



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

January, 1982.

On behalf of our Association President Mrs Ruth Heard may we wish all our members a peaceful and happy New Year. A special thanks to those who actively assisted the promotion and implementation of our policies during 1981.

Budget Special.

Despite the present economic climate we request that serious consideration be given by our Government to take steps to remove VAT from items of safety. It is ironic that at present there exist, and in most cases high rate, VAT on items such as life jackets, safety lines and other such essentials required on a well found boat. This VAT is also carried on safety equipment in the broader areas such as fire extinguishers, fire blankets etc. In advance of the forthcoming budget, may we plead that either VAT be removed entirely from these items or, at least, some inroads be made into this area.

The next Branch Meeting will be held in the Prince of Wales Hotel at 8 p.m. on January, 1982.

A G E N D A. Minutes
 Apologies
 Ballykeeran Project
 Insurers Report
 A.O.B.

Planning Authority/I.W.A.I. Meeting.

One of the final duties of the outgoing committee was to meet Mr. Sean Farrell, Westmeath County Council Planning Officer. Intended developments are envisaged at Ballykeeran, Portlick, Coosan Point, and it will be county policy to acquire when and where possible, road access to the lake for public use. However, at present there have been no allocations of monies for these areas owing to financial limitations. Mr. Farrell agreed, however, to pursue the Ballykeeran area re landing facilities, and we, the Athlone branch, committed ourselves to the financing and erection of a low cost jetty in the area.

Athlone Boat Club.

Congratulations to Athlone Boat Club for their very enjoyable dinner dance in the Shanrock Lodge Hotel (and also to S.L.H. for a beautiful meal). After said smashing meal, A.B.C. Chairman, Mr John McGeehan, gave a short speech covering the achievements of the Club during the past year.

The Club were especially proud of Club member, A. Murray, who was picked for the Irish team for the Quadrangular event and was also up for selection to represent Ireland on the junior team for the World Championships. Also praised were two Athlone men, J. Macken and B. Flynn, members of Trinity Rowing Club, who were on the Irish Lightweight Fours team in the World Championships. Well done to these three young men - a very good record for Athlone town.

The men were not the only ones to do well last year. Athlone Ladies kept the flag flying with a championship win, the second championship win for Athlone Boat Club. They were first in the Novice Ladies Fours in Craigeven. The team was - Stroke, S. Rafferty, 3, M. Tallon, 2, A. McLoughlin, Bow, R. Reynolds, Cox D. Clarke and Coach, F. Keane. Congratulations to Rosemary Reynolds who was selected as Oarsperson of the year for A.B.C.

Finally we would like to acknowledge our appreciation of Mr. McGeehan's generous tribute to I.W.A.I. members who help with the laying of the course for the Annual Regatta at Coosan, and we hope that our association with A.B.C. will continue for many years to come.

Joke.

A Tipperary man had a greyhound which was showing great promise as a winner. It was duly admired by a Kerryman who offered £400 for the dog. The deal was made and the Tipperary Man arranged to send the dog on the train to Kerry. However, misfortune fell and the dog died. The Tipp. man thought "I'll put him on the train anyway, maybe the Kerryman will think he died on the train." So this he did. After some time, the Tipperary' man's conscience got the better of him and when he met the Kerryman at the races in Shelburne Park he asked him about the Dog. Oh, said the Kerryman, "When the train arrived hadn't the dog died.. Well, I didn't want to be out of pocket so I raffled the dog for £5. per ticket and got back all my money". "Surely", said the Tipp. man, "the winner must have been very annoyed when he found he'd won a dead dog"? "He was at first" said the Kerryman, "but he calmed down when I gave him back his fiver".

Canal Dribbles.

"Notice to Mariners" - The Grand Canal is closed between the 1st and 6th locks for an indefinite period, according to C.I.E. Personal inspection by this column found the reason. Large amounts of works not related to the canal are taking place up past the first lock. The E.S.B. and Dublin Corporation are crossing the level, and at the moment a large dam is being built. 2 - 3 months appears to be the general opinion of the length of the closure.

Not a matter, you might say, to bother many mariners at this time of year. But you'd be surprised! Continuing our inspection of the system, we decided to take a look at Ringsend Dock, and upon our arrival were amazed to see a nice cruiser just coming out of the sea-lock! Aha, we thought, here's a chance to show that the ever alert I.W.A.I. is always on hand to welcome visitors inland. When they had tied up, we approached only to discover it was full of very merry I.W.A.I. members (mainly from the 15th lock) who were crewing for Dublin member Paddy Brady, bringing his newly acquired boat from Dunlaoghaire. It was made in Holland about 20 years ago - so it's going to be called 'Dutch Maid' (what else?) Paddy was on his way to Hazel-hatch until we broke the bad news to him, so he's now snugly berthed in the Dock until the Spring.

One final thought, by the time you read this the days will be getting longer and the new season will be just visible on the horizon. Roll on the day. Meantime, a very Happy New Year to you all.

Dear Editor,

Just for your own information - According to Chambers Dictionary, the word 'volunteer' means -

to give unasked".

Peeps into the Past.

19 January, 1803. Standing order of Grand Canal Company.

"Ordered that the several lock-keepers on the line shall take up dead dogs, cats or other nuisance thrown into the canal, before they pass their levels and bury them immediately in their gardens".

7 October, 1813. Rule to be observed by Boatmen trading on the Royal Canal:

"If any Boatman behave in a disorderly or disobedient manner to Officers or Lock-keepers, the Boat to which such a man belongs, shall be prohibited from plying on the canal, until ample recompense for such Offence shall be made, by Fines or otherwise".

7 July, 1804. Entry in the minute book of the Grand Canal Company.

"Mr. Dunn, 8 Kildare Street, was asked very politely to explain his conduct in having assaulted and horsewhipped the turnpike keeper at Portobello who refused to receive a sixpence which was not current".

July, 1790. Resolution of the directors of the Grand Canal Company.

"Resolved that Doyle of the 9th lock be directed to reside in the lock-house on pain of dismissal from the service, and he is to take notice that no lock-keeper is allowed to keep a public house".

20*July, 1798. Part of an advertisement for the reopening of the Grand Canal after "the rebellion".

"There will be a guard of soldiers on board the passage boats and there are troops stationed at different parts of the canal which will render it perfectly safe for travellers".

15 July, 1801. Recommendation to the Board of the Grand Canal Company.

"I do recommend that painted boards be put up at all the necessities mentioning for passengers as it will shew what it is, and relieve the common cabins from much inconvenience".

24 July, 1803. Letter from Mr. Pasley, collector at Lowtown seeking permission to move into the hotel at Robertstown with his Family.

"From the great alarm that has these few days past prevailed in the neighbourhood of Robertstown, and particularly since the news of the outrage in Dublin last night - I am induced to think that a disturbance is near at hand in this country, as strange passengers this day advised me not to sleep at Lowtown this night nor keep fire arms in the house lest they would fall into rebel hands.

P.S. Mr. Spray has just returned from Athy with the above observations and not a common man to be seen about this place".

18 February, 1808. Letter from Mr. John Alexander of Milford to the Directors of the Grand Canal Company.

"Gentlemen,

On the night of Thursday the eleventh inst., during the tremendous storm, I had the misfortune to have a boat sunk at Vicarstown on your canal, laden with malt and barley.

I beg leave to return you my warmest acknowledgements for the prompt and voluntary assistance of your servant, Mr. George Cross, by whose unremitting exertions, in very unfavourable weather, I was enabled to rescue my property from destruction.

Flash

A young lady of Daingean halted traffic on the Grand Canal by discarding her red tights in front of 34^M. Transvestite barge got both knotted and screwed.

Harry Rice Cup.

1st Lorraine Smyth
Lis-on-Darra,
Ballinderry,
Mullingar. Age 10.

"The Whit Week-end Rally"

2nd Anna Hanley,
Barrymore,
Athlone. Age 6

"My 6th Birthday on the lake"

Joint 3rd Wenda Thomas
12 Belgrave Rd.,
Monkstown,
Dublin. Age 8

"On the Shannon"

and Aoife Hanley,
Barrymore,
Athlone. Age 9

"The trip to Portrunny"

Highly Commended.

Laurence Hanley
Barrymore,
Athlone. Age 7

"A Summer's day on the lake"

and Lola Anne Leech,
Abbey House,
Athlone. Age 8

"The Whit week-end Rally" By Lorraine Smyth.

This year on the first week-end in June, my sister and I were on our way to Athlone. We were going on the Whit week-end rally. At around six O'clock we reached Athlone. We unpacked our clothes and ate something. After a while we went to my friend's house. We asked her to stay the night with us. She said yes. We went to bed at ten o'clock. We talked for a while but soon fell asleep.

Saturday morning I got up at nine o'clock to find Ann Marie and my aunt whispering about something. I wondered what. After a breakfast of two Weetabix I got dressed. At around ten we packed some clothes. After that we played 'hide and seek'. My sister was on so she counted fifty and then looked for us. After two games we ran up the road to my friend's house. Scamp, Ann Marie's dog jumped up on us. Ann Marie went straight up stairs to get some wellingtons. She called her brother Aidan and asked where the sleeping bag was. I asked why she needed it. She said my Aunt needed a loan of it. I felt very suspicious because we had enough. Going home she confessed she was coming with us.

The boat is about thirty ft. long and ten ft. wide. There is a catwalk 8 inches wide right around it. There's a sails locker outside. Inside the sink is on the left. You can get lake water or clear water. Then there is the cooker. There is two rings, a grill and oven on it. Then there is three beds and a table that drops against the floor. Next is the toilet. The sink pulls out over the toilet. Lastly there is two more bunks.

