

I am going to write about my great great grandfather Thomas Cuddihy, Piltown, Co. Kilkenny. My historians are my Grandmother, Julia Dempsey and her brother, Tom Cuddihy.

Thomas Cuddihy was born in 1881 and lived all his life in South Kilkenny. He attended Primary School until his early teens and was a very bright student. He was asked to do some teaching there for a while.

After a few years he started his working life as a boat builder. He ~~worked~~ worked together with his brothers James and William. They built many fishing cots for the local and the international markets.

They lived near the River Suir so the new boats were transported on the river to Waterford Port and were then taken to Newfoundland. They also raced and took part in regatta on the Barrow, Nore and Suir and won many medals.

He also cut rushes for thatching homes. He kept a precise record of all his work in notebooks.

This great work of boat-building was part of a Nationwide programme some years ago. He was a very talented and intelligent man as he could speak fluent Irish. In 2014 one of his boats was discovered and identified in a coal shed in New Ross. It was taken to Galway and a team of students restored it. It is now on display in an art exhibition in Grennan Mills, Thomastown, Kilkenny.

My great great grandfather named all the boats he made and this one was Nórach Lass.

I am very proud of this great man who lived through the troubled times of 1916.

1881

Thomas Cuddihy

1876

Anastasia Rigby

1914

Thomas

Michael

Stella

Torn

Mary

Julia

Bernie

Nicky

Kathy

Stella

Michelle

Thomas

Tomás

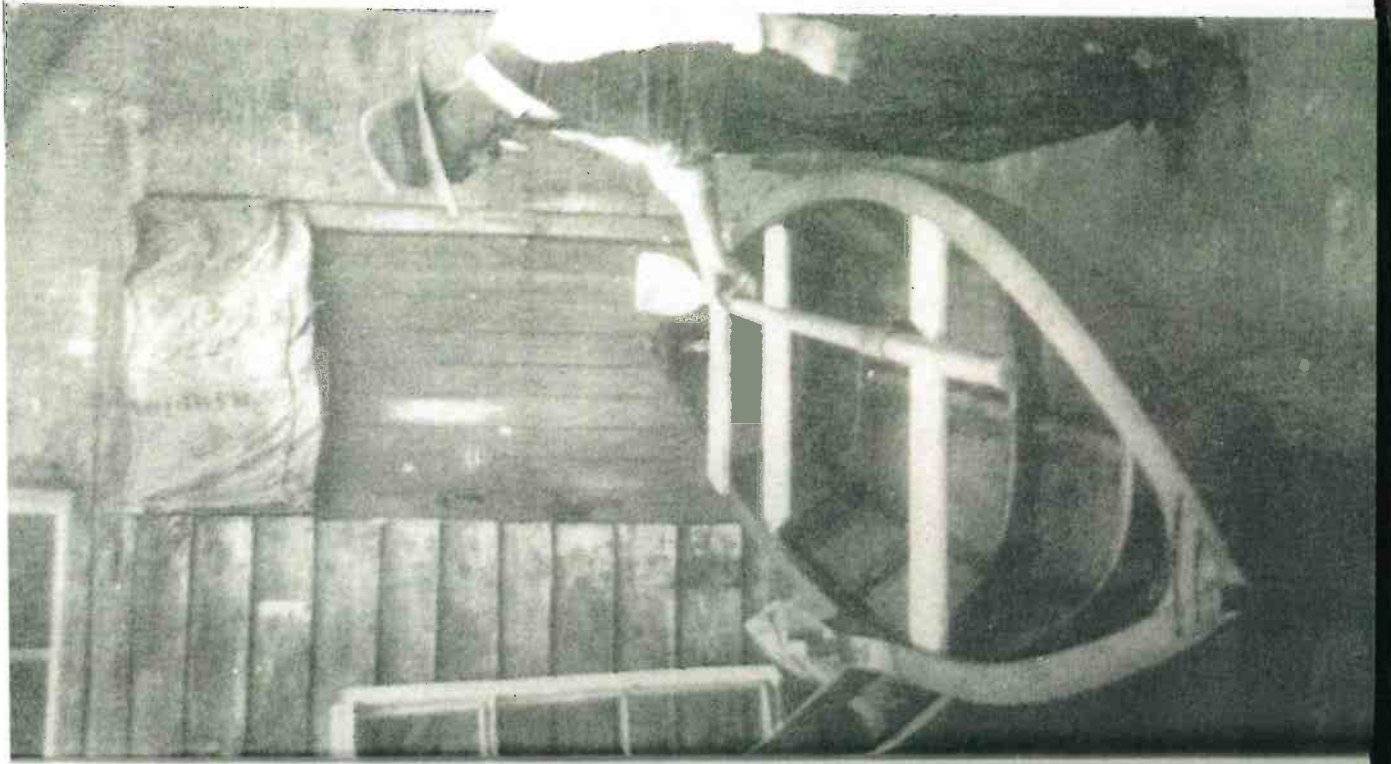
Thomas Cuddihy was born in 1881 in Turkstown near Fiddown, Co. Kilkenny. His parents were Thomas Cuddihy and Bridget Butler. He was one of ten children and went to school in Clonmore National School, near his home in Turkstown. He was a bright pupil, and when he finished school in Clonmore, he actually taught there for a short time as a substitute teacher.

