

THE WATER WAGS 2013



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THE PRESIDENT'S REPORT 2013

The weather in Dun Laoghaire for most of the 127th season of Water Wag sailing was wonderful, with tee-shirt days, and with good winds for Water Wag sailing.

At the beginning of the year, David MacFarlane and David Williams and their industrious team spent weeks renovating *Marcia*, *Penelope* and other Water Wags in a workshop at Bullock Harbour. These boats sailed regularly over the 127th season with some success, sailed by Jimmy and Yvonne Foley, and Fergus Cullen with his partner Alice Walsh. Other newcomers this year were Paul and Anne Smith in *Phyllis* and Adam and Tino Hyland in *Ethna*. Now that the season is over, the workshop team are working on Killian Skay's *Maureen* which has not raced in Dun Laoghaire since the 1990s.

The race management team of Tom and Jennifer Hudson, John Kidney, David Thomas and Tuffett McWeeney and others consistently organized enjoyable races, in fact, on several Wednesdays they organized two races. With only the first race counting towards the Jubilee Cup, this strategy has the benefit of producing a different winner of the Coquette Cup.

The quality of boat preparation is more consistent than ever before, with most boats sailing with good quality sails and appropriate equipment. This has produced closer racing throughout the fleet. On the last Wednesday of the series, there were still three potential winners of the Jubilee Cup, and the ultimate and worthy winners were Cathy MacAleavey and Con Murphy, have never won this trophy before. It is the first time since 1968 that the premier trophy of the Club has been won by a lady helm. For the first time, the three contenders to win the Jubilee Cup were all sailing 'new' boats, number 38, 41, and 42. This is not to say that the older boats are 'has-beens' as *Pansy*, second oldest boat in the fleet took fourth place overall, ahead of several of the 'new' boats.

The highlight of the social side of Water Wag sailing was the annual picnic, which was held on Lambay Island.

A new Water Wag is currently in build in Ireland and a skilled team were sent to Kilruddery recently to find appropriate hardwood for the keel. She will not be the first amateur built boat as Nos. 23, 26 and 28 preceded her. When completed in 2015, she will be given sail No. 45.

The Water Wags regret the passing of some of the older Club members such as Robin Barry, but the new generation of Wags has filled the void.

Dr. George Henry

President of the Water Wags.

venue bridge

Waterwagdiv2013

Water Wags

Results are final as of 25:06 on December 16, 2013

Division 1A Division

Rank	SailNo	Boat	Division	Club	Helmsman	Crewname	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	Total	Net		
1st	41	Wife	Division 1A	NYC	Henry Huma	Carl Murphy	4.50	2.0	1.0	1.0	2.0	2.0	2.0	3.0	3.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	62.0	25.0	
2nd	38	SWH	Division 1A	RVC	Gay Kelly	Jacob Kelly	2.0	1.0	3.0	(4.0)	(6.0)	(4.0)	1.0	(4.0)	1.0	4.0	3.0	3.0	1.0	1.0	2.0	2.0	(8.0)	(10.0)	2.0	2.0	62.0	28.0	
3rd	42	Tonnie	Division 1A	RVC	William Patten	Lois Patten	1.0	(4.0)	2.0	3.0	2.0	1.0	3.0	3.0	4.0	(5.0)	(3.0)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	63.0	31.0	
4th	3	Piney	Division 1A	RSBYC	Vincent D'Alary	Maile Breen	(8.5)	5.0	(6.0)	(8.0)	4.0	6.0	4.0	1.0	2.0	2.0	(7.0)	2.0	4.0	2.0	(8.0)	1.0	1.0	4.0	4.0	(9.0)	4.0	65.0	48.0
5th	4	Vola	Division 1A	RVC	Brian Reid	Phyllis Hume	(7.0)	3.0	6.0	5.0	6.0	5.0	(7.0)	(7.0)	3.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	66.0	50.0	
6th	14	George	Division 1A	RSBYC	Frank Jay	Cher-Melony	(6.0)	(8.0)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	66.0	50.0	
7th	15	Medeia	Division 1A	RVC	David McFarlane	Sally McFarlane	(6.0)	(8.0)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	66.0	50.0	
8th	43	Freddie	Division 1A	RVC	David Greenhalgh	John Stewart	5.0	(7.0)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	66.0	50.0	
9th	8	Burcka	Division 1A	NYC	San Malcolm	John Malcolm	3.0	6.0	4.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0	66.0	50.0	

Division 1B Division

Rank	SailNo	Boat	Division	Club	Helmsman	Crewname	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	Total	Net	
1st	20	Beager	Division 1B	RVC	John Cox	Very Cox	1.0	1.0	1.0	3.0	(4.0)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	55.0	22.0
2nd	44	Scaky Wagg	Division 1B	RSBYC	Dee O'Connor	David Williams	2.0	2.0	(4.0)	2.0	4.0	2.0	3.0	3.0	2.0	(8.0)	(8.0)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	57.0	30.0
3rd	12	Mila	Division 1B	RSBYC	Michael Donohue	Jerry Donohue	6.0	(8.0)	4.0	5.0	1.0	(8.0)	2.0	2.0	1.0	6.0	(8.0)	(8.0)	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	58.0	40.0
4th	37	Melisa	Division 1B	RSBYC	Jim Foley	Yvonne Foley	6.0	(8.0)	4.0	5.0	1.0	(8.0)	2.0	2.0	1.0	6.0	(8.0)	(8.0)	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	58.0	41.0
5th	6	Mary Kate J	Division 1B	RVC	Jan Magnuson	Mauchtschlagh	3.0	4.0	2.0	1.0	2.0	3.0	3.0	(8.0)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	64.0	44.0
6th	30	Sera	Division 1B	RVC	David Duran	Ann Daniel Dan Campbell	1.0	3.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	64.0	44.0
7th	40	Smallow	Division 1B	RVC	Dani Woods	Margaret Woods	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	66.0	57.0
8th	17	Concho	Division 1B	RVC	Sylvain Caravel	Gene Marry	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	66.0	50.0
9th	9	Marie Louise	Division 1B	RVC	John Hagner	Dora Hagner	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	66.0	50.0
10th	1	Etna	Division 1B	RSBYC	Tim Hyland	Adam Hyland	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	66.0	50.0

Division 2 Division

Rank	SailNo	Boat	Division	Club	Helmsman	Crewname	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	Total	Net	
1st	31	Paly	Division 2	RSBYC	Henry Roche	Richard Meason	1.0	(5.0)	1.0	4.0	1.0	(3.0)	2.0	1.0	3.0	3.0	(7.0)	3.0	(6.0)	4.0	1.0	3.0	2.0	(8.0)	1.0	67.0	28.0	
2nd	34	Chico	Division 2	RVC	Kate Cleary	Chris Hogan	2.0	1.0	(3.0)	2.0	3.0	4.0	(6.0)	(8.0)	1.0	(8.0)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	68.0	32.0
3rd	25	Nerde	Division 2	RVC	Brian McElhin	Shari-McElhin	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0
4th	40	Sprite	Division 2	RVC	Pat Wackeron	Pat Wackeron	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	68.0	32.0
5th	19	Good Hope	Division 2	RVC	Hra-Suk	Hra-Suk	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0
6th	18	Parosope	Division 2	NYC	Fergal Cullen	Alice Maher	(3.0)	3.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0
7th	08	Eros	Division 2	RSBYC	Gail Varian	Gail Varian	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0
8th	14	Phyllis	Division 2	RVC	Hed Smith	Act Smith	(3.0)	3.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0
9th	21	Mercurine	Division 2	RSBYC	Cecil Savel	Cecil Savel	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	68.0	32.0

venue bridge

PRIZE WINNERS OF THE WATER WAG CLUB 2013

There were 9 entries in Division 1A, 10 entries in Division 1B, and 9 entries in Division 2 making a total of 28 boats actively racing. There were 19 Wednesdays when racing took place with an average turnout of 16.1 boats. One Event in Dun Laoghaire and two Shannon.

Boat Name	No.	Helm & Crew	Trophy Won	Race Date
Alfa	12	Michael & Jenny Donohoe	2nd. Other Walpole Prizes	
			3rd. Captains Prize Div. 1B	11 September 2013
			10-3 Trophy	Committee decision.
Badger	20	John Cox	Surprise Trophy	1st. Div. 1B Buckingham Cup
			Meldon Mirror	1 May. / 29 May / 17 July
			1st. Walpole Prize	04 September 2013
			2nd. Captains Prize Div. 1B	11 September 2013
			Winner Div. 1B Spring Series	First 8 races
Barbara	8	Ian & Judith Malcolm.	2nd. Walpole Prize	04 September 2013
			3rd. Boderg Regatta	17th October
Chloe	34	Kate O'Leary	Commemoration Trophy	1 May. / 29 May / 17 July
			2nd Div.2 Boderg Regatta	17th October
			3rd. Div. 2. Spring Series.	First 8 races
			3rd. Div. 2. Summer Series.	Second group of 5 races
			Winner Div. 2 Autumn Series.	Third group of 5 races
Eros	8	Gail Varian	Wigham Cup	Shared with Good Hope & Penelope
Freddie	43	David Corcoran & Bairbre Stewart	Sri Lanka Tankard	Committee decision based on seasons results.
Good Hope	18	Hal Sisk	Wigham Cup	Shared with Eros & Penelope
			Meldon Cup	18 September 2013
			Firefly Cup	1st. Div. 2 Shannon Regatta.
Jacqueline	21	Geoff Sarratt	3rd. Div. 2 Boderg Regatta	17th October
Marie Louise	9	John Magner	Winner Div. 1B Shannon Regatta.	21-22 September
Marcia	37	Jim & Yvonne Foley	Winner Div. 1B Captains Prize.	11 September 2013
			Winner Summer Series Div. 1B	Second group of 5 races
			2nd. Div. 1B Shannon Regatta.	
Mary Kate II	6	Ian Magowan	2nd. Spring Series Div. 1B	First 8 races

PRIZE WINNERS OF THE WATER WAG CLUB 2013

Mollie II	41	Con & Cathy Murphy	Mollie Bowl	08 May 2013
			Middleton Howitzer	10, 12, 13 & 14 July
			Lawson's History of the America's Cup	
			Transom Trophy	Water Wag Worlds
			1st. Captains Prize	11 September 2013
			3rd. Shannon Regatta	21-22 September
			1st. Boderg Regatta	17th October
			Winner Spring Series	First 8 races
			Jack Stephens Tankard	18 September 2013
Moosmie	15	David & Sally McFarlane	3rd. Walpole Prize	04 September 2013
Nandor	26	Brian McBride & Stuart McBean	2nd. Div. 2 Shannon Regatta.	21-22 September
Pansy	3	Vincent Delany & Noelle Breen	Holpotsteiner Tankard	19 June 2013
			3rd. Place Volvo Regatta	10, 12, 13 & 14 July
			100th Anniversary Burgee	14 August 2013
			3rd. Other Walpole Prizes	
Penelope	16	Fergus Cullen	Wigham Cup	Shared with Good Hope & Eros
			3rd. Div. 2 Shannon Regatta.	21-22 September
			Winner Div. 2. Summer Series.	
Polly	31	Henry Rooke & Richard Mossop	Phyllis Cup	22 May / 26 June / 7 Aug.
			1st. Div. 2 Boderg Regatta	17th Oct.
			1st. Spring Series Div. 2	
			Pavilion Garden Cup	14 August 2013
Sallywag	44	Dan O'Connor & David Williams.	1st. Div. 1B Boderg Regatta	
			3rd. Shannon Regatta Div. 1B	
Sprite	10	Adrian Masterson	2nd. Spring Series Div. 2	
			Sri Lanka Mug	3rd. Division 1B and 16th Overall for Jubilee Cup
Swift	38	Guy & Jackie Kilroy and family	Madras Shield	12 June 2013
			2nd. Place Volvo Regatta	10, 12, 13 & 14 July
			SODA Model	31 July 2013

PRIZE WINNERS OF THE WATER WAG CLUB 2013

			2nd. Captains Prize	11 September 2013
			Shannon Regatta Half Model	21-22 September
			Winner Summer Series Div. 1A	
Tortoise	42	William & Linda Prentice	Commemoration Shell case	1 May. / 29 May / 17 July
			Newsom Memorial Cup	22 May / 26 June / 7 Aug.
			Henry Memorial Plate	24th April
			Len Hayes 85th Anniversary trophy	24 July 2013
			Candlelight Trophy	28 August 2013
			Winner Autumn Series	
		William Prentice & David McFarlane	2nd. Boderg Regatta	17th October
			2nd. Shannon Regatta	21-22 September
		1st. Other Walpole Prize	04 September 2013	
Vela	4	Philip Mayne and Brian Bond.	Buckingham Cup	15 May / 3 July / 21 August
There was no race for The Maureen Vase ~ Therefore it should be awarded to Cathy MacAleavey				
The Pansy Trophy for the ballot race was not competed for in 2013.				
The Sprack Tankard for the crews race was not competed for in 2013.				
The Jacqueline Cup for single handed race was not competed for in 2013				
The YOZ Tankard for youth helmsmen was not competed for in 2013				

Overall Season Prizes				
ALL DIVISIONS				
Badger	20	John Cox	Titanic Trophy	Improver of the year
David Williams & the Western Marine team			Simon Nolan Trophy for Volunteer of the Year.	
Mary Kate II	6	Ian Magowan	3rd. Place Sprite Trophy	No prize
Vela	4	Philip Mayne & Brian Bond	2nd. Place Sprite Trophy	No prize
Pansy	3	Vincent Delany	Winner Sprite Trophy	Best boat over 90 years old
Gavotte	24	Frank Guy	Saryalis Cup	13th place overall
Mollie II	41	Cathy MacAleavey & Con Murphy	Spring Series	First 8 races
Swift	38	Guy & Jackie Kilroy and family	Summer Series	Second group of 8 races
DIVISION 2				
Sprite	10	Adrian Masterson	3rd. Place Cora Cup	Well done- sorry No prize
Chloe	34	Kate O'Leary	2nd. place Cora Cup	Well done- sorry No prize
Polly	31	Richard Mossop and Henry Rooke	Winner Cora Cup	Named after Alf Delany's International 12 footer which competed in that classes centenary regatta in 2013
DIVISION 1B				
Mary Kate II	6	Ian Magowan	Hold Everythin'III Trophy	3rd place in Div. 1B
Sallywag	44	Dan O'Connor & David Williams	The Coffee Jug	2nd place in Div. 1B
Badger	20	John & Mary Cox	The Silver Snuff Box	1st. Place Div. 1B.
DIVISION 1A				
Tortoise	42	William and Linda Prentice	3rd. Place Jubilee Cup	Well done Tortoise- sorry No prize
Swift	38	Guy & Jackie Kilroy	2nd. Place Jubilee Cup	Sorry Swift- No prize
		Con Murphy	Lanesboro' Regatta Cup	Crew of the winning boat
Mollie	41	Cathy MacAleavey & Con Murphy	Winner Jubilee Cup	The premier Trophy of the Water Wag Club presented by Thomas Middleton in 1897 as a trophy of little value but with enough space to engrave the names of Club Heroes.
			Ladies Plate	Awarded to the helmsman of the winning boat
			Coquette Cup	Most successful boat at All Wednesday races, including second races, and Volvo Dun Laoghaire Week

DUBLIN BAY SAILING CLUB RESULTS

Scoring system: points equal to your finish place		9 races with 2 discards		10 races with 2 discards		4 or 5 extra points for no sail	
		SERIES ONE		SERIES TWO		OVERALL	
SAIL NO.	BOAT NAME	TOTAL POINTS	PLACE	TOTAL POINTS	PLACE	TOTAL POINTS	SEASON PLACE
38	Swift	17	3	29.5	2	46.5	1
42	Tortoise	16	1	31.5	3	47.5	2
41	Mollie II	16	1	41.5	4	57.5	3
3	Pansy	34	4	28.5	1	62.5	4
20	Badger	46	6	59.5	5	105.5	6
18	Good Hope	82	15	31.5	3	113.5	7
44	Scallywag	46	6	83.5	11	129.5	8
4	Vela	57	8	76	8	133	9
6	Mary Kate II	65	9	75.5	7	140.5	10
43	Freddie	77	13	73	6	150	11
8	Barbara	45	5	109.5	22	154.5	12
12	Alfa	66	10	89.5	12	155.5	13
15	Moosmie	70	11	95.5	13	165.5	14
24	Gavotte	93	18	83	10	176	15
30	Sara	86	17	98	16	184	16
34	Chloe	77	13	108	18	185	17
37	Marcia	108	24	78.5	9	186.5	18
31	Polly	75	12	112	23	187	19
17	Coquette	98	17	97	15	195	20
9	Marie-Louise	103	21	96	14	199	21
16	Penelope	106	22	101	17	207	22
40	Swallow	102	20	109	21	211	23
14	Phyllis	107	23	108	18	215	24
10	Sprite	84	16	131	25	215	24
26	Nandor	107	23	108	18	215	24



A PICNIC ON LAMBAY ISLAND

The long promised trip by The Water Wag Club to Lambay Island off the North Dublin coastline took place on Sunday 7th July. The Wags took the 9.47 DART from Dun Laoghaire station which took them to Malahide, where a short walk took them to the marina where Hal Sisk and his colleague, Ian, received us and took us to the beautiful *Molly Bawn*. The sea was as calm as could be, and after some early haze the sun shone all day. We berthed at the fine 19th century stone pier on the island and took our picnics and personal possessions ashore. We were greeted by Alex Baring, Lord Revelstoke and his assistant, Matthew Jebb, Director of the National Botanic Gardens.



