

The old dark blue: Cappoquin rowing club 1862-202: An sean-dughorm Cumann Ramhaíochta

By Brendan Kiely, Thomas Tobin

1. INTRODUCTION

It is a great privilege for me to be asked to write a foreword to the 140 years history of the Cappoquin Rowing Club, an up to date version of the booklet first published in 1962*. My only claim to this privilege is that I am descended from John Henry Keane who rowed for Cambridge in the 1836 boat race and defeated Oxford by 4 lengths. He is the man who started it all. His efforts so prospered that when in 1990 Cappoquin were finalists at Henley regatta, Dan Murray's exuberance echoed around the headlines with the words "Cappoquin, the smallest and best rowing club in the world".

Let the record of this rowing club speak for itself.

RACING HIGHLIGHTS

- 1878 Winners Ladies Plate at Clonmel regatta for fours.
- 1880 Winners Queenstown Cup at Cobh for Senior fours.
- 1907 Winners Lee Challenge Cup at Cork Regatta for underage fours.
- 1910 Winners Waterford Boat Club Challenge Cup for junior fours.
Winners Suir Challenge Cup at Waterford regatta for senior fours.
- 1911 Winners Subscribers' Cup at Dublin Metropolitan regatta for senior fours.
Winners Suir Challenge Cup at Waterford regatta for senior fours.
Winners Waterford Challenge Cup for senior fours.
Winners Urbs Intacta Cup at Waterford regatta for senior eights.
Second Leander Cup at Cork regatta for senior eights.
- 1912 Second Metropolitan Challenge Cup at Ringsend for senior fours.
Winners Shannon Rowing Club Challenge Cup at Limerick for senior eights.
- 1919 Winners junior eights and fours at Limerick regatta.
- 1920 Winners junior four at Limerick and at Waterford regatta.
Finalists Irish championship at Waterford for senior eights.
- 1928 Finalists Tailteann Games at Cork for underage fours.
- 1930 Winners senior four at Waterford regatta.
- 1934 Winners Gough Shield, Waterford for maiden eights.
- 1936 Winners junior four at Cork regatta.
- 1952 Winners Bloomfield Cup at Cork regatta for maiden fours.
- 1955 Maiden eight crew unbeaten in Ireland.
Trip to Bedford regatta in England.
- 1956 Junior eight crew unbeaten except in Irish championship.
Second, representing Munster, in Irish Press Cup at Dublin for eights.
Winners underage four at Trinity regatta.
Winners William Quigley Challenge Cup at New Ross for underage fours
- 1957 Winners clinker eight class at Dublin Head of the River.
Second Irish junior eight championship at Athlone.
Winners Proud Cup at Dublin Metropolitan regatta for senior eights.
- 1960 Second Irish maiden eight championship at Blessington lake.
- 1961 Second Irish senior eight championship and Leander Cup at Cork.
Second Irish junior eight championship at Galway.
Competed at senior eight at Serpentine regatta, London.
- 1962 Winners Ball Cup at Trinity regatta for senior eights.
- 1968 Winners Dodder Cup at Dublin Metropolitan regatta for underage fours.
- 1976 Winners Irish maiden four championship at Cork.
Winners colt eight at Lee Schools regatta.
- 1977 Winners junior C four at Serpentine regatta, London.
- 1982 Winner Irish novice sculls championship.
Second Irish novice fours championship.
- 1987 Winners senior A fours at Reading regatta.
Second round of Thames Cup at Henley with Clonmel.
Second in Leander Cup at Cork with Clonmel.

- 1989 Winners Blue Riband with Cork Boat Club.
Winners Irish senior four championship with Cork Boat Club.
- 1990 Finalists Britannia Cup at Henley with Cork Boat Club.
- 1991 Winners Irish coxless pair championship.
Winners coxless pair at Reading.
Semi-finalists in coxless pair at Henley.
- 1992 Winners Irish coxless pair championship.
- 1993 Winners coxless pair at World Master in Vienna.
- 1995 Winners coxed fours at World Masters in Lake Bled with Clonmel.
- 1997 Winners coxed fours at World Masters in Adelaide with Old Collegians.
- 2001 Winners coxed and coxless fours at World Masters in Montreal with Clonmel.
- 2002 Winners novice fours at Trinity regatta.
Second Irish novice fours championship at Farran Wood, in Cork.

2. THE BEGINNING

F.X. O'Leary, Chairman C.R.C., 1962

There are few if any, rivers in Ireland or the neighbouring isle so beautiful as the Blackwater. Our purpose here, however, is not to elaborate on the picturesque scenery, the historical associations or the monumental remains in its exquisite valley but to go back one hundred years to the foundation of the Cappoquin Rowing Club. In 1862, and for many years previous, the river meant more commercially and economically to those who lived on its banks or in their vicinity than it does today. It was virtually the "bread line". In the pre-railway period before 1877, there was much traffic on the river. Barges known locally as "market boats," and small sailing ships brought merchandise from Youghal and returned to that port with the produce of the farms and the mills in the fertile valley. In the 1840s, through the initiative of Sir Richard Musgrave of Tourin, the tidal portion of the river was opened to passenger traffic between Youghal and Cappoquin. The steamboats, which plied were in succession the Sybil, Fairy, Glenbrook, Ness Queen, Dartmouth Castle and Victory. The early berthing place at Cappoquin for the steamers was adjacent to the grounds where the clubhouse now stands. Following the erection of the railway bridge the berth was below the viaduct.

It is easy to understand that the young men of the district sought recreation on the waters of the beautiful river, which was so important in the economic life of Cappoquin. An old lady who died in the early years of this century often described the boat and swimming races which took place in the period before the stone bridge was erected in 1847. In locally built boat races were rowed and eventually it was decided to form a club to control the competitions. R.F. Hall's History of Irish Boat-Racing records a regatta held at Lismore in 1862. Two important factors helped in the development of the infant club. The first was the construction of the railway line, which was to link Cappoquin with the rest of the country thus giving facilities for travelling to outside centres. The second was the fact that James M. Moore, C.E., a champions sculler, and his friend, John Stanley, both of whom returned from absence abroad, recognized the potential of the young oarsmen suggested that regular craft be provided and the local men engage in inter-club competition. These two gentlemen had the guidance and assistance of Sir John H. Keane who had succeeded as baronet in 1855. John Keane had been a member of Cambridge's Trinity Boat Club and there is in the possession of our club patron, Sir Richard Keane, a silver cup bearing the inscription, "John Henry Keane, captain of Trinity Boat during three years, from the members of the Club, 1837." Cappoquin's first outriggered gig, the Sylph, was bought from the Glenbrook Club, Cork, about 1870.

John Henry Keane's active interest in the club appears to have continued for very many years. His name appears as President of the club when revised rules were adopted in February 1876 at the annual general meeting. A copy of these rules, which was printed by R.E. Brenan of Dungarvan, is in existence. The first recorded success of a Cappoquin crew was at Clonmel in 1876. 1878 and 1880 also appear to have been successful years as there are available receipts from James Mosley, jeweller, of Waterford, for prizes supplied to order of, and engraved for members of successful crews. The composition of early crews is of interest. 1878 - Bruce, Cronin, Murray, Keon, Hall. Prizes were supplied by James Mosley, Waterford to the value of £10 for each crew member. 1878 - Clonmel regatta, Ladies' Plate - James M. Moore (bow), W. Carew, F.J. Cleary, S. Power (stroke), J. Stanley (cox). 1880 - Carew, M. Cunningham, Evans, McKenna. (McKenna was presented with a gold badge specially engraved). 1880 - H. Monck, P. Heffernan, M. Cunningham, J. Daly. 1880 - Canoe Race Championship of the Suir - W. Carew. Sculling Championship of the Blackwater 1879 - Cappoquin regatta - J.M. Moore and in 1880, also at Cappoquin, John Stanley. In 1880 a senior four was successful at Youghal and also won the Queenstown Cup. 1883 - Fermoy regatta - R. Curran, F.J. Cleary, J.B. Daly, F. Daly, J. Stanley (cox) and M. Walsh, P. Kenny, G.

Hely, J. Daly, J. Stanley (cox). 1886 -Cappoquin regatta - F. Barry, J. McCarthy, P. Gillan, R. Curran, J. Stanley. Senior four - J. Stanley, J. Daly, R. Curran, T. Daly, M. Walsh (cox).

A new boat was purchased in 1876 and also a new scull. A copy of the covering invoice from boat builder John Salter of Oxford, which is available, shows the cost of the four oar craft to have been £35, the scull £16 and the carriage of both from the builders to the ship £1.10.0. - a total of £52.10.0. What a comparison with today's astronomical prices!

In the early years the storing places for the boats were rough and wooden shelters, breast high, and there was no formal clubhouse. However, in 1875, assisted by tradesmen then engaged in the construction of the railway line, the members of the club built their first clubhouse, a single story building. This was replaced in 1910 by the present fine building, erected through the munificence of Mrs. H.C. Villiers-Stuart of Dromana and the energy and initiative of the then Secretary, B.F. Doyle; Captain, John Stanley; Treasurer, R.J. Curran - perhaps the greatest administrative team of the Club's long history. Such was then "the beginning."

3. THE REGATTAS AT LISMORE

A Correspondent for the Waterford News reported on the regatta which took place on Wednesday 11th September 1861: - Although the regatta was got up without sufficient notice being given to the lovers of aquatic sport in Fermoy, Youghal and Dungarvan, still (notwithstanding the disagreeable state of the weather), much amusement was afforded to a very large concourse of people who assembled to witness it. Large numbers arrived from all directions, so that our picturesquely situated town presented quite a bustling appearance on the morning. Large numbers crowded the castle side of the river, whilst the more aristocratic assemblage took possession of the lawns at the Ballyin side where an excellent band was located.

The first race was for pair-oared boats. First boat £2; second 10s. Length of course about two miles and three quarters. Three boats started - the Falcon pulled by M. Brien and T. Lyons - coxswain, Master Currey; the Victoria pulled by H. Wall and P. Cahill - coxswain, T. Drew; and the Wild Irish Girl, pulled by, Pat and Dan Geary - coxswain J. Foley. The Falcon took the lead, and maintained it to the close, beating the Victoria by one minute. Time-24 minutes 50 seconds.

The second race was for four-oared boats of heavy build - First boat £3; second 15s. Length of course about three miles. Four boats started - the Anne Laurie manned by the brothers Geary, J. Crosby and J. Brown - coxswain Thomas Geary; the Marian (belonging to J. Slattery, Esq., Lismore) manned by M. Power, J. Daly, M. Sweeny and D. Crotty - coxswain William Morrissey; the Charles Hatch, of Youghal manned by J. Sheehan, P. Sheehan, J. Murphy and J. Power - coxswain P. Heffernan; the Water Lily of Fermoy (crew's names not obtained). This was a well-contested race. The Annie Laurie kept the lead, closely followed by the Marian, leaving the Charles Hatch and the Water Lily some lengths astern. In this order they passed around the bend of the river leading to Fort William, and out of sight of the majority of the spectators: coming again in view the Annie Laurie had increased the lead, and continued to increase it until she passed the flag boat, the Marian coming in second several lengths behind, and the Charles Hatch a very bad third; the Water Lily was nowhere. Time of race - 22 minutes 40 seconds.

The third race was for cots (traditional Blackwater salmon fishing boat); best of heats, first cot £2; second 10s. Three started belonging to the following: - John Landers, Thomas Cotter and John Neill. At the start John Landers and Thomas Cotter's cot kept nearly stem-to-stem. In this order they passed around the flag boat at the bend of the river, and maintained the same positions to the close, John Landers winning by a length; Neill's cot was far behind. In the second heat the cots retained their former places, Landers winning by a good length.

The fourth race was for four-oared boats of light build, wherries, second-class gigs, &c. First boat £3; second £1. Only two started - Mr. Haslam's wherry Victoria and Mr. Cartin's second-class gig Mariana. The Victoria was steered by Master Currey. We were not able to obtain the names of the crews. Both boats made a fair start, and kept together for a few minutes, when the Victoria began to draw away from her competitor, and before half a mile had been gone over was fully a boat's length ahead. At their return, and coming again in view, the Victoria had slightly increased her lead, and when she passed the flag boat was fully three lengths ahead. Course about three miles. Time - 21 minutes 15 seconds. As only two boats entered the second prize was not awarded.

The fifth race, for £1, was between two outriggers - Master Curry's Pauleen and the Rose of Youghal. Master Currey steered the Pauleen and Mr. William Morrissey the Rose. In the second race of the day, Mr. Morrissey steered the Marian, and brought her in second, but Mr. Morrissey is a gentleman who is never satisfied in obtaining second place in anything he undertakes. He by his energy and talent stands A1 in his own profession, and as he has just lately turned his attention to aquatic sports, he naturally feels anxious to obtain the same success at his new avocation. He also had a little account to settle with Master Currey, this young gentleman having left him "nowhere" in a "skull" race a few days ago; he was therefore determined to put forth all his powers on this occasion. Luck favoured him at the onset; he won the choice of places leaving the outside place to the Pauleen. The gun having been fired, Mr. Morrissey shot ahead at once, and in a short time left the Pauleen a few lengths behind. The pullers in the Pauleen were at first afraid to exert themselves, for fear of an upset, but getting confidence in the frail bark, they put forth all their strength, and in a few minutes took the lead, which she maintained to the close, winning by a few lengths. We hope Mr. Morrissey will have more luck next time.

This concluded the boat races after which a hurdle race took place in the Castle Inch. The distance was 200 yards, with four hurdles 3½ feet high. Ten entered for this race. They ran in batches of five. In the first batch William Nolan came in the winner, closely followed by James Corbett. In the second batch John Hallahan won easily, after which Nolan and Hallahan ran for the final best, Nolan coming in the winner and beating Hallahan with ease.

Much amusement was created by parties endeavouring to reach a quarter of mutton affixed to a pole 40 feet high, there was one fellow who made repeated efforts to reach it; on gaining the middle of the pole many an anxious glance was cast upwards to Mick Keily's mutton, and vainly he tried to bring it to "mother earth" by ineffectually shaking the pole. The aspirant for the honours of the pole at last, with a doleful countenance, gave up his efforts, and a Bag race having been got up, the mutton was given to the winner.