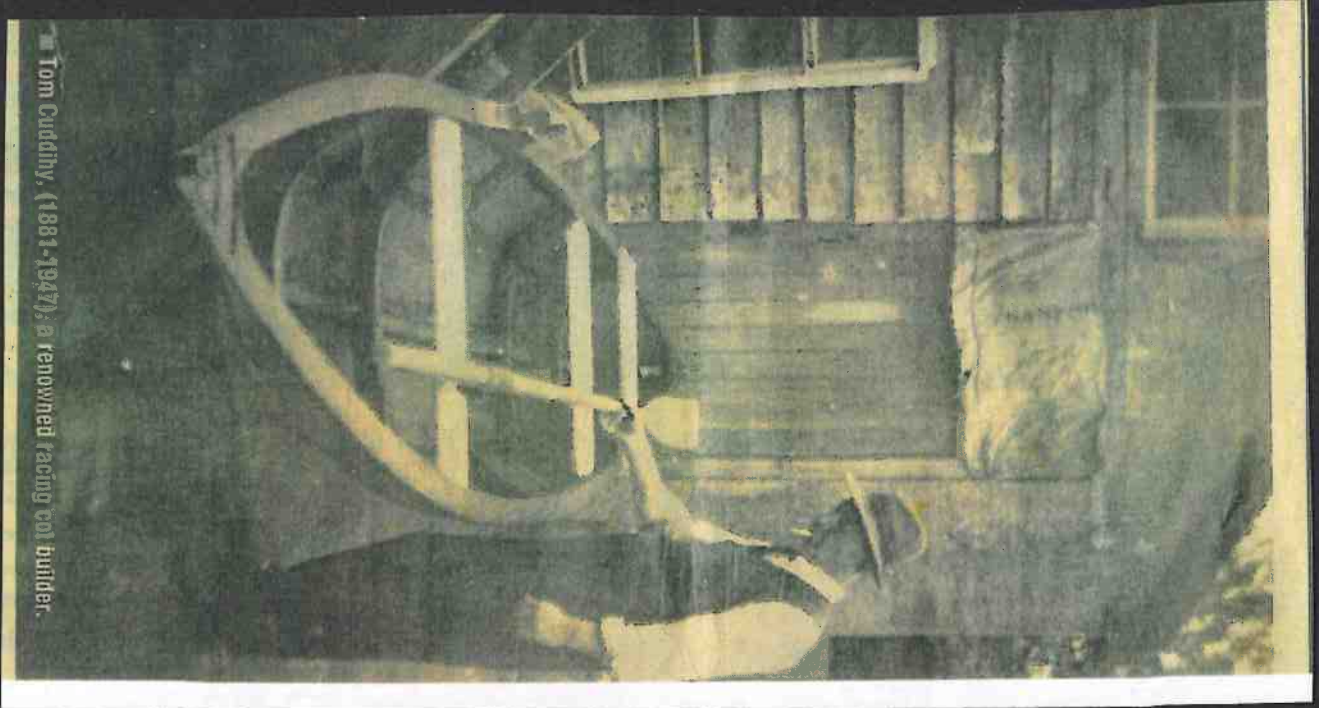
The River Suir was a lifeline to many families in the area, because of salmon fishing. His father and his Uncle Billy were well known fishermen, and they also repaired and built fishing cots for families in the area.

Thomas later took up boat-building and fishing for salmon in the River Suir, along with his brothers Jim and John, carrying on the craft of building fishing cots, punts, and racing cots.

