

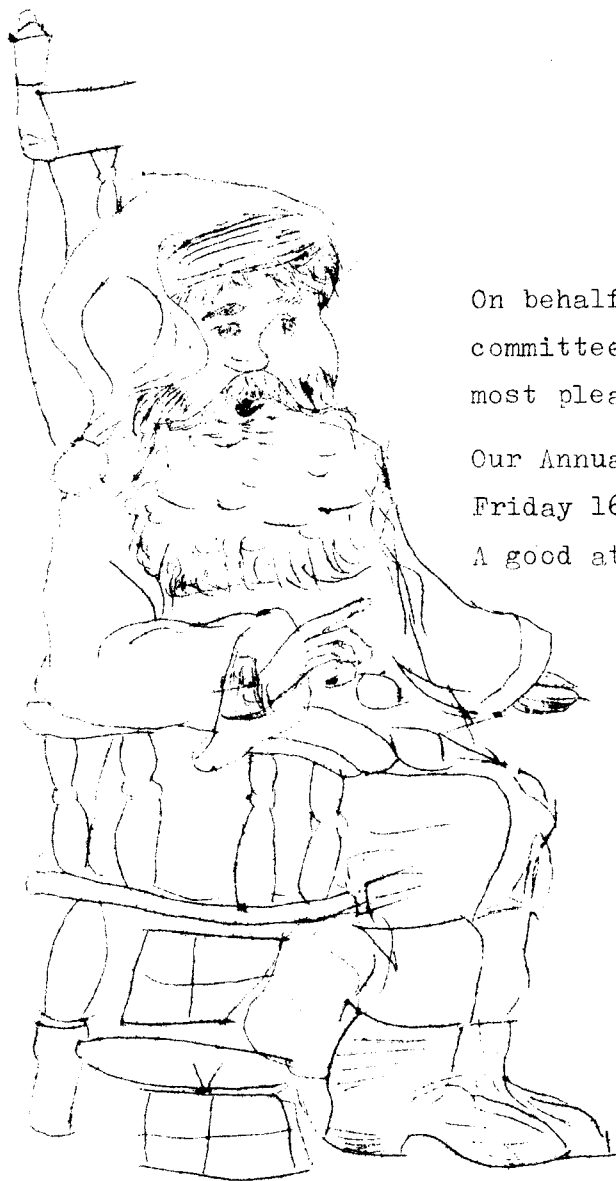


ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

JAN '81



On behalf of our Chairman Michael Martin and his committee our editorial staff wish one and all a most pleasant Christmas and a peaceful New Year.

Our Annual General Meeting will take place on Friday 16th in the Prince of Wales Hotel at 8.30p.m. A good attendance would be appreciated.

The Agenda as follows:

- Minutes
- Apologies
- Election of Officers
- Motions
- Election of Aerial Committee
- A.O.B.

In keeping with the festive season the branch is travelling to the RUSTIC INN - ABBEYSHULE ON SATURDAY 10th January to a function in aid of the Royal Canal. If there is sufficient interest we intend to run a bus to allow comfort to those whose chauffeurs may be on vacation. A good night is expected in a worthy cause, in it the year of the Royal.

43, Waterford Road,
Kilkenny

Apropes your remarks re ones right, as a member of the Athlone Branch I.W.A.I., to attend the AGM. It would be helpful if the date of said AGM were mentioned in the text!

Presumably the motion re the change of format of Branch Meetings has been the result of lack of attendance at monthly meetings?! As a regular non attender I would suggest that the vast majority of members are quite unaware of their present right about to be removed - to attend and vote at all meetings. Before I became an absentee member I had been a member under the present system and before that the closed shop committee members only version!

Therefore I feel I may say that I think the open system is infinitely preferable, but only if the members are aware of their rights and also that the non initiated or new members are made welcome at the monthly meetings and not blinded by the expertise of the 'old hands'!

However pleasurable film shows etc., are, it is the monthly meetings which will make or mar the Branch.

Sincerely Yours
Cynthia Rice

Editors Note:

In order to comply with standing orders we are required to give 21 days notice of motions for the AGM. Our highlighting of this particular motion was published to enable due thought to be given to its debate. This was at the October Branch Meeting, and at that time the date of the AGM had not yet been fixed. Thanking you for your attention.

To refresh memories hereunder the motion involved:-

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

---oOo---

CANAL DRIBBLES

A leisurely drive from Athlone one recent Saturday afternoon gave a long-awaited opportunity to explore the Kilbeggan Branch line of the Grand Canal. Kilbeggan Harbour is not where one would expect - instead of following the Dublin road as it swings left at the end of the town, drive straight on for half a mile and then look up and there are the canal buildings and harbour on top of a wee hill!!

The harbour is very fine, - square and big - but now alas dry. A large amount of the canal has no water, there are no feeders and it appears to have been back-fed from the main line - not having any locks in its 8 mile length.

We examined all the bridges which are in good condition, many of them the very narrow single track type. The bed and banks of the canal seem in reasonably good order, but of course very much overgrown.

The only black spot we encountered was nearer to Ballycommon where a farmer has filled in a 10 foot length to construct a ramp across

3.

1. Sort out the problem described above (there may be others)
2. Clean the bed and banks and
3. probably staunch the canal in various places

But is it that simple?

Could we have a report from Offaly Branch?

Could Offaly become as active about it as Dublin are about Naas?

Could the people of Kilbeggan be persuaded to become enthusiastic?

This canal may not have long to live, if it is neglected much longer. A large length of it is dry and could easily be irreparably destroyed. Action is needed urgently. It is a quite beautiful branch line worth restoring.

---oOo---

SURVIVE THE SAVAGE SEA

This essay did not win the Harry Rice Competition, but we would like to share it with you.

A TRIP ON THE SHANNON

Before my summer holidays myself and my family were trying to decide what way we would go on our holidays this year. At last after weeks and weeks of thinking we decided to go by boat on one of our many Inland Waterways in Ireland. The one we picked was the nearest one to us which is the Shannon. The Shannon being 342 Kilometre's long seemed a great river to explore. Daddy took care of all the booking. He chose to go by emerald star line the boat we got was called shannon star it was a comfortable cabin cruiser.

We set off on august the 6th we were to be back on august 20th. The 6th was a busy day for us we did not get very far. Daddy was not what you would call an experienced boat-man so there was many hilarious happenings during our holiday. For example on the first day we crashed straight into a lock gate which caused a large lump of paint to fall off! On the second day the weather was terrible, not as according to the weather man. Daddy was afraid to go too far in case the boat would be wrecked altogether by the end of the day. We were still in the Athlone area but the surrounding area was very isolated and there was nowhere to get food. The next day was just as bad but we had to go down the river for a few kilometres if we were to get a bite to eat. We stopped at Banagher and got a good hot meal into us. When we got back on the boat we had a nap. After a while I woke up, my sister was awake too we decided to go out and do some shopping we left a note saying that we were gone out shopping and would be back soon. When we came back we had our tea and we played some games on the boat. The next day the weather changed for the best. Daddy said that we would sail until we came to Limerick town. We spent most of that day sailing. We arrived in Limerick at 9 o'clock. We took a vote on staying in Limerick for the rest of the week. We had a great time shopping and sightseeing. We also visited Shannon airport. But on the boat when we got back we found it almost empty. There was nothing we could do about it everything that was gone belonged to the Company. The next morning we turned the boat and set home-wards. We stopped a few times on the way home. We arrived two days early. I was glad of this because the day after we came home it was stormy. If we had taken our time on the way home we might have crashed! I do not think Daddy liked the holiday because he had to pay for all the damage done to the boat. But despite all the bumps, crashes and robbers I really did enjoy my trip on the Shannon. But I do not think me and my family will be going on our holidays by boat next year because of a few mishaps which we encountered this year.

---oOo---

It was decided at a meeting of the Fuengirola Branch of I.W.A.I. and Pedalon Pushers Association that instead of London Boat Show an expedition be arranged for 1981 to see how the other half (god help them) live in Puerte Banus.

Next year enquiries to this end could be initiated via the Aerial.

Fitzo and McMahon
(of international repute) Adios!

---oOo---

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.....
.   MAN OF THE YEAR   .
. Unstintingly for applying himself to the task .
. of restoring the Royal Canal and refusing .
. to be daunted by bureaucracy, apathy or .
. financial crises - we have pleasure in .
. nominating Dr. Ian Bath as our man of the year. .
.   .   .   .   .   .
.....

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INSURANCE

10, Patrick Street,
Cork

Here under are some details of my Boat insurance and when compared with those quoted in "October Aerial", one does actually wonder why there is such a difference in Premiums.

Boat: "Inistiog" Length 25ft. Aux Sailer, Year of Manufacture 1902
Engine: Model T.Ford, Converted 1925 Year of Manufacture 1918

Fuel: Petrol/Pariffin

Also: Aux 8HP Pet/Pariffin O/board

Also: tender 19' long 'Inistiog' also

Insurance Co: Insurance Corporation of Ireland Max no claim bonus 15%

Premium £ 80 p.a. (no loadings) Cover £2,000 Stg. on above + 3rd party
(i.e.General Marine Insurance)

Above may be of interest for your "Aerial Survey" of Insurance!

One one issue of your Aerial I think you mentioned a room in Athlone Castle may become available as an I.W.A. museum. I have some items which I would gladly donate if they would be interesting, such as Old Photographs, Emergency (1939-45) Registration Documents relating to my boat "Inistiog", A Continuous 1" strip map (C 12ft long) of Shannon 1841, beautifully folded and on linen. Sailing Instructions for the River Shannon 1837. Articles of I.W.I. and Shannon from "Motor Boat" magazine 1920's. Also adverts, for Captain for Bannatyns Boat Trading on the... Shannon, "The Sunrise" from above mag 1922. A Colourful Railway type old poster advert, holidays on Lock Loman (steamer) and other material not coming to mind just now.



GOD BLESS YOU MERRY GENTLEMEN
 WHO BRAVE OUR INLAND SEAS
 AND ALL THOSE LOVELY LADIES WHO SAIL UPON L.REE
 WE WISH YOU WELL,
 WE WISH YOU CHEER, FAIR WINDS AND STORM FREE SEAS
 MAY THIS YULETIDE BRING TIDINGS OF JOY.

COMFORT AND JOY
 MAY THIS YULETIDE BRING COMFORT AND JOY.

TO ALL WHO SAIL IN SAILING BOATS
 AROUND THE BEAM AND HARE,
 TO BARGEES BOLD YOUNG AND OLD WE WISH GOOD
 CHRISTMAS CHEER
 TO THE SKIPPERS OF OUR CRUISER FLEET, THEIR
 MATES AND MAIDENS FAIR,
 MAY THIS YULETIDE BRING TIDINGS OF JOY, COMFORT
 AND JOY
 MAY THIS YULETIDE BRING COMFORT AND JOY





ATHLONE AERIAL

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February 1981

The Branch Annual General Meeting took place on Friday 16th January, seeing the outgoing executive being re-elected as follows:-

Chairman	Michael Martin
Secretary	Ruth Casey
Treasurer	Sean Fitzsimons

The various reports were adopted with the treasurers report in his absence showing an excess balance of £200. Well done Sean.

The motion to revert to closed meetings of a full committee structure was deferred in the light of prevailing circumstances.

A further motion was carried by majority to increase the annual subscription as outlined hereunder. This was passed in the light of information that current posting per membership head comes to £4.25 per member.

