



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

January 1983

The next meeting of the Athlone Branch, I.W.A.I. will take place in Sean's Bar, Athlone on Friday, 7th January 1983 at 8.30 p.m.

AGENDA:
Minutes
Correspondence
Lecarrow Development.
Coosan.
Pollution.
A.O.B.

The turn of the year is a time both for looking back and looking forward. The last twelve months were a time of steady progress for the Athlone Branch. There were first class developments at Lecarrow and Ballykeeran. Boats from Athlone visited the Barrow, the Erne and the Corrib. A flotilla headed up the Lough Allen Canal following the very successful Shannon Rally. And some of our members even ventured into the open sea.

The coming year of 1983 promises further opportunities for developments in our waterways. There are rumours of more things happening in Lecarrow, Coosan and in Galey Bay in Lough Ree. But we must also be careful not to lose any of the gains which have been achieved over the years. 1983 is the 'Year of the Grand'. It deserves the support of all inland waterway enthusiasts. Not least deserving of that support is the section of the Grand Canal which passes through Dublin. It is a very important link with the Irish Sea. If it is not used by our boatowners there will be an excuse for the bureaucrats to reduce the maintenance effort and eventually allow it to deteriorate. One of the reasons given for dilatory maintenance of the locks on the Lough Allen Canal was "Sure hardly anybody uses it".

So looking forward to the new year, we wish all our readers a happy and prosperous 1983. And while enjoying your recreation on our waterways, remember to consolidate and use those that we already have, while doing your bit to assist in extending navigation on those which are being restored.

Rumour has it:-

A what? A Med. Rally? You must be joking. Your not. You have a permanent H.Q. for a new Branch where? Funggerola. What's that? Oh! its a place - in Spain. Yeah, well. I don't believe you. So two ex and two current Barge owners, one active sub-aqua type, even a couple of the 'other' end of season Rally types were out casing the joint. Well maybe - I suppose you could call the Med a class of an Inland waterway. Streching it a bit, but.

Congradulations.

To Damien Delaney on his appointment as Commodore of the 1983 Shannon Rally.

Best wishes to Declan and Jill Welch on the birth of their daughter

Harry Rice Cup.

We have great pleasure in giving the results of the Harry Rice Cup - Essay Competition and will in a future edition of the Aerial print the winning essay. Congratulations to Niamh Herraghty, our winner, and to all those who took part in the Competition.

1st.	Niamh Herraghty, Hazel Mere, The Manse, Athlone.	"The Shannon Rally" Age: 9 years.
2nd.	Aine Doyle Woodpark, Moydrum, Athlone.	"My holiday on the River Shannon" Age: 11 years.
3rd.	Wenda Thomas, Dundela, Elton Park, Sandy cove:	"The Shannon and Barrow" Age: 9 years.

Special Prize for Poem:

Aoife Hanly, Rinn Dun, Barrybeg, Kiltoom.	"The Rescue" Age: 10 years.
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Runners up:-

Eoghan Doyle, Woodpark, Moydrum, Athlone	"The Hole in the Boat" Age: 13 years.
Neill Suitor, Ballygawley, Co. Tyrone	"Shipwrecked"

Ships Log Competition.

The first winner in our new Annual (we hope) competition is Berchs Hannin for his lively description of his voyage to West Cork. The first part of his log appears in this issue. We would like to thank all those others who took the trouble to enter. The date of the prizegiving for the Harry Rice Cup and the Ships Log Competition will be announced in the February Aerial.

Log of "ASTAKOS" Athlone - West Cork 1982.

11 days. Log 150 miles. Skipper: B. Hannin.
Crew: K. Hunt and J. Hannin.

Left Athlone 05.15 and trailed Jaguar 22' single handed to Kinsale. Arrived 10.00 hrs and had boat launched and rigged by 12.00. The boat was left secure at Kinsale Marina and the following day returned to Athlone. Jaguar 22' Bermudan rigged. Roller Reefing Main 3 headsails and Spinnaker. 4 Berths, loo, 2 ring and grill Calor Gas Cooker, 6 HP Evinrude outboard, self draining Cockpit and Drop Keel.

Following week collected Crew 1 and left Athlone, picked up Crew 2 at Cork Station. Joined boat at Kinsale, hospitality of Y.C. enjoyed.

Start of Cruise: Sat. 5th June.

Left Kinsale Marina at 06.00 hrs and had breakfast on way out of harbour, hoisted sails at Charles Fort in S.S.E. force 4. dull and hazy and had first

finishing ones sea legs. Arrived in Glandore at 13.30. Recovered quickly, and had a few pints - for strength. Moved moorings to Union Hall and calmer conditions. Scenery around here is beautiful. Log 35 miles.

Sunday 6th.

