

THE WATER WAGS 2014



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Cover- Natalie Guy enjoying the picnic at Dalkey Island.

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GEORGE HENRY'S PRESIDENT'S REPORT

The 2014 season saw more Water Wags competing in club races than ever before, with a fleet of more than 20 Water Wags racing every week. This number is in complete contrast with all other dinghy and one-design classes in Dun Laoghaire and further afield where fleets are declining. There were five different winners for the first five matches, reflecting the high quality of racing.

We are happy to report that there are currently two more Water Wags in build, Nos. 45 in Lecarrow and 46 in France.

David MacFarlane, the dynamic Captain of the Water Wags introduced a radical new system of allocation of the historic club trophies, with the season divided into three sub-seasons, Spring, Summer and Autumn, with trophies for each of the three divisions for each sub-season, and prize winners not permitted to win more than one trophy. This system has been effective in keeping the competitive edge between the racers, irrespective of division.

Although we did not have any major events in Dun Laoghaire this year, but we did have two events on the river Shannon, of which the Lough Allen regatta was sailed on a lake which has probably not seen a regatta for 150 years.

Hal Sisk organized two wonderful trips on his *Molly Ban*, which were very well supported by club members, their partners and friends. Such trips are a valuable part of the social life of a small club such as ours.

The Dun Laoghaire Harbour Company have removed some moorings from the harbour which increases the space available for small boat racing. However, The Water Wags must resist any proposals for a new pier for cruise liners located centrally in the harbour, which would be catastrophic to Water Wag club activities. The cruise liners should dock in Dublin Port which is close to the city centre, and the appropriate facilities already exist there including tug boats.

The issue of racing rule observance is of great importance to large fleets. The committee must give further attention to this next season. David MacFarlane has already tackled the issue by sending a text based rule quiz sent weekly to all members. This should be followed up by face-to-face question and answer sessions, which must translate into a change of behaviour on the water. We had one formal protest over the entire season which unfortunately was found to be invalid. We must ensure that all the competitors next year are comply with the current Racing Rules of Sailing.

THE WATER WAG CLUB TROPHIES

Trophy	Pre 2014	Post 2014
Jubilee Cup	Overall best boat of the year in Wednesday Club races subject to discards.	Overall best boat of the year in Wednesday Club races subject to discards.
The Snuff Box	Overall best div. 1B boat of the year in Wednesday Club races subject to discards.	Overall best div. 1B boat of the year in Wednesday Club races subject to discards.
Cora Cup	Overall best div. 2 boat of the year in Wednesday Club races subject to discards.	Overall best div. 2 boat of the year in Wednesday Club races subject to discards.
100th. Anniversary Burgee	Winner of a race	Div. 1A winner of a series of 3 consecutive races.
Buckingham Cup	Best div. 1A or 1B boat in a series of 3 handicap races over the season.	Best div. 1A + 1B boat in a series of 3 handicap races over the season.
Centenary Half Model	Winner Shannon regatta div 1A .	Winner Shannon regatta div 1A .
The Coffee Jug	2nd. place div. 2 in Wednesday races.	Div. 1B Winner of a series of consecutive races.
Commemoration Trophy	Best div. 2 boat in a series of 3 races.	Best div. 2 boat in a series of 3 consecutive races.
Commemoration Shellcase	Div 1 winner of a series of 3 races.	Div 1A winner of a series of 3 consecutive races.
Coquette Cup	Presented to most successful boat of the season in all races in the Dublin area.	Presented to most successful boat of the season in all races in the Dublin area.
Finn Frostbite Cup	New trophy.	Div 1B winner Autumn series of 8 races.
Firefly Cup	Div. 2 winner of Shannon regatta.	Div. 2 winner of Shannon regatta.
Fitzgerald Cup	Div. 1B winner of Shannon regatta.	Div. 1B winner of Shannon regatta.
Henry Trophy	Winner of first race of the season.	Div. 1A winner of the Spring series of 7 races.
Hilpotsteiner Tankard	Winner of a race.	Div. 1B winner of a series of 3 consecutive races.
Historic Picture 10-3	Committee decision.	Div. 1B Winner of a series of consecutive races.
Historic Pictures	Committee decision.	Div. 2 Winner of a series of consecutive races.
Hold Everythin' Trophy	3rd. place div. 1B in Wednesday races.	Div. 1B winner of Summer season of 7 races.
Jack Stephens Tankard	Winner of a race.	Div. 1A winner of a series of 3 consecutive races.
Ladies Plate	Presented to regular helmsman of the boat which won Jubilee Cup.	Div 1A. winner Autumn series of 8 races.

Lanesboro' Regatta Cup	Crew of the boat which won Jubilee Cup. Also known as Nora Pilkington Prize.	Crew of the boat which won Jubilee Cup.
Lawsons History of The America's Cup	Most successful boat of Dun Laoghaire waterfront regattas or Volvo Dun Laoghaire Week	Most successful boat in Wednesday races on the week of the Dun Laoghaire regattas or Volvo Dun Laoghaire week.
LDYC Decanter	Winning Club in team racing between Lough Derg Y.C. and Water Wag Club.	Div. 2 winner of Summer season of 7 races.
Len Hayes 85th anniversary Trophy	Winner of a race.	Div. 2 winner Autumn series of 8 races.
Madras Trophy	Winner of a race.	Div. 1B winner of the Spring series of 7 races.
Maureen Vase	Winner of race steered by ladies	Winner of race steered by ladies
Meldon Mirror	Winner in div. 1B of races for Commemoration Trophies.	Div. 1B winner of a series of 3 consecutive races.
Meldon Trophy	Div. 2 winner of a series of 3 races.	Div. 2 winner of a series of 3 consecutive races.
Middleton Howitzer	Winner of Dun Laoghaire Regattas. Twinned with Lawson's History.	Winner of the Wednesday races on the week of the Dun Laoghaire Regattas.
Mini Transom Trophy 1B	Winner of div. 1B of bi-annual Water Wag Worlds.	Winner of div. 1B of bi-annual Water Wag Worlds.
Mini Transom Trophy 2	Winner of div. 2 of bi-annual Water Wag Worlds.	Winner of Div. 2 of bi-annual Water Wag Worlds.
Mollie Bowl	Winner of a race.	Div. 1A winner of Summer season of 7 races.
Newsom Memorial Trophy	Winner of a series of 3 races.	Winner of a series of 3 consecutive races.
Pansy Trophy	Winning Helmsman of a ballot race	Winning Helmsman of a ballot race
Pavilion Garden Cup	Div. 2 winner of a race .	Div 2 winner of a series of 3 consecutive races.
Phyllis Trophy	Div. 2 winner of a race .	Div 2 winner of a series of 3 consecutive races.
Saryalis Cup	13th placed boat in Wednesday Club races.	13th placed boat in Wednesday Club races.
Simon Nolan Downhill Trophy	Awarded to the winner of a series of weekend races down the river Shannon	Awarded to the winner of a series of weekend races down the river Shannon
Simon Nolan Memorial Trophy	Awarded to the volunteer of the year.	Awarded to the volunteer of the year.
SODA Trophy	Winner of a race.	Div 2 winner of the Spring series of 7 races.
Sprack Trophy	Winner of a race steered by a regular Water Wag crew.	Winner of a race steered by a regular Water Wag crew.
Sri Lanka Tankard	Committee decision (div 1A).	Div 1A winner of a series of 3 consecutive races.
Sri Lanka Mug	Committee decision (div 2).	Div 1B winner of a series of 3 consecutive races.

Sprite Trophy	Best 90 year old boat over the season.	Best 90 year old boat over the season.
Titanic Trophy	Best improver over the season.	Best improver over the season.
Transom Trophy	Winner of bi-annual Water Wag Worlds.	Winner of bi-annual Water Wag Worlds.
Walpole Prize	Awarded to winner of a race for boats which have competed in at least 6 races and have not won a race.	Awarded to winner of a race for boats which have competed in at least 6 races and have not won a race.
Wigham Trophy	Awarded to three div. 2 winners of 3 handicap races.	Awarded to three div. 2 winners of 3 handicap races.
YOZ trophy	Winner of a race steered by youths.	Winner of a race steered by youths.

SOME RACE REPORTS 2014

(Note the pictures do not relate to the races being reported.)

4th June 2014. In one of the races for the 100th Anniversary Burgee, the breeze was blowing about 14 knots from the north-west, an unusual direction for a summer race. This meant that the area close to the harbour mouth was quite choppy compared with the rest of the harbour.



In this wind strength the tide was of no significance. Fast out of the blocks were *Tortoise*, *Mollie*, *Moosmie*, *Marie Louise* and *Pansy*, and this group were first around the windward mark.

The windy conditions were too much for some competitors, so unfortunately, *Ethna* and *Eros* were early retirees, leaving 17 boats on the course to fight for supremacy over 5 laps of the harbour. At the front, initially, it was William and Linda Prentice in *Tortoise* who love heavy weather, but they were passed by David and Sally MacFarlane in *Moosmie*.

On the off-wind leg which was a true run, competitors had the option of starboard or port gybe. As usual,

starboard gybe allows for a quicker hoist, and avoids the need for a gybe set. Initially, the fleet all rounded the port hand mark of the leeward gate which did necessitate a gybe at any stage on the downwind leg. On later laps competitors found that they could lay the starboard hand gate mark without need for a gybe. For a period of the race the wind strength increased to about 18 knots, a strength when many Wags tuck in a reef. By the end of five tiring and competitive laps of the harbour the results were:

Division 1A: 1st *Mollie*, Cathy MacAleavey and Con Murphy. 2nd. *Moosmie* 3rd. *Tortoise* 4th. Ian Malcolm and his son in *Barbara*.

Division 1B: 1st *Marie Louise*, John Magner, sailed magnificently, 2nd. *Coquette*, Seymour Cresswell and Mary, 3rd. *Good Hope* with Hal Sisk and Sue Westrup. The latter two remained within 3 boat lengths of each other for almost the entire race.

Division 2: 1st. *Chloe* steered by Kate O'Leary crewed by her son Guy, 2nd. *Nandor* sailed by Brian Mc Bride and Stuart McBean who skillfully handled the conditions, and 3rd *Polly* sailed by Richard Mossop.

Two of the three divisions, this week, were won by lady helmsmen.

11th June 2014. Despite *Swift* and *Polly* being unable to sail on 11th June in the second race for the 100th Anniversary Burgee, 24 Water Wags came out to race. The breeze was from the

east but it varied from 2 knots to 6 knots. A windward-leeward race was selected with a leeward gate. The tide was low, and the beginning of the flood could be felt.



The fleet got away cleanly from the start with every boat on starboard tack. Those boats who did not tack away to get clear wind did best by nosing the tide and getting a lee-bow benefit as they approached the harbour mouth. (See report in this newsletter on tidal effects) The windward mark was off the Boyd monument. When they reached the lay line, *Moosmie*, *Gavotte* steered by Jimmy Fitzpatrick, *Pansy* and *Marie Louise* were able to tack across the fleet and head to the windward mark. *Moosmie* was travelling fast and pulled out a good lead early in the race, but behind her a good battle was taking place. At the end of the first spinnaker run at the leeward mark, there was a choice of which of the gate marks to select, the up-tide and downwind mark, or the down-tide and upwind mark. Most Wags selected the up-tide mark.

By selecting this mark, one had the benefit of a greater lee-bow action, and when you reached the east pier



lighthouse there was a favourable flow of tide running along the east bight. But, on the second lap the wind over the whole harbour was dropping to a glassy one knot. *Moosmie* kept her lead, and *Tortoise* *Swallow* and *Mollie* were gaining places within the fleet. In fact *Tortoise* slipped into second place. Miraculously,

although we thought that the wind had disappeared for the night, a new 4-5 knot breeze appeared, which enabled all the boats to finish.

29th May 2014 The first handicap race of the season took place on 28th May when the Water Wags competed for the Buckingham Cup (Division 1A +1B) and the Wigham Trophy (Division 2).

The wind from the north was blowing at about 8 knots. First boats to start were *Penelope*, *Eva*, and *Sprite* (the oldest boat of the fleet which will celebrate her 110th birthday this year.) They were followed one minute later by *Mary Kate* and *Nandor*. A further minute later *Good Hope*, *Sara*, *Polly*, and *Chloe* started. Then it was the turn of *Swallow*, *Coquette*, *Badger* and *Alfa* to cross the start line in clear wind. Then *Freddie*, *Gavotte*, *Marie Louise* and *Scallywag* were followed by *Vela*, *Pansy* and *Barbara*. Finally *Tortoise*, *Swift* and *Mollie* started five and a half minutes after the first Water Wags. By that stage, Dun Laoghaire Harbour was full of 23 lovely wooden boats, some old, most middle-aged and some relatively new.

It was soon evident that the wind was coming into the harbour through the Harbour Mouth



and, unusually, due to the low tide almost no wind came over the pier walls. This meant that there was an area of the harbour to leeward of the Harbour Mouth where there was a good steady breeze, and if one wandered out of that area, one quickly found that there was not enough wind. Initially Adrian Masterson in *Sprite* and newcomer Orla Fitzgerald in

Eva held the lead. Tactically they both stayed in the best wind. The fleet also realized that there was relatively little tide in the harbour, but when Water Wags were within a 30m. radius of the windward mark, the young incoming tide from the north-east was very strong, resulting in some boats having difficulty in laying the windward mark. After two laps Hal Sisk in *Good Hope* and David Clarke in *Sara* had broken into the lead.

On the fourth and final lap the wind became very light, causing problems for some of the competitors. *Tortoise* as scratch boat had defied her name and crawled up to 7th. place.

At the finish it was Hal Sisk and Sue Westrup in *Good Hope* (div.1B) who crossed the line first ahead of David and Anne Clarke in *Sara* (div.1B) and Adrian Masterson in *Sprite* (div 2) and Michael and Zoe Donohoe (div 1A) who were the first father/ daughter combo to finish. In 5th place Vincent Delany and Noelle Breen in the venerable *Pansy* (div 1A) finished inches ahead of newcomer Orla Fitzgerald and husband Dermot in *Eva*, the 'centenary' Water Wag. There will be two more handicap races during the season.



30rd. July 2014. Following a day with winds of force 5, it was a surprise to arrive in Dun Laoghaire to find almost no wind at all. Our valiant committee boat team of Tom, David T, and Tuffet laid a windward-leeward course of three laps.

When the twenty-one Water Wags were ready to start the wind shifted from the west to the south-west. The course was quickly re-laid. Signals were hoisted and about 3 minutes before the start the wind shifted further towards the south, creating a bias on the start line. *Gavotte*, *Pansy*, *Tortoise*, *Mollie* and *Swift* were all set for a port start, but they hadn't predicted that *Good Hope* would get the perfect start on starboard tack. Several of the port tackers had to dip *Good Hope*.



Over the first beat the wind was unstable with an average of 3-4 knots but with regular gusts of 6-8 knots. At the windward mark *Pansy* tacked inside *Mollie*, but as she had not regained sufficient speed after the tack to hold her place. *Mollie* sailed over her. On the run *Pansy* was able to blanket *Mollie* as they vied for position on the run. It was time to prepare for the leeward gate. *Pansy* opted for the southerly mark while *Mollie* took the northerly mark. Over the next beat, it was *Pansy* who appeared to hold a good wind, heading towards the Ferry

berth, but as she was further inshore the wind failed her and she fell back some 6 boat-lengths behind *Mollie* who had taken a tack towards the harbour mouth. *Pansy* fell into the clutches of *Gavotte* and *Tortoise*. *Mollie* had done enough to pull clear ahead of the bunch. On the offwind leg *Tortoise* showed great speed and overtook *Gavotte*. This time all the leading Water Wags headed for the northerly gate buoy to repeat the success of *Mollie* the previous time around. On the beat *Tortoise* tacked away onto starboard before *Pansy* or *Gavotte*. Would she find the wind bend which would lift her up to the windward mark across the harbour?

