

# THE WATER WAGS 2022



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# PRESIDENT PETER WILSON'S REPORT

The Water Wags have just completed their first post-covid sailing season, and the most significant thing to say about the 2022 season, is that Dun Laoghaire Harbour is not big enough for the number of Wags wishing to compete every Wednesday during the summer. We have consistently had fleets exceeding twenty Water Wags competing, and on two occasions we achieved thirty-two starters, and the Captain's (Con Murphy) Prize race had thirty-two finishers, which is a Water Wag Club record. It would make Ben Middleton proud. The Club owes a great debt of gratitude to the members who kept the fleet going when boat numbers were in single figures. I, refer of course to George Henry, Alf Delany, Seymour Cresswell snr., the Sarratt Brothers and others.

Large numbers of entries ensure that the Club's financial position is positive, but it also creates challenges. Our OOD, Tadhg Donnelly, rose to the challenge, providing fair start lines, recalling premature starters, providing as long a beat as he was able within the harbour walls, and creating interesting leeward gates. But, the competitors could do more to improve the level of rule observance, and we would like to see more offenders taking penalty turns.

2022 was the first year in which we had Cruise Liners bringing passengers ashore at Berth Four on St. Michael's Wharf. Of the seventy-eight cruise liners, only nine arrived on Wednesdays and until our final race, they caused relatively little disruption.

One Water Wag was built in 2022, it was *Miss Scarlett* for J.P. Cave which was built at Skolar-Mor. J.P. lives in France but took the opportunity to bring the boat (No. 52) to Dun Laoghaire to race in our final Wednesday race, and also competed at Mountshannon. We hear rumours that she may be based in Dun Laoghaire for 2023. Two further boats are being built by Rui Ferreira one for the Cummins/Dix/Pearson team and one for a female owner.

There were two innovations this year. Michael Donohoe organised a successful fundraiser race for R.N.L.I. pennants. It should become an annual event which can piggy-back on any other trophy race. The second innovation was a 'Women at the Helm' a race, with seventeen ladies helming in this National Yacht Club/ Irish Sailing innovation. If repeated, we should consider holding it on a day which does not negatively impact on results of the Jubilee Memorial Cup.

Peter Wilson

## WATER WAG PRIZE WINNERS FOR THE 2022 SEASON

Series	No	Trophy	Presented for	Div.	Boat	Owner	Crew
27 April 2022		Henry Trophy	Single race	1A	<i>Barbara</i>	Ian Malcolm	Judith Malcolm
		Madras Trophy		1B	<i>Freddie</i>	Bairbre Stewart	Pam McKay
		SODA Trophy		2	<i>Coquette</i>	Seymour Cresswell	TBA
4 & 11 May		Newsom Memorial Cup	Two races	1A	<i>Ethna</i>	Sean Craig/David Somerville	Heather Craig
		Hilpotsteiner Tankard		1B	<i>Peggy</i>	David Corcoran	Patricia Corcoran
		Phyllis Cup		2	<i>Polly</i>	Henry Rooke	Richard Mossop
18 May & 24 August 2022		Buckingham Cup	two races	1A	<i>Pansy</i>	Vincent Delany	Nicky Gray
		Buckingham Cup		1B	<i>Alfa</i>	Drewry Pearson	Dermot Bremner
		Wigham Trophy		2	<i>Eva</i>	David Kelly	Emer Flanagan
25 May 2022		100th Anniversary Burgee	Single race	1A	<i>Moosmie</i>	John O'Driscoll	Stephen Tierney
		Historic Pictures		1B	<i>Little Tern</i>	Tim Pearson	Marcus Pearson
		Historic Picture 10-3		2	<i>Coquette</i>	Seymour Cresswell	TBC
1 & 8 June & 20 July		Commemoration Shell Case	Three races	1A	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
		Meldon Mirror		1B	<i>Siskin</i>	Mandy Chambers	Sue Westrup
		Commemoration Cup		2	<i>Polly</i>	Richard Mossop	Henry Rooke
15 June 2022		NYC Regatta	Single event	1A	<i>Ethna</i>	Sean Craig	Heather Craig
				1B	<i>Sara</i>	Paul Smith	Ailbhe Smith
				2	<i>Coquette</i>	Seymour Cresswell	TBA
22 June 2022		RIYC Regatta	Single event	1A	<i>Swallow</i>	Justin Geoghegan	Alison Hackett
				1B	<i>Freddie</i>	Bairbre Stewart	Pam McKay
				2	<i>Chloe</i>	Kate O'Leary	Amy O'Leary
29 June 2022		RStGYC Regatta	Single event	1A	<i>Mariposa</i>	Cathy MacAleavey	Con Murphy
				1B	<i>Mary Kate</i>	Mike Magowan	Ian Magowan
				2	<i>Chloe</i>	Kate O'Leary	Amy O'Leary
06 July 2022		Geoff Sarratt Memorial Trophy	Single event	1A	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
				1B	<i>Scallywag</i>	Dan O'Connor	Dano O'Connor

		Trophy		2	<i>Phyllis</i>	Fraser Mitchell	Laura Barker
13 July 2022		Sri Lanka Tankard	Single race	1A	<i>Moosmie</i>	John O'Driscoll	Diane Kissane
		Sri Lanka Mug		1B	<i>Alfa</i>	Drewry Pearson	Dermot Bremner
		Meldon Cup		2	<i>Eva</i>	David Kelly	Emer Flanagan
27 July 2022		Mollie Bowl	Single race	1A	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
		Alf Delany Hold Everythin'		1B	<i>Sara</i>	Paul Smith	Ailbhe Smith
		LDYC Decanter		2	<i>Beatrice</i>	Ben Ryan	Megan Ryan
03 August 2022		Ladies Plate	Single race	1A	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
		Alf Delany Finn Frostbite Cup		1B	<i>Scallywag</i>	Dan O'Connor	Danno O'Connor
		Len Hayes 85th. Anniversary		2	<i>Phyllis</i>	Fraser Mitchell	Laura Barker
17 August 2022		J.B. Stephens Tankard	Single race	1A	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
		Coffee Jug		1B	<i>Little Tern</i>	Tim Pearson	Marcus Pearson
		Pavilion Garden Trophy		2	<i>Beatrice</i>	Ben Ryan	Megan Ryan
31 August 2022		Captains Prizes	Single race	1A	<i>Pansy</i>	Vincent Delany	Nickey Gray
				1B	<i>Little Tern</i>	Tim Pearson	Marcus Pearson
				2	<i>Marie Louise</i>	Sonya Boyce	Stuart Creavin
07 September 2022		RNLI Lifeboat Pennant Race	Single event	1A	<i>Pansy</i>	Vincent Delany	Nickey Gray
				1B	<i>Alfa</i>	Drewry Pearson	Dermot Bremner
				2	<i>Eva</i>	David Kelly	Emer Flanagan
14 September 2022		Walpole Prizes	Single event	1A	<i>Swallow</i>	Justin Geoghegan	Alison Hackett
				1B	<i>Little Tern</i>	Tim Pearson	Marcus Pearson
				2	<i>Gavotte</i>	Anne-Marie Arthurs	Brendan Arthurs
21 September 2022		Candlelight Trophy	Single race	1A	<i>Moosmie</i>	John O'Driscoll	Stephen Tierney
				1B	<i>Little Tern</i>	Tim Pearson	Marcus Pearson
				2	<i>Coquette</i>	Seymour Cresswell	TBC
Overall season		Snuff Box	Overall	1B	<i>Peggy</i>	David Corcoran	Patricia Corcoran
		Cora Cup	Overall	2	<i>Chloe</i>	Kate O'Leary	Amy O'Leary
		Saryallis Cup	13th place overall	All	<i>Hilda</i>	Martin Byrne	Amy Byrne
		Sprite Trophy	Boat over 80 years	All	<i>Moosmie</i>	John O'Driscoll	Stephen Tierney
		Maureen Vase	Best all female crew	Ladies	<i>Freddie</i>	Bairbre Stewart	Pam McKay
		Donohoe Titanic Trophy	Most improved performance		<i>Mary Kate</i>	Mike Magowan	Ian Magowan

		Simon Nolan Cup	Volunteer				
		Derek Payne Trophy	Concours D'elegance		<i>Miss Scarlett</i>	J.P. Cave	
		Middleton Howitzer	Regattas	All	<i>Mariposa</i>	Cathy MacAleavey	Con Murphy
		Lawson History of the <i>America's</i> Cup					
	<b>23</b>	Jubilee Cup		All	<i>Swift</i>	Guy Kilroy	Jackie Kilroy
	<b>24</b>	Lansboro Regatta Cup	Crew of Jubilee cup winner		<i>Swift</i>	Jackie Kilroy	
	<b>25</b>	Coquette Cup	All races	All	<i>Mariposa</i>	Cathy MacAleavey	Con Murphy
25th June	<b>16</b>	Jacqueline Trophy	Single Handed race	All	<i>Pansy</i>	Vincent Delany	

# THE COQUETTE CUP RESULTS.

Awarded on the basis of **all** Water Wag races during the season, including all Wednesday races, Clinkerfest and Mountshannon Regatta. No discards are allowed.

PLACE	BOAT NAME	SAIL NO	HELMSMAN	CREW	SCORE
1	<i>Mariposa</i>	45	Cathy Mac Aleavey	Con Murphy	538
2	<i>Tortoise</i>	42	William Prentice	Laura Prentice	587
3	<i>Peggy</i>	47	David Corcoran	Patricia Corcoran	719
4	<i>Swift</i>	38	Guy Kilroy	Jackie Kilroy	725
5	<i>Mary Kate</i>	6	Mike Magowan	Ian Magowan	752
6	<i>Dipper</i>	48	David Williams	Jeremy Crean	797
7	<i>Pansy</i>	3	Vincent Delany	Nicky Gray	798
8	<i>Moosmie</i>	15	John O'Driscoll	Stephen Tierney	810
9	<i>Siskin</i>	50	Mandy Chambers	Sue Westrup	821
10	<i>Ethna</i>	1	Sean Craig / Dave Somerville	Heather King	824
11	<i>Shindilla</i>	19	Benno McCormack	Ger Crowley	843
12	<i>Gavotte</i>	24	Anne- Marie Arthurs	Brendan Arthurs	849
13	<i>Alfa</i>	12	Drewry Pearson	Dermot Bremner	871
14	<i>Eva</i>	33	David Kelly	Emer Flanagan	927
15	<i>Swallow</i>	40	Justin Geoghegan	Alison Hackett	939
16	<i>Jaqueline</i>	21	Hugh Delap	Geasper Warfield	966
17	<i>Mademoiselle</i>	46	Doug Smith	Adam Winklemann	1009
18	<i>Freddie</i>	43	Bairbre Stewart	Pam McKay	1011
19	<i>Beatrice</i>	25	Ben Ryan	Megan Ryan	1028
20	<i>Chloe</i>	34	Kate O'Leary	Amy O'Leary	1029
21	<i>Sara</i>	30	Paul Smith	Ailbhe Smith	1033
22	<i>Barbara</i>	8	Ian Malcolm	Judith Malcolm	1044
23	<i>Coquette</i>	17	Seymour Cresswell	TBA	1060
24	<i>Scallywag</i>	44	Dan O'Connor	Dano O'Connor	1065
25	<i>Hilda</i>	49	Martin Byrne	Amy Byrne	1074
26	<i>Patricia</i>	29	Harry Croxon	Liz Croxon	1079
27	<i>Phyllis</i>	14	Fraser Mitchell	Laura Barker	1103
28	<i>Polly</i>	31	Richard Mossop	Henry Rooke	1139
29	<i>Little Tern</i>	36	Tim Pearson	Marcus Pearson	1145
30	<i>Mollie</i>	41	Claudine Murphy	Annalise Murphy	1198
31	<i>Miss Scarlett</i>	52	Jean-Pierre Cave	Stratos Boumpoukis	1202
32	<i>Penelope</i>	16	Fergus Cullen	Alice Walsh	1236
33	<i>Greta</i>	51	Anne Bergin	Eddie Tingle	1255
34	<i>Eros</i>	08	Gail Varian	Gavin Johnston	1279
35	<i>Good Hope</i>	18	Robert Dix	TBA	1325
36	<i>Marie Louise</i>	9	Sonya Boyce	Stuart Creavin	1349
37	<i>Sprite</i>	10	Adrian Masterson	Jeff Davies	1355
38	<i>Anne</i>	11	Vasileia	Stratos Boumpoukis	1431