It being then seven-o'clock p.m., the amusements concluded, and the vast assemblage returned to their homes. It is only right to say that the amusements were got up mainly by Master Curry, son to Francis E. Currey Esq., the Duke of Devonshire's agent. Master Currey was greatly aided in his efforts to establish the regatta by Jeremiah Slattery Esq., who devoted much of his time to this.

4. THE REGATTA OF 1862

It appears the same correspondent covered this regatta, which took place at Lismore on Tuesday 12th and Wednesday 13th of August. On the first day the feature race was for a Silver Cup and £5 for four-oared gigs (not out-rigged). Glenbrook or Cork Harbour defeated Lee Rowing Club and survived an objection to win the cup. John Landers repeated his triumph of the year before in the cot race. Unfortunately the second day was very wet and only one race was rowed but the evening cleared up to allow for a grand display of fireworks.

5. THE BLACKWATER ANNUAL REGATTA OF 1880

The official programme for this Cappoquin regatta, which was held on Thursday 5th August, gives a list of the officials as follows: Stewards: Sir John Henry Keane (President); Sir Richard Musgrave (Vice-President); Captain H.P. Chearnley (Captain); the Earl of Huntingdon; Henry Villiers Stuart, M.P.; Colonel Keane and Richard F. Keane; John G. Hely; Samuel Fitzgerald; Captain Maxwell; and Gabriel O'Connell Redmond M.D.
Secretaries: Patrick Cunningham and John Daly
Treasurer: R. O'Brien.

6. THE REGATTA OF 1896

A medal won at this regatta, which was later made into a brooch, is still proudly treasured by an old Cappoquin lady. The medal was won by Thomas Bolger and the regatta took place on Friday 21st August. It was combined with sports, which included foot and bicycle races.

The Cappoquin crew of J. Morrissey (bow), J. Fitzgerald, C. Dempsey, E. Patchell (stk.) with John Stanley (cox) defeated Fermoy in the junior four. The course was from Dromana Rock to near the Railway Bridge (Steamer's Quay?), and the home crew won by a comfortable 7 lengths. In another race a Cappoquin junior four which presumably included Thomas Bolger defeated Avonmore in a good contest. It is unclear where the Avonmore crew were drawn from but perhaps they were a river Blackwater combination of Youghal and Fermoy.

In the cot race there were seven entrants and McGrath and Barry just held off Cotter and Troy in the final. There was also a fishing boat race in which three competed with Landers winning from McGrath. Major Keams Deane Tanner, J.P., who had earlier presided as a steward and judge, presented the prizes that day. Deane Tanner, a Cork man, was then residing with his family at Belleville Park. He was prominent in Unionist politics while at the same time his brother Dr. Charles Deane Tanner, M.P. for Mid Cork, was a radical member of the Irish Parliamentary Party. Major Tanner's son, William Cunningham Deane Tanner, as Desmond Taylor later became a prominent Hollywood director of the silent screen. Taylor's murder in 1922 was a cause of great scandal and has never been solved. It is not known whether young Deane Tanner ever tried out for Cappoquin Rowing Club.

However to return to Thomas Bolger. He had a vocation to the priesthood but when a deacon and one year short of ordination contracted meningitis and died. His memory is still preserved by his niece Bridie Murphy.

7. THE STANLEYS [1962]

John Stanley was born in Dunmanway in 1850 and lived all his life in the town of Cappoquin. How he was educated is not quite clear, but as he had an aunt and uncle in the teaching profession it is assumed that his wide knowledge and good manners were the product, to some degree, of home education. Quite early in his life he was assisting J.M. Moore as an engineer on the building of the one and only railway, which came through the district. Jim Moore, who was a champion sculler of Ireland, also taught him his rowing.

He was assistant at the local mill and from there went to London to manage the South of Ireland Wheel and Wagon Company - an undertaking making all the wheels for the London hansom cabs. He spent a short time in New York with the same company but soon returned to Cappoquin, where he gave his life to rowing.

When he wasn't rowing, or teaching people to row, or later raising money for -and organizing - rowing, he made his living by turning his hand to everything. He ran schooners between Cappoquin, Youghal and South Wales carrying coal; he farmed, and walked his farm every day; he started every conceivable commercial undertaking in the town - grain, timber, hardware, auctioneering, bakery, drapery, etc. - depending on how much attention he gave to them, so their success went up and down.

But always it was rowing. He knew every river in Ireland like the palm of his hand and it is reported that after he had given evidence before the Royal Commission on Canals and Waterways in 1907, the Chairman said, 'Mr. Stanley, you seem to know a great deal about the rivers in Ireland?' The reply came back, 'I ought to. I have rowed on every one of them and they are all beautiful.'

He taught his family to row and sail, to fall out of a boat - to save and be saved. He made his four daughters run a ladies' four on the river and his eldest son, until he was injured, stroked, as a schoolboy, the club's junior eight. He won sculling championships and rowed successfully in every kind of crew, for Cappoquin, till he was over forty and then he coxed and taught and organized. He helped club after club to start - to run regattas - and his influence was felt wherever rules were made affecting rowing in Ireland. Today [1962], we have his son with the Cappoquin Rowing Club. He left the town in 1917 to join the Royal Flying Corps and finished his education as a civil engineer in England after the 1st World War, staying on to work there.

Educated in Cappoquin and Waterford City, as soon as he achieved any success he returned to live at least part of his life in Ireland and, in 1927, bought an estate in Clonakilty, Co. Cork. In Ireland he has been identified, since the early thirties, with the start of many industries. Radio, electronics, textiles, electrical equipment advertising and today continues as chairman of the Sunbeam Wolsey Co., pye (Ireland) Ltd., Unidaire Ltd., and the Corran Works, Larne.

In England, if he lives anywhere it is in Cambridge, where he farms and directs the great international pye Ltd., whose factories are all over the world. Strange that pye should own Banhams on the banks of the Cam - boat builders for over one hundred years. Cambridge with twenty-eight college clubs and twenty-two clubs have their boats built by Banhams, who also build the boats for the Oxford and Cambridge Boat Race.

C.O. Stanley is, of course, involved in Cambridge rowing - ten years ago he organized the finances of the Cambridge University Boat Club from a state of disaster to the one of keen health it has enjoyed ever since. As we have already said, in no small way he has helped us here in Cappoquin. His interests range from factories in Australia, New Zealand, and Canada to his farm in Clonakilty and include rowing, hockey and the theatre. He is a director of the Arts Theatre Trust and one of England's large commercial broadcasting companies. He builds television transmitters all over the world, 90% of the carburetors in Australia, and yet he has time to spare for the Cappoquin Rowing Club.

In 1945 he received the O.B.E for his work on communications in tanks during the 2nd World War. Two years later the British gave him a C.B.E for his work on radar and his own engineering college made him a fellow of the college, while Trinity College, Dublin, made him an honorary L.L.D.

We feel that it is fitting that we should pay tribute to the Stanley family: to John Stanley who guided the destinies of the club for over half a century from its foundation and as a result of whose labours the succeeding generations inherited a virile club and also a rowing tradition which is today one of its greatest strengths. And to his son, C.O. Stanley, for his amazing munificent gifts to our club over the past two years. It was a red-letter day for us when in December 1960; Mr. Stanley met our Vice-President, M.J. Sargent; Chairman, F.X. O'Leary; and Captain, J. Brady, at the clubhouse and there announced his intention to present a fine eight to the club. Michael Sargent promised Mr. Stanley that the club would launch a fund raising campaign for the purchase of a new fine four and thanks to the wonderful generosity of our friends and supporters this was brought to a successful conclusion. The new eight reached us last summer [1961] and the new four in January of this year [1962], so now we are munificently equipped in all grades. Both boats, incidentally, were built by Messrs. Banhams of Cambridge.

Mr. Stanley placed us yet further in his debt when in February of this year [1962] he promised to donate the sum of £100 each year to our club funds, the money to be devoted to the maintenance of premises and funds. It is impossible to find adequate words of thanks for such generosity. But if by recording the achievements of his father and his own generous interest in our affairs we repay some small part of our great debt of gratitude to Mr. Stanley we shall be more than happy.

8. A MEMORY OF CAPPOQUIN

Quite recently I visited Cappoquin and many memories crowded my mind. I missed the big chestnut from the corner opposite Harrington's Hotel - as it was called in my day. At the Melleray end of the town I missed the big oak. The latter is being replaced by a monument to those who fought for our freedom but I still regretted the cutting down of an old landmark. Thank God the Old Corner Stone is as it used to be. Long may it remain there.

Mick Sargent at the Garage in Main St., was one of the very few who knew me. How quickly an hour passes in his office anyhow many old names we recalled! These days nothing seems to matter as much as rowing in Cappoquin. I suppose that it is only natural as this is the centenary year of the Cappoquin Rowing Club. I was shown an old photograph of the 1911 Four - M. Sargent, J. Lacey, J. Barron, and W. Heaphy - with doyen of the club, John Stanley, in the background.

The story of the princely generosity of the younger Stanley to his father's club makes good hearing in an age when all men are supposed to be self-centred and selfish. The Old Corner Stone has sons to be proud of. And from what I heard that evening the young men of today will make history in that boat and in the new four. When next I see Cappoquin I hope to see two more photographs with the old one of 1911 - with young Stanley in the background. Wouldn't Batt Doyle be proud to take the new photographs? God be with him and all those who are gone.

Jimmy Lacey's picture reminded me of other things besides rowing; things not so legally respectable. Does anyone fight gamecocks on St. Stephen's Day in Cappoquin now? A "main" that day was once much more of a "fixture" than the coursing meeting became in later years. I think Jimmy Lacey and I were the last to "spur" cocks in Drumroe on St. Stephen's Day. Rich Crean "handled" a cock that day I remember. It doesn't matter now who owned the cock but he wasn't a layman! The result was a draw, which necessitated a return match at a different venue. Fighting cocks at the same venue twice was looking for trouble and we never looked for trouble. Does anyone remember the old lady known as "the Linnet" because of her glorious voice? It must be a century ago since I heard the story of her walk to Fermoy, carrying her own gamecock and matching him against the best the British officers could produce and backing her complete savings - a £5 note - not on the result but on the "first flight!" Courage wasn't confined to gamecocks in Cappoquin. She was a small woman and it used to be told of her that when asked

by another cock fancier what height she was, she replied, ' A mhaoineach, I don't know whether 'tis five foot two or two foot five.

'Memories engender sadness. Let us look forward to the successes in store for the oarsmen of Cappoquin. Never before were they equipped so well to meet all-comers. They have the tradition and experience of a century to guide them and Jim Brady to see that they uphold the honour of the Old Corner Stone.

9. A CAPTAIN REMEMBERS

Jim Brady, Captain C.R.C. and Vice-President I.A.R.U., 1962

There is one memory, which stands out above all others in my long association with the Cappoquin Rowing Club, an association that spans a period of 30 years. My home has always been close to the river Blackwater and to the buildings of Cappoquin Rowing Club and life within the confines of the club has always been my interest something that has been as much part of my early youth as it is now in my adult years.

I was only 15 at the time. I wanted to get out on the river with rest of the lads and my determination could not be shaken. Grand personalities like Jack McCarthy, Bud Sargent and Tommy Olden, who was at the helm of the club, were eager to receive me as a member. But there was one gentleman with certain misgivings. He was my schoolteacher who knew I was only 15 years of age when I was claiming to be the brave age of 16. Today he is one of my very good friends, a gentleman who has done much for the Cappoquin Rowing Club and for rowing generally down through the years - F.X. O'Leary, who is still very much part and parcel of the club.

I was accepted into the ranks of Cappoquin's fine oarsmen and my very first outing was as a cox - a position I occupied for quite a number of regattas in and far outside the Old Cornerstone town. I went on to graduate for selection to the ranks of the maiden eight and from there on to the junior eight crew that was made up of the Landers and O'Donnell brothers, men who will always be remembered when the trials and successes of rowing are recalled. At this time too I had another interest a very special one for me - sculling - and I spent much time and effort at it and got a good deal of pleasure in the sport. Eventually, I qualified for the ranks of the seniors and had the honour of winning the championship of the Blackwater - an event, which we had not won for 50 years previously.

I rowed for Dublin Commercials and Drogheda later, during which time I gained a good deal of valuable experience together with a keen sense of judgment, which helped me very greatly in the year that followed. When I returned to Cappoquin to take over the task of coaching one of my first decisions was to change the style of rowing, a decision I am very glad to have taken. This would be around 1950, a period when the affairs of the club were going through some difficulties due mainly to the previous war years and the various problems they brought upon us.

However, we soon got going and our first outing was to Cork with a maiden eight and a maiden four. As most of those interested in the sport will tell you, a win in Cork is considered an achievement and to such a win we were looking forward. We had every reason to feel happy on our homeward trip that evening. We had a very fine success with the maiden four, which proved to be an excellent encouragement to our efforts. While we made worthwhile strides, our really major progress came in 1955, with our maiden eight crew, which was to become one of the most famous crews to row on the river Blackwater. This was made up of the three McGrath brothers, P. Lenane, M. Cahill, J. Flynn, P. Arrigan and J. Curran, with L. McGrath in reserve. Our cox was Terry Crotty.

I have no hesitation in saying here that this crew proved to be one of the best in Ireland, registering successes everywhere. One of our highlights, and certainly one of the highlights of my rowing career was the visit to Bedford in England of a Cappoquin Rowing Club crew. We were one of the few clubs in Ireland to send a crew out of the country to participate in a regatta and it is all the more satisfying to record here that we won a heat, knocking out the holders of the previous year's title in that maiden eight event. Unfortunately, we were defeated in our next heat by the crew who proved to be the eventual winners.

It was during this period that good friends of the club and many friends of mine kept on urging me to concentrate on producing fours instead of eights because of the fact that it seemed almost impossible to go on producing good eights in what is regarded as probably the smallest town in these islands to have its own rowing club.