At around 3 o'clock it started lashing. I was glad to be inside. We played card games of Snap, Ginrunny, Old Maid and Take-Two. All this time were moving. At around five o'clock, we reached Warren Point. We had apples and then some tea. Burkes Hanner came aboard so we had tea. At six it cleared up so we took the one man dingy out and the big dinghy. My uncle gathered firewood while I practised my rowing. Later my aunt and uncle went to see someone so we minded the boat. When she came back she said there had been a bonfire.

Sunday morning morning we had our breakfast at 9 o'clock. We ate Weetabix and toast. We drank tea. Then we brought Pipesey ashore. Sje ran off so while we looked for her we saw everything. At twelve o'clock we left for Barley Harbour, arriving at one o'clock. The sun was shining. Soon we tied up beside Dwan's boat. If we wanted play on land we had to go on their boat. We played Polo with Lisa, Renata and Corina Dwan. Sometimes we used the dinghies. The water was cool. A boy caught two fish. All too soon we left for Lecarrow.

As we reached the canal entry we slowed down as the wash can wash away the canal banks. We played about on the grass. At last we decided to go to Coffey's shop. On the way we discovered a little stream blocked our way so we rowed. We bought sweets and crisps. That evening there was Mass, but we didn't know there was so we went back to the boat. Soon we saw Bridie She brought us to Mass. That evening we did nothing but play cards.

Monday morning was the last one of the Rally. We left Lecarrow and quickly reached Warren Point passing Nun's Island and Barley Harbour. We checked we had everything. We soon saw the jetty at Portaneena. We stopped out on the lake. We put everything in the dinghy and locked the boat. My uncle rowed us to the jetty. We put everything in the car. My uncle drove us home. We had had a great time.

The End.



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February, 1982.

"And Tom bears logs into the hall
and milk comes frozen home in pail
When blood is nipped and ways befoul
then nightly sings the staring owl
Towhit, towhoo, a merry note
dropping from the vale of a blackbird's flute
Whilst greasy Joan doth keel the pot"

Despite the recent spate of hard weather, life goes on, or does it? Tragedy struck a small community in Wexford with the loss of five kinfolk. Whilst specific details are unavailable, was this a disaster that could have been avoided, and can we learn a lesson whilst standing in the wings. If one can be forgiven for judging, or perhaps a better term, assessing the broader aspects involved.

Assuming that the parents involved participated in game shooting and boating on a regular basis, and were familiar with the area and likely conditions. A 12' boat was used, five people, at least one dog, let alone whatever gear was involved. Too much for that size of craft on such a large area of water? Heavy warm clothing, rubber boots, if not waders.

A disastrous formula, in retrospect. Allowing for expert action after ~~capsise~~, what are the chances of righting such a boat, bailing and getting aboard?

Arctic conditions or even normal winter temperatures allow very little time of survival from total immersion. The scales are tipped very much against such victims. The line between the narrow escape and death is a very thin one. Wexford 1982, 1983?

The next branch meeting will take place in the Prince of Wales Hotel on Friday, 5th February, 1982, at 8.30 p.m.

A G E N D A

Minutes
Apologies
Ballykeeran Project
INSurers Report
Quayside Refuse Problem
Social Evening
A.O.B.

Overuse of the River Shannon.

It was noticed that Athlone Boat Club were seen rowing all during the bad weather. When asked if they were back in training, they replied no, the roads were just impassible.

We would like to mention the club is holding a 10 mile sponsored row on the week-end 30/31st Jan., and any boat-club member will be more than willing to accept sponsorship.

Canal Dribbles.

A recent visit to Carrick gave us a welcome opportunity to examine a 170 years old collection of Reports on the Shannon Navigation painstakingly gathered together by Tom Maher of the Bush Hotel. A volume entitled "Lough Ree - Directors General of Inland Navigation 1808" immediately caught my eye. This report finely illustrated with detailed charts proved to have been drawn up by Thos. Rhodes, Civil Engineer - the same whose name can be found on the machinery of Athlone Lock from its construction in 1844.

Ever on the alert for anything resembling a canal, your Dribbler's eagle eye spotted an intriguing fact - running across the W. end of the arm at Yew Point was a channel marked 'navigable drain'. Would this confirm the old story on the lake that navigators took such a course in bad weather? It would appear so. Further investigation is called for.

The volume on L. Ree dealt mainly with a proposed new navigation course. One of Rhodes' suggestions in this regard would have brought the main course to the east of the Iskeraulin Shoal - with not a mention of the rock which we now know exists between it and Barley Harbour, although the Iskeraulin itself was marked "very dangerous". We may laugh now, but a course such as suggested raises the possibility of eliminating all the confusion that exists for those coming out of Blackbrink Bay (which, interestingly enough, was called Keelogue Bay on this old chart).

Another navigational alteration proposed was that the course from the North into the Inny should run E. (inside) of Black Islands with 2 extra beacons as marks. Would this also have been for the purpose of shelter from the prevailing winds? In view of recent moves by O.P.W., it is interesting to note that a harbour was shown in the S.W. corner of Galey Bay. Other interesting little snippets spotted on the chart were, that the occupant of a house near Hodsons Bay was shown as "Rev. Sam Hudson"; Coosan was written "Coursing"; while a "Wear"(!) was marked opposite the site of the Mariner.

Finally, to finish as we started - as canals (or rather canalised river) and thus justify our title, a companion report proposed making the River Suck navigable as far as Ballyforan, no less. The date on this report (also by Rhodes) is rather strange - 1832 - because the Ballinasloe Line of the Grand Canal had been opened four years earlier. The report suggested a weir and lock near "Ballynasloe". What a pity this plan was never adopted - for you can't make a river derelict and destroy it's banks!

Derg Branch Newsletter.

Congratulations to Lough Derg Branch for producing their own Newsletter; the first copy arrived this month, and made very interesting reading. We note that the Newsletter is without name, and a competition to choose one will be held. The best suggestion will win a prize, which may be claimed from the Secretary. I.W.A.I. at the Box in Giggacreeve, County Wick.

Recommendations of Ashlons Branch, I.W.A.I., to Council of I.W.A.I.
re Mooring on Steamers.

This subject was discussed at our A.G.M. in November, and again at our Branch meeting in December, and the following points were made -

1. Private Boat Owners.

- While it is recognised as impractical for the owner who wishes to leave his boat on the river for the season, using it only at weekends, to have to remove that boat from the river each time he leaves, we would advise that boats should be tied off other boats and not moored singly in a congested harbour, always using care for the boat alongside it. It is also suggested that where possible, mooring buoys be placed by the owner so that his craft does not use Quay space while he is absent. This latter method has been very successfully employed in Athens where the Branch has provided many mooring buoys.

With regard to those owners who abandon their boats at quay walls until such time as these craft become sunk wrecks, we can only condemn such action in the strongest possible terms. It is suggested that where such occurs, the Authority concerned, i.e. the O.P.W. or County Council, should notify the owner that his vessel is causing serious obstruction.

2. Marshala Jettys.

Where a person or Company leases jetty space the terms which apply to the public's use of these jettys should be made known by a prominently placed Public Notice showing the exact times a private boat may use these jettys, if at all. It is impossible for a stranger on our river to know if he is not allowed to moor his boat if there is no warning against his doing so.

The members recognise that we as an association have no legal powers to make people use the moorage mooring facilities in the way we would like. We would ask all our members to make sure they act with courtesy and good manners and commonsense when using these facilities.

We feel that the time has come when our Government should look into the provision of more jetty space and the development of Harbours, as the growing number of boat users, both private and tourist, cannot continue to manage with the facilities now available. It is a pity that acrimony should appear instead of a "Dead Mile Facility" at a time when our very shaky tourist industry needs all the help it can get.

"Puss 'n Boats".

We hear of a most unusual and unfortunate experience which befell Cyril Irwin at the 14th Lock on the Grand Canal.

A small black cat strayed on board 'Cyan' and decided he liked the place. Cyril's best efforts to hunt the cat ashore failed, so he finally resorted to bribery - offering milk, cat food, smoked salmon, diamonds, John Du Moulin's Cream de Menthe, Reggie's cigars, etc., but the "Cyanese Cat" refused to leave, and located himself behind a bulkhead, just in case anyone else had any other ideas.

If you can help Cyril, please forward your solution on the back of a £5 Postal Order to The ...

Self Congratulations.

You did drain your engine block, didn't you?

New Year's Baby.

We don't know what our Aerial has been up to, but its just had a baby in Lough Derg.

Fishing Hint.

Our Angling Correspondent tells us that fish fingers are at their best this time of the year !!!

Subscriptions for 1982.

Your subscription for 1982 is now due. We would appeal to you to send in your subscription as soon as possible, (like right now!). If you find enclosed with this copy an indemnity form, please sign it and return. This form has only to be signed once, and covers you for as long as you remain a member of the I.A.W.I. This limits your liability to £1 if any claim is made against the I.W.A.I. so it is in your own interest to sign the form and return it to us c/o Sean's Bar, Main St., Athlone.

P.S. Know any other boating types who are not members? Can you persuade, threaten, blackmail or even pay! their subs for them. They will be more than welcome. This sub, may we remind you, will of course, entitle them to receive this magnificent periodical also!

Subscriptions - Family £6.00
Single £5.00.



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March, 1982.



Last month our editorial pondered on aspects of the Wexford open boat tragedy. Whilst the number of boat shooting accidents are relatively small, open boat or dinghy accidents are much more frequent. Some recommendations would now seem appropriate.