We were taken to the white house, a semi-detached double house designed by Edwin Landseer Lutyens for the two daughters of Cecil and Maud Baring. Here we were provided with a sitting room as our base for the day. It was a beautiful room with a view over the calm sea where *Molly Bawn* had been moored off. The room featured duck egg stained oak panelling.

We then took a short walk to the church, which was originally a small 19th century gothic style stone church for the islanders, enclosed in a circular fenced area. Edwin Landseer Lutyens renovated the church by providing a Tuscan stone columns supporting a carved Milvern limestone lintel from the Skerries quarry. Inside, the church was remarkably simple with a cross within a circle over the altar with Patrick Pollen stained glass.

A carved and painted wooden mother and child statue commemorating members of the Pollen family stood on a bracket on the north wall. Cecil and Maud's daughter married a Pollen.



The church has simple backless oak benches designed by Lutyens.

From there we crossed the Cottage Field to the main gateway to the castle which was built into the circular stone wall. The gateway was built of oak using shipwrights skills.

We got the first view of the Castle up the grass path from the gateway. Before visiting the castle, the Wags broke into smaller groups. Some walked along the defensive wall to inspect the memorial to Maud and Cecil which is built into the circular wall which protects the castle. The memorial has a stone inscription which describes Maud in delightful glowing terms. The original circular path through the woodland in front of the memorial is no

longer visible. On each side of the memorial are located stone vases firmly engaged into their stone bases.

We then walked around the outside of the Castle which possibly started life in the 15th century,



but was extensively renovated and extended by Lutyens. The west side overlooks gardens divided into small rooms protected from the wind which normally sweeps over the island.

On the north side are located the farm buildings. The east façade of the castle has a very domestic appearance with an asymmetrically located entrance door. We were

told how the old sections of the castle were retained with their lime harling, while Lutyens' new additions exposed their volcanic stonework below steep tiled roofs.

We were shown how the only connection between the old castle and its domestic extensions is a passageway located below ground level.

Having seen the exterior we were guided to the internal courtyard, which is overlooked by corridors, bedrooms, bathrooms, and service rooms of the extension added to the castle by Revelstoke. The rooms within the castle itself were beautifully simple with lime plastered walls, oak doors, vaulted ceilings, and individualistic clay tiled fireplaces, often located in the corners of the rooms. The study contained a marvellous collection of 17th century pottery plates. Other rooms contained Lutyens designed 20th century oak furniture and a great collection of family photographic albums. The family interest in the wildlife of the island over various generations was shown in the form of collections of birds and eggs.

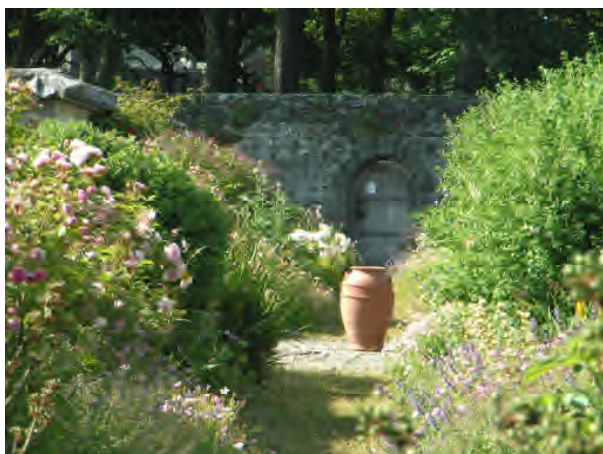


Having been given an informative and comprehensive tour, we returned to the White House for a picnic lunch. It was there that the Wags individual style came to the fore. Hal and Tuffet being the senior members of the party took the only available seats. Others laid rugs out on the grass. However Fergus and Alice eclipsed them all by producing a traditional woven picnic basket (yes the type which has each plate strapped to the lid of the basket with a leather strap.) And.....they produced a bottle of champagne! Full marks!

After lunch we took to the hills where we were dive bombed by birds defending their nests. We climbed to the highest point of the island (which appeared to be a man-made mound) with an Ordnance Survey base point built into the highest point. The sun continued to shine. Photographs were taken. On our return we never saw the wallabies who, we were told, are naturally shy. The trip down the hill involved inspection of the walled garden with pear trees and herbaceous borders. We then inspected the real (royale) tennis court with its striped red and grey floor. Unfortunately the floor is no longer in a condition where tennis could be played in safety.



Some of the Wags took to the seas in the sandy harbour. (photographs withheld to protect the innocent!) Eventually, after a marvellous day, we were ferried back to



'Molly Bawn' in a RIB. *Molly* took us to Howth where some headed ashore while others bought Fish and Chips in Beshoffs before returning to Malahide late in the evening after a wonderful day in the finest of weather and the best of company.

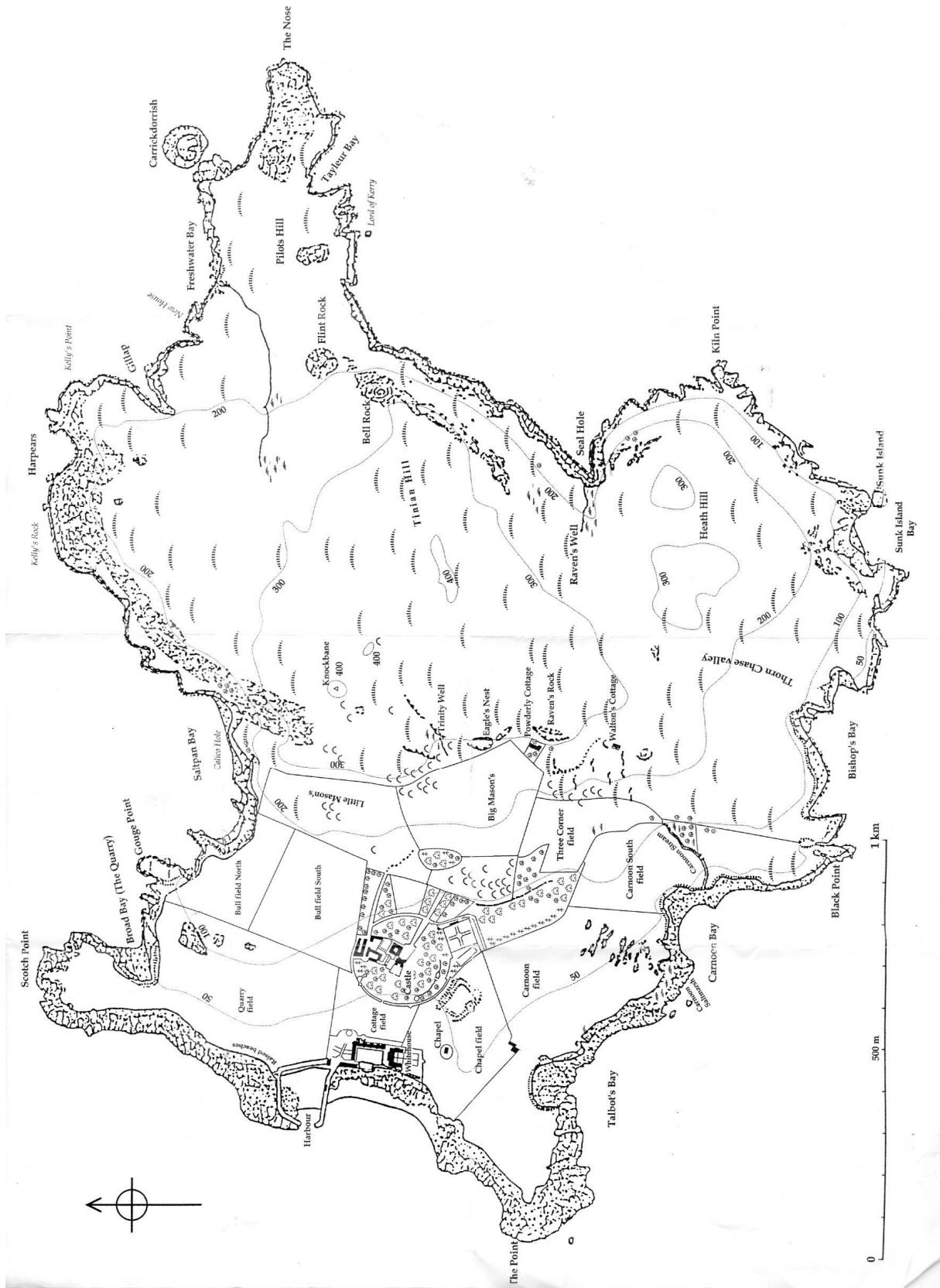
A big thanks from the Wags to Hal for devising and implementing a new style Water Wag picnic.

BREAKING NEWS-

MOLLY BAWN IS HEADING SOUTH TO THE BLACKWATER FOR A WATER WAG PICNIC IN 2014. BOOK YOUR PLACE NOW. WE CANNOT GUARANTEE A REPEAT THE WEATHER OF 2013.



Lambay Island Map



VOLVO DUN LAOGHAIRE REGATTA

Of the 23 classes competing in the Volvo Dun Laoghaire Regatta, the Water Wags were not only the most venerable, but one of the largest dinghy classes with 12 boats entered. On **Wednesday** evening *M.Y. Molly Bawn* was in place, the Race Committee was on the foredeck, the wind was blowing about 2 knots. A windward-leeward course was laid, with a gate at the leeward end. It was the last remains of the sea breeze which had been a characteristic of the 2013 heat wave.

The Navy expressed an interest in entering the harbour so it was necessary for the committee to hoist the Answering Pennant. By the time the Navy Corvette was berthed on the East Pier, the wind had disappeared, and racing was abandoned and all returned to the National Yacht Club for supper.



On **Friday**, in warm evening sunshine, short sleeves and no oilskins- the course was laid again, this time using a RIB as committee boat. In race one *Pansy* managed a good start and held her air to the windward mark. She was able to hold her own for 2 laps of the course in 5 knots of wind to take the gun from *Mollie II* and *Swift*. Hal Sisk in *Good Hope* won Division 2.

Race two was a very similar race but this time *Pansy*, *Mollie II* and *Swift* pulled clear of the fleet, however on the final approach to the windward mark *Pansy* sat in the dirty air from the other two and was left

behind. *Mollie II* held her nerve and won from *Swift* and *Freddie*. Again, Hal Sisk in *Good Hope* won Division 2 as the breeze started to drop.

Overnight the results were: 1st. *Mollie* 3 points, 2nd. *Swift* 5 points, 3rd. *Pansy* 5 points.

Racing on **Saturday** was on the Salthill course with Harry Gallagher as OOD on *M.Y. Molly Bawn*. He laid a course with a beat of 8/10 of a mile, which is far in excess of anything the Wags are familiar with. The tide was foul, and a wind of 5 knots was not steady over the whole bay. In a battle of the giants, *Swift* and *Mollie II* swapped places several times over a windward-leeward course, before *Mollie* took the gun, with *Swift* and *Freddie* behind. The fleet became very spread out with big gaps between the boats. Rounding the windward mark was not easy, because of the tide, and several Water Wags hit the mark and were forced to take a penalty turn. *Chloe* in 5th place was top Division 2 boat and winner of the Ladies prize.

The second race took place over the same course but with the tide progressively decreasing. This time there was a bias on the start line, so some Wags opted for the port hand start.

Unfortunately there was contact between *Mollie* and *Pansy* but fortunately the damage was only varnish deep. *Pansy* headed north in the hope of getting a better wind. She managed to



lead around the windward mark from *Swift*. On the second beat, her strategy did not deliver, and it was *Swift* which led the fleet home, with *Pansy* second and *Freddie* in 3rd. it was the energy from the M+Ms which kept *Freddie* performing. *Marcia* in 4th place led the 2nd. Division. The final race of the day was sailed with the beat reduced to 6/10 of a mile. Again *Pansy* played the dangerous card of heading out to sea on her own. This time the strategy worked and she rounded the windward mark ahead of *Swift*. This time the fleet remained tightly packed together.

Overnight the tight results were: 1st. *Swift* 7 points after 1 discard, 2nd. *Pansy* 8 points, 3rd. *Mollie* 9 points.

Sunday dawned as a colder day than the previous two with the same light easterly breeze. The tide was flooding, so most Wags headed inshore to Salthill and out of the strongest tide. The start line for race 1 had a pin end bias, so *Marie Louise* opted for the flying start on port tack. John Magner was out of the ‘traps’ and half way up the course before anybody else had woken up

He was chased by our best Olympian ever, Annalise Murphy, in *Mollie II* but ‘Marie Louise the mysterious French girl’ had set up such a huge margin that nobody was going to catch her. However further down the fleet there were interesting things happening.

At the last windward mark *Pansy*, *Marcia* sailed by Jimmy Foley and Yvonne Ryan and *Swift* rounded the mark almost together. It was a battle of boat speed. At the finish *Pansy* took third place by about a foot with *Swift* less than a half boat-length behind.

The final race would decide who would win the Championship.

After one lap of the windward leeward course *Swift* held a short lead from *Mollie II* and *Pansy*. *Mollie*, this time steered by Cathy, opted to round the starboard leeward gate. This was a significant move.

As the Wags headed back up to the windward mark, *Mollie Bawn* lifted anchor and headed east



to the windward mark. *Pansy* followed *Swift* but was unable to point higher or sail faster. When *Swift* tacked to lay the windward mark, she found herself on a collision course with *Mollie*. But, *Mollie* tacked to leeward and worked the boat very hard to gain height and to sail faster.

She achieved her objective, but suddenly disaster! *Mollie Bawn* laid her anchor to form the finish line. *Mollie* had seriously overlaid the finishing line by at least 10 boat lengths. She handled the boat with great skill to stay ahead of *Swift*.

For full results see below:

		Fri 1	Fri 2	Sat 1	Sat 2	Sat 3	Sun 1	Sun 2	TOTAL	NET
	Cathy									
1	Mollie MacAleavey	2	1	1	[5]	5	2	1	17	12
2	Swift Guy Kilroy	3	2	2	1	2	[5]	2	17	12
3	Pansy Vincent Delany	1	[4]	4	2	1	3	3	18	14
4	Freddie David Corcoran	4	3	3	3	[6]	6	4.5	29.5	23.5
5	Marcia Jim Foley	[10]	7	8	4	4	4	6	43	33
	Marie	13	13							
6	Louise John Magner	DNC	DNC	7	6	3	1	4.5	47.5	34.5
	Good							[13]		
7	Hope Hal Sisk	5	5	6	8	8	8	DNF	53	40
	Seymour									
8	Coquette Cresswell	6	6	[10]	7	7	7	7	50	40
9	Chloe Kate O'Leary	7	9	5	10	[11]	10	9	61	50
	Adrian									
10	Sprite Masterson	9	8	[11]	11	10	9	8	66	55
							13	13		
11	Eros Gail Varian	8	10	9	9	9	DNC	DNC	71	58
	Little John Ross	[13]	13	13	13	13	13	13		
12	Tern Murphy	DNC	DNC	DNC	DNC	DNC	DNC	DNC	91	78

National Heritage Week



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THE WATER WAGS


THE WATER WAGS ARE RACING IN DUN LAOGHAIRE HARBOUR ON 21ST. AUGUST AT 18.45. THE WATER WAGS ARE SMALL (14'-3") WOODEN BOATS WITH WHITE SAILS CARRYING THE SAIL BUMBER BETWEEN 1 AND 45 AND NO OTHER SYMBOL. THEY ARE CREWED BY 2 PEOPLE. WHEN THE WIND IS BEHIND, THEY FLY A COLOURFUL SPINNAKER.

THESE BOATS ARE THE WORLDS OLDEST ONE-DESIGN SAILING BOAT (DEvised IN 1887). THIS MEANS THAT EACH BOAT IS BUILT TO THE SAME DESIGN- SO THAT THE WINNER OF THE RACE IS THE MOST SKILLFUL IN SEAMANSHIP. THESE BOATS HAVE SAILED IN DUN LAOGHAIRE (KINGSTOWN) HARBOUR EVERY WEDNESDAY EVENING SINCE 1887.

TODAYS RACE IS A HANDICAP RACE WITH WATER WAGS STARTING AT ONE MINUTE INTERVALS.



