



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

January 1980

The last Branch Meeting of 1979 was held on 7th December in the Prince of Wales Hotel. The fair-sized gathering heard the various sub-committees give their reports. The plan for mooring between the bridges has been implemented as far as possible at present. Approval of the layout has been received from O.P.W. Agreement has been reached regarding the moving and re-positioning of some of the existing moorings. The actual work will start next March/April.

The meeting was informed of the feasibility of placing a jetty in the Brick Island area. There is sufficient water in the area to accommodate a five foot draft at low Summer level. The County Manager has given outline approval of the scheme. A report is at present being prepared for Bord Failte.

The Hon. Secretary gave the meeting a full report on the November Council Meeting. The latter was well covered in the December newsletter.

The next meeting of the Branch will be the A.G.M. The date fixed is the 11th January 1980 at 8.30 p.m. in the Prince of Wales Hotel. We are most anxious for a representative attendance.

Hope you'll be there.

Michael Martin

AGENDA: Minutes of last A.G.M.
Correspondence
Chairman's Report
Hon. Secretary's Report
Treasurer's Report
Election of Officers
Election of Shannon Boat Rally Committee
Election of Aerial Staff
Harry Rice Cup - new format?
Any other business

Motions to be included on the Agenda should be submitted to the Hon. Secretary, Mrs. Eileen O'Brien, not later than 7th January.

Sub Aqua Club

Athlone Sub Aqua Club are running a 'Race Nite' in the Shamrock Lodge Hotel on Saturday 12th January. Cards 50p. All welcome.

Sympathy

It is with regret that we report the passing of Paddy Hanley who was one of the founder members of the Branch. He reached a ripe old age but was active right up to the end. His family hails from the Black Islands in Lough Ree and Paddy had been a keen fisherman and boating enthusiast all his life. To his widow we extend our

Athlone Wildfowlers Association

We received the following information on this Association which we thought might be of interest to our readers:

"Athlone Wildfowlers Association was formed in 1975. The Association was formed initially for the eradication of vermin on Lough Ree, because at that time the lake had become a breeding ground for such predators as the Grey Crow and the Grey Backed Gull.

This initial project was carried out by organised field days to rid them by shooting, and the use of poison. A large percentage of predators were got rid of by those means. The large number of above were a major factor in the small numbers of ducks surviving the breeding season.

The Club then decided to purchase and release ducks on Lough Ree to ensure that the Mallard population would not dwindle excessively due to natural predators and large number of guns shooting the lake and surrounding rivers.

The Inner Lakes of Lough Ree was the area selected to rear and release the ducks since it was declared a State Sanctuary in 1965. It also possesses natural habitat for ducks.

The first year 75/76 the club purchased 100 ducks as a pilot scheme to see could it cope with this new adventure. Club members erected the pen to hold the ducks.

Finance for the ducks and feed over the years was acquired as follows: Grants, various activities by the Club such as a Raffle for a Shot Gun, Social Outings, a Clay Shoot, all of which were well supported by all interested parties.

To date the Association has purchased, reared and released a total of 500 ducks.

The club membership has increased each year as people realise the basic role the Association was formed for. There is now a noted increase in the number of Mallard in the lake and surrounding rivers.

The presence of semi-tame ducks on the shore has created great excitement and enjoyment to young children who on a Sunday evening's outing can see and feed ducks which they would not normally see in their natural environment. The preservation of such places cannot be stressed enough in this day and age.

This Association is affiliated to the Regional Game Council. We would like to see surrounding Gun Clubs purchase some ducks and we would be more than willing to advise and assist them in any way we could. We have met most of the problems associated with this type of club activity, such as Grants - who and how to apply for them, feeding required for the ducks until they are released, etc. Any help sought can be received from any of the officers of the club.

Preservation and re-stocking should be one of any club's major goals now to ensure that our children will see and appreciate what we now take for granted."

The West's Awake

The huge £42 million Corrib-Mask-Robe arterial drainage scheme has run into trouble along the Galway-Mayo border. An integral part of the scheme involves the recommissioning of a derelict, four mile long canal which links Lough Mask and Lough Corrib. Beneath the canal bed is a network of caverns which contributed to the failure of the canal when opened over a century ago - the water simply vanished into underground caves resulting in the lowering of Lough Mask water levels.

Nine West of Ireland angling and environmental groups have threatened the O.P.W. with court action over the plan - they maintain that failure of the canal, as before, will result in water levels in Lough Mask and Lough Corrib being adversely affected and fish life would suffer.

The O.P.W. declare that the canal was already in use and took winter flooding. They confirmed it was being deepened at present and would continue to be used.

Winter Shannon

Speaking about flooding, for those of you who leave the Shannon in September, the level of Lough Ree is 3'7" above Summer level. Flooding is widespread in the Clonown & Golden Island areas each side of the river below the lock at Athlone with the water level just 1 foot below the disaster level of 1954. There is only 2 ft. difference in water level above and below the lock, with the presence of a wier wall being indicated only by a narrow line of turbulence stretching across the river.

Canal Dribbles

C.I.E. have recently put into use a new Permit Form which is 3 times the size of the old one - so at least paper is in plentiful supply. The separate Indemnity Form still complicates the formalities, surely it could have been incorporated in the new Permit Form. As it is, one has no copy of what one has signed. It's shoved under the skipper's nose with a muttered "sign here" and then whipped away.

But perhaps the most surprising change is the reduction of the speed limit from 4 down to 3 m.p.h. C.I.E. gave no notice of or made no announcement about the introduction of this most unreasonable (and indeed unenforceable) speed limit. If one were to keep strictly to this speed it means in effect that the journey across the 'long level' from Ticknevin to Ballycommon would take 6 hours - ye Gods! The old limit of 4 m.p.h. was reasonable and adequate, and it has never been proved that any boat keeping this speed has damaged the canal. It would appear to your Scribe that this is officialdom's answer to lack of maintenance of the canal. It's rather the same as if a county council didn't want to repair a road so they reduce the speed limit to 10 m.p.h. Imagine the uproar that would create!

However, enough of the complaints. On a more pleasant note, it's nice to record that the dry dock in Tullamore is being roofed over, so that owners can work on their craft in comfort. Let's hope that they will do the same in Shannon Harbour.

Very sad to record the death of Mrs. Kelly of the 25th lock during the Summer. She will be remembered with affection by all canal travellers for her willingness to do 4 locks (even on Sundays) as she buzzed up and down the tow-path on her little motor bike. As usual a replacement for her is the big problem. From Lowtown to Shannon at least 3 keepers are now required and the matter is now urgent.

Well, that's all for this year. A happy Christmas to all skippers and crews, as you contemplate a pleasant season past and an even happier New Year as you look forward to the lengthening days and next season. May you never rise up on your own bow-wave!

Harry Rice Cup

We are happy to report that the 1979 winner of the Harry Rice Cup is Alison Marcuse of Dublin. Joint second is Lorraine Smyth of Mullingar and Michelle Marcuse of Dublin, with Suki Webb of Athlone in third place. Congratulations to all.

S.O.S.

At the last Branch meeting one of our members cited an incident that happened last season when due to engine trouble he had to stay overnight at anchor on the lake and he failed to arrive at his scheduled destination. His wife informed some of our members that he had not arrived, but the news was treated lightly and she was persuaded that there was no cause for alarm and she returned home. Having spent a worrying and uncomfortable night, he was rescued the next morning by a local fisherman. This incident could have had a tragic ending! We would like to advise our members that if they sight flares or have reason to believe that someone is in trouble on the river or lake, the procedure for calling out the rescue boat is to contact Athlone Garda Station (2609) and give them as much factual detail as possible. They will then contact those responsible for operating the rescue service. Better to be sure than sorry!



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February 1980

The roaring forties, the I.W.A.I. fifties, the growing sixties, the hire boat seventies and the..... eighties? Time will tell. Certainly we will see communications increase CB/VHF, crackle-crackle. Cork gin and reefer jackets perhaps. Mr. Haughey in residence on Hare Island, "Blaskit!"

Trends indicate greater numbers of sailing craft, fiberglass prices exorbitant, V.A.T. 30%. Unlikely that timber will make a comeback, ferro-cement a possible competitor. Demand exceeding supply for commercial moorings, increased rates per foot.

Will the hire fleet expansion be limited as on the Erne?
Will we see the advent of the bye-laws, river police, boat tax?
And we have travelled far from 'The Hare Island Republic'.

The next meeting will take place on FRIDAY 1st FEBRUARY at 8.00 p.m. in the PRINCE OF WALES HOTEL

- | | |
|--------|-----------------------------|
| AGENDA | Minutes |
| | Correspondence |
| | Council Meeting Report |
| | Financial Report |
| | Motions for National A.G.M. |
| | A.O.B. |

QUIZ

The prize for this month's quiz is - a bucket and a pair of tights!
The following items are readily available on most well found cruisers - do you know what they are!

- a) A Jew's Harp
- b) Shakings
- c) Crooks
- d) Gannet
- e) Admiralty Ham
- f) Kisbie
- g) Loggerhead
- h) Ripper

The 1980 A.C.H.

This happened on Friday 11th January. The meeting was representative if small
Your incoming committee as follows:

- | | |
|---------------------|--------------------------|
| CHAIRMAN | Michael Martin |
| VICE CHAIRMAN | Declan Walsh |
| HON. SECRETARY | Ruth Casey |
| ASSISTANT SECRETARY | Eileen O'Brien |
| TREASURER | The Hon. Sean Fitzsimons |

The meeting echoed the sentiments of Chairman Martin in thanking Eileen our outgoing Secretary for her efficient and enthusiastic application to her position.

The following were elected on the Shannon Boat Rally Committee:-
Reg and Sheila Redmond, Fergus and Gill Daly
Ofko Holtkamp and Declan Walsh

The power to co-opt was allowed to those elected.

Michael Martin and Ruth Casey are now automatic Council delegates as Branch Executive Officers. At your National A.G.M. you will be fulfilling your duty by attending and voting in suitable further Council members. Meeting in Buswells Hotel on 22nd February 1980 at 8.00 p.m. Think, lobby and achieve.

Film Show and Social Evening

There will be a showing of Eric Syke's highly commended film "Bargee" together with 'full supporting programme' in the SHAMROCK LODGE HOTEL ON SATURDAY 9th FEBRUARY AT 8.00 p.m. The presentation of the Harry Rice Cup to this year's winner - Alison Marcuse - will also take place at this function.

Admission 50p. Children 25p.

The Insurance Will Pay (Yes! - but Who's)

Our U.K. correspondent reports the following disconcerting tale. Mr. A's cruiser lying tame and quiet at her moorings doing nobody any harm is hit by Mr. B's dinghy with resulting damage of £200 (not punts). Mr. B's insurance offers Mr. A. £7.00 (still not punts) to cover damage.

It would appear it's legal if a little unusual under the guise of a "limitation of liability" clause.

Result Mr. A. must pay first £100 (because he pays first £100 under his own insurance), gets £7.00 from Mr. B's insurance and £93.00 from his own insurance - but sure it could not happen here - or could it?

Ref. Y 1.80.M

Canal Dribbles

The Christmas holidays provided the opportunity for your Dubliner and spouse to explore foreign parts - well not quite - but we thought it was time that our Branch (first as always) investigated the Boyne Navigation. This runs from Drogheda through Slane and ends in Navan, and for much of its length consists of lateral canal. It is recorded in "Canals of the South of Ireland" (V.T.M. & D.R. Delany) that the works were completed in 1800 and that there are 20 locks in its 19 miles length. It was last used about 1923.