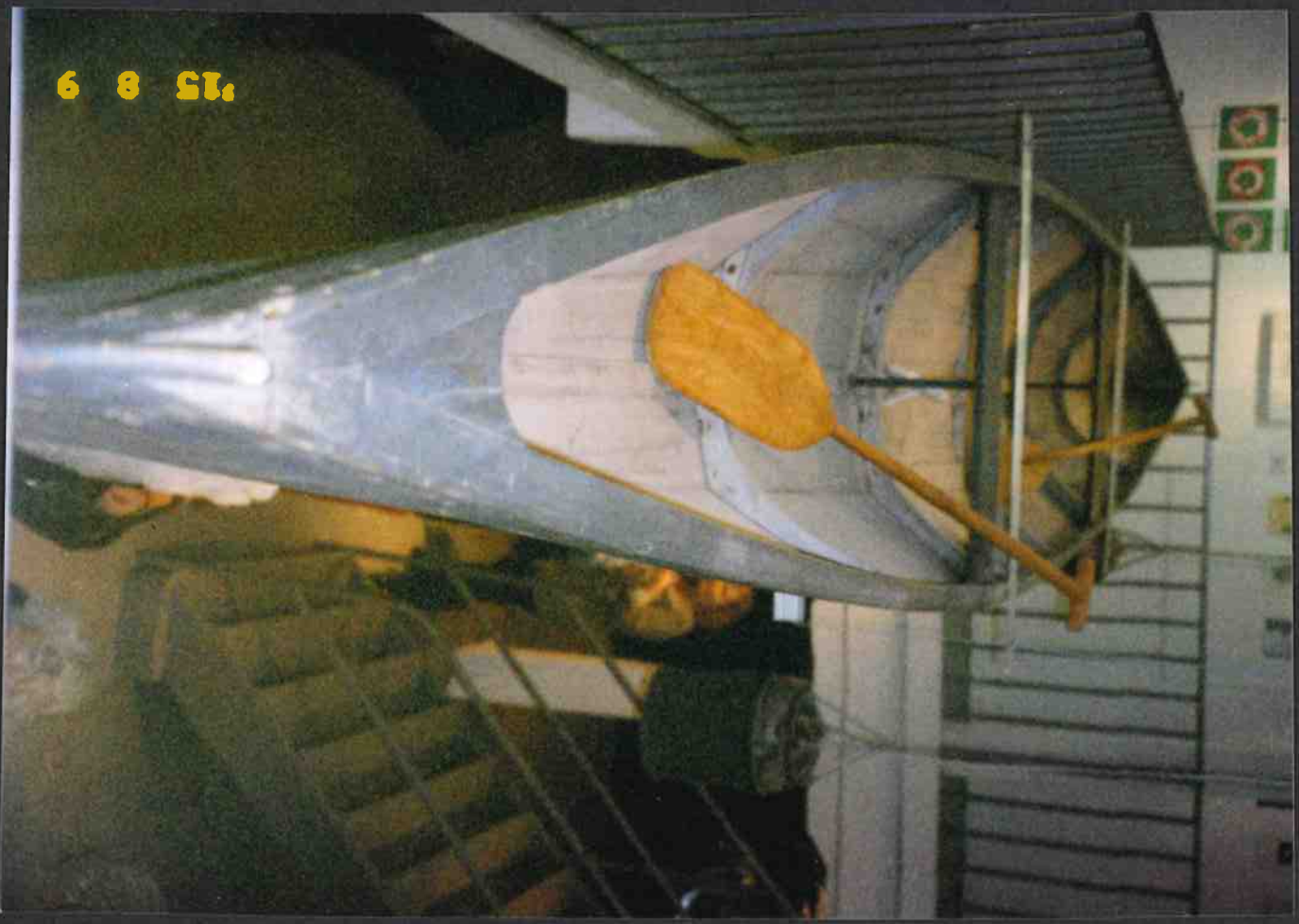
He raced in many Regattas which were a popular past-time in those days. He became Champion of the Suir, Nore and Barrow at The People's Regatta in Waterford in 1909-1910. His famous racing cot was named the 'Island Maid'.

Thomas came to live in Piltown after his marriage to Anastasia Rigby from Mullinavat, in 1914. He had two sons, Thomas and Michael. He continued his cot building throughout his life, and planted, pruned and cut sallies on Fiddown Island. He also became Sacristan in Piltown Catholic Church and continued in that role until his death in October 1944.