Subscriptions are now due for 1981

Single	£5.00
Family	£6.00

The Aerial Committee for 1981 elected were as follows, Michael Webb, Gill Walsh, Paddy Doyle, Declan Walsh and Reg Redmond.

The next meeting of the Branch will take place Friday 6th FEBRUARY, 8.30 p.m. in the Prince of Wales.

A G E N D A Minutes
 Matters Arising
 Annual Dinner
 Royal Canal Development
 A.O.B.
 ----oOo----

GUIDANCE FOR SUCCESSFUL CRUISING by Tom Eaves

- CAPTAIN - Every vessel needs one. In the Navy he has scrambled egg on his cap and is called Sir. On a holiday boat he probably has it down his sweater and is called Disgusting.
- CREW - Everyone else is called crew and is expected to do all the work, regardless of sex (which is more fun).
- FEMALES - Remember that most female crew members probably spend a lot of time cooking and doing housework. They have come boating for a change. Let them steer, scrub the decks etc., as soon as they have finished cooking and doing the housework.
- PROVISIONING This is a marine word for shopping. It is the responsibility

ALCOHOL AND TOBACCO - Any vessel bound for foreign parts can buy these duty free. Try it on the village shop (Wales doesn't count)

To be continued next month.

---oOo---

TREASURERS REPORT

Well I ask you - the lengths that some people go to just get out of making their report to the AGM. Sean, at the time of writing is comfortable and doing well in Portiuncula Hospital after an operation, we wish him a speedy recovery to full health. We might mention, in passing that, we think we have deduced the meaning of the debit entry under VHI in his statement.

DONT PUT YOUR HUSBAND ON THE STAGE MRS DOLAN

Hearty congratulations are in order to our new star of TV, Paddy Dolan. Paddy played the leading support role to Brendan Shine in his recent TV programme. We are informed that Paddy is at this moment considering the script for a re make of "Mutiny on the Bounty" on locations round the Nuns Island.

Seriously well done Paddy and congratulations!

---oOo---

CANAL DRIBBLES

If you notice a special aura about the column this month, it's because we were quoted in the Westmeath-Offaly Independant recently and it does prove if you want to read it first - pay your sub and get the Aerial every month!

This time out, just to be different your Dribbler spent a very interesting afternoon at the Young Scientists Exhibition in Dublin. And what, you may ask, has that got to do with canals and waterways? Well, you'd be surprised! For a start there were 14 exhibits dealing with water pollution in our lakes and rivers - isn't it great to see our next generation so interested in this important subject.

Next we visited a very well presented project on silage grasses and who was the author but Alice Killean of the Gillaroo Two - and she had won an award! We just couldn't pass by a stand entitled "Commercial restoration of the Inland Waterways" - the family of the young man in charge keep a boat at Hazelhatch and have travelled all the Canal. He had furnished his stand with photos, maps, plans and costings for commercial use of the waterways and finished it all off with a 2 foot model of a barge.

But the exhibit which this column found of greatest interest was one by three young girls from Colaiste Iosagain in Co. Dublin. This involved a study of the conditions of our fenlands, with much prominence given to Pollardstown.. In addition to maps, photographs and charts, they had actual sods and vegetation from fens and bogs arranged to show their typical structure and lay-out. In one of their display note-books they showed me pressed specimens of all the various natural wild growth in Pollardstown. Two of these they pointed out were Sphagnum and Common Heather - both favouring acidic conditions and typical of bog-land - not a good sign in a fen! These young ladies knew every corner of Pollardstown, the threats to it's existance and it's significance to the Grand Canal - a great deal more indeed than most IWAI members. Their careful and detailed work had won them an award and in addition to congratulating them, we wondered if Dublin Branch could be persuaded to include their display

OVERHEARD!

A young fellow on the west coast talking to an old salt about the best route across the Atlantic - "Sail south" he said "until the butter melts and then turn right"!

SHANNON BOAT RALLY 1981

This the 21st Annual Shannon Boat Rally under Commodore Michael Webb has decided upon the following itinerary:-

Friday 24th July	Informal opening at Carrick and Athlone
Saturday 25th July	Richmond Harbour
Sunday 26th July	Richmond Harbour
Monday 27th July	Lecarrow
Tuesday 28th July	Lecarrow
Wednesday 29th July	Inny Bay
Thursday 30th July	Hudson Bay
Friday 31st July	Inner Lakes
Saturday 1st August	Inner Lakes
Sunday 2nd August	Closing Dinner - Athlone

This years Secretary is Mrs Gill Daly, 25 Forest Drive, Kingswood Heights, Co. Dublin

---oOo---

ENJOYABLE NIGHT

A large contingent from Athlone travelled to Abbeysrule and enjoyed a concert given in aid of the local Royal Canal Development Assoc. This Association hopes in the near future to fill local sections of the Royal Canal, with water. Its good to see those committees all locally based coming together for the purpose of restoring the canal. With a meeting of reps from several local authorities adjoining the canal, reported in last weeks papers it looks as though the years of endeavour and hard work might soon take off and ensure complete restoration.

---oOo---

DINNER DANCE or WHAT?

If you have any new ideas about how our dinner dance might be made more attractive and popular, or if you think some other function should replace it, bring them to the February meeting when arrangements for this function will be finalised.

---oOo---

SPRING - it cant be

With the mild weather of the moment one is nearly tempted to write off the winter and think of long summer days and ice cool drinks - but dont rush it, February, March and April can still and probably will bring their share of winter like weather. Still even the most pessimistic must agree that the lengthening evenings lift the spirit and bring a restless feeling that maybe its time to leave the fire and start looking over equipment. Talking about equipment, has anybody thought up a way round the "Catch 22" situation regarding CO₂ fire extinguishers? There you are with your good as new extinguisher - or is it? you have it a few years and wish to test it, but if you do, you empty it and must pay quite a lot to get it refilled and then you wonder does the refill work - Life can be difficult at times when there is too much time to think and not enough action going on.

FOR SALE

---oOo---



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

March 1981

The Annual General Meeting of our Association takes place in Buswells Hotel, Molesworth Street on Friday 6th MARCH at 8.00 p.m.

All members are eligible and requested to attend this meeting during Boat Show week.

The Athlone Branch monthly meeting will be deferred until Friday 13th March, at 8.30 p.m. in the Prince of Wales Hotel.

A G E N D A Minutes
 Correspondance
 Treasurers Report 1980
 Royal Canal Project
 A.O.B.

Please note that 1981 subscriptions are now due. Please ensure that you are paid up and remain on the mailing list.

Fees single £5.00
Family £6.00

--oOo--

GUIDANCE FOR SUCCESSFUL CRUISING (continued by Tom Eaves)

- NAVIGATION - There are a few simple rules:
- (a) Cast off before you start off. Failure to do this means you will drag the same scenery with you, which can become boring.
 - (b) Meeting other craft. Remember that all other craft are manned by idiots. If they are bigger, slow down, keep right and exchange courtesies in passing. If smaller, press on up the middle and test their skill
- SAILING BOATS - These move in mysterious ways, usually right in front of you. Always be kind to them: it's not their fault they can't afford a motor cruiser.
- BRIDGES - If the captain shouts "Duck!" he may be an enthusiastic bird-watcher or he may be warning you that your head is about to strike a low bridge. Damage to bridges, however caused, is against the Bye-laws.
- LOCKS - These were invented by Leonardo da Vinci or by Mao Tse Tung, depending on your convictions. Their purpose is obscure but they offer (i) good exercise for the Crew and (ii) spectator sport for the land-lubbers. Going downhill, the quickest method is called "The Niagara" and involves opening all gates at once. This is for experts. Beginners are advised to use the lock handles provided and subsequently to enter the Mr Universe Contest.

HANDICAPS FOR SAILING RACES

Come all you jolly sail-a-i-ors, who sail upon L.Ree,
And, on occasion, like to race your sloop or ketch
or yawl,

You will enjoy your sailing more, I think you will agree
If competition can be based on handicaps for all.

The above little gem of poetry is intended to catch your eye and draw your attention to a system of handicapping for sailing boat races. It is something which might be applied to the Cruiser Race Series held during the summer for sailing boats (other than Shannon One Designs) on Lough Ree.

The system is the ECHO Handicapping system. It was established originally on the East Coast of Ireland by the East Coast Handicapping Organisation. It derives its title from the initials of that organisation. It is now being used by yacht clubs around the Irish coast as a method of handicapping cruiser class boats.

The idea of the system is to facilitate competitive racing between cruiser class boats of varying designs, helmed and crewed by yachtsmen and women of varying proficiency.

A very important aspect of the system is that helming and crewing proficiency, as well as the inherent performance capability of the boat, are taken into account. In this it differs considerably from other systems such as the IOR and Portsmouth Yardstick, each of which attempts to rate the boat alone.

On the other hand, the system is not intended to condone bad sailing, and a number of dodges are built into the system to ensure this.

So if this short outline has succeeded in arousing the interest of any of you sailors who would like to sharpen up your sailing skills by a bit of competition contact Athlone Aerial for details.

---oOo---

GAELIC TRADITION ALLIED TO DUTCH STEEL

Marine Steelcraft Ltd., Glenard, The Berries, Athlone announce their arrival into the dinghy market with the introduction of a "Currach" built to traditional lines but made of welded steel sections. The design incorporates ballast tanks and their 13ft. model weighs 360 lbs and has a load capacity of 800 lbs. Recommended outboard is anything between 2 and 8 HP.

Price: Finished and Painted.....IR £ 475

Finished ex paint, seats and
engine block.....IR £ 375
incl VAT ex factory

---oOo---

CANAL DRIBBLES

The Editorial staff having decided that this over-worked column needed a holiday, dipped into the petty cash and sponsored a visit to northern climes with instructions to investigate the Ballinamore and Ballyconnell Canal. So heading in Carrick direction, we kept a careful watch-out for marauding water-lions!! so here goes.

To call the B & B a canal is really a misnomer and gives a wrong mental impression of this waterway. It is really a Navigation 12 miles of its total length of 36 miles is canalised woodford river, at least 7 miles is lake, about 13 miles is channel connecting rivers or lakes and only the last 4 miles at Leitrim, which contains 8 of the 16 locks, is a true still water canal. It's real character (and it's secondary function as a drainage) was revealed by a winter-time examination. It's flow was as strong and as active as a river! Here at least there were no dried-up levels with fences and ramps running through them.

some locks with masonry in almost perfect condition and the original road bridges are well maintained. At Kilclare, a few miles N.E. of Leitrim we found what must be the most magnificent skew bridge in the country. Well worth a look.

When we checked at one of the bridges we found that despite the fast flood-like flow the depth was only about 1½ft. This emphasized the basic problem of re-opening the navigation, for the solution lies in only two directions - up or down - That is, lower the level (which means a complete re-construction) or revert to the original level (and flood a lot of agricultural land bordering the lakes and rivers). Of the two, the second alternative would seem the most practical even though it would involve compensation.

It is quite wrong to think of this navigation as only a potential link between Shannon and Erne. It is in fact a cruising ground in its own right - Garadice Lake is almost 3 miles long and looked very beautiful even from the road.

So what are the prospects? Rumour has it that official interest is increasing and that there is a serious long-term intent. Given the availability of enough cash, this column ventures the guess that the next 5 years could see the start of a serious Survey and feasibility study. And that would be a start, wouldn't it?