After P. McGrath's crew had won almost fifty races which included winning the first eight race ever held in Carlow; holding the record time for the head of the river race in clinker class (boat shaving external planks overlapping downwards and secured with clinched copper nails) in Dublin; being the first holders of the Proud Cup for non-university crews held at the Metropolitan regatta in Dublin and being the first holder of the Gerry O'Sullivan Cup for the head of the river race in Cork. I was satisfied that there was a very fine future for a good eight in Cappoquin and I believe we can go on producing good crews both fours and eights. As a matter of interest I would like to say that we were very happy to have been the first holders of the Gerry O'Sullivan Cup because the grand sportsman whose name it bears was a very fine friend of Cappoquin Rowing Club down through the years and a personal friend of mine whose passing we mourn.

Today, we have another excellent eight on the river Blackwater. This crew consists of Billy McLaughlin, stroke; Mick Cahill, 7; Paddy Lenane, 6; Jim Murray, 5; Jer. Mason, 4; John McGrath, 3; Tom Dooling, 2; Andy O'Keeffe, bow; and Jim Lacey, cox, who have won over 30 races to date. Other members of the maiden eight and junior eight of 1960/61 who have gone from our midst since are: Billy Whelan, Pakie and Davy Foley. We wish them well wherever they may be.

I should mention here too that when our present crew started of the beginning was anything but satisfactory here in our own Cappoquin but later we made up for it and went through the season creating a fine record by winning at almost all regattas in which we participated. In 1960 we created a record for our own club by entering five crews in the New Ross regatta and emerging with five victories. We started out with our own regatta by having a great win with our junior eight and junior four. The next highlight was meeting our old rivals - the Garda crew - in the final of the junior championship at Galway regatta where they defeated us by the narrow margin of couple of feet.

Then we decided to go senior and enter the senior championship in Cork in 1961 and we took this decision with a certain amount of confidence, now being the proud owners of the new Stanley boat. It was with a certain amount of satisfaction that we saw the Garda crew competing and while one of the best crews to come out of University College Dublin won the honours of the day by a small margin, we had the tremendous satisfaction of being ahead of the Garda crew by a length at the finish. The highlight of the season came when we were selected by the Irish Amateur Rowing Union to represent them at the Serpentine regatta in England with the Neptune crew from Dublin. While we graded to row senior when in fact we were only a junior crew, our performance, to quote the publication Rowing, "Their time over the course was as good as any junior crew has rowed in the past.

Before bringing this review to a close I would like to say that although a championship has eluded us during the past six years we have always been runners-up, being defeated by close margins in the finals. As a matter of interest, on looking back the records show that we were runners-up in two junior eight championships; runners-up in two senior four championships, having met one of the best crews ever to come out of Portora. We were runners-up in the senior championships being defeated by an excellent crew out of UCD and we were three times runners-up for the magnificent Leander Cup at Cork. Also the five times we competed in heads of the river races we won. All these achievements span the short period of seven years. And in this season of 1962 we look forward to even better things and, perhaps a championship.

I would like to place on record that I am proud to be Captain of Cappoquin Rowing Club on this our centenary year. Any work I put into the progress of the club I enjoyed. Rowing is my sport and has been all my life. I am very thankful for all the oarsmen who have passed through my hands down through the years and to the many people who in various ways have helped us in setting up our worthwhile record. One thing in particular which gives me great pleasure is the recent development when Sir Richard Keane showed Mick Sargent and myself a valuable cup, which was presented to his great grandfather by Trinity College Rowing Club in 1837 in appreciation of his captaincy for three years. And now to the officials of the Irish Amateur Rowing Union I want to say a sincere "thank you" for their wonderful courtesy and their fine assistance in all times in the past.

To the future we look with hope; to the past 100 years we look with pride, tempered with gratitude. The struggle was never easy and all too often we pulled against the tide but there was the great satisfaction of unity and as another writer has said, "There was the sense of maintaining the club as a family affair, an affair that has remained the interest of everyone in the old town of Cappoquin." It is to that personal interest that we owe much of our success and it is to the same interest we look forward in the "years ahead. Cappoquin Rowing Club has achieved much in the century now gone. I believe our

members will attain far greater heights in the new era now open to them. The best of luck to all connected with the Old Dark Blues.

10. HARRY KEANE KEPT HIS WORD

M.J. Sargent, Vice-President C.R.C., 1962

It is a good many years since R.H. (Harry) Keane arrived in Cappoquin late one evening with his young English bride. He was surprised to find that almost every man; woman and child in the locality had turned out to welcome them. So great was their enthusiasm that the horses were removed from between the shafts of their carriage, which was then pulled by many willing hands through the cheering crowds to Belmont House.

Standing with his bride on the steps of the old home, his voice shaking with emotion. He expressed his sincere thanks and promised the people of Cappoquin that if ever he had the opportunity he would do all he could for the town of Cappoquin. I was only a boy on that evening but I can clearly remember the occasion today and many of those who were present and who are still in our midst will tell you that Harry Keane was a man of his word. He gave us the Cappoquin Bacon Factory and it is of special interest to recall now that the first men to obtain employment were oarsmen and others connected with Cappoquin Rowing Club.

Among those who worked there were: Jimmy Lacey, Ser., (who became foreman), Bill Heaphy, Moss Hackett, Paddy and Jimmy Lincoln, Jack Crowe, Jimmy Collender, S. Crawford, Pat Geary, Tim Flynn, Jack Foley, Johnny Lennon, James Daly, Dave Nugent, M. Flynn and Johnny Regan. Harry Keane took a great interest in the affairs of the rowing club and when he returned to the town after the 1914-18 War he immediately set out to revive greater interest in the club. Indeed his financial help and personal attendance at meetings and regattas helped in no small way to achieve success. A new junior four, purchased at the time, was called in honour of his daughter, Elfrieda (she married Hugh Delmege). Harry was also Master of Foxhounds of the West Waterford Hunt and was a keen coursing enthusiast. His untimely death, as a result of a shooting accident, came as a great shock to every one of us who were privileged to have known him and his loss was felt by all of us.

His son R.L. (Bobby) Keane, who continued in his father's footsteps, died at an early age and indeed here again, his passing robbed both the town of Cappoquin and the rowing club of a fine supporter.

The bacon factory passed from the Keane family to a new owner (employing only a small number of hands) for a short period, when, due to unforeseen circumstances, it was decided to cease production and close down the business completely. This disturbing announcement caused a feeling of grave economic despondency throughout Cappoquin and the surrounding area. But through what must have been the darkest hour there appeared that wonderful ray of sunshine in the person of Con Murphy, a prominent Cork businessman and proprietor of St. Patrick's Woollen Mills, Douglas. In February 1956, he stepped in to acquire the almost derelict premises and immediately set about preparing the place for the revival of the business on a sound basis. Now, infused with a new and energetic spirit under the virile management of his son John Murphy, there is a larger number employed than ever before in the factory's history and with its programme of expansion and modernization Cappoquin people can be assured that the emigration from their town will cease to exist before long.

The Murphy family have taken a special interest in the rowing club of which Con is Patron and John, President and have demonstrated such keen interest by their great financial and material support in every way and on every occasion. They have helped to reconstruct the boathouse and modernize the dance hall, stage and all other conveniences so that everything should be as pleasant as possible for all its members and those of the general public who frequent it and, indeed, we have no doubt that their generosity will be remembered always with kind feelings and deep appreciation.

11. THE KEANES OF CAPPOQUIN

In Our regatta programme of 1880 appears the name of Sir John Henry Keane, the first President of the Cappoquin Rowing Club. As we have seen already John Henry Keane, while a student at Trinity College, Cambridge in the 1830s captained Trinity Boat. He also rowed at no.6 in the Cambridge "cutter" in the University Boat Race of 1836. The course was from Westminster to Putney and according to the Times the weather, on Friday 17 June, 'was most impropritious' so the Thames must have been quite rough. We are also told that the stake was either £400 or £1,000 and Oxford were favourites. Cambridge led off the start and came away to win by four lengths. In 1837 John Henry rowed at no.4 for Cambridge

in their first ever contest against the Leander Club. Cambridge began as favourites but eased in the betting and before the off Leander were the market choice at 6 or 7 to 4 on. The course was again Westminster to Putney. Leander led off the start but Cambridge took the lead at Vauxhall Bridge and were well up by Battersea Bridge. They won comfortably by seven seconds.

John Henry had also displayed some literary talent with *An Address to the Young Men of Ireland* being published in London in 1835 when he was only 19. In this work he examined many of the themes, which were later popularised by the Young Ireland movement. He makes a powerful appeal on behalf of the Irish language, which he calls the language of poetry, love and piety. In 1836 *Ladye Alice The Flower of Ossorye* appeared, a collection of poems chiefly inspired by Irish legends and history and tales of the O'Caahanes. The poem entitled the 'Banner of Green' has the following verse:

The Banner of Green may be shattered and torn,
But its remnants still shall triumphant be born,
On its glorious shreds no foe shall e'er tread,
Till all who surround it are dying or dead.

In 1839 his *Substance of three lectures on the History of Ireland delivered in London* was put before the public. He left Cambridge in 1841 having taken a law degree. He continued his literary interests and his English translation of the *Fables of the Baron de Strassart* was published in Brussels in 1850. These fables in their original French had run to seven editions. Finally John Henry's play *The Old Jewry A Tragedy in Five Acts* appeared in 1860 but it is unclear whether it received performances. The play is set in London in the reign of Edward VI (1547-1553) and deals with love and religious strife and has a beautiful Jewish girl as one of the chief characters.

John Henry succeeded to the baronetcy in 1855 and in the early 1860s laid the foundations of the Cappelquin Rowing Club. Dr. John Morgan, in his researches for the book *University Oars* (London, 1873) - a study on the after health of those who took part in the University Boat races, wrote to Keane who replied that the races against Oxford in 1836 and Leander in 1837 were rowed in heavy soaking rain. Keane added: "Our training was not so strictly enforced as I understand it to be of late years. Still we lived carefully, and were in good condition; in proof of which, I recollect in practicing in 1837 we rowed from Putney to Westminster on a good ebb tide, in 28 minutes and 35 seconds, the distance 5½ miles, without any of one of the crew being distressed. This could not have been done by men in imperfect condition. I do not consider the training and exertion demanded were of so trying a nature as to injure the constitution permanently."

The first record of a payment by John Henry in relation to the Cappelquin club is in 1876 to James Mosley of Waterford for engraving cups and prizes. In the same year he had the roles of the club revised and printed in book form by Brennan's of Dungarvan. John Stanley purchased a new four and scull from Salters of Oxford in 1876 and we can be sure that Keane, Stanley and James Moore were the pioneers who brought the first sliding seats to Cappelquin.

In 1889, Sir Richard Keane, son of John Henry, made available a further piece of land to the club. The lease was signed by him, R.J. Collender and R. O'Brien and this lease is still in force at the annual rent of 24/-. Senator Sir John Keane, who succeeded to the baronetcy at the turn of the 19th century, also took a keen interest in the club. He was one of the prominent people who played an active part in efforts to raise funds and sang at C.R.C. concerts in Cappelquin.

Our present patron (1962), Sir Richard Keane, has given us steady support and was responsible for bringing over Mr. Hugo Pitman, one of Oxford's University's best known oarsmen and twice captain of an Oxford boat that beat Cambridge, to help coach our successful McGrath eight.

12. THE MUSGRAVES OF TOURIN [1962]

The club are greatly indebted to Sir Richard Musgrave and his family for a long number of years. They gave us every support in every way possible. His daughter Dorothy, (now married to Edmund Glen Browne), Master of Foxhounds, West Waterford Hunt, has never failed to assist us in our many heavy demands, even though she has been away from us. We can remember the successful dances, whist drives and concerts held under the auspices of the West Waterford Hunt and the Cappelquin Point to Point Races.

Captain T.O. Jameson, son-in-law of Sir Richard Musgrave, has always supported our efforts. A famous athlete, he won the English Amateur Squash Championships in 1922 and 1923. He played cricket for the M.C.C. and toured the West Indies, South Africa and India. He was also a stalwart in the Cappoquin Cricket Club. His son Captain W.H. (Shane) Jameson, also a loyal supporter was a noted sportsman who won the Irish Squash Championship and played squash, cricket and golf for Trinity College, Dublin.

13. THE CHERNLEYS OF SALTERBRIDGE

[1962]

Captain H.P. Cheanley, J.P., one of the oldest supporters of the club, whose sons, Jack and Charlie, rowed for the club on many occasions. Since his Oxford days he was a keen follower of rowing. His family presented the club with a new boat and the Cheanley Cup, which is still one of our most treasured regatta trophies.

Captain Maxwell, Moorehill, Tallow, who was a consistent supporter of the club, was also an active member. His first wife was a daughter of the Earl of Huntingdon who resided at Clashmore and was the master of a famous pack of otter hounds. After the death of his first wife he married Isobella Cheanley of Salterbridge. His nephew Major E.P. Maxwell now resides at Moorehill and has never failed us. He remains a very loyal subscriber and has always helped us in every way possible.

14. THE VILLIERS-STUARTS OF DROMANA

Henry Windsor Villiers-Stuart, M.P., of Dromana, was born in 1827. He fell overboard from his yacht and was drowned in the river Blackwater on October 12th 1895. He was the only son of Lord Stuart de Decies who fought with Daniel O'Connell for Catholic Emancipation. Henry was M.P. for County Waterford in 1873-74 and 1880-85 and High Sheriff in 1889. He had held Holy Orders but resigned them on the death of his father so that he could inherit the property and take up a political career. He was a great traveller and explorer and explored the tombs of Egypt and the Amazon Basin and wrote extensively.

His son Major Henry C. Villiers-Stuart was also a valuable supporter of the club. He was a member of the Waterford Artillery and served with the South Irish Horse in the Boer War where he was severely wounded. He died of his wounds in 1908. His widow, who afterwards became Lady Kay Muir, gave a substantial cheque to John Stanley, which enabled the powerful Cappoquin Rowing Club team of Stanley, Curran, Doyle and Collender to build the boathouse. This was opened by Mrs. Villiers-Stuart in 1910 - an occasion that was truly a gala day in Cappoquin. She was presented with a gold key by John Stanley in memory of the event. Then came Ion Villiers Stuart, who was our Captain for many years and whose wife was also a wonderful supporter of the club. She attended all our many functions of the period and one of our boats, The Elspeth, was named in her honour.