Wind S.E. Force 2 - 4 with clear skies and our sea legs we left Union Hall for Baltimore via the Stags and Toe Head, a marvellous sail. Caught mackerel for lunch and saw the Crosshaven cruiser fleet racing Baltimore to Cork including Broadwater in full flight, spinnaker on a broad reach - beautiful. Arrived Baltimore 15.00 hrs, we restored our strength and stocked up our supplies. Had a great meal in "Chez Nous", Crew 2 chatted up a friendly "Penelope Keith" at an adjoining table, he was rescued in time and sang a song - it was that kind of a night. Log 20 miles.

Monday 7th.

Had a lazy day to recover in sunshine, motored across bay to Sherkin Island and the "Jolly Rodger" met some of the Cork 'nuts' and had a "Sean's Bar" type of session. Dinner stew again and a near mutiny, Crew 1 slept in the cockpit and Crew 2 continuously broke wind in the Cabin.

Tuesday 8th.

Left 09.00 hrs. Light winds, dull and cloudy. Sailed past Sherkin to Gascanne Sound between Cape Clear Island and Sherkin, by this time the wind had dropped and it was raining stair rods, over the rest of the country the sun was splitting the rocks. We motor-sailed on an ebb tide through the sound which with a 3 knot rip a flat sea was growling, full of whirlpools, eddies and overfalls - a lousy place. We eventually dropped sails and motored into Cape Clear North harbour which lived up to its reputation as one of the most beautiful harbours in Ireland. The rain cleared and the Island was explored. Being a Gaeltacht area the inhabitants speak Irish. A youth Hostel, 3 shops, 3 pubs and a Post Office plus a Pottery shop where we bought some items, it is run by Hughie Reid's sister. Crew 1 & 2 attended dance on Island and had an early morning. Log 7 miles.

Wednesday 9th

Our big day! Forecast wind S. to S.E. Force 2-3 increasing 4-5 with rain spreading. We left North harbour and with Blue skies sails were hoisted on a broad reach to the Fastnet. Sailed around the Rock at 11.00 hrs. which was being relieved by the Irish Light vessel using a derrick to lift stores and relief crew. Amusing to see a pair of jeans flapping on a cloths line on the magnificent rock with the crews quarters built almost into the stone. Photographs do not do this light justice, it is a wonderful piece of engineering and very well kept. Lots of waving and photograph taking. Headed for Crookhaven with another reach, arrived 13.45 hrs. to this beautiful anchorage and dropped the hook outside the village in company with French, English and American yachts. Sustenance taken in Sullivans and later went for walk to Barley Cove on the other side of this mile long inlet. Went back to Sullivans Pub where Mrs. Sullivan had steaks she got for us in Colcen. Had dinner on board, a jug of wine, a bed - all jaded - at last we had "done the Fastnet." Log 16 miles.

TO BE CONTINUED - See February Aerial.

Invasion.

Watch it all ye bargees! - the day has arrived. The U.S. Navy (Retired) has invaded. We have a new bargee and very welcome he is and his family to our part of the world. Best wishes to Charlie Bishop, his wife June and their children. Having survived, almost, Christmas in Athlone we hope to see them enjoying the coming boating season.

For Sale: Shannon One Design Sailing Dingy. No. 32. Enquiries Phone 0902 2737.



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Athlone Branch, Inland Waterways Association of Ireland

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

February 1983.

The next meeting of the Athlone Branch, I.W.A.I will take place in Sean's Bar, Main Street, Athlone on Friday, 4th February 1983 at 8.30 p.m.

AGENDA:

- Minutes
- Correspondence
- Meeting with O.P.W.
- Coosan Development
- Pollution
- Social Evening.
- A.O.B.

Many of our readers may already be aware of the surprising developments which have come to light with regard to Insurance cover provided by a Hire Boat Company in respect of injury to a third party. Briefly, if your boat is hit and damaged by a hire craft and you try to claim damages from the Company you could get a letter from the Company concerned as follows " The cruiser was the subject of a hiring contract and was not in the charge of the company at the time. More over it was not being driven by a servant or agent of the Company. We cannot therefore be held responsible for the actions of a hirer. Furthermore the hiring contract specifically excludes any responsibility for negligent conduct and it would appear prima facie that the hier may have been negligent."

When one lets the reality of the above situation sink-in it is apparent that it would not be wise to allow any Hire Craft to come near, let alone tie-up to, ones own craft. Also to take a rope at a quay wall or a lock could be a dangerous risk to take as if by any act of the Hirer you should be injured you could have great difficulty if getting any compensation.

Such a state of affairs on our river is dreadfull to contemplate! However IWAI Council is going to look into the situation and also there is possibly going to be a High Court case, both actions should, we hope, clarify the whole situation before the coming season.

Warning! Warning! Warning!

Yes, Yes, Yes, its that time again. Next month sees the return of the dreaded ... RED X... All is not lost. If you wish to avoid such a terrible visitation all you need to do is send you membership fee for 1983 to Sean's Bar, Main St., Athlone in the amount of £7.00 single and £8.00 Family.

Rowing Reporter.

