

Memories of one hundred years of rowing by Cappoquin oarsmen: A souvenir in words and pictures of our century

By Cappoquin Rowing Club, Thomas Tobin

A CENTURY IS OURS And We Are Grateful

THIS year we proudly celebrate the end of one hundred years of active participation in the world of Irish rowing. Our centenary finds us firmly established amongst the foremost of the Irish clubs and in this little magazine we have attempted to record the achievements and events of this very eventful period.

With so much worthwhile material at his disposal and with so little space in which to utilise it, the problem facing the unhappy editor has been to decide what must, perforce, be omitted, rather than what is included. From the Club's inception to the present day the names of those members and supporters who have rendered it yeoman service and warranted mention in a record such as this are legion. Any omissions have not been through ingratitude, for we can never express our thanks sufficiently for the continual and unstinted support we have received from our friends at home and abroad over the years.

So much then for the first one hundred. We are confident that in 2062 the editor of the bi-centenary magazine will be able to record a second century of continual progress.

THE STANLEY FAMILY

A tribute and appreciation

WE FEEL that it is fitting that we should first pay tribute to the Stanley family: to Mr. 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 to-day one of its greatest strengths. And to his son, Mr. C. O. Stanley, C.B.E., LL.D., F.C.G.I., for his amazingly 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 Club Vice-President, Mr. M. J. Sargent; Chairman, Mr. F. X. O'Leary; and Captain, Mr. J. Brady, at the Clubhouse and there announced his intention to present a fine eight to the Club. Mr. 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 and the new four in January of this year, so now we are magnificently equipped in all grades. Both boats, incidentally, were built by Messrs. Banhams of Cambridge.

A Debt of Gratitude

Mr. Stanley placed us yet further in his debt when in February of this year he promised to donate the sum of one hundred pounds each year for seven years to our club funds, the money to be devoted to the maintenance of premises and boats.

It is impossible to find adequate words of thanks for such generosity. But if by according pride of place in our journal of a century to 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.

THE STORY OF JOHN STANLEY

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 products, to some degree, of a home education.

Quite early in life he was assisting J. M. Moore as an engineer on the building of the one and only railway that 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.

Always it was Rowing

When he wasn't rowing, or teaching people to row, or later raising money for - and organising - 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 everyone of them and they are all beautiful."

A son honours his father

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 school- boy, 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 organised. He helped club after club to start - to run Regattas - and his influence was felt wherever rules were made affecting rowing in Ireland.

To-day, we have his son with the Cappoquin Rowing Club. He left the town in 1917 to join the Royal Flying Corps and finished this education as a Civil Engineer in England after the 1st World War, staying on to work in England.

He leads the way

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 where he has farmed ever since. In Ireland he has been identified, since the early thirties, with the start of many industries. Radio, Electronics, Textiles, Electrical Equipment, Advertising, and to-day continues as Chairman of the Sunbeam Wolsey Company, Pye (Ireland) Ltd., Unidare Ltd., Corran Works, Larhe.

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 University Boat Race.

The name of Stanley

C. O. Stanley is, of course, involved in Cambridge rowing – ten years ago he organised 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 and of one of England's large Commercial Television Broadcasting companies. He builds television transmitters all over the world, 90% of the carburettors in Australia, and yet 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 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.

THE BEGINNING

By F O' Leary, Chairman of C.R.C

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 to-day. 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 mills in the fertile valley. In the 1840's, 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.

Our First Boat

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 boats races were rowed and eventually it was decided to form a club to control the competitions. Hall's "History of Irish Rowing" records a Regatta held at Lismore in 1862. This, it is generally accepted, should have read Cappoquin. 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 Mr. James M. Moore, C.E., a champion sculler, and his friend, Mr. John Stanley, both of whom had returned from absence abroad, recognised the rowing 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. He had been a founder of Trinity College Boat Club in 1837 and there is in 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." The Club's first outriggered gig, *The Sylph*, was bought from the Glenbrook Club, Cork, about 1870.

Early Successes

Sir John 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. Brennan 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 crewmember. 1878 - Clonmel Regatta, Ladies' Plate - James W. Moore (bow), W. Carew, F. J. Cleary, S. Power (stk), J. Stanley (cox). 1880 - Carew, M. Cunningham, Evans, McKenna. (McKenna was presented with a gold badge specially engraved.) 1880 - H. Monck, P. Heffenan, M. Cunningham, J. Daly. 1880- Canoe Race Championship of the Suir - W. Carew. Sculling Championship of the Blackwater. 1879 - Cappoquin Regatta - J. W. 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. Da1y, F. Daly, J. Stanley (cox). 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).