Our inspection commenced at the Drogheda end, where from the old town bridge sea-going cargo ships could be seen. Upstream, after about a mile or so of pleasant wide river one comes to the first lock at Oldbridge, conveniently situated right at the side of the road. It looked very neat being flush with the level of the road, rather than up on a mound a la Grand Canal. The stone-work was in good condition, as indeed was the masonry of all the locks we managed to visit. Inevitably the breast gates were obstructed by a low-level concrete foot-bridge.

On the way to Slane we passed the ancient "Standing Stones" and Mound of Newgrange which are within sight of the river, while the roads in the area are festooned with signs pointing the way to various blood-stained fields of the Battle of the Boyne.

As one gets to Navan the locks become more frequent and the navigation is totally canal. An elevated viewing point at Ardmulchan gives a magnificent Barrow-like vista of a stately sweep of the river away down in the valley.

almost hidden in the under-growth and trees, surrounded by swamp and not a path or track in sight! How on earth did they manage to build it in such an inaccessible place?

In Navan are the only signs of an attempt to use the canal as a park and walkway, but much more could be done. The harbour is pathetic, mostly dry and overgrown, and it would appear that a portion of it has recently been deliberately filled in - for what purpose is not too clear.

It was stated before the 1923 Commission on Inland Waterways that the navigation could only be used for 8 months of the year because of drought in summer and flood in winter. Finally, although totally neglected and derelict, it is in private hands, owned by a Navan firm of millers. Nice to explore and look at and dream of what might have been.

Galley

One item which you may like to consider before the coming season is a Pressure Cooker.

The advantages are numerous when cooking in a small space with possibly only 2 burners.

- 1) In the pressure cooker, super heated steam is forced through the food, tenderising it, this speeds up cooking considerably and means that most foods can be cooked in only one third of the normal cooking time. e.g. a stew in 20 mins. Cheap cuts of meat become very tender.
- 2) Uses very little gas
- 3) You can prepare your whole meal in one pot, meat and vegs.
- 4) The pressure of the steam also means the pan is much easier to clean afterwards as the food does not stick as much.
- 5) Condensation is reduced, less steam escapes than from a boiling pan with lid on.

Have I convinced you yet!

The hazards are few. Most models have safety valves to release the pressure should the cooker be left on too long on too high a heat. All pressure cookers are sold with a small handbook. You will find them very explicit and should alleviate your initial fear of using one, but once used I feel you will wonder how infact you managed without one.

A typical Pressure Cooker Menu

BEEF CURRY (20 minutes approx. from full pressure) Serves 4

CHICKEN CURRY (using 4 chicken joints instead of beef. Cook for 12 mins from full pressure)

1 lb round steak chopped in bite size pieces	salt and pepper
3 tbsps oil	1 heaped tbspn chutney
2 large onions chopped	1 heaped tbspn sultanas
1 cooking apple, peeled & cored & chopped	2 tomatoes chopped
1 level tbspn curry powder	
1 pt. stock	

Method

Heat oil in bottom of pressure cooker and fry meat till brown. Add onions and apples and fry for a few seconds. Add remaining ingredients and put on lid and bring to pressure. Cook for 20 minutes. Allow pressure to reduce at room temperature. Thicken with cornflour.

To cook rice simultaneously if you have not got another burner. Cook curry for 15 minutes and reduce pressure. Place 1 cup of rice into a solid container and pour over 1 cup of boiling salted water. Cover with greasproof paper, tied down securely, bring to pressure again and cook for the remaining 5 minutes. Fork rice to separate the grains.

The Agony Column

Dear Martha,

My husband, normally a quiet, placid and loving man, suffers occasional delusions - he thinks he is Captain Bligh!

On arrival aboard our humble craft his whole personality and countenance undergoes a fearsome change. He struts around the deck issuing orders and threatening the crew (myself) with direct punishments and muttering what I can only describe as nautical obscenities.

Those symptoms seem to be particularly virulent should he hear gun fire in the vicinity of the Yacht Club.

Can you please help,

Sylvia Olivia Sandys

Dear Sylvia,

I'm sorry to say that this really is a problem for our Medical Correspondent, as the symptoms you describe so vividly are undoubtedly caused by a severe dose of "Skipperitis".

This condition is unfortunately incurable - however, lone journeys in open dinghies have been known to have a stabilising effect.

Regards, Marta

A.G.M. of Association

The A.G.M. of the Association will be held in Buswells Hotel, Dublin on Friday 22nd February at around 8.00 p.m. As this also happens to be the Friday of Dublin Boat Show week, it should prove an acceptable opportunity for a large attendance from the provinces.

Answer to Quiz

- | | |
|---|---------------------------------------|
| a) An Anchor Shackle | b) Old odds and ends of rope |
| b) Curved Timber in which the grain follows the curve | d) A crew member that's always hungry |
| e) Corned Beef | f) Cork life buoy covered with canvas |
| g) Small bollard with arms for securing rope. | h) Fog Horn |

Safety and Speed Limits

At the last Council Meeting our branch representative raised the matter as being of some concern. The danger at Tarmonbarry Weir was one point in question. It was agreed that Carrick, Athlone, Offaly and Derg branches would survey their areas and prepare a list of dangerous places. New projects were also to be taken into consideration. Could you think about this matter and let your Council representative have your views in writing as soon as possible.

From Yachting Monthly April 1965

Charter and Hire, Greece: Aux. yachts of all sizes with or without crew from £17.10/- per week per boat. Contact Athens 809

For Sale : G.R.P. Westerly 25' x 7'5" x 2'6" bilge keels, headroom 5'10", Johnson 6 H.P. outboard, cooker anchor and chain £1,985 ex. yard.



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March 1980

EDITORIAL FORECAST

Through active participation by the membership at Branch and National level 1980 saw the following come to pass:-

In conjunction with the helpful assistance of the Office of Public Works all weirs on the Shannon were fitted with safety wires. The Mountshannon harbour was modified to allow easy access from the water. Speed limit signs were erected on the Shannon and proved overall to be effective. The new crane at Athlone lock was commissioned.

The Royal canal was declared a National Amenity and the relevant authorities have been instructed to make every reasonable effort to restore sections as and when opportunity allows. The dry docks have been fitted with coin operated electric power points for public use. The Pollardstown Fen issue was resolved amicably thereby safeguarding once more the future of the Grand Canal.

A National Rally entry form was devised complete with waiver compatible with our Association Insurance. Council funds were such that having financed the Newsletter a grant of £1,500 was made to the Royal Canal Amenity Fund from part of the remaining surplus.

The next Meeting will be held in the Prince of Wales Hotel at 8.30 p.m. on March 7th, 1980.

AGENDA Minutes/ National A.G.M. Report/ Dinner Dance/ Barge Work-in/ I.C.W.A. Report/ AOB.

LOUGH DERG

L. Derg reports that it is their firm intention to run an appropriate function next October to mark the 10th Anniversary of their re-birth, no doubt further details available later.

Rally 5 or is it 6, will have a leisurely start this year to allow Shannon Rally Competitors to regain some lost steam - but a full programme is promised.

BRANCH SUBS

Sean has started to worry about Branch Subs- Hint hint!!

SHANNON GUIDE

We note that the amendments to the I.W.A.I. Shannon Guide are available in the February 1980 issue of "Sail and Power in Irish Waters". There is no mention of whether they are obtainable through other outlets - we hope that they will be made available through branches and book shops.

Graffiti Seen:- "HUMPTY DUMPTY WAS PUSHED"

FILM SHOW

One of the most successful winter programme nights of the branch was held recently in the 'Shamrock Lodge Hotel' with the showing of the Eric Sykes film "The Bargee". The attendance exceeded all expectations and our thanks are due to those who organised the function and our projectionist - Des Barry.

The Harry Rice Cup was presented to this year's essay winner Alison Marcuse. We include Alison's essay which we feel sure you will agree is a splendid effort. Again congratulations Alison and well done.

Alison Marcuse

OUR HOLIDAY ON THE SHANNON

(Age 10)

This year we had our holiday on the Shannon Boat Rally. There were Michele, Mummy, Daddy and our ship's dog (Cindy) and me on our boat which is called Sea-Witch, which is an 26 foot sailing boat.

We set sail from Coosain point on Saturday the 28th July, to join the other boats in Lainsboro. It was sunny and very windy and we went very fast. When we arrived at Lanesboro we tied onto a wall. Michele and I went out in our dinghy to let Cindy ashore. It was very rough out in the lake. Michele and I then went out in our dinghy with the out board on. We got stuck when we were coming and had to row which was hard work against the stream.

Sunday morning we went fishing and we caught 18 Perch, then I caught one for Cindy, and she ate it up so quickly when it was cooked that she was wanting some more.

After lunch I went for a swim near by in a swimming pool, and I nearly stayed in there for 1 hour, it was very warm.

Monday morning we had to stay at Lanesboro because it was very rough for smaller boats to cross. We had a scavenger hunt, and after that we had a barbacue under a bridge, and it was good fun, Sean was singing there, he came from a barge called the Iron Lung, he was a very good singer and he was singing with us.

On Tuesday we had a sailing race, and a running race, and the egg and spoon race, then in the evening we had a fancy dress party and I came 5th in it, and I was dressed as a first aid kid. After the fancy dress party we had a barbacue, and we had sauges, bread and drinks. Later on we sang songs around the paino with Phoebe and she had long hair and made up eyes and we liked her.

Wednesday morning we sailed to the River Inny and it was a lovely sail up to the River Inny. When we had got there we had swimming races and then we had an exploring trip in our dinghy's with the other boats who pulled us along

On Thursday we had a race to Portanena which was the very last race and it was very exciting. When we had got there, we had games called the water polo and the one oar race which was good fun, and there also was a fishing competition. The man on Sampan won the competition because he got an 9.00 pound pike.

We stayed there, after we went to the Pub there we had a talent competition but I didn't enter for it.

Then on Sunday we went to Hodson Bay, when we were crossing it was very rough. Then when we got there we had a little supper. After that we went ashore for our prizes. After the prizes had been given out, we had a dinner party which was very good, that was the end of the Raley.

GET WELL SOON

CONGRATULATIONS

To Mark Kelly for getting a Schoolboy swimming cap for Ireland in a triangular competition against England and France - Well done.

Also to Alan Furlong on exam success - another Hon. Legal adviser in the making!

DATES FOR YOUR DIARY

The next social function will be the Athlone Branch Dinner Dance in the Prince of Wales Hotel on Friday 18th April.

Eileen O'Brien and Sean Fitzsimons are in the middle of preliminary planning for a barge week to be held on the Royal Canal at Clondra in or around 10th May.

March 7th Carlow Branch Wine and Cheese

From Dublin Branch comes news of a small boat rally on the Grand Canal on Sunday 16th March from 1st Lock. Inchicore to Ringsend Dock with a 'Lunch' stop at the Barge Inn.

Full calendar of events in next issue.

FOR SALE

'ALLERINA II Class, Aux. Yacht.

L.O.A.	21'6	Draft	2'3
L.W.L.	16'9	No. of Berths	3/4
Beam	7'5	Engine	Kohler 8 HP inboard

With a North Atlantic crossing to her credit this well proved off-shore cruiser is a real thoroughbred. Extras include - close coupled 4 wheel road trailer, winter cover, campari tender, cascover sheated from new (1971) etc., etc. £3,000 Apply: David Coughlan, 2 Hillcourt, Athlone Tel: 2039

CANAL DRIBBLES

Having received some "stick" recently from influential sources about alleged neglect of the Royal Canal by this column, we have thought that this month honour should be preserved and amends made.