DBSC Results		Water Wag Name	Water Wag Results		The differences between DBSC results and Water Wag results.	
Place	Score		Place	Score	<b>21 races sailed</b>	
1	43	<i>Swift</i>	1	29	There are substantial differences between the overall DBSC and Water Wag results for the season. We have toned the results where the order is the same. Results in white represent a change of order. Why is this? There are a number of reasons, which we set out below:	
2	76	<i>Mariposa</i>	2	50		
3	77	<i>Moosmie</i>	3	53		
5	109	<i>Tortoise</i>	4	64		
4	100	<i>Pansy</i>	5	68		
6	114	<i>Ethna</i>	6	71		
7	159.5	<i>Swallow</i>	7	103		
8	170	<i>Jacqueline</i>	8	123		
11	216	<i>Mademoiselle</i>	9	143		
9	188	<i>Barbara</i>	10	149		
12	217	<i>Peggy</i>	11	156		
13	223	<i>Mary Kate</i>	12	157		a) Under the DBSC scoring system, there is an incentive to compete in all races
10	216	<i>Hilda</i>	13	179		c) On race days with two races, DBSC only score the first race. The Water Wags score both races.
14	242	<i>Scallywag</i>	14	179		
15	246	<i>Sara</i>	15	185		
16	255	<i>Freddie</i>	16	192		
20	269	<i>Dipper</i>	17	201		
17	263	<i>Chloe</i>	18	203		
24	290	<i>Coquette</i>	19	204		
21	276	<i>Alfa</i>	20	211		
23	283	<i>Siskin</i>	21	218		
19	269	<i>Shindilla</i>	22	221		
26	298	<i>Beatrice</i>	23	223	1) In DBSC results, four discards apply for between 18-24 races,	
22	283	<i>Gavotte</i>	24	230	2) In Water Wag results, seven discards apply for between 18-24 races,	
27	302	<i>Phyllis</i>	25	235		
28	303	<i>Polly</i>	26	242		
18	266	<i>Little Tern</i>	27	250		
25	293	<i>Mollie</i>	28	303		
29	325	<i>Eva</i>	29	333		
30	334	<i>Penelope</i>	30	344		
31	344	<i>Greta</i>	31	364		
34	376	<i>Eros</i>	32	386		
33	372	<i>Good Hope</i>	33	435		3) DBSC score DNS, RTD, OCS, DNF, DSQ, DNC as RRS Appendix A, based on the number of competitors in that race plus 1.
36	396	<i>Marie Louise</i>	34	459	4) Water Wags score DNS, RTD, OCS, DNF, DSQ, as RRS Appendix A, based on the number of competitors in that race plus 1. DNC is scored as number of entries plus 1.	
32	362	<i>Patricia</i>	35	460		
35	393	<i>Sprite</i>	36	466		
DNE	DNE	<i>Miss Scarlett</i>	37	539		
36	412	<i>Anne</i>	38	547		
36	412	<i>Skee</i>	39	560		
36	412	<i>Vela</i>				
36	412	<i>Badger</i>				
36	412	<i>Marcia</i>				



# KEY FINANCE ROUND THE ISLAND RACE

In early March 2022, a Water Wag was launched into the cold waters of the Irish Sea, it was Ian and Judith Malcolm's *Barbara*. Launching in March would represent a World Record for a 1900 transom Water Wag, although we do know that Thomas 'Ben' Middleton launched *Eva* (the first double-ender) in late 1886 at Dublin Port, and she was rowed to Kingstown (Dun Laoghaire), where a formal launch took place on 1 January 1887, and she was sailed every Saturday thereafter until the end of the 1887 season.



*Ian and Judith waiting for other fleets to start.*

Howth Yacht Club organised the Key Finance Round the Island Race on 12 March 2022, and achieved a brilliant entry of 43 boats of which 16 were not ILCAs (nee Lasers).



*A contrast of different 14 foot dinghy designs from 1900 and 1938.*

The plan was to sail under the Portsmouth Yardstick Handicap System which is managed by the Royal Yachting Association. Inevitably, there are no P.Y. handicaps for Water Wags, IDRA 14s etc. because they rarely sail in mixed fleets and predominantly sail as one-designs. ILCAs do have well-established P.Y. numbers for each of the approved rigs.

P.Y. handicaps do exist for Aeros and for other popular modern UK designs.

The day was cool but with blue skies to the east. The P.Y. fleet started first with all the P.Y. boats starting together on the same line. Initially a short windward-leeward lap gave competitors time to come to terms with the conditions, and this was followed by the option of sailing Round the Island in a clockwise, or anti-clockwise direction (to be decided by the competitors). The wind was forecast to rise to 18-23 knots but fortunately remained at 6-8 knots for the start which took place at 11.45 hrs.



*Ian and Judith gybing 'Barbara' at the back of Ireland's Eye*

Sailing around an island always involves strategic tidal decisions, and by the time the fleet started the tide was running north. Four boats adopted the clockwise rounding, before it was apparent that it was not the best strategic option.

The lead boat was an RS 800, a high-performance skiff with two trapezes. There were more tactical

decisions to be made; Stay close to Ireland's Eye, and risk running out of wind or stay away from the north side of the island in stronger tide. In this area *Barbara* went close to the island and it didn't work well for her. In the end *Barbara* missed out on taking a podium place by only two seconds.

Should one of the Dun Laoghaire waterfront clubs consider running such an event around Dalkey Island on a summer Sunday? Of course they should!

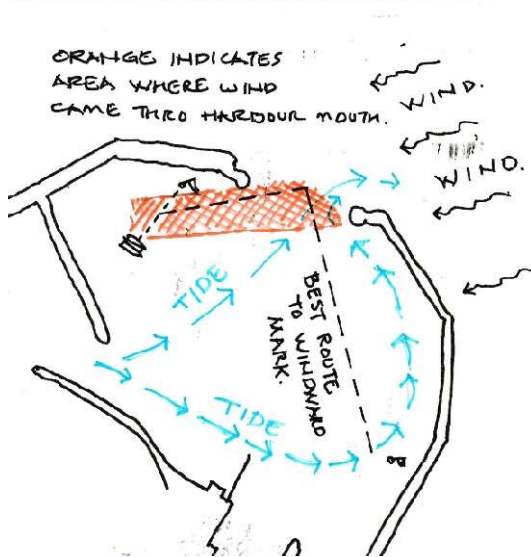
R	E	S	U	L	T	S	
<b>Start time 11.43</b>							
Place	Sail No.	Class	Club	PY	Finish	Elapsed	Corrected
1	3822	RS Aero 5	GSC	1136	12.20.08	0.37.08	0.32.41
2	3187	RS Aero 7	HYC	1065	12.18.19	0.35.19	0.33.10
3	3433	RS Aero 5	RStGYC	1136	12.21.16	0.38.16	0.33.41
<b>4</b>	<b>8</b>	<b>Water Wag</b>	<b>National YC</b>	<b>1281</b>	<b>12.26.12</b>	<b>0.43.12</b>	<b>0.33.43</b>
5	141	IDRA 14	CY&BC	1131	12.21.42	0.38.42	0.34.13
6	2875	RS Aero 7	HYC	1065	12.19.26	0.36.26	0.34.13
7	128	IDRA 14	CY&BC	1131	12.22.03	0.39.03	0.34.32
8	156	IDRA 14	CY&BC	1131	12.23.00	0.40.00	0.35.22
9	120	IDRA 14	CY&BC	1131	12.24.28	0.41.28	0.36.40
10	977	RS 800	HYC	820	12.13.18	0.30.18	0.36.57
11	14049	GP14	SSC	1130	12.24.54	0.41.54	0.37.05
12	798	RS 600	HYC	920	12.19.00	0.36.00	0.39.08
13	30	IDRA 14	CY&BC	1131	DNF		
14	118	IDRA 14	CY&BC	1131	DNC		
15	53871	420	MYC	1105	DNC		



*'Barbara' coming to terms with a new year and new racing conditions.*

## 1<sup>st</sup>. JUNE - TWO DIFFERENT RACES

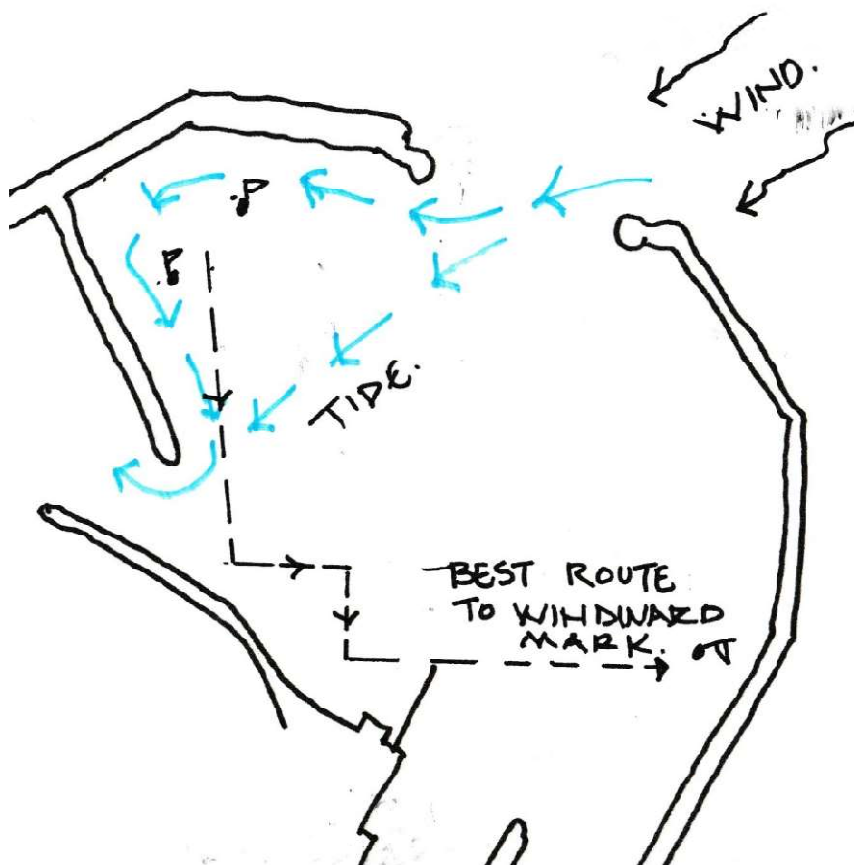
Race one was held in a light 6 knot breeze from the east-north-east with a breeze with the helmsman sitting on the gunwale and the crew sitting down to leeward. The starting line was carefully laid by Tadgh Donnelly with minimal bias towards the pin end. However, there was one issue with the line which most of the competitors noticed. If one started at the pin mark, it would have been difficult to clear the end of the west pier, which would have required a helmsman to tack back into twenty-six starboard tack Water Wags, with the possibility of having to dip the stern of every one. Several wags started two thirds of the way down the line, including Kate O'Leary's *Chloe* and Vincent Delany's *Pansy*.