Let us divide the situation into two categories: 1/ The open boat being your own, and 2/ use of open boat either hired, loaned or with another boat owner. Taking the first instance; you are in the happy position of choosing the boat to meet your requirements. Briefly, if the boat is not a tender, then you will not go wrong in buying a full size 17' or 18' lake boat. Important factors are the same whether timber or fibreglass. Buoyancy, i.e. when submerged, should be sufficient to keep the crew afloat even if carrying an outboard, which should not be overpowered for the craft. A sound pair of oars, preferably with with clogs not rowlocks. Being practical, you will not get most anglers to wear life-jackets, but at least a lifebuoy should be carried. In carsize, stay with the boat. If buoyancy tanks are fitted then these should be checked.

In the case of a tender, similarities can be made with your own and ones hired. Generally, these dinghies are short endunsafe, if not actually dangerous. Tenders are generally small to avoid drag and complement the parent craft. Boat is also an influence, and this applies also to hire operators. These boats most certainly would not act as life boats. Too small for entire crew, difficult to row and some impossible to right. Realise the ability or capability of the craft and act accordingly.

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

A G E N D A.

Minutes.
Apologies
Ballykeeran Project
Quayside Refuse
Social Evening
A.C.B.

Social Evening.

Yes, it's that time again. We wish to announce our Winter/Spring Social Evening will take place in Kilcleagh Park Hotel, on Friday, 19th March, 1982. We have managed to engage no other than our own, our very own Fr. Paddy Dowling to show his film of the Barrow River (Noel Pearson - eat your heart out!). Also, the Harry Rice Cup will be presented to the winner of the Essay Competition. We hope the evening will be a pleasantly enjoyable one as in years gone by, and would ask you to support it well. There is a small cover charge of £1.50 each. Please come early. The starting time is 8.30 p.m. sharp.

St. Patrick's Day.

We have been told that there will be a...

One Step Forward, Two Steps.....?

While we are applying our energies towards the re-opening of derelict and unused waterways such as the Royal and the Ballinamore-ballyconnell, we must be vigilant not to lose ground, or rather water, already gained. I refer to that delightful Navigation on the North Shannon, the Lough Allen Canal.

During the last few years it has been our wont on Spring and Autumn cruises to partake of a dram of a rare Scotch Malt in a certain thatched hostelry in Drumshanbo. This lovely town nestles below the Leitrim hills and lies at the end of a pleasant $\frac{3}{4}$ mile walk from Acres Lake, the present limit of navigation on the Lough Allen Canal. But during that time there has always been some difficulty or obstacle placed in the way of making the passage from Battlebridge on the Shannon. First it was the pumps. They were always breaking down, so that there was insufficient water to navigate. Then there was the frightening spectacle of the torrent of water pouring into Drumleague lock when the sluices were opened with unnecessary haste. Last year things were even worse. In September we were warned that the sluices on the lock gates were not in good working order and that if we managed to get up the Canal we might not get back. We were not to be put off, so we went ahead. But the warning proved to be almost justified. It was only with great difficulty that the sluices were opened on the return trip.

These difficulties have been instrumental in turning many people away from the Lough Allen Canal. Some of the boat hire companies have put the Canal off limits for their customers. If the present trend continues, a lovely waterway which was restored with considerable effort, will be lost once again.

We prefer to search out our sources of rare malts by water rather than by the more mundane mode of road travel. How about it, colleagues in Carrick?

For Sale.

18' Furey built lake boat, 2nd season, and Mercury 7.5 h.p. outboard. Both excellent condition, £750. James Naughton, St. Francis Tce., Athlone.

26' Fairey Atalanta Sloop, "Catalina", Uffa Fox design, built 1961, with hot moulded Agba hull and superstructure with marine ply bulkheads. Twin drop keels, 2 ton displacement, alloy mast and spars and full set of sails. 17 h.p. Hydro Marine Diesel, 4 berth with centre cockpit. Full inventory and four wheel road trailer £6,000 o.n.o. Nick Coady, Bank of Ireland, Rathkeale, Co. Limerick.

Get Well Soon.

To Gerry Cox and Sean Fitzsimons, we all send our best wishes for a speedy recovery from illness. Gerry was taken ill last week-end and is now being cared for in Portiuncula Hospital, Ballinasloe, and Sean (who we heard was barred from Portiuncula!) is in the Bon Secours Hospital, Dublin. (Medicinal Carlsberg and Guinness will be gratefully received).

What a Load of Rubbish!

Our new Rubbish Bin project is now well under way, and when they are erected we hope you will all chip in (rubbish, of course!).

Our Fishing Correspondent,

informs us that while some local politicians were angling for votes, they said they were very sympathetic to everything..... and if they got in they would be even more sym-PATHETIC!

Subscriptions.

If there is a red X on your copy of the Aerial, now is the time to send on your subscription.

R. Volbers
 Pickardstown
 TR MOLE
 051 - 81819.

Ref: Inland Waterways News November, 1981. Moorings.

Dear Friends,

You asked your readers to give their views on the mooring situation. I feel that it might perhaps be useful to tell you about the development of the mooring situation in Holland and Denmark, during the past decades. Furtheron, I would like to make some suggestions which might be useful.

1. Shortly after the war, with only a few boats on the water, mooring was free of charge and caused no problems.

2. With a rapidly growing private fleet, sailing clubs had to expand in an unexpected way. As long as clubs were small, much could be done on a do it yourself basis. With the clubs growing rapidly, the teamspirit got lost, so it was decided, that every newmember should pay a deposit in the form of a share to finance an extra mooring space.

Clubs grew so rapidly that the management became almost professional. Clubhouses, toilets, showers etc., were demanded, especially by those members who had bought their boat at a later age.

3. Private marinas run on a commercial basis seemed attractive to people with some money to spend. The result- if you wished to spend just one night in such a harbour one had to pay up.

4. Clubs could no longer afford to give free mooring space to guests as members, quite reasonably, argued that if they had to pay elsewhere, their own 'guests' should pay as well.

If you visit Denmark nowadays, be prepared for the following: Within 5 minutes the harbour master will sell you a ticket allowing you to stay for A WEEK. Day tickets are not available. Costs £3 to £4 and even more.

5. Private marinas are quite profitable for their owners, so it might very well be that with a steadily growing private fleet, a strong financial group might smell business.

I am certainly not anti-capitalist, but in my leisure time I would not like to be confronted with it all the time.

6. With the tax man knocking at the commercial backdoor, boating could very well become a sport for the 'happy few', and I am sure that none of us wants this to happen.

7. On the continent there is hardly a Hire-Fleet on the water. At least not in Holland, so I cannot comment on the future relationship with such enterprises.

As 'food for thought' I would like to make the following suggestions:

1. Public quays should be 'free for all', as long as the boat is in actual use. Quays should not be used as a permanent mooring. Not even against any payment charged in the possible future.

2. Every private boatowner should pay for a mooring in a branch or club of his choice. In return, he gets a repayable share and a little flag.

3. If he goes on holidays, he attaches a placard to his mooring meaning - please use this mooring until.....day.....hours, when I will be back.

4. Every other flagowner has free access to such moorings.

6. Hire cruisers are welcome free of charge, as long as we are welcome to their marinas. If we do not do that, we will be charged sooner or later. They often get annoyed now already, if we ignore their request not to visit them during weekends, when their boats change hands.
7. The general policy should be, that private enterprise should be encouraged to provide for basic needs; engine repair, sailmaking etc.
8. We discourage private enterprise buying up suitable pieces of land and exploiting our love for the Irish waters.

I strongly feel, that perhaps, by a fund-raising scheme, we should act in the very near future.

In our club in Holland we operated as follows; cost of mooring, 50% labour 50%. Every member was free to put into the club his labour, and so only having to pay for the materials. If a member left, repayment was no problem, as there were always new members on the waiting list for a mooring.

Please do excuse me again, that I cannot visit the regular meetings because of the long driving distance. This, however, does not mean that I am not interested in the happenings of our organization. I wish you all a beautiful boating season in 1982.



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April, 1982.

The Editor would like to thank Reynard Volbers of Dulcinea for his very informative report published last month concerning berthage and mooring.

At present Council are studying the overall picture and perhaps this time we may form policy in the matter. However, a warning, lest we forget our position! Heretofore, the I.W.A.I. regarded itself, and was regarded as a public body, motivated for and by the public need. Our efforts benefited everybody, the public at large, the private boatowner and the hire boating fraternity. Where we were involved in facilities, these were for the use of everyone, and most often we were assisted financially by Bord Failte and Local Authorities.

This is not to say, particularly with 'progress' changing factors, that we should not be involved in local 'arrangements' such as berthage, slipping, repair facilities etc. It will most definitely require rules, rigid to have effect, being implemented, and these by their nature may prove restrictive. Somewhere along the line there will be deviation from what was originally public, to semi-private to private. N.B. Here is where I.W.A.I. should/would/could be adapted to become a club or organisation affiliated to the I.W.A.I. but this distinction must be made quite clear. When arrangements are made to benefit the few, this is admirable and often unavoidable, but this is not I.W.A.I. policy and requires a new name. Whilst every effort may be made to be 'public' the break must eventually come and this must be faced up to and done cleanly. If possible, some facilities should be available for the visitor (public) even at a modest fee.

Recently, Lough Derg Branch hosted a meeting with interested parties - hire-operators, private boatowners, etc., and it was most interesting to hear the various views. Lest there be any illusion, if mooring and berthage comes to the crunch, the I.W.A.I. will take a very positive stand and will bow to nobody. Our readers may be interested to know that I.B.R.O. last season endeavoured through the offices of O.P.W., Athlone Urban Council and the E.S.B. to have private boats removed from Athlone quays, although these boats were and had been complying with the relevant berthing requests. I.B.R.O. failed, thanks to negative response from the aforementioned bodies, to whom we are grateful. I.B.R.O. take note that the I.W.A.I. is akin to the elephant with regard to memory. It is a great pity that I.B.R.O. cannot boast of the same attributes. We accept that other parallels can be drawn with the elephant and I.W.A.I. and I.B.R.O.