It wasn't to be. *Pansy* rounded the windward mark with only one tack while *Tortoise* had to put in three. At the next leeward mark *Mollie* headed for the eastern mark. Was this a good idea? She had everything to lose. Then *Pansy* who realised that there had been a wind shift further to the south, and followed *Mollie*. On the final beat *Moosmie* started to put pressure on *Tortoise* and *Gavotte* as they approached the finish.

The final order was: 1st Cathy MacAleavey and Con Murphy in *Mollie*. 2nd. Vincent Delany and Noelle Breen in *Pansy*. 3rd Frank Guy and Owen McNally in *Gavotte*.



Meanwhile in Division 1B, *Good Hope* was enjoying the benefits of her good start and rounded the windward mark six places ahead of her rival, *Eva*. But through the race *Eva* was gaining places and they finished in 8th and 10th places respectively.

1st Division 1B. Hal Sisk in *Good Hope*. 2nd Orla Fitzgerald and Dermot O'Flynn in *Eva*.

In Division 2 the challenge was between *Penelope* and *Phyllis*. Initially *Penelope* got the upper hand but as the race developed *Phyllis* overtook and took the win.

1st. Division 2. Paul and Anne Smith in *Phyllis*. 2nd. Fergus Cullen and his daughter in *Penelope*.



WINNERS OF WATER WAG TROPHIES 2014

<i>Winner</i>	<i>Name of trophy</i>	<i>Sail Number</i>	<i>Helmsman and Crew</i>
<i>Swift</i>	<i>Jubilee Cup</i>	<i>38</i>	<i>Guy & Jackie Kilroy</i>
<i>Marie Louise</i>	<i>The Snuff Box</i>	<i>9</i>	<i>John & Dara Magner & family</i>
<i>Chloe</i>	<i>Cora Cup</i>	<i>34</i>	<i>Kate O'Leary & Claire Hogan</i>
<i>Moosmie</i>	<i>100th Anniversary Burgee</i>	<i>15</i>	<i>David & Sally MacFarlane</i>
<i>Good Hope</i>	<i>Buckingham Cup</i>	<i>18</i>	<i>Hal Sisk & Sue Westrup</i>
<i>Chloe</i>	<i>Candlelight Trophy</i>	<i>34</i>	<i>Kate O'Leary and Claire Hogan</i>
<i>Mollie</i>	<i>Centenary Half Model</i>	<i>41</i>	<i>Cathy MacAleavey & Con Murphy</i>
<i>Eva</i>	<i>The Coffee Jug</i>	<i>33</i>	<i>Orla Fitzgerald & Dermot O'Flynn</i>
<i>Chloe</i>	<i>Commemoration Trophy</i>	<i>34</i>	<i>Kate O'Leary & Claire Hogan</i>
<i>Gavotte</i>	<i>Commemoration Shellcase</i>	<i>24</i>	<i>Frank Guy & Owen MacNally</i>
<i>Mollie</i>	<i>Coquette Cup</i>	<i>41</i>	<i>Cathy MacAleavey & Con Murphy</i>
<i>Freddie</i>	<i>Finn Frostbite Cup</i>	<i>43</i>	<i>David Corcoran & Bairbre Stewart</i>
<i>Ethna</i>	<i>Firefly Cup</i>	<i>1</i>	<i>Bill Nolan</i>
<i>Marie Louise</i>	<i>Fitzgerald Cup</i>	<i>9</i>	<i>John & Dara Magner</i>
<i>Mollie</i>	<i>Henry Trophy</i>	<i>41</i>	<i>Cathy MacAleavey & Con Murphy</i>
<i>Coquette</i>	<i>Hilpotsteiner Tankard</i>	<i>17</i>	<i>Seymour Cresswell and Mary</i>
<i>Chloe</i>	<i>Historic picture 10-3</i>	<i>34</i>	<i>Kate O'Leary and Claire Hogan</i>
<i>Marie Louise</i>	<i>Historic pictures</i>	<i>9</i>	<i>John & Dara Magner and family</i>
<i>Good Hope</i>	<i>Hold Everythin' Trophy</i>	<i>18</i>	<i>Hal Sisk & Sue Westrup</i>
<i>Pansy</i>	<i>Jack Stephens Tankard</i>	<i>3</i>	<i>Vincent Delany & Noelle Breen</i>
<i>Moosmie</i>	<i>Ladies Plate</i>	<i>15</i>	<i>David & Sally MacFarlane</i>
	<i>Lanesboro' Regatta Cup</i>	<i>38</i>	<i>Jackie Kilroy</i>
<i>Tortoise</i>	<i>Lawsons History of The Americas Cup</i>	<i>42</i>	<i>William & Linda Prentice</i>
<i>Penelope</i>	<i>LDYC Decanter</i>	<i>16</i>	<i>Fergus Cullan & Alice Walsh</i>
<i>Eros</i>	<i>Len Hayes 85th anniversary Trophy</i>	<i>08</i>	<i>Gail Varian & Gavin Johnston</i>
<i>Marie Louise</i>	<i>Madras Trophy</i>	<i>9</i>	<i>John & Dara Magner and family</i>
<i>Mollie</i>	<i>Maureen Vase</i>	<i>41</i>	<i>Cathy MacAleavey & Con Murphy</i>
<i>Marie Louise</i>	<i>Meldon Mirror</i>	<i>9</i>	<i>John & Dara Magner and family</i>
<i>Penelope</i>	<i>Meldon Trophy</i>	<i>16</i>	<i>Fergus Cullan & Alice Walsh</i>
<i>Tortoise</i>	<i>Middleton Howitzer</i>	<i>41</i>	<i>William & Linda Prentice</i>

	<i>Mini Transom Trophy 1B</i>		<i>Not competed for</i>
	<i>Mini Transom Trophy 2</i>		<i>Not competed for</i>
<i>Gavotte</i>	<i>Mollie Bowl</i>	<i>24</i>	<i>Frank Guy & Owen MacNally</i>
<i>Tortoise</i>	<i>Newsom Memorial Trophy</i>	<i>42</i>	<i>William & Linda Prentice</i>
	<i>Pansy Trophy</i>		<i>Not competed for</i>
<i>Penelope</i>	<i>Pavilion Garden Cup</i>	<i>16</i>	<i>Fergus Cullan & Alice Walsh</i>
<i>Polly</i>	<i>Phyllis Trophy</i>	<i>31</i>	<i>Richard Mossop & Henry Rooke</i>
<i>Freddie</i>	<i>Saryalis Cup</i>	<i>43</i>	<i>David Corcoran & Basirbre Stewart</i>
	<i>Simon Nolan Trophy</i>		<i>Hal Sisk</i>
<i>Chloe</i>	<i>SODA Trophy</i>	<i>34</i>	<i>Kate O'Leary & Claire Hogan</i>
	<i>Sprack Trophy</i>		<i>Not competed for</i>
<i>Moosmie</i>	<i>Sri Lanka Tankard</i>	<i>15</i>	<i>David & Sally MacFarlane</i>
<i>Marie Louise</i>	<i>Sri Lanka Mug</i>	<i>9</i>	<i>John & Dara Magner and family</i>
<i>Moosmie</i>	<i>Sprite Trophy</i>	<i>15</i>	<i>David & Sally MacFarlane</i>
<i>Barbara</i>	<i>Titanic Trophy</i>	<i>8</i>	<i>Ian & Judith Malcolm</i>
	<i>Transom Trophy</i>		<i>Not competed for</i>
<i>Eva</i>	<i>Walpole Prize</i>	<i>33</i>	<i>Orla Fitzgerald & Dermot O'Flynn</i>
<i>Sprite</i>	<i>Wigham Trophy</i>	<i>10</i>	<i>Adrian Mastersonn & Geoff Davys</i>
	<i>YOZ trophy</i>		<i>Not competed for</i>



WATER WAG RACE RESULTS FOR WEDNESDAY RACES FOR THE JUBILEE CUP																				
	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	Total	Nett
Swift	2	3	3	12	20	20	13	3	1	6	2	6	2	2	4	3	3	4	109	32
Moosmie	20	8	1	20	2	1	6	2	20	1	10	4	1	20	2	1	1	10	133	33
Mollie	12	2	2	9	1	5	8	15	2	5	6	1	20	20	1	2	2	6	119	35
Tortoise	1	4	4	6	3	2	3	1	3	20	13	5	10	20	3	4	5	5	112	38
Pansy	6	20	6	4	8	3	5	20	20	2	5	2	4	1	7	8	20	1	142	46
Gavotte	4	14	7	13	20	6	1	4	4	3	1	3	9	5	5	7	20	20	146	50
Marie																				
Louise	20	1	19	8	4	9	2	20	5	1	4	12	20	3	6	10	8	13	165	61
Barbara	3	6	5	16	5	4	20	5	6	10	8	7	8	20	12	9	9	7	160	73
Vela	5	7	13	11	20	11	14	6	9	7	11	20	6	8	15	20	6	9	198	96
Eva	20	16	17	5	11	8	4	15	12	14	7	10	12	6	10	19	11	2	199	98
Freddie	12	10	8	10	10	14	10	20	14	12	9	20	13	4	17	5	7	3	198	100
Badger	7	13	9	7	9	12	11	20	7	20	20	9	3	20	8	6	12	14	207	100
Alfa	20	20	10	3	12	10	15	7	20	20	3	11	5	20	9	12	10	11	218	103
Good																				
Hope	20	15	12	1	7	15	16	8	11	9	14	8	7	12	13	15	14	20	217	116
Scally																				
wag	9	5	11	16	13	16.5	9	11	8	11	20	16	14	7	17	13	13	20	229	124
Coquette	8	9	15	20	6	13	12	15	10	8	20	20	11	9	20	11	20	20	247	127
Sara	20	12	14	2	20	16.5	7	9	20	20	12	14	20	20	17	16.5	20	12	272	152
Swallow	20	11	20	16	20	7	17	20	20	20	20	13	20	20	11	14	4	8	281	161
Mary																				
Kate	20	20	16	14	20	20	20	10	20	13	15	15	20	10	14	16.5	20	15	298.5	178.5
Eros	We regret that at the time of going to press the results of these Water Wags were not available. Numbers in red indicate discards.																			
Phyllis																				
Ethna																				
Marcia																				
Maureen																				
Saryalis																				
Nandor																				
Polly																				
Patricia																				
Jacqueline																				



ROYAL IRISH YACHT CLUB REGATTA 2014

The Royal Irish Yacht Club Regatta on Wednesday 21st May was earlier in the season than is normal. Twenty two Water Wags turned up to compete in the regatta match of 5 laps of a windward-leeward course. Tom Hudson, Principal Race Officer, decided to split the large fleet with division 2 starting 3 minutes before the rest of the fleet. It was a wonderful evening with sunshine, a high tide and 8-10 knots of wind.



Polly, *Penelope*, *Sprite*, *Chloe*, and *Nandor* headed up the first beat towards a mark laid off the bandstand. *Nandor* had to retire early with broken gear but it was Fergus Cullen and Alice Walsh in *Penelope* who led the fleet around the first mark, by a large margin.

Three minutes later division 1A and 1B started together. There was a minor pile up on the start line when somebody caught a boom end on another boat's shroud. On the first beat there was good steady wind both on the north side of the harbour near the harbour mouth and also inshore where there was some favourable tidal flow benefit running east out of the marina.

David and Sally MacFarlane in *Moosmie* led the second group around the windward mark. At the leeward gate almost all the fleet except *Penelope* took the southern mark of the leeward gate. On the second beat conditions were similar to the first, but *Penelope* continued to hold her lead. By the third round the tidal advantage inshore was increasing, but the wind there was becoming more fickle and the best course was to tack immediately after

rounding the Southern gate mark, and stay in the stronger wind.

Again, the fourth beat followed the pattern of declining wind near the marina wall. By the last beat *Moosmie* had taken over the lead and won the race with *Mollie* second and *Swift* third. It was almost a dead heat between *Barbara*, *Tortoise* and *Pansy* on the finish line after five laps of the harbour.

Division 1B was won by Bairbre Stewart and David Corcoran in *Freddie*

Division 2 was won by *Polly* who featured a wonderful Norwegian Blue parrot on her spinnaker. A sailing supper and prize giving was held in the Royal Irish Yacht Club.

THE NATIONAL YACHT CLUB REGATTA

The Water Wags competed for the National Yacht Club Regatta on Wednesday 18th June, three days before the other fleets. The plan was to hold two races within Dun Laoghaire Harbour. The evening was warm and the sea breeze was showing signs of disappearing entirely. Tom Hudson and his team were particularly careful to lay a good windward-leeward course with a leeward gate.

Twenty two Water Wags came to the start line, but they were all too anxious for a good start, and a general recall was declared. The restart was arranged quickly. This time Frank Guy and Owen McNally in *Gavotte* along with John and Dara Magner in *Marie Louise* and Vincent Delany and Noelle Breen in *Pansy* got the best of the start. These three were the leaders around the windward mark. On the downwind leg William and Linda Prentice in *Tortoise* showed great speed and pulled up to third place by the leeward gate. The leading group took the port hand leeward mark to benefit from the ebb tide from the mouth of the marina. *Gavotte*, *Marie Louise* and *Tortoise* swapped places several times over the duration of two and a half laps of the course. At the finish *Tortoise* appeared to be in the lead but she was not laying the finish line, so four boat lengths from the finish line, *Gavotte* and *Marie Louise* were forced to tack to lay the line. At that point, *Tortoise* crossed ahead of them both on starboard tack, but she was not laying the line. When she tacked she lost momentum and the other two boats pipped her by about a meter.

At the Tapas and Strawberry supper at the National Yacht Club prizes were presented to:

1st Division 1A -Frank Guy and Owen McNally in *Gavotte*. *RStGYC*.

1st. Division 1B - John and Dara Magner in *Marie Louise*. *RIYC*

1st. Division 2.- Paul and Ann Smith in *Phyllis*. *RIYC*



This is not an image of the NYC regatta.

THE BATTLE OF CLONTARF 2014

In celebration of the 1000 years since Brian Boru, the High King of Ireland fought against an alliance of Irish and Viking troops, Clontarf Yacht and Boat Club decided to organise a special event to celebrate such an important year with a two day classic boat event. On Sunday 29th June two Water Wags, *Pansy* (1906) sailed by Vincent Delany and Noelle Breen and *Good Hope* (1976) sailed single handed by Hal Sisk left from Dun Laoghaire at 12.30 hrs. with a fair wind and fair tide and arrived in Clontarf about one hour later. A triangular course had been laid for a variety of different classes who were to sail together. Among the classics which were competing were *Dorada* (1931) an International 12 Footer owned by Aidan Henry, two Water Wags and a wooden Irish Dinghy Racing Association 14 Footer and a Howth 17 Footer owned by Ian Malcolm. It was interesting to compare the speeds of the various boats on a small course with a light wind and strong tide.



After the racing was over, we were escorted to our mooring, from where the club launch took us ashore, and advised us that barmbrack was available in the Yacht Clubhouse. Fortunately there was some alcoholic beverage, strawberries and ice cream as well as the barmbrack. After lunch Ceolthas Cluain Tarbh provided us with some traditional music, to entertain the yachtsmen.

By 16.00hrs it was time to return home. Rigging the *Pansy* and hoisting the yard wasn't easy as the strong ebb tide was holding the boats stern-to-the-wind on the mooring. Hal was smarter, as he had kept the yard hoisted and wrapped his mainsail tightly; and didn't have the same problem. The return trip was a beat all the way so it took about 90 minutes in the force 2 breeze from the east. The trip was a reminder what a fine boat the Water Wag is for cruising.