Both of these Wags skirted past the end of the West Pier and tacked in the last of the ebbing tide towards the windward mark located near the end of the National Y.C. moorings. What soon became apparent was that the wind coming in through the harbour mouth was a fairer and stronger wind than the wind coming over the pier wall. At the windward mark the order was 3, 8, 38, 40 43, 1 42, 16, 15 and 34. The wind on the run shifted right and left. *Pansy* had a conundrum.

Should she head for the port hand leeward mark and tack across the front of the advancing fleet, or should she gybe towards the starboard gate mark. She took the latter option, and *Barbara* and *Swift* did the same. *Barbara* was pointing very high on port tack as they returned towards the windward mark. *Swift* tacked early, and sailed away from the wind coming through the harbour mouth. At the second windward mark, the order was: 3, 8, 38, 1, 21, 43, 34, 15, 40, and 42. On the final lap the pattern had been established so most boats covered the same ground again so at the finish the order was: 3, 8, 38, 1, 21, 15, 40, 43, 16 and 42.

With Low water at about 19.35 hrs, conditions for the second race were very different. *Pansy* started in a similar position near the pin end of the start line, but quickly realised that nosing the foul time was not the best strategy. She tacked away and found that she had to dip a group of four boats and then another cluster of two Water Wags.



Meanwhile, William Prentice in *Tortoise* took a southerly route following the marina wall. Despite enjoying a lighter wind, she was out of the foul tide and he reached the windward mark in the lead with *Pansy* and *Barbara* astern. On the run the boats from astern did their job of blanketing the spinnakers ahead and soon 8, 3 and 38 were lying abeam. *Tortoise* had a plan and

she stuck to it. She rounded the port hand leeward mark to avail of the flood tide along the marina wall. She increased her lead throughout the rest of the race with the finishing order: No. 42, *Tortoise*, No. 40, *Swallow*, No. 1, *Ethna*, No. 8, *Barbara*, No. 15 *Moosmie*, No. 38, *Swift* and No. 3 *Pansy*.



*Decide early which leeward mark is the favourable one, and to plan a strategy for the next leg.*

## LOUGH REE YACHT CLUB CLINKERFEST 2022



*Aisling Costello and Dermot Bremner take a gust in Alfa.*

After two failed attempts, Lough Ree Yacht Club eventually celebrated their 250<sup>th</sup> centenary in 2022 with a three-day event taking place with twenty-nine Shannon one-designs, five Mermaids, four IDRA 14s, eleven International 12 Foot Dinghies and three Water Wags. There were many Wags competing at the event including Gail Varian and Nicky Gray (4<sup>th</sup> 12 Foot Dinghy) and Ian and Jenny Magowan (5<sup>th</sup> 12 Foot Dinghy), and Frank Guy (5<sup>th</sup> SOD) Mary Cox with Anne-Marie Arthurs (9<sup>th</sup> SOD) Philip Mayne (14<sup>th</sup> SOD), and Ian and Harry Croxon.

The first day was Saturday 4 June, with two races in bright sunshine and a force four easterly wind on the choppy waters north of the Yellow Islands, conditions which challenged the Water Wags which don't have the waterline length necessary to span several waves at the same time. Race one was won by David Kelly and Eimer Flanagan in *Eva*, with *Mary Kate* retiring and *Alfa* deciding that it was too windy.

The second race was more successful, again dominated by *Eva*, with *Mary Kate* second and *Alfa* third.

On Sunday the weather was more civilized and Dermot Bremner and Aisling Costello in *Alfa* won the morning race from the Magowan boys in *Mary Kate* and *Eva*. The second race was back-to-back and the Water Wag result was the same.

After lunch the wind remained as before, and the first race was won by Mike Magowan in *Mary Kate*, from *Eva* and *Alfa*. In the second race *Eva* won with *Mary Kate* second and *Alfa* third.

At this point the scoring was *Eva*- 11 points, *Mary Kate*- 12 points and *Alfa* 13 points.

On Monday, *Eva* won all three races with *Mary Kate* finishing second while *Alfa* stayed ashore. At the prize-giving David Kelly spoke kindly, thanking the organisers and the other competitors including the Water Wags who competed in other classes!



*David Kelly and Eimer Flanagan of Eva, Water Wag winners.*

## WATER WAG Fleet Results for Clinkerfest

Sailed: 8, Discards: 1, To count: 7, Entries: 4, Scoring system: Appendix A

Rank	Fleet	Boat	SailNo	HelmName	R1	R2	R4	R5	R6	R7	R8	R9	Total	Nett
1st	WAG	Eva	33	David Kelly & Eimer Flanagan.	1.0	1.0	(3.0)	3.0	2.0	1.0	1.0	1.0	13.0	10.0
2nd	WAG	Mary Kate	6	Mike Magowan	(5.0 DNC)	2.0	2.0	2.0	1.0	2.0	2.0	2.0	18.0	13.0
3rd	WAG	Alfa	12	Dermot Bremner & Aisling Costello	(5.0 DNC)	3.0	1.0	1.0	3.0	3.0	5.0 DNC	5.0 DNC	26.0	21.0
4th	WAG	Pansy	3	Vincent Delany	(5.0 DNC)	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	40.0	35.0



# NATIONAL YACHT CLUB REGATTA 2022



*Seymour Cresswell - Winner Div.2 in 'Coquette' with  
Conor O'Regan.*



*Heather & Sean Craig winner  
of Div 1A in 'Ethna.'*



*Con Murphy, Captain of the Water Wags, Paul Smith, winner Div. 1B with Conor O'Regan  
Commodore of the NYC.*

## ROYAL IRISH YACHT CLUB REGATTA 2022

The wind blew force 2 from the south-east for the Royal Irish Yacht Club annual regatta for Water Wags. Your editor has a long memory for these things, and believes that the Royal Irish Yacht Club traditionally held its regatta on Wednesdays in the 19<sup>th</sup> century. The Water Wags had a magnificent entry of thirty-one boats which equalled the record turnout from the Captain's Prize race some years ago.



*Commodore Jerry Dowling with Bairbre Stuart and Pam McKay about to break open the champagne.*



*Jerry Dowling with Alison Hackett and Justin Geoghegan winners div. 1A.*



*Commodore Jerry Dowling with Kate and Amy O'Leary winners of Div. 2.*

## ROYAL ST. GEORGE YACHT CLUB REGATTA

Con Murphy, Captain of the Water Wags advised his members on the morning of the regatta to expect 'A light south-easterly (or possibly south-westerly) breeze.' However, the weather being unpredictable, by 14.45 hrs. there was a 14 knot wind from the south-east. A few downpours later, the wind had dropped to about 10 knots. For the first time this year, the Water Wag activities took place at the same time as the tourists returned to the 113,561 ton *Emerald Princess* which was scheduled to leave her mooring at 19.00hrs.

Harry Gallagher was PRO on the *M.V. McLear*, and due to the length of start line necessary to accommodate thirty competitors, he positioned the windward mark close to the Ferry Pier, and the start line close to the West Pier.

At the start, competitors were arrayed along the full length of the start line with some of the Division 1A boats bunched at the middle of the line. Some competitors were surprised to find the INSS island located some 30m. upwind of the start line while others were surprised to find a small cruising keelboat moored close by. This did involve some shouting of 'Room' or 'Water' by competitors. At the windward mark *Mariposa*, *Swift* and *Pansy* all arrived together. Due to a late laying of the course, competitors did not have an opportunity to check if the run would require the spinnaker on the port side or on the starboard side. All three put up spinnakers on the starboard side and quickly had to gybe, which left them on port tack while the rest of



Keep an eye out for the Water Wag beating up on Port tack, he has right of way over No.3 & No. 45! photo. Brendan Briscoe.

the fleet were approaching the windward mark beating on port, with right-of-way. Over the next three laps things remained very close, until *Swift* decided to head out on starboard out into the harbour and found the tide was not as supportive as it might have been. At

the last windward mark, *Mariposa* rounded just behind *Pansy* but she had more speed on the



*Dave Somerville in Ethna finishes in fifth place.*

offwind leg and rounded the leeward mark ahead. On the final beat the wind had swung towards the south leaving a beat with most of the work on starboard tack. *Mariposa* was located to windward of *Pansy* who was too close to tack for the finish line, so *Mariposa* sailed ten boatlengths beyond the layline and Cathy and Con took the gun.

Full results: 1<sup>st</sup>. *Mariposa*, 2<sup>nd</sup>. *Pansy*, 3<sup>rd</sup>. *Swift*, 4<sup>th</sup>. *Barbara*, 5<sup>th</sup>. *Ethna* (Dave Somerville), 6<sup>th</sup>.

*Jacqueline*, 7<sup>th</sup>. *Moosmie* (Beno McCormack), 8<sup>th</sup>. *Tortoise*, ***Chloe* (Guy O'Leary) winner Div. 2, *Mary Kate* (Mick Magowan) Winner Div. 1B, *Scallywag*, *Polly*, *Dipper*, *Shindilla*, *penelope*, *Sara*, *Alfa*, *Siskin*, *Good Hope*, *Phyllis*, *Mademoiselle*, *Eva*, *Eros*, *Beatrice*, *Sprite*, *Freddie*.**



*Cathy and Con receive their prizes from Commodore, Andrew O'Connor.*

# SINGLE-HANDED RACE

Everybody looks forward to the Water Wag single-handed race, which in 2022 was held in a period of high pressure on 11 July 2022. To the surprise of many, it was quite a breezy day with winds forecast of up to 17 knots. When some of the Wags launched at 18.00hrs, the wind had started to decrease. The Wags in the George maintained the reef from the previous Wednesday. For reasons unknown, the Royal Irish Wags never received directions that reefs were mandatory. Thus, *Chloe* and *Freddie* and *Mary Kate* sailed under full rig.

A short start line was laid by Con Murphy and Heather Craig close to the West Pier Lighthouse, where a flood tide was in full belt, and a windward mark was laid off the Ferry Terminal. As the fleet approached the start line there was a pile-up near the pin mark involving at least four Wags with boom ends caught on shrouds. A general recall was signalled.



*The second start with Mariposa No. 45 getting the best start near the pin end.*

On the second start, with a longer line, the fleet were well spread out, and *Mariposa* started near the pin end of the line and was able to accelerate and pull out a short lead. With a strong flood tide, the Wags which sailed across the mouth of the harbour has a lee-bow on the tide which gave them more pressure on their sails which suited those with reefed sails.