Tom Cuddihy, (1881-1947), a renowned racing col builder.



15 8 9

Rugadh Tomás Cuddihy sa bhliain 1881 in aice leis an bhFíodh Donn i gcontae Cill Choimínigh. B'iad Tomás Cuddihy agus Bríd de Buitléar a thuismitheoirí. Bhí deichniúr páiste sa chlann. D'fhreastail sé ar Scoil Náisiúnta an Chluain Mhoir agus nuair a bhain sé amach rang a sé lean sé leis ann mar chúntóir ranga. Mar sin ní mór ach go raibh sé den scoth mar scoláire.

Is mó clann sa cheantair maguaird a raibh a slí beatha ag brath ar iascaireacht; iascaireacht na mbradáin ar abha na Siúire. Bhí clú agus cáil ar a athair féin mar iascaire is mar an gcéanna ag a uncaíl Liam. Thóg said beirt coití dóibh féin is dá gcomharsain. Báid de gach saghas a thóg said idir: púnts, coití, wherries...

Glach Tomás féin lán-pháirt sna comórtais Regatta is rug sé leis an barr bua sna blianta 1909 agus 1910: 'Champion of the Suir, Nore and Barrow' ag 'the People's Regatta' in Waterford. B'é an 'Island Maid' an coite a thóg sé féin agus ar bhain sé cáil amach leis.

Tar éis pósadh dó le Anastasia Rigby sa bhliain 1914, chuaigh sé chun cónaí i bPiltown. Bhí beirt mac acu: Tomás agus Mícheál. Lean sé leis ag tógáil baid ar feadh a shaoil.

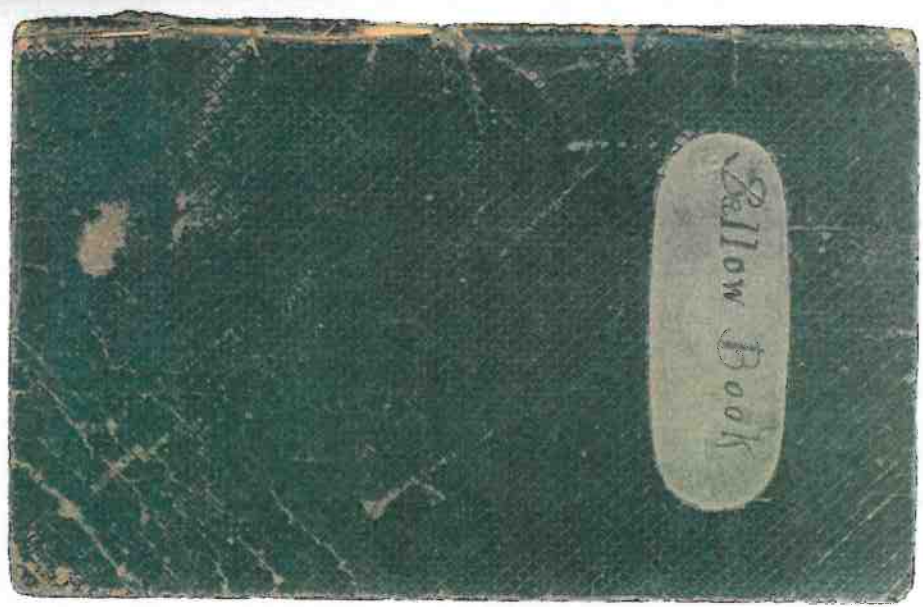
Bhí sé i bhfeighil slua fear ag baint is ag cur na saileach ar Oileán na Saileach ar abha na Siúire in aice leis an bhFíodh Donn.

D'óibrigh sé chomh maith mar saicreasteoir san eaglais chaitliceach i bPiltown. Lean sé sa phost sin go lá a bháis sa bhliain 1944 agus is os comhair na heaglaise sin amach atá síocháin air.





50



51

1924

November 19th



S.E.