----oOo----

AGM AND BOAT SHOW

The dates of the Dublin Boat Show Tuesday 3rd to Sunday 8th MARCH include the date of IWAI AGM on Friday 6th March at 8.00 p.m. in Buswells Hotel. The President Bill Child is not seeking re-election. We would like to take this opportunity to thank Bill for all his good work and while he steps down from the Presidency we have no doubt that his presence will continue to be felt on the Council and various committees for many years to come

"Go in-eire on bothair leat"

----oOo----

MARINE INSURANCE

As you are, no doubt, aware we have been investigating Marine insurance with particular reference to premiums advertised in the English Yachting Press. We contacted one of these advertisers, St. Margarets Insurance Ltd., 153-155 High Street, Penge, London SE20 7DL. We asked them to quote premiums for five hypothetical craft that we considered represented a fair cross section of the craft used by our members.

The general cover offered included £500,000 Third Party/Passenger Liability; 12 months in or out of commission, 60 days coastal use, by arrangement; Fire, lightning, Explosion, Collision and frost damage ; Out-board loss etc.,

Having said that its only fair to say that some disquiet has been expressed over possible delay or difficulty in expediting claims with cross channel firms that have no agents in Ireland. We for our part do not pretend to have any, or all the answers. We present the facts as they have come to us. If our members feel that they would stand to benefit by comparing their premiums with those published below, then the question arises as to whether we should tackle our marine insurance cover collectively at branch or association level using either Irish or British firms. If people wish to take it further, either we suggest an airing at branch or council meetings.

1. 20ft GRP DAY CRUISER, BUILT 1975, 20 HP OUTBOARD 2 BERTHS + COOKER etc.
VALUE £2,500 STG

The terms of the Inland Waterways Policy would apply, at an annual gross premium of £30.24, subject to the client bearing the first £25.00 of each and every claim. From this gross premium, of course, could be deducted the relevant no claims bonus entitlement. after 2 yrs less 10%

4.

3. 28ft SAILING CRUISER, DIESEL ENGINE BUILT 1972, GAS COOKER 5 BERTHS
VALUE £10,000 STG

Could be insured under the terms of our Bonus Yacht Policy, providing the Client was eligible for a minimum of two years no claims bonus at an annual premium of £84.00, and the policy being subject to a basic excess of £28.00 (i.e. the length of the vessel). I am enclosing details of the Bonus Policy which operates on a sliding excess, that is to say the Client bears a greater proportion of the claim, depending on his moorings, his cruising range, who is using the vessel etc. etc. An alternative quotation if the Client is not eligible for the Bonus Scheme could be obtained from Lloyds, at an annual gross premium of £125.50, the policy being subject to a £50.00 excess.

4. 40ft GRP TSDY BUILT 1978 DIESEL ENGINE 8 berth VALUE £30,000

Twin Screw Diesel Yacht could be insured under the terms of the Bonus Policy at an annual premium of £200 with a basic excess of £40.00. Alternatively, this could be insured for Inland Waters only, with a sixty day coastal use extension, at an annual premium of £216.00 gross, with a basic policy excess of £25.00.

5. WOODEN BROADS CRUISER BUILT 1960? DIESEL ENGINE, COOKER , 4 BERTHS etc.
VALUE £5,000 STG

This would have to be subject to a survey report to obtain a Comprehensive quotation but Third Party Only cover could be offered at an annual premium of £30.50, subject to a £25.00 excess.

Note: Please note there is not a no claim bonus discount deductible for Third Party Only Policies.

These rates are only a guide and are subject to negotiation with Underwriters, depending on the total number of vessels that can be included under the contract.

---oOo---

Dear Sir,

Yesterday I saw a yellow breasted, curved tailed, red X cuckoo in the vicinity of our Treasurers Hostelry. Is this a record?

Signed: "In Benefit"?

---oOo---

RETURN OF FLOATELS

We have learned from a reliable source that an English couple are actively considering the re introduction of floatels on to the Shannon.

---oOo---

ATHLONE LOCK

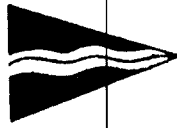
While carrying out repair work on the Athlone Lock recently, OPW made provision for eventual automotion by installing hydraulic lines.

---oOo---

PLEASE NOTE THE DATE OF OUR NEXT MONTHLY MEETING FRIDAY 13TH MARCH

KILBEGGAN BRANCH LINE

As a result of Canal Dribblers comments about the Kilbeggan line our secretary has had some correspondence with the Tullamore Branch. The question of



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April 1981

The April Branch meeting will take place on Friday 3rd April at 8.30 p.m. in the Prince of Wales Hotel.

A G E N D A Minutes
 Apologies, Correspondance
 Easter Rally
 Annual Dinner
 Royal 400 Draw
 A.O.B.

The Associations Annual General Meeting took place in Buswells Hotel on Friday 6th of February. Despite the poor attendance eight out of the twelve active branches had reports of their activities. Outgoing President Bill Child presided; Good news that the awaited details re formation of the Association becoming a Limited Company have been finalised. A well worthwhile move whereby the Association and its membership are now limited in their liability. Our grateful thanks to Arthur Lavery who handled the legal difficulties on our behalf.

Our new President is Ruth Heard known and loved by all of us, a trojan worker for the waterways. Our congratulations and full support. John Suitor proved to be a very popular choice for executive vice president. Alan Algeo and Cyril Irwin were reelected unanimously as Secretary and Treasurer respectively.

The Boat Show

The petrol situation I'm sure did not assist attendance which appeared to be down this year. Craft and Machinery portrayed a fair cross section of the market. Our poor little punt has very little bite now even if we had it. The I.W.A.I. stand had a new look about it and not dependant for a change on old photographs. I had seen ample in about two hours, bought and ice cream and headed west.

SHANNON NAVIGATION

Tarmonbarry Lock will be closed to all traffic from 9th March 1981 to 6th April 1981 for the purpose of carrying out essential repairs.

The alternative route via the River Camlin and Clondra Canal will remain open.

OFFICE OF PUBLIC WORKS, Dublin, March 1981

HELP!!!

And by helping, get yourself one, two or even three Toyotas for a song. This year '81 has been designed "The year of the Royal". In doing so it was hoped to put a maximum effort into advancing and promoting the restoration of the Royal Canal. Great progress has been achieved to date, and now its the turn of the Inland Waterways association to put its back to the wheel.

With the initiative coming from the Chairman of the Athlone Branch and with the blessing and endorsement of Council, its hoped to run a "once-off 400 draw". Before you turn off look at the value we get for your contribution. Every pound put up by us will be matched pound for pound by the local authorities. We hope our draw will nett a profit £12,000 so that will represent £24,000, but the value does not end there. Guinness have very kindly provided factory premises free and ANCO have agreed to adapt their training courses towards fabricating lock gates so labour is also free, which in money terms must represent an injection of well over £50,000.

This is your oppertunity of making a real contribution to our heritage. Please dont put it on the long finger - do it now, fill in the form overleaf, write out the cheque/ch'ques and if at all possible get a friend to make a similar commitment. Remember 400 tickets is all we need to make the scheme work! One final point - if due to cash flow problems the ANCO trainees cannot be kept in constant supply with raw materials - then the whole scheme will fall through so, PLEASE ACT NOW, by taking out an individual ticket or forming a syndicate and nominating a leader. Full details are included overleaf.

---oOo---

SHIPS DOG CURE

An old potion for dog itch or rash with hair loss. A liberal application of waste oil will have hair growing in a few days and the tenderness cleared up.

---oOo---

DATES FOR YOUR DIARY

This ye ars Easter Rally from 17th - 20th April is bound for the sunny south - well almost - Shannon Bridge to be precise!

RNLI collection day on 4th April - Volunteers willing to collect for 3 to 4 hours please contact Berchs Hannon, Retreat Park, or report for duty to Seans Bar.

Vicarstown Rally will also be held on Easter Week-end.

Lough Derg Rally 6, will be held from 2nd August to 8th August 1981. Entries will be taken through the Commodore at 93 O'Connell Street, Limerick.

Officers are: Commodore - Tom Duffy
Vice Commodore - Brian Brislane
Rear Commodore - Colin Beaker

As our friends in the Upper Shannon will finish in Athlone this year, it is hoped to commence Lough Derg Rally 6 slightly earlier than usual as all will have enough time to make the journey down river.

More details later.

BOAT COVERS

----Prices received from D. Denny and Son Plastics Ltd.,
60, O'Connell Street, Waterford.

21 oz PVC Nylon Cover, 28ft x 12 ft. complete with eyelets and ropes
€95.00

INLAND WATERWAYS
ASSOCIATION OF IRELAND

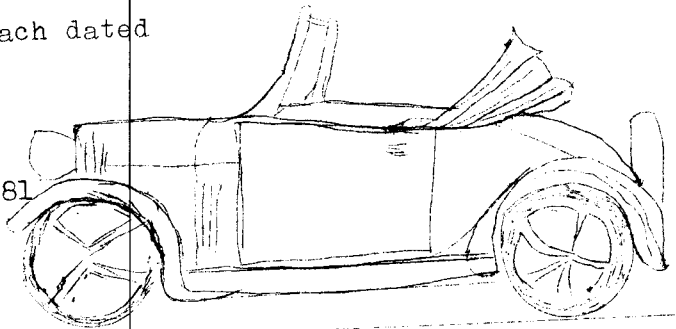
ROYAL CANAL AMENITY GROUP

As 1981 is the year of the "Royal Canal" and as so many people have expressed a desire to help the restoration work in some practical way, it is felt that the time is right for a once off Super "Private Members Draw".

This draw will be confined to 400 members of I.W.A.I. and R.C.A.G. and will be run over a nine month period from April '81 to December '81. Prizes will be £100 for each of the nine months together with three prizes of a new Toyota Carolla XL motor car on October, November and December.

Cost of Tickets is £60 each. Mode of Payment is any one of the following methods:

- 1) One cheque valued £60
- 2) Two cheques valued £30 each dated May '81 and August '81
- 3) Three cheques valued £20 each dated May '81, July '81 and September '81



If you are interested in joining this Super Draw, kindly complete the section below. Hurry! Tickets are limited to 400

NAME.....

ADDRESS.....

.....

Mode of Payment:

One cheque for £60/ Two cheques of £30 / Three cheques of £20

Return to: Dr. Ian Bath
R.C.A.G.,
39, Park View,
Castleknock
Dublin

OR

The Hon. Secretary,
I.W.A.I.
c/o Seans Bar,
Main Street,
Athlone,
Co. Westmeath

FITTING OUT

Now that the birds are singing, the evenings are getting longer and the grass is beginning to need mowing. The thoughts of getting the pride and joy ready for the boating season take on an urgency which begins to border on panic as the days go by. The hull has to be scraped down, and painted, the engine has to be overhauled, the sails need to be mended, the cooker needs maintenance.....

Unless of course you are one of those (rare!), perfectly-organised boat-owners who have planned their winter "laying-up" and Spring "fitting-out" with the detail and precision of a NASA count-down, and can head off on their Easter cruise with no last minute rush and with everything shipshape and Bristol fashion.

Or, more likely, you are somewhere in between. Some jobs were in the forefront of the mind at the end of last season and were attended to when laying-up. Some were planned and carried out over the winter. But some were put on the long finger and are now looming large and there are some you did not realise needed to be done until you had a close look in the last couple of weeks and found that there is a helluva lot more to be done than you thought!, and only a few weeks left before you hope to begin the season in earnest.