Such wonderful progress has been made on the restoration of the Naas branch of the Grand Canal that it merits the instant attention of this newest recruit to the Aerial staff. Working backwards from the Harbour the picture looks like this:

- 5th Lock. - had 2 pairs of steel gates made and installed by Naas U.D.C., but without taking expert advise. This well meaning gesture is likely to be a complete waste of money, the gates are most unsatisfactory, leaks around the heel posts are so heavy that the lock cannot be filled. It is hoped eventually to replace them.
- 4th Lock. - The first completely restored lock on the branch. New gates built in the Anco factory have been fitted by C.I.E. and the lock is in full working order.
- 3rd Lock. - The old gates have been lifted out by C.I.E. and measured. New deep gates are under construction in the Anco factory and it is likely that in some months time this lock will also be operational. A grant is still awaited for timber for the brest gates.
- 2nd Lock. - Here also the deepgates have been removed for measuring, but finding the cash for timber will be Priority No. 1 for 1983.
- 1st Lock. - Deep gates also out, but this lock poses more problems than the others, as it is the only one in the territory of Kildare Co. Council, who do not appear to have as much spare cash for such projects as Naas have..

Finally, the new Bye-Pass road bridge (Between 1st and 2nd locks) is finished and the level dredged and tidied up. A fine bridge it is too, without a doubt the highest and longest on the entire canal system.

Most fo the levels have been cleaned and dredged by the Naas people and Dublin Branch are cleaning each lock in turn to facilitate gate installations by C.I.E.

All the above reflects great credit on the committee of Dublin Branch, headed by their Chairman Peter Hanna, who has master-minded the entire project. The coring Spring will see the commencement of the next stage of the programme - to acquire the necessary timber for the 3rd (brest), 2nd and 1st for which it is estimated £15,000 - £18,000 will be required. All in All, it is now realistic to forecast the re-opening of the Naas Branch before the end of 1984. The Aerial offers its congratulations to all concerned.

Rumour Has it...

"The enlargement of our 'For Sale' column may be advisable after the next budget". This inside information has been leaked to us by our political correspondent (the bug)

Ships Log Competition.

We now continue with the 2nd part of the Log of "ASTAKOS" , the winning entry in our first Ships Log Competition.

Thursday 10th June.

Turning back point. Stayed in Crookhaven all morning, washed ourselves, socks, u/wear etc., Forecast S.W. force 3-5. We left Crookhaven after lunch for Schull and decided to go inside Long Island as the scenery in the Sound is wonderful. With a dead run in the Sound, which is about $\frac{1}{2}$ mile wide, we were hit by a rain squall, wind 6 - 7, and no room to manoeuvre, boat over canvassed and would not come head to wind - we were unable to reef - after 4 very hairy gybes we took down jib and main as the mast was ready to collapse, sea was a white foam and we were bloody cold, wet and later on admitted scared. We motored into Scull where we dropped Anchor and a large reviver. We purchased at the local Fish Co-op a huge selection of fresh Monkfish, Plaice, Prawns, Crab claws, which we cooked with Mushrooms in a wine sauce - a modest meal. Log 11 Miles.

Friday 11th

The oar from the inflatable which was lost the previous evening was found, more crabs and fish were bought and with a nice fresh S.W. 4 and blue skies we left for the sound at the back of Sherkin Island with a reef in the Main and working jib and passed the Calf Islands, anchored off Hare Island beside sandy coves and Crew went ashore and had a swim. Later on we motored through the sound and anchored once more at Baltimore. Crew 1 rang home and was told he had got his exams - no need for excuses - we celebrated, Log 13 miles.

Saturday 12th

We left Baltimore in a force 2 - 4 again blue skies and wind W. to N.W., a lovely sail in an off shore wind, more mackrel caught and cooked in saltwater, (the only way to do them). Arrived in Castletownsend at 18.00 hrs. This is really a beautiful village with large Castle type houses and gardens sweeping down to the sea and all sides of the bay surrounded by trees. Sommerville & Ross are buried in the local cemetery and the famous sailor Naomi James now lives in Castletownsend. We had a curry dinner on board and a very pleasant night in Annie's Pub in company with English, Welsh, and Germans all cruising and as always the company of the charming people of West Cork. Log 17 miles.

Sunday 13th

We left Castletownsend at 07.15 hrs. and motor sailed, very little wind, which got up to a Force 2 W. to S.W. we had a reach and run to Kinsale - spinnaker up for the first time. There were lots of porpoises, puffins, stormy Petrels and Shearwaters, these last two birds are not seen to the east of this area. This was a slow, long sail and we arrived in Kinsale at 19.45 hrs. had a grand wash/shower in Y.C. and a well earned meal in one of this towns famous restaurants. Log 31 miles.

Monday 14th

Took up boat, set off for Athlone, 6 hours later home for tea.

Tuesday 15th

Boat launched and rigged and back on Lough Ree.

Old German Saying: "God sails with the silly people" (we never had to beat).

Observations:-

To allay any worries, home was contacted usually every second day

First and last days sailings were too long. 5 - 6 hours or 10 - 15 miles cruising each day is sufficient and leaves time for exploring islands, harbours, etc.