So here goes. Most of the short levels through Dublin are actually in water, and many of the local Community Associations have helped with tow-paths, cleaning etc. As far as small-boat navigation is concerned the story really begins at the 12th lock near Blanchardstown. This level gives 7½ miles of restored level through Clonsilla, Lucan and Leixlip. The new slip way and the boat shed cum work-shop are located near Lucan. Repairs to the deep-gates of the 13th in a few month's time will add another 4 miles up to the far side of Maynooth. Some derelict locks lie between here and the 20 mile "long level" which is now known because of its usage on Royal Rallies. A flight of 3 locks at Killucan (all of course out of use) lead to the 13 miles summit level at Mullingar - which is to be the scene of this year's Rally. Beyond this point the story is more depressing, dry levels, culverts and other hazards pose major problems in the future.

At the other end of the line - Richmond Harbour at Clondra all is well as far as we know and there are strong rumours of a Barge "work-in" party this spring to tackle the level above the Harbour.

SHANNON RALLY ITINERARY

Commodore - Brendan Lynch Chairman - Sean Hanahoe Secretary - D. Walsh

FISHIE TALK

First catch your fish!!

Perch - Be careful of the spikes in the dorsal fin as they are very sharp. This fish is difficult to scale, so plunge for a minute in boiling water then scale. Delicious flavour. Best fried and served with a white sauce. Generally small enough to serve 1 fish per person.

Eel and Parsley Sauce - 3 lbs eels, sprig of parsley, 3 slices of lemon
To serve: Parsley sauce
Garnish : Lemon, Parsley

Skin eels and cut into 2-3 inch lengths. Put into cold salted water, adding sprig of parsley and lemon slices. Simmer gently for approx., 45 minutes. Drain and serve with parsley sauce* (* for the first time triers - you can buy a packet and mix with milk). Garnish with lemon and parsley.

FASTNET REPORT

The following are some extracts from the official report on last year's Fastnet race. While much of the following may have no great relevance to our scene, some of it obviously does and it makes interesting if horrific reading:-

.....In the area of most severe weather the highest individual wave every three hours would have been close to 66 ft....such waves could have possessed steep or near vertical-sided profiles...wave crests would have been travelling at 30-40 knots.....over 300 started....28 finished.....since the inception of the race in 1925 and prior to 1979 only one life was lost....many very experienced competitors stated that the wind strength was not unusual but the sea conditions were the most dangerous they had ever experienced.....most damage to the fleet appears to have been caused by waves rather than wind... the Labadie Bank - no obvious effect caused by (relative) shallows (200 ft).... There is at present no method of predicting with any certainty when a depression will deepen rapidly in the western approaches so gales which arrive with little warning are a feature of our weather.... boats which lost washboards when rolled were in many cases powerless to stop ingress of vast amounts of water...pumps which discharged into the cockpit were also criticised as then there was a large quantity of water in the hull the cockpit did not drain effectively..... It is a well known fact that a fit man can seldom shift more than 10-15 gallons a minute with a manual pump....batteries came loose...cookers dropped out of gimbals. ..the R.N.L.I. commented on the deplorable lack of towing points on modern racing yachts....six lives lost due to harness or attachment point failure...seven persons died as a result of incidents involving liferafts...twelve liferafts were washed overboard...life rafts clearly failed to provide safe refuge which many crews expected.....no deaths are directly attributed to the failure of lifejackets...most crews however appear to consider them less important than harness...report states...the large number of competitors potentially at risk through failure to do so (wear a lifejacket) is disturbing...there were no instances of yachts sinking while upside down and all those who were temporarily trapped below ultimately got out.....some were short of charts....



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April, 1980

ARE YOU AN AERIAL SPONGER?



EDITORIAL

Risking repetition and boredom to your readers, let us examine our conscience prior to getting afloat for the eighties and see have we got our priorities right.

Afloat there is no greater priority than safety. Ponder the following and if you meet the principles in general you can regard your craft as responsible, if not, well luck will play an integral part.

Is your boat adequately insured? Have you a dinghy capable of taking your normal crew? How buoyant is it? Do you turn off your gas after use? How is your fuel storage? How old are your fire extinguishers, when did you last shake them. Perhaps you might try one out, expensive, possibly, but not if they fail to work with no fire to put out. Has the galley got an asbestos blanket?

Have you personal buoyancy for all crew? How often has your better half handled the good ship? A child should never be seen afloat without a lifejacket that has been tried and tested and properly worn. Have you a boarding ladder? Have you tried to lift anybody aboard from the water? Kiss of Life? Who can swim? Some of the more experienced on occasions are seen to wear their life jackets.

In general a well found ship carries adequate anchorage, warps and life-buoys. No loose fittings or bad handholds. Never, ever rely on cockpit covers for handholds, and if cover is raised cross your craft forw'd never astern.

--oOo--

A G E N D A for next Meeting

Minutes/ Dinner Dance / Moorings
Council Meeting Report/ Pollution/ A.O.B.

Next Meeting will be held in the Prince of Wales on 11th April at 8.30 pm

POLARDSTOWN FEN DOCUMENT AVAILABLE THROUGH YOUR COUNCIL MEMBER

DINNER DANCE

THE ANNUAL BRANCH DINNER DANCE TAKES PLACE THIS YEAR ON FRIDAY 18th APRIL IN THE PRINCE OF WALES HOTEL. DINNER SERVED AT 21.00 HOURS (9 pm FOR OUR SHORE BASED MEMBERS). MUSIC BY THE EVERGREENS - WITH SPECIAL GUEST STARS FLOWN IN FROM RIO DE JANEIRO, YOKAHAMA, GLASSON AND TANG. TICKETS £7.00 AVAILABLE AT SEAN'S BAR. WE URGE ALL MEMBERS TO MAKE A SPECIAL EFFORT TO SUPPORT THIS THE PREMIER BRANCH FUNCTION OF THE YEAR - A GOOD NIGHT GUARANTEED

POLLUTION

Since our last Branch Meeting the powers that be appear to have at last, taken interest in the pollution of L. Sheelin. The statutory bodies in this case, like many others, seem to take notice only when the pressure was put on them by letters in the papers followed by reporters getting in on the act.

It will be interesting to see how the politicians will act to remedy the appalling flow of pig slurry to the lake.

CANAL DRIBBLES

On the Sunday of St. Patrick's week-end. Dublin Branch held a small boat rally on the Circular Line from Suir Bridge all the way down to Ringsend Basin, negotiating 7 locks. 10 boats varying from Mirrors through Avons to a long-boat slipped in by various means and were immediately horrified at the condition of the canal and its bed. Supermarket trolleys, mattresses, bicycle wheels, timber pallets - you name it - they were there - decorated by about one thousand plastic bags, bottles and tins!

However, the navigation of the 2 mile level and Portabello lock brought the Barge Inn into welcome sight where a lunch stop (mainly liquid) was held. As the fleet re-assembled Douglas and Ruth Heard were in evidence recording the highlights for next winter's film show.

The next 6 locks in rapid succession held no terrors, as thanks to C.I.E.'s co-operation the lock-keepers were out and working hard. Who said "never on Sunday's". The condition of the gates was excellent, except for one of the deep gates on Lower Mount Street where the beam rose up instead of the rack! A bit of repair work necessary there, surely!

Ringsend Basin when viewed from water level is a vast expanse and its really surprising it isn't used for more water based activities. What an amenity in the heart of the City. Altogether a successful and enjoyable outing.

--oOo--

FIND OF THE CENTUARY

With all the fuss going on about the Ardagh Chalice and the Derrynaflan treasure recently, we thought we were onto a good thing in Athlone. A gentleman, well known in local theatrical and waterways circles, who shall remain anonymous, was searching his attic, for a backdrop from S.Pacific, to hide the town dump for the Tidy (Riverside) towns competition, happened across what looked like a chalice. Well I needn't tell you about the excitement. The men from the museum were sent for, they arrived, heavily disguised as river wardens so as not to arouse suspicion and widescale panic, and immediately set about identifying this treasure. Soon it became apparent that it was the long lost Eistamaid Trophy a splendid artifact of the post-micro chip era, believed to have been mislaid some time in 78 AD by a man called J.R. (not the 'Dallas' J.R. but a man equally rich). To make a short story longer the Eistamaid Trophy is being restored to her former beauty and will soon be in the possession of its present holder Ofko Holtkamp.

OLD SOLDIERS NEVER DIE

Extract from Rally report published in Yachting Monthly December 1962
"The second prize (runner up Premier Award) was awarded to David Killeen and his crew, Miss Maeve Killeen and Miss Ann O'Rahilly. They sailed the entire course, 130 miles in a Five O'Five"

VICTORY OR DISTRESS??

Should you observe a hire boat skipper using his 8 berth cruiser like a landing craft to gain access to one of Lough Ree's islands, and should you subsequently observe him frantically waving the International "V" flag (red X on white background) don't misinterpret the message. He is not giving you the "Harvey Smith" or claiming sovereignty over the island. He's implementing the new hire-boat distress procedure and asking for assistance. How this procedure will help anyone lost miles East of Nuns Island, or help the rescue boat in locating a cruiser in distress with night falling is another matter. One final note, the hire operators would prefer if private boats did not attempt to rescue their cruiser, but confine themselves to assisting crews and/or reporting position of craft.

--oOo--

WHEN I HEARD ABOUT POLLARDSTOWN FEN
I DECIDED TO TAKE UP MY PEN
TO REMIND OUR SMALL FACTION
IF WE SOON DON'T TAKE ACTION
WE MIGHT NEVER SEE IT AGAIN

Seans Bard

--oOo--

CHICKEN TEMPTERS - Useful dish when you have cold chicken left over but not enough to go around.

1 lb cooked chicken	1 tablespoon parsley chopped
8 ozs mushrooms, sliced	4 Hot baked potatoes
6 tablespoons double dairy cream	

Chop the chicken into neat pieces. Mix chicken and mushrooms together with the cream and the parsley. Heat gently. Scoop out some of the potato. Arrange potatoes on a serving dish and spoon chicken mixture liberally into each.

DID YOU HEAR?

ABOUT THE SKY DIVER FROM CARRICK? WHO WAS KILLED WHEN HIS FLIPPERS FAILED TO OPEN!

SUBSCRIPTIONS

Have you the scourge of the dreaded red X - if so please pay your annual sub NOW to Seans Bar.

WORK IN

Last Saturday a representative branch attendance succeeded in completing the initial phase of the mooring buoy project. The shuttering was assembled, reinforcing cut, shaped and laid in situ and 6 cu. metres of concrete were poured to make up 8 cruiser and 4 barge moorings - a very successful day's work.