*Ethna No1 and Mary Kate No. 6 started near the windward end of the line but she did not have the strong tidal advantage of those nearer to the Harbour Mouth.*

As the Wags approached the moored boats near the East Pier, *Pansy* pointed higher than *Mariposa* and prevented her from tacking. At the windward mark *Mariposa* arrived just before *Pansy* and they rounded together. There was a race to hoist spinnakers. *Mariposa* maintained the windward berth until an accidental spinnaker drop handed the windward position back to *Pansy*.



*Mariposa spinnaker halyard slip, with Pansy moving up into the windward position.*

Despite this *Mariposa* managed to pull ahead, but at the leeward mark, *Pansy* did a later spinnaker drop, and stole the inside berth. There were some discussions as to whether the two leading Water Wags had made contact. (See the image below to ascertain if *Pansy* had achieved the necessary overlap.) If boats make contact somebody must be in the wrong, so *Pansy* took a 360 degree penalty turn in the harbour mouth, handing the lead to Sean Craig in *Ethna*. At that point the breeze was declining which was of great advantage to those Wags carrying full sails.



*The first run with Pansy (No.3) targeting an inside berth at the leeward gate.*



*Pansy steels the inside berth at the leeward mark. (Photos Heather Craig).*

*Pansy* reached the windward mark in the lead. On the second run the wind had shifted to the south which required those Wags under spinnaker to gybe (something which is very difficult to undertake single-handed) and she continued to sail across the harbour mouth on the beat, which worked to her advantage. On the final run, *Little Tern* and *Jacqueline* found a breeze nobody else had found and gained some places to finish in third and fourth positions.

Finishing order:

No.3 Vincent Delany,  
*Pansy.*

No.40 Justin Geoghegan,  
*Swallow.*

No.47 David Corcoran,  
*Peggy.*

No.45 Cathy MacAleavey,  
*Mariposa*

No.19 Beno McCormack,  
*Shindilla*

No.6 Ian Magowan, *Marie  
Kate.*

No.36 Marcus Pearson,  
*Little Tern.*

No.25 Niamh Ryan,  
*Beatrice.*

No.34 Kate O'Leary,  
*Chloe.*

No.21 Hugh Delap,  
*Jacqueline*

No.50 Mandy Chambers,  
*Siskin.*

No.48 David Williams,  
*Dipper.*

No.1 Sean Craig, *Ethna*

No.31 Richard Mossop,  
*Polly.*

No.33 David Somerville,  
*Ethna.*

No. 43 Bairbre Stewart,  
*Freddie.*





## UNLUCKY 13<sup>th</sup>. JULY

As Tadgh Donnelly was unavailable, The Captain of the Water Wags arranged for Ian Matthews to stand in on the 13<sup>th</sup> July. Little did Ian know what he was letting himself into. WindGuru had indicated that the wind at 17.00hrs would be blowing from the east, at 19.00hrs it would come from the south and 21.00hrs from the west. The trophies being raced for were the **Sri Lanka Tankard** and **Sri Lanka Mug** presented by the Wags of Sri Lanka on the occasion of the Water Wag Centenary of 1987, and the **Meldon Cup** presented by A. 'Tony' P. Meldon, a cup which had been won outright by J. Pugin Meldon.

When the Wags launched there was a good breeze from the east, and *M.V. MacLear* (a.k.a. 'Son of Chocolates') anchored at the West Bight. She didn't stay there for long as the wind dropped and occasional puffs came from the east, and from the west. *M.V. MacLear* lifted anchor and moved over to the East Bight. A postponement was signalled. After about ten minutes, the class flag was hoisted and the starting sequence was progressing. Most of the Wags recognised that the wind on the southern half of the harbour was more consistent, and lined up near the pin mark for the beating start. Three boats were OCS, and two went back. *Barbara* and *Pansy* took a different option starting near the committee boat where the dominant wind was from the north east- with a broad reach to the first mark. Never count your chickens before they are hatched.

Half way up the first leg the wind decreased until there was hardly enough wind to propel a Water Wag at all! Then, the western breeze returned, and a substantial number of Wags reached the windward mark. The wind came and went. The ladders turned into snakes. The snakes turned into ladders. Spinnakers were hoisted as the leaders headed towards the 'leeward' gate. Spinnakers came down as quickly as they went up. Over the second leg, private gusts came and went. Everybody had their 'Five minutes of fame' thinking that they were on 'the pigs back' until suddenly all wind pressure disappeared. The leading boats led by *Moosmie* ended up beating to the 'leeward' gate. On the third leg the western breeze began to dominate, and the race was shortened.

Results: *Moosmie* (winner Div. 1A), *Tortoise*, *Swift*, *Alfa* (winner Div. 1B), *Barbara*, *Jacqueline*, *Mariposa*, *Ethna*, *Eva* (winner Div. 2), *Scallywag*, *Pansy*, *Dipper*, *Peggy*, *Sara*, *Chloe*, *Beatrice*, *Swallow*, *Mary Kate*, *Coquette*, *Siskin*, *Polly*, *Freddie*, *Shindilla*, *Marie Louise*. *Mollie* was OCS.

## S.I.A. PARTNERS 'WOMEN AT THE HELM'



*Gary O'Sullivan of S.I.A. Partners congratulates Heather Craig, the Water Wag winner.*

This remarkable event didn't exist in the minds of most Water Wags on Friday 19<sup>th</sup> August when Captain of the Water Wags, Con Murphy, put up a small note on the Water Wag WhatsApp group. As politicians would say, 'The floodgates opened' in response to the modest invitation to compete in the Water Wag portion of the Irish Sailing / National Yacht Club W.A.T.H. initiative. By Wednesday 24<sup>th</sup> August, five days later, seventeen women has signed up to the event.

The wind was offshore, wafting from the south-west, an awkward direction for Dun Laoghaire Harbour. *MacLear* positioned herself under the East Pier Lighthouse, with a very compact line spreading out to the moored boats. For any competitor planning on starting at the pin mark, she would have been able to sail not many boat-lengths before she would have been forced to tack, or to dip a moored boat. The start got away cleanly without any recalls. In the front line were *Moosmie*, *Swift*, *Pansy* and many others with clear air. Many Wags tacked away towards the harbour-mouth where a flooding tide would have pushed them towards the windward mark off the Marina Breakwater. The leader of this group was Des Cummins in *Good Hope*. As the Wags approached the windward mark, *Swift* led the group from the East Pier, but found himself being headed away from the mark, but when she tacked, she was again headed which opened the door for *Tortoise*, *Hilda*, *Mariposa*, *Moosmie* and *Jacqueline* to charge in at speed from the direction of the old H.S.S. ferry berth. There was enough wind bring this group all the way to the mark, and pull them away under spinnaker.

For the second beat, Laura Prentice in *Tortoise* played safe by again sailing up along the moored boats on the East Pier, and not tacking until she reached the lay-line for the windward mark

where the order was *Tortoise*, *Mariposa*, *Hilda*, *Moosmie*, *Swift*, *Jacqueline*, *Pansy*, *Mollie*. At this stage the fleet was well spread out over the entire course.

On the third beat, Laura Prentice in *Tortoise*, played the ‘tried and tested’ card, along the East Pier, which worked perfectly until she reached the area of the windward mark. The wind was very light and unstable. She then found that she was being pulled astern by the tide towards the marina entrance. Heather Craig in *Hilda* capitalised on *Tortoise*’s difficulties, cruised in from the east side, rounded the mark and was gone. *Mariposa* did likewise. On the run, there were changes in the places with *Pansy* passing *Jacqueline*, and then passing *Tortoise* at the beginning of the next beat. At the finish the order was as follows: (Male helms indicated in grey.)

## Women at the Helm

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Place	Sail	name	Club	Helm
1st.	49	<i>Hilda</i>	RStGYC	Heather Craig
2nd.	45	<i>Mariposa</i>	NYC	Cathy MacAleavey
3rd.	15	<i>Moosmie</i>	RStGYC	John O'Driscoll
4th.	3	<i>Pansy</i>	RStGYC	Nicky Gray
5th.	38	<i>Guy Kilroy</i>	RIYC	Guy Kilroy
6th	21	<i>Jacqueline</i>	RStGYC	Sabrina Mahony
7th.	42	<i>Tortoise</i>	RIYC	Laura Prentice
8th.	41	<i>Mollie</i>	NYC	Claudine Murphy
9th.	40	Swallow	RStGYC	Alison Hackett
10th.	12	Alfa	RStGYC	Dermot Bremner
11th.	34	<i>Chloe</i>	RIYC	Kate O'Leary
12th.	O8	<i>Eros</i>	RStGYC	Gail Varian
13th.	50	<i>Siskin</i>	RStGYC	Amanda Chambers
14th.	24	<i>Gavotte</i>	RIYC	Anne-Marie Cox
15th.	19	<i>Shindilla</i>	NYC	Benno MacCormack
16th.	18	<i>Good Hope</i>	RIYC	Des Cummins
17th.	51	<i>Gretta</i>	RIYC	Anne Bergin
18th.	14	<i>Phyllis</i>	RIYC	Frazer Mitchell
19th.	30	<i>Sara</i>	RIYC	Ailbhe Smith
20th.	25	<i>Beatrice</i>	RIYC	Niamh Ryan
21st.	47	<i>Peggy</i>	NYC	Roisin Corcoran
22nd.	46	<i>Mademoiselle</i>	RIYC	Amy O'Leary
23rd.	43	<i>Freddie</i>	RIYC	Bairbre Stewart
24th.	48	<i>Dipper</i>	RStGYC	Eibhe Lubiner
25th.	31	<i>Polly</i>	RStGYC	Richard Mossop
26th.	17	<i>Coquette</i>	RIYC	Seymour Cresswell
27th.	1	<i>Ethna</i>	RStGYC	Pauline McNamara



*The Wag lady helms (and Ian Meldon) celebrating in the National Yacht Club.*



*Sabrina Mahony from Jacqueline receives her prize for fourth Wag lady to finish.*

## CAPTAIN'S PRIZE RACE

On 31 August, the Wags competed for the Captain's (Con Murphy) prizes, and a world record entry of thirty-two Water Wags came to the starting line, which is beating the previous record of 2017 of thirty-one competitors.



*Lest anybody does not believe us, here is the fleet of 32 Water Wags on the start line.*

Tadhg Donnelly made two attempts to get the fleet away. For the first, the start line was relatively short, so he extended the line for the second start in which the competitors were more disciplined, with only a few pre-mature starters. Finally, he put up that black flag, which had the desired affect and the fleet got away. The wind from the north-north-east was coming from an unusual direction, with some wind coming through the harbour mouth and some over the East Pier. At the pin end, *Hilda* had an engagement with *Swallow*, and was forced to undertake a penalty turn leaving her almost the last boat to depart the line.

Uniquely for the Water Wags, the prizes awarded by Con Murphy were bottles of Murphy's wine produced at his own vineyard in California.



*Swallow, Ethna, Patricia and Swift head for the starboard leeward gate mark, while Mariposa, Little Tern and Mary Kate opt for the port end. With so many boats competing, it is easy to become blanketed by a spinnaker from astern, and selecting the correct leeward mark can ensure clear air all the way to the mark, but it is important to ensure nobody gains an inside berth on you.*



*Div. 1 winners Vincent Delany, Captain Con Murphy and Nicky Scholfield-Gray from 'Pansy'.*



*Capt. Con Murphy Congratulates Division 1B winners Tim and Gillian Pearson of 'Little Tern'.*

# HANDICAP RACE FOR THE R.N.L.I.



Alfa under reef, leading the way.....