IMAGES OF THE 128th DALKEY ISLAND PICNIC



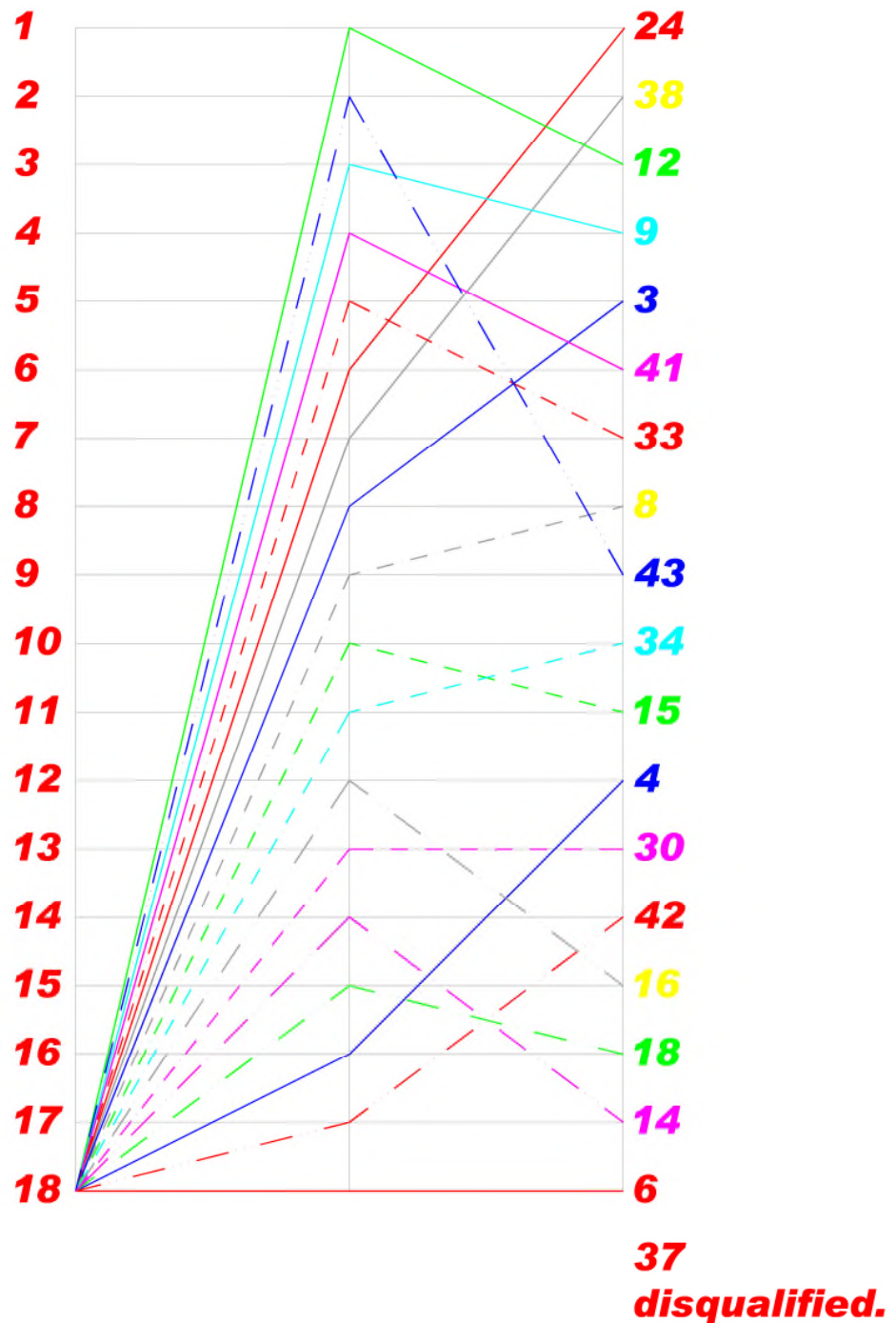


ANALYSIS OF RACE OF 23 JULY 2014

For The Commemoration Shellcase, Commemoration Trophy, and Meldon Mirror

The race of 23rd July was sailed in very light weather. The race consisted a beat in a westerly wind, a run to the leeward gate close to the Boyd Memorial at which point the wind disappeared completely. After a short while a new breeze from the north appeared through the harbour mouth to the distress of the race leaders *Alfa* and *Freddie*. The numbers on the left are placings and the numbers on the right are sail numbers. Some boats such as *Gavotte*, *Pansy*, *Chloe* and *Vela* benefitted from the new wind.

We selected this race as it was one where boat places changed radically over a short race.



THE WATER WAG TRIP TO DROMANA

On 7th. September, the Water Wags assembled in Youghal, Co. Cork for a cruise on *The Molly Ban* on the River Blackwater. Hal Sisk brought *Molly Ban* from Crosshaven, where he had participated in the river row. All assembled on the town Quay for 14.30 as instructed. As we looked out, we could see that the flood tide was running at two knots or more. Sue Westrup was appointed as instructor of the ladies to show them how the facilities worked. Owen Mc.Nally was appointed official photographer. Con Murphy was appointed navigator, although some were worried if a pilot more used to 3 dimensions and aircraft travel would understand the concept of air-draught.



The happy group headed across Youghal harbour, where the town looked beautiful nestled into the steep hill. We passed the stubs of the old lifting road bridge which had been replaced in the 1960s by a concrete bridge further up stream. “The left hand arch looks safe enough”... “Head for the centre arch”. Note to the harbour Authority: ‘It wouldn’t hurt to paint green and red balls on each side of the navigation arch.’

As the river narrowed, we were flanked on each side with ancient oak woods. Herons and egrets shared perches on the trees, and followed us as we motored upstream on the strong incoming tide. The Preceptory of the Knights Templar founded by Raymond le Gros and located just north of the road bridge on the west shore could not be seen hidden in the trees. The first ancient building which came into view was Templemichael, a ruined 16th century tower house of the Fitzgeralds standing on a promontory where the Glendine River meets the Blackwater. Then we could see the remains of a religious settlement founded by St. Molana (Molanfide) in the 12th century.

The monks on the small island subsequently adopted the Augustinian orders. Ballynatray House came into view, dusty pink in the bright sunshine.



This house of 1795 built by Grice Smith replaces an earlier house of the Boyles which in turn repases an early castle. At the waters edge, a modern thatched boathouse came into view.

Further upstream again, on the west bank Old Strancally Castle came into view. This Castle was also built by Raymond le Gros, was occupied variously by the Spaniards, the Geraldines, Gerard Og, son of the 8th. Earl of Desmond, Walter Raleigh and The Earl of Cork. It was allegedly fitted with a murder hole and trap door which resulted in much nasty behaviour, which would not be condoned by the Water Wags.

Next feature to be seen was a modern stone replica of Old Strancally Castle which was built in 1826.

This is a folly related to the new Strancally Castle, which is a romantic Victorian pile which was built in 1830 for John Kelly by Architects James and George Richard Pain. It is currently owned by the Forte family. Remarkably it carried a banner which read..."SONS AND DAUGHTERS OF IRELAND, YOUR LANDS ARE YOURS NO LONGER"



Further upstream was the site of the former chain ferry which linked the Camphire Demesne to Villierstown village. Camphire House itself was a fine late Georgian style house built in the 1840's by Christopher Ussher with an early castle structure attached. The demesne is now used as a venue for horse trials.

From this point the river flowed straight to Dromana where we were greeted by Nicholas Grubb, who is married to Barbara Villiers-Stuart whose family have owned the house for generations) who stood on the island pontoon which stood off the bastion.



The Wags all want ashore, some in the RIB, and some ably rowed by Nicholas Grubb in his dory style boat.

We were put ashore at 'The Bastions' which appears to be a 1750 vaulted stone berthing place for an early stream boat or sailing boat. Nicholas gave us a potted history of the the place



He described the 'Rock House' which was located a short distance downstream, and asked was it a decoative 18th century house? Or was it something else? The route through the rhododendrons up to the house was laid out in terraces which had been created as part of the 18th century landscaping of the demesne.

Then the 17th century house came into view at the end of a beautifully manicured lawn.



The house stands on a 1475 Fitzgerald castle (which was seriously damaged in the 17th. century wars) which in turn stands on a rock outcrop overlooking the river. The Fitzgeralds were Lords of the Decies. A great Georgian house was built at Dromana in the 1780s by George Mason-Villiers, 2nd Lord Grandison with a great ballroom with a bow window overlooking the river. However, due to family circumstances (and some dry rot) this house was demolished in the early 1960s and only the footprint now remains.



The Wags divided into two groups for the guided tour of the house, which was originally built as a single storey house with dormer windows located in the steeply pitched roof. Barbara lead one group of Wags while Nick lead the other.

We were shown interesting family portraits from the 18th and 19th centurys, some comfortable living and dining rooms with very good quality furniture.

However, we did not see what a 17th. century house looks like, because the family had restored the house in the 18th, 19th and 20th centurys. We enjoyed tea and scones in a room which was decorated

with interesting historic charts of the river before returning for the trip downstream.

As we motored downstream with the tide, a ‘possy’ was sent out in the RIB to photograph the Wags on *Molly Ban* to record the outing for ever. It was a most interesting and enjoyable day for all the Wags and their friends. Our thanks go to Hal Sisk who put so much effort into arranging the day, bringing *Molly* to the Blackwater, feeding the Wags, researching the history of the river, and delivering us safely back to Youghal.

THESE ARE SOME OF THE WATER WAGS?





ISA HELMSMANS' CHAMPIONSHIP 2014

Over a beautiful sunny autumn weekend in September, the ISA Helmsman's Championships were hosted by Howth Yacht Club. The Water Wags were represented by Guy Kilroy, who was selected by the committee, as he was the series leader in the race for the Jubilee Cup on the designated date in August. The event saw the champions of some of the largest classes racing in Ireland compete in J80 keelboats. A formidable group of sailors. The Water Wag crews were Jackie Kilroy and Ian Malcolm.

Following registration and a weigh in, we found ourselves to be 60kg below the maximum weight allowed by the rules. We were not unduly concerned about this, as light winds were forecast!

A draw was held to allocate boats and flights, the Wag team was drawn in the second flight, in boat number Four. This meant a leisurely wait for the morning while the first flight was racing.

We used the time constructively, studying our racing rules and sailing instructions over coffee. Intelligence gleaned in the coffee shop included the fact that at least four crews had been training in Howth for two or three days, and had been coached by ISAF women's world's competitors!



As the morning wore on, the breeze was continuing to build to about 14 knots. We were transferred to the racing area at midday and swapped with flight 1. Initial observations on boarding the J80 were of a distinct lack of places to hold on for the crew and that we were 'overpowered'!

We found we were starting very well and were fast downwind but during the upwind legs we were losing ground.

At the conclusion of the racing of day one we were

pleased to be still alive in the competition and would get to challenge on day two.



Start of race one below, Water Wags in number 4

A dinner was held for the competitors in Howth Yacht Club where most of the classes competing brought their championship trophies to put on display. Naturally the Jubilee Cup was most admired!



The trophies on display from the left included the Mermaid champion, ICRA 1, ICRA 2, Commodore's Cup, Jubilee Cup. The Helmsman's Champion Trophy (tray) is at the rear.

Day two of the competition was beautiful and sunny. Conditions very similar to those of Saturday afternoon; an ebb tide with a cool northerly breeze gusting 12 to 14 knots.

The repechage was over two races with the top two boats to qualify for the final. We had drawn boat 3 for the race. In almost identical conditions we fought hard but struggled upwind. Regrettably we did not finish in the top two places so did not make the final.

The repechage was over



Wags in number 3 in the photograph above.

Guy Kilroy on the left with the Jubilee Cup and Anthony O'Leary with the Commodore's Cup. Anthony would go on to win the Helmsman's Championship on Sunday

Special thanks to my two crew members who competed very hard without complaint in challenging conditions and an unfamiliar boat.

Guy



SIMON NOLAN 10th ANNIVERSARY DOWNHILL

How fitting that for the 10th Anniversary commemoration of Simon Nolan Downhill Race we should find ourselves at the top of the Shannon system on Lough Allen. Nine Water Wags, including the 2014 Champions of all three divisions and their close rivals, including Ethna, helmed by Simon's brother Bill, gathered at The Lough Allen activity centre in Drumshambo. Through the significant efforts of Suzi, Mandy and Jamie Nolan and their extended families we had a great weekend of sailing and more arranged and delivered to the Water Wags.

Many of us who arrived on Friday evening sampled the cuisine and the hospitality of the Lough Allen Hotel. We were entertained well by a local singer with Big Tom sitting nearby to step-in should the need arise. As usual, parched tongues loosened with liquids and chatter entertained. As the hours grew our agreed start time for Saturday morning seemed to be moving later and later.

Saturday morning greeted us with white fluffy clouds and large areas of blue sky, the sun trying desperately to warm us. Gentle breezes filled the air as we rigged. Suzi took charge and gave us the outline of what we hoped to achieve. Details could change depending of course on the weather and the whims of the Nolan clan - it seems this was a favourite trick of Simon to stir-up matters both on the water and off. We were all delivered a couple of goodie bags for our journeys and off to the battle we flew

We were to start with two quick races up towards the top of the Lough and have lunch before we ventured further. Jamie Nolan and Conor would provide committee boat duties from a RIB (generously loaned by the Kilroys) with Cuileann under the helm of Patrick Carter to act as mother ship.

On the water the wind was beginning to lift from gentle breeze to breeze. We would be sailing downwind on the Downhill with a rising breeze. No one had a spinnaker flying as the start hooter went but soon bright coloured sails were filling with *Mollie*, screaming away to an unassailable lead, unhindered by the blanketing effect of the chasing fleet. Said chasing fleet meanwhile were crawling all over each other as we searched for that elusive clear air. *Scallywag*, sailed single-handed by David Williams in the morning, chose not to fly a spinnaker for the early race; David waited until the higher winds and the greater challenge during the second race to face that task.



Very quickly the race was over with *Mollie* crossing long before the fleet.

No time was wasted, Jamie and Conor shouted a few quick instructions and almost immediately we were under starters orders again. As the wind was increasing it would pay to have your spinnaker flying at the hooter. *Mollie* was the only boat ready but sadly she was a fraction too close and needed to re-start. For this race all the boats remained tightly packed with almost no distance between our front-runners Swift, followed closely by *Marie Louise*,

Penelope, Mollie, Good Hope and *Chloe*. *Swift* managed to keep us all at bay and got the winners smoke. It seems there was mere inches between the next five boats to cross the line - great racing with a chasing wind.

We moved in to harbour and early lunch at Cleighran, Because of the speed with which the boats had sailed up the lake those that travelled by road hadn't made it in time. Sadly, Hal had damaged his back during the second race and needed to retire. *Good Hope* was tidied away to be towed behind *Cuileann* for the duration.



Lunch was amazing; a mountain of sandwiches and cakes and buns to be washed down with soft drinks and an occasional beer or wine. We were well sheltered by the land but the wind was rising so it was felt best to race back down the lake into a strengthening wind. The sky was grey and waters a little choppier than earlier. We were to have two further races down the lake to where we had started. We would then be towed through the locks to Acres Lake, where we would moor for the night.

We were now down to eight Wags with *Good Hope* out; Sue Westrup joined *Scallywag*. Soon the starting sequences had begun with increasing winds it was to be a tough beat down the lake. Shortly after the boats crossed the starting line *Penelope*, the helm trying to sort a centre plate problem got caught unbalanced and with a jib they couldn't un-cleat, found themselves swimming. Her crew, Alice, not being able to swim remained remarkably calm and self-controlled. They got the boat upright but once again lost her. This time two of her three buoyancy bags floated away. Alice, still calm, just said, "don't leave me", "have they seen us"...Thankfully we had been spotted; recognised by the two *Penelope* Pink hats bobbing on the water.

Cuileann was first to the scene and quickly took Alice on board. Shortly afterwards, Jamie and Conor in the RIB arrived, *Penelope* was righted and bailed sufficiently for her to be towed behind *Cuileann*.

The RIB was speeding away to provide a finish line for the Wags beating into a tough breeze.....Mollie was dominating the racing into the stiff breeze.....winning both races.....