Finally, Carrick Branch are at present active in providing berthage and mooring facilities. No doubt, they have considered what we have just been referring to. Isn't that right?

The next Branch meeting will take place on Friday, 2nd April, in the Prince of Wales Hotel, at 8.30. p.m.

A G E N D A.

Minutes
Correspondence
Ballykeeran Project
Quayside Refuse
Easter Rally
Social Evening
A.C.B.

Easter Rally - Shannonbridge, 9th April - 12th April.

This Easter, as usual, we are going to Shannonbridge. However, what is unusual and very welcome, we hope to join up with boats from Lough Derg and from Offaly Branch. This should be a great get together, and hopefully a great start to a lovely summer's boating on our waterways. Hope as many as possible will be able to come at Easter. See you in Shannonbridge. P.S. Don't forget the long wellies if the river is still flooded!

Boat Show Preview.

Our fashion correspondent tells us that off the shoulder raincoats and wellies will be very big next season!

Lifeboats.

The Flag-Day for R.N.L.I. will be held in Athlone on Saturday, 3rd April. Helpers are needed. Those willing to lend a hand please contact Berchs Hannin, 91 Retreat Park. Telephone 2105.

Annual Dinner Dance.

Many inquiries have been received as to when we are going to have our Annual Dinner Dance. Well, the decision was to hold it at the end-of-Season Rally, in the Jolly Mariner. The format of the evening may change, but full details will be given at a later date.

Apologies.

Our Canal Dribbler was A.W.O.L. last month camping or canvassing - draw your own conclusions. Hee Haw!!

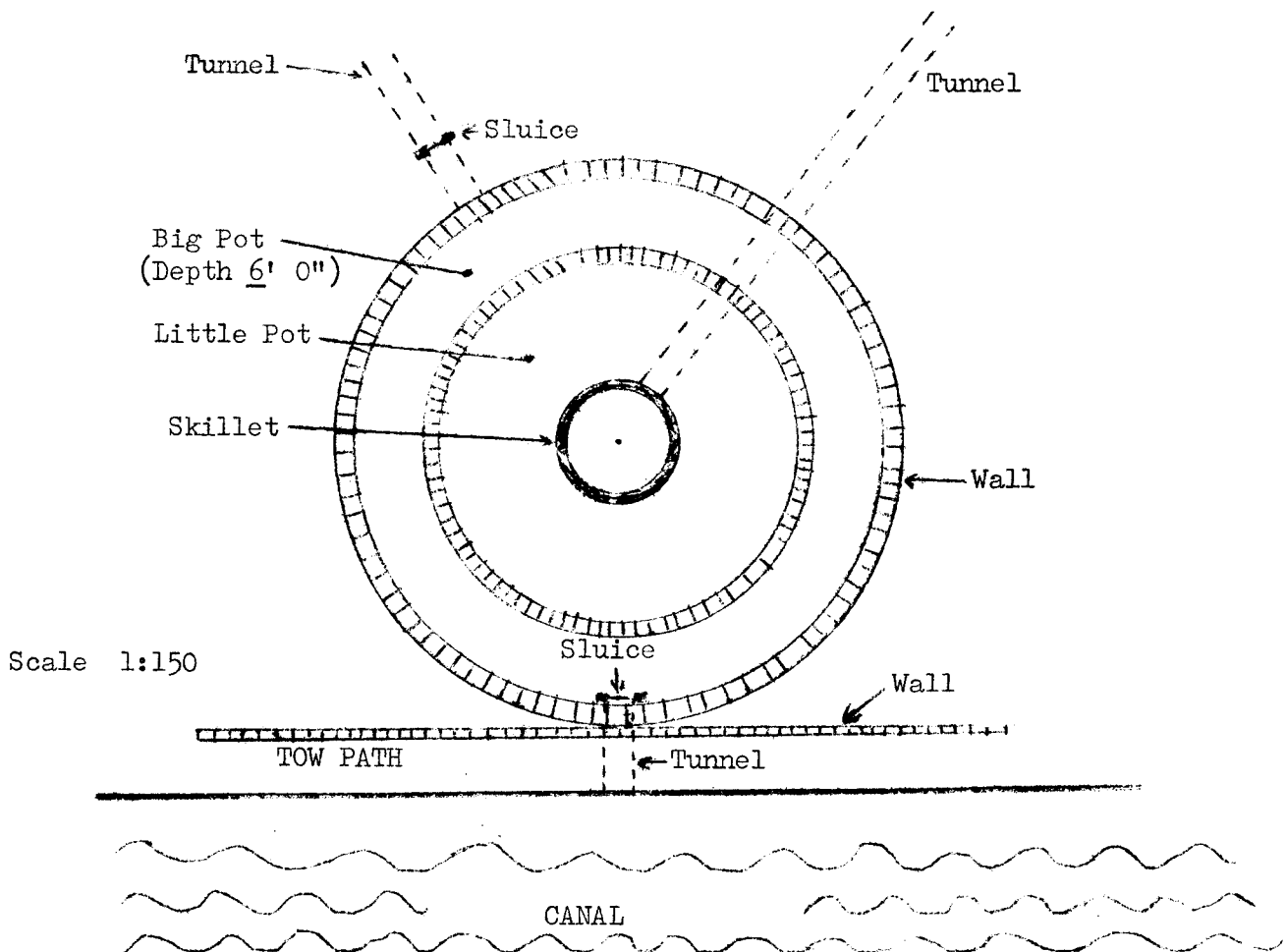
For Sale.

Eala Bán - 35ft Motor Cruiser. Fibreglass sheathed, 7 berth, Ford 4D engine reconditioned 1981. Absolutely fully equipped for family cruising. £6,000. Telephone (01) 804255. D. Thomas.

Canal Dribbles.

You may recollect our mention last December of a preliminary exploration of the much overgrown and ancient Outfall near the 16th Lock in Co. Kildare. Well, just to prove once again that the Aerial is always FIRST with the news, and that C.I.E. anxiously and eagerly read it every month, we report with pleasure that the Outfall structure has been totally cleared of 70 years undergrowth, and the entire site is now as clean as the proverbial whistle. Hopefully, it is intended to bring it into use again. It requires some minor repairs to the stone-work and renovation of the two sluices. Also the tunnel from the canal under the tow-path has been filled in, but none of this would cause problems.

Your Dribbler hastened along to examine this most interesting and curious structure. The three circles of stone-work were known to the old canal-man as the "big pot"; the "little pot" and the "skillet". It is in fact more than just an overfall, it is designed so that it can be used to completely drain the entire 4 mile level. In normal operation as an overfall to control the level, the sluice in the entrance tunnel is open and the large outer circle (the big pot) is kept full at canal level. If the level overfills, the rise would bring the water over the stone-work of the middle circle (the little pot) and down through the exit hole in the centre (the skillet). A tunnel then takes it down to a small stream which is discharging into the nearby R. Liffey. On the other hand, if for any reason it is desired to drain the level, a second sluice can be raised which is located in a deeper tunnel, which runs out of the back of the "big pot". All most fascinating.



Those wishing to visit the site may do so by walking down the Northern bank for a few hundred metres from the 16th Lock at Digby Bridge. It is well worth a visit, and it would be nice to think that it might be restored to working order and also protected from vandalism.

Lough Derg Newsletter - an Aerial reader's suggestion re name -

The Aerial's had a baby but it has no name,
 Ochone, they all cried aint it a shame,
 When we found it was pregnant we were all in a lather,
 But it's O.K! relax fellas! Waterlines is the father.

Lets call it 'Red Eye' said a few
 And on the cover have Killaloe,
 Then came sounds of Bing! Bang! Biff,
 No! Call it Shallows and the cover's Scarriff.

It seems we can't agree, alas said a bargeeman from Terryglass,
 Lets think some more and drink some beer,
 Said a Sailorman from Dromineer,
 It must be nautical and sound like melody
 Said a dear old Lady from Garry Kennedy,
 Call it after a Saint said his riverance the Canon
 And we'll send you a picture of Mt. Shannon.

Angling News sure it must be,
 For when they anchor in Kilgarvin Quay,
 And so it went on - All gave their views,
 But tell me! What's wrong with THE LOUGH DERG NEWS!

Poet, we suspect Eric Timon. Sorry Eric, the baby has been named
 "The Loudhailer". You came second - bucket and pair of tights in the post!

Ed.

Welcome "out" Fitzer!!

Bums secure in Bon Secours!



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

May, 1982.

Getting off to a good start this year with no rain for almost a month now (21/4/82). After an abnormally high winter level, at Easter south of Athlone was still in flood. Now the lake has begun to drop, whilst below the weir flood levels are disappearing at a great rate.

The financial problems are reflected in our boat yards with a high number of craft on the market, and with very little movement.

Rallies to the fore at the moment. First to mind, that big one to the Falklands. Promises to be a full itinerary with the usual competitions of navigation, rescue of cruiser, man overboard, water croquet, treasure hunting fancy dress and tug of war. A full air display is promised. Unfortunately, it may be all spoiled if they get rowdy. We genuinely hope that this does not happen.

Local activity at Athlone over Easter saw the Commanders BanShee take refuge on the public moorings, between the bridges. She lay beside that steel dinghy, which has just completed her winter sea trials, and is ready to vacate moorings for use by the Cruiser fleet.

Meanwhile, activity in the Irish Sea indicates the possibility of metal filings in the fish fingers. These filings are apt to be hammer and sickle design!

N.B. Note change of usual branch meeting date.