DATES TO NOTE

APRIL	4	-	7	SHANNON BRIDGE RALLY
MAY	9	-	11	CORRIB Cong-Galway SAILING RACE (all classes)
	17	-	18	ROYAL CANAL RALLY MULLINGAR
	17	-		L.R.Y.C. CRUISER SERIES
	23	-	26	ERNE RALLY
	31	-	2	CRUISE IN COMPANY - Athlone
	31	-	2	DERG AND TULLAMORE RALLY
JUNE	7	-	8	L.R.Y.C. CRUISE IN COMPANY
	14	-	15	I.A.R.U. ATHLONE REGATTA
	21	-	22	SHANNON HARBOUR RALLY
	28	-		L.R.Y.C. CRUISER SERIES
JULY	6	-	13	ATHLONE FESTIVAL WEEK
	12	-		L.R.Y.C. CRUISER SERIES
	11	-	13	CORRIB RALLY
	12	-	13	BARROW MINI RALLY
	26	-		I.A.R.U. HOME COUNTRIES INTERNATIONAL REGATTA ATHLONE (Inner Lakes)
	26	-	2	SHANNON RALLY 1980
AUGUST	5	-	9	L. DERG RALLY
	23	-		L.R.Y.C. CRUISER SERIES & R.N.L.I. PENNANT
SEPTEMBER	13	-		L.R.Y.C. CRUISER SERIES
	20	-		L.R.Y.C. CRUISER LONG DISTANCE RACE

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LOCK TIMES

	<u>Dates</u>	<u>Weekdays</u>	<u>Sundays</u>
25	March - 15 April	9.00 - 18.00	11.00 - 17.00
16	April - 29 April	9.00 - 19.00	11.00 - 17.00
30	April - 19 May	9.00 - 20.00	10.00 - 18.00
20	May - 12 August	9.00 - 20.30	9.00 - 18.00
13	August - 26 August	9.00 - 20.00	9.00 - 18.00
27	August - 9 September	9.00 - 19.30	9.00 - 18.00
10	September - 23 September	9.00 - 19.00	9.00 - 18.00
24	September - 14 October	9.30 - 18.00	9.30 - 18.00
15	October - 24 March	9.30 - 12.30	10.00 - 12.30

AGREED I.B.R.A. COST OF DIESEL.....£ 0.75p for 1980 season
TO PRIVATE BOAT OWNERS.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

May, 1980

RECORDS SHOW UNPAID

Judging by the excellent reaction to our April issue the time is opportune to clarify, if possible, the subscription system. Your subscription is due on 1st January each year. That's the theory. However, in practice it is the tendency of some members to pay at the start of the boating season or during the Shannon Boat Rally week. Since computerisation of our membership records, Jonah (our computer), does not have a humanitarian chip and rules Ruth-lessly.

Year 79 was a complex year owing to the prolonged postal dispute which resulted in later than usual subscriptions. However, unless you have paid twice in that year, your sub is due now for 1980, that is, if this addition again carries a red 'X'.

Jonah, however, is not the only Jinx. At the April Branch Meeting a lively debate ensued over quite a number of mistakes on our part. The Chancellor of the Exchequer i.e., our Treasurer was taken to task for breakdown of computer programming. Apologising in his reply for delay in forwarding of receipts to Aerial Staff, certain members refused to accept this apology, to which he replied "tough". Isn't it nice to have the human side too. The problems were resolved amicably.

Should above leave your subscription position unresolved please write and the matter will be attended to.

Next Meeting: FRIDAY 2nd May, in the Prince of Wales at 8.30 p.m.

- A. G. E. N. D. A Minutes/Apologies
- Matters Arising
- Moorings
- Pollution
- A.O.B.

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On behalf of our membership we extend our sympathy to the Foy Family on the sad passing of their Mother R.I.P.

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MADIGAN PLAQUE

It is hoped to unveil this stone plaque dedicated to the memory of the late Denis Madigan on Whit Sat. May 31st. The plaque is completed but has yet to be installed in situ. The ceremony will be held in the morning so it is hoped to have a good attendance of boats and people at Athlone Lock for this ceremony. Final details in next issue.

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BARGE WORK-IN

Please return entry forms to Seans Bar Remember the dates 3rd - 10th May 1980

CANAL DRIBBLES

The glorious weather at Easter provided the opportunity for a long-overdue visit down the Barrow line of the Grand and the River Barrow itself. A small fleet of about 10 boats made the trip, while Shannon Boat Rally Chairman - Sean Hanahoe - brought a hire boat up from Bagnelstown on an official outing of the Royal Bog of Allen Y.C.

On arrival at the outskirts of Athy hearts sank at the sight of the short level into the harbour - 2 feet down!! Jumping and banging the boats made their way more or less safely, although John Du Moulin's 'Nordic' did a lot of no good to a prop. Of the lock-keeper in charge of the 3 Athy locks there was not a sight!

The River Barrow itself was most pleasant and gave no trouble all the way to Carlow, while jovial lock-keeper Mick Webster gave a big welcome as he locked the fleet through Bestfield (and back again on Sunday). The Boat Club provided hospitality but the promised Carlow Branch Rally failed to materialise.

On the return journey we were most surprised to overtake Eddie Bruncker in his newly purchased "Hein Goodwind" and right pleased he is with her too. However, the high light of the weekend was the impromptu reception organised in Vicarstown by Monica Corbett and her ladies of the Canal Development Association. Skippers and crews made the way to the local hall to find, tea, sandwiches, cakes cream buns, music and entertainment laid on. Brendan Thompson of "Gillian Too" took over as M.C. and kept the party moving with songs, dances and even the Walls of Limerick.

Strong rumour now has it that its Vicarstown for Easter '81

So a successful trip to be recommended for this time of the year. Navigation generally in good condition. So now we face the Summer season heartened by the great news on Pollardstown Fen. A victory at last!!

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DISTRUBING

One of the subjects raised at the last branch meeting brought into question the continued existance of trees and scrub around the lake shore. It appears that a farmer, in the vicinity of Rindoon, has cleared considerable scrub and bushes from the lake shore, as part of a land reclamation project. The point was made, that where as scrub and bushes, per se, may not be very beautiful their absence would considerably alter the character of the lake shore. The branch is to approach the various Co. Councils and Bord Failte to ascertain the official position on such matters.

With increased emphasis on agricultural efficiency and with Hare Island rumoured to be soon coming under the auctioneers hammer, the move might well prove timely.

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RE-ASSURING

It was good to read in the Irish Times that L.Sheelin still lives - for the moment!! It appears that the few fishermen, who ventured out over the Easter Holidays, were well rewarded with good trout catches. Lets hope the proposed remedial action ensures the continuation of such welcome news items.

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SADDENING

Its sad to report that to date, there has been no boom erected around the sluices at Tarmonbarry. A sign, of dubious meaning, has bee erected. Another case of too little, too late - lets hope not.

PUZZLING

It is hard to believe that with so much talk around pollution and the environment. Athlone branch is still having difficulty trying to find objective details about Pollution. We all know that Athlone dumps its untreated sewage into the Shannon. We all agree that this is undesirable but how does one measure the effect of this?

Other questions that come to mind - are the methods of measurement and detection that are used efficient? did they work on Ennel, Shellin? - do they work abroad? What forms of pollution threaten the Shannon? - Bord na Mona? the farmers? the new factories in the N.Shannon?. What is the state of the river today?. How does it compare with say five or ten years ago?. At the time of going to press it is hoped to have someone from the Clean Water - Council at our next Branch Meeting to supply facts rather than opinions. One fact already gleamed - neither the Westmeath Co. Council or the Athlone U.D.C. have appointed a Pollution Officer for our area as yet!

"MOONDRIFTER" for Sale

25ft G.R.P. sloop, 4 berths, full headroom, diesel H & C Pressurised water system with separate shower and W.H. Basin. Fridge, cooker, grill and oven. Full inventory includes 3 head-sails, sail and cockpit covers, anchor, chain, fenders, warps, fire extinguisher, lifebuoy etc., etc. PRICE: £8,050.

MIKE WEBB - M.B. "Snipe" IO3B, Grace Road, Athlone.

BOATING GOSSIP

The sunny Easter weekend saw great boating activity on the home front, painting scraping and general spring cleaning. Winter ravages were discovered in many craft. Damage caused by dead leaves, rot, faded varnish, sooty paintwork, bilges awash in diesel! etc., etc.

Do remember before you set off on that initial trip to ensure your engine is in perfect running order especially the outboard - have you serviced it, changed plugs, checked starter cord and points? Make sure your safety gear is working and wear your life jacket.

Congratulations to Tom Hogan on his new Jaguar 25 launched on Easter Monday- The cruiser series will be hot this year.

ROYAL CANAL RALLY - 17th and 18th May

Don't forget to get entries in for the Royal Canal Rally to Ian Bath NOW

R.N.L.I. ATHLONE FLAG DAY

The amount collected was slightly down on last year due to the backbone of collectors being away on the Easter Saturday. However, the organisers were happy with the result and thanks are due to all who gave up their day to aid this worthy cause.

RECENT BEREAVEMENTS

We wish to express sympathy to the McGonigal family on the recent death of NORAS MOTHER, Mrs Lyons, and also to Adene Brett on the sad passing of her Father.

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ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

June 1980

If they can do it in the Dail then why not us? Summer recess is upon us, Editorial staff are now on hollies, next edition due for September. Like wise there will be no Branch Meetings in July and August which will give our officers a well deserved rest. On behalf of our membership may we pay tribute to our Council and Branches who have given of their own time and expense to the aims of our Association and our Waterways in general.

Next Meeting: Friday 6th June at 8.30 p.m.
PRINCE OF WALES HOTEL

A G E N D A: Minutes
Report from Council Meeting
Schools Project Competition
A.O.B.

A wee point to ponder whilst going afloat this season. Should the occasion arise, it might be a good idea to invite some of the younger generation along. It is the considered opinion that a generation gap does exist afloat which reflects itself at our Branch activities and those of our Association in general. The cost of getting afloat now-days is a contributory factor, but with a modest beginning a wise initial investment should be encouraged. Now as never before young blood with young ideas would add a new dimension to our Waterways.

SKIPPER

The late Denis Madigan for many years skipper of the O.P.W's Maintenance Barge "Fox" was a real friend to the Waterways cause when friends were thin on the ground.

On SATURDAY 31st May at 10.30 a.m. at Athlone Lock the Branch will unveil their commemorative plaque. The ceremony will be followed by a coffee reception in Sean's Bar. We know you'll be busy making preparations for the week-end, but do try and make it.

SHANNON POLLUTION

Make sure you join the queue and pollute the Shannon! - Brew your own plonk:

BEER/LAGER - 1 tin home Brew
1 Kilo Sugar
1 Package Beer yeast.

Bring brew, which is like treacle to boil and simmer for 15 mins. Pour on to dissolve sugar in plastic bin container. Add 30 pts. luke warm water, add yeast and cover. Leave in a warm place till fermentation has stopped (about 9 days). Siphon off and leave to settle. Siphon again into bottles, add $\frac{1}{2}$ teaspoonful of sugar to each and cap. Leave for 3 weeks and it is ready to drink. Total cost £2.10 or approx., 7p. per pint.

damsons, bananas, blackberries, apples, goosberries etc. For these wines ' H.E. Bravery's book "Home Wine Making" explains all in the simplest terms, and the wine cost about £1.00 per gallon if you get the fruit free. The other method is to purchase a wine kit of concentrated juice approx., £2.80 in Lysters - Shopping Centre, Athlone, or any home brew centre. Read the instructions which are very clear and with sugar plus one or two tablets one can make a gallon of wine for about £3.20 or 60p a bottle. One month and it is ready.

These recipies may seem out of place in an I.W.A.I. Newsletter, but have your own celler on board, it tastes great and it is amazing how many friends you will suddenly make.

FOR SALE

Eventide Sloop "SARA" - 4 berth, full sails, inboard engine, all perfect. Hull requires some slight repairs. Seen at Portaneena, offers to Sean's Bar, Athlone.

STOP PRESS

Don't forget to order your July edition of the "Aerial" which will include the complete and unexpurgated list of subscription defaulters.