Mollie and *Scallywag* visited the island of Inisfale or O'Connor's Island as a commemoration of the Lough Allen Regatta of 1861 visit in the annals of Water Wag history. The crew of *Mollie* were delighted to find on their return to the boat a couple of chilled beers, kindly gifted by David and *Scallywag*.

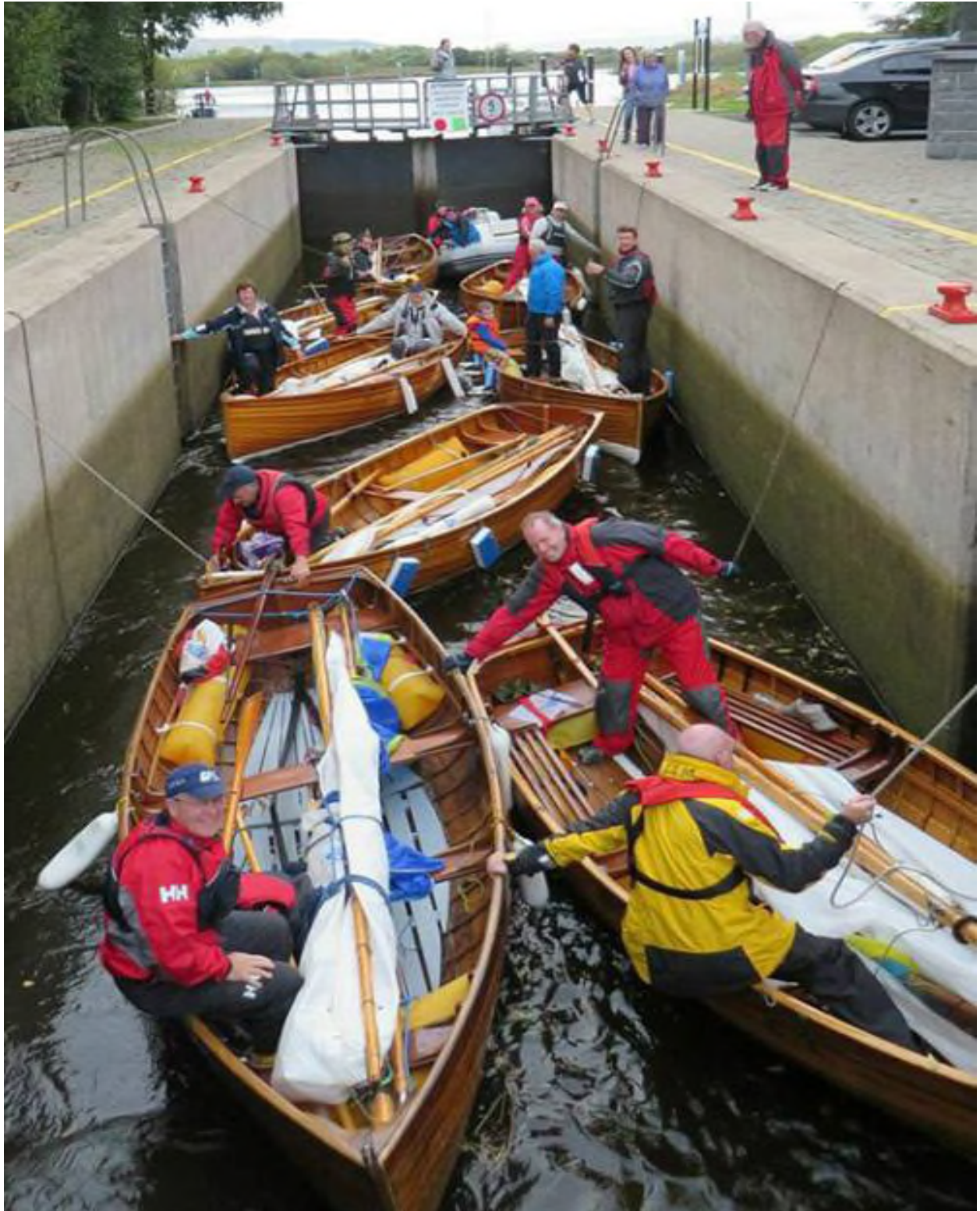
The boats gathered at Drumshanbo Lock to have further sustenance before passing through to the Lough Allen Canal and make their way to Acres Lake. Once again the Nolan family excelled with food and an occasional sup to keep the cheer high. All the crews generously assured *Penelope* that capsizes happen.



As the boats passed through the lock it was very much like a scene from Venice with skippers sculling as the crew sat waiting for the songs of their Gondoliers. It really is a very pretty part of this island.

That evening we all gathered in the Lough Allen Hotel for a great meal, during which Hal spoke on behalf of the Water Wags and thanked the Nolan Family for a great adventure and presented them with copies of his Dublin Bay - The Cradle of Yacht Racing. Suzi Nolan let us know the running order for the following morning. We would be towed through Lough Allen Canal to Battlebridge Lock where we would re-rig the boats and have two races down the river to Carrick-On-Shannon. The passage along through to Battlebridge (which takes its name from the skirmishes with French forces pushing east in 1798) took considerably longer than anticipated.

It was through beautiful tree lined, calm waters on a canal that dates from 1819 - 20 to bring coal mined in Arigna to Tarmonbarry and thence to the Royal Canal and Dublin.



Boats collected crew and more provisions and re-rigged just below Battlebridge. We were soon under starters orders to race down the river. Winds were extremely light (whispers), approaching the start line was hazardous as the river was pulling us through too quickly. Chatter between the boats was at a height. Ethna achieved a great start (momentum supplied by Swift giving her transom a small hoosh along the flow). Stillness aboard was the order of the day as wind was so soft. Positions changed many times depute the tight space and lack of breeze. *Marie Louise* drifting to perfection finally won the race.



Sadly, due to the lack of wind it was essential that all boats be towed again to Carrick-On-Shannon. Once again we were treated to the beauties of the Irish countryside and as usual the chatter between the crews entertaining.

We were greater in Carrick by the Nolan Family again with, even more food, and prize-giving. We were all greeted with a prizes (for a variety of spurious skills). We had joint winners of the Simon Nolan Downhill Trophy - *Mollie* and

Swift helmed by Cathy and Guy and crewed by Con and Jackie. Congratulations to them for their efforts over the weekend and to John Magner in Marie Louise who finished 3rd.

As ever the Water Wags had a great weekend of sailing and more. Our sincere thanks to the Nolan Family for organising a fantastic weekend. We look forward to the next leg. Simon himself, I understand, would have been best pleased with the variety of adventures we encountered over the weekend.



NORTH SHANNON YACHT CLUB REGATTA

The annual North Shannon Yacht Club (founded 1896) regatta hosted by Guy and Jackie at Annagh on Lough Boderg took place on the weekend of 11th and 12th. October with twelve Water Wags competing.

They were:

2, *Tomboy*, Michael and Joan Geoghegan. Congratulations to the Michael on being the oldest helmsman in the fleet, and getting the boat afloat after almost five years restoration!

3, *Pansy*, Vincent Delany and Rupert Westrup.

8, *Barbara*, Ian and Judith Malcolm.

10, *Sprite*, Adrian Masterson and Rui Ferreira, a Portuguese boatbuilder from Ballydehob.

15, *Moosmie*, with Hanna Kilroy or Gail Varian and David MacFarlane.

16, *Penelope*, Fergus Cullen and Alice Walshe.

23, *Maureen*, Killian Skay and Harry Croxon.

33, *Eva*, Orla Fitzgerald and Dermot O'Flynn.

38, *Swift*, Guy or Hanna Kilroy and Conor.

41, *Mollie*, Cathy MacAleavey and Con Murphy.

42, *Tortoise*, William Prentice and Michael Donohoe.

44, *Scallywag*, David Williams or Dan O'Connor with Sue Westrup..



Saturday was a slow day, with dense fog and no wind. All competitors therefore, sat down to a hearty Roscommon breakfast. Two hours later, the fog had still not cleared, so all went for a four km. walk through the countryside to the village of Kilmore, where we were photographed at the entrée to the church. By the time we returned to Annagh the fog was clearing, and some sunshine was breaking through.

The boats were launched and OOD John Ross-Murphy set a windward leeward course for the first match of one lap in a 2 knot breeze. It was not easy to build up momentum. *Eva* got the best of the start, but *Swift* and *Maureen* had the necessary skill to build and maintain speed under such conditions.

At the windward mark it was *Swift* and *Maureen* who rounded together with *Pansy* following behind. On the run *Pansy*, *Eva*, *Mollie* and *Scallywag* gybed onto port hand while *Swift*, *Maureen*, and *Moosmie* took a more northerly course on starboard gybe. *Tortoise* sailed down the middle on Starboard gybe. As they all approached the line it was a difficult call as to who would cut the line first. It turned out to be *Swift*, *Tortoise*, *Maureen* and *Pansy* as the finish order. However the drama was not over yet. *Scallywag*, *Barbara* and *Moosmie* crossed the line overlapped, with *Scallywag* closest to the committee boat which was heavily laden with support crew. *Scallywag's* spinnaker boom took a swipe at the committee boat mast and knocked it down. (photographic evidence above.) Apologies were offered and accepted and

Dan honourably retired from the race. None of the crew of the committee boat suffered any life threatening injuries.

Race two was held in similar conditions, flat water and one knot of wind. All were taken by surprise when a single gust of wind crossed the course at about two and a half minutes before



the start gun. Starting strategies were quickly modified. However the gust disappeared as quickly as it arrived. *Penelope* at the leeward end and *Eva* at the middle of the line got the best starts. Half way up the beat *Barbara* and *Pansy* took a tack towards the south to meet the next gust (2-3knots) as it came through. At the windward mark the order was *Maureen*, *Mollie*, *Barbara*, *Tortoise* and *Pansy*. Unfortunately since the windward mark was to be left to starboard, it was difficult to approach the mark on the port layline. *Tortoise* fouled *Barbara* and *Pansy* and was required to take a penalty turn. On the offwind leg *Pansy* and *Tortoise* tried to fly spinnaker but the course to the Carnadoe cut was too close to allow it.

At the cut the order was *Maureen*, *Molly* and *Barbara* ahead of the second group of *Pansy*, *Swift* and *Moosmie*. Each boat in turn sailed into the cut and stopped just a few inches forward of the boat that had been ahead of them. There was no wind and a small amount of contra-flow in the river. Somehow, *Eva* found enough breeze to carry her through. As the fleet escaped, it was *Barbara* which held her nerve and escaped without tacking. *Pansy* tacked across the channel and was second boat out, followed by *Moosmie* steered by Gail, and *Penelope*.

It was a run back to the finish line in one to two knots of wind. Initially *Moosmie* and *Pansy* hogged the edge of the reeds on the east side of Annagh Lough. Then *Pansy* felt the need to defend herself from the following fleet, particularly *Eva* and *Penelope*.

At the finish *Barbara* took the gun from *Moosmie* and *Mollie* who had sneaked along the reeds to take third place from *Penelope* and *Pansy*.



The racing was followed by a supper in the house for the thirty three competitors and helpers.



On Sunday morning there was no breeze at all and the fog was as dense as it had been the previous day. No racing was possible. However, the opportunity to scull or row was not missed by the Wags who brought the boats from the house back to the slipway for recovery.

Thanks go to Guy and Jackie for organising such an enjoyable North Shannon Yacht Club Regatta.



ON THE WATERFRONT

We regularly hear reports of unemployed or retired men getting together to work on a project such as creating a model railway as a tourist attraction, or working together on a Tidy Towns project.

The term *Manshed* is now listed in the Oxford English Dictionary. The Water Wags have been fortunate, that an old water-front warehouse belonging to Western Marine has been made available to the Wags, to store their boats and to undertake necessary maintenance works.



The warehouse accommodates at least 10 Water Wags at any one time. Some boats such as *Maureen*, which have not been afloat for some years required a substantial amount of renovation work, and had the benefit of up to five people working together on her hull.

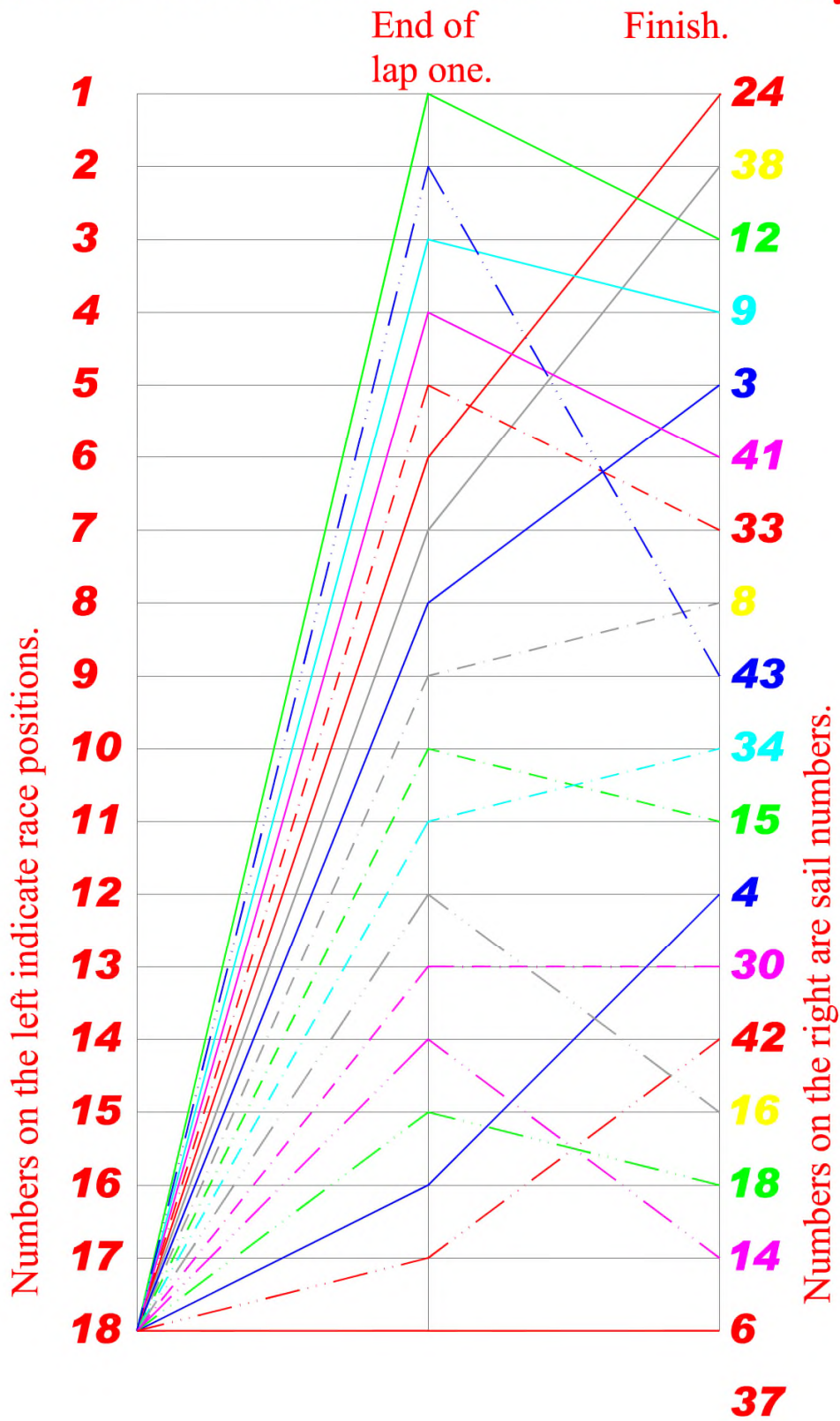
The men, under the direction of David Williams, assembled every Wednesday over the 2013/14 winter.

Over the course of the winter, when some boats were completed they were sent out to make space for others. Among the boats in the shed were *Pansy*, *Eros*, *Phyllis*, *Penelope*, *Maureen*, *Nandor*, *Sara*, *Eva*, *Marcia*, *Tortoise*, *Freddie* and *Scallywag*.