It was a breezy evening on 7<sup>th</sup> September, with the wind from the south-east, so the Committee Boat positioned herself close to the West Pier Lighthouse, where the incoming tide was stronger, and the waves higher than elsewhere in the harbour.

The Captain of the Wags called for a reef, and the first Water Wags to start

the pursuit race were *Eros*, *Alfa* and *Beatrice*. They were followed by *Chloe*, *Coquette*, *Dipper*, and then *Sara* and *Gavotte*. After three minutes *Scallywag*, *Mary Kate* and *Little Tern* started, followed by *Ethna*, *Swallow* and *Mademoiselle*, *Hilda*, *Ethna*, *Pansy* and *Tortoise* and finally after 5 minutes fifteen seconds it was time for *Moosmie* and *Mariposa*.

After one lap the order was *Alfa*, *Eva*, *Dipper* and *Eros*. It was evident to the competitors circulating before the start, that the area in front of the harbour mouth was very choppy and an area to stay away from. It also quickly became apparent that anybody approaching the windward mark on starboard tack would be headed and headed.

The leeward gate was quite narrow, and most Wags opted for the right-hand mark. On the second lap, the order at the front was the same but *Sara* was quickly gaining places through the fleet of twenty-one boats.

Second time through the gate was quite tricky for some, as the gate mark was close to the harbour wall, and it was only just possible to clear the sheer wall in the choppy water. At the last windward mark, the order was *Alfa*, *Eva*, *Sara*, and *Dipper* as *Mary Kate* made progress through the fleet.





*The Water Wags support the RNL, as the RNL inshore boat supports the Wags.*

At the finish the order was:

- |                               |                             |                                   |
|-------------------------------|-----------------------------|-----------------------------------|
| 1. <i>Alfa</i> (winner),      | 8. <i>Pansy</i> (winner Div | 14. <i>Ethna</i> ,                |
| 2. <i>Sara</i> ,              | IA),                        | 15. <i>Mariposa</i> ,             |
| 3. <i>Eva</i> (winner Div 2), | 9. <i>Coquette</i> ,        | 16. <i>Eros</i> ,                 |
| 4. <i>Dipper</i> ,            | 10. <i>Scallywag</i> ,      | 17. <i>Hilda</i> ,                |
| 5. <i>Mary Kate</i> ,         | 11. <i>Peggy</i> ,          | 18. <i>Moosmie</i> ,              |
| 6. <i>Gavotte</i> ,           | 12. <i>Beatrice</i> ,       | 19. <i>Tortoise &amp; Swallow</i> |
| 7. <i>Little Tern</i> ,       | 13. <i>Mademoiselle</i> ,   | 20. <i>Chloe</i> .                |



*From left to right, Con Murphy (Captain of the Water Wags), Drewry Pearson (Alfa) Michael Donohoe (Dun Laoghaire RNL & former owner of Alfa), Dermot Bremner (Alfa) and Robert Fowler (Dun Laoghaire RNL).*

## CANDLELIGHT TROPHY RACE

On 21 September, the Water Wags held their **Candlelight Trophy** race. While rigging in the waterfront clubs, the Wags knew that the wind was going to be erratic. Those who launched early had the benefit of a good 15 knot breeze. But there was a problem. The wind was blowing from the south, so a start line between the two lighthouses would have worked perfectly. However, the 113,561 ton *Emerald Princess* had left some of her 3,080 passengers or her 1,200 crew ashore, and they needed to be shipped out through the Harbour Mouth. So, the Committee Boat hoisted the answering pennant. When the 24 Water Wags started, some 25 minutes behind schedule, the wind had dropped to 8-10 knots from the south.



*Soon after the start: No. 44 (Scallywag) and No.1 (Ethna) were soon up with the leaders.*

Only one Water Wag was recalled, *Tortoise* and all the others were evenly spread along the line. There was much congestion on the first beat with some boats pointing very high but travelling slowly, while others tacked away to get clear air. The windward mark was close to the marina breakwater, and we know what that means.... A light and unstable wind, and it lived

up to its billing! Several boats who thought they were on the lay line for the windward mark were headed, and forced to gybe away and approach the mark for the second time. This race was the first Irish outing for Jean-Pierre Cave's *Miss Scarlett* steered by J-P and crewed by Stratos Boumpoukis.



*Miss Scarlett on her first Irish outing with J-P. Cave and Stratos Boumpoukis crewing.*

Finish:

1. *Moosmie* (Winner of Candlelight Trophy), 2. *Mariposa*, 3. *Little Tern*, 4. *Swift*, 5. *Scallywag*, 6. *Mary Kate*, 7. *Freddie*, 8. *Siskin*, 9. *Ethna*, 10. *Dipper*, 11. *Pansy*, 12. *Peggy*, 13. *Coquette*, 14. *Phyllis*, 15. *Patricia*, 16. *Mademoiselle*, 17. *Gretta*, 18. *Beatrice*, 19. *Miss Scarlett*, 20. *Alfa*, 21. *Eros*, 22. *Gavotte*, 23. *Shindilla*.

# MOUNTSHANNON REGATTA 2022



*All the Wags, their race Committee and their dogs at Mountshannon.*

On 24-25 September 2022, the sun shone on the Water Wags in Mountshannon. A gentle breeze blew on beautiful Lough Derg as the Water Wags arrived to a warm welcome, from our



*The Water Wag fleet start a race at Mountshannon, Co. Clare.*

hosts, hosted by William and Linda Prentice.

Nine Water Wags entered:

- No. 19 *Shindilla*,
- No. 24, *Gavotte*,
- No. 29, *Patricia*,
- No. 42, *Tortoise*,
- No.45, *Mariposa*,
- No. 47, *Peggy*,
- No. 48, *Dipper*,
- No. 50, *Siskin* and
- No. 52, *Miss Scarlett*.

Eight races were sailed

over the weekend. Five dogs had to be kept ‘at peace’ and we had one worthy winner – *Mariposa* sailed by Cathy MacAleavey and Con Murphy. Alan Alego, ably assisted by Thalia

Giannopoulou did an excellent job as Race Officers aboard the beautiful Livorno built wooden Italian yacht, *Amaryllis*, which was generously loaned to the Wags by Reggie Goodbody from Lough Derg Yacht Club.



*J-P and Linda with champagne for Miss Scarlett.*



*Amaryllis and the rescue RIB.*

The latest Water Wag debutante, *Miss Scarlett*, carrying sail number 52 was properly showered with champagne in the traditional manner in front of an audience of Wags on William Prentice's freshly-mown (and raked) waterfront lawn. J.P. Cavé had her built in Brittany in Skol-ar-Mor and towed her over to Ireland for her inaugural sail.

Funny Incident Department:

- 1) There were several DOB (dog over board) rescues. Fortunately all the humans managed to stay dry on their Water Wags.
- 2) Although some Wags chose to ignore the silly Waterways Ireland navigational marks, they unfortunately hit some submerged rocks, damaging their centre boards. However, William, the thoughtful host with a shed (the envy of half the guests) full of tools, was rapidly able to turn his hand to undertaking all the necessary repairs to ensure that every could keep sailing.

Linda Prentice did Trojan work keeping all the Wags well-fed and well-watered with an endless supply of delicious food, and copious amounts of (*editor: Alcoholic?*) drink. It was all very much appreciated by all the Wags present. Another great fresh-water finish to an enjoyable 2022 Water Wag Season!!



*It was T.B. Middleton's intention that Water Wag events would be fun.*

<b>WATER WAG MOUNTSHANNON REGATTA 2022</b>															
	Boat	Sail No.	Helm	Crew	Div.	R1	R2	R3	R4	R5	R6	R7	R8	Gross	Nett
1	<i>Mariposa</i>	45	Cathy MacAleavey	Con Murphy	1A	[4]	1	2	1	4	1	1	1	15	11
2	<i>Tortoise</i>	42	Guy Kilroy	Henry Rooke	1A	1	2	3	2	1	3	[6]	6	24	18
3	<i>Peggy</i>	47	David Corcoran	Patricia Corcoran	1B	[7]	4	5	3	3	4	3	4	26	26
4	<i>Gavotte</i>	24	Anne-Marie Arthurs	Brendan Arthurs	2	2	5	1	[8]	2	7	2	8	35	27
5	<i>Shindilla</i>	19	Benno McCormick	Ger Crowley	1A	5	3	[7]	4	6	6	4	3	38	31
6	<i>Patricia</i>	29	Harry Croxon	Liz Croxon	1A	3	[10] RET]	4	5	RET	2	5	5	44	34
7	<i>Siskin</i>	50	Mandy Chambers	sue westrup	1B	6	6	6	7	5	5	[8]	2	45	37
8	<i>Miss Scarlett</i>	52	Jean-Pierre Cave	Stratos Boumpoukis	2	[9]	8	9	6	7	8	7	7	61	52
9	<i>Dipper</i>	48	David Williams	Jeremy Crean	1B	8	7	8	[10] RET]	RET	DNC	DNC	DNC	73	63



# WATER WAGS & MERMAIDS OF DUBLIN BAY

By Thomas B. Middleton, published in *'The Badminton Library of Sports and Pastimes - Yachting'* vol 2. (1894)



*T.B. Middleton Water Wag Club founder.*

“Kingstown is the headquarters of the Royal Alfred Yacht Club, The Royal Irish Yacht Club, The Royal St. George Yacht Club, and several minor clubs including the Water Wags.

The pleasantest part of a coast to reside in is, perhaps, that which has a sandy beach shelving gently down into deep water. Along such a beach in fine weather, boating, bathing, and fishing are easy and enjoyable occupations; the wavelets ripple making soft music with the pebbles, and the little skiff lies half in the water waiting to be stepped into and pushed off. But such halcyon weather cannot always be

counted on in this climate. The waves are not always ripples; they quickly turn first into breakers and then into a heavy surf, that surges up to the highest water mark if the weather becomes at all broken or the wind comes in from the sea, and consequently the boatman must be prepared to deal with such a change when it occurs, and overcome many difficulties then presented.

First the boat cannot be left anchored in the open, as she will surely be lost or damaged in a gale. She must therefore be able ‘to take the ground handsomely’; that is, she cannot have a deep keel, for her bottom must be broad and flat; and secondly, she cannot have any weight or ballast in her, as it would fatally strain her when she stranded, and make her too heavy to draw out of the reach of the waves. Now a boat with no keel and no ballast makes, as everybody knows, a bad sailor; in fact, she will only run dead before the wind like a duck’s feather on the water; so, a little keel of 3 in. or 4 in. is generally used, and the boat ballasted with sand bags filled on the beach, or stones, which are emptied or thrown overboard before landing again. This plan has the objections of being very laborious and making the boat very heavy to launch. If she ships two or three seas in the operation she becomes hopelessly submerged, and the advantages gained are very slight, as such a boat will scarcely sail closer to the wind than a broad reach-even then making considerable leeway and being very slow and uncertain in stays.