WELL DONE!!

It was a tired but happy band that returned from the Royal Canal Work-in at Clondra. Several miles of tow-path was cleared and a detailed survey of Canal and tow-path between Clondra and Longford was completed - well done!

SAFETY - OPW, IWAI etc.

An IWAI deputation met OPW supremo, Mr. John Carty, at the beginning of May and had wide ranging discussions covering aspects of safety, speeding, navigation etc. Some of the main points resulting are listed under:

- a) A boom consisting of poles chained together and anchored up stream of the sluices at Tarmonbarry is being laid at the time of going to press.
- b) The sign at present over the sluices at Tarmonbarry is the International Danger sign. It was generally agreed that this sign would mark danger areas on the river and the IWAI undertook to publicise the meaning of the sign. The sign is triangular shaped, yellow background with an exclamation mark (!) in black in the foreground.
- c) It was agreed to give active consideration to the introduction of "speed restricted" areas, with the IWAI to come back with specific proposals.
It is hoped to produce a small sticker incorporating the "speed" sign and the "danger" sign with explanations in English, French and German, which could be put beside the speed control of all cruisers, hire and private - now all we have to do is convince the row boats!
- d) Concern was expressed about the lack of ladders etc., in locks and harbours. This might be difficult to remedy in existing installations, insofar as ladders etc., at locks have fallen victim to vandalism and thievery - however, we have not given up yet on this matter.
- e) The question of a new navigation channel in North L. Ree

and it is hoped to repeat them at fairly regular intervals, so any suggestions, gripes, hints etc., to the Branch Officers, please.

CANAL DRIBBLES

Last month was definately the month of the Royal Canal. Having organised a superbly successful Rally on the summit level at Mullingar, Dr. I. Bath and the R.C.A.G., can feel well satisfied.

18 boats, a fleet of canoes and some local town boats took part in the 2 day event. The Caravan and Camping Club and the 73rd Troop Rathcoole Scouts supported, by participating in the overnight camp. The Mullingar Town Band lead the Grand Parade from Dublin Bridge to the Harbour, where hundreds of towns-people watched the concluding festivities. Finally the occasion was graced by the attendance of Mr. Albert Reynolds, T.D., Minister of Transport. Athlone Branch was well represented by several bargees, sailors and Carlsberg drinkers! When the rally was just concluding the organisers thoughtfully laid on a whirl-wind which struck the centre of the harbour, and removed all the litter!, while spinning a canoe round and round in the water!

Enthusiasm along the entire length of the Royal is now growing at a rapid rate. Local committies everywhere are cleaning tow-paths and demanding that their levels be maintained in water, gates are being constructed and suddenly it's all starting to come together. All the more shame therefore to see the tiny culvert under the Dublin Bridge at Mullingar. Your Dribbler chatted to an old man who remembered horse-drawn barges, but who said it was a "bad day's work" that the tow-path did not continue under the bridge. He objected to crossing over the main Dublin road when walking the canal! That's the spirit.

FOR SALE

Mirror Dinghy Kit for sale £335.00 or best offer
Phone: Paul Rowan (0902) 2647 Office hours.

SPOT THE TRUE STORY!

- a) The Carrick man who on being told to strip to the waist - dropped his pants!
- b) The Athlone man who on winning a sailing race rushed up to pay his entry fee!

Answer with £10.00 entry fee to the Editor.

USEFUL HINTS

Space is always at a premium in small craft, and the following hint can help utilise it more efficiently.

1. Collect "screw top" coffee jars or jam jars.
2. Drill the tops through their centre.
3. Screw the tops (using a washer if possible to spread the load) to the upper underside of your cupboard.

Result is a convenient efficient storage place for sugar, rice etc., utilising a seldom used area.

/.....

ATHLONE BRANCH WHIT WEEKEND CRUISE IN COMPANY-----
Fair Weather ProgrammeFoul Weather
Programme

SATURDAY 31st MAY

10.30 a.m. Madigan Plaque unveiling ceremony at Athlone
Lock, followed by coffee reception Sean's Bar.2.00 p.m. Depart Lanesborough (Committee Ballykeeran Lough
Instructions for berthing at (committee
Lanesboro at Athlone Lock before decision)
departure)

SUNDAY 1st JUNE

Lanesborough Mass : 8,9,10,11 and 12.00 noon
C of I Service : 9.00 a.m.1.00 Depart Lanesborough for I.Cleraun Committee
Decision Hic!3.00 I.Cleraun sports and picnic (bring
your own buttered bread and fork -
sausages supplied)

6.00 Depart for BARLEY HARBOUR

9.00 BARLEY HARBOUR CHEESE AND WINE PARTY

MONDAY 2nd JUNE

BARLEY HARBOUR

11.00 Aquatic Sports (shouldn't be mist) Committee Hic!
Decision -

2.00 PRIZE GIVING Whoopee!!!!

Eat, Relax and depart for home as you please

Slan Agus Beannact - have a safe and enjoyable summer - see you
in September.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

September, 1980

Might we take this opportunity to welcome our new members to our Association. A particular reason for doing this is that instances have arisen where this hand of friendship was not extended. Let us not call it bad manners, but discourtesy, although the demarcation line is marginal.

Reasons are numerous, shyness, oddness, mood, all of these are human elements but surely we can reserve these climates for those we know. A perfect society is not what we want, otherwise we would have no fodder for gossip, no release valve for pent up emotions, but surely to God courtesy is not too taxing, and a little effort may be all that is required to break the isolation from the newcomers point of view.

Do not regard it as a question of adopting a potential burden, remember to get where we are ourselves we had a helping hand along the way. We have moved through the fleet and opted for our own nucleus, thanks to mutual friends. Give a little thought to the newcomer it will be appreciated.

To the newcomer a word of advice. Do not be disheartened by the back turned on you or a cold shoulder. Re-buffs can be due to some of the emotions mentioned above, or may be just the nature of the beast. Rest assured that we have our own share of thick chickens with whom roosting may not be worthwhile. However, the majority of the boating fraternity are good salts - take a pinch at a time!

The next meeting will be held in the Prince of Wales Hotel on Friday 5th September, 1980 at 8.30 p.m.

- A G E N D A
- Minutes
 - Apologies
 - Matters Arising
 - End of Season Rally - Itinerary
 - Reports
 - Winter Programme

---ooOoo---

DINGHY FOUND: GRP, White with wooden gunnels - enquiries to M.Webb
M.B. "Snipe" -103B,
Grace Road, Athlone.

---ooOoo---

The Editor and Hon. Secretary wish to thank the Branch Chairman, and members, for financing their investigative cruise of the Greek Islands - a report is included elsewhere in this issue

20th Shannon Rally 1980

A fleet of about 64 assembled at Rooskey on the Saturday evening after their voyages from Athlone and Carrick, as Commodore Brendan Lynch took command. After Mass by Fr. Jim Colleran, a "tea wag" and a leisurely lunch, competitors took off for Grange River with the Navigation competition en route. Here some slight confusion arose when the buoy did not "appear" to be in the anticipated location and a rumour spread through the fleet that a hire cruiser had moored to it! The committee however wisely decided to deny everything and results proved them correct.

Two glorious days in Grange (despite the forecasts) enabled a large number of competitions to be run off and a welcome feature was the encouraging number of boats taking part in the major events.

The feed back from parents of small children (and there were many) was of great appreciation of the attention paid to kids - adventure trip, art competition and a bean and sausage barbeque etc., all helped to keep them occupied and happy.

The sailing fraternity under Sailing Master Damien Delaney were kept busy with 4 cruiser and 2 dinghy races. Wind they had a-plenty - except would you believe crossing Lough Ree when the race had to be declared finished after only 2 stages.

Swimming took on a new emphasis (a welcome safety feature) under the guidance of Mrs. Pat Kelly (Siam III)

Throughout the week there was keen, friendly (and sometimes leg-pulling) competition between 1979 winner Noel Murphy, Michael Mackey, Sean Matthews, the O'Brolchains, Sean Fitz, David Killeen, the Hudsons (back after many years absence), the Vard brothers, 34B and the results showed a nice spread of the awards, as no one boat won more than 1 major competition. But to the great surprise of all the winner of the Premier Award was none of the above, but Ray Billington in Samantha II, proving once again that consistency pays.

All in all, a well run and successful event adding once again to the tradition and history of the Shannon Rally.

SNIPPETS: Nice to see former Secretary Eileen O'Neill back (this time on Ballycotton) - Jim and Helen Sadler were very pleased with themselves winning the Shannon Pot and the Time Reliability. Music was the best ever with the "Liscannor Band" under Maestro Sean Matthews (a real brick!) - Former Commodore David Killeen was only 8 marks behind the winner in one of the closest results ever - special thanks to John Foy for his help with the sailing races - what does the name of Eric Hensey's boat mean? 1st correct answer a free copy of the Aerial and it doesn't Costa.F.F.

An apology from Canal Dribbler this month. He has been so busy enjoying the "summer" weather on the River, he hasn't seen a Canal for months.

---ooOoo---

OPULENCE

Did you hear about the Athlone fellow who chartered a cruiser from the Lough Derg Rally to make Athlone in time to sign the dole!

ROYAL CANAL

Royal Canal Raffle tickets should be returned by October 3rd. Go on be a devil, invest now and help a good cause.

---oOo---

Whilst perhaps not in the best position to speak upon the standard of boatmanship among the hire fleet, here goes;

Avoiding comparison with the quite high standard of private boating, whilst, mind you, is generally the result of experience - some of the most basic rules are broken by a number of hire boats.

Speaking directly to the hire operators, here are some of the cardinal rules that are ignored regularly:

1. Children running on deck without life jackets.
2. Warps in complete disarray on approach to moorings.
3. Excessive speed in areas where this is neither desirable or safe.
4. Kids being towed behind moving craft in dinghies some of which lack buoyancy of any description.

Appreciating that inattention or lack of commonsense, despite initial briefing, may be the reason, this does not however exonerate the responsibility of the hire operator to the hirer. I wonder how many crews if any have been refused hire through obvious unsuitability.

Two structural defects on a number of hire classes are:

- a) Mooring cleats and sampson posts far too small to suit their purpose.
- b) Deadly dangerous stern cockpit canopies. These canopies are perhaps the biggest single cause of man-overboard due to design and ill fit. Hire operators should ensure that their craft have adequate aft deck space available whether canopy is up or down.

We trust that these comments will be taken in the light intended, that of safety.

---oOo---

FLOTILLA SAILING

What is it? - Flotilla sailing is a facility whereby you can hire a sailing cruiser for 2 weeks and sail in Flotilla and independently among the Greek Islands. The package offer usually includes return flight from UK (London) to Greece.

What are its attractions? The first and obvious attraction is that it allows people who could afford neither the time nor money to bring their own craft to the Med. The opportunity of sampling weather and boating at its best. The second advantage is that it introduces one to sailing in foreign parts with the assurance of expert help, near at hand, to see you through any difficulties with Port Police etc. The benefit of local knowledge usually offered by the lead boat that travels with each flotilla should not be underestimated - its nice to have recommended places to go, things to be avoided, where water, money etc., is available, pointed out to you.

The navigation for the most part is unbelievably simple - a not unusual problem is finding water shallow enough to anchor in - as the shores of the islands shelve very steeply. The boats offered vary from firm to firm but are invariably well behaved, docile and reasonably comfortable sailing cruisers.