Among the challenges addressed by the group was 'Drawing an accurate waterline'. Ladies were permitted to work in the manshed, so Gail and Orla rolled up their sleeves and helped with the work. The work continues through 2014/15.



WATER WAG RACE OF 23 July



BELLINGHAM BAY CRUISE

In 1887 the following notice was issued to all Wags:

“As the Jubilee Cruise was so successful, and as Tuesday 27th inst. will be nearly a general holiday, it is proposed, weather permitting, to have another cruise on that day, starting from Kingstown, at 11.30 for Bellingham Bay, Howth. The Dublin Bay Sailing Club are having a cruise the same day to the same place, and they will make every effort to keep their fleet up with the Water Wags.

It is hoped as many boats will sail as possible.”

12 June 1887

T.B.M. Hon Sec.

Below this printed notice were written the words:

~~Eva.~~

Bella

Intacta

Gwendoline

Report on the Cruise.

This was also a most enjoyable Cruise, but only a few members turned up and consequently only four boats sailed across the bay.

Bella with owner (ed.: Piers Stephens) and Hon Sec.(ed.: T.B. Middleton.)

Intacta with owner (ed.: J.T. Kelly) and H. Humphries.

Gwendoline V.Yeo and two others.

May owner (ed.: William Lawson) alone. (ed.:This boat was not so named by the owner, who had a girl-friend May Henderson. The boat named by the other Wags.)

Dublin Bay was crossed in an hour and ten minutes, and after bathing, lunch and an afternoon cup of tea at the house.....

Boyd in the *Ida* and some of the Dublin Bay Boats turned up. (ed.: *Ida* was a Water Wag owned by J.B. Boyd.)

On the way home it fell light and most of the boats had to be rowed.

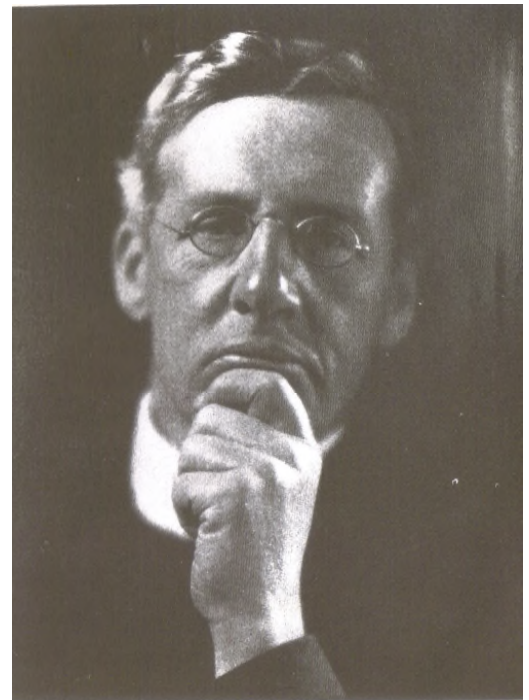
Ed.: TBM was Thomas Benjamin Middleton founder of the Water Wag Club.

Cliffs is the name of a large two storey house on the south side of Howth Peninsula close to Sheep Hole. *Cliffs* was the home of W.S. Bellingham. The house was built in the 1860's with the benefit of a fine view over Dublin Bay.

CANON JAMES HANNAY
a.k.a. GEORGE A. BIRMINGHAM

At the risk of boring our readers, we again have a report on Canon Hannay the author who wrote under the nom-de-plume George A. Bermingham, and was the original owner of *Water Wags Ina* (No.11) and *Mary Kate II*.(No. 6) A history thesis prepared by Eileen Reilly of Maynooth University History Department has come to light, which throws light on the personality and politics of this complex individual. The thesis can be found at: Eprints.maynoothuniversity.ie/5207/Eileen_Reilly_20140712074545.pdf

His life can be summarised as follows: Born: Belfast to a Unionist family 1865. Educated: Temple Grove and Haileybury Schools in England. University: Studied Divinity at Trinity College Dublin 1887. Married: Adelaide Wynn 1889. Their children were named Robert, Theodosia, Althea, and Seamus. Appointment 1: Deacon at Delgany, Co. Wicklow. He was a friend of the La Touche family. He left Delgany after a disagreement in 1892. Writing: Wrote novel called '*Temple Bar*' in order to pay for his fuel bill. Appointment 2: Rector at Westport, Co. Mayo 1892-1905, where he became a friend and guest of Lord Altamont. Sailing: Bought Water Wag *Mary Kate I* with the money which he received from his novels and other writings, and sailed in Clew Bay, Westport. Political activities: Joined Gaelic League, and Irish Agricultural Organisation Society. Friend of Douglas Hyde.



"GEO. A. BIRMINGHAM"
(REV. CANON HANNAY)

Petrie MacDonna

During this period he wrote extensively on the possible shape of a modern Ireland which could, within a Gaelic culture, accommodate a Protestant minority, the landed gentry, and the Roman Catholic majority. Travels: Lecture tours in America in 1913. Travelled on the SS. *Lusitania*. Appointment 3. Canon at St. Patrick's Cathedral, Dublin. Lived in '*Mount Mapas*', Killiney 1915. It was at this time that he commissioned *Mary Kate II* from John Gray. Appointment 4: Beaulieu, Hampshire, England. Appointment 5: Boulogne, France, attending the troops of the Great War. Appointment 6: Carnalway, Co. Kildare. 1918. Appointment 7: Dinard, Northern France. Appointment 8: Budapest, Hungary.

The Water Wags may travel to Clew Bay, Westport in 2015 to celebrate the centenary of *Mary Kate*.

THE COMMEMORATION TROPHY AND SHELLCASE

In 1912 there were 61 members of the Water Wag Club of whom J.M. Goldsmith was deceased, and R.N Eaton, C.D. Cassidy M.Fortescue and H.Baker resigned and A.W. Orr was counted twice as he had forgotten to pay his 1911 subscription, .



Herbert

.....
Suvla Bay, Gallipoli, 18th. August 1915.

Liutenant John Errol Burke, of 5 Royal Terrace East, Kingstown was educated at Presentation College Glasthule and joined the Royal Bank of Ireland. He was a member of the 5th. Batallion Connaught Rangers, and was killed on 21 August 1915 while leading a charge at Kabak Kuyu.

It must be recognised that in 1912 women didn't exist and crews didn't have to pay any membership. Among the members were:

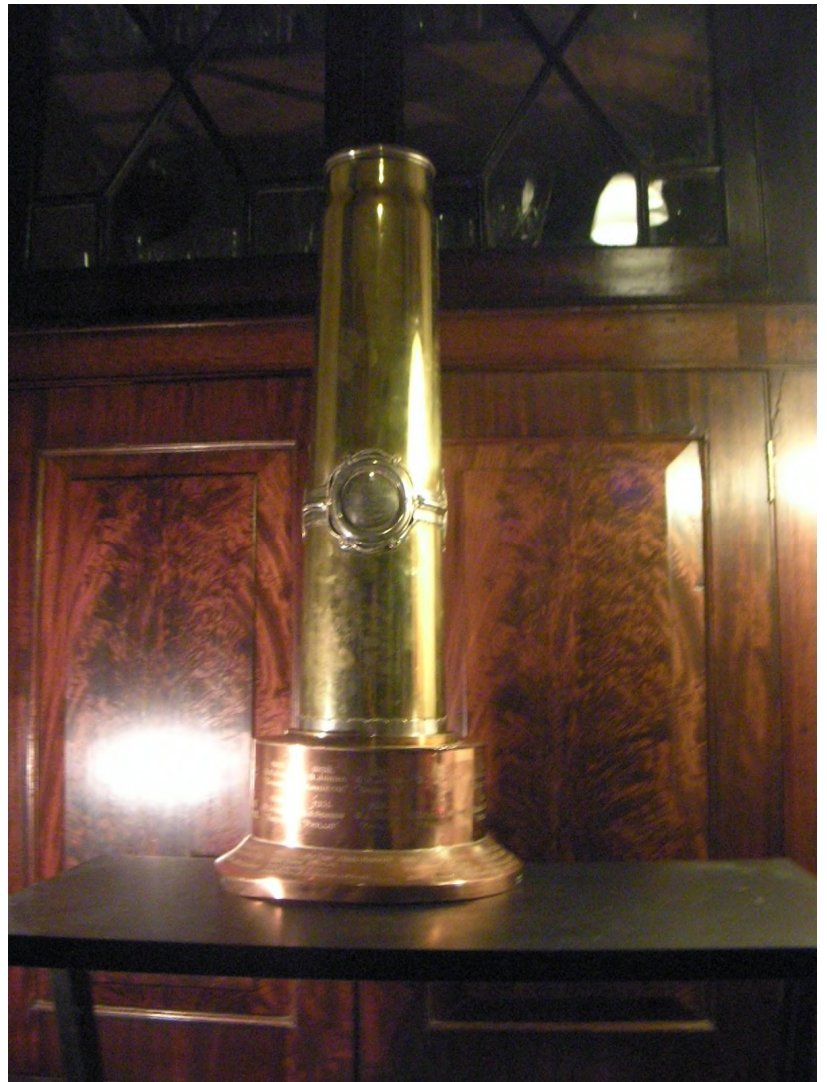
Herbert Snowden Findlater who was born 16 October 1873. He was educated at Strangeways School and Trinity College Dublin. He joined the Water Wags in 1899. Practiced as a Solicitor at 68, Dawson Street. He lived at Clarinda Park East. He was chief instigator and founder member of Monkstown Hockey Club. He was a member of the famous Dublin family of grocers. Although over the approved age, he, with his brother Charles volunteered and joined the 'D' company of 7th. Royal Dublin Fusiliers. He was reported missing at Chocolate Hill, Gallipoli on 16th. August 1915 following heavy fighting with the Turks..

Frank Marrable was elected a member of the Water Wags in 1911. He lived at Druid Hill, Cabinteely. He joined 'D' company of 7th. Royal Dublin Fusiliers. He died of his wounds in

At a Committee meeting of the Water Wags in April 1919, it was decided to present a trophy to commemorate the three brave men. Mr. Jack Mitchell, a committee member, was put in charge of finding an appropriate trophy. The committee meeting of November 1919 was informed that a shell case had been purchased from Woolich Arsenal for the sum of 7s.8d.. Carriage to Dublin would cost 2s.6d.. Messrs. Waterhouse, silversmiths of Dame Street fitted the shellcase with a silver band and three plaques, each carrying one of the names of those to be commemorated, and a heavy duty copper base was provided for the purpose of engraving the names of winners in perpetuity.

The trophy was competed for annually until 1938, when it was reported to the committee that it could not be found. It was last seen in the car of a member of the Water Wag Club outside the Purty Kitchen after a prize giving. An insurance claim was made, and the trophy was replaced by a silver cup.

Some time in the 1970's Seymour Cresswell snr. while going through the effects of a deceased Club member, found the Shell Case Trophy. The Committee decided not to return the Shell case for competition, but later this decision was reversed.



SHANKILL CORINTHIAN SAILING CLUB.

This Sailing Club predates The Water Wag Club by some 10 years. We know the Club was founded to encourage amateur seamanship in small boats, and these activities were located, in Killiney Bay at the end of Corbawn Lane, Shankill. We know that most of the boats sailed were about 13'-0" long with a small outside keel between 3" and 4" deep. Some of the boats were *Norwegian Praam* style, and many carried ballast in the form of stones borrowed from the beach.



By virtue of their poor designs, many of these boats had difficulty tacking, so the crew used an oar or paddle to assist in tacking. One of those boats in 1878 was called *Cemiostomia*, and she was the first boat in the club to employ what we now call a pivoting centre board.



With all the boats being of different designs, what handicap system did they use? They measured the length overall (L), and the girth at maximum circumference (G). The performance of the boat (P) is calculated by adding $L+G=P$. If a boat has a centreboard, G is calculated with the centreboard at half projection. While racing the centreboard was required to remain fully down at all times.

We know that there has been substantial erosion of Killiney beach over the past 136 years perhaps as much as 15m.. In fact the Martello Tower which was located just south of Corbawn Lane has now fallen into the sea as a result of this coastal erosion. The S.C.S.C. club burgee consisted of a white flag with a red diagonal cross, not unlike DBSC burgee of today, but without the anchor.



Who were the members of this Sailing Club? We know that the Middleton brothers, of Athgoe Park (now called *Beechfield*) were members. Were they founder members? We don't know. However the rules of the SCSC were remarkably similar to those of the early days of the Water Wag Club. Other members included William Eaton Caldbeck of *Eaton Brae*, J. Pim Barrington of *Fir Grove*, Ballybrack, and J.B. Boyd

of *Shanganagh Park*, Shankill. Thomas Geoghegan who is seen sailing the *Dote* below was also a member.

The annual membership subscription was five shillings, and there was an additional entrance fee to compete in each race, of one shilling. For health and safety reasons, each competitor was required to carry a lifebuoy, and it was recommended that each would wear a cork jacket.



As the sails did not carry numbers, each boat carried a distinctive flag which was flown at the top of the mast (not at the top of the yard) while racing. The most important inheritance from this Club, is the concept of a One-Model Yacht Club (The Water Wags) which must have arisen out of discussion between the various members.

Gailey Bay Regatta 1906

(Gailey Bay is on the western shore of Lough Ree near Mote Park, home of Lord Crofton and close to the village of Knockcroghery.)

Monday 18th August 1906 **Match II** Water Wag Prizes £3, 2nd. £2 & 3rd. 10/- Start 2-15.

Finish: <i>Cupid</i>	No.4	Mr.J.J. Lynch	Winner 4hrs. 7min. 17sec.
<i>Ina</i>	No.11	Dr. W.C. Carnegie	Second.4hrs. 8min. 24sec.
<i>Mollie</i>	No. 5	Dr. J.T. Wigham	Third 4hrs. 8min. 56sec.
<i>Modderiddero</i>	No. 14	Mr. J.M. Mitchell	4hrs. 9min. 47sec.
<i>Pansy</i>	No. <u>3</u>	Mr. J.H. Hargrave	4hrs. 9min. 57sec.
<i>Amorelle</i>	No. 16	Mr. W.R. Richardson	Gave up.