Which brings me to the idea that fitting out is not just a chore to be thought of only in these springtime days and then to be got through as quickly as possible. True it is a good idea to try to reduce the time spent on the job to a minimum consistent with good upkeep of the boat. After all it is the boating afloat that we enjoy. Days spent laying-up and fitting out are days lost from enjoying the great outdoors on lake, river or canal. So it is in the owner's interest to organise things so that work is reduced to a minimum.

Organising things is the nub. The preparation for winter overhaul can begin a long way ahead. When you have finished this year's fitting-out, whether it be a calm planned affair or a last minute rush, your preparation for next year's laying-up can start and be ongoing throughout the boating season. A good way to avoid finding yourself up to your eyes at the last minute is to keep a large notebook on board in which everything that goes wrong or needs attention can be noted daily. In it you can write all the little repairs that you can do yourself when you are at your mooring and can then be ticked off as soon as they are done. You can also note the repairs that can wait until the end of the season, renewals of equipment needed and desirable improvements.

So get that big notebook aboard and be sure to be organised for next winter, but, what about now? Well, the days are getting longer and time is getting shorter, so if things have been on the long finger over the winter, get down to it now. Carry out a thorough inspection of your craft from stem to stern, from masthead to keel. If it is a wooden boat look out for dry rot and worms. Once dry rot has started, there is one thing and one thing only to be done. Immediate and ruthless surgery. Worms are another cause of hull trouble. Anti fouling paint keeps them at bay. Worms usually get a start in the rudder trunk (and the centreboard case in centreboard boats) where the antifouling can't get easily. Try getting the antifouling into these places. It can be done. If you are having any work done by a boatyard, be sure to specify exactly what you require.

If you are going to paint the boat yourself, remember that the secret of a well painted and gleaming hull is in the preparation and working up rather than in the final coat. First decide whether the topsides are to be stripped and painted, or washed, rubbed-down, and painted. If the paint is old and many layers have accumulated with the years it would be advisable to strip it off. This can be done by burning off or by using a proprietary paint stripper. It is a long job but well worth while as a beautifully gleaming hull can be the result.

...not stuck in. Its later than you

CANAL DRIBBLES

Last month just had to be the "Month of the Lock Gates" with the official opening of the I.W.A.I./ ANCO gate factory by the enlightened Minister for Transport Albert Reynolds T.D. Down in Watling Street in premises loaned by Uncle Arthur we watched and learned from skillful foreman Paddy O'Toole supervisor of the ANCO apprentices making the gates entirely by hand - and very well made too - C.I.E. have complimented them on the workmanship. Already the results were evident - lying on the floor were 3 completed gates for the 3rd and 13th of the Royal, while in the making were a pair of middle gates for the 12th.

What matter if they have the problem of the man who built a boat in his garage - the gates must be dismantled to get them out and then re-assembled outside! But they have plans to beat that one too!

They could however use a mechanical means of moving the very heavy timber around - can anybody help? C.I.E. are providing the necessary iron-work - brackets, heel pins, frames and eventually racks from old gates. The work can carry on indefinitely as long as gates are needed - if the money keeps coming in. The shed and the apprentices are free, but the timber costs a lot - about £5,000 for 2 pairs of gates - hence the launching of the sponsorship scheme whereby industry is being asked to adopt a lock or even a gate.

It is also envisaged that the Naas branch would be included in this scheme, if sponsors or grants can be raised, and indeed this might be very possible given the immediate prospects of totally re-opening this branch, and the active involvement of Naas U.D.C. and Kildare C.C. For instance there are hopes of making a pair of breast gates for the 4th very soon and this would re-water the only dry level.

When this column talked to Master-mind Dr. Ian Bath he outlined stage 1 of his Royal Canal campaign. The breast gates now ready for the 3rd will re-water the only remaining dry level in Dublin. The completion of the 13th and 12th will link Blanchardstown to Maynooth (a total of 13 miles).

Next will come the 17th with a grant from Meath C.C. and then hopefully the 14th, 15th and 16th will be financed and with this the long-level will be joined in to make a navigable distance of 38 miles out as far as Killucan. Dublin Corporation have indicated that a grant of £20,000 might be available to restore the 1st, 2nd and 3rd - exciting news indeed - a boat could enter from the Liffey! Did some-one mention a Rally?

In the course of his speech Mr Reynolds instructed C.I.E. to install all completed gates and said that the door of his office was always open if help was needed. Indeed a great month. Well done R.C.A.G.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

May 1981

WELL - HAVE YOU PAID UP?



Any sensible person who takes up boating recognises that it is a pastime that has dangers and tries to prepare himself against those dangers as far as he can foresee them. The difficult part of the task is the foreseeing.

It is possible to protect oneself to a large extent by some simple positive rules and practices, some of them so simple as to seem obvious. Many people would agree that the first rule for anyone who goes boating is:- DONT FALL OVERBOARD.

It is fair to say that there is now general agreement that, except for open boats and certain half-decked racing classes, all boats should be fitted with some sort of fence around the deck. The three most important considerations in its design are that it should be strong enough, that it should be high enough so that one cannot easily fall over it, and finally one should not be able to fall under or through it.

If somebody does go overboard it can be very difficult to get back on board again. In heavy weather out in the middle of Lough Ree, you might as well be at sea, as far as the wind and wave conditions are concerned. There is no simple universal answer for getting someone back from the water into the boat, especially if he is wearing heavy waterlogged clothing.

All one can do is give some of the methods which have worked. It is then up to the skipper to decide which will suit his boat and his family (or crew). Then having worked out what seems a good technique, the crew should be given practice in it. But it seems that practicing 'man overboard' drill is something that most of us are going to do 'when we get around to it'. We are likely to be still waiting to get around to it when we finally have to do it in earnest.

One good thing a skipper might sensibly do is to go overboard while the boat is at her mooring, wearing full clothing, and see for himself the problems of reboarding his own boat. Although it is not the same as going overboard while the boat is under way it does give good practice in the actual reboarding process, even though it omits parts of the real man-overboard situation.

The first thing that will become obvious is the gravity of the situation if no help is available from on board the boat herself. This will suggest the idea of fitting some sort of foothold or step on the rudder or transom, handholds will be needed too. These two may be combined by providing a rope ladder which can be easily deployed, preferably by the man in the water. Small folding metal steps available from some chandlers may be the solution for some boats. Fixed wooden steps may be equally practicable and a good deal cheaper. It is possible to fit them in such a way that they are neither an eyesore nor an obstruction when coming alongside - at least not if you have a suitable shaped hull. However,

the permutations and possibilities in this problem of getting someone back on board are vitrually endless, depending on the boat, the people, the weather and other circumstances. But three things stand out - first there is the need of places where the victim can get a handhold. Second there is the need to get a line made fast around him if there is going to be any delay in getting him in - in other words if he cannot clamber in immediately. Third, a good bathing ladder is one of the most valuable items of safety equipment to have aboard.

Nest meeting will be held in the Prince of Wales Hotel on Friday 1st May at 8.30 p.m.

A G E N D A Whit Rally
 Royal Canal Draw
 Correspondance
 A.O.B.

HAPPENINGS!

We believe that Mort Williams' new boat has added a new luxurious demension to cruising on the Shannon - not many boats can boast a maiden voyage from China to Carrnadoe.

FOR SALE

Two 35ft steel cruisers, 5 berth, diesel engine etc., slightly vandalised. £14,000 each.
 Apply: G. Oakman, 73M, The Docks, Athlone.

We have learned with deep regret of the recent death of one of our founder members Ned Egan, to his family we extend our sincere condolences.

CANAL DRIBBLES

The announcement during the month that our canals, together with parks museums, monuments etc., are to be handed over to a National Heritage Trust must have come as a surprise and perhaps a shock to most members of I.W.A.I. Question - does it also include the Shannon Navigation?

We had been promised for so long that the canals were to be transferred from C.I.E. to the Board of Works (indeed a Ministerial statement was made to that effect) that any alternative had just not entered into calculations or planning. As recently as March, the Minister for Transport Albert Reynolds stated publicly at the Lock-gate factory that legislation would be introduced this year to complete the transfer to O.P.W. So persumably even he did not know of this new proposal. Where then was this decision made - in the "kitchen" we must conclude.

This column therefore wishes to ask - is this an electoral carrot? If so, what will become of the proposal after the Election (which will probably be called before this appears in print)? The matter is being rushed at such a pace that our Association was given a mere 2 weeks to make a submission on the future of our canals.

Now the scramble is on for places on the Heritage Council. Will we be represented on it or are our canals to be handed over to a group of

Finally, and for heavens sake, what civil servant invented the phrase "inland cruiseways"? What is the difference between a waterway and a cruiseway? Does cruiseway include our abandoned and closed canals - the Royal, B & B, etc., If "inland waterways" is what is meant why not use that phrase? Is some-one up there trying to tell us something?

ANNUAL DINNER DANCE

This years dance will be held in the Jolly Mariner, on Friday 29th May with buffet supper and dancing from 9 - 2 am at £5.00 per ticket, it must represent the best value for a night out for many a long year. Tickets are strictly limited, and to avoid disappointment advanced booking is advised and recommended. Tickets are available from Seans Bar phone 2358 or from Chairman Michael Martin or Hon. Secretary Ruth Casey.

WHIT WEEK-END RALLY

After hours of soul searching deliberation the following itinerary has been agreed for Whit :

Fri	Dinner Dance Jolly Mariner 9-2
Sat	Safe Harbour - Rindoon
Sun	Lecarrow
Mon	Home

No doubt, should the weather act up an alternative route will be agreed.

HAPPENINGS CONTINUED!

Congratulations to Birchs Hannin on moveing up-market - if you see a Jaguar streaking past you - that him!

We hear that I.B.R.A. are viewing with interest the latest **Catamaran** project. Rumour has it that Gerry Oakman is contemplating converting two barges into one catamaran. 60ft x 35ft x 4ft. This craft will be schooner rigged carrying 11,650 sq ft of canvas, and operate in the vicinity of charter marines on Sat afternoons and Sunday mornings helping to add "local colour" to our visitors' first, faltering fanciful manouverings. Cngrats Gerry on your new acquisition.

ROYAL CANAL PROJECT

To date there have been two work-ins on the Royal Canal in the vicinity of Abbeyschrule. The heavy gang from Athlone have been involved in cleaning young trees, scrub and saplings from the canal bed, banks and bridges, so that a drag line can clean out the weeds prior to filling those sections with water. It is hoped to have up to seven miles re filled with water by the time this sub-project has been completed. Another step on the way to complete restoration.

SUPER SALESMAN

Talking about complete restoration leads one naturally to the money involved. This month we salute our super salesman Sean Fitz. Sean has to date sold fifty, yes 50 tickets in our 400 draw, and he is not finished yet! Sean says he hopes to make it 75 before he finishes, thereby raising a staggering £4,500. How are the rest of us doing? We realise that going out and cleaning scrub etc., is not everybody's cup of tea! but this draw affords everyone an opportunity to make a meaningful contribution towards this great project. Once again we appeal to our membership for support - over to you.

HAVE YOU GOT A RED X this month, if so your membership is now overdue. Please contact any of our officers with single membership £5.00 family £6.00



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

June 1981

Next meeting Friday 5th June in the Prince of Wales at 8.30 p.m.

A G E N D A Minutes
 Correspondence
 Report on Council Meeting
 A.O.B.

ROYAL CANAL DRAW

The following is the text of a letter sent out by "Chairman Michael". The text is self explanatory and represents a regretful trimming of our sails to the winds of recession. We would ask you to pay particular attention to the last paragraph and if you have not acted already we again solicit your support for a worthy cause.