Sea sickness is lousy. We got over it in one day, but constant large seas could make recovery longer.

Navigation was not required this time, but know it. Pilotage was very necessary and passage timing around headlands most important.

A small inflatable is a must, towing tenders are not suitable on these waters, and most harbours in this area have no quay walls to lie alongside.

Cleanliness on board is most important, but most places have toilet and shower facilities - a great pleasure after a days sail.

Watches were usually of 1 hour duration, it all depends on number of crew and distance travelled.

Fresh meat obtainable only once during cruise and milk scarce. Porridge is a great starter in the morning.

Planning is essential - charts, navigation aids, food, water, cloths, safety, etc.,

Any normal car can tow a boat up to 24 feet, take your time as the Coast is not all that far away.

The Scenery all along this Coastline is fantastic, one could spend two weeks alone in Roaring Water Bay.

How about a Rally in 1983 or '84. Athlone - Westport and on to Inishboffin, Clare Island, Clifton, Killary, Achill?

Harry Rice Cup - Essay Competition.

As promised in last months Aerial we are now printing the winning Essay by Niamh Herraghty, The Manse, Athlone.

The Shannon Rally.

It was a beautiful morning with the sun shining through my bedroom window. July 24th had come at last and I was so excited. It was the beginning of the Shannon Rally. I hurried to wake up my two brothers Donal and Ruairi and the rest of the morning we all dashed about packing our last bits and pieces. Mammy was very busy packing food and clothes while Daddy loaded the boat and filled it with water and diesel. By lunch time we were ready to go. It was a beautiful day and most of the boats went in convoy. The water looked like glass.

It was evening time before we reached Tarmonbarry. We were all very tired, but we still took time to watch the last of the boats arriving before bedtime.

Next morning we woke up early. There was mass on the quay side and afterwards it was wonderful meeting all our friends again. My friend Nessa was there and she invited me to go on her barge as far as Grange. We set off at mid-day. The sun was shining and everyone was so happy. We had such fun twisting and turning on the Carnadoe River. We spent two wonderful days in Grange. On Sunday night we had the talent contest. I had my song prepared but three other girls sang it first so I had to change to another one. I didnt win anything. Next day the adults were busy doing Competitions. I went on the treasure hunt with Nessa. We collected loads of ballons. That evening we had a Barbecue and a Bone-fire. We all sat around the Bone-fire and sang songs untill after 12 o'clock. I was really tired that night going to bed. The next morning was beautiful with the sun shining in the sky. We were all very excited because we were going to Lough Key. Daddy had to do Lock Control so we had to help mammy to take the boat to Lough Key. We were first to moor so we got a good spot along the quay wall. I was looking forward to seeing the ice house and the tunnels again and showing them to my brothers. We explored the dark tunnels until all the other boats started to arrive then we came down to see if we could help. The childrens sports started when everyone was ready and we all rushed off with our spud and spoon. All the rally children had arrived and we were very excited to see them. We had a great day and we were all very happy.

ships dog race and they all ran wild. When we got back to the Boat Daddy had set up the barbacue. He was wearing his cheifs hat and apron and everyone wanted to take his photo. The children all came to watch and afterwards he let them cook their sausages on the Barbacue. Next day the weather was just as hot and we were off to Carrick-on-Shannon. It was a busy day as we had to do lots of competitions on route but for the fancy dress and Disco I went as "Lady Commadore of the Rally" and I got a prize for the prettiest. Daddy took part in the adults fancy dress and got 1st prize for being the saucy chef. He really was very funny. We could hardly walk home that night our feet were so tired.

Well we were all sad that the rally was nearly over. It was the best Rally ever and the nicest weather. The closing dinner was in the bush Hotel and we all had a super time. It was terrible saying goodbye and I can't wait until next year.

Social Evening.

As most of you are aware we usually try to have a social evening during the months of February or March at which we present the Harry Rice Cup. This year we hope to have this Social on Friday March 18th, but at present we are not sure of our venue. However we should be able to give full details in the next Aerial, so if possible try to keep Friday evening 18th March free.



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March 1983.

The Next meeting of the Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone at 8.30 p.m. on Thursday, 3rd March 1983.

AGENDA.

- Minutes
- Correspondence x
- Council meeting Report
- Coosan Development
- Pollution
- Social Evening
- A.O.B.

If there is a RED 'X'
 in this _____ space
 your * * *sub for
 1983 * * *is over
 due. * * *Pkease
 send * * *now.
 £7. single; £8. Family.
 to Sean's Bar, Main St.,
 Athlone.

The following quotations have come from the Westmeath-Offaly Independent dated February 18th, 1983 and are the report of remarks made by Mr. Roger Dobson, an Englishman now resident in Athlone, with regard to the Town Dump and its effect on the Shannon River. "The river arrives here from Lough Ree in a reasonable unpolluted state only to be pumped full of raw sewage and have hundreds of tons of domestic and industrial rubbish and other material dumped into the swollen flood waters below Burgess Park. All this filth is carried down into the River Shannon and deposited over the lands below the town. If this present rate of neglect given to the river by the town continues unchecked it will not be very long before the majestic Shannon is turned into an open sewer. Athlone U.D.C. does not own the River Shannon it merely pays host to it as the river passes through".