What's involved in a typical holiday? -

1. The travel to and from London can be the most tiring and expensive part. Remember you will be joining a charter flight which will not wait for you - so you must plan to arrive at the UK airport (usually Gatwick) with plenty of time to spare.
2. The flight to Greece and subsequent bus-ride (included in the price) present no difficulties.
3. After settling in on board there is usually what is called a "Skippers Briefing" at this the initial itinerary is gone through and with the aid of the local chart the flotilla skipper points out navigation features of the area involved. The flotilla will sail together initially, but will have independent sailing later on - the amount varies from Company to Company - so read the different brochures.
4. A typical day would possibly involve the following:-
Rise 9-10 a.m. light breakfast of fruit juice, cereal and boiled egg. Skippers briefing 10.30 - 11.00, sail at 11.30 Stop for lunch and swim at 13.30. Sail to destination at 16.00 Arrive 18.00 - 19.00 Eat and drink at local Taverna after pre-dinner cocktails on board. Dinner and drinks in 1980 cost on average £3.00 - £4.00 per person per night, for that you will get food, wine and a few brandies (Greek Matexa)

What is the weather like? Dodgy subject this - usually the weather in Greece settles down around June and stays good to the end of September - that's not to say that April, May and October do not have good weather - but it is not as predictable as mid-summer. From June onwards the days get quite hot especially from say 11.00 to 16.00 The new sun tan oils with varying protection factors are a great boon - start with a high factor and gradually work your way down.

Food - what's it like? If you are looking for French cuisine - forget it - go to France. Fish is plentiful and fresh. The food is adequate though the size of courses tend to be small. Chicken, Pork, Salad and various Greek dishes such as stuffed vine leaves, musaka, kebabs are the norm. Local wine is cheap 60p. - £1.00 per bottle - more often than not the local wine is all that is available.

Prices: Prices range from approx., £200 - £500 per berth depending on board occupancy and time of year. This price includes air travel UK-Greece, UK hire of boat, diesel tank full and gas bottles full and a starter food pack which will get you a cup of tea or coffee on arrival; For specific details get the brochures, where? - Look up the holiday sections in the Yachting magazines from next January.

Conclusions: If you would like to spread your wings, this is an easy way to do it. As far as most Shannon Skippers and crews are concerned its well within their capabilities. Price-wise its not too bad particularly compared with the pre-slump prices charged on the Shannon and you have a really good chance of sunshine everyday. One sad feature which should

Should you find that sailing in Greece just too ambitious, make sure to read the October Aerial - We have a sailing holiday in South Wales, two thoughts for next year, don't say we didn't inform you in time!

Also in next months Aerial we do an article on Marine Insurance and Premiums.

Thanks

The President and Committee of the Athlone Boat Club wish to express their gratitude to Athlone Branch of the I.W.A.I. for their assistance in marking the Coosan course both for the Home Regatta and the International Quadrangle.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

October 1980

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////////////////////////////////////////////////////////////////////
//
// On behalf of our Branch Officers and members /
// may we extend our deepest sympathy to the /
// relatives of the Lawless and Ryder families /
// on their recent tragic loss. The loss of /
// these two young men at the Corrib, brings /
// home to each and everyone of us, the ever /
// present possibility in what we have chosen /
// as our way of life, and reminds us of members /
// and friends who have been taken from us down /
// the years. /
// May they rest in peace. /
//
////////////////////////////////////////////////////////////////////

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THE MEETING OF THE WATERS

For many a long day it has been the policy of the Athlone Branch to hold their monthly meeting as open general meetings. We have always had our executive and main officers, but the committee was in fact the general body.

Of late, attendance, for some reason or other, has been bad, very bad. Out of a present membership of 130 plus, we being liberal, have an attendance on average of twelve.

Is it time to review our situation? There are options, we could elect a full committee and limit attendance to those only. Thats one aspect, another might be to generate a social evening and combine work with pleasure. Perhaps a cross between those two with the committee meeting as seen fit and quarterly get-together at social level.

Or should we meet at all? Has the function of the Branch decayed through lack of projects, ideas, needs. Are we being carried by the current of days gone by, or do we believe that there is a need? Why then the apathy?

Lest some may construe that our past few years have been wasted, they

can only ch w so much. The nucleus of this "active branch" has changed little over the years. Periodically we have casual attendance by some old, some new, faces but soon they fall away.

Why? One thing for sure, meetings can be a pure bore. Are we unwittingly keeping a closed shop. The time has come to take stock, get some new blood flowing, some new ideas or redraft our lines.

It wont happen overnight, but with some thought we might decide how the river runs.

It needs a caring community. Next Meeting will be held! in the Prince Of Wales Hotel at 8.30 p.m. on Friday 3rd October, 1980

A G E N D A

Minutes
Apologies/Corresponce
School Project
Winter Programme
A.O.B.

---oOo---

DITCH-CUM-PUB CRAWL IN SOUTH WALES

Why South Wales, you ask.

It is not that we do not love the Shannon any more. We just wanted to hire a sailing boat in reasonably sheltered waters at a reasonable rate. The firm of Haven Multihulls in Milford Haven seemed to meet this specification.

The boat was a James Wharram-design Hinemoa Catamaran; L.O.A. 23 ft., beam just under 11ft., one berth in each hull, third man accomodated under a deck tent; Bermudan rigged, no engine, just a long oar to get home in calms.

Haven Multihulls is operated by Bob and Anthea Evans, very friendly and hospitable people. Bob is a retired Royal Navy Commander. He charters a 40 ft., Narai Catamaran (also a Wharram design), skippered by himself as well as hiring the Hinemoa for sailing in the Milford Haven estuary, and the Cleddau rivers. He sails the Narai around the Pembrokeshire coast and also to the south coast of Ireland.

So two men and a 16 year old boy travelled on the Rosslare-Pembroke B + I ferry one Saturday night in July. On our arrival at half past midnight we were met by Anthea Evans and given B & B in their home in Llanstadwell. Sailing in the Hinemoa was delayed because becuase Bob war stormbound with the Narai in Tenby on the Bristol Channel and it was still blowing hard on Sunday. On Sunday night we sailed back with Bob to Milford Haven arriving at 7 on Monday morning. The rest of Monday was taken up in catching up on lost sleep, so the real business of sailing in our hired boat did not start until Tuesday.

We found conditions considerably different from the Shannon. The most obvious difference was the effect of the tide, both in levels and flow rates. We anchored overnight instead of tying up at quay walls. We were able to sail up river when the tide was with us. Even when tacking against the wind we were able to make good progress by using the tide. On the adverse side, we came back from a visit to a town to find the boat high and dry on the mud, a result of the skipper's miscalculation. We had to get up at 3 a.m., and row into midstream to avoid spending half the next day on the mud. We also lost an anchor when the tidal flow swept us in among a row of moorings, causing the anchor to get caught in a mooring chain. As Bob Evans had warned us, "the tide can suck you up!"

strangers from across the water. Having sampled the quality of eating available ashore, we soon gave up cooking aboard.

We did all our sailing up river from the town of Milford Haven although it was possible to sail in the more open area near the mouth of the estuary. We still had not got our native ditch crawling out of our system. The river area is beautifully wooded and is reminiscent of the Shannon around Aerrycarne. There were many species of water birds to be seen including a flock of very sedate geese which I still have not identified.

Vital statistics:- Hire of boat £75 sterling, £65 in low season.
 Deposit £25 sterling. We forfeited £15.00 of this for the recovery of the anchor.
 Fare from Rosslare to Pembroke IR £25.00 return for the adults, IR £ 18.75 return for the student.
 Pub meals £1.00 to £2.00 for pie and chips or fish and chips of excellent quality in pleasant surroundings.
 Slap up meal in the Jolly Sailor included steaks at £3.50 each and totalled under £23.00 for three with wine and after-dinner whiskies (single malts) included.

Our thanks go to Paddy Doyle for this article.

--oOo--

LOUGH DERG BRANCH ANNIVERSARY DINNER

Lough Derg Branch have decided to celebrate their first 10 years of existence, in style. They have planned a dinner for the night of October 10th in the Sail Inn, Dromineer. Tickets are limited to 130. Members of Athlone Branch (and indeed all branches) have been assured of a really good meal and enjoyable evening. Tickets are £8.00 each, starting time 20.30 hours and if there is enough interest a mini-bus could be hired. Bookings, with cash, should be made to Branch officers not later than our own Branch Meeting, on Friday, 3rd October, 1980.

--oOo--

PROJECT COMPETITION RESULTS

The winners of our waterways project competition were presented with their prizes at a very enjoyable function in Athlone Castle on Thursday 18th September. The judges complimented the entrants on the high standard of the work presented. Five schools took part, Summerhill, Coosan N.S., Clonbunny N.S., St. Peter's N.S., and Cornamaddy N.S. The winners and categories are listed below. Our sincerest congratulations to all concerned and a richly deserved "well done" to all the entrants - it speaks well for the future preservation of our waterways when such considered and informed comment comes from the younger generation.

Pollution Section: 1st Alan Shine, Summerhill N.S.
 2nd Celeste Fiore, Summerhill N.S.
 3rd Orla Dolan, Coosan N.S.

Best Entrant under 10 years:
 Ian McDermott, Clonbunny N.S.

Best Canal Section:
 Grainne & Clodagh Hynes, St. Peter's N.S.

MARINE INSURANCE

How much are you paying for your insurance? We had hoped to have comparative Irish Prices but unfortunately they were not to hand at the time of going to press.

Below we quote prices from an advert in a reputable cross-channel yachting magazine. They certainly raise some interesting questions. Do you like to pay a hell of a lot more for what would appear to be considerably less cover? Are the skippers of Irish crafts less capable and hence more prone to accident than our counterparts in the U.K.? Do you get the extras quoted below in your premium - if not why not?

Perhaps the Association or a sub-committee from Council could investigate. We hope the Irish Companies will be forthcoming with a defense of their position in the next issue.

VALUE OF BOAT	MIN. PREMIUM	ADDITIONAL BENEFITS
£ 1,000	£10.22	£500,000 Third Party/ Passenger Liability
£ 2,000	£12.92	All 12 months in Commission or Laid up.
£ 3,000	£18.32	All UK Inland non-tidal including 60 days use UK coastal waters.
£ 4,000	£23.18	Theft, Burglary, Vandalism
£ 5,000	£27.50	Fire, Lightning, Explosion
£ 6,000	£32.90	Transit, Frost damage.
£ 7,000	£38.30	
£ 8,000	£43.70	
£ 9,000	£49.10	
£10,000	£54.50	

TRUE STORY

Jilted at the Lock - A story of heroism and bravery

Burly Bert and Big Maggie were negotiating Rooskey Lock last August. "Grab the chain" said Burly Bert "Done" said Big Maggie, at which point Burly Bert did an intricate manoeuvre in reverse and grabbed another chain from the stern, leaving Maggie suspended with the bow of the boat well out of reach; "what are you doing" said Bert "practising for a new female tarzen role?"

At this stage Jim-Bob always ready to help any maid in distress dashes to the rescue - "Is it OK if I grab you by.(censored)" "Grab me where you like" said Maggie " but get me out of here"

With Jim Bob's boat slowly and impreceptibly moving away, he grabs Maggie, holds her for a moment, starts to overbalance and bravely saves himself by dropping Maggie in the drink.

Bert and Jim-Bob were next observed having drinks discussing the difficulty of negotiating locks , while Big Maggie hauled herself over the stern.

The characters are members of the Athlone Branch, only the names and places have been changed to protect the guilty.