The Cost

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 to have been £35.0.0, the scull £16.0.0. and the carriage of both from the builders to the ship £1.10.0., a total of £52.10.0. What a comparison with to-day's astronomical prices!

In the early years the storing places for the boats were rough 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; Hon. Treasurer, R. J. Curran – perhaps the greatest administrative team of the Club's long history.

Such then was "the beginning." The history of the succeeding generations we leave to other, more capable scribes.

A MEMORY OF CAPPOQUIN

By AN OLD FRIEND

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 Mellerary 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.



Senior Four crew of 1911: J. Lacey, Bow; J. Barron, M. J. Sargent, W. Heaphy and Mr. John Stanley, Cox.

Mick Sargent, at the Garage in Main Street, was one of the very few who knew me. How quickly an hour passes in his office and how many old names we recalled! These days nothing seems to matter as much a rowing in Cappoquin. I suppose that 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 princely generosity of the younger Stanley

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 to-day 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 man 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.

Those gamecocks

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 Dromroe on St. Stephen's Day. "Rich" Crean (Curran?) "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 half a century ago since I heard the story of her walk to Fermoy, carrying her own game-cock 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 and where you found it

Courage wasn't confined to gamecocks in Cappoquin. She was a small woman and it used 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."

A CAPTAIN LOOKS BACK WITH PRIDEAnd to the Future with Confidence

By JIM BRADY, Vice-President of Irish Amateur Rowing, Captain of Cappoquin Rowing Club

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 thirty 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 a 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 the rest of the lads and my determination would 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 fifteen years of age when I was claiming to be the brave age of sixteen. To-day, 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 - Mr. F. X. O'Leary, who is still very much part and parcel of the Club.

First outing

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 fifty years previously.

A change of style

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 years that followed.

When I returned to Cappoquin to take over the task of coaching the crews 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.

One of Ireland's best

I have no hesitation in stating 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 very 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.

Good future for Cappoquin Eights

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 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 good 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.

To-day, we have another excellent Eight on the river Blackwater. This crew consists of B. McLoughlin, stroke; M. Cahill, No.7; P. Lenane, No.6; J. Murray, No.5; J. Mason, No.4; J. McGrath, No.3; T. Doolan, No.2; Andy O'Keeffe, bow; and Jim Lacey, cox, - who have won over thirty races to-date.

Other members of the Maiden Eight and Junior Eight of 1960/'6 who have gone from our midst since are: -B. Whelan, P. Foley, and D. Foley. We wish them well wherever they may be.

Old rivals

I should mention here too that when our present crew started off 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. And so to last year we started out with our own Regatta by having a great win with both our Junior Eight and Junior Four. The next highlight was meeting our old rivals - the Garda crew - in the final of the Junior Championships at Galway Regatta where they defeated us by the narrow margin of a couple of feet.

Then we decided to go Senior and enter the Senior Championships 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 National

University 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 then 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 had rowed in the past."

The elusive championship

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 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 National University and we were three times runners-up for the Leander Cup. Also competed five times in Head of the River races and winning five times. All these achievements span the short period of seven years. And 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 to 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.

Looking back - looking forward

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. I believe I am right in saying here that Cappoquin's John Henry Keane was one of the founders of the Trinity Club - the first rowing club in Ireland - as well as being one of the founders of Cappoquin Rowing Club.

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 at 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 deep personal interest we owe much of our success and it is to that 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.

HARRY KEANE KEPT HIS WORD AND CAPPOQUIN GOT AN INDUSTRY

By M. J. Sargent

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 to-day and many of those who were also 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.

Revived Interest

Among those who worked there were: - Jimmy Lacey, Sen., (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, J. Daly, D. Nugent, M. Flynn, J. Regan.

Mr. Keane took a great interest in the affairs of the Rowing Club and when he returned to the town following 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, *Elfrida* (Mrs. Hugh Delmege). He was also M.F.H. 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 foot-steps, 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.

To-day - Cappoquin Bacon Factory a major success

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 Mr. Con Murphy, a prominent Cork businessman and proprietor of St. Patrick's Woolen Mills, Douglas, Cork.