It was to improve on this state of affairs on the beach of this description that is to be found at Shankill, in the County of Dublin that the Water Wag was evolved from a Norwegian 'Pram', into which a boiler-plate was fitted for a centreboard as an experiment. This novel craft was called the '*Cemiostama*' She was built in the year 1878, and was a great success; she sailed like a witch, carried a large sail with ease without any ballast save the iron plate, worked well to windward



*A skiff similar to 'Cemiostama' off Dalkey Island.*

without making any leeway, spun round like a top when the tiller was put down, and when the boiler plate was raised, she ran in on the surf, floated in a few inches of water, and eventually sat on the strand on her flat bottom. The plate (which weighed nearly one cwt.) was the lifted out of her, and she became as light to haul up as an ordinary shore skiff.

It was accordingly decided to build seven or eight centre-board double-ended 13 ft. punts with great beam (4 ft. 10 in.), full lines and a flat floor. The 13 ft. was chosen as the best size that two persons could haul up without help, a larger boat being too heavy for two, and consequently liable to damage by being left in the surf while help was being obtained; and the round stern was to divide the surf when the forepart stranded, and prevent it jumping into the boat as it does in the case of a square stern.

In order that these boats might have an occasional race between themselves, to preserve the type, and to save the expense of outbuilding, and the trouble of handicapping and time allowance, it was further arranged that all the boats should be built on the same lines, and the canvas limited to a cruising amount. This was accordingly done, and they proved themselves to be such good sea-boats, and so generally useful for two or three amateurs to amuse themselves along the shore in, that 'The Water Wag Association' was started in 1887, to further develop and preserve the principles of the class. Though it was started by boys, several older Wags joined, and as the boat was never designed for speed, the racing was not originally intended to be hard-down serious sport, but more a sort of friendly sail around a course in boats all alike, and that consequently should be all together; but of course, skill in working would bring one to the front and make her harder to catch. Hence the rollicking title 'Water Wag,'

and the institution of a King and Queen, Bishops Knights, and Rooks to manage the affairs of the club, their chief duties being to get up as much fun and as many jolly water excursions as possible.



*A pre-1900 image of (double-ender) Water Wags preparing for a race in Kingstown Harbour in a northerly wind.*

This article is extracted from *The Badminton Library, Yachting* by R.T. Pritchett, The Marquis of Dufferin and Ava K.P., James McFerran, Rev. G.L. Blake, **T.B. Middleton**, Edward Walter Castle and Robert Castle, G. Christopher Davies, Lewis Herreshoff, The Earl of Onslow G.C.M.G., H. Horn, and Sir George Leach K.C.B. (London, 1894).

# WATER WAG SAIL NUMBERS

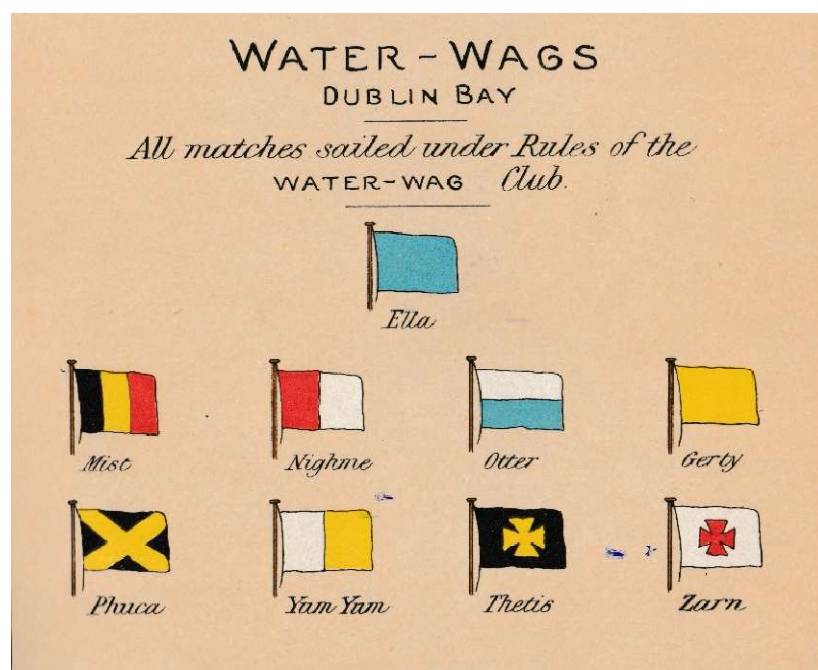
When the Water Wag Club was founded in 1887, each boat was required to have a distinctive racing flag, and not a sail number. Item 2 of The Water Wag Club Rules and Regulations stated:

**‘The burgee shall be Red White Red horizontal, with a red ensign.  
Each boat owner shall have a distinguishing flag, seven inches (177 mm.) by  
nine (228 mm.) and shall sail all matches under same.’**

With distinctive racing flags- there was no requirement for sail numbers. Among the initial batch of Water Wags, we do know that the following distinguishing flags were used:

Water Wag Racing Flags 1887		
Boat name	Racing Flag	Owner
<i>Tit Willow</i>	White with red St. John's cross.	Samuel Nugent
<i>Eva</i>	White red white horizontal	Thomas B. Middleton
<i>Dot</i>	White Vandyked with red and blue	William Booth Pearsell
<i>Whirligig</i>	Yellow with Red St George cross	Thomas Cosby Burrowes
<i>Yum Yum</i>	White with Red St George cross	William Eaton Caldbeck
<i>Scylla</i>	White with blue star	Thomas H. Hodgens
<i>Gwendoline</i>	Blue with white star	J. Pim Barrington
<i>Ida</i>	Red and white vertical	J.B. Boyd
<i>Bella</i>	Dark blue with yellow star	Piers Stephens
<i>Oof Bird</i>	Black bird on white ground	Louis Deane
<i>Brenda</i>	Blue chevrons on orange ground	Harper Nixon
<i>May</i>	Red and blue vertical	William Lawson

Over time there was a change in strategy, and in addition to distinctive racing flags, sail numbers were displayed on the sails of the double-ender Water Wags. The flags displayed below are



those in use in 1893.

***Ella:*** Dr. J.P. Carte.

***Mist:*** T.A. Coall.

***Nighme:*** J.B. Boyd.

***Otter-*** A. W. Orr.

***Gerty:*** T.F. Studley.

***Phuca:*** Roger Webb.

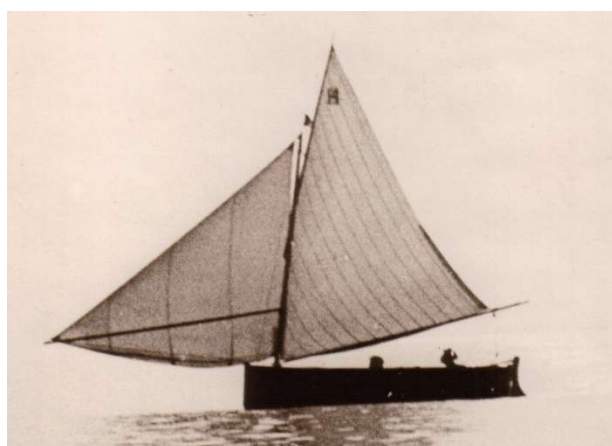
***Yum-Yum:*** J.M. Goldsmith.

***Thetis:*** C.J. Hamilton & Geo. Wilson.

***Zarn:*** Not known.

## SAIL NUMBERS OF THE WATER WAG FLEET 1894-1899

Boat name	Sail No.	Year	Owner	Boat name	Sail No.	Year	Owner
<i>Topsy</i>	1	1894	Haffield & Stephens	<i>The Midge</i>	11	1897-8	C.A. Murphy
<i>Enid</i>	1	1895-6	Haffield & Stephens	<i>Yum Yum</i>	12	1894-5	J.M. Goldsmith
<i>Kestrel</i>	1	1897-9	Haffield & Stephens	<i>Yum Yum II</i>	12	1896-7	J.M. Goldsmith
<i>Airmid</i>	2	1895-9	A.W. Orr	<i>Banjo</i>	13	1894	Roger Webb
<i>Ella</i>	3	1894-9	Wm Carte	<i>Topsy</i>	13	1895	H.F. Kerr
<i>Eva</i>	4	1894-5	T.B. Middleton	<i>Ianthe</i>	13	1896	Beggs & Callow
<i>Ada</i>	4	1895-9	T.E. Booth	<i>Ulna</i>	13	1897-9	R. Guerin
<i>Gladys</i>	5	1894-9	H. Martyn Leask	<i>Ulna</i>	14	1894	G.A. Newsom
<i>Thyra</i>	6	1894	T.A. Coall	<i>Idler</i>	14	1896-9	G.A. Newsom
<i>Ellin</i>	6	1895	T.A. Coall	<i>Iolanthe</i>	16	1894	J.H. Hargrave
<i>Erica</i>	6	1896	T.A. Coall	<i>Iolanthe</i>	14	1895	G.A. Newsom
<i>Janita</i>	6	1897-9	R.M.M. Smith	<i>Pussie</i>	16	1895-6	J.H. Hargrave
<i>Nijhme</i>	7	1894	J.B. Boyd	<i>Heather</i>	16	1897-9	J.H. Hargrave
<i>Ellean</i>	7	1895-6	J.B. Boyd	<i>Lapwing</i>	17	1894-7	W.C. Carnegie
<i>Maisie</i>	7	1897-9	J.B. Boyd	<i>Gertie</i>	18	1895-6	T.F. Studley
<i>Rosebud</i>	8	1894-5	L. Meldon	<i>Lu Lu</i>	18	1897-9	T.F. Studley
<i>Moss</i>							
<i>Rose</i>	8	1896-7	L. Meldon	<i>Rose</i>	20	1894	A. Meade Swift
<i>Pussie</i>	8	1898-9	J.S. Murphy	<i>Maimie</i>	21	1894	C.V. Fox
<i>Kistra</i>	9	1894	John Good	<i>Minnie</i>	24	1895-9	W. Fitzgerald
<i>Dipper</i>	9	1895	John Good	<i>Hubble</i>			
<i>Winsome</i>	9	1896	John Good	<i>Bubble</i>	27	1894	J. Townsend Keily
<i>Dipper II</i>	9	1897-9	John Good	<i>Kistra</i>	28	1896-7	T.A. Fannin
<i>Asthore</i>	10	1895-8	W.R. Lee	<i>Pinkeen</i>	30	1896-9	W. Aiken
				<i>Ellin</i>	32	1897	J.E. Mills Jun.
<i>Laurie</i>	11	1895-6	D.H. Bailey				



It can be seen from this spreadsheet that certain owners liked a particular sail number or boat name and recycled numbers and names from old boats to new boats.

Alfred and Vincent Delany's, *The Water Wags 1887-2012*, makes no reference to sail numbers being in use by Water Wags built prior to 1900.

# WHY THE WATER WAGS SURVIVED

Numerous one-design dinghy classes from Ireland failed to survive into the 21<sup>st</sup> century, such as the Bray Sailing Club *Droleen* class, the Sutton Yacht & Boat Club *Nipper* class, the Ballyholme *Insect* class etc.. Why did the Water Wags survive and these other small dinghy classes didn't?

The answer may lie in the length of the courses which each Class was required to sail.