Footnote: All concerned were wearing life jackets - so pride was the only real casualty.

END OF SEASON RALLY

After some considerable discussion it has been decided to change the format of this year's end of season rally.

SATURDAY 4th OCTOBER - 13.00 meet at COOSAN POINT and if weather is good, picnic lunch on lake shore, if not, indoor entertainment??

21.00 Sing-song in Duffy's of Coosan Point.

SUNDAY 5th OCTOBER - 13.00 Lunch at Jolly Mariner, and make your own booking, in advance, if possible.

--oOo--

CANAL DRIBBLES

The Ballinamore - Ballyconnell Canal and the Ulster Canal both end in Upper Lough Erne not far from Belturbet, which fact by way of introduction is a good excuse (if one were needed) for Canal Dribbles to be writing about a visit to the Erne.

We started from Enniskillen mid-way between the two lakes in a beautifully fitted and well-kept Seamaster 30 hired from fellow I.W.A.I. member Des Dolan. The first week-end co-incided with the Erne Mini-Rally, so up we went to Carrybridge where surprise, surprise, we met Athlone members Des Barry and John and Beryl Suitor. How nice to see the Suitors in a lovely 'Leisure 27' motor-sailor (so they don't always go around in a dinghy!). We had brought our I.W.A.I., burgee which we fixed to our craft for instant identification (or so we thought), but to our great surprise ours was the only one. The burgee is unknown on the Erne (Sean Fitz where are you?)

The first lake we decided to explore was the Lower, which is Upper on the map for the river flows the "wrong" way if you know what we mean! The Upper half of this lake is very beautiful - dotted with islands yet plenty of sea-room, rather like L.Key on a grand scale. We called in to see L.Erne Y.C. and they have a fine collection of cruisers of all sizes and types - far more than we have sailing on Ree. The river section to the Upper Lake is a maze of alternative routes - you really must follow the map or you would meet yourself coming back! Once out on the Upper Lake navigational abilities are put to the test, for as far as the eye can see is a maze of islands, markers and possible routes. There are no black and red markers, all are stakes with top marks half red, half white. Red is the danger side and white the safe side - and all are numbered. Good up to a point, but not so easy to pick out on wider stretches of lake. (Thinks wouldn't this be a very suitable system for the Barrow?)

We heard a story of a family in a day boat on the Upper Lake, who trying for 3 hours to find their way home, finally abandoned the boat and hitched a lift by road!

There are jetties everywhere - well built and fendered, some sheltered, some not, but no harbours.

And so on to the top of the navigation at Belturbet. The river approach is narrow and twisting and caution is advised but it is well marked. A visit to the Ulster canal was disappointing, so derelict most people would not even notice it. However, we ceremoniously put our bow in and "navigated" it.

The B and B comes out by way of the Woodford river. Having been warned of shoals and obstructions...

and left a glance back inspired a dream that one day a fleet from Athlone might sail out that river on to the lovely waters of L.erne. A dream? Not if we keep talking, writing and doing something about it. The waters of the Erne are too magnificent to be cut off from us for ever. Both sides lose through not being able to visit the other. Meantime the only alternative is well worth it - contact Des Dolan at Lochside Cruisers, Enniskillen (phone 4368). A holiday to be remembered is guaranteed and will turn you into another enthusiast of the Erne.

--oOo--

DID YOU KNOW:-

A "League" is a distance of three nautical miles or 6080 yards.

A "Line Juicer" or "Limey" was the American name for a British Ship. The name originated from the practice of the Royal Navy in the 19th century of issuing LIMES to the crew in order to prevent scurvy.

A "Portugee Parliment" was a term given to an argument on deck where everyone talked and no one listened.

A "Yoke" is a fitting attached across the top of a rudder instead of a tiller.

Naval Rum was known as "Bubbly"

-----oOo-----



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

November 1980

"That this meeting (A.G.M.) considers changing the format of Athlone Branch Meetings, and to elect officers and Committee to run the affairs of the Branch"

The above motion has been forwarded by the Branch at its October meeting for debate at our January A.G.M. It is interesting to note that the motion was carried by a substantial majority. Two reasons account for this, firstly the wording is loose and leaves room for compromise as it is a discussion motion. Secondly one might construe from opinions voiced that a move in format is worth a try providing that a closed shop outcome is not adopted.

It is foreseeable that at the A.G.M. a hardline motion for control by sole committee will run into difficulty and will require a carefully worded brief. Counter to that a stiff necked no change attitude by general non attenders would be an unfair usage of their right to vote.

Either way, it would be regrettable if having been aired a no change situation arose as a result of apathy, now is the time to consider what is firstly best for the Branch and secondly for yourself with respect to your involvement or contribution to same.

Remember you are not obliged to act on committee, you are not obliged to devote time to voluntary work, you are not obliged to attend meetings. These things you do if you feel like putting a little back into the waterways or for some other less heroic reason.

However seeing that you are a member, you may feel that you have a right to attend your A.G.M. There again you may feel why should I bother, why indeed?

The next meeting will be held in the Prince of Wales Hotel on Friday 7th November at 8.30 p.m.

- A G E N D A
- Minutes
- Apologies/Correspondance
- Film Night arrangements
- Council Meeting Report
- A.O.B.

----oOo----

ATHLONE BOAT CLUB A.G.M.

The following is a list of officers for the coming season.
President - A.Flanagan Hon.Secretary - B.Mulvihill

SEANS BAR PICNIC IN HYDE PARK

This years "Boat Show Outing" is scheduled for Thursday 8th January. Staying at Ryan's Hotel in London, the quoted prices can only be approx and depends on how well the poor old punt recovers.

Leaving Thursday and returning on Sunday incl. 3 nights bed and continental breakfast - €98.00 Prices based on 2 sharing and does NOT include bus from airport to Hotel.

Bookings to Seans Bar before 1st December 1980 please.

---oOo---

HARRY RICE CUP

The competition for this silver trophy, awarded each year, to the author (under 16 years) of the best essay, based on a personal account of a trip on any of our inland waterways, is now in full swing. Entries should reach Mrs. Rosemary Furlong, St. Paul's, Garden Vale, Athlone not later than 7th November. It is hoped to present the trophy at our November film show - see further on for details.

---oOo---

" IF GOD MEANT IRELAND TO RULE THE WAVES HE WOULD NOT HAVE INVENTED ALCOHOL"

---oOo---

NOVEMBER FILM SHOW AND SOCIAL EVENING

Douglas and Ruth Heard have kindly agreed to come and show us a selection of their waterways films - including the Silver Jubilee Cruise and the Unveiling of the Madigan Plaque.

Admission : €1.00 for adults and 50p. for children (inc. sandwiches)

Venue : NEW PARK HOTEL - KILTOOM, ATHLONE FRIDAY 21st November
20.30 hours

Directions: Out the Roscommon Road 1 mile (beyond turn off for Hudson Bay)
Turn right at sign post.

We know its winter, but such functions help to break up the long succession of dark nights - so please do come and make it a good night for all!!!

---oOo---

WORDS OF WISDOM FROM THE WILY WATERWAG

Have plenty of sturdy hand rails both in the cabin and on deck, and check them occasionally.

Don't wear white flannels and peaked cap when sailing a 14ft. dinghy.

Because you see a buoy when and where expected, don't assume that it is the right one.

Don't wear white flannels and peaked cap when sailing a 40ft. cruiser.

A pale green complexion at any time foretells a steadily declining interest in matters navigational.

Don't wear white flannels and peaked cap!

---oOo---

LAYING UP HINTS

1. If laying up under a canvas cover, try and ensure maximum ventilation. Old car tyres between hull and cover can greatly increase ventilation. Leave all lockers open and if possible lift at least some floor boards.
2. Thoroughly wash down everything in the vicinity of the cooking area.
3. Drain the fresh water system back to the tank if possible. Add a little "Milton" to the water in the tank.
4. Drain the engine cooling system
5. Make sure your fenders are doing their job correctly and that nothing is left rubbing against the hull.
6. Close all sea cocks.
7. Grease all glands and inspect for leaks.
8. Check action of bilge pumps - if you only have an electric one - buy a hand pump!
9. If possible do a temporary repair job on damaged paint - though its now so late, that this may prove impossible.
10. If laying up afloat remove cushions, curtains etc., the more you remove the less work you will have next spring.
11. Double check warps and if in exposed place think about using anchor chain as your emergency stand by warp.
12. To cheer you up - in less than two months time the days will be getting longer again.

---oOo---

INSURANCE

Still no word from the Irish Companies in answer to queries on their premiums vis a vis English premiums quoted in last months Aerial. We hope to enquire about the possibility of Irish owners availing of those premiums - more in the next issue!

"WHEN GOD CREATED MAN, SHE MADE A MISTAKE"

----oOo----

AUTUMN THOUGHTS

After a late season cruise to L.Key in mostly foul weather, the following random thoughts came to mind:-

The navigational system coming out of Lecarrow is really a mess. On a clear day one can now see five red buoys after leaving Blackbrink Bay. But can anyone suggest a workable alternative that does not completely upset the status quo!

The navigational course between Lanesboro and Tarmon is barely adequate in places, and must be particularly difficult coming downstream with a barge in flood conditions.

Congratulations to the OPW on erecting the barrier in front of the sluices at Tarmon

Who supplied the bricks for the Burlington Factory at Tarmon? God help us if the potential for pollution bears any relationship to the size of the factory.

Hope Mattie Burke of Albert Lock has recovered and is building up his strength for next season.

The sheer number of boats tied up at Carrick is an awesome sight. Maybe now that the pressure is temporarily off, the time is ripe to plan projected hire boat densities on the river.

L.Key is really beautiful even in the wind and rain and particularly in the solitude that October brings. Full marks to the Forestry Division for a job well done - but oh! that mini Ballymun Tower - a case of beauty and beastly!!!

----oOo----

CRUISER SERIES

1st D. Delaney

2nd C. Lilge

3rd B. Hannon

----oOo----

ATHLONE SUB-AQUA CLUB

Their AGM will be held in the Jolly Mariner on 14th November 1980 at 8.30 p.m.

Pool Training : Sundays - 11.30 to 12.30

----oOo----

CANAL DRIBBLES

Good news from Dublin is that a Foreman/Supervisor has finally been found for the planned Lock-gate construction. This means that work has now commenced on the ANCO project in the building kindly provided by Uncle Arthur. This will supply a number of gates, not only for the Royal but also for the Naas Branch.

With this project under way and the assistance promised by Naas and Kildare Local Authorities, it would appear that there is now a very definite prospect of the Naas Branch being re-opened within the next 2 years. What a great day that will be!

To give some moral encouragement to the Naas project and to generate more enthusiasm, the Dublin Branch Committee have decided to hold another small boat Rally FROM NAAS ON SUNDAY 9th NOVEMBER. They are looking for lots of support and all available are asked to come along and enjoy this really beautiful stretch of canal.

Assemble at Naas Harbour at 12 noon and we understand that "Crannagh" will be waiting below the 1st Lock with hot soup - but bring your own lunch!!

----oOo----

SAD PASSING

It was with deep regret that we learnt of the recent sad passing of Frank Burrill.

On behalf of the Branch and members we extend our sympathy to his relatives and friends.

----oOo----



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Sean's Bar, Main St., Athlone

December 1980

SHANNON MEMORIES

Some fact, some matter of fact!

This forthcoming hardback (by celebrated authorities) will contain articles such as:-

Shannon Craft by Walter Levinge - Materials and design prior to the advent of the plastic bucket.