Her picture, which hangs in the Boathouse, is a small tribute to her wonderful personality. Her accidental death when she fell from her bicycle robbed Cappoquin of a fine friend and great supporter. James Villiers-Stuart, who now resides in Galway, visits the old place quite often and we know that he always remembers the Old Dark Blues.

Gerald Villiers-Stuart, who resided at Richmond House, was also a fine supporter. He wrote a short play! - between 1911 under the title *Labled Laudum*, which was played in the Hall in Cappoquin. Two of the principal actors were Jack, The new senior four purchased in 1910 was after Gerald Villiers-Stuart's daughter Muriel. Gerald was as a playwright and author with such works as *Land of Day-dreams*, *The Drums of Doom*, *The White Shrine*, *Soul of Croesus*, *Flight of Lord Rhincrew* and *The Lost Destiny*. Apart from some years in America, where he established one of the first orange groves in Florida and also worked as a scriptwriter in the early film industry, he spent most of his life in the Cappoquin area until death at Kilbree Tower in 1951 at the age of 82 years. In World War I he served in the British Army Service Corps as Captain.

The present occupier [1962] of Dromana House is his son Fitzgerald Villiers-Stuart, who keeps up the family tradition by remaining a very loyal supporter of the club and shows a keen interest in all its efforts.

15. THE SONG OF THE SENIOR CREW 1911

Dr. Gabriel O'Connell Redmond, M.D., already mentioned as a steward at the Cappoquin regatta of 1880, was a direct descendant of Daniel O'Connell and was for over 50 years one of the most ardent supporters of the club. To commemorate the 1911 senior four crew, he wrote the following song, which was sung by Jimmy Hackett and Jim Brennan, two of the old brigade at a rowing club concert held in aid of club funds in 1911. In the same year the senior eight were runners up to City of Derry for the Leander Cup at Cork. Incidentally City of Derry won the inaugural senior eight championship of Ireland in 1912.

AIR: Eton Boat Song

I

We are glad kind friends to see you,
We know you wish us well;
And so if you will hearken,
Our doings we will tell;
And thus we weld a friendship
Never to know its knell;
A friendship to last forever
Powerful as Fairy Spell.

II

Our Rowing Club is famous,
Our boys are good and true'
We'll row and row together
To honour the old dark blue our veteran cox to guide us
We'll conquer the "Varsity Crew"
And shout from the Cloch an Chuinne,
"Stanley and Curran aboo".

III

When Heaphy, Sargent, Lacey,
And Barron swinging the oar,
A cheer is heard resounding
And echoes from shore to shore;
But when they 'give 'em a dozen;
And come in a winning crew,
We raise a shout of triumph, Hurrah
For the Old Dark Blue.

IV

The cups we've won are many,
From Shandon, Cork and Lee;
Now soon we'll count among them
A trophy from T.C.D.
And following in our footsteps;
The junior crews will score
At Henley, Dublin, Shandon,
And here on the Avonmore.

V

So let us sink all squabbles,
And pull for the common weal,
We'll all row together,
And keep on an even keel.
Among us quarrels will never
Weaken a stalwart crew,
Thus nothing on earth shall sever
The boys of the Old Dark Blue.

Redmond also celebrated the winning of the Subscribers' Challenge Cup at the Dublin Metropolitan regatta in Ring send on 22 June 1911 in verse and over 60 years later Johnny Regan, octogenarian historian, remembered two of these verses:

At Ring send we bid defiance
To Shandon and Derry Crews.
Three lengths astern we left them.

We swore we'd never loose.
In the final heat we triumphed,
Our boys of the Old Dark Blue
And Shannon in tears surrendered
The prize to our gallant crew.

The last verse covered the homecoming to Cappoquin and the triumphant progress from the train station in Cooke St. to the Boathouse.

A wagonette was waiting,
They played up with drum.
They played from train to Boathouse,
See the conquering heroes come.
Batt Doyle aloft was seated,
The Subscribers' Cup to view
And Shea bedecked with colours
Cheered on the cox and crew.

16. C.R.C. RIPPLES [1962]

In the early 1880s Cappoquin joined with other rowing clubs to set up the Irish Amateur Rowing Association, which it was hoped would be the governing body for the sport in Ireland. However, the Association had only a short existence. The present governing body the Irish Amateur Rowing Union (I.A.R.U.) was founded in the Grosvenor Hotel, Westland Row, Dublin on 3rd February 1899. Cappoquin was not among the original members of the Union but did affiliate later. The world rowing governing body the Federation Internationales des Societes d' Aviron (F.I.S.A.) was founded in 1892 in Turin, Italy.

In 1885 the Prince of Wales, later King Edward VII, passed through\ Cappoquin and in the process nearly finished the rowing club. Some of the members decided to celebrate this event by decorating the then clubhouse in his royal highness's honour. Other members had mixed feelings on the matter and it was believed they were responsible for the absence of all decorations when the heir to the English throne did arrive in Cappoquin. It took some years to resolve the resulting row within the club.

B.F. (Batt) Doyle's name is mentioned quite often in the club's annals. When he went away from Cappoquin to settle down to business in Cork, his sons joined the various Cork clubs rowed for many years always keeping the honour of their old to the fore. Nick became a famous cox and it is very doubtful if records of victories have been beaten.

R.J. Curran rowed, coxed and coached with John Stanley for over 50 years. He was treasurer for many years and no better judge of an oarsman was to be found in the country. His sons John, Richard and Jim, were all fine oarsmen and wore the Old Blue with distinction.

James Moore was one of our earliest members and was a famous sculler and oarsman. He was the engineer responsible for the erection of the Railway Bridge in Cappoquin, a structure, which stands as a fitting memorial to his name for all the oarsmen who pass underneath it on the river Blackwater. His son, Dr. Henry F. Moore, who coxed and coached for the club under John Stanley, was a famous physician in New York and Dublin. Dr. Moore died in 1954.

The Tailteann Games were a great sports gathering in Irish Antiquity. Following the birth of the Irish Free State, they were revived and held in a modern format in 1924, 1928 and 1932. The Tailteann regatta of 1928 was held in Cork. In the national section Cappoquin went out in the first heat of the junior eight beaten by half a length. In the under age four a Cappoquin crew which included Michael Walsh reached the final which was won by St. Michaels.

Thomas F. Olden carried the burdens of the club on hi shoulder for many years. Like his late brother, Jack he was a great oarsman. It is only fitting to add that Tom had a very difficult task during his leadership of the club affairs owing to various problems brought about by wars and their effects. He weathered many a difficult storm and brought the club through to the admiration of his towns people.

Jimmy Lacey passed away recently, a grand character and is mourned by all who had the privilege of knowing him. He was another famous oarsman of Cappoquin who during his many years' association

with club was captain, coach and cox. His sons, Michael, Jim and Pat, are all well known oarsmen who have given outstanding service to the colours.

Jimmy Meade is the only survivor of the famous 1907 crew. A veteran of World War I, he was one of the finest oarsmen in Cappoquin and was also a keen sportsman in many spheres.

F.X. O'Leary is Chairman and since his schooldays has been an active supporter of the club and did Trojan works down through the years. He has written plays, sketches and many topical songs and organised various concerts. He is very keen on ensuring that his club avails of every opportunity to advance and has done an outstanding job in his leadership over the years. Now he has the able assistance of his son, Dermot, who is certainly one of our greatest workers and who has already made his mark as one of the young men of the future. F.X. has presented the O'Leary Cup for senior four competition.

Liam Ryan is another Cappoquin oarsman who has made a name for himself in the business world of our country as manager of the seven Great Southern Hotels and Catering Services. Born in 1920, he went to school in Cappoquin and then to the Christian Brothers in Lismore. As well as rowing for Cappoquin, he also played hurling and football for his hometown. He started his catering training in Cork and eventually progressed to manager of the 'Great Southern Hotel in Killarney from which he was elevated to his current position at the top of his profession.

Frank X. Crowe first entered international affairs as an accountant-employed by the United Nations Relief and Rehabilitation Administration as a specialist in international finance. He later served with the Food and Agriculture Organisation in Washington D.C. and as Chief Accountant spearheaded the establishment of the organisation's new headquarter offices in Rome. Frank is son of Jack Crowe, famous stroke of 1919 and 1920, who stroked two unbeaten fours: first with Jack Olden, Sam Crawford, Bud Sargent and Frank Walsh (cox) and then with Willie Doyle, David Doyle, John Lennon and Nick Doyle (cox). In 1920 at Waterford regatta, Cappoquin in their first appearance in an Irish senior eight championship finished fourth. Liam Ryan and Frank Crowe were members of one crew.

Frank Walsh is secretary of the club and during his years in office he has done a great deal to improve matters generally. One of his pet subjects has been and remains today - making the Boathouse Ballroom one of the big attractions in West Waterford and, indeed, a glance of the record will convince anyone that his efforts have won tremendous success. As secretary he has been kept busy not alone during the rowing season but all the year round and is doing a good job.

James Daly is Vice-President and one of the best-known personalities of the club. Since its foundation the Daly family have been closely connected with its affairs and during the past 100 years a member of the family has occupied every position in the club. All were first class oarsmen. In 1886 his father Tom Daly, stroked that great crew which was made up of John Stanley (bow), J. Daly 2, and Dick Curran 3, with M. Walsh as cox. James who has been with the club since boyhood, was secretary for many years and has always had the admiration of everyone for his loyalty to the old dark blues and everything connected with them.

The name of Jim Wall is known in almost every corner of West Waterford and mainly through his association with Cappoquin Rowing Club. A busy man, running his own farm above the river Blackwater, Jim has found time to take a keen interest in the affairs of the club for the last ten years. Jim has been treasurer for the last five years and during that period he has done much to guide the club towards a sound financial standing.

Jim will tell you that they were faced with many difficulties in the club five years ago and maintains that it was the wonderful leadership and the "never-say-die" courage of their captain, Brady that brought Cappoquin their first major breakthrough success. Today [1962], the financial position of the club is sound with assets to the value of £2,000 at least. 'I think we were never in a better position,' he states, 'and I have no doubt that at the end of our century as a club our future looks exceptionally bright.'

Two wishes Jim hopes to see fulfilled soon - the winning of a championship by the Old Dark Blues and the capture of the Leander Cup at Cork regatta, both of which have eluded them for so long. Jim remarked that everyone in Cappoquin was proud of the tribute paid to their efforts for Irish rowing in the election of their townsman, Jim Brady, their captain, to the office of President of the Irish Amateur Rowing Union on Saturday, 5th on this the centenary year of the Cappoquin Rowing

17. WILLIE SARGENT: SPORTSMAN
Tom Tobin, Journalist and Photographer, 1962

There will be a new trophy among the large and valuable collection on offer to oarsmen from all comers of Ireland who will come to Cappoquin on June 2nd and 3rd 1962 for the centenary regatta of the proud Cappoquin Rowing Club. It will honour a great sportsman, a young man who was our friend, an oarsman who won our admiration, a champion motorcyclist who was our hero. But, today he rests in the shade of the tall trees that stand above the little cemetery on the hill overlooking the river he so dearly loved. He died as he lived - a sportsman - racing in the Motorcycle International 100 on that fateful day in May 1953.

Willie Sargent will never be forgotten. His name is honoured on the hurling field; it is honoured wherever motorcyclists test their skill and on the river where as an oarsman he won acclaim. They named their junior four in his honour in Cappoquin and now his father and mother, Mick and Pauline Sargent, have presented a beautiful cup for maiden eights, which will be known as the Willie Sargent Memorial Cup.

Willie, like his father, was an all-round sportsman. When at Mount Melleray Seminary he was captain of the various league teams and won the all-round cup at the college sports. He was a prominent figure at many sports meetings throughout the country as a runner and jumper. He hurled with the Cappoquin seniors and represented Waterford on many occasions. He was a champion motorcyclist and won the Russell Challenge Cup, which is recognised as the Grass Track Championship of Ireland. He won the Army Benevolent Scramble at the Curragh a few nights after this. He was a first class oarsman and stroked a crew of sons of old oarsmen to many notable victories.

And Willie was a fine singer. He sang the leading part in the Fermoy Choral Society's production of *The Student Prince*. And wherever there was a happy, carefree gathering the voice of the young Cappoquin man was always heard in laughter and in song. He was 32 years of age on that Saturday in May when he set out on the race at Wicklow. On the third lap he crashed at Rathnew and struck a wall. He had been a sportsman to the end and his memory will never fade. May he rest in peace.

ILLUSTRATIONS TO BE INSERTED

18. CAPPOQUIN: MY NATIVE TOWN [1962]

Looking towards Cappoquin from Dromana one sees in the evening light the majestic Knockmealdown mountains in the dark purple shades while the woods and fields of Salterbridge and Cappoquin Estate present a scene of natural beauty in all its variety of colours. Over the hill stands Mount Melleray, the world-famous Cistercian monastery, and further on is "The Gap" with its panorama of Tipperary and its rugged range of mountains. In this area will be found some of the most beautiful scenery in Ireland and indeed outside it. One can see more than 40 shades of green in all their brilliance.

The famous Cappoquin son, Michael Cavanagh (1822-1900), sang of the beauty of the scene. Taken from *Leath Sli idir Eochail's Ceapach Choinn* is the following:

While the limped flood to the south is sweeping,
For a backward glance at loved Knockmealdown,
Lies, crowned with oak-wreaths, like wood nymph sleeping,
In mirrored beauty - my native town;
God guard the hearts that those grey roofs cover,
Whose fervent pulses respond to mine,
When in raptured visions I fondly hover
Leath Sli idir Eochail is Ceapach Choinn.

Do we see our native town in all its beauty? The grand river Blackwater has much to offer. As a racing course, our 1½ miles stretch is one of the safest and fairest courses in Ireland. It is tidal beyond Cappoquin but we have sufficient water for six or seven hours rowing. Years ago the races finished at Steamers' Quay but were later shortened to give the spectators a better view of the finishes. If all goes well and entries are available we propose staging a long distance race this year, similar to the Oxford and Cambridge boat race on the river Thames. To enable the different crews to do their normal training the race must be held either early or late in the season and we hope to see this staged in 1962.