D.B.S.C. used to run races for Water Wags on Saturdays, often with race legs of 1.6 nautical miles which



*Penelope leading a fleet of Water Wags, racing in a D.B.S.C. race outside Dun Laoghaire Harbour.*

would have been ideal length for a D.B.S.C. 21 Footer. But, racing from the DBSC start line at the harbour mouth to Bullock Mark against a foul tide could take thirty minutes or longer for dinghies such as the Water Wag. A two hour D.B.S.C. Saturday race might consist of one lap of a course with only two turning marks. Such races were not interesting enough to make for good entertainment in a small fleet of (perhaps) six Water Wags, so, the Wags decided to abandon D.B.S.C. Saturday races in Dublin Bay in the late 1980s.

The benefit of racing within a confined harbour are as follows:

- 1) I can see where the leader is, and I know how far he is from me.
- 2) A 10-15 minute leg is sufficient to create a good race.
- 3) More turning marks present more opportunities for boats coming together.
- 4) The tide inside the Harbour is less strong as it is outside, and Wags can race in light winds.
- 5) The waves inside the Harbour are not as steep as outside. Before good pumps, races outside the harbour could result in boats carrying a lot of water on-board.

Therefore, I am of the opinion that if Kingstown (Dun Laoghaire) Harbour did not exist, the Water Wags would have been required to continue racing on long courses in Dublin Bay, more suited to a keelboat. Water Wag owners would have become bored, and moved on to other faster yacht classes, and the Water Wag Club might have died out some time before 1914.

## **JAMES HARDRESS de WARENNE WALLER**

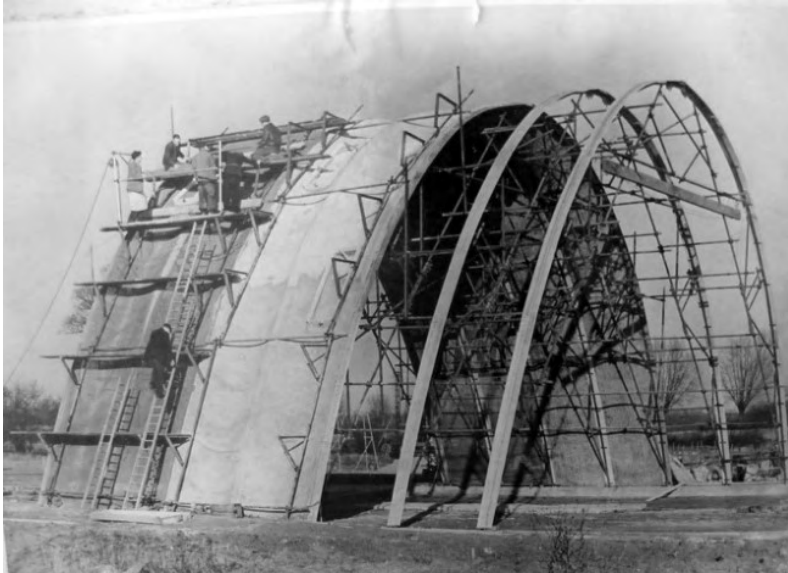
This is not a name which is well-known in Water Wag circles. 'Jim' was born in Tasmania in 1884, where his Irish born father had a large farm. He was the youngest of ten children. On leaving school he worked for a few years in the Tasmanian coal mines, as he intended to become a mining engineer. He came to Ireland in 1904, where he studied Engineering in Queen's College, Galway, graduating in 1909. He relocated to University College, Cork for his Masters. In 1910, a wooden bridge over the south channel of the Lee, from the Western Road into U.C.C was found to be 'beyond repair' and needed to be replaced. Waller, although only a post-graduate student, made a proposal to rebuild the bridge in reinforced concrete for £401, which was considerably cheaper than the steel alternatives. His proposal was accepted and the bridge was constructed. He travelled in the United States in 1910 to review the latest developments in reinforced concrete. His M.Sc. and his Master of Engineering were obtained in 1912. He set up an Engineering Practice in 1913 with Alfred D. Delap. When the First World War broke out, he served with the 65<sup>th</sup> Field Company of Royal Engineers at Gallipoli, the Balkans and at Salonika. He was awarded D.S.O. (1916) and an O.B.E (1918) for military service. While on campaign, he experimented with spraying concrete onto army tents, and then removed the internal tent poles, to create a concrete shelter from the sun.

In 1917 he returned to Ireland to marry Beatrice Kinkead, who he may have met while studying in Galway. She was a daughter of Richard John Kinkead, of 'Forster House' Galway, Professor of Gynaecology at Queen's College, Galway.

Waller was forever innovating and finding new ways to use concrete. He set up a company in Poole (U.K.) to build concrete ships and concrete houses. They built one ship and a housing estate before the company unfortunately failed. To escape from his financial troubles, he travelled in Iraq where he saw, and was inspired by the inverted catenary arch of the 6<sup>th</sup> century Palace of Ctesiphon. (A Catenary is the shape made by a chain or heavy cable when supported at the two ends) (Think about the chain railings on the East Pier). After that he worked for a time in Northern Spain supervising the construction of the railway.

On his return to Dublin, and to Delap and Waller, he promoted the 'Nofrango' method of building houses. Dublin Corporation agreed to build a row of flat roofed concrete houses for £229 each in Loreto Avenue, Rialto in 1928 using this system of lightweight concrete.

It was about this time that he set up the 'Mount Street Club' for unemployed men with Alfred Delap's son Hugh Delap and with Paddy Somerville-Large (Captain of the Water Wags in 1930, and owner of *Moosmie* 1929-47, and also owner of *Kittiwake* No. 10, 1929-30 a.k.a *Sprite*).



*Jim Waller's Ctesiphon system of building wide span structures cheaply in concrete. The building stages are progressing from left to right.*

Waller devised a system of building low-cost concrete industrial buildings called the 'Ctesiphon' system, named after the palace in Iraq. The system used light steel arches over which he laid hessian. By plastering the hessian on the inside and outside with cement, he was able to create a lightweight arch which was very strong. Because the concrete was in compression, it did not require any steel

reinforcing. He painted the outside of the buildings with a bitumen solution to provide waterproofing. This system was used at Locke's bonded warehouse at Kilbeggan, and many other utilitarian buildings in England and Ireland.

Jim lived at 'Blackberry Hill' Carrickmines and served as Rear Commodore of the National Yacht Club, 1934-9. During his time there he endeavoured to open up the club to women as 'Lady Boathouse Members' and



*Beatrice, Water Wag No. 13- now renumbered 25.*

his proposal was eventually accepted.

Also in 1934, he commissioned Walter Levinge, boatbuilder of Creaghduff, Athlone to build him a Water Wag which was allocated No. 13, (a number previously used by *Ianthe* 1910-14). The Water Wag was called *Beatrice* after his wife, and was the only Water Wag built by Levinge, who was better known for building Shannon one-designs, a class in which many members of the Waller family sailed. *Beatrice* was later renamed *Vega* by Miss Sheelah Armstrong and renumbered 25 (The newest available number at the time).

When Jim died, he was buried in the family graveyard close to his father's childhood home, 'Prior Park' Co. Tipperary. The de Warrenne surname indicates the family's Norman lineage, from the village of Varenne, near Arques-la-Bataille, Normandy. His gravestone which is located adjoining Cloughprior Church, Tipperary is in the shape of the catenary arch which inspired him during his life, and reads as follows:



JAMES HARDRESS DE  
WARRENNE WALLER D.S.O.,  
O.B.E. 1884-1968. YOUNGEST  
SON OF GEORGE ARTHUR  
WALLER OF PRIOR PARK.

ALSO HIS WIFE BEATRICE  
FRANCIS 1890-1973  
YOUNGEST DAUGHTER OF  
RICHARD JOHN KINKEAD  
M. D. OF FOSTER HOUSE,  
GALWAY.

GOD IS LOVE.

Know everybody knows why Water  
Wag No.25 was called *Beatrice* by  
her first owner in 1934.

*James Hardress de Warrenne Waller's grave stone.*



## WAGS AT 1956 FIREFLY CHAMPIONSHIP

Believe it or not, one of the biggest dinghy championships in Britain of the 1950's involved many Water Wags. The Water Wag boats were anchored on the race course with a coloured flag hoisted up the mast, and were manned by three race officials, and used as turning marks for the National Firefly Championships of 1956. The officials recorded the order in which boats rounded and took times. How do we know this information? Fortunately, the Pathe News team were in attendance and the evidence exists here: <https://www.britishpathe.com/video/the-firefly-dinghy-championships>.



*Water Wag anchored as a turning mark for Fireflys.*



Where did the Championship take place? And how did they find a Water Wag? The championship took place at Benllech Bay, a holiday resort on the north end of Anglesea Island, Wales convenient to Holyhead. At that time there were remnants of the Holyhead Sailing Club Water Wag fleet surviving, and many of them were used by residents and holidaymakers for cruising the inlets around Anglesea. Did any past or present Water Wags compete? Yes, several including:

Dr. Alf Delany (No. 3, *Pansy*), Mr. George Henry (No. 21, *Jacqueline*), Mr. Johnny Hooper (No. 17, *Coquette*) and Mr. Mick Geoghegan (No. 2, *Tomboy*), etc.

Which Water Wags used as turning marks? We know that there were at least fifteen Water Wags in Holyhead including (in alphabetical order): *Charlotte, Churn, Daffodil, Iris, Marjorie, Mona, Sarah, Veronique, Vivian, White Heather*. Some were built in Dun Laoghaire and brought as freight to Holyhead, while others were built locally. As they did not have a correct set of plans, the locally built boats failed Water Wag measurement scrutiny, and can only be described as 'similar to' Water Wags. As recently as 1998, Geoff Sarratt, Derek Paine and other Wags inspected several boats in Anglesea, purporting to be Water Wags, and declared all but one of them, *Marcia* (Welsh No.4), not to comply with Water Wag Class measurements. As the Water Wags did not have sails hoisted in the film, it is hard to identify if they included *Eros II* (Welsh No. 8) which returned to Dun Laoghaire after 1970.

## RICHARD 'DICK' N. CLARKE 1931 – 2022.



Dick Clarke knew little about sailing and even less about racing when in the mid 1970's he was encouraged (c. 1976) by his brother-in-law Jim Nugent to buy Water Wag No 2, *Tomboy*. It was the beginning of an over twenty-year association with the Wags, and indeed of a love of sailing and of an enthusiasm for both sail and motor boats which lasted to the end of his life.

Crewed initially by his wife Dorothy, later by Gerry Owens, and often by son David or other young family and friends, Dick threw himself enthusiastically into the class, racing *Tomboy* (1976-82) and later *Sara* (1983-c.1991), not just on Wednesday evenings and bank-holiday Mondays with the Wag Club, but turning out

regularly on Saturdays with D.B.S.C. too. When a 'bad back' put an end to his dinghy sailing, he continued racing with D.B.S.C. in Cruisers 4 but he never lost his love for the Wags.

Dick was an excellent photographer and managed to successfully combine photography with sailing, supplying numerous photographs to fellow sailors over the years, as well as contributing to various class and club histories. Tactical decisions on his boats were influenced more often by his desire to be in a good position for taking the next photograph than by the nuances of wind or tide. (Many of the pictures in the Water Wag history for the years 1973 to 1990 were taken by Dick).

A practical man at heart, he served a number of years on the Water Wag committee and was involved with the Saratts and others in the rescuing and refurbishment of 'lost' boats. For him, as for many of that generation of Wags, while the racing was keen, it was the friendships they formed, the parties and dinners they held, and the enjoyment they derived from working together to keep the class vibrant and alive that was most important. Hopefully that class ethos will long outlive him and his generation.

