out																																		
Invitation Race																																		
Abandoned																																		
Discards	1 in 3																																	

Div 1 B

Division 1B Results																																		
Helm/Owner	Sail No.	Placing	27-Apr	4-May	11-May	18-May	25-May	1-Jun	8-Jun	15-Jun	22-Jun	29-Jun	6-Jul	13-Jul	20-Jul	27-Jul	3-Aug	10-Aug	17-Aug	24-Aug	31-Aug	7-Sep	14-Sep	21-Sep	TOTAL	Div 1B Total Loss Discard	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5	
Chris Craig	6	9	9	16				13	22	17	19	15	18	20	20	15	14	20	21	22	20	18	0	299	194	9	6	22	22	21	20	20		
Gail Varian	8	8	12	16				13	22	17	15	15	19	13	17	17	13	20	6	22	17	18	0	272	171	8	8	22	22	20	19	18		
Jimmy Fitzpatrick	11	7	12	16				13	22	17	19	5	9	5	12	7	14	20	21	22	20	18	0	252	147	7	11	22	22	21	20	20		
Chris Connolly	16	10	12	16				13	22	17	19	15	19	20	20	24	14	20	21	22	20	18	0	312	203	10	16	24	22	22	21	20		
Seymour Creswell	17	4	12	10				8	11	17	19	15	12	20	20	5	9	12	21	22	8	18	0	239	137	4	17	22	21	20	20	19		
John and Mary Cox	20	2	12	16				13	15	4	11	11	8	11	8	8	5	13	10	15	7	9	0	176	104	2	20	16	15	15	13	13		
David Clarke	30	6	12	16				13	14	17	19	15	19	10	10	11	14	20	10	13	20	6	0	239	144	6	30	20	20	19	19	17		
Tommy Day	34	10	12	16				13	22	17	19	15	19	20	20	24	14	20	21	22	20	18	0	312	203	10	34	24	22	22	21	20		
Ben Mulligan	37	3	12	16				7	19	7	14	8	18	20	20	6	14	17	18	6	6	18	0	226	131	3	37	20	20	19	18	18		
David Corcoran & Bairbre Stewart	43	1	5	12				12	7	5	9	6	10	14	9	1	6	7	9	10	10	11	0	143	84	1	43	14	12	12	11	10		
Dan O'Connor	44	5	8	13				13	10	16	12	15	11	9	13	12	14	11	21	19	16	18	0	231	141	5	44	21	19	18	16	16		
Discards		0	0					1	1	1	2	2	2	3	3	3	4	4	4	5	5	5	6											
Total Starters	16.35	10	14	0	0	11	20	15	17	13	17	0	18	18	22	12	0	18	19	20	18	16	0	0										
Blown Out																																		
Invitation Race																																		
Abandoned																																		
Discards		1	in 3																															

Div 2

		Division 2 Results																																	
Helm/Owner	Sail No.	Placing	27-Apr	4-May	11-May	18-May	25-May	1-Jun	8-Jun	15-Jun	22-Jun	29-Jun	6-Jul	13-Jul	20-Jul	27-Jul	3-Aug	10-Aug	17-Aug	24-Aug	31-Aug	7-Sep	14-Sep	21-Sep	TOTAL	Div 2 Total less Discards	Placing	Sail No.	Discard 1	Discard 2	Discard 3	Discard 4	Discard 5		
Subject to helmsman	1	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	1	24	22	22	21	20	
Mick Geoghegan	2	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	2	24	22	22	21	20	
Adrian Masterson	10	4	10	14				13	13	17	17	15	14		20	15	21	14		20	19	16	20	12	0	270	170	4	10	21	20	20	20	19	
James Mooney	14	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	14	24	22	22	21	20	
Hal Sisk	18	2	7	11				13	17	17	19	15	19		20	20	16	14		20	1	17	12	18	0	256	158	2	18	20	20	20	19	19	
Phulp Mahony	19	3	12	16	0	0		13	12	16	10	15	13		19	14	20	14		14	14	14	15	18	0	249	160	3	19	20	19	18	16	16	
TBC	21	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	21	19	19	18	16	16	
Emma Webb	22	7	12	16	0	0		13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	22	24	22	22	21	20	
Killian Skes	23	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	23	24	22	22	21	20	
Brian McBride & Stuart McBean	26	1	12	9			6	16	16	13	12	19		19	11	13	14			16	13	18	13	8	0	228	140	1	26	19	19	18	16	16	
Geoff Serratt	31	6	12	16				13	20	16	19	15	19		15	18	18	13		15	16	22	18	14	0	279	181	6	31	19	19	18	16	18	
David Duffy	32	5	12	16				13	18	17	16	13	15		19	16	19	14		20	12	20	20	18	0	278	180	5	32	22	20	19	19	19	
Ed Serratt	33	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	33	20	20	20	19	20	
TBC	39	7	12	16				13	22	17	19	15	19		20	20	24	14		20	21	22	20	18	0	312	203	7	39	24	22	22	21	20	
Discards			0	0	0	0	1	1	1	2	2	2	0	3	3	3	4			4	4	5	5	5	6	0									
Total Starters	16.35		10	14	0	0	11	20	15	17	13	17	0	18	18	22	12	0		18	19	20	18	16	0	0									

Blown Out
 Invitation Race
 Abandoned
 Discards 1 in 3

Walpole - points do not count