The race starts almost at the mouth of the river Finisk and at the Cappoquin side of Dromana Rock. The rock is a wonderful sight when the wild flowers and cherry blossoms are in bloom. After a few minutes rowing the crew pass by the Coople Cottage (St. Declan's Ford). A good many million gallons of

water have reached the sea since Declan and his monks from Ardmore passed down by Dick McGrath's gate at Mount Rivers and crossed the Blackwater on their way to Lismore. Very little changes have been registered in the banks, however, over this very long period of years and we hope that they will remain the same for many more to come.

In the 100 years of time that members of the Cappoquin Rowing Club have been rowing on the river is it not hard to recall the changes that have take place in our way of life? Just think when they held their first regatta in Cappoquin they had no bicycles, no motorcars, no phones, no wireless, television, and no planes. Yet, people managed.

Today, its seems impossible to understand this. However let us return to the river. The crews race on and approach the River where the crowds watch with keen interest the closing stage those thrilling encounters. Then away under the fine old railway bridge with its massive arches of stone and steel to the (premises and the joys of a hard earned rest. Yes, Cappoquin offers a wealth of memories to the visitor.

19. MICK SARGENT

Any reference to Cappoquin and its famous rowing club bring to mind the name of Mick Sargent, who is remembered in every province in Ireland as one of Waterford's greatest sportsmen, a man who has, in fact, become a legend in his own lifetime. He lives beside the river Blackwater, which has been so much a part of his 70 long years of a colourful and exciting life and remains the cheerful personality, full of life and enthusiasm and the driving force behind Cappoquin Rowing Club that have won him respect and high admiration of young and old in and around his own county.

'Tis almost 60 years ago, at least since Harry Keane, one of the great pioneers of rowing in this country, drove into the amazed town of Cappoquin in the first motor car ever seen in the area. He pulled up outside the door of O'Keefe's garage and it was young Mick who had the honour of filling Cappoquin's first motorcar with petrol. He has been doing so ever since.

He was only 13 years of age when he rowed his first race on the river Blackwater and looking back now he recalls many wonderful memories. Like that day way back in 1905 when young Mick and several other young lads, including Jack Crowe (whose prized possession today is the medal he won in a scratch race in 1906), Bud Sargent, Frank Walsh, Tom McGrath, George Hely, Dave Nugent and Jimmy Collender were practicing on the river. Watching them and directing them were the famous pair John Stanley and Dick Curran. With them on the bank as four of the young lads prepared to move off from the slipway was the famous Shandon oarsman, T.C. ("Thacky") Butterfield. He was shocked and turning to John Stanley, he said: 'Is it mad you are, sending little boys like them out in a boat?' Stanley smiled and waved off the boys.

"Thacky" stood dumbfounded as he watched them leave that slipway like clockwork. Later, he recalled the amazing incident to oarsmen wherever he went; the Cappoquin boys had amazed him-, And, as Mick Sargent states today, 'I'm not surprised because we were indeed a young bunch. My brother, Bud, was only just gone 11 years at the time, but then I like to think that has been our great password to success down through the years - getting our oarsmen young in life.' Cappoquin's success story certainly goes along way to prove this.

Mick Sargent rowed many a great race for Cappoquin and his name is among those who brought high honours to the old town. In his time he occupied every position in the club and, today, it may well be said that with Jim Brady, Captain, he has played a major role in the recent drive which has placed Cappoquin Rowing Club among the ranks of the best equipped in the country. An all-round sportsman, Mick has competed all over the country and will be remembered by many as a cycling champion. He won both the five miles event and the all-round award at Banteer way back in 1913. He played football for Waterford and is one of the few survivors of the famous Blackwater Ramblers of Lismore.

While Mick can remember he has been associated with Cappoquin's Brass and Reed Band. He has played in it since boyhood and will be seen among their ranks today playing the 1st coronet. An amazing personality at 70 years of age, one will say but then Mick Sargent has been an amazing personality from boyhood. Certainly he has had his troubles; many of them would have broken other men but Mick has been known to hide his troubles and to show a brave smile. Indeed, he has never failed to go out and offer a helping hand.

He has organised almost every campaign there has been in Cappoquin during the last 50 years and one of his most successful was in the 1930s when he helped to raise thousands of pounds for his friend, the late Dom Celsus O'Connell, Lord Abbot of Mount Melleray, for the erection of the new church. The campaign included the organisation of a monster bazaar, the staging of an international open-air concert, at which several world famous stars appeared. What memories there are associated with this bazaar; Mick will tell you that the most memorable was the occasion when both Elspeth Villiers-Stuart of Dromana and Lord Cavendish accepted a dare and rode the Wall of Death with a famous expert.

He has been connected with the staging of concerts to raise funds for all local purposes; he was a fine stage performer himself; he could play billiards with the best of them and took a keen interest in the old Cappoquin Point-to-Point races.

Probably the oldest motor dealer in the country with the longest number of years to his credit, he still manages the family garage at the foot of the road to Mount Melleray and all points further north. Mick would not be happy unless he was working away and unless he was striving for better things for the town. And in those few minutes of the day when he can relax, he is usually fishing on the river Blackwater.

20. C.R.C. AND LITERATURE

Molly Skrine Keane (1904-96) was the outstanding literary figure associated with Cappoquin Rowing Club. This came about through her marriage to Bobby Keane and residence at Belleville Park. It is said that she took her pseudonym, M.J. Farrell, from the name above a shop near the Square in Cappoquin. She was the great chronicler of Anglo-Irish life whether as a young woman or in old age at Ardmore.

Anraoi Ó Liatháin (1917-81) was a distinguished novelist in the Irish language. He grew up and went to school in Glendine, on the lower reaches of the Blackwater, as his father worked on the Holroyd-Smyth estate at Ballynatray. In the early 1960s he walked the whole length of the river Blackwater from its source in East Kerry to the sea at Youghal. He wrote about his experiences on the journey in the book, Cois Móire (Báile Átha Cliath, 1964). When he reached Cappoquin he first met an old man mending a cot under the bridge and also chanced upon some oarsmen:

Bhí cailíní ag cruinniú ar an droichead os ár gcionn agus ba léir ón sciotáil ghligíneach a bhí ar siúl acu go rabhadar ag feitheamh le rod éigin agus gur le fir a bhain an rud sin. Is mór an difríocht a bhíonn idir iompar cailíní óga nuair a bhíid at feitheamh le cailíní eile agus a n-iompar nuair a bhíid ag feitheamh le fir. Bíonn stuaim éigin iontu nuair na bíonn í gceist ach iad féin. Ach nuair a thagann na fir isteach sa scéal!

Agus bhí na fir chugainn an tráthnóna úd i gCeapach Choinn. Amach as Teach na mBád a tháingadar, slua acu i mbristí, gearra, dhá bhád fhada shlíme rásaíochta á n-iompair go cúramach síos chun na habhann acu. Leagadh na báid ar chláir an uisce agus ghabh na fir isteach iontu, naonúr i ngach bád, ochtar ar na maldí ramha, an cox ina shuí sa chúil ar a n-aghaidh amach. Bhí na rámhaithe ag féachaint in airde ar na cailíní agus ag magadh fúthú. Tháinig lúna caola sceitimíneacha ón droichead á bhfreagairt.

Ordú grod ó chox báid amháin. Thost gach rámháí, dhírigh é féin ar a sheasta agus rug greim docht ar a mhaide rámh. Ordú eile ón gcox. D'fhán gach fear ina staic ar feadh cúpla soicind. Ansin, de thurraing, chromadar chun tosaigh, ropadar bosa na maidí san uisce agus luíodar siar sa tarraingt. Scinn an bad fada íseal ar nós dohbarchú tríd an uisce. Siar i dtreo Lios Mór Mochuda a ghabh sí agus chailleadar radharc uirthí sa bhrádán ceo a bhí ag bailiú os cionn na habhann. Tar éis tamaill d'ímigh an bád eile ina diaidh agus an cox ag scairteadh orduithe chomh toghaille maorsháirsint airm.

Bhí na cailíní ciúin. Rug iascaire an mhála poythene arbhreac breá eile agus thosaigh ar ag baint as a chomhiascairí. Ba gheall le cabaireacht cág caolghlórtha na ngarsún ar an tsráid. Bhí na dace ag piocadh chláir an uisce go neirbhíseach.

D' eirigh liú ard i measc na gcailíní. Bhí bád á nochtadh , chugainn aniar tríd an gceo. Tháinig sí ar nós foghláí as an Meánmhuir, an cox ag béicíl go tomhaiste, na rámhaithe ag tarraingt ar mire. Scaird sí mar bheadh roicéad trí shuíl den droichead, na rámhaithe ag cromadh is ag tarraingt, na seastaí ag sleamhnú siar is aniar fúthu, bosa na maidí ag gearradh an uisce:ar aonbhuile.

D' fhéadfaí an sian ghear a bhain an bád as clár na habhanna chloisint os cionn bhéicíl an chox. Béic ard uaidhsean. Ropadh bos gach maide san uisce agus comeádadh ann iad gan chorraí. D' eirigh sobal bán ina dtimpeall. Maolaíodh ar luas an bháid. Stáid sí. Tháinig gártha caola magaidh ó na gligíní ar

an droichead. Bhuadar an turas seo, mar le saothar anála ní raibh na rámhaithe in ann iad a fhreagairt. Chrom an cox ar uimhir a trí agus uimhir a sé a cháineadh. Cháin sé an fhoireann ar fad. Dúirt se na bainfidís rás go deo. Níl a fhios agamsa cén fáth. Is fada ó chonac radharc chomh corraíoch leis an mbád íseal slím sin a ropadh tríd an uisce ag buillí tréana tomhaiste a foirne.

Scread eile ó na cailíní agus ardbhúirí mhaorsháirsint. Bhí an bád eile ag rás tríd an gceo inár dtreo; agus bhí bád a haon ullamh chun an turas in aghaidh an tsrutha a thabairt arís. Bhóg mo chroí le grá don saol. Ocht bhfear déag ar an abhann agcleachtadh go tréan le haghaidh rásaí an tsamhraidh. Scata cailíní ar an droichid ag gligíneacht agus ag déanamh grinn. Na hiascairí cois bhalla na monarchan ag baint as a chéile. An seanfhear ag tuargaint leis ar chláir bhriste a bháid, agus gliogar caol imigéiniúil na ngarsún ag teacht chugainn ón tsráid.

The poet Thomas McCarthy has set his novel *Aya and Christine* (Dublin, 1992) in the Cappoquin of 1943. There is a boat race, on a bracing March day, between the local club and the Irish Army officers who were then stationed in the town. The two fours are drawn up at the start. "The tide has just began to turn and, as it, was ebbing towards Youghal against the breeze, the water was, choppy. A damp cartridge means the starter has to use a paper bag to get proceedings under way. "The crews had different styles. The local crew had a faster rhythm but dipped their oars lightly in the water. The army crew stroked more sluggishly, but hit the choppy water like gravediggers, shovelling up bucketfuls of the tide and straining the canvas of the *Lady Alex* with their ferocious method. Cappoquin win but only just. "They could hear the crowd cheering wildly. A number of uniformed men made their way down the slipway to draw the *Lady Alex* from the water. They took the fragile blades of the oars and pulled their officers against the landing pontoon. The club crew waited mid-river, their bodie sarched over the oars, exhausted. They'd won, but they had got more than they bargained for.'

21. CELEBRATIONS AND SADNESS

The lead up to the Centenary Regatta in 1962 was most auspicious. An early spin in the fine eight at the Dublin Head of the River could have ended in disaster but cox Jim Lacey was unwilling to risk his boat in a terrific duel over weirs and tight bridges so Cappoquin gave way to the other boat. The Centenary Magazine was out and selling for 2/6. The National Sheep Shearing Championships had just finished in the Sportsfield so Cappoquin was crowded for the first weekend in June. The brand new television station R. T.E. was on hand to film the formal christening of the new four and eight. The well-known athlete Brendan O'Reilly was in charge of proceedings. Lady Olivia Keane broke the bottle of champagne on the four and named her Olivia. She then spoke of her wishes for the club in the future. C.O. Stanley did likewise for the eight, which bore his name. Poor Mick Sargent was sick so he unfortunately missed out on the ceremony.

The second day of the Regatta was raced over a fine long evening and Trinity registered victories in the senior eight and second senior four and another Dublin club, Commercial did the double in the maiden eight and four. However, the Olivia was powered to victory in the first senior four as Jim Lacey coxed Jim Murray (bow), Paddy Lenane, Mick Cahill and Billy McLaughlin (stk.) to victory over Garda. Cappoquin's underage four was also privileged to give an exhibition to the admiring crowds as they rowed over.

Just a few weeks later the C.O. Stanley was victorious in the Ball Cup for senior eight's at Trinity regatta. The Cappoquin men now meant business. The crew was Andy O'Keeffe (bow), Mick Murphy, Mick Lacey, Jer Mason, Jim Murray, Paddy Lenane, Mick Cahill and Billy McLaughlin (stk.). Jim Lacey was sick so N. Jellett, took the coxing honours. There were great hopes in the Metropolitan regatta on Blessington Lake but the weather was so rough and given the number of non-swimmers Captain Jim Brady decided to scratch all crews. It must indeed have been quite dangerous as all Cappoquin crews are used to rollers (river waves) and the tough and windy conditions that sometimes pertain below Dromana Rock.

Finally 1962 was a great year for salmon and the men in cots for in early July in one drag near the Rock Hole the Lismore Castle fishermen hauled 136 salmon.

In 1963 the Cappoquin rowing public was privileged to see the Junior Championship of Ireland decided on the Blackwater. It was won by Garda Boat Club who won again when it returned to the same venue in 1966. In 1963 the second senior four of John McGrath (bow), Jer Mason, Jim Murray, Billy McLaughlin (stk.) and P. Cunningham (cox) won at their home regatta. Once more the club challenged for the Senior Eight Championship of Ireland at Limerick but without any luck. 1964 saw a lull in competitive

rowing activity. The home regatta, at which St. Aloysius Jesuit College, Glasgow were the most distant visitors, was a success but no Cappoquin crew left the Boathouse.