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WATER WAGS COMPETE IN HERITAGE WEEK 2013

18 Water Wags came out to race for **The Buckingham Cup** and **Wigham Cup** on 21st. August. It was 22 degrees and a gentle south westerly breeze.

Fergus Cullen in *Penelope* No. 16 and Paul and Anne Smith in *Phyllis* No. 14 were first boats away. Kate O'Leary's *Chloe* would have started with them but got stuck in irons on the start line. In fact *Penelope* and *Phyllis* had a three minute head start on the rest of the fleet, and had reached the windward mark off the marina entrance before Richard Mossop's *Polly* and Gail Varian's *Eros II* started. Following these Water Wags was a steady flow of starters, finishing with *Pansy*, *Moosmie*, *Tortoise*, and *Mollie II* who started five and a half minutes after the start gun. David MacFarlane in *Moosmie* opted for the port tack start. The beat provided a choice between the steady wind near the Harbour mouth and the gusty but lighter wind closer to shore.



After the first windward mark *Penelope* broke clear from *Phyllis*, and managed to build up a generous lead. The fleet behind became compacted quite quickly with four or five Water Wags reaching each of the marks in a group together. Spinnakers were flown on the reach between the windward mark and the gybe mark off the ferry pier. Only Cathy MacAleavey in *Mollie* was brave enough to fly

spinnaker on the second off wind leg to the east pier lighthouse. Did it help her? Possibly not-but Cathy and husband Con will always 'give it a try!'

After the first beat those boats who took the marina side of the course seemed to do best, because there was a constant lift on port tack as they approached the windward mark.

After three laps *Penelope's* lead had been whittled down to a few boat lengths. The wind was becoming shifty. Brothers, Philip and David Mayne in *Vela* had maintained pressure on Vincent Delany and Noelle Breen in *Pansy*, and on the final off-wind leg they overtook her to

take second position. On the final beat *Vela* and *Pansy* watched each other like hawks, and matched tacks. Which would take second place? Were they looking over their shoulders? No they weren't. Michael Donohoe and Paul Maguire in *Alfa* were making huge gains at the Harbour mouth where the tide had changed.

Half way up the final beat *Penelope* was obstructed by some learners from the sailing school and lost some ground. Her domination of the race was at last threatened. In the end *Penelope* (1933) took the finishing gun half a boat-length ahead of *Alfa* (1931) who in turn was overlapped by *Pansy* (1906) with *Vela* (1909) one boat length behind.

Congratulations go to the winners.~~~~~

It is important that the Water Wag Club partake in **Heritage Week** every year, because just as the design of motorways are amended to avoid the unique blue spotted toad, so the Water Wags should be protected in their unique environment, which they have enjoyed for the past 127 seasons.



The Dun Laoghaire Harbour Company have committed to proceeding with their master plan to build a new jetty for cruise liners extending from the marina wall to the harbour mouth We must do everything we can to prevent such a development, and to keep Dun Laoghaire Harbour for leisure sailing by the Wags and others.

RACE REPORTS OF THE 127th SEASON

Wednesday 15th May for The Buckingham Cup & The Wigham Cup.

This handicap race presented a great opportunity for Wags unaccustomed to leading the Water Wag fleet. It was Adrian Masterson and Jeff Davies in *Sprite* who led the fleet for the entire first lap. However Kate O'Leary and her 'Jockey' Clare Hogan in *Chloe* were pressing hard. The wind was light and shifty with the windward mark off the west pier. In the prevailing conditions, *Sprite* missed some critical wind shifts, so *Chloe* took the lead and led the entire fleet for the second lap, but on the third lap she too missed some of the wind shifts and allowed Hal in *Good Hope*, *Mary Kate* and *Mollie II* to overtake them both



Wednesday 5th June for the Pavilion Garden Cup

The warm race when the windward mark was located outside the harbour. It was light weather, very light. David Mac in *Moosmie* got the best start at the windward end of the start line mark. She led a group of boats including Michael and Jenny Donohoe in *Alfa* in a single file, but then, unbelievably, they ran out of wind and stopped. Meanwhile a group including *Mollie II* and *Gavotte* who started at the pin end of the start line were making good progress towards the west pier lighthouse, but they would need to tack to get out through the harbour mouth. The strong tide put a stop to their progress.

At the middle of the line *Tortoise*, *Pansy* and *Swift* moved slowly out of the start line, but when they reached the middle of the harbour they found a secret tidal eddy which enabled them to sail to the east pier lighthouse where they entered the main west going tide outside the harbour, only to be swept away towards Poolbeg. The only boat to find a favourable tidal eddy outside the harbour was Michael Donohoe in *Alfa* who crept close to the east pier lighthouse and breakwater. *Alfa* was leading the fleet of 22 boats when the race was inevitably abandoned for lack of wind.

Wednesday 12th June for The Madras Shield.

A race in light airs where the tide was critical to the outcome of the race. The windward mark was close to the bandstand. A strong tide was flowing out of the marina, running east across the full width of the harbour. Initially many of the Wags did not realize how significant it would be to the outcome of the race, but *Swift* was quick to take advantage of the favourable flow.

Wednesday 19th June for The Hilpotsteiner Trophy

An interesting race. The race committee used a signal that all of the Wags should have recognized, but some didn't, so some Water Wags started one minute early. After some confusion the fleet was restarted. The wind was from the east with a little bit of north, enough wind to allow the helmsman to sit up on the gunwale while that the crew sat to leeward. Initially *Moosmie* took the lead, followed by *Pansy*. These two pulled away from the rest of the fleet. Eventually *Pansy* overtook *Moosmie* when she achieved an overlap at the leeward mark. The wind was quite shifty, sometimes it paid to fly the spinnaker on the second downwind leg, and sometimes it was too close to fly. Was this the first race to be won by a Royal St. George boat for about 12 months? A great fleet of boats took part.



WAGS PREPARE TO GO RACING IN THE EVENING SUNSHINE

Wednesday 31st. July for The SODA Model:

Two races. In the second race a Naval Corvette sailed straight through the Water Wag course. The Committee boat had to act swiftly, so they directed the race leader *Swift* and second placed *Pansy* to alter course, to avoid the Navy as they moved into Berth No. 1 on the east pier. It all worked out in the end despite the Southerly breeze which was as shifty as hell.



A 'GOOD HOPE' WITH NO OAR, MAINSAIL OR RUDDER IN USE

Wed. 14th August for the 100th Anniversary Burgee & The Pavilion Garden Cup

Unusually Tom Hudson and the crew on the flagship flew Code Flag 'W'. To many Water Wags this is not a familiar flag. To those in the know, the course was to be two laps of a windward-leeward course with an offset mark near the windward mark and a leeward gate. All went swimmingly until the leaders approached the first leeward 'gate' and some called 'water' intending to leave both leeward marks to port (As indicated on the flagship with a red flag) while others called for "Water" to pass through the gate and leave the leeward mark to starboard. With boats leaving both marks to port and starboard, there was some chaos, and those following Wags had no precedent and they didn't know which way to go. By the second lap all was safely resolved. This was followed by a second race where no such confusion arose.



AN AMAZING MATCH ON 28th AUGUST

We knew that there was going to be trouble! At a time when all the Water Wags were based in the Royal Irish Yacht Club, the Wags sailed from the marina into the Harbour with wind from astern and spinnakers flying. Meanwhile the Harbour Company's tricolour on the East Pier indicated a force 2 easterly wind.

There were 23 boats racing, 3, 4, 6, 8, 08, 9, 10, 12, 14, 15, 16, 17, 20, 24, 26, 30, 31, 34, 37, 41, 42, 43, and 44. Incidentally this is the same number of boats racing on the previous Tuesday evening D.B.S.C. races for all the dinghy classes.

Fortunately for Tom and Jennifer Hudson, John Kidney, and the Committee Boat team, the wind settled down to a force 2 from the south west, so they set a 4 lap course.

The start line was quite congested with so many boats. Some started slowly and others rushed the line. David Williams and Sue Westrup in *Scallywag* tacked soon after the start and headed out towards the harbour mouth to catch the last of the incoming tide. They were followed by Geoff Sarratt and Gail Varian in *Eros* and Jim and Yvonne Foley in *Marcia*. Meanwhile the Water Wags who remained on starboard tack were led by David and Sally MacFarlane in *Moosmie*. The wind started to die off for these boats, in addition to experiencing a heading wind.

At the windward mark, it was *Scallywag* leading from *Eros* and a big bunch of boats behind. On the long slow spinnaker run to the gybe mark off the Carlisle Pier *Eros* was gobbled up by the crowd, but *Scallywag* increased her lead. A huge bunch approached the gybe mark 5 boats deep. Somebody was going to lose out. *Mollie II* nearly succeeded to squeeze between the mark and the Water Wags which had run out of wind. She was required to take penalty turns which was very slow and very hard work. The next beat was going to be challenging. *Tortoise* overtook *Scallywag* to take the lead with *Marcia* and *Moosmie* close behind.

On the second beat it did not pay to head to the harbour mouth as before. The wind was quite different in the various parts of the harbour. At the windward mark *Tortoise*, *Marcia*, *Moosmie*, Philip and David Mayne in *Vela*, and Mary and John Cox in *Badger* were still going well. The run and reach did not throw up any surprises as each boat fought to hold her place. On the third beat, competitors had to choose between little or no wind at the harbour mouth and little or no wind in the middle of the harbour.

Moosmie, *Pansy*, *Badger* and David Corcoran & Bairbre Stewart's *Freddie* headed slowly towards the marina wall. When she was in the middle of the harbour *Badger* engaged the brakes and stopped. All the fleet were moving very slowly until Adrian Masterson and Geoff Davys realized that a new wind from astern was pushing them back into the fleet. Spinnakers were hoisted. Meanwhile the leaders had no wind at all.

The Committee hoisted Code flag 'P' when *Tortoise* was only 200 yards from the finish line. The entire fleet was becoming compacted. *Tortoise* found enough momentum to break the line. In second place *Moosmie* was beating to the line as *Freddie* was running, and *Moosmie* stayed a half boat-length ahead. Meanwhile *Pansy* was beating towards the line as a large bunch of boats which included *Badger* and *Mollie* were flying spinnakers. *Pansy* crossed the line in the nick of time before the entire fleet finished in about one minute. *Tortoise* wins **The Candlelight Trophy**.

KILLENURE REGATTA 2013

The Wags enjoy sailing at the site of the historic Kilenure Yacht Club. The trip to the Shannon took place on 21st. and 22nd. September. The entries consisted of:

No.3, *Pansy* Vincent Delany & Noelle Breen.

No.6, *Mary Kate II* Ian & Jenny McGowan.

No.8, *Barbara* Ian & Judith Malcolm.

No.9, *Marie Louise* John & Daire Magner and family.

No.16, *Penelope* Fergus Cullen & Alice Walsh.

No.18, *Good Hope* Hal Sisk & Sue Westrup.

No.24, *Gavotte* Frank Guy & Joseph Hanley.

No.26, *Nandor* Brian McBride & Stuart McBean.

No.34, *Chloe* Kate O'Leary & Jeff Davys.

No.37, *Marcia* Jim Foley & Yvonne Ryan.

No.38, *Swift* Guy & Jackie Kilroy.

No.41, *Mollie II* Cathy MacAleavey & Con Murphy.

No.42, *Tortoise* William Prentice & David MacFarlane.

No.44, *Scallywag* Colin Galivan & David Williams.



The first group who arrived on Friday evening set up camp, borrowed a RIB and flags from Lough Ree Yacht Club, put up masts, lit a barbecue, Launched some boats and opened some wine.... wine called *Penelope*. From now on, every boat owner (except Denis Woods) is asked to search for a wine appropriate to the name of their boat. As dusk fell, David Williams got to work at the barbecues and fed at least 16 Wags.

On Saturday morning a few more boats arrived from Dublin, and all were launched by 11 o'clock. The first race started with a short beat from Quigley's Marina to the other side of the lake at Coosan, and then east towards Wineport and around a mark outside the cut between Temple and Stramore Islands to Kilenure Bay, allegedly a popular spot for salmon. It would appear that *Gavotte* who had been doing awfully well, must have had an incident, as she did penalty turns at the entrance to the cut. The next incident was when *Barbara* entered the cut with caution and without a spinnaker was followed by *Pansy* sailing 'full and by'. There was a 'Sailing Instruction' in place that nobody should pass another boat in a narrow cut. Contact was made. But this was nothing compared with what was happening astern.

It would appear that *Chloe* found a need to avoid the boat ahead, her bow went into the reeds, ran aground blocking the channel causing a pile up worthy of the M50. Meanwhile at the front of the fleet *Tortoise* and *Swift* were looking for a windward mark which was laid near Friars Island. *Tortoise* took the gun.

The second race was from the Wineport Hotel to the same windward mark and back. This was won by *Swift* after every other Water Wag in the fleet had dipped at least 6 other boats.

The last boat crossed the finish line at 12.58hrs.



Perfect timing for a one o'clock luncheon appointment. All tied up at the pier and were escorted gracefully to a private dining room for soup and sandwiches.



After lunch we had another windward-leeward windward race finishing at the windward mark where the fleet sailed through the cut to Ballykeeran Lough where moorings were picked up and we went ashore at the Caravan site where the water was very shallow. Una, sister of John Magner used her marine skills in her RIB to bring crews ashore.

TIED UP AT WINEPORT JETTY.

It was a short walk to the *Dog and Duck* where photographs and pints were taken. It must have been about 17.00hrs. by the time we were ready for the last race of the day, the race from Ballykeeran with a reaching start inside the inner lake heading towards the cut, followed by a beat back to Quigley's. Unfortunately the race committee were otherwise distracted, and forgot to finish the race. All of the boats finished at a yellow mark, except one who finished at the red mark. They could not find a protest committee, so any appeals was dropped.

There were more important things to do like getting showered and changed in time for dinner at Walishes. Most ate steak, the house speciality.

On Sunday morning all were given an extra half hour in bed to allow for *Chloe's* 'pintel' to be repaired. It was the 'Round-the-Island-Race'. Starting off Quigley's marina, beating to a mark off the reeds on the Coosan side to be left to starboard. The leaders were *Mollie*, *Tortoise* and *Gavotte* who opted for the anti-clockwise route. Others feeling desperate, followed *Pansy* who

opted for the clockwise route, with spinnakers flying as far as Potts Shallows, and up again at Crow Island. This group including *Swift*, *Marie-Louise*, *Chloe*, and *Marcia*. They gybed at the north west point opposite the Hexagon Shoal, and spinnakers were taken down as the met the leaders coning round the other way. The beat back involved very few tacks. When they got back to the lifeboat station at Coosan Point it was *Mollie* in control. Behind her *Pansy* and *Tortoise* came together with *Swift* tacking back and forth through the narrows. At the finish line *Swift* eked out a boat length ahead of *Pansy*.

The leaders then gravitated to *Walters Cut* leading into Coosan Lough. This is the Lough where most of the SODS were built at Creaghduff House by Walter Levinge. The upwind passage wasn't easy. First through, pushing against the stream, was *Mollie* using oars, then *Pansy* sculling and then *Barbara* paddling. Others used their oars.



When all were inside Coosan Lough, a short two lap race was organized in a shifty wind. *Marcia* initially led from *Pansy* on the first lap, but on the second *Pansy* pulled ahead.

The final race consisted of a run from Coosan Lough to the cut. First to enter was *Swift*, *Mollie* and *Pansy*. There was no wind in the cut, but there was a small flow of water. The water level was at least 600mm below normal level. (See front cover picture) *Pansy* overtook *Mollie* only to be luffed onto a muddy bank on Friars Island by *Swift*. The real surprise was when *Mollie* turned on her supercharger. She calls it her 'foils'. She took off and won the race.

It was time to take the boats ashore, and it was Ian Malcolm who volunteered to help load the trailers. After recovering the first boat he got water into his boots



Then he stepped off the slipway and was wet up to his waist. All boat owners found his services invaluable. The teamwork was fantastic as Con took charge of the tow rope and Guy took charge of the tow car. It was all undertaken with a minimum of hassle.

At the prize giving lunch Cathy thanked our hosts, Johnny Ross Murphy and Jimmy Fitzpatrick who looked after the dogs for the weekend, Fergus and Alice for

providing *Penelope Wine*, and congratulated the Wags for their sense of fun, their skills afloat and their commitment to the event.

Cathy made some lovely prizes in the form of framed maps for the winners of the three Divisions, *Tortoise*, *Marcia* and *Good Hope*.

Sheelah Armstrong tankards went to *Tortoise*, *Mollie*, *Swift*, *Pansy*, *Marie Louise*, and *Marcia*. The half model was presented to *Swift*.