Dear Member,

We would like to thank you very much for your contribution of £60 towards our Royal Canal Draw.

We have, however, been disappointed at the response to our appeal and feel that we will not sell the 400 tickets within a reasonable time. We have, therefore, decided to make it a "266" draw, with 2 cars and 9 x £100 draws.

As the methemathicians among us will see this represents improved odds, so we hope that you will find both the "cause" and the "gamble" as attractive. If, however, you do not wish to be involved and desire a refund of your money please contact the undersigned by not later than Friday, 22nd May.

We would, however, once again like to point out that the odds are better and the cause is still as deserving of your support which has been sincerely appreciated.

Yours sincerely, MICHAEL MARTIN
 Chairman, Athlone Branch.

LOUGH DERG

The ESB have made handsome amends for the unfortunate happenings of 1979 when the Lough Derg Rally had to be cancelled through lack of water.

A really magnificent cup has been presented to the Branch by the ESB to be competed for yearly. In this its first year, it will be awarded to the overall winner of the tall ships race.

At a function in Shannonside Offices recently the cup was accepted by Rally Chairman Tom Duffy who expressed his appreciation of the thought behind the presentation and thanked E.S.B. Donal O'Leary and Finbarr O'Shea on behalf of the committee. So 'sea captains' - come along!!!

FILM SHOW IN CLOONDARA

I trust that my colleague of "Canal Dribbles" fame will forgive my infringement of his territory. It was just by chance that your Midlands Waterscribe heard about the showing of a film about the last voyage on the Royal Canal to be shown on 1st May. It turned out to be a most enjoyable evening, viewing Douglas Heard's superb record of the voyage of the "Hart" from Spencer Dock in Dublin to Richmond Harbour during Easter Weekend in 1955.

The film brought back memories to this rusticated Dubliner of looking out the top window of a bus many years ago at a strange contraption beside Newcomen Bridge. The film revealed all. It is the counterweight which assisted in lifting a section of railway which crosses the canal at that point. The 1955 film was interspersed with shots taken in the last couple of years. These showed the deterioration along the canal, particularly in the lock gates. But there were also great signs of hope for the future. Ruth Heard, in her commentary which accompanied the film, referred to the recent re-watering of Ballinacarrigy harbour and the work being done at Abbeyshrule.

This film is well worth seeing, perhaps a showing could be arranged in Athlone later on in the year. After all, it is the Year of the Royal.

CONGRATULATIONS

To Alan Algeo on the latest barge arrival to the barge capital of Ireland. Alan's barge with an overall length of 70ft., was used for trading on Barrow Nore and Suir area. The "new forge" as she is called will no doubt sail the Shannon for many years to come, our wish is the time honoured one "may God bless all who sail in her".

To Kieran Walsh (ex Liscannor Band) on his recent acquisition (advertised in the Aerial of course!). I suppose we'll have to call it The Liscannor Orchestra with all this flash.

SUBMERGED OUTBOARD

It was a dramatic test of engine dependability, leaving three brand new Mercury engines (3.6 hp, 4 hp, and 7.5hp) totally immersed for one week in a lake outside Paris. Mercury agents chose to do the tests at Etang de Saint-Quentin, location of one of France's most important sailing clubs. Supervised by an independant bailiff Mercury hoped to prove the reliability of their lower range engines in most adverse conditions. In fact it was so cold when the engines were recovered, ice on the lake had to be broken first.

Despite this, Mercury say that each engine started immediately which makes for a bit of good publicity for the Company and their unusual way of proving the performance and reliability of their products.

SUNK

We have learned with regret that Ofko Holtkamps cruiser "Hollandeire" was sunk in his harbour in recent northerly gales. However, at the time of going to press we learn that with continental efficiency "Hollandeire" has since been repaired and is back in commission.

ROBBERY

We were shocked to read of the robbery perpetrated on one of our life-members NAT FISHMAN during the week. We hope that Nat has recovered from the ordeal and wish him our very best for the future.

TRUE STORY

An enthusiast trying to sell tickets for our draw played what he thought was his winning card "its the 'year of the Royal' you know"

"I thought it was the year of the disabled" said the not so enthusiastic would be purchaser, "and isn't the Royal disabled"! The £60 was duly handed over!

CANAL DRIBBLES

Vicarstown was the venue of this year's Easter Rally on the Barrow Line. Organised by the Vicarstown Canal Development Association (who should really form their own branch of the I.W.A.I.), the event was a great success. Master-minded by the Corbetts - Monica and daughter Connie - they succeeded in attracting an astounding total of 32 boats. Fleets arrived from 15th Lock, Lowtown and Hazelhatch, 3 came up from R.Barrow, while Michael Kavanagh with crew Pat Henry came from L.Derg no less.

Entertainments included tea and cakes, a film show, a dance, a tug -of-war (the locals won) and a football match (boats won). A hovercraft gave an exhibition and a great time was had by all.

Those of you with long memories will remember our mention of the Monasterevin jinx in the May '78 issue. Well, last month it struck again! As Richie Hughes and family were bringing their newly acquired fibre-glass 17 footer to Vicarstown, they stopped overnight in Monasterevin. As they prepared supper, a gas leak ignited and in moments the entire boat was ablaze. They lost all their belongings and the superstructure, but the hull was saved. Such was their spirit that they came on to the Rally by road, Vicarstown looked after them and they went home to start work on an immediate re-build. There were a lot of gas systems examined and checked that week-end! What about yours!

How do you get through a lock that has no gates? Ask John du Moulin of the Nordic! As John approached the 20th on his way to Athlone last month, he realised to his horror that the lock was under repair and had no breast gates. Snow was coming down in a blizzard, but before abandoning his voyage he decided to chat up the workmen. To his surprise they offered to put him through by lifting the stop planks and replacing them behind him. This they duly did; some of them actually down in the water during the work. They demolished a bottle of whiskey afterwards as they thawed out! The end of the operation was supervised by John McNamara himself.

Well done C.I.E. - who says we need the Board of Works or a Heritage Council?

Enjoy your Season.

CRUISER SERIES

The first race in Lough Ree Yacht Clubs 1981 cruiser series was held on Lough Ree on Sat 16th May. Run over an Olympic course (triangle, sausage and beat) in the Yew point, Crow Island and Beam Island triangle in squally conditions, the race proved a good test for crew, boats and rigging so early in the season.

T. Abraham and B. Hannin got away to a good start, D. Delaney then moved out in front but failed to build up sufficient lead to get a corrected result. B. Hannin and C. Lilge looked best throughout the race with B.Hannin having a slight edge until a misfortunate shroud mishap rounding the Beam island mark, C.Lilge came storming through and won by a comfortable 2 minutes on corrected result.

The result: 1st C.Lilge (Hein Goodewind II)
2nd B.Hannin
2nd I.Catherwood (Talip)

Only 6 boats raced, possibly due to some of the regulars still not launched.

Special thanks to Liam O'Carra and Alan Algeo (LRYC) who acted as officers of the day.

FOR SALE

A ford petrol engine ex "Catalina" complete and suitable for sailer or cruiser up to 30ft. Four cylinder 100E model professionally marinised by Wortham Blake and fitted with their 2-1 reduction forward and reverse gear box. Electric and hand start - direct raw water cooling. In storage in Borrisokane. Surplus to requirements, so first reasonable offer takes away a bargain NICK COADY 169-64010

SNIPPETS FROM THE NORTH SHANNON

The run up to Acres Lake is beautiful and very peaceful. With the exception, of course, of the imitation of the high speed lift cum Niagara falls in the second lock. Pleasant walk to Drumshanbo and the pub with the thatch. Usual friendly welcome and chat in said pub. Watch out for the quaint vintage warning notices on the telegraph poles on the way up, one of which states in old Gaelic script "Cuirfear an Dli ar an te a gheobhthar ag caitheamh clocha leis na telegraFai" you will find the translation on the same notice. Voucher for a free dram of Glendronach Malt Whisky to the provider of the first correct translation.

Make sure your warps are long enough (over 40ft) if you are going up the Lough Allen Canal. If hiring, check your warp lengths and also the length of water hose before leaving the hire base.

Work is proceeding on the new harbour at Dromod but there is a long way to go yet. Maybe next year.

EPOXY PUTTY FOR WET REPAIRS

It is always reassuring to have a putty in your tool bag that will cure underwater if need be. Borden do an epoxide putty which they recommend for filling and fairing applications and for emergency hull and deck repairs.

It is supplied as two components, resin and hardner, which are mixed in equal amounts to give an easily moulded putty which, it is claimed has excellent adhesion to wooden, steel, ferro and GRP hulls.

Although this new epoxide putty cures in the presence of moisture, and even underwater, do not expect an instant result. At best it takes an hour to set.

Athlone UDC are discussing a motion to have a sewage treatment plant for the town - lets hope it gets further than Burgess' Park where other motions end up.

SWEET BORROW

Well not really, but if you have got a double Red X we just cannot afford your Company any longer, your sub of £5.00 single, £6.00 family is now months overdue - so please stay with us. See you in September.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

September 1981

Here we are again folks, down with Reids Almanac and back to the dictionary. Unlike the teaching fraternity our Aerial Staff receive no re-menuration during their holiday recess. We welcome the chance of that extra few bob to offset the cost of that extra few bottles.

Despite the change in Government we will continue to bring you the truth as always, when and where it suits us. Now that you've had the better part of another season under your belt you may like to air a few incidents or instances to amuse, bemuse or even abuse our readers. Royalties however, will not be forth coming, not that I think Lady Di, or Charlie would be writing to us anyway, at least not until the Britania can navigate the Ballinamore-Ballyconnel.

As always our branch meeting will take place in the Prince of Wales Hotel, 8.30 pm each first Friday of the month and please note all are welcome to attend.

Next Branch Meeting

Friday 4th September

A G E N D A

Minutes

Correspondence

Reports

End of Season Rally Itinerary

A.O.B.

More Guidance for successful cruising!- Tom Eaves (cont)

Anglers. These are society's lonely out casts. Brighten their day by roaring past flat out, dragging a breaking wash. Score 10 points if you fill their Wellington boots. Score 20 if you understand everything they shout at you. (That's why it is called course fishing!)

Breakdown If you are on a Hire Cruiser and suffer mechanical breakdown, telephone immediately for the speedy service promised in the

Musings

This season has again claimed its share of fatalities and accidents. Had you a near miss? Were you lucky? If you were and feel there is anything to be learned from your experience, please write and tell us about it. There have been two accidents (that we know of) in the last few years involving loss of fingers and while both accidents were on barges, they could happen on larger cruisers also. One lesson that might be learned is to use thick, heavy ropes where ever possible. Heavier ropes, in the event of an accident, might allow one to get away with heavy bruising - maybe - its just a thought!

And while the grey matter is ticking over - how many of us tie our bow warp to the pulpit when travelling? We are all careful about the stern warp and make sure it will not foul the prop, but what about your bow warp? It can be just as dangerous if not even more so because if it goes overboard in rough weather while you are underway it will inevitably end up round your prop.

Recommended solution - tie a piece of rope or elastic to your pulpit and use it to secure your warp.

New Buoy

The OPW inform us of a new buoy, RED laid to the S.E. (200 yds) of Hudsons Pillar.