We feel one of the main problems concerning pollution of our waterways is the fact that the statutory bodies which are charged with policing that pollution are causing a considerable portion of it. The local authorities have been given the responsibility of monitoring pollution and of prosecuting offenders. These same local authorities are pouring untreated sewage into our rivers and lakes and are siting municipal dumps alongside the same rivers and lakes. Because they have this important responsibility our local representatives should be the first to see that the local authorities put their own house in order by ceasing pollution of the waterways themselves and then chasing up other offenders.

Social Evening.

This will be held in "The Knights of Columbanus Club", (near St. Mary's Church) on Friday 18th March at 9.00 p.m. We will be showing a short film, and the Harry Rice Cup will be presented the winner of the Essay Competition. There is full bar service and light refreshments will be provided. Adm. 50p.

"Limerick" vs. Athlone Town?

There was an old man from Clonown,
 Who was flooded with sewer from the Town
 His long johns were grey
 From smoke and decay

Insurance.

With regard to the remarks made in the February Aerial in respect of Insurance and Boat Hirers we have received the following observations from one of our readers.

" Emerald Star Line state in their Brochure 'Full insurance covering the cruiser and your liability to third parties (up to £2m.) is included in the hire charge, and in the event of damage or accident you are liable only for the first element of any claim and this is equal to your security deposit'. However, Celtic Canal Cruisers have an ominous addition in their conditions of Hire, i.e. 'The Hirer is responsible for damage or legal liability arising out of wilful or deliberate acts on his part'. So a boat owner who suffers damage from a Hired Cruiser may find that the insurance of the Hired Cruiser was invalidated by the action of the Hirer. Another difficulty is that even though the Hirer may be covered, it might be necessary to follow him to France, Germany or even America to make a claim. The Hire Companies seem to disclaim any responsibility in this regard. So be very careful when Hired Boats are in your vicinity."

M.B. "Snipe"

Dear Sir,

With the boating season just around the corner, this young (sic) mans fancy turns to thoughts of - - one of last seasons problems.

My bunk cushions are made from foam and are covered with tweed. They look well and are comfortable, but there is one slight problem - when you sleep on them the underside is damp with condensation in the morning. This can become a problem if as sometimes happens, the next day lacks sunshine. I did at one stage read somewhere about "thermal blankets" developed for the space programme - a tin foil type of thing. However I have failed to locate this.

I wonder if anyone among our wide and educated readership has experienced and overcome this problem. If so, as they say in the 'lonely hearts club' - I'd love to hear from you.

Yours sincerely,
Michael Webb.

Roving Reporter.

A perusal of some of the old reports on the Shannon Navigation, which are in the possession of Tom Maher of the Bush Hotel, made fascinating holiday reading over the Christmas period. The famous engineer Thomas Rhodes made a report in 1832 to the Commissioners of the Shannon in which he commented in great detail on the condition of the navigation and also made many suggestions for improving same. Looking at the section which dealt with Athlone and Lough Ree it immediately became obvious that Rhodes initial interest was in enlarging and improving the old canal - there is no mention of the present lock which he built a decade later. He reports on the lock and canal in the following terms - "the lock was built in the year 1806 (this was quite incorrect as it was built in 1757, but was re-built around 1806) however he continues "its length is 80 feet and breath 16 feet 3 inches; the rise is four feet, depth of water on lower sill 5 feet. From the lock to the second bridge the canal is in a disgracefully neglected state, appearing as if it belonged to no one." Rhodes proposed to enlarge the canal and to construct a new enlarged Lock which would be located between the old lock and the river.

In conjunction with the enlargement of the canal he suggested building a weir above the bridge at the site of the old Northgate St. cut, indeed a 'Harbour' is shown at this spot on his plans. When writing about this weir Rhodes said it should be convex in shape (as indeed is the present-day weir) His reason for this was that it would present a longer face to the river than a straight weir and thus facilitate better control of flood waters. Amasingly enough the copy of the Report we read has hand written comments in the margins of some pages by an unknown scribe. Beside Rhodes' reasoning on the shape of the weir is written "To this fallacy the entire flooding of the valley of the Shannon is due". So now you know!

In studing the drawings and plans for Athlone it was interesting to note that the road from the junction of Church St. and Northgate St. to the Bridge (i.e. between the Bank and the Cinema) was known then as Hatters Lane.

Perhaps the most interesting of Rhodes proposals, which never was and² comes under the heading of "If only" and "Wouldn't it have been nice", was his plan to run a canal from the Royal canal near Ballymahon to Derry Bay and then another corresponding canal from Galey Bay to Roscommon, thus providing a direct link (via the lake) from Dublin and Mullingar to Roscommon. How interesting it ould have been if that existed to-day.