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. Consistent with the Murphy's lifelong principles, at the official opening Holy Mass was celebrated on the premises by Very Rev. J. Kenneally, P.P., after which the entire staff members were entertained by Mr. Murphy.

Now infused with a new and energetic spirit under the virile management of his son, Mr. John Murphy, there is a larger number employed than ever before in the factory's history and with its programme of expansion and modernisation Cappoquin people can be assured that the emigration from their town will cease to exist before long.

Mr. Murphy's family, with its tradition of national and Gaelic culture, takes an active interest in all the cultural, social and sporting life of the district. From their arrival they have taken a very special interest in the Rowing Club (of which Mr. Con Murphy is Patron and Mr. John Murphy, 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 modernise 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. .

THE KEANES OF CAPPOQUIN, Pioneers of Our Progress

IN OUR Regatta Programme of 1880 appears the name of Sir John Henry Keane, the first President of the Cappoquin Rowing Club. John Henry Keane captained Trinity College, Dublin, and a large silver cup, dated 1837, bears the inscription: "John Henry Keane, Captain, Trinity Boat during three years." He succeeded to the title in 1855 and in the early '60s he laid the foundations of the Cappoquin Rowing Club. The first record of a payment by him is in 1876 to Mr. James Mosley, Waterford, for engraving cups and prizes. In the same year he had the rules of the Cappoquin Rowing Club revised and printed in book form by Brennan's Printing Works, Dungarvan.

John Stanley purchased a new four and scull from Salters of Oxford in 1876 and we can be sure that Sir John Henry Keane, John Stanley and James Moore were the pioneers who brought the first sliding seats to Cappoquin.

In 1899 Sir Richard Keane made available a further piece of land to the Club. The lease was signed by Sir Richard, R. J. Collender and R. O'Brien and this lease is still in force at an annual rent of 24/-.

Sir John Keane, who succeeded to the title at the turn of the century, also took a close interest in the Club. He was one of several prominent people who brought about the opening of the boathouse in 1910. He played an active part in efforts to raise funds and sang at C.R.C. concerts in Cappoquin.

Our present patron, Sir Richard Keane, has given us steady support and was responsible for bringing over Mr. Hugo Pitman, one of Oxford University's best-known oarsmen and twice captain of an Oxford boat that beat Cambridge, to help coach our successful McGrath Eight. His son, Charles Keane, is a rowing man who captained and stroked his houseboat at Eton, scoring a 'bump' in every race except the first.

THE MUSGRAVES: OUR FRIENDS

SIR RICHARD MUSGRAVE to Sir Richard and his family we are greatly indebted for a long number of years. They gave us every support in every way possible. His daughter, Miss Dorothy Musgrave, M.F.H., West Waterford Hunt (now Mrs. Glen Browne), 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 Cappoquin Point-to-Point Races.

Capt. T. O. Jameson, son-in-law of Sir Richard Musgrave, has always supported our efforts. A famous athlete, he won the English Amateur Squash Championship in 1922 and 1923. He was runner-up in the Amateur Racquet Championship but won the Army Racquet Championship. He played cricket for M.C.C., and toured the West Indies, South Africa and India.

His son, Major 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 Dublin University.

CAPT CHEARNLEY : Still Honoured

Capt. H. P. Chearnley, 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 Chearnley Cup, which is still one of our most treasured Regatta trophies.

Capt. Maxwell Moorehill, 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 a master of the famous pack of otter hounds. After the death of his first wife, he married Miss Isobella Chearnley of Salterbridge. His nephew, Major E. P. Maxwell now resides at Moore Hill and has never failed us. He remains a very loyal subscriber and has always helped us in every way possible.

Samuel R. Fitzgerald lived at Tivoli overlooking the Boathouse and was a member of the Club as well as a steward at the 1880 Regatta. A letter from him, date August 8th, 1881, is interesting: - " To Hon. Treasurer Dear Sir, I have much pleasure in sending you herewith cheque for £1 as my subscription to your Rowing Club. I hope you may be again successful in pulling off the Queenstown Cup. - Yours faithfully, S. R. Fitzgerald."

THE VILLERS-STUARTS of Dromana

Henry Windsor Villiers-Stuart, M.P., Dromana, Villierstown, Cappoquin, was born in 1827. He died by drowning in the river Blackwater on October 12th, 1895.

He was the only son of Lord Stuart of Decies who fought with Daniel O'Connell for Catholic Emancipation. He was M.P. for Waterford in 1873/'74 and 1850-'85 Vice-Lieut. Co. Waterford 1871- 1873 High Sheriff, 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 two of his books

on this interesting subject are well known throughout the world. He also explored the Amazon Basin.