Full results:

		R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
Swift	Kilroy	[2]	1	[9]	1	2	2	2	2	21	10
Tortoise	Prentice	1	2	1	[8]	1	4	3	[6]	26	12
Mollie	MacAleavey	[4]	[6]	4	3	3	1	4	1	26	16
Pansy	Delany	[5]	5	2	4	[6]	3	1	4	30	19
Barbara	Malcolm	3	[8]	3	2	[7]	5	7	3	38	23
Marie-Louise	Magner	[10]	3	6	7	5	7	6	[8]	52	34
Marcia	Foley	8	4	5	5	[9]	[14]	5	7	57	34
Gavotte	Guy	6	[9]	[10]	6	4	6	8	5	54	35
Good Hope	Sisk	7	7	7	[10]	[10]	9	9	10	69	49
Mary Kate	McGowan	9	[10]	8	9	8	[11]	10	9	74	53
Nandor	McBride	11	11	12	12	[13]	10	[13]	12	94	68
Penelope	Cullen	12	12	[13]	13	12	8	12	[14]	96	69
Scallywag	Galivan	[13]	13	[14]	11	11	12	11	11	96	69
Chloe	O'Leary	14	[15]DN C	11	[15]DNC	15 DNC	13	14	13	110	80

HARE ISLAND- AN ISLAND TO SAIL AROUND

By Harry Rice in 1952.

“Three miles from Athlone and due north of the point of Coosan lies Hare Island. ‘Inis Ainghin’ as it was called in olden days. History does not record who was *Ainghin* or where he lived. All we know is that it was the proper name of a man who must have occupied the beautiful place at some time in the distant past. The island is approximately 12 acres in extent. The major portion is covered with a dense forest of oak trees. Six hundred yards from the mainland at Coosan there is a picturesque harbour, built of stone, capable of accommodating craft of shallow draught.

The island is in the nature of a small hill, with a clearing in the centre. On the summit of this stands a lodge, surrounded by an attractive garden. In ancient days, the island was a place where druids and wizards performed their pagan rites. Here in the year 541 A.D. *St. Ciaran*, a Christian missionary, founded a monastic settlement.

It is recorded that in the year 541, *St. Ciaran* departed Twyford, north east of Athlone, carrying his books upon a stag and landed on Inis Ainghin. He built an oratory in the south east corner, close to the existing harbour, and constructed mud and wicker huts for his followers, each of which as *eremites*, lived in seclusion.

One day the monks heard a cry coming from the place that served as an island harbour. When the saint was informed, he bade them go forth and welcome their new abbot. They were surprised to find, upon the shore, a weak and unconsecrated youth. The saint took him in and tonsured him and taught him from his holy books. Then, when they thought him fit for the abbacy, he handed him the charge. ‘*Enna Maccu*’ was his name.

It was three years and three months from the date of his landing on Inis Ainghin that *Ciaran* left the island and travelled down the Shannon, to below Athlone, to found the great monastic settlement of Clonmacnois.

The remains of his shrine on Hare Island can still be seen. It shows signs of later alterations. The eastern gable stands erect. The western gable leans inward towards the sanctuary itself. A portion of the side walls remains. There is nothing to inform the casual visitor that he stands on holy ground. Thanks to the efforts of the Duffy family, which now occupies the island, the ivy, Ireland’s most destructive parasite, which threatened to burst the masonry apart, has been removed. The ruins stand there gaunt and desolate, a simple prayer in stone.

Inis Ainghin remained a religious establishment for several centuries. We read that in 894 A.D. when Cairbre Crom, Bishop of Clonmacnois, was holding a synod there, the island was invaded by the men of Connaught and several persons were slain. It is recorded that, on their return from the foray, the invaders were attacked by the followers of the O’Breens of Coosan a place upon the nearby mainland, all of them were killed.

After the Norman Invasion, the Dillons (De Lions) Lords of Kilkenny West, whose ancestry is said to have been Milesian, occupied the Island. They maintained the church there and many of them were buried in the consecrated ground alongside the sanctuary. During the reign of Cromwell, the Dillons fought the invader. As a result their island was confiscated. It was

purchased by Ridgley Hatfield, a Dublin merchant, who afterwards became Member of Parliament for Athlone. From him it descended to a family called Hackett. Later it was purchased by Baron Castlemaine.

Here should one care to walk beneath the spreading canopy of oaks, one will see much to delight the eye. Pheasants will rise from the dense bracken with a great clatter of wings, and red squirrels will peep shyly from cover behind the great boles. There will be waterfowl nestling in the rushes, and over all a great air of tranquillity, as the woodquests murmur to each other amongst the trees.” .

Extract from “Thanks for the Memory” Personal Reminiscences, Traditions, History and Navigational Details about the River Shannon.



NORTH SHANNON REGATTA

Invitations were sent by Guy & Jackie Kilroy to all to the Wags to join them for a house regatta at Annagh on the weekend of 12th and 13th October. Surprisingly Lough Boderg does not mean the 'Lake of the Red Cow', but is named after *Bodhbh Dearg* an ancient magician, father of the stepmother of the *Children of Lir*. He turned her into a hideous flying demon hag which flew over the lake at night screeching and scaring innocent people who might be rowing home at night.



Edward and Alison Sarratt in *Albertina* agreed to act as Race Committee along with David Sarratt, and 'The Old Sod' David McNeill and his lovely wife Sheila. Johnny Ross Murphy and Jimmy Fitzpatrick agreed to lay marks and drive RIBs. The Wags who came were: 3, *Pansy*, Vincent Delany and Noelle Breen. 8, *Barbara*, Ian Malcolm and Sue Westrup. 11, *Anne II*, did not race. 21 *Jacqueline*, Geoff Sarratt and Gail Varian. 31, *Polly*, Henry Rooke and Richard Mossop. 34 *Chloe*, Kate O'Leary and Geoff Davys. 38 *Swift*, Guy Kilroy and Deirdre Davys. 41 *Mollie II*, Cathy MacAleavey and Con Murphy. 42 *Tortoise*, William Prentice and David MacFarlane. 44 *Scallywag*, Colin Galivan and David Williams.

Jackie laid on a supper for the Wags when they arrived on Friday evening, and all were given a short history lesson of The North Shannon Yacht Club, the people who sailed in it, and the boats

they sailed. It appears that *Pansy* was the only boat present which had sailed under the burgee of the double headed eagle, as she is listed as having competed in 1926 when owned by Jack Stephens before he emigrated to England.

On Saturday morning the boats were launched, ready for the first race which was a windward-leeward course on Boderg. This was followed by a long distance race to Drumsna. The Wags raced past the site of The Tin Shed, the windmill on the Leitrim side of the Lough, under the overhead power lines, through Lough Tap, which is hardly big enough to be called a lake at all, and finished just south of the railway bridge. There was a good flow in the river.

One Wag (names not being released) tried to sail under with his yard up, by heeling the boat over. His endeavour was unsuccessful. Most lowered the yard and rowed through. *Pansy* found that the flow of the flow of river accelerated between the piers of the bridge, and that sculling was not the best way to get through. Another Wag dropped her jib halyard by mistake, thinking that she was dropping her yard! One Wag got half way through before being swept back south and eventually sought a tow through from the RIB.

We were ready for another race past the mouth of the Jamestown Canal past Annaduff and through the Esses to Drumsna Quay where we were greeted by Tarla MacGabhann and Jean Nouel who had met at a regatta in Dun Laoghaire in 2006.

Jackie had driven to Drumsna Quay with lunch, so all the Wags tied up their boats, and came ashore.

After lunch the Wags took to their boats again. The first downhill race, was sailed



with the wind from behind, but not far enough aft that spinnakers could be flown. Kate and Geoff in *Chloe* were quick out of the traps and initially led this race. Spinnakers appeared as the boats rounded some of the bends. This race finished at the canal above the railway bridge. With the flow carrying the Wags downstream, getting under the railway bridge was somewhat easier, in fact *Pansy* sailed under the low bridge under spinnaker. (see adjoining picture.)



The fifth race of the day took the small fleet into Lough Tap. Once again *Chloe* led the fleet, but on entering Lough Tap she didn't have a chart with her, and couldn't find any navigation stakes showing the exit route from the lake. Unfortunately she ended up sailing into a cul-de-sac.

Then a race was held in Lough Boderg which finished by sailing

through the narrow channel into Annagh Lake with a finish line in front of the house.

Our Hosts laid on a wonderful lasagna dinner with wine for the 30 Wags. What an undertaking!

On Sunday morning a race was held starting in Annagh Lough with a short beat to a windward mark followed by a reach to the Grange River. The sun shone and the wind was light.. (See adjoining picture)

The second mark was laid at the end of the inlet to the south of Carnadoe Bridge and this was followed by a beat out through the narrows to the finishing line outside on the man lake



This was followed by a windward-leeward race, and a race around the island that has no name.

Then it was time to head ashore, put the Wags on their trailers. Ian Malcolm was again the hero of the hour, as he swam up to his waist in water to ensure that the boats were safely aligned on the trailers. Hungry bodies headed into the house for late lunch.

At the prize giving Ian was presented with a torch to enable him to find his bed as allegedly he slept in his car when he couldn't find his bedroom. Con and Cathy were presented with a ball thrower for the dogs.

	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Net
Mollie	1	1	1	4	3	1	2	2	1	16	16
Tortoise	2	3	4	3	1	3	4	1	4	25	25
Barbara	5	2	5	2	2	2	5	3	3	29	29
Swift	3	4	2	5	4	4	1	5	2	30	30
Polly	7	6	6	1	6	5	6	4	7	48	48
Scallywag	6	7	8	7	5	8	3	7	6	57	57
Pansy	4	5	3	9	7	6	7	9	9	59	59
Chloe	9	8	9	6	9	7	9	6	5	68	68
Jacqueline	8	9	7	8	9	8	8	8	8	73	73

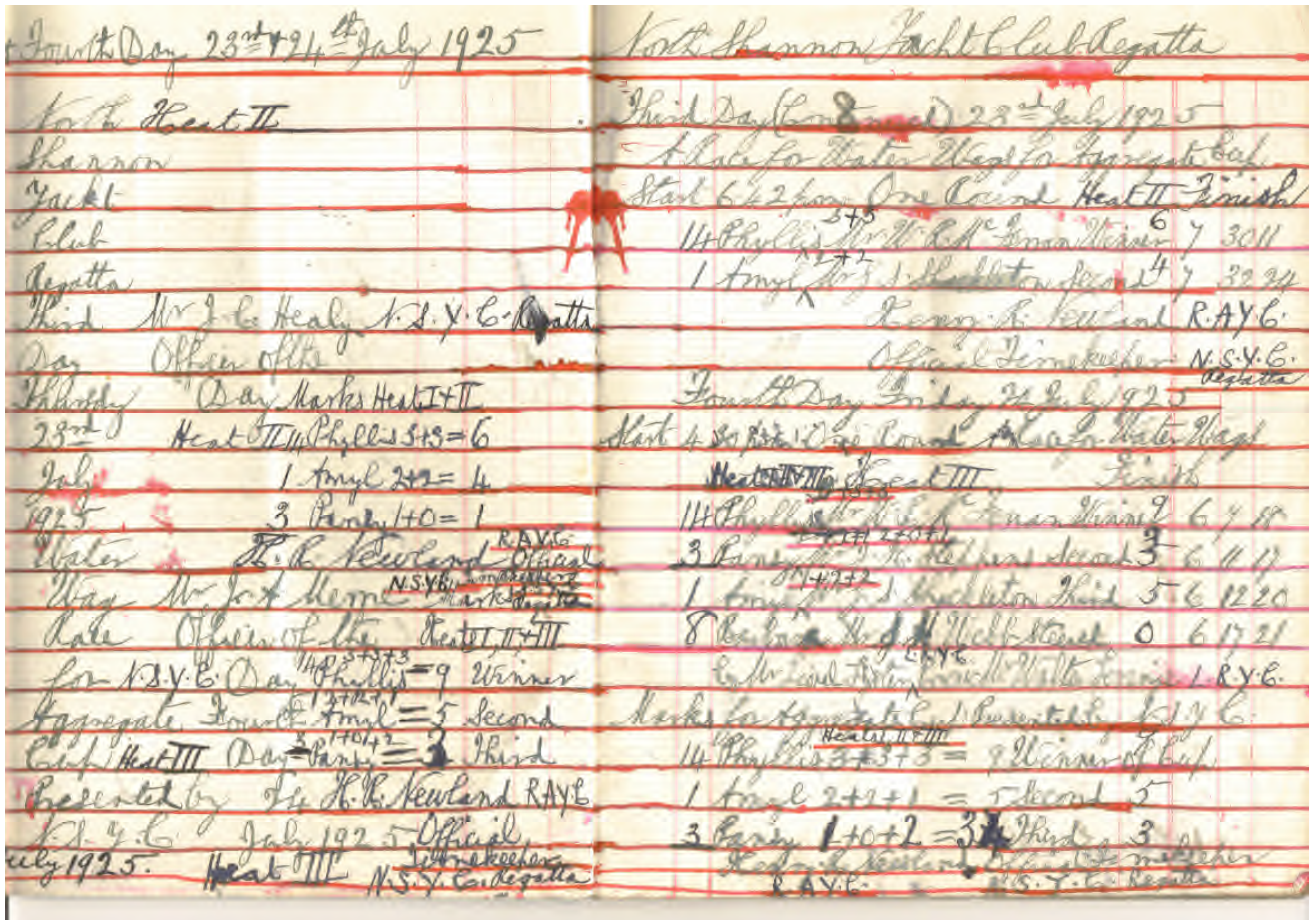


L to R. Guy Kilroy, Geoff Davys, Jackie Kilroy, Vincent Delany, David MacFarlane. Rupert Westrup, David *The Old Sod* McNeill, Sheila McNeill, Henry Rooke, Sue Westrup, Geoff Sarratt, Con Murphy, David Williams, Edward Sarratt, Johnny Ross Murphy, Deirdre Davys, Noelle Breen, William Prentice, David Sarratt, Alison Sarratt, Kate O'Leary, Ian Malcolm, Jimmy Fitzpatrick, Henry Rooke, Gail Varian, Philip Mahony, Richard Mossop and Cathy MacAleavey.



JACQUELINE BACK ON THE WATER AFTER HER RESTORATION

NORTH SHANNON YACHT CLUB REGATTA 1925



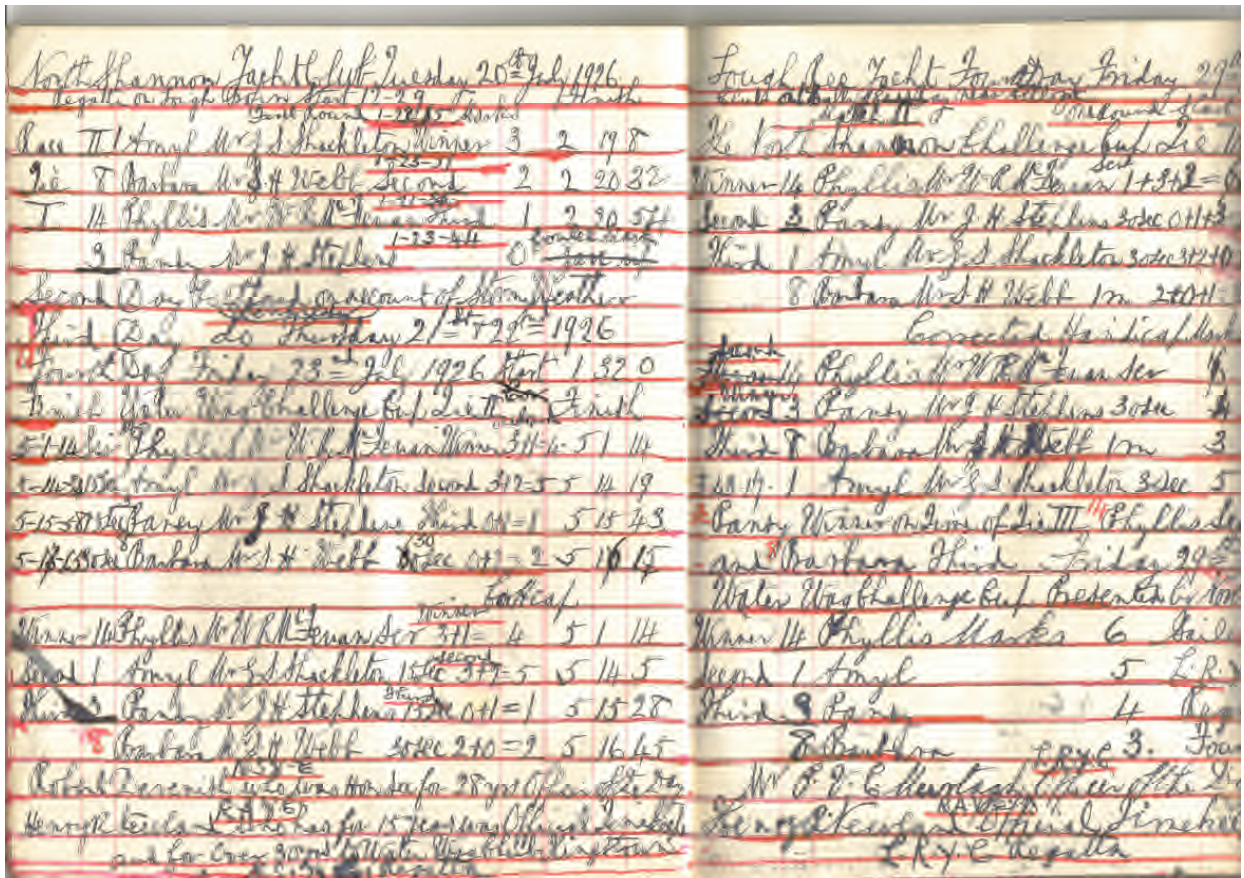
The 4th day of the **North Shannon Yacht Club Regatta** of 1925 took place on Friday 24th July. No. 14, *Phyllis* was steered by W.R. (Bob) McFerran, No. 3, *Pansy* was steered by Jack H. Stephens, No. 1 *Amyl* was steered by George Shackleton, and No. 8 *Barbara* was steered by S.H. Webb.