Cupid won 1st.prize £3, *Ina* second prize £2 & *Mollie* third 10/-.

~~~~~**Match IV**      Water Wags 1st. prize £2, 2nd. £1.      Start 2-45

|                      |              |                   |                            |
|----------------------|--------------|-------------------|----------------------------|
| Finish: <i>Cupid</i> | No.4         | Mr.J.J. Lynch     | Winner 4hrs. 30min. 35sec. |
| <i>Modderiddero</i>  | No. 14       | Mr. J.M. Mitchell | Second 4hrs. 31min. 36sec. |
| <i>Mollie</i>        | No. 5        | Dr. J.T. Wigham   | Third 4hrs. 32min. 3sec.   |
| <i>Pansy</i>         | No. <u>3</u> | Mr. J.H. Hargrave | 4hrs. 32min. 5sec.         |
| <i>Ina</i>           | No.11        | Dr. W.C. Carnegie | 4hrs. 33min. 34sec.        |

*Cupid* 4 won 1st.prize £2, *Modderriero* second prize £1.

Mr. C.C. Dignan - Officer of the Day.    Henry Reuss Newland - Official Timekeeper.





## WATER WAG RACING IN HOWTH

We are fortunate to have received the following documents from Ian Macolm. The Water Wags were given the 7th. start at the Howth Regatta which took place at the end of August 1890.



The Water Wags sailed across Dublin Bay, past the Baily Lighthouse and around Howth Head to attend the regatta as road trailers or motor cars were not available.

The entry fee of 3s.0d. being approximately 1/55th. of the price of buying a new Water Wag at the time would be the equivalent of €300 in today's money. With seven Water Wags entered, the entry fees would have accumulated 21s.0d- which was considerably less than the £3 of prizes available. Was the £1 prize presented in the form of a note? or a bag of silver coins? Or a brown envelope? We don't

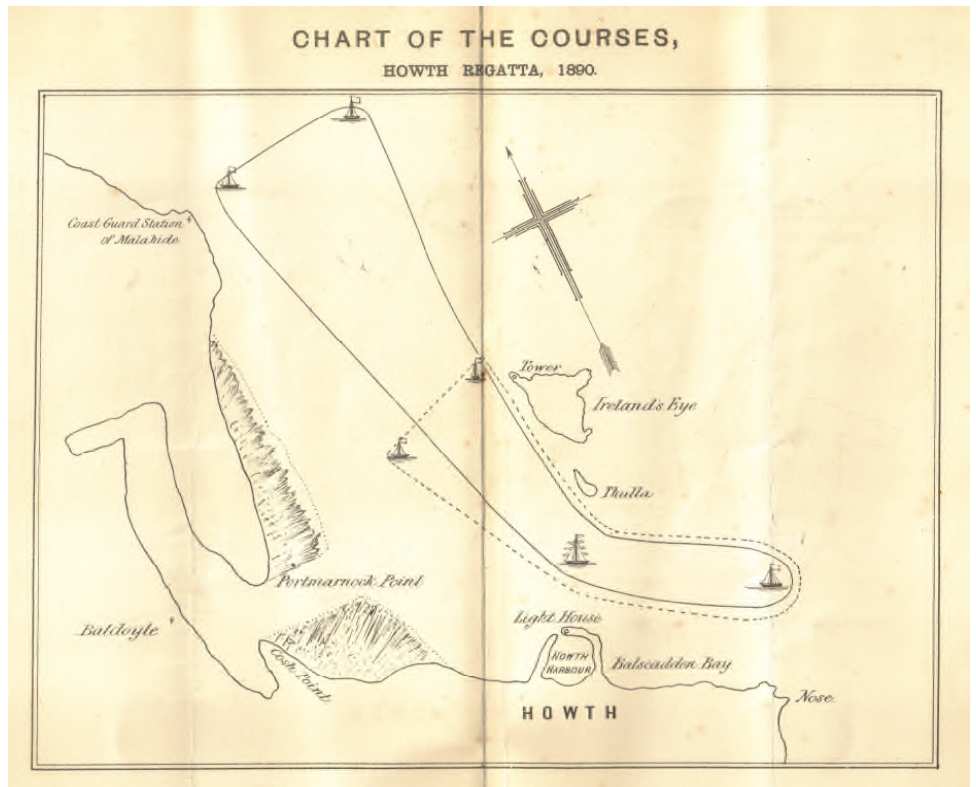
2.45 p.m.] 7th RACE—First Prize, £2; Second Prize, £1.

Water Wag Race. To be sailed in accordance with Rules of D.B.S.C. Course to be fixed on morning of Regatta. Entrance, Three Shillings.

| Name.                | Length. | Owner.                   | Club.    | Flag.                          |
|----------------------|---------|--------------------------|----------|--------------------------------|
| 1. Rose ... ..       | 13½     | L. Meldon ... ..         | D.B.S.C. | Red                            |
| 2. Gladys ... ..     | 13½     | H. M. Leask ... ..       | D.B.S.C. | White and blue diamond         |
| 3. Ella ... ..       | 13½     | Dr. Carte ... ..         | D.B.S.C. | Red and white                  |
| 4. Hofda ... ..      | 10      | W. Herbert Boyd ... ..   | D.B.S.C. | White                          |
| 5. Amberwitch ... .. | 13½     | S. Brown ... ..          | D.B.S.C. | Chocolate and pale blue        |
| 6. Dorothy ... ..    | 13½     | T. A. Coall ... ..       | D.B.S.C. | Green and white diagonal       |
| 7. Shillelagh ... .. | 15½     | F. St. J. Worrall ... .. | D.B.S.C. | Light blue with white crescent |

know. At that time boats were not recognised by their sail numbers but by their personal burgees which in the case of Water Wags were 7 inches by 9 inches ( bigger than the flags which we use today.) *Rose* was built by Fife in 1889. *Gladys*, *Ella* and *Amberwitch* were all built by Fife in 1890. *Hofda* is listed as being 10'-0" long and would not have been a Water Wag at all, but was allowed to race against them. We don't know the builder of *Dorothy* which was probably built in 1890. T. A. Coall probably didn't own *Dorothy* which was listed as being owned by H.F. Hughes, but T.A. Coall subsequently purchased *Intacta* in 1891. *Shillelagh* was built by Doyle in 1899.

All races started at an imaginary line between the flagship and the dome of the lighthouse on the east pier. All marks are to be left on the starboard hand. It is assumed that The Water Wags sailed the shorter course.- (shown dashed on the attached chart.) although the sailing instructions state "Course to be fixed on morning of regatta." The sailing races were sailed under the Y.R.A. (Yacht Racing Association) rules, and the time limit was set at 7.00 o'clock, more than 4 hours after the time of the start.



Which of these boats are local Howth boats and which came over from Kingstown? Sam Browne in *Topsy*, T. Arnold Coall in *Mist*, A.W. Orr in *Otter*, John B. Boyd in *Nighme*,

Joshua Hargrave in *Tom Tit* and Ben Coyle in *Iolanthe* were all Kingstown based Water Wags.

HOWTH SAILING CLUB

2.45 p.m.] 6th Race—First Prize, £2. Second Prize, £1. Third Prize, 10s.

Water Wag Race. Boats not to exceed 13½ feet over all. To be manned and steered by Amateurs. To be sailed under the Rules and Regulations of the Dublin Bay Sailing Club. Course to be fixed on morning of Regatta. Entrance 3s.

| NAME     | CLUB NO.   | OWNER            | FLAG                             |
|----------|------------|------------------|----------------------------------|
| TOPSY    | ... 1 ...  | S. Brown         | Light Blue. Maltese Cross        |
| YELDRIN  | ... 19 ... | E. R. Wade       | Dark Blue                        |
| OSPREY   | ... 5 ...  | W. Neilson Megaw | White, Red Diamond, White Centre |
| OTTER    | ... 17 ..  | N. Orr           | White and Blue Horizontal        |
| MIST     | ... 6 ...  | T. Arnold Coall  | Black, Yellow and Red            |
| ELLA     | ... 3 ...  | Wm. Carte        | Dark Blue and Light Blue         |
| NIGHME   | ... 7 ...  | John B. Boyd     | Red and White Vertical           |
| TOM TIT  | ... 16 ... | J. H. Hargrave   | Black and Red Diagonal           |
| IOLANTHE | ... 20 ... | B. C. Coyle      | Yellow with Purple Star          |

RULES OF 1895

21

Each Boat shall have, in addition to the mast-thwart, two other thwarts, one near each end of the centre-board casing, and not less than 7¼ inches by ¾ inch., permanently fixed with double knees, and not more than 8 inches below the gunwale, also a thwart, or seat support of at least 2 inches sectional area, permanently fixed, with the front face not less than 18 inches from the after edge of sternpost.

Stem and Stern Posts—Moulded depths outside hoods shall not be less than 2 inches.

The mast from top of keel to truck shall not exceed 13 feet.

The centre of the mast shall not be placed further

self (except within 12 inches of the bow and at an arris, not exceeding ½ inch may be taken outside edge of the land. All nails shall be

keel outside garboards, inclusive of thickness and, shall not be less than 1 inch, or more inches in depth between the moulds, and of the widths shewn on Club Drawing. Boat shall carry a keelband, which shall be of iron, brass, gunmetal or copper, and every which, after 1st January, 1896, shall be put Boat, shall not be more than ¼ inch, nor less inch thick, and shall not be less than 1 inch between the moulds.

balanced Rudder shall be allowed. The Rudder shall be made of wood, and shall not exceed 2 feet in length, and 6 inches in depth below the level of Keelband at Sternpost.

Timbers shall not be less than 5/8 inch by 3/8, spaced not more than 5½ inches apart, centre to centre.

~~~~~

NOTE. The missing section was evidently used as a draft for the rules of the class which succeeded the wags in 1902

All of these rules appear to be a direct transcript of the Water Wag Club rules prepared by Thomas Middleton in Kingstown.

A report in The Yachtsman magazine of December 1896 states as follows:

HOWTH SAILING CLUB. This club which weighed anchor fourteen months ago for the first time, can now boast of having had one of the best season's sport along the Irish east coast. No fewer than 34 races were completed, in which the three club classes took part.....and Class III (a fine little fleet of Wags).

In the Wag class some very keen sailing was seen, and nearly all the boats seem to have been fairly matched. *Moonlight* built by her owner, Mr. W. Dwyer, has the best record with 29 'units', *Ierne*, Messrs Irwin and Roe, and *Inie*, Mr. Newcombe tying for second place with 27 'units' each and *Trix*, Mr. Baird fourth with 26 'units' and *Tharsis*, Mr. P. Carton, (another amateur creation) fifth with 21.

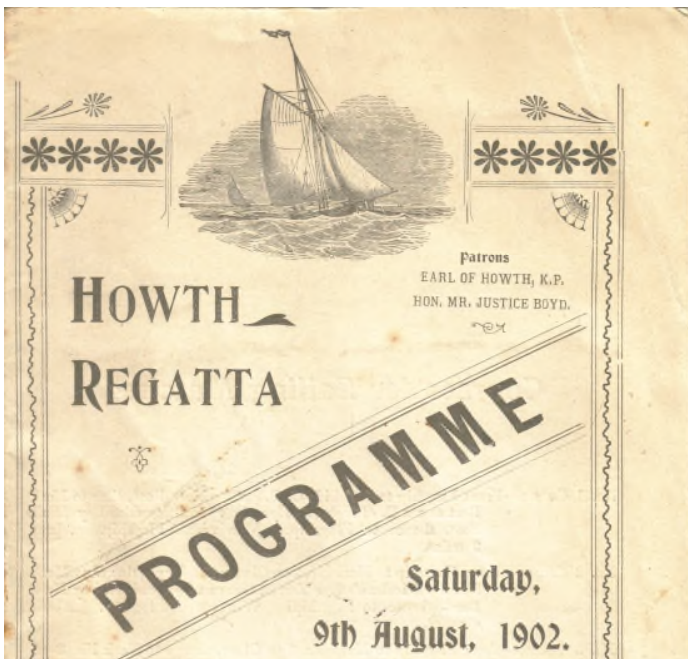
A report in The Yachtsman magazine of April and August 1897 states as follows:

Messrs. Haffield and Stephens sold their Wag, *Enid*, to Howth.

HOWTH REGATTA. The day was fine and a nice breeze. The Wag race was of great interest as five of the Kingstown boats- *Tiller*, *Lapwing*, *Kestrel*, *LuLu* and *Pussie*- had crossed the bay to compete with the Howth fleet represented by *Violet*, *Trix*, *Moonlight*, *Irene*, *Oolah*, and *Morishna*. *Violet* (H) was the winner, *Idler* (K) second, *Trix* (H) third, *Lapwing* and *Kestrel* (K) 4th. and 5th., and *Moonlight* (H) 6th. The Kingstown boats thus suffered defeat for the first time on record, and the Howth Waggars are consequently highly elated with their victory. *Violet* however formally belonged to Kingstown.

By 1902 the transom Water Wags had arrived, and the number of classes had increased with the arrival of the Colleens and the Howth 17s. The Water Wag entry had increased to 20 boats which entitled them to more prizes, (but the first prize was halved in value). The high number of entries must have been a great endorsement for the committee who made the hard decision to abandon the double-ended Water Wag in favour of a new (but cheaper to build) design.

From our Water Wag records, we are familiar with most of these boats. *Kelpie* was owned by Joshua Hargrave who subsequently built *Pansy* which carries the same sail number. *Tomboy* and *Eros* were both the first of

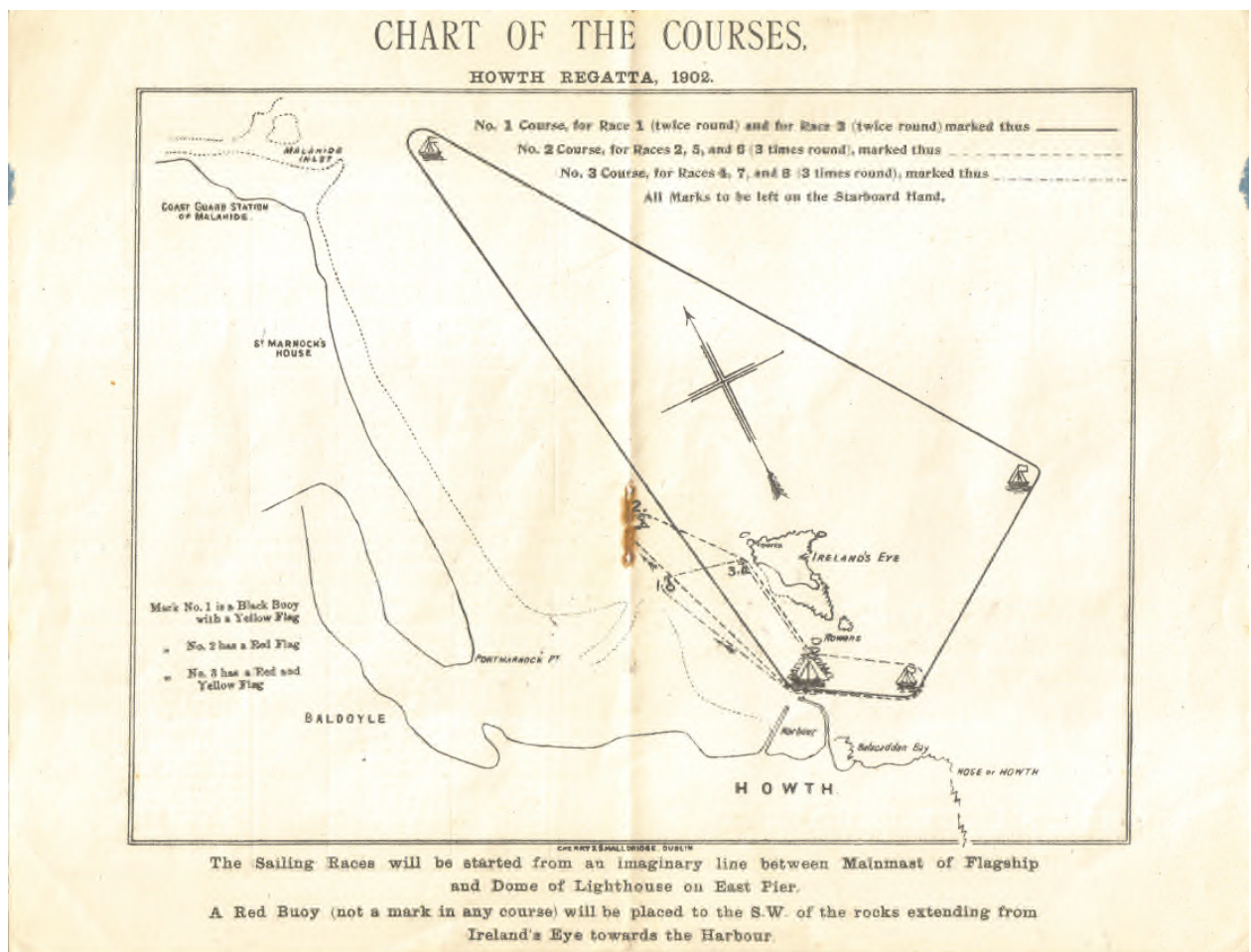


3 p.m. 8th Race. Wag Race, 1st Prize, £1, 10s. 2nd Prize, 15s. 3rd Prize, 10s.
For Wags, to be sailed under the rules of the D.B.S.C. No. 3 Course
Three times round, Entrance Fee, 2s. 6d.