Another member of the Villiers-Sutatt family who gave valuable support to the Cappoquin Rowing Club was Major Henry C. Villiers- Stuart, J.P., and High Sheriff. Formerly Captain in the Waterford artillery, he became Major of the South Irish Horse Regiment and was severely wounded in the Boer War. He died of his wounds in 1908.

Lady Muir

His widow, who afterwards became Lady Kay Muir, gave a substantial cheque to John Stanley which enabled the powerful Cappoquin Rowing Club team of John Stanley, President; Dick Curran, Batt Doyle and Dick 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 Ian 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.

A fine friend

Her picture which hangs in the Boathouse is a small tribute to her wonderful personality. Her accidental death 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 will always remember the old Dark Blues.

Gerald Villiers-Stuart who resided at Richmond, Cappoquin, was also a fine supporter. He wrote a short play dealing with the efforts of the Cappoquin sportsmen between 1911 and 1912 under the title *Labled Laudum*, which was played in the C.Y.M.S. Hall in Cappoquin. Two of the principal actors were Jack and Charlie Chearnley. The new senior four purchased in 1910 was named after Gerald Villiers-Stuart's daughter, Muriel.

A soldier and writer

Gerald, who was a D.L. and C.C., was well known as a playwright and author with such works as "Land of Day-dreams," "The Drums of Doom," "The White Shrine," "The Lost Destiny," was second son of Henry Windsor Villiers-Stuart of Dromana. Apart from some years spent in America, where he established one of the earliest Orange Groves in Florida, he spent most of his life in the Cappoquin area until his death at Killreagh Tower in 1951 at the age of 82 years. In World War I (1914-'18) he served in the army as Captain in the Army Service Corps.

And now

The present occupier of Dromana House is his son, Mr. Fitz 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.

HE REMEMBERED CAPPOQUIN IN SONG

Dr. Gabriel O'Connell Redmond, M.D., who was one of the acting stewards at the Cappoquin Rowing Club 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 event- winning Senior Four in Dublin, he wrote the following song which was sung by Jimmy Hackett and Jim Brennan, two of the old brigade, at a Cappoquin Rowing Club concert held in aid of the Club funds in 1911.

THE SONG OF THE SENIOR CREW, Cappoquin Rowing Club Air:

BATON 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, 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-Cuinne,'
" Stanley and Curran aboo."

III.

When Heafy, 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.

FATHERS AND SONS WHOSE NAMES MAKE HISTORY

B. F. (Bart) DOYLE....his name is mentioned quite often in our review of the past century. When he went away from Cappoquin to settle down to business in Cork, his sons joined the various Cork clubs and rowed for many years, always keeping the honour of their old Cappoquin Club to the fore. Nick became a famous cox and it is very doubtful that his record of victories has been beaten. David is now President of the Lee Rowing Club, Cork.

R. J. CURRAN with John Stanley for over 50 years, he rowed, coxed and coached many crews. He was Hon. 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 dark blue colours of Cappoquin with distinction.

JAMES MOORE..... was one of our early members and was a famous sculler and oarsman. His son, Dr. H. F. Moore, who coxed and coached for the Club under John Stanley, was a famous physician in New York and Dublin. It is of interest to mention here, too, that Jim Moore 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.

THOMAS F. OLDEN he carried the burdens of the Club on his shoulders 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 this grand old character passed away recently 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 the Club was captain, coach and cox. His sons, Michael, Jim and Pat, are all well known oarsmen who have given out- standing service to the colours.

JIMMY MEADE is the only survivor of the famous 1907 crew. A veteran of the 1914-'18 War, he was one of the finest oarsmen in Cappoquin and was also a keen sportsman in many spheres. Jimmy is still in our midst and takes a keen interest in the affairs of the Club. May he long continue to enjoy watching his youthful successors on the Blackwater.

THE LINCOLNS OF CAPPOQUIN very recently the last of the three Lincoln brothers departed this troubled world. He was Tommy Lincoln, N.T., a man who played a major role in our nation's struggle for Independence and who never gave up his sincere love for everything national. Tommy never rowed with the Club but he was a true supporter who gave years of valuable service on our committees and at our Regattas. Jimmy, on the other hand, was a good oarsman who also served the Club as Hon. Treasurer and was connected with various other local sports bodies. Paddy will be remembered for his prominence in the early twentieth century crews of the Club. In the 1910 period he was bow on the famous crew made up of Dave Nugent, Mick Sargent and Tom McGrath a crew that brought several honours to the old Cornerstone town. Tom McGrath was uncle of the McGrath brothers, who followed in his footsteps by becoming famous oarsmen in the 1950's. To-day, only two survivors of the 1910 crew remain Mick Sargent and Dave Nugent.