Next meeting at 8.30 p.m. Friday, 30th April, in the Prince of Wales Hotel (brought forward to facilitate Barrow Athlone Rally).

A G E N D A.

- Minutes
- Apologies
- Correspondence
- Ballykeeran Project
- Quayside Refuse Project
- Athlone Barrow Rally Itinerary,
- Portrun Project News
- A.O.B.

Open Boat Excursion to Barrow.

We are all aware that this is the year of the Barrow and many hope to join in some of the events arranged throughout the summer. However, it is difficult for some to manage to bring their cruiser or barge all the way to the Barrow so we decided to arrange to go in open boats, with tents, for the week-end, 7/9th May. We intend joining up with the Barrow festivities at St Mullins on Friday evening, the 7th and going in convoy, possibly to Innistigue, on the Moya. Full details of this week-end will be in the next issue.

Sad Passing.

May we extend our sympathy to the Corcoran and Glennon families on their recent sad bereavements.

Michael Corcoran (Mickey) jovial boating friend who for many years was the authority on the mechanics of marine propulsion. In his younger years Mickey logged up many an inland waterway mile when cruising was in its infancy, and in his engineering capacity was an integral part in voyages completed. For that, the story and the song, thanks.

John Glennon, founder member of the I.W.A.I. past Athlone Branch Secretary. John for many years cruised with his family in their converted lifeboat, bringing back with them a wealth of lore, stories and yarns. In his capacity as Editor of The Westmeath Independent, he ensured that waterways news, views and problems were always to the fore in the media. We were lucky to have such able representation since our conception, and during difficult times where public awareness and goodwill was such an important factor in waterway development.

May they rest in peace.

Shannon Harbour - Dry Docking Facilities.

At last we have good news for all those patient persons who have been sitting in their beloved boats with their thumb stuck in that hole under the waterline for the past number of years, well relief is here! News has come to us from C.I.E. (Canal Section), Tullamore, that both Dry Docks are available for boat repairs. Also electricity supply available at each Dock. (110 volt)

Charges: £6.10 per day (including 80p VAT)
E.S.B. 10p Meter.

Booking: Phone Mr. J. Feeney, Banagher 163.

Athlone Boat Club News.

Athlone Boat Club in conjunction with Hospital Committee are holding a Sale of Work in St. Mary's Hall, Athlone, on 16th May, at 2.30 p.m. Cake, plant, bottle stalls etc. Please support.

Lough Allen Canal.

Following the recent article in the Aerial, and a mention at the A.G.M., the problem at the Lough Allen Canal is on the Agenda for the next council meeting. We await developments with interest.

Rally Organisers Please Note.

Our Medical Correspondent suggest that if tug-of-war competition is to be held, those who have pulled nothing stronger than a pint in recent years, should leave this activity to those more physically suited.

Found.

Wooden paddle (of inflatable) with small brass crog. Left on Commodore Barge M.B. Snipe at end of Shannon Rally, 1981. Available Michael Webb.

Canal Dribbles.

The Year of the Barrow has commenced with a resounding success. A huge fleet of 55 boats (the biggest ever seen on the Barrow Line) assembled at Vicarstown for what now seems to be the 'Annual' Easter Rally. Big numbers arrived from 15th Lock, Lowtown and Carlow, whilst others such as Shannon Commodore Marie Hyland slipped in at Rathangan. Athlone was well represented by Nordic, Crannagh and Costa F.F. The journey down the Canal was made delightfully easy by the attendance of lock-keepers (and sometimes an assistant) at every lock and bridge -- C.I.E. are to be complimented on the effort made.

Canal maestro John McNamara put in a water-borne presence as skipper of the traditionally converted C.I.E. barge 51M complete with brass port-holes and fittings (the barge, of course!).

The proceedings commenced with the usual hospitality and film-show by the Vicarstown Community, while on Sunday the new North Barrow branch organised activities like dinghy races, tug-of-war and a quiz. The afternoon was enlivened by the Army Band, who opened their concert with 'Anchors Aweigh'. Rather appropriate, since the previous night vandalism had reared it's ugly head, and 10 boats had their warps let go! Sunday was further enlivened by the arrival of Frank Farrell on his way to the Shannonbridge Rally! However, once the Carlsberg was opened, the crack was too good, and he never made it. He ended up working his passage down the Barrow.

Monday morning saw the fleet disperse. Those with 'prior commitments' or chicken-hearts turned back and headed north, but a goodly number continued on down to the Barrow River, and hopefully later in the month to tidal waters. At the time of writing there are 18 boats moored at Levittstown awaiting the next stage of the Barrow Saga. As we have said before - Watch this space.

Optical (Ill)usion!

Did you hear about the group of opticians who on their first visit to the Shannon Waterways managed not to see the Bridge at Rooskey! Ooh, what a spectacle! However, we are glad to say the Didely Idle is fully recovered again and ready to hit anything in sight in the coming season.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

June, 1982.

Good News - means Work-Parties 'Help'

There have been very encouraging developments in the Inner Lakes and Lecarrow areas. Full information can be obtained at the next Branch Meeting. We especially ask anyone who can give some time to work parties during the coming summer months to either attend the next Branch meeting or to let us know by contacting Sam Herraghty or Sean Fitzsimons.

The Aerial Editorial staff are now taking their usual summer break and whilst not writing, will cast a cold eye - so beware.

The next Branch Meeting will be held in Sean's Bar, on Thursday, 3rd June, at 8.30 p.m.

A G E N D A

Minutes
Correspondence
Ballykeeran Project
Lecarrow Project
Quayside Refuse Containers
Council Meeting Report
Annual Dinner Arrangements
Branch Membership
A.O.B.

Pollution.

It is with great sadness that a recent angling competition was abandoned because of the stupid actions of some persons in dumping oil and tar into the Shannon below the Lock Gates. In doing this an extensive area from the Lock Gates to the canal entrance has been destroyed as far as fishing is concerned. This brainless action does such dreadful damage to Athlone in the eyes of our much needed visitors, not to mention the loss to ourselves of our rights to enjoy the benefits of our beautiful river.

Missing.

Again this year, 1 Loudhailer mislaid during Shannon Boat Rally, '81.
Details to Editor, please.

Jottings from the North Shannon.

Acres Lake. Access was gained to Acres Lake, without difficulty, in the Lough Allen Canal on 14th May. However, on the return journey on the 16th there was a problem. It proved impossible at first to shift the only operable sluice of the four on the lower gates at Drumleague Lock. After considerable comings and goings by the lock-keeper for assistance, and some determined attacks on the sluice, it finally moved and the lock was emptied. We had been in the lock from 9 a.m. to 11 a.m. and had cooked and eaten breakfast between the two sets of gates. Otherwise we were treated to the utmost courtesy and assistance by the lock-keeper and the other man who came to assist him. The lifting bridge had been opened for us while travelling in both directions, and there were sincere apologies for the delay in getting through Drumleague Lock on the return journey.

The problem appears to be a technical one concerning the sluices on the deep gates. This will have to be tackled with O.P.W. or access to Acres Lake and Drumshanbo will be lost.

Dromod Harbour. The new harbour at Dromod is almost complete. There was even a boat moored in it on Wednesday, 19th May, so the harbour is usable. Landscaping is in progress and it looks as if it will be magnificent when it is finished.

Kilglass Jetty. There are two privately owned boats which appear to be semi-permanently moored. This severely restricts the space available for visiting boats on this small jetty.

Corry Boats. Development of interest to the sailing fraternity is taking place on Lough Corry, just to the south of Carrick-on-Shannon. A new hire-boat operation with steel-hulled sailing cruisers is in the pipeline. It has been advertised in Practical Boat Owner Magazine since last winter, but local information is that the boats are in the course of construction, and are not yet complete. A hull and superstructure as well as a skeleton frame of a second boat are visible on the side of the hill on the eastern shore of Lough Corry. So we may have an interesting addition to the hire-boat fleets on the Shannon in the near future.

Slim Volumes.

At present there is a small competition on our National Radio for titles for Slim Volumes, and we thought the following would be appropriate reading for those of us interested in our Waterways.

E.S.B.'s Guide to Water Levels on the Shannon. (A must for farmers between Athlone and Banagher)

C.I.E. (Canal Section)'s Guide to erecting Lock Gates. (publication may also be delayed)

Met. Office Guide to Good Holiday Weather. (published in German, Dutch, Irish and French. English version banned)

Irish Boat Hirer's Guide to Sharing Facilities with Private Boat Owners. (difficult to get copies - considered 'Top Secret')

Canal Dribbles.

The Year of the Barrow continues, and one month later (since we left you in Levitstown waiting with bated breath for the next instalment) your intrepid scribe has explored the furthest reaches of the Barrow, Nore and Suir, and found the natives friendly. But to commence - a leisurely and easy run to Carlow, followed by an even more leisurely lunch and a museum visit, saw the fleet ready to tackle the first of the 'Barrow Tests' - Carlow Bridge! Masts and aerals dropped flag-poles removed and crew out ready to fend off, with shouts of encouragement and advice from the bank every single boat went through without a touch! Then the rally had the 'advantage' of advice from the loquacious Micky Webster of Carlow Lock, who sailed down with us. Bring your own lock-keeper! Past Milford the occasional bump made it's presence felt, as the river showed signs of 3 weeks of drought. And so the the dreaded Orchard - and here to our surprise and delight was Fr. Paddy Dowling, equipped with binoculars and V.H.F., overlooking the river and 'talking' boats through. Under such conditions the Orchard was a picnic! The terrors of the Barrow were beginning to dissolve.