Summer Happenings

Congratulations to Jack and Aideen Roberts on acquiring the good ship "Sequoia" from Sean Matthews. Sean and Meave have not been idle and have bought a fine new craft

Harry and Meave Brett have just completed their new cruiser or should we say "bargeen" with a name like "An Lung Beag"

Mike Webb and Ruth Casey have acquired a new sailing cruiser but retain the old name of "Moondrifter"

Reggie and Sheila Redmond have acquired a brand new grandson - the first of many? The new arrival has been observed cruising on the Shannon and appeared delighted with his new home "Crannagh".

Joan and Donie O Riordan have swallowed the anchor and have exchanged "The Snark" for their fine new home on the shores of L.Drumharlow. Rumour has it we will see them afloat again in a cruiser.

Congratulations to Joe Mc Caul and Joan O Riorden on their recent wedding - not Donie's Joan, you fool, their daughter! Joe and Joan have moved the Snark to Hazelhatch to set up home.

Declan and Gill Walsh have taken up farming in Coosan. Rory is tipped for young farmer of the year next year.

The Social Event of the Season- again!

Dont forget the annual dinner dance posponed from June. This gala occasion will be held in the Jolly Mariner on Friday 25th September at 8.30 pm. Tickets at £6.00 represent the bargain of the year. Tickets must be booked in advance from Seans Bar (0902 2358) or Branch Officers. A good nights entertainment is guaranteed, so come along and bring your friends. During the dance it is hoped to continue our Royal Canal draw for a further 3 x £100

WINNERS OF £100 in ROYAL CANAL DRAW

Mr. G. McGoey	...	Abbeyshrule
Dr. T. Claffey	...	Athlone
Mr. D. Treacy	...	Dublin
Dr. D. Kilgallen	...	Boyle

L.Derg Rally Brochure

The E.S.B. ran an advert in this years brochure advising people to beware of overhead lines and stating that there is over 10 meters clearance on all "recognised navigatio ns" This must be news to the Carrick Branch - are you listening up there???

21st SHANNON BOAT RALLY

The 21st Rally, this year blessed with fine weather, once again proved a highly enjoyable, well organised and thoroughly pleasant week of boating activity. This year we were delighted to welcome the Corrib fleet under the command of Christy Deacy and Peadar Canavan but were disappointed at the absence of the L.Derg fleet. The competitions were generally well supported with the expected high standard maintained if not surpassed. At this stage we have, no doubts, become blase about this event, but when one thinks of all the effort, time and organisation required to ensure its smooth running one cannot help but admire and thank all the people (over 50 of them) who help and contribute to this event.

The premier award was won by Padraic O Brolchain with "The Bishop Whelan", the first barge to win the event since Sid Shine won it in the early 60's. The cruiser, barge and sailing cruiser class awards were won by David Nowlen, Andrew Fitzsimmons and David Killeen respectively. This year due to no open boat having gained the required minimum marks, this class award was not presented. Does this mean that only the well-off and opulant are interested? Damien Delaney in "Phiibos" carried away the Boderg Cup while Robin Benson in "Marlou" won the Inspection of Boats award - not bad for a craft over 30 years old. Two special features of this year's rally were the 21st Birthday cake and the extremely sucessful Bar-B-Q run in Glasson. It is rumoured that plans are well in hand for the next big celebration rally - the 50th! watch this space for details.

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M.Y. "Crannagh"
Athlone
17th August, 1981

The Editor
Athlone Aerial

Dear Sir,

I recently found a few moments to visit the new harbour at Portumna and came away full of admiration and envy. Admiration for the work of O.P.W. who have built a fine, large and well-sheltered harbour, handsomely finished and landscaped; envy of L. Derg who thus can add another to the 7 they already possess! What have O.P.W. done for us?

Hudson Bay - one new quay-side still exposed and one new slip (without a ring)

Portumna Harbour has been built regardless of cost; if we in Athlone had been allocated just one quarter of that money for 3 or 4 simple facilities on L.Ree, we would think it was Christmas 10 times over!

Those of us planning the Shannon Rally know how difficult it is to find more than 2 places where even half a dozen boats can tie up.

CANAL DRIBBLES

Failte roimh! After a glorious Summer, we all now look forward to an equally glorious Autumn and many more months of boating. What better time to look further forward to next year - The Year of the Barrow '82.

Word from the Barrow Branch is that their plans are taking shape. Easter will see another Vicarstown Rally which is sure of a fine turn-out from Kildare and Dublin based fleets. The new slip at Carlow will be formally opened and used by boats travelling up to Vicarstown. April/May is allocated for 2 or 3 small-boat rallies similare to this year.

Their big event is provisionally planned as a week-long Tidal Rally at the end of July. Unfortunately, this will co-incide with the Shannon Rally, but it's not really a major clash as they expect the biggest number of the participants to be Barrow-based boats. The rally will be non-competitive in effect a Cruise-in-Company, taking in St.Mullins, the Nore (Inistorge Festival), the Suir (Carrick), Waterford, Dunmore East and New Ross. Co-operation has been promised from the Harbour Masters of Waterford, Dunmore and New Ross. The latter will provide new floating moorings and will improve facilities at the Steamer Hole. Talks and conducted tours will be laid on each day at points of interest.

The branch are anxious to encourage some boats from "foreign" parts to spend the season on the Barrow. Safe moorings can be provided for the season at several places. Those with a draft of over 2 feet should know however that once down, they are "there" for the Summer! The dreaded "Orchard" is reported to have less than 2½ feet at this time of year!

On the other hand some hire-fleets might be persuaded to leave a few boats on the river and there is always the possibility of a narrow boat from Mike Thomas of Celtic Cruisers.

C.I.E. are working away at the new lock-gates, with Lower Ballyellen and St. Mullins yet to be done. More information on 16th November when Fr. Paddy Dowling will be showing a Barrow film in the "George" in Dublin.

Meanwhile, a late News Flash from the Royal states that the R.C.A.G. has been granted £19,000 by Dublin Corporation, which will provide new gates for the 1st the 2nd (a double) and will complete the 3rd (also a double) which has already received new breast gates. This is exciting news indeed - with these 3 locks in working order in 8 or 9 months time, pressure could be put on C.I.E. to re-construct the little fixed railway crossing and then a section of the Royal would be navigable from the Liffey! In the lock-gate factory breast gates for the 4th Naas Branch are presently under construction, while the factory itself will be getting new doors to enable the gates to come out complete.

--oOo--

Report on the Lough Derg Rally in next month's issue



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

October 1981

A Word of Praise.

Lest you may be unaware Athlone can pride itself in facilitating the Midland area with a first class swimming pool. May we pay tribute to our Council and its employees, to the Swimming Pool Staff and to the voluntary activities committee who together run and maintain this excellent amenity.

The pool caters for schools, groups and public sessions throughout the week and offers both instruction and competitive swimming for young and old. Minimum public sessions are available daily 4.30-5.30pm and 8.00-9.00pm for what nowadays may be regarded as a modest fee. All sessions are under direct supervision by fully qualified life guard staff who carry out their duty in a most tolerant, helpful and conscientious manner which is reflected in the reciprocal behaviour of the appreciative swimmers.

If you have not to date availed of the pool then perhaps now with the onset of long nights you might consider this relaxing and healthy activity. Truly a sport where the individual can pace him or herself. Certainly every opportunity should be given to encourage and arrange the childrens participation. You would be amazed the "crack" they get out of it.

Needless to say, the boating fraternity, now with pools in most major centres, have no excuse for being a non-swimmer. The art once learned is never forgotten and the rating of the average swimmer is directly related to the general fitness of the individual. Possibly the most beneficial factor is the confidence that is acquired as familiarity with the water grows. This to the boating person leads to the ability to cope with situations and allays the biggest factor in accidents that of panic. A non-swimmer boating without a life jacket is a liability and a danger not just to himself but the rest of the crew. It may be foolhardy on the part of an average swimmer to swim to and attempt a rescue of a panic stricken person.

At some stage such a situation may arise. Ask yourself how would you react. The Irish water safety committee advertise frequent lifesaving courses throughout the country regularly. Great benefit can be derived from one of these courses. Perhaps you feel that this is for the Mark Spitzs, this is far from the case, the very average swimmer is catered for. While on this general subject of coping with water, a proven factor in giving the individual that essential quality of confidence is participation in snorkle or scuba diving. Not alone will such training open up an entire new aspect to the boating world, it places participatants in the natural habitat of what was once a fish domain. The Athlone Sub-Aqua Club will again have winter pool training where you can avail of expert guidance. Damien Delaney, Hon.Secretary A.S.C. will be glad to hear from any new potential members, and can be contacted through the Editor.

The next branch meeting will be held in the Prince of Wales Hotel, on Friday 2nd October at 8.30 pm

A G E N D A: Minutes
Marina Project
Final Report of Royal Canal Draw
AOR

SIGN HERE, PLEASE;-

Included with this months "Aerial" you will find a copy of our new membership form. We know people are usually reluctant to sign forms, but please DO sign this one. When we formed the I.W.A.I. into a Company, the primary motive was to protect the interests of our members. By signing the form you become a member of the Company and gain the protection of its Limited Liability. This means, in effect, that should anyone succeed in gaining damages from the I.W.A.I. for whatever reason, then the Liability of members is limited to £1.00 each, in the extreme circumstance of the I.W.A.I's assets having to be sold in order to pay the damages. Its in your interest to sign it protects your position. So please sign and return the form to us at your earliest convenience. One further small point about this Company thing. It is hoped that, notwithstanding some changes in book-keeping procedures etc., the day to day business of the branches will continue in the time honoured fashion, without any noticable intrusion from Managing Directors, Auditors or Share Holders. The Republic of Athlone remains intact and inviolate!

GRP FOR INFLATABLE

Anyone care to exchange an inflatable tender for GRP dinghy 11' LOA - cash adjustment as required. Reply to Editor C/o Athlone Aerial, Sean's Bar, Athlone

Congratulations to Wilhelm and Medina Petrat, on their new sailing boat, a Westerly "Longbow" - when can we hope to see the end of a voyage from Germany to Ard-na Crusha lock?

CANAL DRIBBLES

Our waterways, and particularly our canals, are an amenity for the enjoyment of all. The canals are for the use of those of us who navigate, they are available for canoe clubs, for the children who swim and dive, for the walkers who stroll the banks and for fishermen. An unusual and growing problem has recently come to light which seems to be an attempt to encroach on the rights of those of us who pay for a permit to navigate the Grand Canal. This, most regrettably, involves the fishermen. It would appear that in addition to resenting the passage of boats past their activities, they are now taking steps to ensure that "They shall not pass" Stories are filtering through of attempts to turn back boats and on one occasion near Pollagh a notice proclaimed "Fishing competition to-day - NO Boats"!

Now no-one resents the presence of the fisherman - it's great to see our canals being used by them, but it is necessary to remind all and sundry of the origins of canals, the reason they were built and their primary function. The tourist trade on the canals will grow steadily in years to come, but it wouldn't survive for long in the face of such bully-boy tactics.

A waterways Users Council has recently been advocated and this could be of great benefit in sorting out such clashes of interest - but our representatives must assert our prime right to navigate in accordance with the bye-laws. Given the establishment of that position, then much can be achieved by talking and understanding the points of view of others.

Enough of that - on a more pleasant subject. How nice to discover that C.I.E. have at last appointed 3 new lock-keepers and 2 of them are ladies! Walter Mitchell has retired and his daughter Mrs Louise Lindley now presides over 30th and 31st, while at the 29th (Ballycommon) Miss Patricia Cummins has taken over the prize-winning lock which her well-known father operated until his death in the early 1970's Up in Tullamore an Englishman Roy Garrod has

Did you hear about the fellow from Carrick who swallowed
the pint of yacht varnish?