F. X. O'LEARY Chairman of Cappoquin Rowing Club. Since his schooldays he has been an active supporter of the Club and did trojan work 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 capable 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. Mr. F. X. O'Leary has presented the O'Leary Cup for senior four competitions.

LIAM RYAN..... another Cappoquin oarsman who has made a name for himself in the business life of our country is Mr. Liam Ryan, Manager of the seven Great Southern Hotels and Catering Services. Born in Cappoquin in 1920, he went to school in Cappoquin and then to the Christian Brothers in Lismore. As well as rowing for Cappoquin, he has also played hurling and football for his home-town. He started his catering training in Cork and then went to Shannon Airport, where he eventually became. Assistant Catering Manager. Later he was attached to the Old Ground Hotel, Ennis; the Talbot Hotel, Wexford, where he was manager for some years; the Grand Hotel, Tramore, where he was Managing Director; Bord Failte Eireann as Hotels Manager

(responsible for the grading of hotels and other technical matters relative to the hotel industry).

He was next appointed Manager of the Great Southern Hotel in Kilarney for a period of three years and in February 1961; he was appointed Manager of the seven Great Southern Hotels and Catering Services. A Director of the Irish Tourist Association and Shannon Hotel School Board, he is a member of the following: Hotel and Catering Institute, Irish Hotel and Restaurant Managers' Association, Associate Member of the American Travel Trade, Associate Member of the British Travel Trade and a Member of the Executive Council of the Irish Hotels Federation.

FRANK X. CROWE, A.L.A.Aentered international affairs as an accountant employed by the United Nations Relief and Rehabilitation Administration as a specialist in international finance. He was U.N.R.R.A's Chief Mission Accountant for its Chief Mission Offices in Europe and Asia and travelled extensively on the Continent from headquarters in Paris and London. Some idea of the magnitude of the U.N.R.R.A's work can be gained from the fact that over £900,000,000 was spent to finance its operations in 75 different currencies. Frank liquidated the European offices and then went to Washington D.C. to wind up the financial affairs of the Western Hemisphere and prepared the final financial report for submission to the Council of the 43 Member Nations of U.N.R.R.A. He was a member of the tribunal dealing with compensation for injury, etc., to U.N.R.R.A's employees throughout the world.

To Rome

On completion of this work he was appointed to the Food and Agriculture Organisation of the United Nations, with headquarters in Washington, D.C. When it was decided to transfer headquarters to Rome he was appointed Chief Accountant and left for Rome where he established temporary offices in the Borghese Gardens, recruiting a temporary staff, prior to the transference of staff and equipment from Washington: He is now established in the magnificent offices in the Veale delle Terme de Caracalla, accommodating about 2,000 officials, placed at the disposal of F.A.O. by the Italian Government, where the Member States are gradually climbing up to the century.

Frank Crowe, son of Jack Crowe, famous stroke of 1919 and 1920, stroked two unbeaten fours: - Jack Olden, Sam Crawford, Bud Sargent, Jack Crowe, Frank Walsh (cox); Willie Doyle, Davie Doyle, John Lenon, Jack Crowe, Nick Doyle (cox). Both Liam Ryan and Frank Crowe were members of the one crew.

FRANK WALSH is Hon. 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 to-day - making the Boat-house Ballroom one of the big attractions in West Waterford and, indeed, a glance at 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 the Club's foundation the Daly family has been closely connected with its affairs and during the past 100 years a member of the family has occupied every position in the Club that great crew which was made up of John Stanley (bow), J. Daly (2), Dick Curran (3), with M. Walsh as cox.

James, who has been with the Club since boyhood, was Hon. Secretary for many years and has always had the admiration of every-one for his wonderful loyalty to the old 'dark blues' and everything connected with them.

JIM WALL our Treasurer. The name of Jim Wall is known in almost every corner of West Waterford and mainly through his association with the 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 Cappoquin Rowing Club for the past ten years.