See you roving around!.

In Sympathy.

It was with sadness that we learned of the death of Dermot Davies, Co. Wexford, in January last. Dermot was a great suporter of the Shannon Rallies and was missed when illness prevented his coming to the Shannon recently. May he rest in Peace.

Wanted.

Motor Cruiser, Steel or G.R.P.; 30' to 35'; Suitable for use on Shannon and Barrow Rivers. Phone 051-43184.

Don't forget.....

1. to pay your subscription if you havn't done so yet.
2. that the Annual General Meeting of the I.W.A.I. takes place at the Royal Irish Automobile Club, 34 Dawson St., Dublin 2 on Friday 4th March, 1982.
3. that the Boat Show is on in the R.D.S. Ballsbridge from Wednesday 2nd March to Sunday 6th March.



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April 1983.

The next meeting of the Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone at 8.30 on Thursday, 7th April 1983.

AGENDA

- Minutes
- Correspondence
- A.G.M. Report
- Pollution
- Social Evening - Report
- Galley Bay,
- A.O.B.

If there is a double Red X in this space ***** it means we 1 * have not got * * your sub-scrip * * tion yet. so no ***** more Aerials can we send to you unless we receive £8. 00 family, or £7. single.

Rally time is here again although this year, as Easter has fallen so early, we have heard that many boats may not be in full readiness to go rallying. However whether you have finished getting your boat "ship-shape" or are just starting we feel that it is no harm to list a few of the safety hints which can mean so much if followed now at the start of the season and not later when it may be too late.

- Electrics : Check all wiring and fittings. If in doubt ask for advise.
- Gas : Check for Gas leaks from appliances and from piping and see that there is no perishing or braking of pipes.
- Ropes : Have you sufficient ropes, of sufficient length to tie up in locks?
- Anchor : You'll certainly need one, two is twice as good.
- Petrol : If you have to carry petrol please make sure you carry it in an approved metal container.
- Lifejackets: Carry the correct number for your usual crew and a few extra for possible guests.
- Safety Equipment: Flares; are they out of date? check.
Fire Extinguishers; do they need refilling? check.
Distress Flag; Have you got one? (Red X on white ground)
- First Aid Kit: If you have one don't forget to restock, you'll probably find the Brandy is all gone!
- A.S.P. Got ya! It means 'Alternative Source of Power' (or propulsion) If you sail, have you oars , if you have an outboard engine have you oars or a sail? If you have a large motor cruiser, have you a tame mechanic? If a barge, a horse??.
- Dingy. Can it carry in safety all that you boat can carry?

One final little hint, learned at great expense to the nervous system by some boating bods, do please try starting the engine before the wife, kids, dogs granda's and neighbours arrive on board!

We wish all our members a happy and safe summer's time on our inland waterways.

The Editor,
Athlone Aerial.
15.3.83.

Dear Editor,

I am sure our members would be interested in an up date of the "hire boat insurance" position. While the original case is, as far as we know, still sub-judice, comments must of necessity be guarded.

IBRA have written to our President pointing out that they are "...not a regulating body but a loosely knit Trade Association" which does not lay down any hard and fast rules regarding insurance other than stating that all members must have a minimum cover of £500,000 for Third Party & Passenger claims.

I can confirm that a Hirer is not an Agent, employee or servant of the Hire Company, but a person in charge of the hire cruiser with permission of the insured and as such has the same insurance cover as if the owner was in charge of the cruiser."

A friendly Legal practitioner has been following the events and advises us, that this means that when an accident occurs involving a hire boat, with such insurance, the claim will be met provided of course, negligence on the part of the Hire company or its Hirer is admitted. He also advises that as a voluntary organisation, IBRA cannot force hire companies to comply with the insurance requirements and urges that all private boat owners should have their own craft insured for both Third Party liability and also loss or damage to their own boats.

I hope the foregoing will clarify the position and go some way toward's dispelling the concern felt by our members on this subject.

Yours sincerely,
Michael Webb.
Council Secretary, I.W.A.I.

Quiz:

This month's prize is a fully automated, non magnetic, marinised wheel barrow, no well found ship should be without one!

That is a) A Baleen: b) a Stone Frigate: c) Admiralty ham
d) Irishman's Hurricane e) A Fid ?????? Answers on Page 3.

Rowing Reporter.

It wasn't so much the way that she looked at us, it was the fact that she didn't look at us at all! Roving round the Boat Show in search of Sally O'Brien was a tiring task and we eventually retired for a pint of you-know-what. Then we decided to have a proper look at the Boat Show - the what Show? - sorry, the Sail Board Show. There must have been a dozen stands specialising in books and hundreds of the items themselves. Its a growing sport and we're going to find more and more of them on the Shannon. £400 would get you started.

So, what else struck us? A shortage of boats - no cruisers, a nice Dobby and a few other decent yachts. A shortage of chandlery - those great gathering places for browsers looking for bits, pieces or books. Indeed Dinghy Supplies was the only one worth mentioning. How many of you went over the the Pinnacles section, for there hidden away in the corner was a beautiful Galway Hocker - well worth a look.