It can be seen that the format of races was approximately as follows:

Each day a different Officer of the Day was appointed. Mr. J. C. Healy was O.O.D. on Thursday 23rd. When 3 of the 4 Water Wags sailed 3 heats for the Aggregate Cup. The scoring system employed was a high point system with the winner taking 3 points. Unfortunately the finishing order was the same in each race, with 14 ahead of 1, and 3.

On Friday 24th all 4 Water Wags appeared to sail some further heats for the Aggregate Cup. Each race consisting of one round only. The boats appeared to become quite spread out in one race which started at 4hrs.30mins. with finishing times as follows: No. 14, 6hrs.7mins.18secs., No.3 6hrs.11mins.17 secs., No. 1, 6hrs.12mins.20secs., and No. 8, 6hrs.17mins.21secs..

NORTH SHANNON YACHT CLUB REGATTA 1926



One year later the same four Water Wags were competing for **The Water Wag Challenge Cup** on the first day of the Regattaa. Again races were quite long, starting at 12hrs. 29mins. and not finishing until 2hrs.19mins.8 secs. In this case these were place changes, with No. 1 winning the race. It should be noted that it was not permissible for a boat to touch a turning mark. In this instance Pansy fouled a mark and was forced to retire.

The second and third day of the Regatta were blown out.

Interesting note at the bottom of the page read as follows:

Robert Devinish, who was Hon. Sec. of the N.S.Y.C. for 28 years was the O.O.D.

Henry K. Newland who has been official timekeeper for the Royal Alfred Yacht Club for 15 years was official timekeeper. He had by 1926 served the Water Wag Club as timekeeper for 30 years.

THE BODERG REGATTA SONG

Composed 1903 by Mrs O'Neil Clarke. Modified 2013 by 'THE WAG PLAYERS'
Maiden performance October 2013 by Gail, Colin and chorus.

English may boast of their Henley,
The Yanks the America's Cup,
But give me for sport health and beauty
Boderg when the flags are all up.
The boats they flock in in their thousands,
At least sanguine **Guy** tells us so,
The Tin House is chock full of prizes
All glittering there in a row.

Chorus:

*Then Hurrah for the North Shannon Yacht
Club
Long long may it prosperous be,
May the fame of its bold navigators
Reach down from Coothill to the sea.*

The motto adopted and stuck to
In spite of an odd angry face
Is *Festina Lente*, Especially
The *lente* in starting a race
The marks are all late but what matter,
Blue Peter is sure to ascend
Some time before dark! And we finish
A jolly good race in the end.

Chorus.....

Johnny who arranges the races
Should station police at each mark,
To tell us the course which he changes
Not leave us to grope in the dark.
The gun is fired off for each winner,
Although sometimes **David** with the bag
No cartridges finds there- and gunless
The victor must pass by the flag.

Chorus.....

I've always a great deal of pity
For **Edward** to has got to fix up
The times for the races for all classes
For its sure to be all a mix up.
For **Cathy** is quite bound to be crazy
If **Con** has not got enough
Delany is sure to want hours
If **Pansy** goes out when it's rough.

Chorus.....

The clerk of the weather would find it
Real hard to keep in with us all.
For **Kate** likes strong steady breezes
And never a bit of a squall
And **Sue** just wants all he'll give her
With **Ian** to keep her all right
The **Tortoise** is best in big billows
Light winds are the **Polly's** delight.

Chorus.....

There's lots of excitement when **Geoffry**
With **Gail** sails off in *Jacq'line*
He's sure to upset her and fill her,
Except when a cup he will glean.
The masts sometimes fall in the water
Like **Colin** and **David** in Drumsna
The loss of stays halyards and jib sheets
Is sure to add fun to the scene.

Chorus.....

And now I conclude my short story
And remember to each one his due.
A tribute to **Jackie** is owing
For work most unselfishly done.
She keeps the ball rolling at all times,
No one envies her troublesome job.
She's the soul of its very existence
The North Shannon is **Jackie** and **Guy**

PROPER USE OF THE ENGLISH LANGUAGE

Some years ago, when speaking to the late Dicky Pilkington, Vice President of The Water Wags, and lifelong member of the Club, he spoke about the manner in which we now refer to the various Water Wags. Dicky was adamant that the definite article should always be used when referring to boats, in the manner of the following fictitious race.

“On the start line it was *The Penelope* which led the fleet from *The Badger*. This starting order was completely different from last week's race, where *The Pansy* and *The Vela* led from *The Mary Kate* and *The Barbara*.” Is this usage an acknowledgement of a Water Wag being an inanimate female object?

He also explained how titles should be referred to: “Cathy MacAleavey, The Captain of The Water Wags organised a smoking dinner for the Wags. At the dinner, Dr. George Henry, The President of The Water Wags spoke of the Club traditions.”

The word *Class* should never be used to describe the Water Wags, because it is a divisive term, and being the first One-Design dinghy, there was no requirement to contrast Water Wags with other designs. Thomas Middleton preferred to use the term *One Model* in place of *One Design*.



Pilkington also spoke of *matches* and not *races*. Perhaps he understood that a race is a competition where boats sailed from a start line directly to a finish line in the manner of the 100m sprint. In The Water Wag Club we have *matches*, events where the skill of the helmsman and crew of *The Sprite* are matched against the skill of the helmsman and crew of *The Anne*.

Pilkington never referred to *Tomboy III* or *Molly II*. He considered these numbers to be irrelevant as the highest number is always the one in use. In the early days of the Water Wag Club, many owners bought a new Water Wag which they raced for only 2 or 3 years, and then replaced that boat with a new boat of the same name. Thus when somebody referred to *The Mary Kate*, it was known that she was owned by Canon Hannay who sold *The Mary Kate I* out of the Club and replaced her with *The Mary Kate II*.

While on the subject of the English Usage.... ‘WATER WAG’ is a boat. ‘WAG’ is a member of ‘The Water Wag Club’.

MANAGING THE ONE MODEL ETHOS

In 1894 two very lightweight Water Wags, expensively built with cedar planking turned in better performances than the heavier larch or pine hulls, ensuring, once again, that the long pocket would win. This ran against the ethos of the Club. During the following year the Club tightened the rules to control hull shape by prohibiting keel rocker, and fixing the mould positions- all part of a learning process of administering a One-Design class.

At the end of the 19th century the club was losing competitors to newer classes such as the *Colleens* or the *DBSC 25s*. Although plenty of new Water Wags were still being built, they were costing up to £45 each. In 1898 a proposal was put forward by Joshua Hargrave, the Captain of The Water Wags, to introduce a new and cheaper model. By that time all the boats were kept on moorings in Kingstown Harbour, there was no longer a justification for a light weight double ender. James E. Doyle who had built many Water Wags for the Club, a Kingstown yacht builder and designer of some repute, was briefed to submit a new design for a boat about 14'-3" by 5'-0" with a square stern to carry 100 sq. ft. of sail. (the adjoining image



is no a Water Wag but typical Doyle style of row boat.)

With the new design of Water Wag, the Club established stricter controls. The specification called for the moulds to be retained in the boat

until the planking was finished, and at least two timbers fastenings between each set of ribs. Materials and scantlings were specified. Maximum costs were agreed before a boat builder was added to the authorised list, his moulds were certified and he delivered the boat with a certificate of conformity.

Doyle's price of £18-10s. in 1900 to build the boat which he had designed was considered excessively high by the committee, so he was not authorized as a builder. James McKeown of Belfast quoted £14-10s. to build the boat on Club Moulds so the first seven orders were given to him. Sails cost an additional £2-16s-10d.

The new design with a longer water line, plumb stem, and small transom reflected the style of working punts of an earlier period. Its generous keel rocker, freeboard and sheer, shallow rise of floor and firm bilge made it a superior boat to the earlier Water Wag.

The Earl of Pembroke and Montgomery write in *Yachting Magazine* in 1895:

“A sharp stern is undoubtedly safer when running through broken water or before a heavy sea, and when a boat squats running before a strong wind it does not drag dead water behind it, but leaves a clean wake. The square sterned boat carries her bearings further aft and is a stiffer boat. If you decide on a square sterned boat, let the boat have a fine run aft, and let the square surface of the stern be small and well up out of the water..... She should have a high side above water, and be higher at both ends than amidships.

A boat that looks quite level from end to end is generally a poor sea boat.”



THE BOW AND STERN ARE HIGHER THAN THE MIDSHIP SECTIONS, AND THE BOTTOM EDGE OF THE TRANSOM FLOATS CLEAR OF THE WATER TO PERFORM LIKE A DOUBLE ENDER.



REGARDLESS OF BUILDER, ALL BOATS ARE BUILT OFF THE SAME MOULDS.

JOHN GRAY'S WATER WAG MOULDS

(A letter from Gary, son of Derek Paine)

Hope you are keeping well – I was on the phone to my mother this evening and she mentioned that my dad had received a letter from Cathy MacAleavey, to know if he still has the original moulds/ patterns for the Water Wag, as she is about to commence the building of the next addition to the Wag fleet with Jimmy Furey, and would dearly love to obtain them for that purpose.

It was my understanding (though am open to being corrected) that my dad had passed Skee Gray's Wag moulds to the custody of The Water Wag Club / Committee some years ago. With the rekindling of interest in the Wags from my dad and I, over the last year, with our occasional visits to Dun Laoghaire on Wednesday evenings, I thought I had asked him about where the original moulds were and understood that they were with The Water Wag Club now, but I could be wrong.

I guess, given Cathy's letter they mustn't be with the Wag Club / Committee.

Furthermore my mum mentioned that Derek went out to his workshop this evening and spotted the moulds stored high up just under the roof. He is confident that they are Skee Gray's Wag moulds, so maybe they never made it to the safe keeping of The



Water Wag Club / Committee. Of course, it is possible that they could be moulds from a different boat class.

Down the years he accumulated a lot of boating stuff from various sources including Skee Gray- my dad's memory is sadly not the best these days, but he is 98% sure that they are the Water Wag ones, on which he built his 4 Water Wags. (*Editor note: Eva, Skee, Chloe, Little Tern.*)

Anyway, our view is that anyone who is building a new Wag should have access to the moulds, so Cathy / Jimmy Furey are more than welcome to borrow them for their latest construction project – I guess the protocol should be that they should borrow them from The Water Wag Club / Committee. I think my mum is phoning Cathy to inform her that yes, we think the Wag moulds are in my dad's workshop and she is welcome to borrow them - unfortunately I am not next home from London until the end of October, so if she wants to get them earlier than that she is welcome to, but will need to bring along someone who is agile enough to get them down from their lofty perch (beyond the capability of my mum or dad).

Maybe your good self or the Sarratt brothers or other senior Wag Club members can shed more light on where the original (Skee Gray's) Water Wag moulds are. As I say, my dad was only ever the custodian of them, following Skee's retirement, so they should be passed on to the Water Wag Club/ Committee, their rightful home (as was my understanding they had been, but now I'm not so sure). For expediency, we are happy for Cathy to arrange to collect them directly under the understanding that they're returned to the Water Wag Club following completion of the new addition to the fleet by herself and Jimmy Furey – that way, they will remain in the safe custody of the Water Wag Club for future use – this email should be taken as confirmation that my dad is more than happy for Skee Gray's original Water Wag moulds to be given to The Water Wag Club / Committee for safe keeping in perpetuity.

Anyway, feel free to forward this email on to Cathy (as I do not have her email address) – like I say, it is possible that the moulds in my dad's workshop may or may not be Skee's Water wag moulds, maybe they are a second set of moulds ?

Anyway, I hope the season has been a good one – my dad and I called in to the Royal St George on the Wednesday around the August bank holiday to watch the racing and chat with some of the Wag members – but I think you were down on the Shannon at that time.

All being well, we will drop in again for the 2014 season's Weds evening racing.

Editor's comments:

The process of building a Water Wag involves laying down the keel, identifying the exact position of stem and transom, and placing moulds on the keel at exactly 2'-4" centres which are used to shape the planking which is then held in place by the ribs and thwarts after the temporary moulds are removed.



It is believed that the moulds referred to above were originally made by John Gray in about 1904.

No. 44 – SCALLYWAG

Scallywag, No 44 is the newest Water Wag currently sailing. She was built by Jimmy Furey.

What do we learn from looking at these pictures? Firstly, we have to acknowledge the



beautiful warm and even tone of the yellow pine selected for the planking, which has no knots. We also note that the hull is surprisingly symmetrical, relatively fine on the bow and extremely narrow in the stern by modern standards. This narrow stern has very little buoyancy, and this helps the bow to rise over the waves as the boat pivots on her beamy middle sections, and reduces the number of waves breaking over the bow. The design is, therefore, very sensitive to crew positioning fore and aft.

This hull shape is designed as a displacement hull, not conducive to planing, unlike a modern dinghy which has a narrow bow with wide flare and with flat aft sections. The relatively flat floor in the mid sections helps to provide natural stability. When the boat heels, the buoyancy increases, contributing to stability. Furthermore, when a leeward bilge is immersed, the boat tends to turn to windward.

This quality can be used to reduce rudder action when tacking and gybing. Another interesting feature is that in light weather, the hull narrowest and most efficient if it is not heeled. However the sails do benefit from a small measure of heel in such conditions.

KINGSTOWN IN ABOUT 1887



The harbour at Kingstown at the time when **The Water Wag Club** was founded. The following features will be noted:

- There is no evidence of a balcony or dinghy park the front of the R.St.G.Y.C.clubhouse.
- A small yawl rigged yacht in the style of the yacht *America* is on the George moorings.
- It may be Regatta day, or the arrival of Royalty at the Victoria Wharf, with the R.St.G.Y.C. Clubhouse dressed all over. Note the location of the R.St.G.Y.C. flagstaff.
- There was little or no open space in the middle of the harbour, due to the number of yachts and ships anchored throughout the Harbour.
- A pony and jaunting car on the 1860 Carlisle Pier is the only land based vehicle visible.
- There are many boats in the style of the double ended Water Wag moored off the R.St.GeorgeY.C. which was originally founded as a rowing club.
- The mail boat is on Berth No.2. She may be the *S.S. Connaught*.

1913 WATER WAG RESULTS

	Perry Prize 3 May 1913	Buck Cup 7 th May	"Mollie" 14 th May	"Mollie" 21 st May	"Mollie" 28 th May	Vela 4 th June	Buck Cup 11 June
1 Handy	3 rd 4 th 3 rd	3 4 7	6 1 st 0 6	2 4 6	3 2 5 2 nd	1 4 5	4 4 3 7
2 Tomboy	3 rd 4 th 3 rd	3 4 7	6 4 10	6 0 6	3 4 7	3 4 7	6 3 rd 2 8
3 Pansy	- 3 rd 3 rd	2 - 3 5	4 - 3 7	3 3 6	3 2 5	2 3 5	4 3 7
4 Vela	4 th 4 th	3 1 st 0 3	2 4 6	2 1 3	0 4 4	0 4 4	3 4 7
5 Mollie	- 3 rd 3 rd	2 4 6	5 4 9	5 0 5	2 4 6 5 th	2 3 5	4 3 7
6 Pansy	- 3 rd 3 rd	2 - 3 5	4 4 8	4 4 8	5 4 9	5 1 6	5 4 7
7 Madeleine	4 th 3 rd 3 rd	2 4 th 3 5	4 1 5	1 3 4	1 4 5	1 4 5	4 3 rd 1 5
18 Irene	4 th 4 th	3 4 7	6 4 10	6 3 9	6 0 6 1 st	2 4 6	5 4 9
14 Phyllis	0 spec	0 1 1	0 4 4	0 4 4	0 4 5	1 0 1	0 spec 0 0
15 Moosmie	- 3 rd 3 rd	2 - 3 5	4 4 8	4 2 6	3 3 6 4 th	3 4 6	5 1 st 0 6
16 Annette	3 rd 3 rd 1 st	1 4 5	4 3 6	3 4 6	3 1 4 2 nd	0 4 3 3	2 4 6
17 Coquette	3 rd 3 rd 0	0 2 2	1 3 4	0 4 4	1 4 5	1 0 1	0 4 4
			4	3	4	1	0

This document prepared either by Thomas Middleton, founder and President of The Water Wags or more likely by 'Tulip' Newland, the official timekeeper to D.B.S.C. and North Shannon Y.C., is part of the Water Wag Club 1913 seasons results. Notable is the fact that only 12 boats were registered to race in Water Wag matches. Of those boats, seven are still active.