He was elected a member of the Committee the first day he joined the Club and the following year was elected Vice-Chairman. Jim has been Treasurer for 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 "never-say-die " courage of their captain, Jim Brady that brought Cappoquin their first major break-through to success.

To-day, the financial position of the Club is quite 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 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 Vice-President of the Irish Amateur Rowing Union on Saturday, May 5th this the Centenary Year of the Cappoquin Rowing Club.

HE WILL NEVER BE FORGOTTEN, Willie Sargent: A Great Sportsman

By Tom Tobin

THERE WILL be a new trophy among the large and valuable collection on offer to oarsmen from all the corners of Ireland who will come to Cappoquin on June 2nd and 3rd for the Centenary Year 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 motor-cyclist 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 Blackwater he so dearly loved. He died as he lived – a sportsman racing in the International "100" Motor cycle event that day in 1953.

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

All-round sportsman

Willie Sargent, 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 a jumper.

He hurled with Cappoquin senior hurling team and represented Waterford on many occasions. He was Champion motor cyclist and won the Russell Challenge Cup, which is recognised as 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 oarsman to many notable victories.

The end of the road,

He was 32 years of age that Saturday in May when he set out in the " 100 " Motor Cycle race at Wicklow in the best of spirits. On the third lap he crashed at Rathnew and struck a wall. For Willie it was the end of the road, he had been a sports- man to the end. And his memory will never fade now.

AN INTERESTING PERIOD

Another interesting period in the history' of Cappoquin Rowing Club was from 1935 to 1940. There were many developments of note during this time when crews were made up of the four Landers brothers, the two O'Donnell brothers, Martin Daly, Michael Walsh, Jim Brady and Paddy English. Vice-Captain at the time was Jack McCarthy, while the late Bud Sargent and Jim Crotty occupied the cox's seat.

They won many races both as Maidens and Juniors and their most notable victory was as Junior Four in Cork. It should be added, too, that they finished up their rowing activities by winning in Senior ranks.

Other crews to be remembered in Cappoquin were made up of the following:- Joe Meade, Frankie Walsh, Liam Ryan, Frank Crowe, Patsy Lacey, Terry Crotty, Arthur Crotty, Billie Lee, John Joe O'Sullivan, Willie Sargent, Michael Sargent, and Richard Curran.

To-day better than ever

Up to 1950 our Regattas were run off from the Club premises but we found that the increase in the number of entries pouring in put too much of a strain on the limited facilities at our disposal.

From twenty crews the number shot up to sixty and over, measuring up to Cork City standards and we were compelled to cross the water and stage our Regattas from the Inch Field, with the kind permission of Knockmeal Co-Op. Society Ltd.

We are proud to say that our Regatta is run off to schedule and with a high standard of efficiency, thanks to the many officials, judges, umpires, slipmen, and all those who, in various ways, unite to ensure the success of the historic event.

A PLACE OF HONOUR IN CAPPOQUIN

The officials and members of the Cappoquin Rowing Club are very happy to have been associated with the famous firm of Banham Boat Builders, Cambridge, who supplied our two new boats, which are among the best in the country to-day.

When Mr. Charles O. Stanley, O.B.E., Chairman of Pye Ltd., Cambridge, placed the order for his wonderful gift to our Club – the beautiful fine eight - he maintained a deep interest in every step, from its excellent design right to its trials and even to its safe arrival in the town of Cappoquin. He showed the same interest in our new four.

Mr. R. Allsop, of Pye Ltd., was given the task of supervising the delivery of the boats to Ireland and did a wonderful job. Indeed our thanks to him is most sincere. It is of interest to mention that he was President of the Ninety-Nine Rowing Club in Cambridge, which gave him a deep personal interest in his task. And may we add our appreciation of all he did for us on the occasion of our visit to the Serpentine.

Mr; R. C. Rowan, who upheld the Pye concern's interest in our affairs from his port of Lame right down through Ireland to Cappoquin, could not have done more for us and the care and attention given to his task will long be recalled as our tribute to him.

The name of Charles Stanley and, indeed, the name of Pye, will be honoured while men will row on the River Blackwater in Cappoquin

CAPPOQUIN MY NATIVE TOWN

LOOKING TOWARDS Cappoquin from Dromana one sees in the evening light the majestic Knockmealdown mountains in their 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 lull 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 forty shades of green in all their brilliance.