Our own I.W.A.I. stand featured the Year of the Grand in a big way. Ruth Board's new Canal Guide (incorporating Grand and Barrow line to Athy) took pride of place, while the back-drop carried a huge and most interesting "section" of the Grand from Dublin to Shannon Harbour drawn by Athlone member Ian Dolinich. Shannon Rally leaflets were available in abundance, while Offaly Branch didn't

was quite sure what weekend their Tullamore Rally was on, "May 28th - 30th - Bank Holiday weekend" which it isn't.

Who did we talk to? Lots of friends. Kerry Sloane of Athlone Cruisers had a boat stand selling his holidays and says bookings are actually up on last year - good for him. Rumours around that one of the larger hirers is about to sell out - now that couldn't be true, could it? Another Athlone man looking happy was Otto Holtkamp of Marine Steeleraft, said business was good as he introduced us to the newest purchaser of one of the 36' steel cruisers, none other than Michael Miller. Michael has 2 years hard work ahead of him fitting it out, but won't it be nice to have him do the Rally in something other than a Laser! Gerry Downer (of the Sail Loft) was his usual courteous self, as he booked down instructions from us and others for covers, awnings and sails for the new season. Incidentally he will travel to your boat to do a fitting. Brian Cullen of Derg Marine waved us to a halt and showed off his new work-boats, suitable for Authorities and Clubs, while Rita Hughes, full of the joys of life, presided over Western Marine.

And that brought us to EXIT and a final look-back. A bit disappointing? Yes, unless you had a specific reason to go, lock and buy. As the man said, "A sign of the times". See you roving.

Limerick Competition. Subject matter - Pollution of our Waterways.

"Last month we wrote a short rhyme
Concerning the rubbish and slime
That flows down from the dump
And gives us the hump,
Let's hear your views on this crime.

We would like your ideas on pollution in 'Limerick' form. There will be a prize for the best entry, Two Weeks Camping in Burgess Park. All printable Limericks will be printed, just because the subject matter is filthy keep your 'Limerick's' clean!

In sympathy.

Since our last Aerial we have lost two of our members, Mrs. May Cauldwell, a founder member of our Branch, she was an active and interested member up to the time of her death. The second member who died was Wilhelm Petrat, a German who came as a tourist with his wife, Medina to our Waterways and joined the Athlone Branch. We extend our sympathy to Marie Moran and Valerie Byrne, niece and niece-in-law of May and to Medina,

We would also like to express our sympathy to Mr. Val Horan whose mother died recently and to Mr. Chatterton, Portnaneena, whose wife died recently.

We have also just heard of the sudden death of Jimmy O'Brien, skipper of the Coill an eO. Jimmy's passing will be a great loss to the Shannon where he was a well known and respected inland waterways man. Friendly and helpful to all of us who were ever in trouble or lost when we first ventured onto the Shannon. We will all miss him and we would like to express our sympathy to his family and to his fellow crew members on the Coill an eO. May they rest in peace.

Answers to Quiz.

a) A Whale bone. b) A navel Barracks. c) Corned Beef

d) A small drink in a cask. e) A large conical piece of wood used for



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

May 1983.

The next meeting of the Athlone Branch, I.W.A.I. will take place in Seans Bar, Main St., Athlone at 8.30 on Friday 6th May 1983.

Agenda.

- Minutes
- Correspondence
- Council Report
- Proposed New Bridge, Athlone.
- Galley Bay
- Corporate Membership
- Insurance
- A.O.B.

Last week a public inquiry concerning the proposed Athlone relief road and Bridge was held in the Marist College, Athlone. As our Branch was, naturally, very interested in the proposed Bridge some of our members attended the inquiry and eventually Mr. Louis Sleator was able to ask if a jetty could be built North of the new Bridge as the usual facility of pulling into the Jolly Mariner Marina to lower Masts will be lost to the boating community. (The new bridge will cross the Shannon just North of the Mariner). The Engineer of the Contracting Company said there was no plan to build such a jetty but Council for the County Council said that they would look into the matter.

We have received copies of outline drawings of the new Bridge and a copy of report concerning the New Bridge over the Shannon. These will be available at our next Branch meeting. So if you have any strong feelings about the effect of the new Bridge on the amenity of the River please do come to the meeting and air your views.

Rumer has it!

Yez 'ill never believe it but two of our members managed to find the very boat they wanted. Where? A Boat Yard? No. The Sea? No! The River? No!, well where? .. The Paddocks. Yeah, well I hope they don't think they're goin' to gallop around in it this summer-but. Serio, best wishes to Bob and Marie Moran on their fine new motor cruiser the "Babrajune" may they have many happy hours boating in her.

Boating Clothing & Bouyancy Aids.