No.	Boat	Owner	Club	Flag
1	Sans Atout	O'Connor & Story		Black, yellow, black, vertical
2	Lapwing	W. C. Carnegie		Light blue
3	Kelpie	J. H. Hargrave		Red, black horizontal bar
4	Cupid	J. J. Lynch		White and black, vertical
5	Mollie	W R. Richardson		Dark blue, gold star
6	Undine	H. F. Kerr		White, red crescent
7	Tomboy	B. Barrett		White, red diagonal bar
8	Eros	J. M. Goldsmith		Red
9	Phroso	J. C. M. Eason		Blue, gold, blue, horizontal
10	Doris	Hogan & Baillie-Gage		Black, red horizontal bar
11	Wren	D. H. Bailey		Fawa with red cross
12	Lulu	T. F. Studley		Gold and red horizontal
14	Moddiridderoo	G. A. Newsom		Black and light blue, vertical
15	San Toy	C. I. & J. G. Moore		Light blue and yellow, vertical
16	Ethnea	J. T. Wigham		Green, white cross
17	Ianthe	G. H. Jones		Yellow, black ball in centre
19	Sweet Nell	Haghe & Grey		White, red heart and border
20	Sylvia	R. C. Taylor		Red, blue, white diagonal

the series, and are not the boats which compete today. No. 11 is listed as being *Wren*, although our records show *Busy Bee* under that number. Was *Wren* a Howth boat with a Howth number? George Newsom in *Moddiridderoo*, Joseph T. Wigham in *Ethnea* and George H. Jones in *Ianthe* are names familiar to us thanks to the Water Wag Club trophies which carry their names. Believe it or not, George Jones was credited with winning the Jubilee Cup as recently as 1959, some 57 years later.

It is interesting to note that the courses for the bigger and faster boats involved sailing around markboats, which were dinghies with centrally located masts flying flags, while the Water Wags raced around permanent navigational marks closer to the harbour.. The Water Wags sailed three times around their course.



Among the music played by the band of the Royal Irish Constabulary on the East Pier were extracts from the Jones' musical 'San Toy'. We assume that Messrs. Moores' Water Wag was named after that same musical.

We understand that the Water Wags continued to support Howth Regatta until the 1960's.

JAMES E. DOYLE, BOATBUILDER, KINGSTOWN

James E. Doyle was a very active and busy yacht designer, and boatbuilder, who worked in Kingstown (now DunLaoghaire). He did not have to wait for commissions, as he was always busy building and repairing yachts for Kingstown owners, some of which he had designed himself, and some of which were designed by English or Scottish designers. Would James Doyle have been interested in designing a boat as small as the transom Water Wag? or would he have left such a modest commission to his daughter Maimie? The answer is that we don't know. We know that Maimie Doyle was a capable designer, whose design for a 16'-0" sailing boat was illustrated in *The Yachtsman* in the year 1898. Her design was greatly praised by the editor of the magazine at the time.

It will be noted in the spreadsheet below that many of the yacht owners include some of the earliest members of the Water Wag Club. Perhaps these men had found the double ended Water Wag to be too small, and preferred a larger more stable boat such as the Colleen, or some raced in both types of boat. The spreadsheet below lists all of the Doyle designed and or built boats in commission in 1899, the year the transom Water Wag was commissioned. All of the names in bold typeface were known members of the Water Wag Club.



Boat name	Owner	Tonnage	Class	Designer	Builder	Built	Year
Pirouette	Felix Marcotte	9		E.H. Hamilton	J.E. Doyle	Kingstown	1890
Gew Gaw	T. Keily	2		W. Fife Jnr.	J.E. Doyle	Kingstown	1891
Ruy Blas	James W. Blake	9		E.H. Hamilton	J.E. Doyle	Kingstown	1891
Nansheen	J.W. Bennett	3		W. Fife Jnr.	J.E. Doyle	Kingstown	1892
Marie		5		J.E. Doyle	J.E. Doyle	Kingstown	1893
Nondescript	C. Tottenham	2		B.W. Blood	J.E. Doyle	Kingstown	1893
Bint	Hon. B.S. Maxwell	1		J.E. Doyle	J.E. Doyle	Kingstown	1894
Telore	H.C. Hartnell	11		J.E. Doyle	J.E. Doyle	Kingstown	1894
Hereward	B.W. Blood	15		J.E. Doyle	J.E. Doyle	Kingstown	1895
Marjorie	J. Sibthorpe	3	Colleen	J.E. Doyle	J.E. Doyle	Kingstown	1897
Ramona	D.J. Mooney	3	Colleen	J.E. Doyle	J.E. Doyle	Kingstown	1897
Sodelva	E.F. Stapleton	3	Colleen	J.E. Doyle	J.E. Doyle	Kingstown	1897
Sthoreen	Peter Good	3	Colleen	J.E. Doyle	G. Hollwey & Sons	Dublin	1897
Aroon	P.J. O'Connor-Glynn	3	Colleen	J.E. Doyle	G. Hollwey & Sons	Dublin	1897
Aura	Viscount Crichton	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Darthula	F.St.J. Worrell	9		W. Fife Jnr.	J.E. Doyle	Kingstown	1898
Deirdre	J.B. Boyd	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Duck	S. Saunderson	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Molly Bawn	Richard Woods	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Nance	T.C. Burrowes	3	Colleen	J.E. Doyle	J.E. Doyle	Kingstown	1898
Nepenthe	H.A. Robinson C.B. Capt. S.	9		W. Fife Jnr.	J.E. Doyle	Kingstown	1898
Omadhaun Owl (ex. Iris)	Saunderson	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Serpolette	E.F. Stapleton	3	Colleen	J.E. Doyle	Atkinson	Bullock	1898
Whippet	A.E. & G.H. Mills	3	Colleen	J.E. Doyle	Atkinson G. Hollwey & Sons	Bullock Dublin	1898
Whisper	A.W. Orr L. Meldon, W.Richardson, D.J. Mooney	6		W. Fife Jnr.	J.E. Doyle	Kingstown	?

It is interesting to note that William Fife Jnr. was a popular designer, and today the Fife designed classics are highly sought.

THERE IS NOTHING MORE REMOTE THAN THE RECENT PAST



Well, 32 years ago may not seem so recent for most Water Wags sailors, but from my perspective, it's still vivid. Back in 1982, I was racing *Good Hope* in her second season afloat and I kept detailed records of each race in a standard format, trying to spot what I did right and, more frequently, what I did wrong. It is said that winning is making the least number of big mistakes. Vincent tells me that his father was meticulous in keeping records of each race in *Pansy* including the wind conditions. Of course I was delighted with my 1982 record of 2-6-8-1-1-7-1-1-1, which was an improvement on 1981: 4-3-3-9-5-2-2-5-3. The top three placings often reflected how few Water Wags were racing, varying between 4 and 12 starters. The hot shots then were Vincent's parents, Alf and Pat in *Pansy*, and of a similar vintage, Seymour's parents, Seymour and Germaine in *Coquette*. Indeed it was said that the secret of success in the Wags was that the combined age of the crew and the boat should be not less than 200!

In 1982 I had two seasons of racing *Eros II* (which had just been retrieved from Wales)

behind me and one in *Good Hope*. Recovering *Eros* from Treaddur Bay came about because Alun Roberts of Holyhead was a regular crew racing with us on *Standfast*. To collect her in 1979 from a Mr Euan Roberts, I went across on the ferry as a foot passenger with my launching trolley, and was allowed to pull her onto to the car deck. This was long before "Health and Safety" was used as a catch all refusal by officials.

Three years earlier in 1976, while still offshore racing *Standfast*, I conceived the idea of joining the Wag class, and I had Hugh Tweedie of Portaferry build *Good Hope* for me. The connection with Hugh came through my offshore racing friends Billy and Dickie Brown of Portaferry, of *Ruffian* fame, and I startled the Water Wag committee at the time in looking for plans, because at that time no new Water Wag had been built for 18 years, and of course there were many neglected and abandoned Water Wags needing restoration. Since then I have been privileged to have been able to commission several new builds, and even now I believe I still have a few such projects ahead of me.

Commissioning a Water Wag was for me stepping back into real boat-for-boat sailing, away from the teamwork of a nine man crew and the complexity of the RORC and IOR rating rules. It was also the start of my passion for classic craft and yachting history, later to include the restoration of *Vagrant* (Fife 1884), *Peggy Bawn* (Watson 1894), and the replicas *Simon & Jude* catamaran (Wm. Petty 1662), and *Colleen Bawn* (Doyle 1896).

Even in 1976, I was obsessed by authenticity. Thus, one cold New Year's Eve, I rowed out to Barry Bramwell's Rainey Island on Strangford Lough to cut crooks from small wind fall oak trees for the knees and breasthook in *Good Hope*, so that no laminates or splices would be required, instead, the grain following the curves of the solid timber. I also put two bronze

letters on each quarter: WW and GH are obvious, but JD is for James Doyle, designer, and HT for Hugh Tweedie.

Returning to 1982, the harbour was more expansive, without the breakwaters of the marina and the HSS terminal. Hence references in my notes of getting in amongst the moored yachts, and sometimes hooking the mainsheet on them.

I usually noted the number of starters, which were sometimes as few as four. Crewing for me that season was Patrick Carter, whom many of you will have met at the recent Simon Nolan Downhill Race on Lough Allen with his Landau 20 *Cuileann*. Then he was studying quantity surveying in Dublin, and we often rehashed the race and jotted down these notes over a Chinese meal. I don't recall our après sail gatherings being as frequent then, and as a Pioneer, and coming straight from work, food seemed a greater priority.

Yes, it was a different era but the harbour walls, the wind and the Wags were the same. I try to recall my agility of the time, to recover my long lost light airs boat speed, and revisiting these race notes brings back fond memories of this not so remote past. In five years' time, if I'm lucky, I might even achieve 40 years sailing a Wag.



These are the Wags who were active in the late 1970's:-

Back Row: Alf Delany, Seymour Cresswell, James Mooney, Peter Mooney, Sheila McNeill, Jim Nugent, Pat Delany, Roger Dunwoody.

Front Row: ?, Germaine Cresswell, ?, ?, David Mc Neill, David Sarratt, Geoff Sarratt.

Hal Sisk

A SURPRISE CAPSIZE

(This report was prepared following an exercise in which Herby Fowler and Vincent Delany capsized *Pansy* on a breezy Monday evening in Dun Laoghaire Harbour.)

(Items in RED are for the benefit of RIB operators.)

PREPARATION

Nobody expects to capsize, so it is desirable to follow the following recommendations each time before you go sailing in a Water Wag.

- 1) Check that all buoyancy bags are fully inflated, that they are securely tied to ribs low down in the boat. The rings on the buoyancy bags are there only to retain the straps which should go right around the bags.
- 2) Check that all buckets (at least one), bailers (at least one), and pumps (at least one), are tied on long lanyards and are accessible and not concealed under seats or other locations which would be deep in the water when the boat is full of sea-water. Ideally these items should be stored near to bow where most of the buoyancy is located.
- 3) Check that floor boards are secured in place, otherwise when the boat is full of water they will float up until they are tight to the underside of the thwarts, making bailing almost impossible, and making it difficult to stand in the boat.
- 4) Remove any loose items that you don't want to lose when the boat overturns.
- 5) Check that the rudder is held in place with a plastic clip on the transom or by the rope horse. Otherwise the rudder could float away.
- 6) Check your clothing, ensure that you are not wearing clothing which absorbs too much water, making it difficult to get back into the Water Wag or RIB. Ensure that your life-jacket is securely strapped on, and does not have a tendency to ride up on the body. Crotch straps are recommended.
- 7) Ensure you have a painter of adequate length both at bow and stern for towing and for tying the Water Wag alongside the RIB.

WHEN IT HAPPENS

Quick reactions will avoid the situation from becoming more dangerous or more awkward.

- 1) If one of the crew can step straight on to the centre-plate, this will prevent the boat from inverting or turning turtle.
- 2) While one crew member on the centre-plate is righting the boat, the other crew person should swim to the bow, and from there help to turn the boat upright again. He should exert some downward pressure on the bow to reduce the amount of water flowing in over the stern.
- 3) As the boat starts to come upright, one crew member should step into the boat. At this stage the boat is most unstable, and likely to capsize again. Try to keep the boat head to wind.

- 4) If you can, the crew member in the boat should carefully move towards the stern, and release the outhaul hook from the clew of the main-sail. This may require releasing the outhaul first. This maneuver should be undertaken quickly. Since the boat is unstable, keep the feet well apart, so that you can prevent it capsizing again by exerting pressure on the windward or leeward side as necessary. If you don't have any buoyancy in the stern, this operation may not be possible without the stern of the boat sinking.
- 5) Find your largest bucket, which must be on a lanyard at least 1.5m. long.
- 6) Try and retain all tails of halyards, main sheets, spinnaker sheets and other ropes within the boat, **otherwise they may get stuck in the propeller of a rescue boat.**

IF YOU TURN TURTLE

- 1) **You may require the assistance of a RIB.**
- 2) When the boat turns turtle, the centerboard will drop back into its box. If you can keep the centerboard out of the box, this is desirable.
- 3) Throw a main sheet or jib sheet over the hull so that **the RIB can pull it to help rotate the Water Wag hull into an upright position..**
- 4) As the boat is unstable, follow items 1-6 above.

RECOVERY

- 1) **By now the rescue RIB should have identified your predicament.**
- 2) **When the RIB comes alongside, confirm to the person in charge the number of people in the boat, and if they are OK, of if any injuries had occurred. An ambulance should be called on the VHF if necessary.**
- 3) **The RIB should take a painter from the Water Wag, and pass the painter through the chainplate nearest to the RIB. The crew on the RIB should then (in a kneeling position) hold the gunwale steady while the draining of the boat commences.**
- 4) **The RIB driver should maintain the Water Wag head to wind. This can be done with engine in forward gear at very low revs. In order to maintain steerage of the RIB, the Water Wag should be held forward of the stern of the RIB.**
- 5) **The RIB crew should take care to ensure that no ropes or people are near to the propeller.**
- 6) **The RIB crew should look down-wind to see if any buckets, floorboards, rudders, or life cushions etc are floating away. (To be collected later)**
- 7) The crew member in the Water Wag should firmly and tightly stuff the spinnaker into the aperture where the arm of the centerboard comes out of the front and/or top face of the centerboard case.

- 8) At this stage the crew member can get out of the water, and into the comfort of the RIB.
- 9) With one foot on each side of the boat to assist with balance, the crew member in the boat should start bailing quickly and actively with a large bucket, taking water from the space adjoining the centre board case. Bucket fast and incessantly for about 10 minutes, until the water level is below the top of the centre board case. Ensure that no water comes over the gunwales.
- 10) **The RIB driver should maintain the Water Wag head to wind.**
- 11) Check the spinnaker has not become dislodged. Bucket steadily and incessantly for 5 minutes more, until water level is below the aperture at the front of the centre board case.

COMPLETION

- 1) After 15 minutes of bailing, the crew member might be quite tired. Exchange places with your crew in the RIB if necessary.
- 2) Continue bailing with the bucket until the water is less than 75mm deep at which stage a scoop or small bailer might be more effective.
- 3) When only 50mm of water is in the Water Wag, you can make use of a pump to empty the water out.
- 4) **The RIB driver should maintain the Water Wag head to wind.**
- 5) It is probably fruitless to continue racing.

SAILING HOME OR TOWING HOME

- 1) At this stage it should be feasible to sail home, which you cannot attempt unless your outhaul is reattached. Attach the outhaul to the clew of the main-sail.
- 2) **Alternatively the RIB will offer to tow you home. You should attach the tow line provided by the RIB to the ring in the back face of the Water Wag stem.** It is desirable to lift the centerboard to half down. Keep the crew weight further aft than is desirable when racing. **The RIB should drive no faster than the Water Wags sail on a race course which is about 3-4 knots.**
- 3) **The RIB should bring the Water Wag to a pontoon and not to a slipway.** This enables the crew to drop the yard, and to pump all water out of the Water Wag.
- 4) On no account should a Water Wag be pulled up the slipway with more than 150mm of water at the stern.