They are *Tomboy*, *Pansy*, *Vela*, *Irene* (now *Sprite*), *Phyllis*, *Moosmie*, and *Coquette*. Racing started in the beginning of May and concluded at the end of July. The prizes referred to were Perry Prize (which was a new sail), Buckingham Cup (which was lost and replaced with replacement Buckingham Cup), Mollie Trophy, Vela Trophy, Coquette Trophy, Salver, and Captains Prize.



It is possible that the owners of *Mollie*, *Vela* and *Coquette* were expected to put up prizes to be raced for.

YACHTING IN AUGUST 1923

THE WATER WAGS

By her win of the second tie last evening, she having won the first, *Phyllis* takes over the custody of the Commemoration Trophy for the season. The 7th Match produced a pleasant and fast sailed race, the chief feature of which was the way the winner was sailing. They did the port course in the steady S.W. breeze, and at the start at 6.35 p.m. *Barbara* led over with *Coquette*, *Phyllis*, *Pansy*, *Tomboy*, *Mollie*, *Wendy* *Blue Bird* and *Moosmie* close up to her.

The beat they had on the third leg was not difficult, and at the close of the round the order was *Phyllis*, *Mollie*, *Coquette*, *Tomboy*, *Wendy*, *Pansy*, *Blue Bird*, *Barbara* and *Moosmie*. *Coquette* made a great bid for the lead at the close of the beat on the next round; she was close up to *Phyllis* at the Coal Harbour Buoy, but the latter again drew ahead, and the second round ended with the order:- *Phyllis*, *Coquette*, *Mollie*, *Tomboy*, *Pansy*, *Barbara*, *Blue Bird*, *Wendy*, *Moosmie*. *Phyllis* increased her lead on the final, and the finish was:

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

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

Editor's notes: George Arthur Newsom, and Dr. Joe Wigham are remembered by the Trophies which carry their names. A.E. Snow may have been a clergyman. E.H. Walpole was the owner of the famed garden in Ashford Co. Wicklow. Dr. Pugin Meldon was related to the famous Architect, Pugin who designed Enniscorthy Cathedral. H.R. Newland was generally known by his nick-name, *Tulip*.

GEORGE PUGIN MELDON TROPHY

Among the D.B.S.C. trophies available to be won by Water Wags, The George Pugin Meldon Trophy is one of the least well known. The trophy is a milk jug intended for afternoon tea.

On the base the engraving is **S.M.Co.E.P.N.S. 745**

The engravings on the front below the DBSC burgee reads:

**DUBLIN BAY SAILING CLUB / 1924 / Won by / BLUEBIRD
G. Pugin meldon trophy**

The engravings on the rear read; **2009 GUY KILROY.**

2010 “GAVOTTE” FRANK GUY.

2011 “MOLLIE” CATHY MCALEAVEY CON MURPHY.

2012“MOOSMIE”DAVID MCFARLANE.



It should be noted that many generations of the Meldon Family have been active in The Water Wag Club since Louis Meldon joined in 1889, sailing *Rose*. Followed in 1894 by *Rose Bud* and 1896 with *Moss Rose*. Ian Meldon recently presented *The Meldon Mirror* to the Water Wag Club.

WATER WAGS IN RIO DE JANEIRO

The History of the Water Wags 1887-1987 states as follows:

“In 1908 a report was received from Rio de Janeiro the successful start of a Wag fleet. About 1925 the de Janeiro Yacht Club had eight Wags, of which four raced fairly regularly. The poor turnout was attributed to the fact that one boat won most of the races. There was a tradition, that some years previously, in the early twenties that there were as many as sixty Wags racing. However it is difficult to understand why the numbers had fallen so much in a relatively short time. Perhaps the class was this size at an earlier date. It is interesting to note that two of the boats racing in 1925 were named *Poteen* and *Fog-a-Bealach*. A report in 1976 confirmed that at that date the class ‘had died of old age’.



of
Rio

The History of the Water Wags 1887-2012 adds:

Poul Garde-Hansen stated that eight boats had been shipped out from Dublin on the Lamport and Holt Line. They raced under the Rio Sailing Club Burgee. The Rio races were very long-Club course ‘B’ was twice around the course or 5.4 miles long, which took over four hours. Racing took place on Sunday afternoons, and tea was provided on the veranda of the club house after racing for those who had taken part, and other members and their friends. Perhaps the reference to sixty boats is a misprint, and should read six. If sixty boats were built in Dublin and shipped out, we would be fully aware of such an event.

In 1924, Poul Garde-Hansen owned No. 21, *Dora*.

Seabird belonged to H.R. Latham.

Fog-a-Bealach was sailed by C.F. Pullen.

Potheen was sailed by E.J.L. Bennett.

Tom-Tit was also racing at that time.

In 2013 Georgia Duckworth from Rio Yacht Club provides us with these race results:

CLASS I - WATER WAGS - 1929- 1930 season

Sail No.	Name	Owner	20- Oct	10- Nov	01- Dec	29- Dec
10	<i>Tony</i>	E.M. Grindrod				
11	<i>Dainty</i>	R.H.K. Marett & D.P. Tarbutt	4			4
13	<i>Seabird</i>	Ralph Schjodt	2	4		
14	<i>Tomtit</i>	L.C. Lambert	0			
21	<i>Dora</i>	D.H. Whiting G. Maitland	1	3		3
27	<i>Potheen</i>	G.H.L. Stewart Turner				
28	<i>Robin</i>	G. Elweed & N.N. Michell C.A. Fisher C. Brooke	3	1		2
29	<i>Mate</i>	Liddle	1			

CRUISING IN RIO 1

(Sent by Georgia Duckworth of Rio Yacht Club, Brazil)

Unless you are very affluent, cruise in a Waterwag for the first twenty years; and even if you are, a Waterwag is best, and gives more sport, only get one that is water-tight, if you can. The essence of cruising is to be perfectly independent, to have no definite plans, to be able to do whazt you damn-well please; to get as far away from your usual life sa possible.

All of which means very careful "fitting-out". You must not forget anything, nor take things which you will not want, as it must all be stowed away into a small boat 14ft. 3ins. Long and 5ft. 2ins beam, in such a manner as not to interfere with the working of the ship.

The following is a rough list of necessities, which can be modified to suit your own requirements and tastes.

COOKING:

Primus stove, kerozene, alcohol, matches, 1 kettle, 1 pan to hold about 1 quart, 1 toaster, 1 frying-pan.

CUTLERY ETC.:

1 knife, 1 spoon, 1 fork, 1 mug (1/2 pint) and 1 soup plate per person; 2 tablespoons, 1 large knife, 2 spare bottles (gin with screw top best), 1 tin opener, 1 bottle opener, 1 corkscrew.

SOFT DRINKS:

Tea, mate, coffee (made in bottle), milk (powder), Salutaris, Soda water, Tonic water, Water (2 garrafoes), Ice, lemons.

FOOD.

White bread, brown bread (keeps best), biscuits, butter, marmalade, cheese, eggs, bacon, sugar, salt, mustard.

TINNED FOODS:

Tongue, ham, cornbeef, sardines, oatmeal.

DRINKS:

Beer, rum (or "good paraty), gin, whisky.

FIRST-AID:

Cotton wool, boracic lint, bandages, 1 pair tweezers, 1 pair scissors, 1 bottle iodine, vaseline, adhesive plasetr, aspirins.

SLEEPING:

Tent, "esteiras", soft pillow, 5 boards for stern sheets, blanket, sweater, flannel trousers.

BOAT:

2 or 3 lengths of spare rope, 1 spare anchor (small), 2 bailers (1 to float), 1 life buoy (or cork cushion), 1 compass, 1 chart, marline etc.

TOOLS:

Needles and thread, knife with marline spike, nails, screws, wire, spare blocks, screw driver, small hammer, canvas, swab.

ODDS AND ENDS

Bathing costume, towels, shaving kit, old shoes, spare white hat, pencil, paper, toilet do., waterproof south-wester, old newspaper (for flares at night), electric torch, candles, candle lamp, waterproof sack (if there is such a thing), binoculars (if your crew has a pair).

CREW:

One (2 people on a Wag are enough cruising, although an extra hand might be taken for one night if willing to sleep ashore).

A few lessons in cooking might also be taken, before starting. Talking of cooking, boil your bacon beforehand, it will keep better and can be fried with a very little frizzling, it can also be eaten as is if you don't want to cook.

The uninitiated often ask "whatever do you find to do up the harbour"? Well, a sailors work on a boat, like a woman's in a house "never ends".

If at Paqueta, you may ride a bicycle, or walk for miles and lose your way, or at Governador you may walk for leagues and also lose your way.

You may bathe, and curse the oil companies as you vainly strive to clean your boat and yourself.

You may sit on a rock at the Tapuamas and contemplate, eat oysters or preferably watch the effect on others eating oysters and getting "espinhos" in their feet.

You may dodge storms in the hot weather, quite an interesting sport at times.

You may also dodge the pirates who cruise without an outfit seeking for prey, or the more lovable novice who does likewise through ignorance.... or may admire the sunset, or the sunrise.

You may study seamanship which can afford all of us ample occupation for many years to come.

You may feel bored. You may go home.

CRUISING IN RIO 2

(Written in 1920s. Sent by Georgia Duckworth of Rio Yacht Club, Brazil.)

“How is it that out of seven thousand Britishers in Rio, we are the only ones who appreciate this sort of thing?” This rhetorical question, which every member of that small but happy band of weekend cruisers must have asked at some time or other, remains as completely unanswered and inexcusable as it has always been.

Mere words cannot do justice to the fascination and charm which week-end cruising in Guanabara exercises upon these few people who have the wit to indulge in it; that they are but very few, does not detract from their enjoyment in the slightest, but it does arouse in them feelings of pity and wonder, the first for those not condemned to stay in cities and populous places, and the second for those not condemned by circumstances and yet so doing. The majority of people never get nearer to the islands of the bay than the “Barca” can approach, and that is usually on a Sunday of holiday- when the conditions on the Paqueta and Governador “Barcas” must be seen to be believed. The main other delectable places of the bay are completely ignored, and even the beauty of the Bay itself cannot be properly appreciated as his attention is diverted by several gramophones playing different “maxixes” and what was fresh sea air is reaching his nostrils heavily charged with the odours usually attendant upon a solid mass of humanity trying to dance on a hot day in a confined space. Circumstances such as these continue to prejudice many people against taking their leisure hours on the waters of the bay, but could these unhappy ones only persuade a friend ~ and all cruisers are “friends” in this respect ~ to take them up the bay for a week ~ or even a day ~ what a difference it would make, and how much more pleasant would be their impressions and afterwards their memories.

The unhurried departure from the Sailing Club – the cruise begins when the skipper decides to set off, and is not dependent upon a time table or an insistent siren or bell; the immediate throwing off of all worldly cares as the sails fill and the little ship gathers way without any fuss on the usual easy fetch or reach to Boa Viagem; probably the spinnaker to be set after reaching Gragoata, having first had a look at the weather to the south as indicated by the flags on the fortress and the clouds behind the Rio hills; then with all sails drawing and the wind dead astern, sailing is at its easiest and much of one’s attention is devoted to appreciating the continually changing face of the Bay – new coast line opening out as every headland is brought level and then left astern. Arrival at the selected destination as the afternoon sun is getting low is the signal for dropping and stowing sails and then for a cheerful roar of the Primus or the fragrant scent of a driftwood fire to float out on the cool and usually calm evening air. Shortly the appetising whiff and cheerful spluttering of the frying pan call attention to the needs of the inner man and set that extra edge on appetites already sharpened by the fresh breeze of the afternoon.

After having fed and “watered”, the contented cruisers lounge back in serene contemplation of the utter peace among the isles of Guanabara at night, so near but yet so far away in effect from the noises, crowds and smells of the city. They may even spare a thought for some less fortunate acquaintance who is perhaps at that minute battling with a boiled shirt or trying to apologise to a disgruntled “contract” partner – these being some of the sophisticated joys of non-cruisers.

An hour or two of yarning and reminiscences, or perhaps a turn or two around ashore, according to ones own sweet will, and then with the starlit heavens as a roof the cruisers sleep sa only they who have spent the day thus can sleep.

Who has not seen on the calm grey waters the first delicate etchings of the light dawn breeze has yet to appreciate one of the thousand little delights which in themselves make cruising worth while; to watch the distant mountains – not really so distant from the head waters of the Bay – picked out by the first rosy light of the morning, is to see them at their most beautiful; to see the ghostly wraiths of the night mists dissolving away over the waters, and the uniform greyness of the world slowly giving place to its daytime colours is to witness a miraculous transition which would silence the most hardy Philistines.

A plunge into the cold clear water sa the glorious morning sunshine shimmers across from the east again whets the never flagging cruiser's appetite, and in a very short while that marvellous combination of odours ~ kipper, bacon and coffee ~ comes floating over the water. This awakens any other sleepers in the vicinity who have not arisen to appreciate the beauty of the morning, and soon all is activity once again.

One is then again at the top of the Bay with a whole day at one's disposal ~ master of one's destiny for at least a day; rivers to explore, beautiful isles to enjoy; the coast of the Bay to follow, and all without any attendant hustle or harrying restrictions. Even a dead calm is never devoid of interst or pleasure ~ to a busy man complete inactivity can be very sweet ~ and on the other hand, with the usual breezes and better acquaintance with the prevailing conditions, one is very seldom let down and most cruises work out according to ones wishes.

In introducing the subject of cruising with aquestion it might have been pointed out that the only possible solution which has occurred to the askers is merely "They don't know". This assumes that the lack of interest is really only ignorance and not hesitation engendered by thoughts of expense or danger, for these are negligable, and for any one who thinks that small boats cannot provide a maximum of comfort, than let him talk to some keen "Water Wag" cruisers and he will be enlightened.

These small boats have weathered every storm Rio has had for many years; their cruises have not been confined only to the Bay ~ Ilha Raza has been visited, and recently two cruisers had a successful Saturday to Monday sail to Guaratiba and back in every comfort and safety, passing Saturday night riding the swell at anchor below the cliffs at the foot of Gavea whilst skipper and crew slept like logs.

1941 BALLOT RACE

In the 1940s all the Water Wag names were put in a hat, and each helmsman was required to draw out a boat which he would sail for the Ballot Race. The system employed today is possibly more fair- the winning helmsman in a previous race or series of races is required to steer the boat which finished last in that series.

t. W.R. Mc.Ferran	<i>Jacqueline</i>	No.21 ~ 7hrs..
		45mins.. 5secs..
2nd. (Dickie) Pilkington	<i>Nesta</i>	No.18 ~ 7. 45. 11.
3rd. I(an) Mc.Ferran	<i>Penelope</i>	No.16 ~ 7. 45. 24.
4th (Ted) Croxon	<i>Coquette</i>	No.17 ~ 7. 45. 36.
5th Miss (Sheelah) Armstrong	<i>Tomboy</i>	No. 2. ~ 7. 47. 58.
6th (Sean) Hooper	<i>Phyllis</i>	No.14 ~ 7. 47. 59.
7th (Alf) Delany	<i>Sprite</i>	No. 10 ~ 7. 48.16.
8th (Horace) Walpole	<i>Vega</i>	No. 25 ~ 7. 49. 40.
9th (Pugin) Meldon	<i>Shindilla</i>	No. 19 ~ 7. 50. 25.
10th Kennedy.	<i>Mollie</i>	No. 5 ~ 7. 51. 5.
11th Morris	<i>Blue Bird</i>	No. 7 ~ 7. 51. 7
12th (Joseph) Wigham	<i>Moosmie</i>	No. 15 ~ 7. 51. 8.
13th (Jack) Henry	<i>Barbara</i>	No. 8 ~ 7. 52. 5.
14th Miss Hutton	<i>Vela</i>	No.4 ~ 7. 52. 55.
15th (Boyd) Dunlop	<i>Badger</i>	No.20 ~ 7. 53. 35.
16th Watson	<i>Pansy</i>	No. 3 ~ 7. 53. 40.
17th Woods	<i>Alfa</i>	No.12 ~ 7. 53. 58.

Editors note: In the 1940s, the Ballot Race must have been the most popular race of the season with 17 boats competing, as this was a very high number of competitors for that time. *Mollie* steered by Pilkington and *Phyllis* steered by Mc.Ferran were both consistant race winners throughout the 1940s.



ROBERT ERSKINE CHILDERS 1870-1922

Extract from *A Thirst for The Sea* the sailing adventures of Erskine Childers with my editorial comments in brackets.