He had a sticky end but had a lovely finish!

ITS NOT THE ESSO TROPHY!

The Premier Award presented each year to the winner of the Shannon Boat Rally is not as often referred to, the Esso Trophy, but rather is a trophy bought by the Rally Committee with money loaned by the Athlone Branch! Sean Fitz states the money has not, to date, been repaid. So there!!

NASTY TURN OF EVENTS;-

We have learned with regret that Paddy Finnegan's boat "Milford" was vandalised in Banagher, resulting in damage and loss to the tune of £1000. Some of the details have come to our notice and they make sad reporting. It would appear that Paddy left his craft on one of the commercial jetties - not Brendan Smith's one Sunday night. He was unable to contact the Manager and intended returning the following Friday. Pressure of business dictated that he did not return until the following Friday week, only to find his boat had been moved, without his knowledge or consent, to the public Jetty and presumably, subsequently vandalised. Regardless of the rights and wrongs of the situation, its sad to see this attitude take root on the river!

The above could be used as a lead -in to a subject that has been raised by the "Newsletter" namely the provision of private Marina facilities under the auspices of the I.W.A.I. At the last Council Meeting it was decided to refer the matter to the Branches for their views. Carrick have already started on such a project - what does Athlone feel about it? Your views will be welcome the the next Branch Meeting.

BEWARE! - Dont use this Fire Extinguisher

Dear Editor,

During the recent Shannon Boat Rally, I had the pleasure, together with the Commodore, Michael Webb and the other Vice-Commodore Ray Billington, to inspect the boats interested in competing for the inspection of boats competition.

On at least two boats Carbon Tetrachloride Fire Extinguishers were observed. This device may be present on boats which were not inspected, and can not be recommended.

I enclose an extract from the medical journals which hopefully will discourage the use of Carbon Tetrachloride.

Yours sincerely, Marie Hyland

Carbon Tetrachloride(B.P.C. 1959) $CCl_4=153.8$

"...Toxic Effects. Even small doses of carbon tetrachloride may cause drowsiness, giddiness, headache, mental confusion, nausea and vomiting. Occasionally, more severe symptoms may follow 1 or 2 weeks later, especially cellular necrosis of the kidneys and liver leading to uraemia and convulsions. Central nervous system depression and respiratory failure may precede death. Toxic effects are more likely to occur in alcoholics/Rd.note- Obviously does not interest our members/ and possibly in patients with concomitant roundworm infestation in whom the worms may aid elimination of the drug.

LAST HORSE DRAWN BARGE TO THE SHANNON

About 40 years ago occurred a horse drawn barge operation on the Grand Canal. At that time Charlie Backhouse, a Londoner who had lived on the Shannon since 1914, bought a 48ft long wooden barge moored on the Barrow near Athy. The barge had been used for engineering works on the Barrow. It was a stout craft of pitch pine but engineless.

The problem was how to get it up to Athlone? The late Ned Egan, a founder member and Secretary of Athlone Branch during the fifties, put forward the answer. They would tow it by pony.

A crew of three; Ned Egan, Harry Waters the boatbuilder, and Bill Thomson, who later went to Canada, set out for Athy in a Ford pick-up truck with a pony standing in the back.

They hitched up the pony and negotiating 25 locks on the way, passed from the Barrow Navigation to the Grand Canal and safely arrived at the Shannon. From Shannonharbour they were towed up to Athlone by Tom Henshaw's houseboat.

At Athlone lock a crowd watched their arrival and cheered the crew and also the pony who stood looking calmly with his head out of the hold.

Tom Henshaw's houseboat lay for years moored to the wall at Athlone waterworks. The remains of the old barge are still to be seen behind Brick Island. Perhaps this was the last horse drawn barge operation of this nature on the Grand Canal.

Louis Glennon



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

November 1981

The Annual General Meeting of the Athlone Branch will take place on Friday 6th November at 8.30 p.m. in the Prince of Wales Hotel. We would appreciate every effort on your part to attend. The deviation from our usual January A.G.M. is to comply with our obligations as the recently formed I.W.A.I. Ltd. This is an opportunity to remind you to complete the form sent to you last month regarding same and return it to your Hon. Secretary.

Agenda for A. G.M. Friday 6th November at 8.30 in the Prince of Wales

- MINUTES
- APOLOGIES
- REPORTS - Chairman's
Secretary's
Treasurer's
- ELECTION OF OFFICERS - Chairman
Vice Chairman
Secretary
Treasurer
- MOORING FACILITIES ON L.REE
- COST OF AERIAL
- ELECTION OF AERIAL COMMITTEE
- ELECTION OF SHANNON BOAT RALLY COMMITTEE
- A.O.B.

At the AGM the branch will elect the Athlone committee for Shannon Boat Rally 1982. The obligation of those elected will be to attend some five meetings between now and Rally week and to organise and delegate agreed duties during the Rally. It is in the interest of the Rally that a percentage of committee elected should vary thereby giving an injection of new blood whilst allowing long standing members a chance to step down.

With Christmas around the corner the Irish Lifeboat Institute has launched its range of Christmas Cards and small gifts. By supporting this worthy cause you will not alone get good value but assist in the mammoth task of servicing the lifeboat network around our shores. Details of the range available may be had either through the Editor or from your area Lifeboat representative or direct from Irish Lifeboats, 10 Merrion Square, Dublin 2.

For those of you who like game shooting listed hereunder are the open season dates. Trusting that good sportsmanship will be abided by and all sanctuaries left undisturbed. A good days shooting does not necessarily mean a full bag.

HUNTING SEASONS 1981/82

SPECIES	OPEN SEASON
Red Grouse	1st Sept. 1981 to 30th Sept. 1981
Mallard, Teal, Gadwall, Widgeon, Pintail, Shoveler.	1st Sept. 1981 to 31st Jan. 1982

SPECIES	OPEN SEASON
Grey Partridge	1st Nov 1981 to 15 Nov 1981
Cock Pheasant, Woodcock	1st Nov 1981 to 31 Jan 1982
Greenland White fronted Goose	15 Nov 1981 to 31 Jan 1982
Deer (Red /excluding Co. Kerry/ Fallow, Sika)	
Males	1 Sept 1981 to 28 Feb 1982
Females	1 Nov 1981 to 28 Feb 1982
Hares	26 Sept 1981 to 28 Feb 1982

A NUN'S STORY

A Matelot stranded on Nun's Island for seven years, is joined one day by a Sub-Aqua damsel in wet suit. They talk awhile and she asks "would you like a smoke"?, unzipping a pocket in her wet suit and producing 20 cigarettes and a box of matches "would you like a drink" says she, unzipping another pocket and producing a baby Power.

There he is relaxing, enjoying his first smoke and drink in seven years, when she asks, unzipping the front of her wet suit

"Do you play around-?"

"Dont tell me" says he "that you have a set of golf clubs down there"!

CANAL DRIBBLES

The observant amongst you will have realized that despite the widespread reporting on canals of all sizes and types both home and abroad, there is one canal about which your Dribbler has not yet written! Hands up, yes full marks to the man at the back - the Athlone Canal! So, to make amends, here goes.

Prior to the mid-eighteenth century the River Shannon was not fully navigable for its entire length and in 1755 work commenced to remedy this. During the year 1757 the Athlone Canal was built as part of this project. A lock was of course an essential component and this was constructed close to the site of the small bridge near the entrance to the Show Grounds on the Clonown Road. It is interesting to recall that it was almost as long as the present Athlone lock, but only half as wide. There was also a guard-lock erected at the spot where the present Galway Road crosses the canal - this had a single pair of gates which could be closed in times of flood. However only 30 years later the condition of the canal and lock was giving cause for concern and by 1802 it was derelict. An engineer's report of that time is recorded in the chapter of Irish Midland Studies written by our President Ruth Heard. In it he writes that the iron-work of the lock was torn out and stolen, while the clay and gravel used as filling behind the masonry was dug out and used as manure for the fields! So vandalism didn't start to-day or even yesterday.

All was not lost, for by 1804 the lock had been re-built and the canal dredged and cleaned. The navigation was restored and by 1810 the canal had been further deepened, so that it could accomodate a laden boat drawing almost 6 ft! A formidable canal indeed. All this time of course there was no weir in the river - just shoals and rapids and in the 1840's (by which time the canal was again in a bad state) the Shannon Commissioners were formed to undertake the major works resulting in the navigation we know to-day. Weir and lock were constructed and the river bed was scoured and cleaned. To do this enormous work the lake was dammed (incredible as it may seem) probably near Brick

Today of course the canal is derelict and part of it is dry (and is a small public park). However the stretch above the town from the River to the Galway Road bridge is watered and is used by lake boats. This section should be most carefully preserved from damage and in-filling, as who can tell in years to come what additional amenities for mooring or marina may be needed, as the boat population continues to grow. Athlone Canal may yet live again.

P.S. Shouldn't we check the plans for the new by-pass bridge at the canal mouth?!

FOR SALE

G.R.P. 20' SIGNET SLOOP 'Odin' - Spinnaker, Genoa, working jib, storm jib, mainsail with roller reefing, bilge keels, cooker, marine w.c. Selling complete with own road trailer and 3 H.P. Yamaha long shaft.
Declan Walsh 0902- 4275

ROYAL CANAL AND DIARY DATE

At our end of season dance, another three lucky people won £100 each. They were :- Jim Kilmartin Athlone, J. O'Connor Athlone. A N Other, Dublin.

The final draw, and presentation of profits from the draw, will be made at a fund-raising concert in the Rustic Inn, Abbeyschrule on Saturday 14th November at 8.30 p.m. Music and entertainment will be supplied by the popular traditional/folk group "The Cassidys" Tickets are £2.00 each - cheap for what should prove a most enjoyable evening - and who knows, you might drive home with a new car! We hope to have a full breakdown of draw finances and list of winners in our next issue. But we would like to avail of this opportunity to sincerely thank all who contributed to this fine effort, we can be justly proud of a job well done and well supported.

END OF SEASON RALLY

One of the end of Season Rallies broke new ground by descending on Portrunny. The fleet defied the forecast gale warnings, which did not materialise until Sunday, and arrived at Portrunny without incident. The welcome received was encouraging - a local yacht owner said it was nice to see boats in the area. The "birds" of the fleet viewed the "flesh-pots" ashore and were as impressed as the skippers were with the potential of the area. It seems a great pity that a little more expert advice was not available to the Roscommon County Council at the time of construction. On Sunday the gales forecast for Saturday materialised and resulted in a bracing northwesterly, allowing the yachts a great sail home under storm or No 3 jib. The "Snipe" thought descretion was the better part of valour and sheltered in Lecarrow until the following day - overall a "grand little rally"

No word has as yet been received from the "Southern Fleet", last heard of in the vicinity of Shannon bridge. Can it be they are still fishing?!

1981 IMPRESSIONS OF THE GRAND CANAL

Edenderry Still problems with local children as in "Voyage in a Bowler Hat" On return from a walk in the town found one warp released and local children playing on the boat. Importance of life jackets for children at all times brought home to us. Preparing to go into town - life jackets left aboard, waiting for crew to assemble No 2 son fell in, rescued by Father

middle of Bog of Allen. Dash to Robertstown at 5 knots at first light. Nearest doctor in Clane. Bus to Clane. All OK First Aid complimented by Doctor. Some knowledge of first aid most important

Rhode Bridge Notice to Mariners. 'Large concrete pipes under water below bridge' Danger to wood or GRP Hulls, keep to South Bank.