The famous Cappoquin son, Michael Kavanagh, sang of the beauty of the scene. Taken from " Leath Slighe air Eoghail agus Cap ui Chuin " ("Half-way between Youghal and Cappoquin") is the following: -

"While the limped flood to the south is sweeping,
For a backward glance at lored Knockmealdown,
Lies, crowned with oak leaves, like wood nymph sleeping in mirrored
beauty -my native town."

One of the best

Do we see our native town in all its beauty? The grand river Blackwater has much to offer. As a racing course, our 1¾ 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 the 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 this is something we hope to see staged in 1962.

The races start almost at the mouth of the river Finisk and at the Cappoquin side of Dromana Rock. The rock is a wonderful sight when the wallflowers and the cherry blossoms are in bloom. After a few minutes rowing the crews pass by the Coople Cottage (St. Declan's Ford). A good many million gallons of water have reached the sea since St. 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.

The changing times

In the one hundred years of time that members of the Cappoquin Rowing Club have been rowing on the river is it not hard to realise all the changes that have taken place in our ways of life. Just think when they held their first Regatta in Cappoquin they had no bicycles, no motor cars, no phones, no wireless, no television, no planes, yet people managed. To-day, it seems impossible to understand this.

However, let us return to the river. The crews race on and approach the rock where the crowds watch with keen interest the closing stages of those thrilling encounters. Then away under the fine old rail- way bridge with its massive arches of stone and steel to the Club premises and the joys of a hard-earned rest. Yes, Cappoquin offers a wealth of memories to the visitor.

CAPPOQUIN'S MOST LOVED PERSONALITY, Who Became a Legend in his Own Lifetime

ANY REFERENCE to Cappoquin and its' famous rowing club brings 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 seventy 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 the respect and high admiration of young and old in and around his own county.

'Tis almost sixty years ago, at least, since Mr. R. H. Keane, brother of Sir John Keane, one of the great pioneers of rowing in this country and uncle of the present Sir Richard Keane, drove into the amazed town of Cappoquin in the first motor car ever seen in the area.

He pulled up outside the doors of Sargent'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.

Only a boy

He was only thirteen 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 to-day is the medal he won in a scratch race in 1906), Bud Sargent, Frank Walsh, Tom McGrath, George Healy, Dave Nugent and Jimmy Collender were practising on the river. Watching them and directing them were the famous pair, John Stanley, whose son, Charles, is now Chairman of Pye Ltd., Cambridge, and who has donated a new fine eight craft plus a special £100 a year allowance for the next seven years to the Club, 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, "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? " Mr. 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 for oarsmen wherever he went; the Cappoquin boys had amazed him. " And," as Mick Sargent states to-day, " I'm not surprised because we were indeed a young bunch. My brother, Bud, was only just gone eleven 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." Cappelquin's success story certainly goes a long way to prove this. "

Mick Sargent rowed many a great race for Cappelquin 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, to-day, it may well be said that with Jim Brady, the Club Captain, he has played a major role in the recent drive which has placed Cappelquin Rowing Club among the ranks of the best equipped in the country.

It is pleasing to find that the son of Cappelquin's pioneer of rowing, John Stanley, stepped in to give a new lease of life to the century-old club, and it was to Mick Sargent that Mr. Charles Stanley came.

Amazing personality

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 Cappelquin's Brass and Reed Band. He has played in it since boyhood and will be seen among their ranks even to-day 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.

His achievements for Cappelquin and for his county not just on the sports field, on the cycle-track and as an oarsman but as a friend to everyone, as a man who has done more than his share to improve life all around him, have gained him a place of honour among people in all walks of life.

He led the way

He organised almost every campaign there has been in Cappelquin during the last fifty 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. This 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 Mrs. Ian Villiers-Stuart of Dromana and Lord Cavendish accepted a dare and rode the " Wall of Death " with a famous expert. As Mick recalls: " They were hectic times, indeed."

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 Cappelquin Point-to-Point Races. In fact, Mick Sargent has been the man to lead any major effort in his native Cappelquin.

In the twilight of life

Probably the oldest motor dealer in the country with the longest member service 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 his town. He has seen many changes during his lifetime in the motor trade; he has known many of the famous personalities in all forms of sport; he is known and respected by many of them today and he can call people in all walks of life his friends.

Yes, Mick Sargent has become a legend in his own lifetime. His life is packed with memories, sad as well as happy, but today, in the twilight of his life, he is happy among all those who look on him as their friend.

And in those few moments of the day when he can relax, he is usually fishing on the river Blackwater.