Fenniscourt was the objective for the first week-end and here the rally paused for 2 weeks. However, about 6 boats, including your Dribbler, decided to move on the following week-end to St. Mullins and New Ross for a pre-view. Below Goresbridge, the Barrow seems to hold less problems, as if to keep it's best behaviour to match it's magnificent scenery which it now begins to show off. Now we could see the results of C.I.E.'s work on the locks as new gates were evident at every one, some still a bit new and stiff.

And then St. Mullins and the smell of sea-weed (well it seemed like sea-weed). Here we caught up with the work-crew on the last lock and just about to replace the 50 years old (and looking it) deep gates. We had the honour(!) of being the very last boat to use said gates, and indeed before we were even out of the lock, C.I.E. had commenced to demolish them.

The run from St. Mullins to New Ross is grandeur on a scale that many travel thousands of miles to see. So why go abroad - see Ireland first (by boat). When the rally caught us up, Athlone made it's presence felt in lake boats. Fitz and Gerry, Dermot and Eileen, Mick and Ruth and the Thomas's camped at the Steamer Hole, but when they reached New Ross decided that the Estuary run was a bit far, and opted instead to visit the hot spots of Inistioge. The smoke was rising over the Nore that night!

However, Waterford called, and under the command of Commodore Bill Duggan, we were initiated into the mysteries of Red and GREEN marks. Barrow Bridge, Passage East, Checkpoint, all previously names on a map, became real places with harbours and pubs. We learned to tie long loose warps and watched as the tide came in fast - a foot per half pint! Then up to Waterford, dodging huge container ships and turning into their enormous wash. David and Eileen Killeen kindly came over from Wexford to greet us and the freindly members of the local boat club made us welcome in their club-house.

Sunday morning saw a visit to the museum in the Tower - obviously the Commodore's pet hobby! Then it was away - a sail past under the bridge to show the flags, cheers and hoots from the boat club and back to Cheekpoint. This is where the large ships anchor to wait for the tide and what did we see but a heavily laden tanker from London called 'The River Shannon'! We gave them a friendly wave. Imagine that going up L. Ree!

We made New Ross with the flood tide pushing us along at a great pace. Here the fleet split to go their various ways. For us, it was to commence the long climb up the barrow, lock after lock, until ^{at}Lowtown we will commence the descent to our own River Shannon. Of the Athlone contingent there was no sign - the Branch are organising a rescue expedition to Inistioge in the Autumn to bring them back.

It was most interesting and our adventures to visit foreign parts, and those who didn't make it really missed something. But we still look forward to reaching Athlone, and our own Lough Ree.

Have an enjoyable season. See you in September.

For Sale.

7.5 H.P. Mercury. P.M.O. £270. J. Naughton 52 St. Francis Tce., Athlone.

- a. Clinker Built Day cruiser/fishing boat. Fitted with Yanmar Marine Diesel engine, on trailer. £1,300 (will sell engine separately).
- b. Speed Boat and trailer (no engine) £600
- c. 17' fibreglass lake boat unused £500

Enquiries to Sean's Bar, Main St., Athlone.

Children in lifejackets
Swimmers in shallow water
Inebriated in bed
Petrol in cans.....is
..... IWAI in Safety.

GONE FISHIN' !!!



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

September, 1982.

Here we are again, away with the sunbed and out with the keyboard. Ah well, a job's a job! And ye know, these days a fellow is as well off working. No better subject. The Dynamic Trio are sure to have little projects again all lined up for the Autumn, and there's talk of press gangs. I hear volunteers are exempt!

The next branch meeting will be held on Friday, 3rd September, in the Prince of Wales at 8.30 p.m.

A G E N D A

Minutes
Correspondance
Ballykeeran Project Report
Lecarrow Project Report
Quayside Refuse Containers
Annual Dinner/End of Season Rally
Galey Bay Project?
A.O.B.

Sad Passing:

The recent weeks saw the tragic death of a great waterways member, Pat Benson. Carrying on a Benson tradition, he served our waterways for many years. A past secretary and chairman of the Athlone Branch, Pat was also a past chairman of the Athlone Sub-Aqua Club, and was secretary of the National Council of I.W.A.I. His untimely death left our river fraternity stunned. As a thank you to Pat, members of Athlone Boat Club, Lough Ree Yacht Club, Athlone Sub-Aqua Club and our I.W.A.I. carried him on his final voyage. May he rest in peace.

Harry Rice Essay Competition.

Our Annual Essay Competition for the Harry Rice Perpetual Trophy is now under way. If you're a child this means you. If you are an adult then the Ship's Log Competition will fit the bill. More details in the next issue.

Dinner Dance/End of Season Rally.

Once again Dinner Dance time is here. This year the venue is the Shamrock Lodge, on Friday, 1st October, 1982, at 9 p.m. to 1 p.m.

Full details of End of Season Rally will appear in the next issue, so if you feel strongly as to where we should go this year, please feel free to attend the next Branch meeting in the Prince of Wales, 3rd September.

Rally Miscellany - Shannon Bye-ways.

1. Leitrim Canal is navigable through the Bridge for 100 metres, and bridges can turn in the dredged area.

2. Lough Allen canal - Acres Lake. Problems still exist at the 2nd Lock. Whether these are maintenance and/or operative problems is not for us to say. Sufficient to report that M.B. Bishop Whelan had its front window blown in and cabin flooded by the sluice water. Over to you Carrick.

3. Rinn River - Off Lough Forbes. This $\frac{1}{2}$ mile stretch navigable up to the Bridge is well worth a visit. Peaceful, sheltered bank moorings can be found on the first bend, south side. Plenty of water and good turning space at the former hire-base jetty.

4. Clooneigh Bay - Lough Ree. This sheltered bay is situated on the Western shore mid way between Inch McDermott and Inchenagh. Deep water right up to the reeds, and on the southern side right up to the shore-line! Access is gained by using the line of the old navigation course.

5. Galey Bay - There is a red stake on the shoal in the middle of the bay. Keep this to your port hand when entering, and there are no problems. Lots of water - 40 to 70 feet at the back of the bay! On the right hand side of the old ruined castle, there is the remains of an old boat-house with access channel and old pier walls. The Aerial actually had its cruiser half-way into this 60 feet long channel until we were halted by fallen masonry. If this is part of the land purchased by O.P.W., could we not organise a work-in, clear the little channel and have a landing-place, until such time as O.P.W. decide to develop.

STOP PRESS: Commodore involved in MAJOR incident.

Our Northern correspondent reports - Battlebridge at the beginning of August was the scene of some commotion involving Shannon Rally Commodore Marie Eynland. Eye-witness reports tell of lock-keeper pursuing Commodore, who was pursuing her dog Major, who was pursuing lock-keeper's turkey. Major won, with the result that Christmas has come early, and Marie will be eating turkey sandwiches for the rest of the month.

Found On.

What a haul in Coothall. 150 ralliers in breach of the licencing laws. Names given included Henrys Mackeys and others. Social evening will be held in the Bush Hotel after court hearing. Date to be decided.

We would like to thank the crews of De Lung and Diddly Idle for the feasibility study on extending the Shannon Rally to a three week event. Or was the Diddly Idle making up for 'lost' time.

The B.V. Linquenda captured this year's ploughing competition held during the Rally, from Carnadoe to Grange. A harrowing event.

What colour is red? 'NEMO'

Shannon Rally 1982.

This, the 22nd Rally, must surely go down as one of the finest, from weather, good company, sportsmanship (especially the one oar race!) points of view.

The opening in Athlone was as usual a very pleasant evening. It is lovely to see friends from last year re-appearing. We had a very pleasant crossing of Lough Ree, to arrive at Tarmon Barry, where we met up with our friends from Carrick. Sunday morning after Mass we all made our way to Rooskey, where a very efficient new lock-keeper guided us through the lock. A short stop there for necessary provisions, like like milk! a pint! bread! a Paddy! and then off to Orange River. This beautiful section of our River really seems to give a sense of 'getting away from it all'. Two very pleasant days were spent here, and I think one of the best evdr Bonfires happened here. I don't think any one who watched the children's faces as they sang and danced around the fire will forget it. On Tuesday we arrived at Dromod, and what a magnificent job has been done here. Congratulations to the Board of Works and all concerned. I must relate the conversation I had with an elderly lady in the pub that night. She asked me was I with the boat people, and when I said 'yes', she told me how delighted she was with us, as not one bit of litter or damage was caused by such a large crowd as us. It appears this lady was on the local Tidy Towns committee, so I felt a bit big-headed on all our behalf to hear such praise.

On Wednesday we went up to Carrick-on-Shannon, where a great deal of provisioning must have been done, if my own larder was anything to go by. The Bar-b-cue at Ging's Pub was something to be seen and heard! The heaviest piece of metal I ever want to hear again is a bottle top dropping on a table.

Thursday saw us making our traditional stop at Henrys in Cootehall on our way to Lough Key. Lough Key, as always was beautiful and two sunny days were spent in Competitions and sports, or like our crew, just sitting back and enjoying it all.

It seems that in the wink of an eye the rally was nearly over and we were in the car park of the Bush Hotel in Carrick, and the minor prizes were being awarded. Never have I seen such a gathering of tanned and beautiful people.

After such a week may I thank the Lord above for the weather, the very hard working commodore, Marie Hyland, and the committee of the Shannon Boat Rally, for once again giving us all a very memorable week on the Shannon.

It was very good to see a big increase in the number of open boats on this year's rally, mainly manned by the younger people. It is one of the best ways of getting to know the river. It is to be hoped this class increases each year, bringing a new generation of Rallyists along.

Our congratulations to Leslie Vard on winning the Premier Award.

Derg Rally.

Athlone has done it again! Congratulations to Damien and Bridie Delaney, and crew, Don and Muriel Carr, who won the Derg Premier Award in Philos.