Rathangan Vandals at work. 1st September water tap OK, 3rd Sept plastic pipe severed. Perhaps some armouring on pipe as at Jamestown.

Fisherstown Bridge Pub mentioned in Barrow Guide is now closed. Dry night for two Liverpoolian hirers. Too late to get to Rathangan.

Vicarstown 3 a.m. (again!) Loud knocking on coach roof. Local pedestrian had fallen between quay wall on stern of narrow boat and was wedged there. Taken out by crews of two boats. Ambulance called. Patient recovered. Never a dull moment.

Grattan Aquaduct Large Hire cruiser bore down on us doing at least 8 knots. Sought refuge in bushes on canal bank, severely rocked by wash.

General Impression: Grand Canal is perfect for the complete unwind. Very peaceful. Magnificent views over Bog of Allen on embankment east of Edenderry. Mike and Heather Thomas's narrow boats are perfect for the canal.

FINALLY!

Last week-end the Athlone sub-aqua aided by "a small few" of our members, checked and re sited some of our mooring buoys. Which conveniently brings me to the point of this paragraph. "the few" need help. Else where you will see from our A.G.M. agenda that the Aerial and Shannon Rally sub committees will be elected. The Royal Canal project will require helpers, over the winter and generally the branch needs more people who are willing to become actively involved - even if its only in agreeing to do one defined duty It could be a Saturday on the Royal cleaning the bank, it could be helping organise any of our functions - but we beg, implore, entreat, ask, demand, request, urge, beseech you to join us at the AGM and volunteer - see you there!



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

December 1981

ATHLONE BRANCH ANNUAL GENERAL MEETING

In order to facilitate the smooth operation of the restructured I.W.A.I. Ltd., this meeting was held on Friday 6th November. With a reasonable attendance the outgoing committee furnished their reports. For the third year in a row our Treasurer Mr. Sean Fitzsimons was unable to attend (owing to Spanish Flu!) Despite this his and the other reports were adopted. The meeting paid tribute to the dedication of Michael Martin, outgoing Chairman and Ruth Casey outgoing Secretary.

After the election of officers the Branch power and burden rests with the following:

Chairman - Mr. Sam Heraghty
Vice " - Mr. Damien Delaney
Secretary- Mrs Eileen O'Brien
Asst. " - Miss Ruth Casey
Treasurer- Mr. Sean Fitzsimons re-elected unanimously

May we take this opportunity to welcome the new officers and thank them for allowing their nominations to stand. In particular we wish our new Chairman, who proved to be a most popular choice, a fruitful year with the full backing of his branch members.

The next branch meeting will take place on Thursday 3rd December, 8.30 pm., Prince of Wales Hotel. Please note the day and date is a deviation from the norm to facilitate members attending the Athlone Boat Club Dinner Dance on Friday 4th December.

A G E N D A . Minutes
Apologies
Royal Canal Draw Competition Report
Mooring Guidelines
Council Report
Bridge Design Project
Report of OPW/IWAI Meeting
Ballykeeran Project
A.O.B.

"THE FEW"

In last month's Aerial we had a reference to the "small few" who carry the major burden of the work of the branch. Mention was made of the fact that sub-committees for the Aerial and the Shannon Rally were to be elected at the AGM, the Royal Canal Project would require helpers, and generally the branch needed more people who were willing to become actively involved. Indeed, we were begged, implored, entreated etc., etc., to come to the AGM and Volunteer.

Now there was an invitation and a challenge. Come to the AGM, volunteer and get involved. But the reality of the AGM was far different. When it came to electing sub-committees, the names were rapidly supplied in the form of proposals from all parts of the hall. There appeared to be no shortage of suitable people to carry the burden of the work done by "the few". And if there was a slight shortfall in one case, sure couldn't the necessary number be co-opted. Would the co-opted also come from the few?

were not asked for. There were new faces at the AGM. But at the AGM they were not given that invitation which was issued in last month's Aerial - please volunteer.

Maybe this is a jaundiced view of the AGM and of earlier branch meetings. Or maybe it is just natural that the people we turn to for working on sub-committees are those who have shown their commitment in the past - "the few". Or a member who is articulate on a given subject may find himself being proposed for a sub-committee to deal with that subject. Again a very natural and laudable approach. But are we being asked to volunteer - off our own bat?

It is a point that might be pondered by our newly elected officers. When a sub-committee is being elected, by all means get proposals for experienced members who have done similar work in the past. But before declaring the sub-committee filled, or before leaving it to co-opt further members, please, please, throw it open to the floor and ask, "Is there anyone who would like to volunteer for this sub-committee" It is just possible that you might be surprised.

Goban Saor

Carrick Development

We have just received news of the completion of 40 Semi Detached Houses by the local based company McKey Ltd.,!

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Shannon Boat Rally Committee

The following were elected at the AGM to represent Athlone for Rally 82: Reg Redmond, Sheila Redmond, Marie Magner, Louis Sleator, Damien Delaney, Eric Hensey and Andrew Fitzsimons.

"Stop Press" Just received news that Marie Hyland has been nominated for Commodore for Shannon Rally 1982. Imagine, a woman, well I never. Well done Marie and best of luck.

Athlone Sub Aqua Club held their AGM on the 13th November. Officers for 1982 are:-

Chairman	-	D. Carr
Secretary	-	D. Delaney
Treasurer	-	B. Delaney
Diving Officer	-	D. McMahon

5 new club divers qualified in 1981 and an air of optimism for 1982 prevails. 13 new members were accepted at the AGM. The winter programme of lectures and pool training are well under way. Enquiries to D. Delaney, Canal Quarter, Coosan, Athlone please.

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Dachhound: A definition:

A dog and a half 'long and half a dog high!

ooooo000ooooo

Canal Dribbles

This month, a few musings, comments and snippets.

- 1) Sorry to report the retirement of lock-keeper John McCreevy 15th - a hard working man steeped in the lore of the Canal. Known to "this fleet" as the Harbour-master of the 15th, all will wish him and his wife Liz many years of happiness.
- 2) The new pair of breast gates for the 4th Lock Naas Branch have now been delivered on site from the Watling St. Factory, but it appears there may be a considerable delay before they are installed by CIE. As the man said "the urge has gone off them" Could the change of Government have anything to do with it? If so, this column wonders if the Athlone Branch could help by exerting a little bit of local influence in the right quarter!!

- 4) Your dribbler recently had the pleasure of meeting Mr. Martin Cassidy, Chairman of the Abbeyshrule branch R.C.A.G. This widely-travelled man has literally worked in every corner of the globe and has most enthusiastic plans for the restoration of the far end of the Royal. He reported that the breach across the bog was repaired with large sheets of plastic, paid for at full price (no discount he complained!). The Abbeyshrule level is now in water, although the scheme to pump a supply up from the Inny has not been successful. Their next project is to get a pair of breast gates for the Coolnahay Lock at the end of the Summit Level. The same day we also visited Ballynacargy Harbour (our first we must confess) and were delighted with this beautifully restored area right in the middle of the village, complete with picturesque lock descending into the harbour, and two elegant swans.
- 5) Ever curious, your scribe and energetic crew last month hacked their way through the undergrowth hiding the disused overfall near the 16th lock at Digby Bridge. This curious and complicated structure is worthy of further investigation. Anyone with information write to Canal Dribbles c/o Athlone Aerial, Main Street, Athlone. We'll also ferret away (literally!) ourselves in the meantime! Watch this space.

Needed 1-1 gear box reqd for BMC 1.5 diesel
Contact : Sam Heraghty 0902/2737

Royal Canal Draw

At a recent concert in the Rustic Inn, Abbeyshrule in aid of R.C.A.G., Ballinacraghy/Abbeyshrule area, the final draw of the Royal Canal Draw took place.

Winners of €100 prizes	Ticket No.	Name and Address
	40	John O'Connor, 2, Willow Cres, Athlone
	69	Dr. Tony Claffey, Woodlands, Fardrum, Athlone
	92	Mr. Jim Kilmartin, Lakeview, Roscommon Rd., Athlone
	169	Mr. Fergus J. Eanis 9, Beechwood Lanes, Rathcoole, Dublin
	201	Mr. Denis Treacy 40 Shielmartin Drive, Sutton, Dublin
	229	Gabriel McGee Abbeyshrule, Co. Longford
	217	Dr. Dermot Kilgallen Knockmashee, Boyle, Co. Roscommon
	168	B.J. Fetherstone 5, Ardagh Ave., Blackrock, Co. Dublin
	118	Mr. C. Deacy, Ard-na-Craine, 23 Dublin Rd., Galway

Winners of Toyota Cars:

254	David E.K. Wheller, M.C.W. Ltd., 10 Wynnefield Rd., Dub 6
91	Mr. John McLoughlin, Bon Bouche, Church Street, Athlone

Congratulations to all the winners and all of those who contributed to its success.

Dr. Ian Bath accepted the cheque on behalf of R.C.A.G. from Mr. Michael Martin who steered the mechanics of the draw. Dr. Bath in reply revealed that the R.C.A.G. had decided that a portion of the profit (£7,000+) would go to the Abbeyshrule/Ballinacraghy area.

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"We notice that the Liguenda has returned to her home port at the new jetty for her annual refit"

BOOK LIST

For the book worms in our ranks who possess the dozen or so publications still in print, dealing with our inland waterways, here are some suggestions for future general reading, together with a list of suppliers from whom booklists are available. Christmas Presents?

CANALS ARE MY HOME by Iris Bryce

An account of a nomadic life on the canals with her 'Jazz Musician husband aboard their narrow boat "Bix" named after Jazzman Bix Beidersbecke. From I.W.A and W.W.

PRACTICAL BOATHANDLING ON RIVERS AND CANALS by C.L. Colborne

The best book on boathandling I have come across. Invaluable to the beginner as well as to the experienced, a must for the boat owner as well as the hirer, very readable, illustrated with photographs and diagrams. Available from W.W.

COMPLETE BOOK OF CANAL AND RIVER NAVIGATIONS by Paget-Tomlinson

This is the Encyclopaedia of the Inland Waterways of Ireland and Gt. Britain. Dealing with history and construction of navigations, a complete A-Z profile of all navigations that ever were and still are in these islands. Covering, engineers, locks, bridges, aqueducts, lifts, hurses, boat building, goods carried, tolls, flood controle, maintenance craft and yards, crews, wharves and warehouses, maps and line drawings. Plus the most comprehensive bibliography of all time. Without doubt, this publication is the ultimate reference book from I.W.A.

CANALS IN COLOUR by Anthony Burton with photographs by Derek Pratt
A beautifull little book giving historic profiles of **existing canals** and containing an 80 page section of magnificent colour photographs depicting the character, charm and the changing moods of the many landmarks along the canals from W.W. and I.W.A.

Our own "THANKS FOR THE MEMORY" by the late Col. Harry Rice. A homely tale of lore and navigation on our home waters. Available from Athlone Branch c/o Seans Bar and retail outlets.

THE GRAND CANAL OF IRELAND

A detailed study of this waterway, its concept, its function, **success and** and failure. The author none other than our Association National President Mrs Ruth Heard. Available through retail outlets.

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Nothing Personal - 'Have you drained your block?!!

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ATHLONE BOAT CLUB

Remember Friday 4th December - one of the best social evenings - will be held in the Shamrock Lodge Hotel - Tickets available from Seans Bar, Athlone or from Athlone Boat Club committee members.

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