It was business as usual in 1965 and Jim Brady had recruited a new oarsman from Dungarvan. John Walsh has been in the top flight with U.C.D., while a student and when united with Andy O'Keeffe, Jim Murray and Billy McLaughlin they made for a most competitive senior four. With young Maurice Gambon as cox they won at Cappoquin and Fermoy and narrowly lost out to Garda in a fierce battle at Belfast regatta on the Lagan.

However, it was clear that the club was now in transition as the great oarsmen of the 1950s and 1960s were coming to the end of their careers. Jim Brady had begun the process of rebuilding and must have got a great feeling of pride from the cadet eight (under 15), which beat Carlow in the McLaughlin Cup at Cappoquin regatta. His own son Michael was stroke with Pat Morrissey at bow, Billy Gambon 2, Michael McCarthy 3, Tom Meskill 4, Pat Brennan 5, Sean Morrissey 6, Richard Brennan 7 with Billy's brother Maurice as cox. A four from this eight won at Carlow and Fermoy.

1966 brought terrible changes to the club. In February Jim Brady, while working on a roof in Green St., fell. He was rushed to St. Joseph's Hospital, Dungarvan but he died later that evening. He was buried with full rowing honours as his coffin was shouldered all the way from St. Mary's Church to the cemetery on the Rock. He was not much with 50 years of age. Soon after the club was mourning Albert (Bert) Crawford of Tivoli Terrace who had rowed in the early part of the century. Bert's final resting place is in Old Affane. Then F.X. O'Leary, who was 76 years of age passed away. Frank had been principal at Cappoquin Boys School from 1911 to 1956, a man of great organisational abilities and possessed of no mean literary talent. Finally, the club lost James Collender of Tourin. He was a member of the famous senior eight crew, which barely lost by inches the Leander Cup at Cork in 1911. The Cappoquin stroke broke a vein and had to ease off in the frenzied finish to that race.

It fell to Jer Mason as Captain and Secretary Frank Walsh to pick up the pieces and it is to their great credit that they brought the club through a very sombre home regatta. Cappoquin won the schools four on that summer's day but the senior four found Bann (Coleraine) too hot to handle and a composite senior eight with Fermoy lost out to the University of Aberdeen. However, Jer Mason could be well satisfied with a season that yielded victories for the second senior four at Cork and Limerick.

In 1968 as youth culture swept the United States and students from Paris to Prague threatened to overthrow old Communism and Capitalism young Cappoquin oarsmen seemed about to create a new era for the club. On a very wet Sunday in May at the home regatta an accomplished under 16 eight with Pat Murray (bow), Billy O'Donoghue, Maurice Gambon, Michael Landers, Billy Cunningham, Frank McLaughlin, Dan Murray and Rody McGrath (stk.) and Connie McGrath as cox were victorious over Lee by two lengths.

The Club's underage four of Billy Cunningham (bow), Tom Meskill, Dan Murray, Rody McGrath (stk.), with Connie McGrath, on the tiller, was to have a marvellous season. They won at Carlow and Galway and confirmed their status as the best underage crew in Ireland, on Blessington lake, in July, when with Maurice Gambon as cox, they won the Dodder Cup by a crisp 1½ length's from St. Michael's, with Cork Boat Club and Limerick in the rear. The Dodder Cup was then regarded as the unofficial men's U-21 championship of Ireland.

It was a great day as on that Saturday the Dublin Metropolitan regatta was combined with the Home Internationals and one Sean Drea of Neptune gave his English opponent a great battle in the Single Scull. Drea, from Carlow, who was a junior at the start of the season, won his first Irish championship the day before. Later in the year the call came for Mick Sargent as he was brought to his final resting place on the Rock on a December day. It is believed that his first victory was in a junior four coxed by his brother Alfred J. (Bud) at Waterford regatta in 1910. Paddy Lincoln (bow), Dave Nugent 2 and Thomas McGrath (stk.) made up that crew.

As always the case with Cappoquin emigration as well as a scattering within Ireland meant that the club could not sustain the great promise of 1968. So let us leave the 1960s behind with an endearing image of Michael Sargent water-skiing through the eyes of Cappoquin Bridge.

22. A CHAMPIONSHIP

In 1972, Mick Cahill, another distinguished oarsman from Jim Brady's golden era, became captain. Cappelquin had a fine novice eight but unfortunately they were very unlucky. However, they did win impressively at the home regatta beating Dungarvan, Lee, New Ross and St. Michaels. The crew that day was Pat Morrissey (bow), Billy O'Donoghue, Sean Brackett, Michael Quann, Pat Murray, Frank McLaughlin, Maurice Gambon, Tom Meskill (stk.) and Billy McLaughlin (cox). The squad also included Tom McMahon (cox) and Michael Moore. At Galway regatta they dead-heated with Garda in the maiden four but lost the re-row and were also beaten by 3/4 of a length by the same opposition in the maiden eight. Dan Murray was also making a name for himself with London Rowing Club and in his first appearance at Henley Royal regatta he reached the semi-final of the Thames Cup where London lost to Harvard University the eventual winners.

Jim Murray, a senior oarsman since had been 16, and like Mick Cahill a very handy veteran oarsman was the next captain. At the same time, Mick O'Shea a very young and gifted cox joined the Boathouse. Micko's talents were obvious in the season of 1975 when he coxed the maiden four crew of Milo Murray (bow), Billy O'Donoghue, Maurice Gambon and Pat Murray (stk.) to victories at Cappelquin and New Ross.

1976 was a great year for the club as Jim Murray and Mick Cahill were able to deliver the great potential of Cappelquin's maiden oarsmen and also develop a handy colt eight. Nothing was left to chance and training started early and was extremely rigorous. The maiden four of Dónal McLaughlin (bow), Milo Murray, Michael Landers and Frank McLaughlin (stk.) made a scorching start to the season and won 2 out of 3 of their early events. At the Limerick Scratch races, in March, held in conjunction with Civic Week they were late for the start and were disqualified but for good measure turned around and won the junior four instead. At Fermoy head in April the maiden four were the second fastest crew of the day and the colt eight (under 16) of Denis Murray (bow), Brendan Kiely, Pat Curran, Micheál Cahill, Leo O'Donnell, Eugene McLaughlin, Joe Walsh, Declan O'Connor (stk.), with the wily Maurice Gambon as cox, won their category.

At Dungarvan regatta the maiden four won their own race and the junior four and the colt eight won a tremendous battle with Dungarvan by 2 feet! The colt eight squad also included Jim O'Shea, Maurice Troy and as the season progressed Denis Murray interchanged as cox. The maiden four's success continued and they beat Garda by 4 lengths at Limerick regatta and they had good reason to be confident for Trinity regatta but defeat caused a great deal of soul-searching and much work for the coaches. The maiden four championship took place at the Marina Cork on Saturday 27 June. Tradition was against them for Cork had often been a graveyard for Old Dark Blue crews in the past. There were powerful ghosts of Leander Cups nearly won not to mention the senior eight championship of 1961 plus the vicissitudes of a tidal course. It was a beautiful day and a big crowd had travelled from Cappelquin.

Cappelquin won their heat and semi-final and were unbackable for the final they faced Commercial, Queen's University and New Ross. Soon after the start the old Cork jinx struck as rollers – from the wash of a launch, hit Cappelquin. As Micko fought to control the Olivia, they lost two lengths to Commercial. As the race passed Lee boathouse it appeared the day would belong to the Dubliners but stroke Frank McLaughlin brought up the rate and Cappelquin powered to victory by a length from Commercial followed by Queen's and New Ross. Cappelquin had won their first championship.

The Home regatta proved a cakewalk for the new champions as they won the senior and junior four and for good measure the cadet four (under 15) beat Fermoy by a distance. The squad of Jim O'Shea (bow), Leo O'Donnell, Denis Murray, Maurice Troy and Eugene McLaughlin (stk.) were probably one of the biggest crews that ever rowed in Ireland at that grade. The Colt eight, by season's end, had added victories at Lee Schools and New Ross to their total and would also have won at Waterford only for an oar hopping out of its gate. In New Ross they dead-heated with Cork Boat Club but were not forced to re-row.

The new champions finished their year with a fundraising row to Youghal in November - Cappelquin badly needed a new four. They left Cappelquin at 9 o'clock on a Sunday morning and made the 16-mile trip in two hours. After a rest of a quarter of an hour they made the return journey in a brisk 1¾ hours!

In 1977 the sights were set on the junior four championship and while there were good wins at Trinity, New Ross, Fermoy and Limerick this was not to be. The Club took delivery of a new fine four at the cost of £2000 from the Doneratico boatyard in Italy and it was a proud moment when Jim Wall

christened her the Jim Brady. Michael Landers, who has been troubled by injuries had to bring his career to a premature end. However, the season was memorable for the victory, in June, of the junior four rowing as junior C, in the Serpentine regatta at London. Michael Landers acted as rowing manager with his brother John taking his place in the boat.

This crew was still improving and for 1978 were rowing at senior A. Dan Murray had come in as stroke, with Frank McLaughlin switching to 2 and Milo Murray going to 3. They made an immediate impact and beat Neptune and Tribesmen at Galway regatta on 29 April and added wins at Dungarvan and Limerick. At the home regatta in June they won their own event and were the stern 4 in a composite with Dungarvan, which won the senior A8. Although they were not successful in the championship at Cork they still managed to win the elite four at Fermoy. Cappoquin's young talent were the junior D crew of Eamonn Cahill (bow), Fergus McCarthy, Tom Murray, John Buckley (stk.) with John O'Connor Jnr. as cox. Only three of them are still with us for John Buckley and Tom Murray died young and are sadly missed by all who knew them.

In 1980 Dan Murray succeeded his brother Jim as captain. Dan having enjoyed much success with London Rowing Club returned to Ireland and was based in Dublin where he was associated with Trinity Rowing Club and also apparently took a course in Biblical Studies. However, a place in a Cappoquin crew meant he was soon back in the South of Ireland. Dan's first task was to deal with the Boathouse, which had fallen into disrepair. As show bands gave way to disco and punk and a new generation had the choice of the lounge bar the Boathouse was too small and with its mineral bar too sedate for the young and not so young. On top of this indoor soccer matches had got a grip as part of warm-up training. These, which were played at a furious pace and inevitably, resulted in some collateral damage to players and fittings. Dan's plan was quite straightforward he would rescue the old balcony and restore the Boathouse to its original Edwardian splendour. Times were very tough as the closure of the Cappoquin Bacon Factory in August had grave consequences for West Waterford. However, Dan persevered and with the help and effort of the members and generous support from the wider community he succeeded in making the Boathouse nearly as good as new. He also developed the club's garden and introduced cherry trees, which actually bore fruit.

Neither was rowing neglected. A very competitive novice four of Denis Murray (bow), Gerry Moore, Tom Murray, Pat Murray (stroke) with Frank McLaughlin (cox) impressed with victories at the Dublin Metropolitan regatta and Fermoy. Although they had to give best to Trinity and Tribesmen (of Galway), at Inniscarra, in the final of the 1980 novice championship the new captain was pleased.

The Cappoquin regatta for 1981 was held in April and the new facility of the Waterford County Council provided slipway at the Rock was greatly appreciated by the visiting crews and spectators. Originally all the crews used launch from the Boathouse but when the number of competitors increased the club rented and later purchased the Inch (a piece of land subject to flooding) directly across from the Boathouse where a marquee was provided for visiting crews.

The scratch races held in late June brought memories of the great scratch races of the 1930s with cameras as prizes presented by Elspeth Villiers-Stuart. On this occasion it seemed that any person who ever pulled an oar for Cappoquin turned out and when the draw was made there were 14 fours. After much splashing, wheezing, and a good few cigarettes the "Grand Final" took place. In the sprint from Joey Nugent's and mad dash through the eyes of the Bridge the crews were neck and neck and the Judges in their wisdom decided on a dead-heat and ordered a re-row. On this occasion Michael Cahill (bow), Billy O'Donoghue, Michael Lacy Jnr., Pat Doherty (stk.) and Denis Murray (cox) got the verdict over Maurice Gambon (bow), John Landers, Brendan Kiely, Billy Whelan (stk.) and Rody McGrath (cox). In the final of the cot race Jimmy Fitzgerald with Alan O'Connor saw off Christy Landers and Billy O'Donoghue.

1981 will also be remembered for the club's social evenings, needless to say inspired by Dan Murray. Who could resist a 'cold buffet consisting of delightful Blackwater salmon salad, followed by fresh strawberries and cream?'

23. A RECOLLECTION FROM THE FRONT SEAT

Dr. C. Oxswain

Blessington Lake, Co. Wicklow on a windy summer afternoon. The bright mid-afternoon and wind blown white caps make for an airy cauldron of excitement. The Fox continues a muttering personal dialogue with

the rowing Geometry Gods as rigour and gate heights are calculated and adjusted and readjusted. Cappoquin Rowing Club are drawn in Lane 4 and Neptune Rowing Club in Lane 2. Anxious breathing, anxious bowels awaiting the start. Under starter's orders and a coxswain raises a hand -"Not ready!" Bows are straightened and again the recitation, "I shall ask you once if you are ready and if I hear no reply, I shall say go." "Are you ready -GO."

The acceleration is impressive. The slinky wooden shell's bow slices water in retreat from the work of four blades. Every stroke now coming faster than the one before -the cox and stroke in accordion separation. Water spray whips over the side, washed up by the rigours and takes my breath away. What was the plan? Keep it straight and stay with Neptune until the last 200 metres. After 250 metres and several course corrections (ineptitude and wind), we are tied with Neptune. Our hands are full. Baker breaks a sweat and strains to ventilate. Neptune have the faster cadence. The crew settles and strokes lengthen, each one gobbling up water and bringing us closer to the bridge.

Neptune have a half-length and we are in trouble. A shout from the bow! Dark blue singlets are soaked, faces strained and Neptune have a length by the bridge. What to do? Keep it straight. The coaxing and the abuse are failing -second place beckons. And ever so slowly, a national championship slips away. Tired muscles, tired minds -no glory. We retreat to the slip and think what might have been.