Work parties will be needed to finish the Dinghy Jetty at Ballykeeran. For information on dates and times, come to the next meeting, or inquire at Sean's Bar.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

October, 1982.

At a recent sitting of our Safety Committee, the very basic art of snorkelling and scuba diving, was found, at present, to be confined to a minority of our boating fraternity. Should you reply in the negative to the following questions, then, perhaps, you rely too much on the suction of your rubber boots.

- a. Have you ever been kissed at forty feet?
- b. Can you swim?
- c. Can you really avoid your Bank Manager?
- d. Do you know your boat under the water?
- e. Can you retrieve your false teeth?
- f. Are you confident in the water?
- g. Have you ever looked a fish in the eye?
- h. Today, could you swim a half mile?
- i. Have you ever gone for an early morning walk on the bottom of Lough Ree?
- j. Have you ever had to cut a rope from your prop.?

No? Well you haven't seen the half of it! Young and old, in less than one hour per week, between now and Spring, could broaden their boating activity and run a safer ship.

Learn to snorkel and scuba dive at the Pool Training of Athlone Sub Aqua Club. Qualified instruction every Sunday morning from 11 a.m. - 12 p.m. Visitors and intending members welcome. For further details contact Damien Delaney, Club Secretary, Castle Quarter, Coosan.

The next Branch Meeting will be held in the Prince of Wales Hotel at 8.30 p.m. on Thursday, 30th September, 1982.

A G E N D A.

- Minutes
- Correspondence
- Ballykeeran Project Report
- Lecarrow Development
- Quayside Refuse Containers
- Coosan Point Development
- Annual Dinner Dance
- A.C.B.

Lough Allen Canal

If any of you have experienced difficulty travelling up this canal, please put your experience in writing, giving all relevant facts, to Mr. Carty, Office of Public Works, Shannon Navigation, St. Stephen's Green, Dublin, 2.

End of Season Cruises in Company.

Memo from the War Office
Admiralty Dept.

Owing to indecision, the fleet will divide and manouvre both North and South of Athlone, on week-end of 2nd and 3rd October. As both cruises are official branch activities, the success of either is now a matter of good friendly out-throat rivalry!

South Movement - Shannonbridge.

North Movement - Lough Ree.

Flagship MV. Iron Lung.

Flagship M.V. Crannagh.

We are confident that this year our chairman is going on 'boat'!

An auction will be held in aid of the Irish Lifeboats during both rallies. Intending ralliers may leave their valuables with their respective Flagships!

Essay Competition.

Entries for the Harry Rice Essay Competition are now being accepted. This competition is confined to children under 16 years of age. Theme 'A Trip on our Inland Waterways'. Closing date 31st October, 1982. Entries to - Mrs Rosemary Furlong, St. Pauls, Garden Vale, Athlone.

Congratulations

Best of Luck to Peter Mulvihill and Georgina Kwiny on their recent wedding. Fair winds for a great crew.

A Flasher

Definition, a thing that sits on the top of a Coothall squad car!

Duck! Your next!

Yes you! Specially if you are keen on wandering around the banks of our lovely Shannon as it flows through Athlone. Surely it can't be right to let off fire arms in a built up area? We suppose that talk of sportsmanship is irrelevant because anyone who gets pleasure in shooting sitting ducks, can only come under the heading of MORONS. Lets hope the ducks give us another chance and come and visit us next year. They add further to our pleasure and knowledge of our lovely river.

Ships Log Competition

Now that the summer boating season is coming to a close, it is time to sharpen your pens and set down on paper a swashbuckling description of one of your cruises. All you have to do is look back through your ship's log - you do keep one, of course! - and broaden out your cryptic entries into a continuous narrative. Your meanderings may seem old hat to yourself, but there are probably many secluded bays or quiet stretches of waterway which you have cruised, but are unknown to many of our members. Or may the story of far-away places like the Erne, the Corrie, the Barrow, or even the Atlantical Sea itself might

So as an incentive to all you good people out there to write about your travels, and incidentally, provide some additional copy for the Aerial, we are holding a magnificent free competition with marvellous prizes. Send in your entries by the 30th-November, if we get enough, we may even rise to a 'Son of Thanks for the memory'

Entries should not exceed 600 words or thereabouts, and should be sent to ships Log Competition, Athlone Aerial c/o Seans Bar, Athlone.

6

Hindsight!

'tis all lies, agus go leor fabrication !!! The bridge at Rooskey hit Diddley Idle, and not the other way round, as your correspondent suggests under his/her snippet 'Optical (Ill)usion.

What happened was, that some unsuspecting (and totally blind) navigator thought that there would be no problem in getting his pint Guinness boat under the half-pint middle arch at rooskey. And, of course, as all self respecting Shannonisers know, one usually heads for the marked arch. So, in a nutshell (and boy, were those nuts cracked!) these other good folk (not members of the Optical Party) managed to get stuck under the self same arch.

Now, it so happened that the Optical Part (known then, and now, as J.E.L.I.A. Judicial Undertakings for the Legalisation of Intoxication in Adults, and we have sweatshirts and car stickers to prove it!!) were sampling the finer parts of the scenery in Rooskey (the Cruise Inn, actually) when the cry for help went up. Now being the kind-hearted and understanding gentle folk that we are, as quickly as possible, and with all haste, we all, everyone of us laughed, except, of course, the epic crew of the Diddley Idle, headed by Captain Birds Eye McFitzsimons. They cried! However, in the best comradeship, Captain Birds Eye and his crew offered to give a tow to the unfortunate idiots. And for his pains, Andrew was rewarded by the bridge thumping the D. Idle in the butt (or aft, as you sailor types call the rear end) and that's the honest truth.

The JULIA party will once again be holding their rally on the Shennon, the bank holiday week-end in October. This time we're starting from Maratunna (maybe), so Sean's Bar beware.

Anyone interested in obtaining a souvenir sweatshirt or car sticker can drop me a line at 25 Lavarna Grove, Terenure, Dublin, 6, and I'll let you know the prices (around July). Any profits will go to the Inland Waterways (Athlone Branch).

See you in Sean's Bar (or maybe before).

Avast Shipmates.

Edward M. Moss.

JULIA Commodore.

Remember, remember!

The 1st October - Annual Supper Dance, Athlone Branch, Shamrock Lodge Hotel. Tickets from Sean's Bar, Athlone. £5.50 each. Make it a night to remember!



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

November, 1982

The Athlone Branch AGM will be held on Friday 5th November 1982. All members are requested to attend.

AGENDA: Minutes of AGM 1981
Chairman's report
Secretary's Report
Treasurer's Report
Election of Officers
Aerial Committee
Shannon Boat Rally
A.O.B.

Looking for a Job?

Our readers, perhaps, all have a job at present. That is one to bring home the bread or cake depending on the individual needs to survive. This particular job in question is an Inland Waterways job. It may not be this year's job; it may not be next year's. There is one thing certain that if we as members of the I.W.A.I. are interested in the aims of our association, then we have a responsibility to tackle this job. Will we take up the challenge and start this year?

The I.W.A.I. was formed to prevent low bridges being built across the Shannon. This saved the navigation.

The I.W.A.I. saved the closure of the Grand Canal.

The I.W.A.I. is helping to restore the Royal Canal.

If we ask ourselves why these things were done, we may come up with a number of reasons. The aims of the Association are to develop our waterways for both recreational and commercial use. This aim should still be the same, but like most aims it needs to be modified as time marches on.

To get to the point. To date we have developed the navigation, but are we ignoring its lifeline, the water? This may seem unfair comment, but deep down can we honestly say that we are leading the way. Are we prepared to make personal sacrifices to justify our existence.

At present our Local Authorities have the responsibility to control pollution, yet they themselves are collectively the biggest offenders. However, their reasons are perhaps economic ones. What are our reasons? Are they not personal ones based to some extent on finance, to some extent on wishing that 'the time will not be in my lifetime', if we ignore it. Our real reason is one of deferment of putting our own house(boat) in order.

Unless we commit ourselves to plan the future installations of effluent holding tanks in our boats, then we should not mention the failures of others in their attitude or actions in allowing pollution. Is Scarriff harbour not a monument to our inactivity. Without being too crude, will we continue to make more of

The biggest single obstacle is the fact that it may not be regarded as a step in the right direction. Are we going to allow that to be our reason?

Congratulations:

The Branch extend best wishes to Mr. John McGeehan of Athlone Boat Club who has been re-elected for the third consecutive year as National President of The Irish Amateur Rowing Union. This is indeed a tribute to his dedication and ability at international level in a sport where Ireland has done us proud over the recent years.

The Lake by Penny Suitor aged 12.

A gentle breeze ruffles the water,
 And graceful reeds bow to its bidding,
 Alonely mallard swims to and fro,
 Rippling the water as she passes.
 Two graceful swans fly overhead,
 And land in a confusion of wings and water,
 And all is still once more.

Harry Rice Essay Competition.

Entries should be in the post this week to Mrs Rosemary Furlong, St Paul's, Garden Vale, Athlone.

Slipway at Jolly Mariner.

At our last Branch Meeting the sad condition of the slipway was noted, i.e. stones and bricks left on the slipway making it nearly unuseable. Volunteers were asked for to clear it up, but none present volunteered. Not really surprising as the members present had all been involved in various work-ins all this year. Have you experienced difficulty in using this slipway? Have you been annoyed about conditions? If you have, why don't you do something about it! The same 'few' cannot keep doing all the 'volunteering'. If you feel this is fair comment, get in touch with us and see if a few new able bodies could now volunteer to clear this slipway.

A.B.C. Annual Dinner.