“Childers though a prolific letter writer, did not keep a diary, except on special occasions, nor any regular record of his boats beyond the fair logs describing his cruises. For information on when he bought or sold a particular boat, we have to rely on *Lloyds Register of Yachts*, an occasional mention in one of his letters to Runciman (William Runciman an old school friend) or a laconic note at the start of a logbook, where these have survived. *Shulah* (a half decker on which he cruised the south coast of England) is not mentioned after that autumn of 1893. In any case, a new phase of his life was about to start. Cambridge and the Law Tripos were behind him, and the next year he took up his appointment as Clerk in the House of Commons. Much of his spare time was spent at Glendalough (House, Annamoe, Co. Wicklow), and in 1894 he was writing to Runciman “I have bought a Kingstown Waterwag i.e. a local type of open sailing boat shaped so [a rough sketch suggested something vaguely pear-shaped.] with a centreboard, carted it up to the lake... “.

Lough Dan, in fact, close to the house, on which he and Henry used to take friends for a sail. (Edith Picton Turbevill was one of those friends.)



Sailing was very much on his mind, and it was in October of that same year that he suggested in another letter to Runciman

“Wouldn’t it be splendid to sail to the West Indies?”. Six months later he wrote, “ Now for some sailing shop! Just before Easter [1895] I bought an 18 foot half decked centreboard boat, lug and jib, and lodged her at Greenhithe.... she is not beautiful but very workmanlike, and I was quite satisfied with her.” This was *Marguerite* to be nicknamed *Mad Agnes*. In her, Childers considerably extended his experience both in sailing and cruising.”

The boats referred to above were replaced by the *Vixen* a 30 foot cutter which was used for Baltic cruising. Later in 1903 he went cruising in the *Sunbeam* which he sailed until a new boat, the *Asgard*, commissioned as a wedding present by his father-in-law Dr. Hamilton Osgood, was built and ready to sail.

(Editor: If Erskine Childers had not developed his sailing skills in his double ender Water Wag on Lough Dan in the 1890s, perhaps he would not have acquired *The Asgard*, and perhaps there would have been no gun running to Howth, and the history of Ireland might have been very different.)

THE BRAY SAILING CLUB DROLEENS



The people of Bray Sailing Club recognized the success of The Water Wag, both sailing in The Shankill Corinthian Sailing club and in Dublin Bay Sailing Club. Many had seen Water Wags sailing from Kingstown to Greystones and Wicklow in the 1890s, and realized that a small boats sailed by amateurs could handle the sea condition off the East Coast.

They did not want to build Water Wags which were built specifically for the conditions in Kingstown Harbour, and at Shankill beach. Mr Ogilvy (an amateur yacht designer) designed a one-design boat in 1896 which bears a very close resemblance to an 1887 Water Wag but is very much beamier to add stability.

The stem is higher, which gives better protection against waves experience at the mouth of Bray Harbour.

1886 Water Wag

Length: 13'-0"

Beam 4'-10"

Rudder depth; 2'-0"

Clinker built in larch and pine.

Pointed stern.

No jib.

Mainsail-75sq.ft.

Spinnaker- 60 sq.ft.

Centre board- Iron 2.5 sq.ft.

Mast location: Close to bow.

Mast height: 12'-0"

Yard length: 10'-0" hole to hole.

Boom length: not known.

Mast height: 13'-4"

Yard length: 11'-0"

Boom length: 15'-0"

Spinnaker Pole length: 9'-2"

Builder – Foley of Ringsend.

Number built- 7.

Bird-Wren.

End of Shankill beach –South

Spinnaker Pole length: not know.

Builder- McAllister of Dunbarton.

Number built- 67 known.

Bird- Wagtail.

End of Shankill beach- North

1896 Droleen

Length: 12'-0"

Beam: approx. 6'-0"

Rudder depth; 1'-10"

Clinker built in wood.

Transom stern.

No jib.

Mainsail- 100 sq.ft.

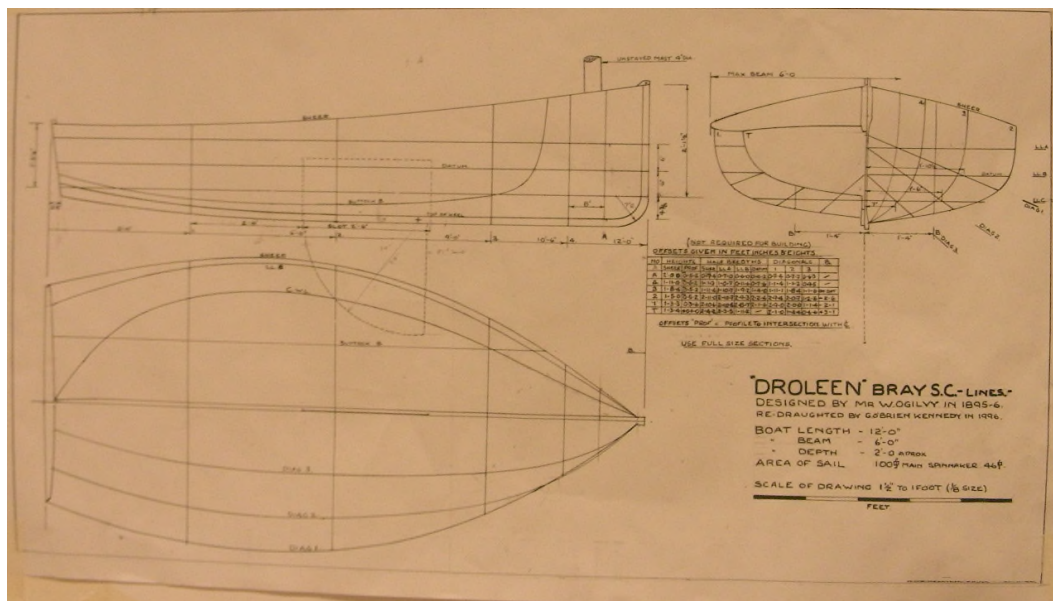
Spinnaker- 46 sq.ft.

Centre board- Steel 3.6 sq.ft.

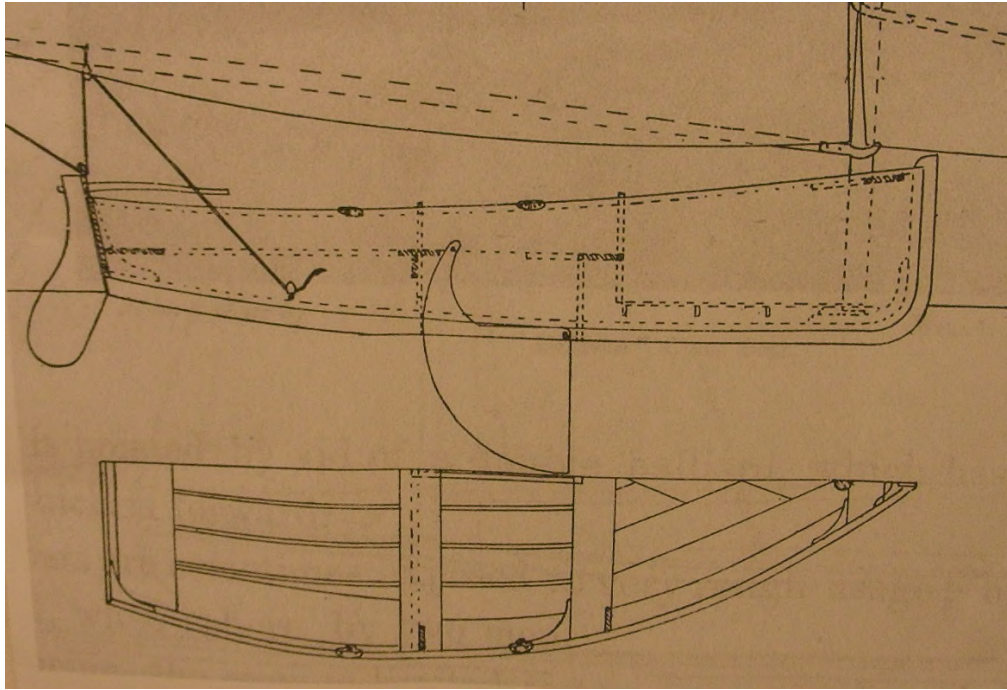
Mast location: Close to bow.

A local group of Wicklow maritime enthusiasts under Frank De Groot have come together in 2013 to build a new fleet of these little 12-foot boats starting work during National Heritage Week. The amateur builders, led by advisors versed in the art of traditional boat building, have now completed the construction of the first Bray *Droleen* of this revived fleet. She is built of larch and finished in Deks Olje. Individuals or groups who would like to get involved or indeed volunteer to help build one of these boats are invited to contact braydroleen@eircom.net.

By Summer 2014, it is hoped that a fleet of at least six *Droleens* will be made available to community groups, businesses and visitors for sailing, fishing, rowing and racing within view of Bray's waterfront.



It is thought that the Droleen Class boats disappeared from Bray Sailing Club due to the majority of their owners not returning from the Boer War at the turn of the century. The builders are fortunate that a set of drawings were prepared by George O'Brien Kennedy a friend of the Water Wags.



Although the workmanship is not to the high standard demanded by Water Wag owners, progress has been rapid. Lessons have been learned. Moulds should be stronger than just plywood. Planks vary in width Practice will improve the craftsmanship.

The wood used is knotty, which will require the knots to be pushed out and the holes filled.



SOUTH CAERNARVONSHIRE YACHT CLUB DESIGN

During the mid-1930s, a small boat-builder, C. Colquhoun & Sons of Dunoon, Scotland, thought up a scheme to beat the recession. He decided to design a number of boats, and build 10 of each design by mass production methods to reduce costs, and then offer each design to



various yacht clubs around the U.K. as their own exclusive 'One-design'. It is from his board came the Clyde based Lough Long One-Design, The Lymington One-Design, and the South Caernarvonshire Yacht Club One-Design 14 foot dinghy.

The design offered to, and accepted by South Caernarvonshire Yacht Club had the following dimensions:

Length 14'-0" (Water Wag 14'-3")
Beam 5'-1" (Water Wag 5'-3")
Sail area 110sq.ft. (Water Wag 100 sq.ft.)

The rig was Bermudian, the hull clinker built and copper fastened, with wooden crosstrees, Steel centreboard, two cylindrical buoyancy tanks under the side thwarts, and red cotton sails. An interesting fact was that the steel centreboard markings identified them as coming from the German high seas fleet which was scuttled at Scappa Flow in 1918.

The first 10 boats were delivered to Abersoch between June and August 1935, and two additional boats arrived in 1937/38.

They were first raced in the Abersoch Regatta on the 15th August 1935. Subsequently a series of races were held on 21st., 26th and 27th August of that year. An Honours Board was erected in the S.C.Y.C. clubhouse the following year to record the names of winners in both the senior category and the junior (under 14 years) category. The winners were E. Chavasse and S. Brookes respectively.

Early boat owners (1939) were:

No. 1. Miss Renison.

No. 2. P. Scarf.

No. 3. Dr. Chavasse.

No. 4. Original owner not known but subsequently bought by the Robinson family.

No. 5. H. Minaprio.

No. 6. J. Dean.

No. 7. S. Brookes.

No. 8. J. Church.

No. 9. H.Parry & Miss Parry. (Note that the Mrs.Barbara Parry owned Water Wag *Eros II* in Anglesea at about the same time.)

No. 10. J.P. Waterworth

No. 11. M.S.J. Booth

No. 12. A.P. and D.H. Tod.

The class was reassembled after the war with racing from 15th August 1946. Racing continued until 1954 when the class died in favour of the post war classes, National Fireflies, G.P. 14s, and Cadets. However many club members learned to sail in the SCYCOD and remember them with affection.

The last survivor was No.4 which was owned by the Robinson family, who kept it for many years in the 'Gorse Bank' boathouse located near the harbour breakwater. In the 1970s and 1980s she was not rigged with a mast but used as an outboard/ rowing boat. She was often left on a mooring off the breakwater during the summer season.

The last boat was subsequently donated to the SCYC club in 1987. She was stored in various sheds while decisions were being made about her restoration and future use. During the winter of 1994 the boat was stored on what is known as 'The old tennis courts'. However, some time before the following August she was burned in a fire- an action of extreme vandalism. The record of race winners still remains in the clubhouse, along with a painting of the boats racing.



In the Firefly Championship fleet on Abersoch Beach in 1951 can you see a SCYCOD?

This may be the only remaining picture of the SCYCOD.

50 THINGS YOU SHOULD KNOW

(In no particular order)

For away events Water Wag owners need to own an estate car with a tow bar.

1. If you flick the mainsheet at the correct time, it will not get caught in your rudder head when you gybe.
2. Wooden boats need T.L.C.
3. A good bilge pump is a great friend
4. Always sail with the same crew if you want to succeed in Club racing.
5. If you buy drinks for your crew he/she is more likely to come back the following week.
6. Jib lead length is critical to pointing when sailing upwind.
7. Mainsail leech tension is critical to pointing when sailing upwind.
8. When you shoot head to wind at a turning mark, a Water Wag is unlikely to travel more than one boat length in any wind condition.
9. In breezy weather, if the crew holds the jib tight in on the old leeward side as you tack, a Water Wag is less likely to get caught *in irons*.
10. If you attach the main halyard too low on your yard, the yard and jaws are more likely to swing around to the side of the mast.
11. If your mast inclines forward, your Water Wag will be quick on downwind legs.
12. A double purchase on the spinnaker halyard enables you to hoist the Water Wag spinnaker faster.
13. A rowlock hole on the transom (optional rule) enables you to scull a Water Wag.
14. Good sailing apparel make for enjoyable sailing in Water Wags.
15. If you must get water in your boots on the slipway, don't do it while launching as you can't enjoy sailing when you have cold or wet feet.
16. It is the crew's job to remind the helmsman of the racing course.
17. Always keep a light line in your Water Wag so that you can reef your mainsail.
18. If you have a personalized burgee, it is less likely to be stolen.

19. Older boats tend to be heavier than new ones.
20. Thomas Middleton founder of the Water Wags was better known to his friends as *Ben*.
21. You need at least an 8:1 purchase on your centerboard halyard.
22. Under water Wag rules, the first block on the centerboard hoist mechanism should be under the mast partner.
23. The upper spar which carries the sail is known as a *yard* not a *gaff*.
24. The planks on a Water Wag are clinched together to the ribs with a copper rivet- thus leading to the term 'clincher' or 'clinker'.
25. The Water Wag plans were lost in 1930, so the boats built at that time (nos. 12, 16, 19, 20, 21, & 22) were built to marginally different plans which were destroyed once the original plans were rediscovered.
26. Every boat is required to be built using the same approved wooden moulds which give the true shape and form to the hull.
27. Boats including Water Wags don't float as high in fresh water, which is less buoyant.
28. Water Wags which leak in salt water- leak more in fresh water.
29. An Aran Sweater is no longer considered to be *waterproof clothing*.
30. The idea of Water Wags arose in 1886 but the name was not selected until 1887.
31. The first Water Wag was launched on 1st. January 1887.
32. 1887 was the year of Queen Victoria's 50th Jubilee.
33. The correct place for a helmsman to sit in a Water Wag while racing, is just aft of the main thwart.
34. When a helmsman and crew sit further forward in a Water Wag in light weather, the boat can travel faster.
35. Fore and aft seats (optional under the rules) for the helmsman make the boat more comfortable particularly in lighter weather.
36. Buoyancy bags, without straps tied right around them to retain them in place and tied back to the structure of the hull, will be found to be useless if a boat capsizes.

37. In choppy waves outside Dun Laoghaire harbour, a self-bailer is invaluable.
38. Elvstrom bailers in a Water Wag only work at high speed or when the bailer is near the surface of the water.
39. The boom in a Water Wag should be as stiff and straight as possible because a bent boom is shorter than a straight one.
40. The yard in a Water Wag should be as stiff as possible because every sailmaker assumes that it would be stiff when he designed the sail.
41. Plumb bows are currently fashionable for both dinghies and racing keelboats.
42. The most useful knots on a Water Wag are a figure of eight, bowline, clove hitch and rolling hitch.
43. A light Water Wag is a fast Water Wag.
44. Tidal flow has a greater impact on relatively slow boats such as Water Wags, than on faster boats such as cruisers.
45. Tide flows into Dun Laoghaire Harbour along the west pier and ebbs along the east pier.
46. The wind inside Dun Laoghaire harbour is always inconsistent in strength and direction.
47. The Water Wag spinnaker must be gybed inside the fore triangle.
48. Pulling the boom inboard with the main sheet automatically tightens the outhaul in a Water Wag.
49. If your Water Wag were kept on moorings, it would probably not leak.



THE VEXATIOUS WATERWAG SPINNAKER

It would appear that there are two strategies used to operate the spinnaker and pole.