Homeward Bound

Thos. Leahy

Pittown

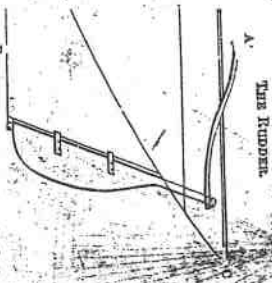
Boats,
 Cts. Fairs.
 & Wharves
 Information

The Brothers Buddahys of Lisburn -
 Wm, James, Thomas with Walsh and
 Leary beat a Milford crew at Waterford
 in July 1896

The English boat The Hay-bee was
 built in the Queens dockyard at
 New Milford

The Buddahys built their own boat
 The Gem. won by ten lengths

a long and very wide coffin-shaped iron chamber, pointed before and behind, and filled with iron or lead as ballast. The Deck is formed by the cross-beams and from either longitudinally or diagonally, and from timbers called "stanchions," "cased outside by stout planks called "buttwicks," and supported by a rail called the "gunwale." Some small yachts are only partly decked, called "half-deckers," in which the fore part and sides of the deck are planked as usual, while the middle and stern are left open in ordinary weather, though capable of being stowed down by "hatches" in a heavy sea. The cabin sides are raised from the level of the deck by "the combings," on which the hatches rest. The interior of the hull is variously fitted in different yachts according to their size, some having every accommodation which the ingenuity of man can devise, and others only serving away the crew in shelves or berths as close as planked herring in a cask. At the stern of the hull the rudder is attached, which always



consists of a flat board (A, A) hinged along the middle perpendicular line to the stem-wood, and worked to the right or left either by a simple tiller (A, A), which is sufficient for small yachts, or in larger vessels, by a wheel, with ropes and pulleys attached to it, and running from it to the tiller. When this tiller is moved to the right or to the left, the rudder is forced in or opposite direction, or "to port" and "to starboard," as the water rushes against this imperfect, it has a tendency to drive the stern in the same direction as the tiller, and by consequence the bows are inclined exactly the reverse. In steering, it must always be remembered that the stern is driven to the right as much as the bows are inclined to the left, or vice versa, and for this allowance must always be made in clearing objects, such as passing vessels, bridges, piers, &c. As the slightest move-

ment of the rudder, more than necessary, has a tendency to stop the way of the vessel, by the extra friction which it offers, the tiller should be kept as quiet as possible, and great care should be taken not to keep yawning a vessel from one side of her course to another, but she should make a "straight wake."

FIG. 2.—THE SPARS AND RIGGING.
 812. Every sailing-vessel has at least one mast, and one or more spars; and some have three masts, with a host of yards and topmasts besides; but for racing purposes there is generally either one mast, constituting what is called "the cutter," or there are two masts, which give to the vessel carrying them the name of "a schooner," or of "a brig."

813. The CUTTER is shown at page 450, fig. 1, with her ropes and spars, and masts numbered corresponding to the following description:—In the Hull, the stem is numbered 1; the stern, 2; the rudder, 23; the anchor is supposed to be concealed at 4; and she is held to it by the cable, 5; the Masts and Spars are the bowsprit, 6; the mainmast, 6; the topmast, 7; surmounted by the trunk, 10; connecting and bracing the topmast with the mainmast are the cross-trees, 12; middle trussel-trees, 13; better seen in woodcut of topmast; extending behind the mainmast the deck are the gaff, 14; and the mast above the deck are the gaff, "stand the boom, 15. The Rigging is partly "standing," which, steers and supports the masts; and partly "running," to raise and lower the spars and sails. The Spars and Ropes consist of the bowsprit, 7; kitted below to the stem, and kept in all further split down in the piece, which is all further supported by two posts jutting the deck, called "the bitts," 25; and by a third on each side staying it laterally to the bows. The Sparwood, 17, are strong side-ways to the mainmast, and are also rigged as ladders, called ratlines, to enable the men to reach the cross-trees; to prevent the mast giving forwards in the run, and back-stay, 19, which is kept tight by a pulley; the forestay, 21, keeps the mast from going backwards. The Foremast, Stays, 20, back-wards. The Topmast Stays, 20, support the topmast, and also the bowsprit from displacement, the spoor from drifting backwards, the latter down and is fixed by the trussel-trees, as shown in annexed woodcut; it slides down through them, and may either be entirely brought on deck, or let partially down. In the woodcut, or let partially down. In the woodcut, the bowsprit, 2, is the truck, 2, and of stay. The side-stays are better shown in the "Cutter before the Wind," fig. 3, page 451.

The person who I collected stories from is Julia Dempsey who lives in Ballytarsna, Oulant, Wexford, my Grandmother

My Name is Tomás Fitzpatrick
and I go to Gael Scoil Mhichíl Uí
Chóiléáin