Athlone Boat Club are feathering their razor blades, the lads, that is, for their Annual Dinner Dance on Saturday, 20th November, at the Jolly Mariner. Sub. £7 - Tickets from Sean's Bar, or Committee members.

The End of Season Rally.

Shannon bridge didn't know what happened as 460 tons of steel hit it on 2nd Oct, for THE end of Season Shindig. The fleet, the likes hadn't been seen since Thatcher's Troopers went south for their flag waving ceremony earlier in the year, was ably supplemented by Cruisers of all shapes and sizes, including a Hire boat that pumped central heating fumes into all and sundry near it. And who skippered this boat? None other than 'get up at seven and have an early pint in Shannon Harbour Dolan'!! Better known for having co-starred with Brendan Shine in last year's T.V. epic on the Shannon. Then there was Paddy Finnegan in 'The Milford'

but I am glad to report that they were not members of the I.W.A.I. Some were even Germans. Sunday did not come up to the usual standard weather for this week-end, and we had to abandon our Annual Auction, but we did have a Raffle and managed to raise £50 for the R.N.L.I.

Pat Killeen as usual came up trumps with hot soup and sandwiches that were savaged. We also managed to give a house warming to the newly re-opened 'Wild Geese'.

All of this followed on after the Annual Supper Dance in the Lodge on the Friday where we had 150 trying to raise the roof to the music of our evergreen 'Evergreens'. On a night where everyone had a ball according to all accounts. Sunday evening saw the fleet going back up river except for the firm of Fitzsimon Fitzsimon and Fitzsimon checking up on Houghs in Banagher. This lot got home on Wednesday. We since heard that at least one crew with an old sheet over the boat and having a little finger on the right hand frozen in a gin & ton Posish being left in Lanesborough bemoaning the wind, and this made me glad I had gone down river with our non-committed Chairman whose main problem was getting gassed by Dolans fumes. So next year guess where I'm going?

The Flagship.

Canal Dribbles.

This column has been on the move once again, visiting foreign parts (London this time) to maintain the international scope of reporting, traditional to the Aerial. Our first appointment was on the Regents Canal which runs through London itself. We started our narrow-boat trip in Little Venice (we didn't see Shylock!), where the Regents meets the Grand Union. Lots of moored boats along here - but controlled and everyone paying for it. In some places signs saying 'Mooring prohibited'. The canal runs through Regents Park and past London Zoo - very pleasant and rural. Here we saw a small slip in the stone work - but it's not for boats - it was built to rescue tow-horses who might fall into the canal. Then we passed under the famous Blow-up Bridge. It was demolished when a charge of gun-powder exploded in a line of barges. A tree with two trunks still grows - it's original trunk was split in two by the explosion.

Our next expedition took us to more Shannon-like surroundings - Marlow and Henley on the upper reaches of the Thames, and well-known to Athlone Boat Club. Here there was plenty of activity - private boats moving (and moored), hire cruisers, lake-boats and trips. A lake-boat with outboard cost 'only' UK £7 per hour! A visit to one of the locks and a long chat with a pleasant lock-keeper was most instructive. The locks are totally mechanised - sluices and gates. A great deal of attention is given to the weir to control flooding - readings are taken many times a day on the gauge and the wall of the lock-house has plaques to mark the level and date of notable floods! The locks are narrow and long, holding about 4 to 6 cruisers of assorted sizes. My friendly keeper told me that on a busy summer's day he would put through 70 to 80 locks (not boats!). Stories of queues waiting 4 or 5 hours are greatly exaggerated, he said.

On our return trip we passed a small island (200yds x 50yds) divided up into 4 or 5 plots with summer-houses, gardens and moorings for the boat. Very pleasant, but all very crowded, as was the river itself.

Our final watery journey was down river towards dock-land, past all the old woodenwharves, little warehousing harbours and docks, now all abandoned. On arrival at Greenwich we landed to inspect the old clipper ship 'Cutty Sark'. A greyhound of the sea on the tea and grain runs she was retired and purchased for preservation. A special dry-dock was built, she was floated in and the dock was then permanently sealed. She contains an interesting museum of her career.

However, we were most disappointed to observe it's condition. It is just sitting out in the open (fenced and with attendant), the hull is very shabby looking and the timberwork obviously hasn't seen varnish or preservative for many years. A work-party from Athlone Branch is badly needed.

So there you are now- a busy water-ways visit. Did we have time to do anything else? Yes, we went to see the 'Mousetrap'! You needn't bother going - the Butler did it.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

December 1982

The adjourned A.G.M. will take place in the Prince of Wales Hotel on Friday 3rd December 1982 followed by the usual Branch Meeting.

AGENDA :

- Adjourned A.G.M.
- Minutes
- Correspondence
- Lecarrow Development
- Coosan
- Wolfe Tone Terrace
- A.O.B.

As this is our last Aerial before Christmas, we would like to take this opportunity to wish all our readers a very Happy Christmas & Prosperious New Year.

A.G.M.

The A.G.M. is over (well, almost) and despite the lull in boating activity we are looking forward to another year of progress in the Branch. The new committee was elected same as the old one;- The Aerial Committee was returned en bloc with a very welcome addition to the strength and the Shannon Rally Committee was selected, more or less as last year with one or two additions. As hinted at above the AGM is not quite over. It was adjourned until 3rd of December to allow some technical adjustments to be made to the accounts. The Branch meeting will follow immediately after the formal closing of the A.G.M.

The AGM was a very lively affair which went on until midnight. One item which generated considerable discussion was pollution. It arose out of last months editorial in the Aerial concerning pollution from agriculture, town sewage and boats. Various views were expressed on the necessity, desirability or even the effectiveness of effluent holding tanks in private boats. It was suggested that a figure of merit (should it be "demerit"?) for the waters of the Shannon should be arrived at by scientific measurement and that this index should be monitored over a period to indicate the trend in pollution. Another suggestion was that we should get the Athlone Regional Technical College involved in studying pollution in the river and lakes. Come along to the Branch meetings and add your own views on this vital subject.

DEVELOPMENT AT LÉCARROW

There are indications in the air that the OPW intends to carry out major development works at Lecarrow Harbour. This item is on the agenda for the next Branch meeting. Come along and find out what is going on and get involved in influencing the future at our waterways.

The ideal present for the man who has got everything - penicillin.
130 year old thrown into Shannon.

The river observer on a recent Sunday afternoon was "entertained" by the sight of 6 young local gentlemen displaying their vandal-talent

on the cat walk over the sluice gates at Athlone Loch. These six "heroes" managed to throw into the river the trolley used for lifting the heavy sluice gates which are used to control the flow of the Shannon. We are told that the trolley was in use since 1844

SOME SAD NEWS.

Since our last Aerial two well known river people have died, Mr Walter Levinge, Coosan, Mr Jim Killeen, Shannonbridge. Mr Levinge was a founder member of I.W.A.I. and highly respected builder of many Shannon - one design boats. Mr Jim Killeen was known by all who called into the Village Tavern, where there was and is a great welcome for interest in all River people. Our deepest sympathy to the families & Relatives.

DON'T FORGET. SUGGESTED CHRISTMAS PRESENTS.

"Thanks for the memory" - on sale Seans Bar or at any of the larger Bookshops in Dublin.

Branch Subscription + Family £8 or single £7.00. Why not enrol your family or best friend now.

GOVERNMENT WIND FALL. -

Its just come to our notice that some members of "Jim Henry's Cootehall Nite Club" had a whip around in Boyle Court last week, which should go far in helping "the way forward".

SHIPS LOG COMPETITION

To date the sum total of entries is zero. Don't leave it up to the Aerial Committee to do all the writing. Dig out that neatly written up log book or those wet and tattered notes, or just rummage around in the memory and come up with a page or two describing one of your cruises. Anything will do, from a weekend at Lecarrow to a trip to West Cork and back. Closing date extended to 31st January 1983. Entries to Athlone Aerial, c/o Seans Bar.

DON'T FORGET

The frosts with us again and if you haven't winterized your engine yet, you better get moving. Firstly turn off those sea cocks, drain the engine block and I am told by an expert that the best time to change your oil is at the end of the season not the start, as the acids collected in the oil may corrode the inners of your engine. Another suggestion is that you fill your fuel tank to the top as this stops condensation. And from another expert were told, that batteries should be run down from time to time over the winter, by putting a lamp across the two poles and then re charge, its good for your battery. If you have any good suggestions on the above please let us know. Please write to : Knowall, The Aerial, c/o Seans Bar.

CHRISTMAS PRESENTS :- for the boat owner

The following are a list of titles for serious I.W.A.I. members to use during the winter season :-
 "The case of the missing Treasurer" (sub-titled - Journeys through Spain) - by Sean Fitzsimons.
 "The Pubs & Rubs of Ireland" (sub-titled - Journeys through Ireland) by D.&E.O'Brien.
 The Reels of the Fisherman + E.S.B. (Fisheries Division)
 The Slowest Take-over in the World (possible nomination for Guinness Book of Records) by C.I.E. & O.P.W. + Various Ministers of the Environment (all parties)
 The Pursuit of the Loch Ree Monster + Athlone Sub-Aqua Club
 Mystery Tours of the Shannon - by Andrew Fitzsimons
 Handling small boats - by Louis Sleator

For the benefit of all those who don't know who our officers are , they are as follows:-

Chairman: Mr Sam Herraghty
Vice-Chairman: Mr Damien Delaney
Treasurer : Mr Sean Fitzsimons
Secretary : Mrs Eileen O'Brien

If you want to contact any of the above the address : c/o Seans Bar
Main Street,
Athlone. will find them.

The above address will also do for all the long and interesting articles we are
expecting during the coming year for the Aerial.

xx