ABOVE THE JIB SHEETS: If the spinnaker pole is stowed with the outer tip right up in the stem, and the jaws up against the knee for the main thwart, you will find that the pole does interfere with the correct operation of the jib lead and the jib sheet

Is this interference significant? If your jib leads are 220mm or more, the effect of the pole on top of the jib lead is not significant.

What are the advantages of this system?

- a) Some believe the spinnaker can be hoisted quicker.
- b) The spinnaker can be gybed without undue difficulty.

BELOW THE JIB SHEETS

If the spinnaker pole is stowed below the jib sheets, hoisting the spinnaker is dependant on one of the following:

- a) Push the spinnaker pole forward of the jib sheets before placing the jaws on the mast.
- b) Pull the spinnaker pole aft of the jib sheets before pushing the pole outward and placing the jaws on the mast.



FREQUENTLY ASKED QUESTIONS

Q.1. My pole is too long to fit between the bow and the thwart knees. What should I do?

Answer: Serious consideration should be given to cutting down the overall length of the pole, or trimming the jaws so that it will fit between the stem and the thwart knee.



Q.2. What direction does the wind flow over the spinnaker?

Answer: The wind flow can be horizontal or vertical down the spinnaker. The spinnaker drives the boat best when the pole is trying to kick upwards.

Q. 3. Is the location of the jaws on the mast significant?

Answer. Yes, a lower jaws location encourages the pole to kick up earlier, giving better air flow, opening the gap between the leech of the spinnaker and the jib and increasing boat speed.

Q.4. Why is it that sometimes the spinnaker does not make the boat go any quicker?

Answer: This occurs when there is insufficient or obstructed airflow across or down the spinnaker.

If there is no gap between the jib and the spinnaker there may be no air flow.

Q.5. Why do we not have tell tales on the spinnaker.

Answer: There is no valid argument against using them.

Q.6. Does the spinnaker work as a jenniker when the wind is abeam.

Answer: Unless your burgee indicates that the wind is aft of the beam, the hoisted spinnaker slows a Water Wag down.

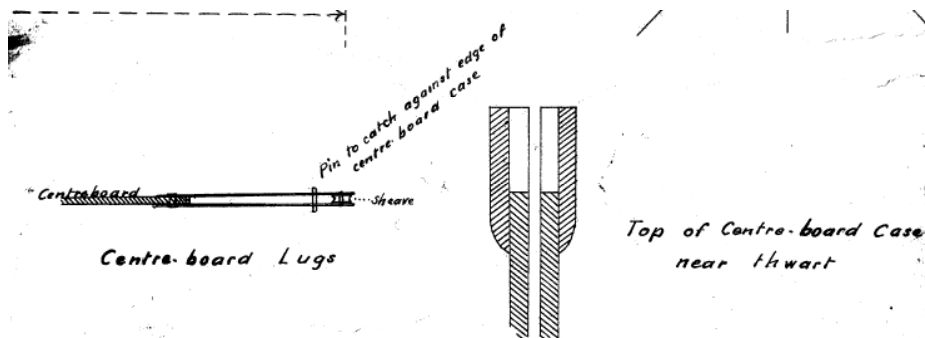
Q.7. How do I gybe the spinnaker.

Answer: Practice ashore. It is easier to gybe the spinnaker when the fabric is new and crispy. If the pole is moved quickly from side to side the sail is less likely to get snarled. The helmsman must assist by detaching the guy early and quickly putting tension on the new guy.



THE WATER WAG CENTREBOARD

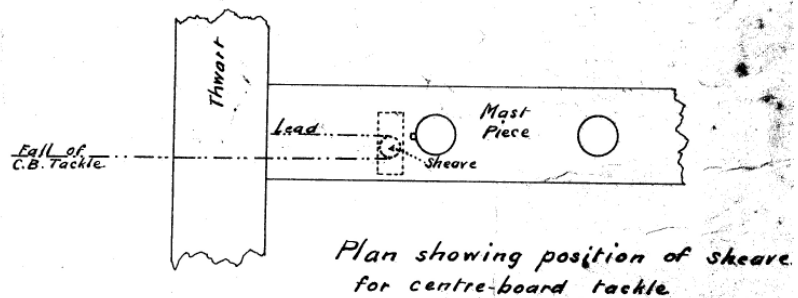
When the transom Water Wag was designed, there was one feature of the design to which Doyle gave particular attention. That was the centreboard and the method of hoisting same.



These two drawings which were approved by the Water Wag Club Committee in 1901, show on the left how the centreboard is attached to an

arm which has two lugs which prevent the centre board from being lowered too far. The drawing on the right shows the upper part of the centreboard casing with the capping removed, and the shelf on which the lugs slide.

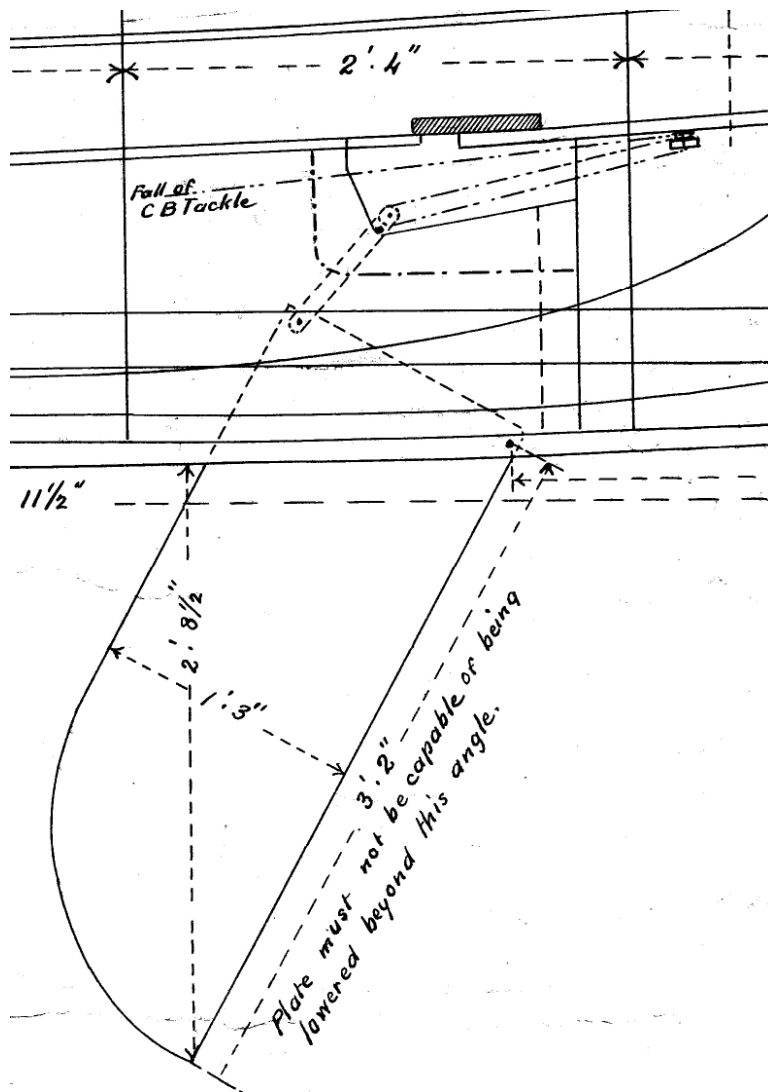
This drawing on this page shows the sheave which is located on the underside of the mast piece. Ideally the tail of the centreboard halyard should be fixed back to the block of wood to which the sheave is attached.



There are a number of things related to the centreboard that the owner should remember:

1. **Corrosion-** All of the components of the centreboard and hoist are made of metal and are liable to corrode. Corrosion on the ¼ inch steel plate can be addressed by sand blasting, galvanising and painting. Corrosion on the arm are best addressed by replacing the arm in stainless steel. (The rules are not specific on the material used.)
2. **Wear-** Since all of the parts move, they are subject to wear. Of special note is the pivot or pin in the keel on the outside of the boat, which should be made of solid bronze rod. Replace it if it becomes worn. The same applies to the brass sheave under the mast piece.

3. Distortion- The keel is weakened by the slot which is cut in it, to allow the centreboard to drop. If the hull distorts too much the centre board slot can be narrowed. If the



centreboard is not absolutely straight, you will have difficulty getting the board into its case.

4. Finish- If you have never seen your centre board, you do not know what condition it is in. Unbelievably the centre board on *Beaver*, No.35 was found to be less than 1'-0" wide, as at least 3" of the metal rusted away.

5. Pin Retainer.- Traditionally the bronze pin in the keel was held in place by copper plates on each side of the keel which were held in place by four copper tacks.

6. Finish- The smoother the finish on the keel the better. A gloss finish is not smoother than a matt finish.

7. Edges- The rules do not permit tapering of the edges of the centre board.

8. Projection- The only way of knowing if your centre board projects far enough, is to put your boat on its side, and measure the projection. The maximum projection is shown on the above drawing.(approved in 1901.)

9. Weight- The centre board is heavy. Ideally it would be removed from the boat every week after racing, but this is not practical. However, you should definitely take it out of your Water Wag for the winter storage.

10. Capping- The capping to the centre board casing should be readily removable, to enable you to take the board out for annual inspection.

WATER WAG NAMES ACCORDING TO GOOGLE

Alfa	Adaptive Land use for Flood Alleviation.
Anne	Anne , alternatively spelled Ann is a form of the Latin female given name Anna . This in turn is a representation of the Hebrew Hannah or <i>Hanani</i> , meaning 'He has favoured me', the name of the mother of the prophet Samuel.
Badger	Short-legged omnivores in the family Mustelidae.
Barbara	A mnemonic devised by mediaeval scholasticism for a particular syllogism.
Beaver	The beaver (genus <i>Castor</i>) is a primarily nocturnal, large, semi-aquatic rodent.
Chloe	A fashion house for ready-to-wear, bags and accessories.
Coquette	A vehicle in Grand Theft Auto IV which is a parody of the Chevrolet Corvette
Eithne	A tragic heroine and the daughter of the one-eyed Fomorian King, Balor in an early Irish romantic tale.
Eros	Eros was a primordial Greek god of Love, that is, he had no parents. He was the fourth god to come into existence.
Eva	Ethylene vinyl acetate (also known as EVA) is the copolymer of ethylene and vinyl acetate.
Freddie	Mr. Mercury (born Farrokh Bulsara; Gujarati: ફરોખ બલસારા, Pharōkh Balsārā; 5 September 1946 – 24 November 1991
Gavotte	A French folk dance, taking its name from the Gavot people of the Pays de Gap region of Dauphiné,
Good Hope	A rocky headland on the Atlantic coast of the Cape Peninsula, South Africa.
Jacqueline	Former First Lady of the United States, former widow of the U.S. President John F. Kennedy, widow of Aristotle Onassis
Little Tern	<i>Sternula albifrons</i> is a seabird of the tern family which breeds on the coast at Kilcoole.
Marie Louise	Maria Ludovica Leopoldina Franziska Therese Josepha Lucia von Habsburg-Lothringen; 12 December 1791 – 17 December 1847)
Marcia	An ancient Roman noblewoman and the mother of the Emperor Trajan.
Maureen	Maure derives from the Phoenician term <i>Mahurin</i> (Westerners). From Mahurin, ancient Latin derives <i>Mauri</i> , meaning black African, and modern Greek derives <i>mauro</i> (black). From the same root is derived moor, maroon, Mohr, Moore, Morin, Morisco, Moreto, Mauretania, Mauritania, Mauritius, Maurus, Maurice/Moritz/Maurikos, Meuric/Meurig, Maureta and Maureen.
Mary - Kate	Ms Olsen, born June 13, 1986, an American actress, fashion designer, producer, author, and businesswoman.
Mollie	A fictional character in the novel <i>Ulysses</i> by James Joyce, wife of Leopold Bloom.
Moosmie	At a tea-house at Kamakura, one of these charms was accidentally dropped by a lively little 'moosmie, or 'girl, who was waiting on a party of foreigners.

WATER WAG NAMES ACCORDING TO GOOGLE

Nandor	Nandor meant "those who turn back" in Quenya, Tolkein's fictional Elvish language..
Pansy	A sissy, fag, fairy, or one that is generally unmanly.
Patricia	A common female given name of Latin origin. It is derived from the Latin word <i>patrician</i> , meaning "noble".
Penelope	The faithful wife of Odysseus, who keeps her suitors at bay in his long absence.
Phyllis	A character in Greek mythology, daughter of a Thracian king Philander, Ciasus, or Thelus. She married Demophon, King of Athens and son of Theseus, while he stopped in Thrace on his journey home from the Trojan War.
Polly	A stereotypical parrot is often called Polly
Sara	Sara people, an ethnic group in central Africa
Saryalis	Based in Ireland, saryalis has been an eBay member since 25 Nov, 2007
Scallywag	A child, who behaves badly but in an amusingly mischievous rather than harmful way; a rascal:
Shindilla	A lake near Maam Cross, Co. Mayo
Skee	A locality situated in Strömstad Municipality, Västra Götaland County, Sweden, with 583 inhabitants.
Sprite	Supernatural legendary elf-like creatures, including fairies, and similar beings.
Swallow	A group of passerine birds in the family Hirundinidae which are characterised by their adaptation to aerial feeding.
Swift	Jonathan, 1667 – 1745, a satirist, essayist, political pamphleteer, poet and cleric.
Tomboy	Since 1592, according to the <i>Oxford English Dictionary</i> , "has been connected with connotations of rudeness and impropriety".
Tortoise	A family of land-dwelling reptiles in the order Testudines. Tortoises are shielded from predators by a shell. They are generally reclusive animals.
Vega	(α Lyr, α Lyrae, Alpha Lyrae) is the brightest star in the constellation Lyra, the fifth brightest star in the night sky and the second brightest star in the northern celestial hemisphere, after Arcturus.
Vela	Carlos Alberto Vela Garrido, born 1989, a Mexican football player currently playing as a striker for Real Sociedad.

SOME OBSERVATION ON HOW TO IMPROVE SPEED IN WATERWAGS

- Initially you must prepare your boat. Your preparation should result in a smooth finish on the outside of the hull particularly on the white painted bits including the centreboard and rudder. If in doubt the paintwork can be sanded with 400 grade wet and dry sandpaper.
- In any sporting event the power:weight ratio is significant. Your one-design sail area (power) is fixed. However crew weight is not. The ideal the all up weight of helmsman and crew in a Water Wag is about 140kg. This weight will be too light for heavy weather with full sail, but often we are required to reef in heavy weather.
- A boat should be as light as possible. Do you use shackles where a knot would do? Check around your boat to find excess weight. Remove all excess water from the bilges.
- New sails are quicker than old ones.
- A dry boat is quicker than a wet one. Staunch your boat as much as you can.
- Make sure that your floorboards are designed to enable the end of your pump to reach into the bottom of the bilge water.
- Halyard cleats on the mast are sure to snag the jib sheets. Cut up 2 lit. Plastic coke bottle and wrap it around the cleats to form a smooth snag free surface.

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- You must rig your boat to match the weather on the day. On a windy day the yard can be located lower.
 - Ensure that the halyard knot on the yard is secure, and that cunningham pressure does not result in the the yard slide sliding downward.
 - Jib halyard tension is important. Ask your sailmaker if the halyard should be tight or a little slack. Remember that a tight halyard pulls the mast forward. If you chock your mast with old pennies or with small blocks of wood at the back of the slot in the floor to can have a tight halyard and maintain some mast rake.
 - The Jib halyard can by hauled tighter in heavy weather.
 - Set your jib leads. Ideally you should draw a line from half way up the jib luff to the jib clew and extend this line to the point where the jib leads are located.
 - The length of the jib leads in critical. Personally I set the bearing surface of the jib leads 220mm from the inside of the planking. I reduce this distance in heavier weather. Take a look at No. 15 who has adjustable jib leads with a jamb cleat.
 - On Watson Sails, the centre foot of the mainsail should be about 75mm from the straight line between the tack to the clew of the sail. (I am not aware of North Sails instructions.)
 - Make sure that you can replicate your settings each week.
 - Ensure that the top of your mast is central on the boat. You can check this using the main halyard.
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- Reasonably tight shrouds appears to be best. (Even tight shrouds go slack on the leeward side when the mast bends.)

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- Stay in clear undisturbed air as much as you can.
 - Stay in the strongest wind available.
 - Stay in the strongest tide available, only if it is going your way.
 - Stay in the weakest tide available if it is against you.
 - Watch out for wind bends. The wind is not the same over the whole harbour.
 - Fly your spinnaker only if the apparent wind is from aft of the beam.
 - Plan your course to avoid tacking unless you really have to .
 - Dip below starboard tackers if you can, in preference to tacking.
 - Heel slightly to windward when the wind is from astern with with your spinnaker up.
 - Move the crew weight further forward when off the wind.
 - Pull the spinnaker pole aft till it touches the shrouds when you run by the lee.
 - Watson sails should use tight Cunningham once the wind exceeds 10 knots.
 - Always ease the Cunningham when you are off the wind.
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