David Clarke

## WATER WAG LADIES' RACES 1896-2022

*The Dublin Evening Telegraph* reported in May 1896, that a great innovation was taking place within the Water Wag Club. The Committee had decided to hold special matches on each Thursday evening with ladies as crews. It was also decided that spinnakers would be barred for these races, and that the first race would take place on 14<sup>th</sup> May and that races would continue weekly until 13<sup>th</sup> August. In addition, on 18<sup>th</sup> June and 16<sup>th</sup> July, women 'Will act as helmsmen'.

*The Freeman's Journal* on 15<sup>th</sup> May 1896 listed the ladies who competed;

**Enid** - Mr. J.B. Stephens, crew  
Miss M. Thompson.

**Airmid** - Mr. J. Goldsmith, crew  
Miss Goldsmith.

**Gladys** - Mr. H. Martyn-Leask,  
crew Miss Newsom.

**Idler** - Mr. T.C. Haffield, crew  
Miss Haffield.

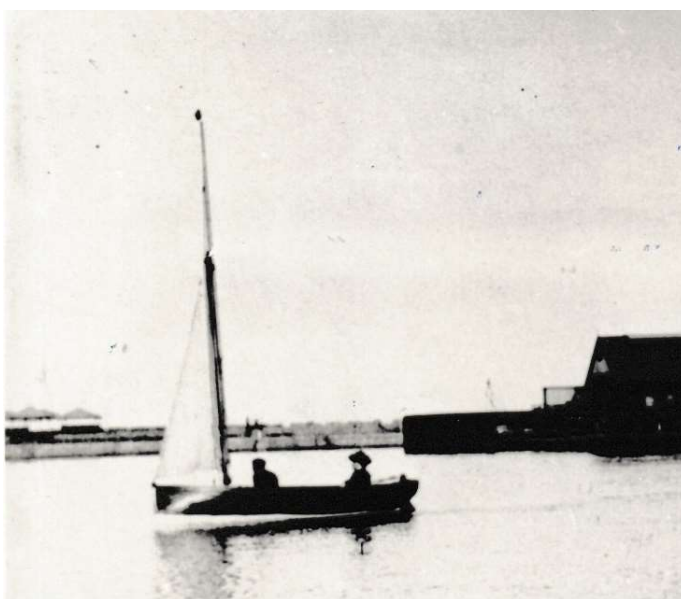
**Kistra** - Mr. T.A. Fannin, crew  
name unknown.

**Pussie** - Mr. George Newsom,  
crew Miss Brown.

The Report goes on to say that 'The ladies appeared 'in their element' and thoroughly to enjoy the duties assigned to them.'

When it came to the race with ladies helming, *Sport (Dublin)* reported in June 1897 that three Water Wags came to the start line **Gladys**, **Kestrel** and **Yum Yum**. The report mentions the names of boat owners, but fails to mention names of any of the ladies who steered.

*The Wicklow Newsletter and County Advertiser* reported on 4 July 1903 a match between Miss Newsom in the transom Water Wag **Cupid** (No.4) and Miss Nugent in **Moddiridderoo** (No.14). This match was a 'sail-off' between the two ladies, because they had tied in the previous 'Ladies races.' Miss Newsom (daughter of George Newsom) won the Monday evening match by 11 seconds.



*An unidentified lady steering c. 1910.*

*Although tell-tales on sails had not been invented yet, tell-tales on hats may have been useful.*

In 1910 prizes (not perpetual prizes) were presented by Mr. Joshua H. Hargrave (owner of *Pansy*) for 'Ladies races' on 23<sup>rd</sup> and 30 June. Boats to be steered by ladies, crews must be members of the Water Wag Club (i.e. gentlemen), no spinnakers allowed.

In 1912, two races were on the club programme, 27 June with ladies as crew, and 4 July with ladies steering. No spinnakers allowed in either race. In 1913 both races scheduled were to be steered by ladies.

By 1920 a special perpetual prize for the ladies race (without spinnakers) had been presented by Messrs. J.A. Magauran and Joshua H. Hargrave with two matches on 10<sup>th</sup>. June and 17<sup>th</sup> June.



*Miss. Sheelah Armstrong in Vega, No. 25 c. 1938..*

Among the earliest female Water Wag owners were:

Mrs Jack Henry, No.5, *Mollie*, from 1932.

Miss K. Sherlock, No.2, *Margaret*, from 1934.

Miss Sheelah Armstrong, No. 13, *Beatrice* which she renamed *Vega*, from 1938.

Miss B. Wigham, No.8, *Barbara*, from 1954.

Mrs Lyall Collen, No. 19, *Shindilla*, from 1954.

Miss D. Smith, No. 25, *Gavotte*, from 1954

Miss Sheelah Armstrong, No. 15, *Moosmie*, from 1955.

Mrs. Germaine Cresswell, No. 17, *Coquette*, from 1970.

Mrs. Gail Varian, No. 08, *Eros*, from 1984.

Mr. Peter Odium presented '**The Maureen Vase**' to be a perpetual trophy for an annual Water Wag ladies' race. The first lady to win the Jubilee Commemoration Cup was Sheelah Armstrong in Vega No. 25 in 1960 (See photo above).

The Water Wag Committee decided c. 2020 that the concept of a 'Ladies' race' was somewhat outdated, and a decision was made to award '**The Maureen Vase**' to the Water Wag which performed best in the Jubilee Commemoration Cup, steered and crewed all season by ladies. (See report on 'Women at the Helm.')

## SOME LADY WAGS



*Heather Craig and No.1 Eithne*



*Emer Flanagan from No.33, Eva*



*Mandy Chambers and Sue Westrup rigging No. 50 Siskin.*

# RACING STRATEGY: CHANGING GEARS

As the Water Wag fleet in Dun Laoghaire becomes bigger, the need for understanding when and how to change gears becomes greater. Here are a few examples. (We apologise for the quality of the photographs which are extracted from larger images).

## 1. TWO BOATS SIDE BY SIDE SOON AFTER THE START:



If you find that there is a boat alongside you to windward, and if he can travel faster than you do, he will soon blanket you, and you will fall back. What should you do?

If you are the leeward boat, and if there is space to leeward of you, you should take the option of pointing slightly lower, and travelling faster by easing your sheets slightly. This should enable you to stay in clear wind for most of the first beat.

## 2. ALMOST LAYING THE WINDWARD MARK:



This can be a very frustrating situation. If you have underlaid the windward mark, and need to climb less than a boat-length (4 m.) to windward. What should you do?

Pull in the jib as tight as possible, you should be able to point a little higher, but a Water Wag will lose momentum quite quickly under such circumstances. When you feel you are losing momentum, bear off to your previous sailing angle for a few seconds and then point high again. As long as you are not being blanketed, it is amazing how much you can climb, and you can 'shoot the mark' on condition that you do not pass 'head to wind'. If you cannot lay the mark, No. 15 is likely to catch you 'port and starboard'. (RRS 10).

### 3. HEADING TO THE LEEWARD GATE MARK ON A RUN:



If you are on a dead run, heading for the port hand leeward mark, and you find you are travelling slowly. Perhaps you are being blanketed from the sails behind. What should you do?

Consider changing your strategy, gybing mainsail and spinnaker, and heading to the other mark. The sailing angle could be much faster, and you will escape from the spinnakers behind.

### 4. SAILING REEFED WHEN THE WIND STRENGTH EASES:



We might assume that when reefed, that the Water Wags should be set up for strong winds, with the outhaul tight and the jib halyard as tight as possible. If we have rigged the boat in this way.....What should we do if the wind drops while we are reefed? In the image here, both crew members are leaning in – which indicates that the boat is underpowered. If underpowered, you should ease the main boom outhaul or ease the jib halyard if you have facilities to do so.

### 5. CLOSING THE DOOR AS YOU APPROACH THE FINISH.



You are the leading boat in No.24, and you are one tack away from laying the finish line. No. 46 and one other boat are about to tack for the finish. You don't know if they will be able to pass ahead of you or not. What should you do? Bear away gently towards them with increased speed, until you are so close to them that they cannot tack until you do. Sail on until you are overlaying the finish line by more than a boat-length. You tack. The Wags must follow in your wake.

## WATER WAG No.100



*Water Wag designed by James Doyle in 1902. L&B 14'-3" x 4'-10" sail area 110'sq.*

*Model built by Reggie Goodbody 2019.*

This beautiful Water Wag was built by Reggie Goodbody of Lough Derg Yacht Club to celebrate 100 years of the Shannon one-design class. When the Water Wags celebrated their centenary in 1987, the event was well supported by Shannon one-designs, and their Class Association SODA which presented the Water Wags with an elegant ceramic model of a Water Wag in a glass case, all made by Tommy Sanders. We currently don't know what the plan is for this beautifully executed model. She looks. as though she could sail very well!

Why was it built in 2019? Because it was built in advance of the centenary of Lough Ree Yacht Club which was to be celebrated with 'Clinkerfest' in 2020.



## WATER WAG No. 52, *LADY SCARLETT*



*Launch day for Lady Scarlett in Brittany. On her leeward shroud she flies the Irish, French and Brittany flags. Note the lovely sweep in the laminated tiller.*

*Lady Scarlett* was built at Skol-Ar-Mor for J-P. Cave. He brought her both to Dun Laoghaire for the last Wednesday race for the Candlelight Trophy and to Mountshannon Regatta at which events Stratos crewed for J-P. (See reports on Candlelight and Mountshannon Regatta). She has been beautifully built. It is hoped that she will be based in Ireland some day.



*Lady Scarlett in the Dun Laoghaire breeze.*



*Lady Scarlett's proud owner J-P.*

# SEMAINE DU GOLFE DE MORBIHAN 2023

(Week of the Gulf of Morbihan, Brittany 2023)

This boating event is a hard one to describe. It is a French style celebration of classic boats and their crews, from 1m. long vessels to tallships. This is the twelfth edition of the week. When the Water Wags took part in 2017, there were 1,450 boats competing. It is not a racing competition, it is a celebration of maritime culture.



*The village and community of Arradon and the inland sea of Morbihan beyond.*

When does it take place? 15 to 21 May 2023.

The competitors are divided into flotillas: #1, Sea skiffs, #2, Sailing/rowing, #3, Small traditional open boats, #3b, Small boating/sailing boats, #4, Classic sailing boats over 8m., #5, Sailing from the 1960s, #6, Working sail boats, #7, **Small classic open Plaisance less than 8m.** , #7b, Small classic decked Plaisance less



*A range of vessels competing in Flotilla #7 & #7b.*

than 8m., #8, Classic motorboats, #9, Chartered sailboats, #13, Dragon boats- Pink ladies.

Which flotilla are the Water Wags allocated to? Flotilla #7.

Where will the Water Wags be based? The village of Arradon.

Are any Water Wags competing in 2023? Yes, we know of six. *Dipper, Little Tern, Mariposa, Peggy, Siskin* and *Swallow* have already entered.

How do I get there? a) Ferry Dublin to Cherbourg with a 3 hour drive through Brittany.

b) Ferry Cork to Roscoff with a 2 hour 20 minute drive through Brittany.

c) It is possible to fly to Nantes airport if you are not towing a boat.



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