24. JOHN R. WALSH

John Walsh has had a long association with Cappoquin Rowing Club. He won the senior eight race at Cappoquin regatta in 1963 against an unbeaten Trinity College Dublin crew, Garda and a number of other clubs, rowing in the blue and saffron of University College Dublin. Two years later, rowing in the dark blue colours of Cappoquin he again enjoyed success in the senior four, against a crack Trinity crew. John had graduated in horticulture in U.C.D. in 1963 and having taken up a position as County Advisor in Waterford, he had retired as such from rowing. However, at the request of Jim Brady, John teamed up with Andy O'Keeffe, Bill McLaughlin, Jim Murray and coxswain extraordinaire Mce. Gambon in 1965 and enjoyed a very successful two year's rowing as a senior four crew.

John met his future wife to be Ms. Celia Cahill at the Cappoquin regatta dance in 1965 and he again retired from rowing at the end of the 1966 regatta season on the occasion of their marriage.

Withdrawal symptoms soon set in and John again appeared on Irish waters in the colours of St. Michaels R.C., Limerick, where his career had led him in late 1968. Again teaming up with a former rival and great friend MI. Marrinan, they put together a formidable senior eight crew, which enjoyed great success in the 1969 and 1970 seasons. Rowing at no.5 in that crew was Ben O'Sullivan, survivor of the I.R.A. attack on the Garda car in Adare where Jerry McCabe was killed in 1996.

By 1971 when John returned to live in Dungarvan, the ethos of rowing had established itself, and being a good organiser he founded Dungarvan Rowing Club, which graced Irish waters for the next 15 years. Many Irish Championships were won and his greatest achievement was to coach both his children, Andrew and Saranne, to represent Ireland internationally. Five other members of the club also won their green jerseys. The National Executive of the Irish Amateur Rowing Union, of which John was a member, set up structures in the 1970's which enabled the best of our oars people to compete internationally. Part of these structures was the formation of a trusteeship for the I.A.R.U. at the same time, and to this day, together with John McGeehan and Michael Johnston, John is a trustee of the I.A.R.U.

John has always kept up the contact with Cappoquin and has long been a great friend of the Old Dark Blue. He has been involved all during the captaincy of Dan Murray in the various schemes renovating and promoting the club.

25. SMALL BOATS, GIRLS, HENLY & THE BLUE RIBAND

In 1982 it was business as usual. Cappoquin early in the year held the Head of the Blackwater, which presented all the visiting crews with a bracing winter day's row from Villierstown to the Rock. The Club has a fine novice eight and the more experienced oarsmen were concentrating on the small boats. Frank and Donal McLaughlin competed in the elite pair and Milo Murray rowed in the novice and intermediate scull. As we have seen Cappoquin had a fine tradition in sculling going back to John Stanley, Jim Curran and Jim Brady. However, the appeal had weakened in more modern times with Bill McLaughlin a notable exception.

In the novice eight crew were three O'Brien brothers from Kilmolash - Tom, Jeremiah and Jimmy, nephews of the great Olympian Christy O'Brien of Araglin and Garda Boat Club. They were complemented by the Murray brothers Pat and Dennis together with Pat Casey, Johnny Kett and Mick O'Connell. Joe Kiely was cox. After a most promising season with victories for the novice eight at Dungarvan, Lee Schools and Fermoy added to novice four wins at Cork and Fermoy and quite a few near misses, the Irish championships at Blessington lake were approached with some hope. In addition Milo Murray had had a great year and was rightly among the favourites for both the novice and intermediate sculls.

As it turned out Neptune (Dublin) won both novice championships. Cappoquin were second in the four and in the eight were separated from the winners by Garda. In the novice eight final Cappoquin received a loan of Clonmel's state of the art (£7,000) carbo craft. The replacement of wood by carbon made for narrower and faster boats but at much greater cost. Cappoquin had raced for the year in the then venerable C.O. Stanley expertly refitted by Dan Murray "boatwright".

Luck seemed to be against Milo Murray, when in the final of the intermediate sculls and leading by a comfortable two lengths he hit a buoy and had to give second best to John Armstrong of Lady Victoria (Belfast). The final of the novice sculls immediately followed that of the novice eight and Cappoquin left nothing to chance. The novice eight crew paddled back up the course to shout him on. All the supporters vacated the refreshment tent to begin roaring and cheering. Milo did not disappoint and survived a fierce challenge from Skibbereen to take the championship by half a length.

At the start of the 1983 season it was very hard to keep focussed on rowing as Cappoquin, in April/May, was the base for a B.B.C. film crew. Needless to say the Boathouse proved to be an unofficial headquarters and some club members including Dan Murray appeared as extra's in *One of Ourselves*. The Director was Pat O'Connor, a native of Lismore and graduate of the Cappoquin Bacon Factory who had studied film at U.C.L.A. The story itself was by the great Irish novelist William Trevor who had spent part of his childhood at the mouth of the Blackwater in Youghal. Finally, the young star was Stephen Mason who despite any formal training was chosen for his natural ability for the part. In the midst of all this excitement a weekend visit by the Cambridge University coach Michael Malby was arranged to give advice on style and technique to the local oarsmen.

The Cappoquin senior B four won at Galway and at the home regatta and the local rowing public received a special treat when Dungarvan regatta was also held at Cappoquin that May weekend. This was not a new departure by Cappoquin and Dungarvan to attract more clubs to their respective fixtures rather that Dungarvan could no longer avail of their Colligan estuary course because of the construction of a new bridge. Dungarvan persevered for a few years with the Cappoquin option but the club who were also unable to train safely on their home waters eventually had to disband. The demise of Dungarvan proved a great loss to Irish rowing.

Dungarvan in their very short existence made a great impact on Irish women's rowing. In the 1980s Cappoquin had some very promising schoolgirls training on the Blackwater following in the tradition of the Stanley girls. These included among others Nuala Barry, and Marie Buckley. Our current oarswomen include the Murray cousins Bridget and Caroline, Amy Morrissey, Tracey O'Rourke and Ellen Schliebitz so the prospects look good for the future.

In Dr. Redmond's song of 1911 was the aspiration that a Cappoquin crew would win at Henley. In 1987 the club had its first entry at that great rowing festival. Two factors helped to bring this about. Sean Drea with his victories in the Diamond Sculls had demonstrated to the Irish rowing public that success was possible there and of course Dan Murray knew Henley intimately both as an oarsman and spectator. Early season races had shown there was nothing between the Cappoquin and Clonmel elite fours. They combined to form an eight for the Cork regatta and came within a canvass of Cork Boat Club to take the Leander Cup. Consensus was reached at both clubs that the crew was good enough to compete in Henley's Thames Cup.

In the last weekend of June Cappoquin had successes at home and abroad. At Reading regatta the Henley bound four Donal McLaughlin (bow), Pat Murray, Frank McLaughlin, and Milo Murray (stk.) with T. Kavanagh as cox won the senior A four event and at Galway the novice four of Paul Flynn (bow), Oisín McGrath, Johnny McGrath and Paul McGrath (stk.) with Paul's brother Kevin as cox were victorious.

The Henley regatta began back in 1839 and like that other English institution Wimbledon has its own rules. It also resembles Wimbledon in that it attracts large crowds - a rare occurrence in modern rowing. The Clonmel/Cappoquin composite eight made an impressive Henley debut and beat Gloucester Rowing Club comfortably in the first round of the Thames Cup. In the second round after a great battle with Elizabeth College, Oxford they went down by half a length. The Clonmel members of the crew were Larry Noonan, Pat Kinsella, John Cremins and Paul Nugent. The composite next contested the Irish senior eight championship at Blessington Lake but without success.

In 1988 the composite crew won at Fermoy regatta but the local rowing public were unable to see them as the home regatta had to be abandoned as it unfortunately clashed with England and Ireland playing at Stuttgart in the European soccer championships. Cappoquin also lost two of its finest oarsmen, the McLaughlin brothers - Frank to retirement and Donal who had moved to Australia. However, the novice four of 1987 continued to improve and at the senior C grade has victories at Waterford and Carlow and finished a fine third in the novice four championship at Blessington Lake. The McLaughlins were replaced in the club's top four by another set of brothers, Johnny and Oisín McGrath from Camphire.

1989 was only a few weeks old when Charles Orr (C.O.) Stanley died in Clonakilty. He was in his 90th year. Club members who attended his funeral were heartened to hear how important a part of his life had been his love for the Old Dark Blue and his native town.

At the start of 1989 there was some uncertainty about Cappoquin's rowing plans for the season and when Johnny and Oisín received an offer to join Clonmel they accepted. Cappoquin's elite oarsmen Pat and Milo Murray then joined with Cork Boat Club to form a new composite elite four. It proved to be a formidable mix and they won their first race at Limerick regatta. Victory in the Blue Riband at the Dublin metropolitan regatta established them as a force in Irish rowing.

The Blue Riband (Metropolitan Grand Challenge Cup) looms large in Cappoquin rowing folklore for at Ringsend in 1912 the Cappoquin crew of Lacey, Barron, Sargent and Heaphy with Stanley as cox after a great effort lost to the favourites Dolphin Rowing Club of Dublin. On this occasion, at Blessington Lake, the Cappoquin/Cork composite held their Dublin rivals the Neptune lightweights and heavyweights off the start. At 500 metres the Neptune crews has opened up a lead of half a length but the Composite slowly but inexorably began to gain on their rivals and by half way had overhauled both the lightweights and heavyweights. Although under severe pressure, they could not be broken by their rivals, and at the finish line the composite had a length to spare.

It was then on to Henley and the Britannia Cup where the composite first defeated Bedford Rowing Club and then Dartmouth College only to face Leander in the quarter-finals. In effect Cappoquin/Cork Boat Club were rowing against the British International squad who as well as experience of the top flight had a weight advantage of 20 lbs a man. Undaunted the Irish crew, rowing in the black and brown colours of Cork Boat Club gave it all and lost by a bare length. Leander went on to win the Britannia Cup.

The composite finished the season in style when they won the Irish senior four championship. They also combined with Belfast Rowing Club for the senior eight championship but were out of luck. Milo Murray now had three Irish championships and his brother Pat had the distinction of being among the oldest ever to win an Irish senior title. They also received Irish singlets when the composite raced for their country in the rowing Home Internationals at Strathclyde in Scotland.

In 1990 the composite took the Isthmian Cup at Trinity regatta but lost the Blue Riband by 1 foot to U.C.G. The composite also managed to win the open four at the Cappoquin regatta in June. Once more the Britannia Cup beckoned and at Henley this time the composite rowed in the dark blue of Cappoquin. They reached the quarterfinals and defeated the University of London. The composite was too good for Nottingham and Union in the semi-final and they then faced up to U.C.G. in an all-Irish final.

The Thames was fairly rough that July day and the composite were drawn in the most exposed lane. For the first quarter there was nothing between the two crews but thereafter the day was the Galway students who won by two lengths. It was a great disappointment for Pat Peilow of Blackrock (stk.), Finbarr Hayes of Turner's Cross; three, Milo Murray, two and Pat Murray (bow) with Brendan Rose of Douglas cox and John McCarthy of Cork as coach.

The composite reversed the result in the semi-final of the Irish championship but the exertions of back to back season at their peak took its toll and in the final Cappoquin/ Cork Boat Club relinquished

their title to a fresh Trinity four. Nevertheless the composite plus another four from Cork Boat Club made a creditable challenge for the senior eight championship but to no avail.

In 1991 although the composite retained the Isthmian Cup at Trinity and the Murray brothers were part of the crew that won the senior eights at the same regatta the Cappoquin oarsmen began to gravitate towards the coxless pair. It was soon clear that they had found their metier. They won at Reading regatta in the prelude to Henley and at Henley itself they reached the semi-final of the coxless pair where they had to give best to the Spanish champions. On Bastille Day, they won the Irish championship at Blessington Lake and in their Irish singlets defeated the British champions by two lengths at the rowing Home Internationals. The loss of Paddy McGrath, distinguished oarsman and President of the Club, from injuries sustained in a fall while cleaning the shutters of his house clouded what had been a great year of achievement. The Club pair Paddy McGrath was later named in his honour.

In 1992 Johnny and Oisín McGrath epitomized the modern face of Irish rowing. In April they were part an Irish coxed four which just lost to Cuba, winning silver medals, at the international rowing grand prix in Mexico City. Significantly they had spend 3 weeks in Mexico prior to the grand prix doing altitude training to adjust to the city's height above sea level and of course the notorious smog. In May they were back in Europe and won gold medals in the coxed four at the international regatta in Ghent, Belgium. The early promise the Camphire brothers had shown at Cappoquin was bearing fruit.

In the midst of this success Cappoquin lost another of its young oarsmen. Paul Doherty made his career on the water when he trained to become a radio officer. Needless to say his profession took him away from Cappoquin and rowing. His death in England was a great shock and he is still remembered and missed by all who rowed with him.

In June Cappoquin received a visit from Mary Robinson, President of Ireland who bestowed a great honour on the rowing club when she made a presentation to Pat and Milo Murray in the Boathouse. On a blustery July day Pat and Milo defended their Irish coxless pair championship. Things were not looking good at the halfway stage when they were 2 lengths off the pace. However, defeat was not an option and in a thrilling finish they came through Clonmel in the last 200 metres. In the space of 4 years Pat and Milo had won 4 Irish championships.

26. CAPPOQUIN DAYS RECALLED

Michael Johnston, writer and journalist

I remember my first visit to Cappoquin well; I wasn't long returned from England, and had been captured by Gerry McDonagh onto the coaching team of Garda Siochana Boat Club. The year was 1963, and they had had a disastrous year the previous season; but surprisingly most of the maidens of that year, returned for a second dose of the medicine. They found themselves confronted by Peter Martin and myself on the bank, while Bill Masser and Bill Windham were looking after the senior crew for the earlier part of the year.

If I remember rightly our crew did quite well in the Dublin Head, probably won the clinker pennant, and we decided to have a go at the junior championship (in modern parlance the intermediate championship); it was being held that year in Cappoquin, the regatta's first ever LARU championship.

I must confess I had never heard of Cappoquin till then: but off we went, and we were all delighted with the river, the welcome and the people. It was a late start, because of the tide. I remember I was a bit worried at the start, where there was plenty of width for four crews; but looking up the course it seemed to narrow about half way along, and we wondered what would happen if crews were still level at the point. But they weren't, and all went well, and there was great cheering from a temporary grandstand on the back of a lorry, as our crew surged home to take the title.