Lough Ree Island Families, their life and trade by Hermon Murtagh.

Tales of Tall Ships by Alf Delaney, the history of sailing craft amidst the North Shannon Sailing Club, L.R.Y.C, & L.D.Y.C.

Navigation begore and after Ard Na Crusha by John Carty.

Boyhood years aboard the Gillaroo by David Kileen

Commercial Traffic by Ruth Heard

The First Shannon Rally (unabridged) by Paddy Flynn

The First Shannon Rally (abridged) by Bill Child

Lough Derg Early Pilgrims by Bill Knight

Rockinham from behind the Bush by Tom Maher

The Open Boat and Mushroom picking by Dermot O'Brien

Barges and Bargees by John Weaving

The Old bolinder by Donnachada Kennedy

St. Mary and The Iron Lung by Sean Fitzsimons

Smoked Pike by Paddy Naughton

The E.S.B. and The Slippery Eel by Paddy Ganly

Glennons Sailing by Louis

Afloat by Jim Breslin

An Association of Ideas by Jeremy Addis

Hire Fleet Infancy by O'Brien Kennedy

Coosan during the Cue by Sean McBride

Battenburg and a full crew by Syd Shine

Planning Permission by George Speirs

Bye Laws, A great mistake by Bill Murray

The Future by Kerry Sloan

The Next meeting will be held in the Prince of Wales Hotel
on Friday December 5th at 8.30 p.m.

AGENDA Minutes
 Correspondence
 Motions for A.G.M.
 Election of Shannon Boat Rally Committee
 A.O.B.

---oOo---

FILM SHOW

On behalf of the Branch may we thank Ruth Heard for this enjoyable nights entertainment. Films included a trip to Acres Lake, Shannon Rallying and a holiday in the Norfolk Broads. The function was well attended by young and old and the award for the Harry Rice Essay competition was presented by Cynthia.

---oOo---

A RIGHT FIX

Once sailing in quite hazy weather, John got a bit worried about their position. He asked Mary to go to the foredeck to find out if she perhaps could see a landmark. Seeing nothing, and looking at the waves, she remarked:

"No landmarks, but I am sure we have never been here before".

R.Volbers

---oOo---

MARINE INSURANCE

Its nice to know that there really is somebody out there, we have had two letters about the Insurance question included below. Reinhard Volber's points out about getting together and effecting individual insurance under the umbrella of the Association might be worth pursuing - time will tell! David Baynes' points may or may not prove valid. Again one would point out that we started off trying to get Irish Companies with those advertised in the UK through the Yachting Press. The Irish Companies proved reluctant to talk so we are now going ahead with the UK section of the original idea. At the moment we are in correspondence with St. Margarets Insurance Co., who are looking for more details, before giving proposed premiums to hypothetical proposal forms. This we hope will give people a real choice and hopefully at the end of the day, the Irish firms will still be competitive!

R. Volbers, Pickardstown, Tramore, Co. Waterford 11/11/80

Dear Friends

Having read your newsletter from October, I found it most interesting that you mentioned the high prices of insurance here in Ireland.

Till now I had my motorcruiser "Dulcinea" 33ft. via the Royal Ins. Company. Agents: Kennedy Forbes Ltd.

Sum Insured £24,200 + £100,000 liability
Excess £100.00 Premium net of no claim bonus..£261.00

Now St. Margarets Insurances London is willing to insure the boat for a nett premium of £158.00 with £500.000 third party and £50.00 excess.

Of course I wished an explanation for this huge difference, they said nothing could be done about this.

The Royal Ins.Co.Ltd., also insures hire-cruisers which are certainly prone to more accidents than the average Irish skipper.

Could this be an explanation?

What about the suggestion that all members switch over to a Company, giving the best conditions? We almost certainly might be able to get an extra deduction.

I very well remember the decision of a dutch group of businessmen in Holland to insure all there business-cars at the same company. It meant a tremendous reduction in costs.

Regards, R. Volbers

Dempsey Baynes Ltd.,
3, Bridge Street, Galway

13/11/80

Dear Sir,

I read with interest your article entitled "Marine Insurance" in the October issue of the Athlone Aerial.

Let me immediately point out that it's not always the premium which sells a policy but rather the cover provided. I also notice that you have quoted the minimum premium and the before have not taken into

However, having said all of this the major point which I must take issue with is under the heading "additional benefits". Where you have quoted additional benefits Irish Companies quote these as standard, including coastal and inland waters of Ireland with no 60 day limit.

You make no mention of such matters as road transit risk, scope of cover, loss of or damage to the vessel, liabilities to third parties, speedboat clauses, etc., except under additional benefits which here in Ireland as already said, are offered as standard.

It is therefore impossible to compare a chart such as yours with a firm quotation for a specific risk under specific circumstances.

Yours faithfully,

David Baynes

--oOo--

RUBBISH

At our recent Branch Meeting our Secretary was asked to write to the Town Clark protesting in the strongest manner at the introduction of charges for bringing rubbish to the town dump here in Athlone. We feel that at a time when there is a general campaign to keep our towns and countryside tidy, the introduction of these charges is a retrograde step. By making it difficult to get rid of rubbish is only encouraging people to put rubbish in rivers, hedges and bogs.

CANAL DRIBBLES

The Naas branch of the Grand once again resounded to the sound of outboards and a crew member falling in (yes really) as Dublin organised another small boat rally recently. The number of boats that turned up was a little disappointing (about 10), but a very large group of walkers took part, and it was most encouraging to note that dozens of these were not "boating types", but people who were interested in the canal as an amenity. Indeed, as your scribe waited at one lock a local man arrived on a bicycle. He said he had canoed several times right up the Carbally line and wanted to know what was the policy regarding the canal. Well, we could tell him the policy of the I.W.A.I., but when it came to describing the policy of C.I.E.!!!!

As the boats travelled the various levels, the walkers strolled along the side and sundry cars and trailers followed slowly, the whole making a most animated and colourful Sunday afternoon scene along a stretch of canal which surely is one of the most picturesque in the country. At each lock the party paused for an informative 5 minutes talk by Ruth Heard on the features and history.

At the 4th lock we examined the new steel breast gates ordered and paid for by Naas U. D.C., and built and erected by a local contractor. Unfortunately, this well meaning gesture has not quite come off. One of the gates has no sluice and there are no mitre posts. The gate that is fitted with a sluice and machinery has the rack at a 90° wrong angle, so that the spindle is parallel to the beam and it is totally impossible to operate it with a normal key!, a ratchet would be needed.

What a pity that advise was not sought on all aspects of the work.

However, the intention was well-meaning, it can be put to rights & the goodwill is still there.

And so down to the 1st lock where not soup was served by the hard working committee members before the gathering dispersed bringing to an end what is hopefully another step in the path to the re-opening of the line.

---oOo---

CONGRATULATIONS to Renata Dwan for this excellent essay which was awarded 1st prize in the Harry Rice Essay competition for this year.

A PERSONAL ACCOUNT OF A TRIP ON AN INLAND WATERWAY

I love sailing and any chance I get I like to go on the river I jump to it. It was during the summer holidays when Daddy told me he was going to bring the boat down to Killaloe "would you like to come with me?" Daddy asked. "I'd love to!" I said nearly bursting with excitement "all right then" Daddy replied as he prepared to leave for work "We're going tomorrow".

The minute he left I said to Mammy "Oh won't it be brillaint Mam I'm gying to go""It'll be lovely" agreed Mammy "Why don't you bring a friend then you'll have some company" "That's a great idea" I said delighted at the thought of it "I'll phone Eimer my friend".

Eimer said she'd be able to come and we arranged to meet her the next day.

Next morning instead of lolling in bed i was up and about in a frenzy of excitement packing my clothes. Daddy told me that we would have to go shopping for supplies and we went around 11 o'clock. This I enjoyed very much as I felt really grown-up deciding what to get for our mini-home. When we went home a delicious salad, was waiting for us which Mammy had prepared.

At 12 o'clock with everything ready we left the Jolly Mariner where the yacht was tied. Daddy had taken down the mast the night before as we had quite a few bridges to pass through Eimer was waiting for us too and she said she was very excited also. We arranged everything in the boat to our liking and then unpacked our clothes.

We moved off smoothly first under the railway bridge then on under the town bridge. It was funny to see all the hustle and bustle overhead. Now at the lock we had to wait for the boats coming up out of the lock. There were four boats in the lock with us and it was an experience for Eimer and myself. When Eimer told me jokingly if you fell in even with your life-jacket on you would drown and that didn't help my confidence much. Then the huge doors behind closed and the water slowly drained down the other gates in front of us opened soon and we saw the river stretch out in front of us. Now we settled down to the long trip ahead of us. Eimer and I studied the Shannon Guide and found that Clonmacnoise was our next place of interest. It was so quite there as we passed by with the stark ruins and towers...

This little town was bustling with activity with smoke swirling out of the chimnies of the peat station. We cooks made coffee for Daddy and ourselves. We arrived in Banagher at 5.p.m. where we tied up at the floating jetty and decided to go up to have a meal at an hotel. It was a lovely fry with a big pot of tea. We really enjoyed ourselves and later when we were finished we walked around the town. As we were very tired we soon went to bed.

Next morning we woke up early and had a lovely breakfast of orange juice, cornflakes and bread. Then when we finished tidng the boat we went up the town to get some groceries for dinner then we set off for Portumna. We travelled on happily till we reached Meelick lock. It is situated in a lovely part of the countryside, very senic. There was only a little bit of room left and we thought we wouldn't be able to fit in but luckily there was just enough room. There we met some very nice people they were Germans called the Muthmann's. They were a Father and daughter. Soon we were finished the gates opened and we continued on our journey. At around 3 p.m. we arrived in Portumna where we cooked some steak, onions and potatoes for dinner. After we finished washing-up we walked into town and phoned our parents. Then we looked around the shops and I bought a slide for myself. Daddy had stayed at home back in the boat so we also bought a packet of sweets for us to share.

When we got back to the boat Daddy with the help of Mr. Muthmann was putting up the mast. We made coffee for them and some for Franziska. They spoke English very well so we could talk with them.

Next morning we woke bright and early because the opening bridge opened at 9.45 so we wanted to get through. We departed from the Muthmann's and headed towards Lough Derg. It was a cold, bleak wet day and not very enjoyable. We were heading for Garrykennedy a small village and it was a very long way off. So we went inside the boat and listened to the radio. Later on it brightened up and we had a fine long sail. There were loads of ducks and some swans on the lake.

It was late in the afternoon when we reached Garrykennedy. We tied up in a small little harbour. There had been a castle there once but it was knocked down to build the harbour wall so there is only a small tower there.

We cooked a meal and when it was finished we decided to go for a forest walk. It was done by lord Failte and it is beautiful. There was a big tree with names carved on it and we carved our names too. Then it began to rain so we ran back to the boat.

All night long a gale blew. We had had decided to go on to Killaloe but it was so stormy we couldn't. We went to bed early after a tasty supper.

Next morning we woke at 7.30 a.m. to find the gale still blowing hard. We had to leave at once because the friends we were giving the boat to were arriving in Killaloe that morning. So we set sail.

It was really windy and you couldn't see a thing because of mist and rain we were lucky we had a compass!! We made breakfast and I can tell you it was quite hard to do so. But after approxemetilly 2 hours we arrived in Killaloe. We changed our clothes and met our friends who were taking the boat down. It had changed into a lovely day and we were really hungry that we had awful weather on our way down !!