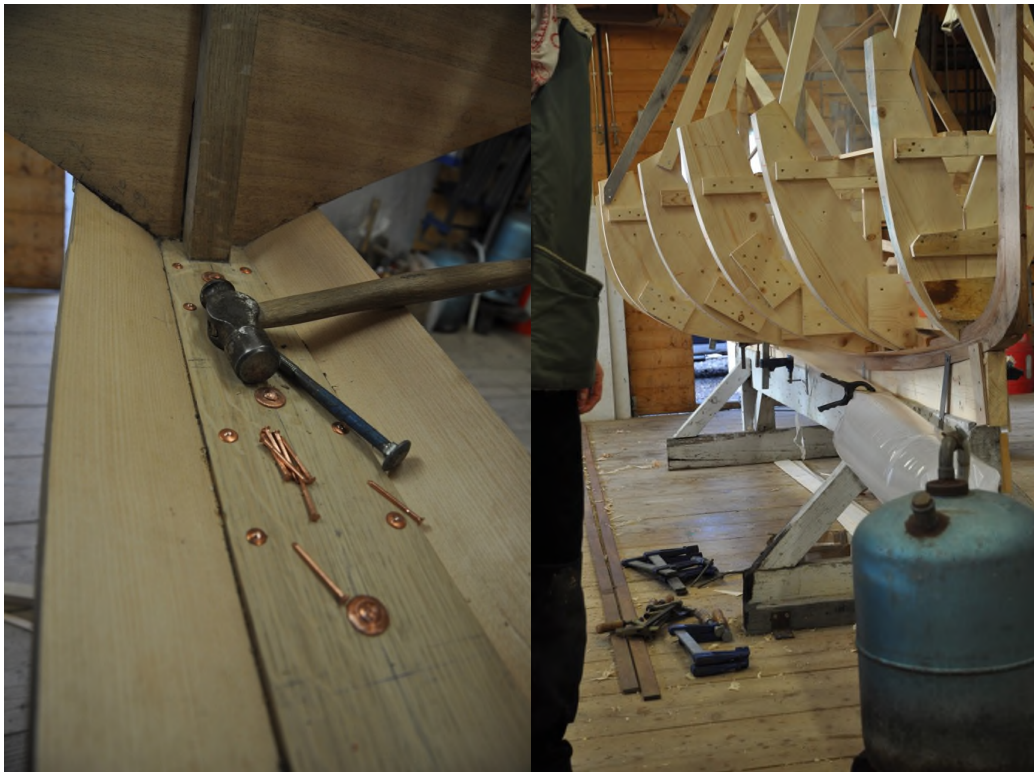


FRA-46

The title of this article may not be immediately apparent to all our readers. Yes, the FRA refers to a Water Wag currently under construction in France. The 46 relates to the next sail number due to be allocated, Scallywag is No.44, Cathy's new boat will be No. 45 and this French boat will be allocated No.46. Should the Water Wag Club buy this boat and bring it back home?

The Water Wag Club has an opportunity to purchase this brand new Water Wag which is currently being built in France. This Water Wag was commissioned by Chris Craig of Dun Laoghaire but, in the events, he decided not to proceed. She is being built by a French boatbuilding school (run by an American called Mike Newmeyer) and, as the school needed a project boat for their students, they have decided to proceed anyway.

They have been meticulous in researching and obtaining plans and specifications, etc. from the Water Wag Club. Mike and his principal assistant have visited Dublin and inspected many



Water Wags and taken photographs, etc.

They also visited Jimmy Furey in Roscommon to see the Wag which he and Cathy are currently building. They have had the plans reviewed and redrawn by Francois Vivier (the

leading French traditional small boat designer; this is his website: <http://www.vivierboats.com/>).

One of the by-products of this process is that, if we buy the boat, they will make these plans available to us and, for the first time, we will have a proper table of offsets and a set of drawings that can be reproduced without distortion.

The boat has gone through its first measurement by Ian Malcom and Noel Donagh on behalf of the Club. Some recent photographs are attached.

A modest price is being asked of the Water Wag Club because the builder is financially supported by the French Government. Under its arrangements with the French Government, it can only charge for the cost of materials; it can't charge for the labour of its students.

The rationale for the proposal is that it would be wrong to allow a new boat to come on to the market at a price which is significantly below cost. John Jones is currently advertising to build

a new Wag for stg£18k (excluding sails, trailer and rigging) this is the equivalent of almost €23k. It would be a big disincentive to potential Irish builders, such as Doughal McMahon and Edwin Brennan, if we allowed a new boat to come on to the market at an artificially low price. We need to support our local builders if there are to survive and thrive. It would also distort the market for anyone currently wanting to sell a Water Wag.



Winkie Nixon is interested in writing a note on this for Afloat Magazine which would give this proposal and the class some useful publicity. To date, Cathy, Con, Ian (Malcolm), Guy and William have been involved in the discussions with Mike on behalf of the Water Wags.



PROJECT MOUNT PLUNKETT 45

Mount Plunkett, home of the Plunkett family was built in 1806. John Hubert Plunkett (1802-1867 became Attorney General of New South Wales). The house does not survive but within the townland of Mountplunkett, Cathy MacAleavey, Jimmy Furey and their respective dogs

have being building a Water Wag to the highest standards over the past year.

Current status with ribs and stringers in place and awaiting hardwood thwarts and centreboard case.

P.S. Don't forget to cut the ribs which cross the centreboard slot!



William and Con learning how to steam and bend the oak from an expert.

Note Williams gloves to protect his hands from the hot steamed ribs.

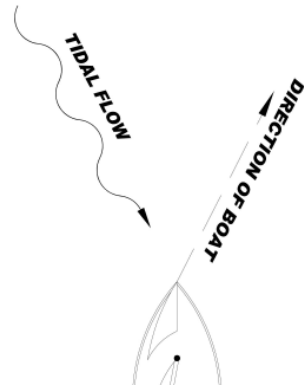


HOW TO BENEFIT FROM TIDAL FLOW

LEE BOW:

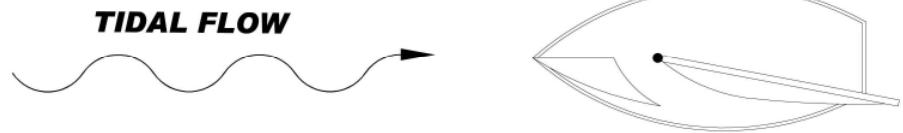
If a Water Wag is sailing on the wind on starboard tack travelling at 3 knots and a tidal flow is hitting her leeward bow, the tidal flow will slow her progress by about a half knot, but it will push the boat up to windward such that her effective speed towards the windward mark is 4 knots.

This is a good outcome and lee bows should be sought.



TIDE ON THE BOW:

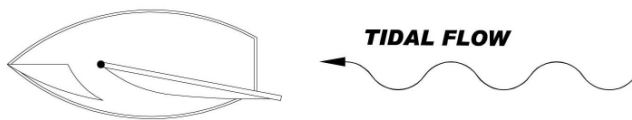
If a Water Wag is sailing on the wind on starboard tack travelling at 3 knots and a tidal flow is hitting her on the bow, the tidal flow will slow her progress by about one knot.



This is an undesirable outcome and should be avoided.

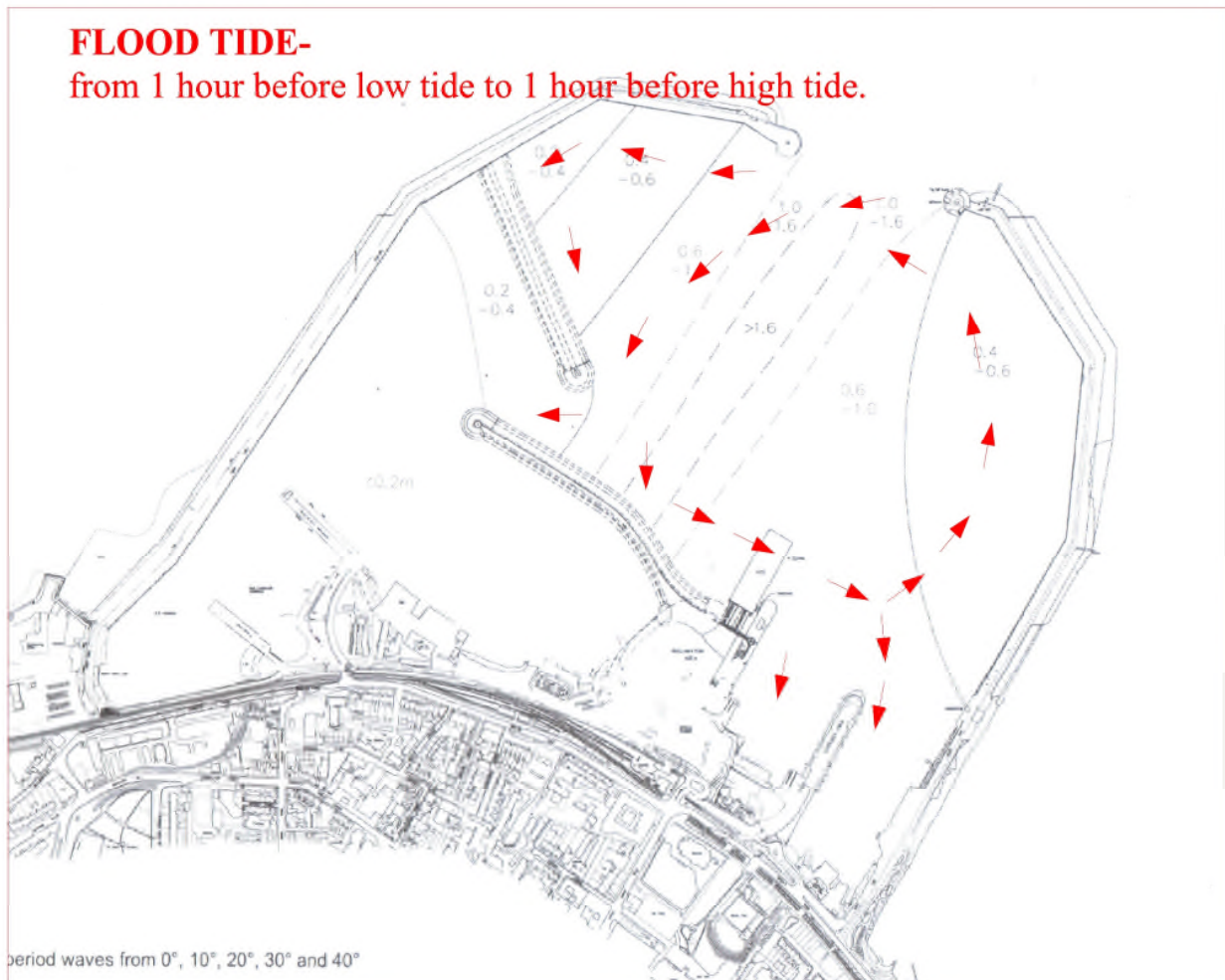
TIDE ON THE STERN

If a Water Wag is sailing on the wind on starboard tack travelling at 3 knots and a tidal flow is hitting her on the stern, the tidal flow will increase her progress by about one knot.



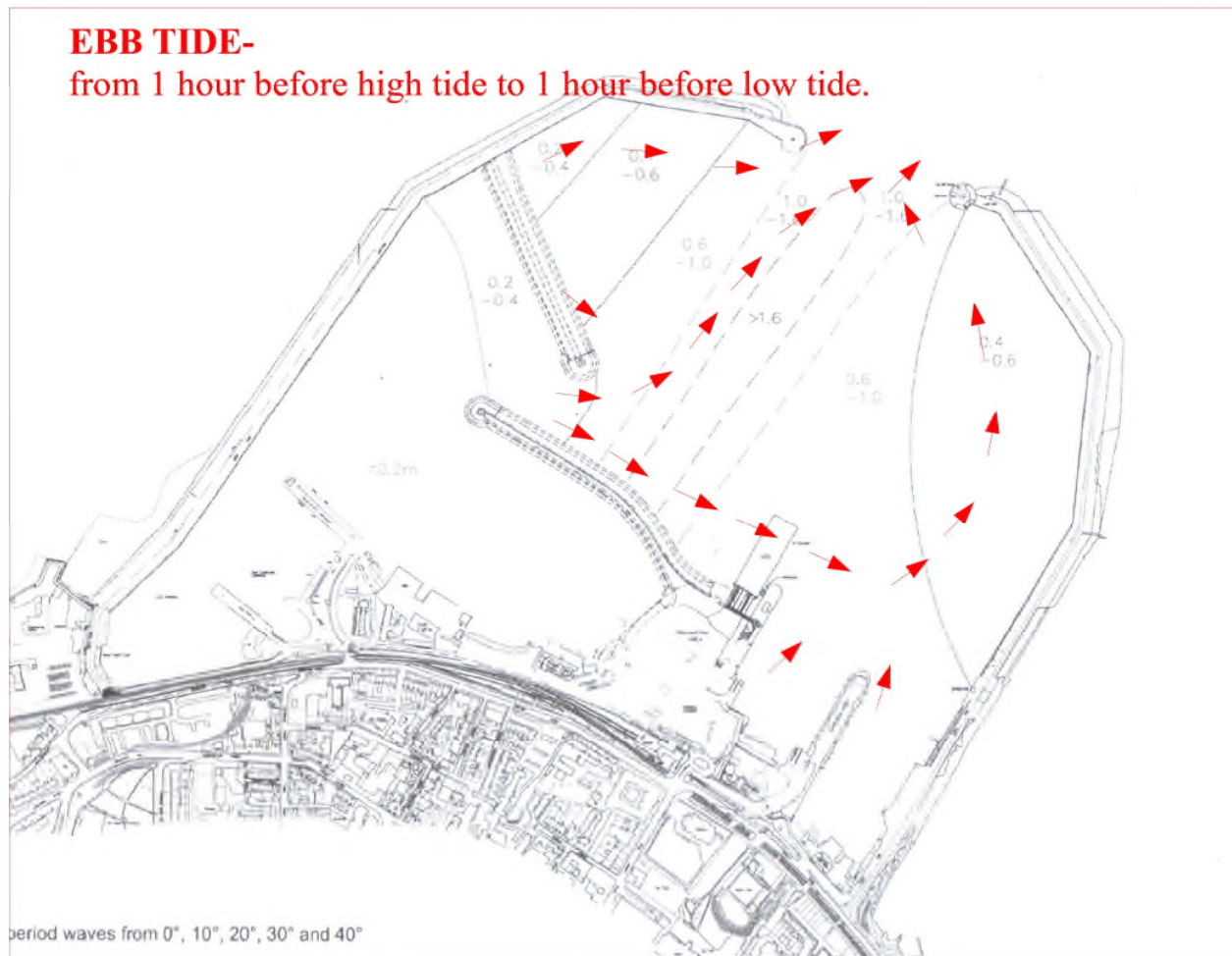
This is an desirable outcome and should be sought out.

FLOODING TIDE, KINGSTOWN



- The flooding tide flows through the harbour mouth from the east at strength. The further you are away from the harbour mouth the weaker the tidal stream.
- The tidal flow goes around the harbour in an anti-clockwise motion.
- The tide flows quickly towards the marina, where there is a large volume to be filled.
- The tide is relatively unaffected by the HSS pier.
- Tidal flow in the west bight is stronger than in the east bight.
- Tidal flows are strongest when it is spring tide.
- Tidal flows are substantially weaker in neap tides.
- Strongest tidal flow is half way between high and low tides.

EBBING TIDE, KINGSTOWN



- The ebbing tide flows strongest from the marina entrance and the main harbour mouth heading east. The further you are away from the two mouths the weaker the tidal stream.
- The tidal flow goes around the harbour in an anti-clockwise motion.
- The tide flows quickly out of the marina, and heads directly for the east pier.
- The tide is relatively unaffected by the HSS pier.
- Tidal flow in the east bight is stronger than in the west bight.
- Tidal flows are strongest when it is spring tide.
- Tidal flows are substantially weaker in neap tides.
- Tidal flow is strongest half way between high and low tide.