My next Cappoquin adventure was in a canoe, a two-man fold-boat of my father's. Bill Masser and I decided to paddle down from Banteer to Lismore over a weekend. My wife Pat accompanied us by car; and as each day's paddling concluded she missed us. The first evening we failed to make our target Fermoy, and finished one village upstream. In the days before mobile phones we had a job contacting her to come and fetch us. The second day was different: as we were approaching Lismore we heard an extraordinary roaring noise, and were discussing what it was, when we saw the answer. There was one small gap in the weir, and we were rapidly approaching it. We had just time to straighten up the boat, when

whoosh, and we were shooting the weir, quite unscheduled. It was totally exhilarating, and we carried on downstream, past the castle, past the road bridge, and we both agreed 'let's go on to Cappoquin'. Pat in the meantime had arrived in Lismore, had heard about the weir, and terrible stories about the dangers, and about an accident there, and a drowning (it subsequently transpired this may have been a hundred years previously). She got into the estate, found her way to the weir, but there was no sign of us. In the meantime we had sped on to Cappoquin, landed at the Boathouse, de-rigged the boat, and were enjoying several pints therein.

Finally there was a phone-call from the police station in Lismore: "I have a lady here in some distress," said the kindly sergeant, "I wonder...?" And we were found. Not too popular with our driver but found.

The name of Murray has been synonymous with Cappoquin rowing in recent years. Jim, the irrepressible Dan, and their brothers Pat the Baker and Milo, who brought great honours to their home place, winning Irish senior championships at pair and four, and representing the club at Henley. They really showed what a small local club can achieve if they focussed on their strengths, and instead of moaning about their problems just set about solving them. They really were magnificent achievements and everyone round here on the Blackwater should know that and remember it.

27. WORLD VETERANS, SCULLS & DAN MURRAY

In 1993 Dan Murray became aware of a new international outlet for Cappoquin Rowing Club but he first had to persuade his brothers, Pat and Milo, that they were "veterans". The F.I.S.A. World Masters regattas cater for men and women divided into 8 age categories stretching from a minimum of 27 years at the lower level to a crew average of 70 years at the upper level. Races are straight finals and are 1,000 metres. Master has the same meaning as one assigns to a craftsman i.e. someone who has mastered their craft and is reflected in the standard of entries, which range from Olympic medallists to top class national and international oarsmen/women.

In September 1993 Cappoquin made its debut at Vienna. Dan Murray had no bother in handling the logistics of getting his crew to Central Europe and Pat and Milo obliged by taking victories in the coxless pair in two age categories. In 1994 they were again successful at Groningen in Northern Holland. In 1995 they competed on Lake Bled in newly independent Slovenia, on what must be one of the most beautiful regatta courses in the world. The Murray brothers again took double gold in the coxless pairs and with Clonmel's Paul Nugent, Andy Ryan and Tony Morrissey (cox) also won their category in the fours. Cappoquin had no entry in 1996 but the following year in Adelaide, South Australia, they combined with Old Collegians [of U.C.D.] to again add to their medal total. Milo was successful in the coxless pair with J. Renihan and both later combined with Pat Murray and Pat McBride to take gold in the fours. Billy O'Donoghue travelled as Cappoquin's rowing manager and ensured that this was perhaps the most enjoyable of the club's World Veterans outings. The Irish community in Adelaide gave the club a great welcome and the high profile of the event resulted in radio interviews for the oarsmen of the Old Dark Blue.

In 1998 the venue was on a lake outside Munich in Bavaria at which the 1972 Olympic rowing events had been held. The Murray brothers once more took gold in the pair but a visit to the nearby Dachau concentration camp helped to keep sport in its proper perspective. The following year the great autumn heat of Andalusia beat down on Pat and Milo in Seville. On this occasion Pat was out of luck but Milo was part of an Old Collegians crew, which secured victory in the eights.

While all this was going on young talent was not being neglected Ciaran Cahill coached by his father Mick, developed into one of Ireland's most promising scullers. His lead was later followed by James Murray and together they made for a very strong coxless pair. While latterly there has been a lull in their rowing careers both have still time on their side. As regards the McGrath brothers' injuries prevented Johnny and Oisín achieving their full potential Johnny's career in student politics -he became President of the students union in the Waterford Regional College further curtailed his time for rowing Oisín did win an Irish senior eight championship with Neptune and suffered the heartbreak of loosing a Thames Cup final at Henley by 3 feet with the same club before his rowing career came to a premature end.

At the same time Cappoquin in the person of Dan Murray took an active part in national rowing politics. Dan became concerned about what he perceived was the development of a two-tier system

whereby the drive towards international achievement was leading to the neglect of domestic rowing. He strongly believed that unless rowing could compete successfully for the leisure time of Ireland's youth the numbers entering the sport would decline dramatically. He saw the decline of the small regatta - Cappoquin's being a case in point - as symptomatic of the sport's malaise and strongly urged a revision of grading rules in order to promote more competition and outlet for the majority of rowers.

Dan being Dan ensured that all of Irish rowing was made aware of his concerns. If this was not enough he also understood the task of redeveloping the Boathouse and procuring the most modern equipment for club members. In 1991 he acquired and imported a gymnasium from Germany. When the local district court needed a new premises Dan ensured that the Judge now presides in the Boathouse. Dan also became adept at unravelling the labyrinth, which is Irish sports funding and converted many to the cause of Cappoquin rowing. He carefully amassed a combination of private and state funding and by 1999 was in a position to begin the long awaited replacement of the Boathouse roof.

However, when everything seemed to be on track Dan fell ill. Initially club members took no notice but when Dan did not turn up for an important meeting - it was clear that something was wrong. Dan was diagnosed with cancer. He braved the various treatments and while still hoping for recovery he made all the necessary arrangements to ensure that his vision for the future of Cappoquin Rowing Club could be achieved without him.

Dan turned his bed at St. Luke's in Dublin into a temporary office in which he operated a mobile phone plus a landline, managed to talk on both at the same time, entertained visitors - almost all of Dublin's rowing fraternity and issued instructions to colleagues and relations. He also deeply appreciated the kindness shown to him by the nurses and staff and it was a great consolation to him when he was able to repay this care by acquiring badly needed tickets for an international rugby match at Lansdowne Road.

On 8 May 2000 Dan died in Dungarvan hospital. He was buried with full rowing honours as friends and acquaintances from all over Ireland and England came to Cappoquin for the funeral. The cortege paused at the Boathouse - a Boathouse Sporting a fine new roof and Dan took his final journey on the road home to Tourin.

28. DAN MURRAY R.I.P. - AN APPRECIATION

John R. Walsh

Dan Murray had an extraordinary capacity for making friends and this was evidenced by the huge concourse of friends, which came to Cappoquin from all corners of Ireland to pay tribute to Dan during the obsequies. A great void has been created by Dan's death. A great vitality has been taken from us, as Dan was an extraordinary man in many ways. He rubbed shoulders with Presidents, Princes and Paupers and met all on an equal footing.

There was no half measures with Dan whether if was at work or sport, and it was his great love for rowing which inspired his great strength and determination. In his younger days in England Dan enjoyed much success with London Rowing Club and he represented his adopted club successfully at Henley Royal regatta a regatta he was to revisit annually for the rest of his life where he became an institution and colleague to the oarsmen of the world. There will be an empty chair in the Stewards Enclosure next year as 'That character from Ireland' will be missing.

When his competitive days were over Dan, selflessly turned to coaching and devoted the rest of his life to teach and share the exhilaration of this great sport with others. He coached at Trinity College Dublin and finally in the late 1970s returned to his native Cappoquin.

He had an ambition and a vision of putting Cappoquin on the world-rowing map. The Clubhouse was condemned and was to be closed at the time, but Dan was having none of it. With great energy and determination he set about restoring the clubhouse and built up the facilities. Blood, sweat and tears had its rewards after producing a succession of successful crews; two of Dan's brothers, Pat and Milo won many national and international awards. Dan's perseverance won the recognition it deserved.

Dan was a man of great vision. He tirelessly sought out grant aid, which became more readily available in the 1990s and with his usual enthusiasm threw himself body and soul into refurbishing the

clubhouse. It is tragic that he did not live to see its completion, but Cappoquin Rowing Club will always stand as a monument to this great man.

At the time of his death Dan had great plans to open up the northern bank of the Blackwater from the car park up past the club and through the dry eye of the bridge, a facility of great significance for Cappoquin and the challenge is there to the people of Cappoquin to realise this great vision.

Dan was of the mould of John F. Kennedy who said, 'some people see things and ask why? I dream things that never were and say why not!' Thank you Dan for all you have done. Thank you for your courage and encouragement. Thank you for your great sense of humour and wit and companionship. Above all thank you for just being you. You enriched our lives in many ways and the best epitaph a man can have is that you left his world a better place.

Ní bheidh a leitheid arís ann, agus ar dheis Dé go raibh d'anam dilis.

29. DAN MURRAY (1950-2002)¹
Raymond F. Blake, D.U.B.C.

Dan Murray passed away on 8th May last year and, in his passing, Trinity rowing lost one of its greatest friends. Though he never pulled an oar for the Dublin University Boat Club, Dan was as loyal and devoted a supporter of the club as one could wish for. For 25 years his support was unequivocal, its most visible manifestation being in the superb organisation of numerous rowing camps in Cappoquin for D.U.B.C. crew, usually over the Christmas break. I cherish some of my fondest rowing memories from time spent out on the Blackwater with Dan, often on a bitter morning whose chill was kept at bay by frequent recourse to the bottle of poitín he inevitably flourished with a wicked grin.

Though he could be argumentative at times there was never any doubting Dan's extraordinary commitment and dedication to the sport of rowing. His special talent lay in introducing newcomers to the sport. Nobody I ever met came near to Dan at the subtle art of infusing a raw novice, struggling to master the arcane mysteries of a strange sport, with boundless enthusiasm for that sport.

Apart from his hometown of Cappoquin his special place was Henley. He simply loved the Royal regatta -the hard fought races and the riverside banter. He was always there to will Trinity to victory, and there also to offer a quiet word of consolation when defeat was our lot.

For myself, and for many other Trinity oarsmen, he was an inspiration and a guide. We were indeed lucky to be coached by him.

30. THE CLUB TODAY

The passing of Dan Murray left a great void in the club although members did their best to struggle on and to ensure that all Dan's wishes for the future would be realised. Jim Murray became captain for the second time and a poignant memorial regatta was held for Dan in August 2002. Pat and Milo Murray lifted spirits a little when they won the pairs, at the World Masters in Hazewinkel, Belgium. The course, which is purpose built, is in Flanders, halfway between Brussels and Antwerp.

In 2001 a young novice four crew gave great hope for the future when they managed to reach the finals of the Irish championship at Farran Wood in Cork. On the anniversary of Dan Murray's death Sir Richard Keane, Patron of the club, unveiled a brass plate on the Boathouse's memorial wall. Nicholas Stanley, the grandson of C.O. Stanley and Tom Fennessey of Clonmel, President of the I.A.R. U. also paid tributes to Dan. This function drew a great crowd and while Dan's life was being celebrated his legacy was clear to all. There was a Boathouse restored to almost pristine condition and underneath three of the most modern boats for the oarsmen/women namely the Richard Keane (pair), the Dan Murray (four) and the Nicholas Stanley (eight).

The World Masters were held in September in Montreal Canada, on the course, which hosted the 1976 Olympic rowing events The Murray brothers were out of luck in the pairs events but combined with Paul Nugent and Andy Ryan of Clonmel to take gold in the coxed and coxless fours The chef d'equipe was Billy O'Donoghue In the coxed four the Cappoquin/Clonmel crew was steered by Alison Gedding of Belfast The U.S.A. crew led off the start with the Irish boat vying for second with the French Canadian

¹ From the Trinity Regatta Programme 2001

and German crews. As they approached the halfway mark Cappoquin/Clonmel and the American began to draw away from the others Cappoquin/Clonmel then hit the front and held off the U.S.A. with the French third -All in all a very satisfying trip to Quebec.

In 2002 the novice four of Kevin Lynch (bow), John Fenton, Stephen Landers and Liam McLaughlin (stk.) made an impressive start to the season with victories in the Cork and Galway heads of the river in March followed by another win at Skibbereen head in April.

On to Trinity regatta where after rowing the course from Chapelizod Bridge to Trinity Boathouse five times and with the assistance of Mick Cusack of Old Collegians on the tiller they were deserved winners of the novice fours. Incidentally in the first round they defeated Trinity College, Cambridge John Henry Keane's old club in what was perhaps the first ever meeting between both clubs.

This regatta also marked the debut of Amy Fitzgerald as cox when she steered the crew of Seamus Conway (bow), Andy Ryan (both Clonmel), Pat Murray and Milo Murray (stk.) to the final of the veteran fours where they narrowly lost out to Athlone.

The novice four with Amy Fitzgerald as cox had their commitment and determination rewarded as they added victories at Waterford, Carlow, Cork and Fermoy. Indeed they made a great challenge for the intermediate four trophy' at the Dublin Metropolitan regatta and were just edged out in a thrilling three boat finish. Meanwhile, the veteran four continued their build up to the World Masters in September. This year the regatta takes place at Racice in the Czech Republic. They exacted revenge on Athlone when they defeated them in the final at Carlow regatta. The Veterans also won at Fermoy where Pat and Milo Murray managed to win the open pair.

On 13 July at Farran Wood, the novice four attempted to win club's first Irish championship of this century. They did not disappoint a large home following as they made a great effort in the final but were unable to peg back the length advantage of a much physically stronger Garda crew. Nevertheless, second in Ireland out of a total entry of 18 crews bodes well for the future and great hopes are entertained for them.

As this brief account of 140 years of rowing at Cappoquin comes to a close it is interesting on how little the sport has changed during this time. Yes, the boats are much faster and made of different materials but there is a consistency in design extending even to the shape of the oars. Knowledge first gained by humankind in prehistory is still being used. With a bit of luck this community's affinity with rowing will endure and words will continue to be written about "the smallest and best rowing club in the WORLD"