It seems Athlone based river people will no longer have to go the four corners of the country looking for good quality Boating clothing and bouyancy aids as Mr. Pat Dolan of Dolan Marketing Ltd, Dublin Rd. Athlone has just got the Dealership, Midland's area, for Helly Hansen Bouyancy Aids and Clothing including special bouyancy aids for Wind Surfing, Canoeing, Shooting etc. He also stocks Sailing Wear by Brian King, Ron Holland and Peter Storm; Fishing Clothing by James North; Waxed Cotton Coats by Barbour also sailing boots, Waders Bungees etc. and how about a Boiler suit for painting your boat in. We forgot to ask if he does fur lined boiler suits, just the thing for this kind of weather!

Letter to:-
The Editor,
Athlone Aerial,
Sara's Bar,
Athlone.

Dear Sir,

I read in the March issue of the Aerial a request from Michael Webb in connection with thermal blankets and enclose a copy of some literature on the product. (*)

These are available at a cost of approx. £5.00 plus VAT. Because of the nature of the product it will be preferable to purchase in quantity, and if Mr. Webb or the I.W.A.I. is interested in purchasing stock for re-sale we will be pleased to obtain the quantity of the blankets and sell them to the Association, less a re-sale discount.

Please note that while the blanket would no doubt satisfy the requirements as set out by Mr. Webb they are primarily designed for use in emergency situations.

Yours sincerely,

GENDIST FIRE PROTECTION CO. LTD.

Signed: Alec B. Feldman B.B.S. F.I. Fire E.,
Director.

(*) The product referred to is the Safa all round accident and survival sheet. The phone number of the above company is 01 511433.

Letter to:
The Aerial.

Dear Sir,

I wish to express my gratitude to you for the prize awarded to me on winning the Ships Log competition. Every evening I gaze at it with pride, I have it suspended facing Mecca between the hollow cube of hot snow and the black of mercury.

Elbow grease keeps its brilliance which defies description, it sometimes looks like a breath of fresh air, or again like the soul of a publican - you know its there but you just can't see it.

I rang ET up the other day to come and visit before tomorrow's World T.V. team arrive so I can tell them what it is before someone steals it away.

Anyway you can rest easy, I have it insured and promise to wrap it in a cushion of mist to return it to you for next years lucky winner.

I remain (I think)
Yours faithfully,
Berchs Hannin.

Dear Berchs,
Think nothing of it.
The Ed.

As we all know, the Inland Waterways Association of Ireland has designated 1983 as the Year of the Grand Canal. Events are planned along the line of the Canal from Ringsend in Dublin to the Shannon, organised by the Dublin and Offaly Branches and the Shannon Harbour Sub-Committee. Dublin Branch of the Inland Waterways Association of Ireland in conjunction with Dublin City Association of An Taisce and other Boating, Sailing, Canoeing, Diving and Water Based Associations have organised a "Canal Week" in Dublin from 7th - 15th May, 1983. The purposes of the Dublin "Canal Week" in addition to highlighting the major objectives set by the Association are also to focus on the recreational potential of Ringsend Basin.

Program of Events:

Friday 6th May At Hazelhatch.

Saturday 7th May:
Grand Canal: The fleet moves in from Hazelhatch to Mespil Road departing at 09.00 am.

Sunday 8th May:
Grand Canal: The Fleet remains at Mespil Road where there will be canoeing and rowing demonstrations. A Historical Walk will leave Mespil Road for Portobello at 4.00 pm.
Royal Canal: Water activities at Whitworth Road. Official Opening at 3.00 pm. Fishing Competition (under 16 years), at Shandon Mills at 2.30 pm.

Monday 9th May.
Grand Canal: The Fleet moves down to Ringsend Basin where Minister of State for the Environment, Mr. Ruairi Quinn, will officially open the event at 6.30pm.
Royal Canal: Junior Fishing Comp. Shandon Mills 6.30 - 8.00 pm.

Tuesday 10th May.
Grand Canal Ringsend Basin, Optimist Sailing Races 7.00 pm.
Mespil road, "Come and try it" lessons by Irish Canoe Union and a demonstration of subaqua diving 7.00 - 9.00.

Wednesday 11th May.
Grand Canal Ringsend Basin, Mirror Sailing Races 7.00 p.m.
"Come and try it" lessons as on Tuesday night.

Thursday 12th May.
Grand Canal. Portobello "Come and try it" lessons. 7.00 - 9.00 pm.
"Wildlife Walk" starting from 41 Percy Place at 7.00pm.

Friday 13th May.
Grand Canal Fleet moves out of Ringsend Basin and returns to Mespil Road.

Saturday 14th May
Grand Canal Fleet moves out to Hazelhatch "Come and try it" lessons at Inchicore, 3.00 pm.

Sunday 15th May.
Grand Canal. Wildlife Walk conducted by the Dublin Naturalist Field Club starting from 41 Percy Place at 3.00 pm.
Royal Canal. Junior Fishing Competition Shandon Mills 2.30pm.

In order to facilitate the organising committee those who intend travelling into the city from Hazelhatch and living aboard during the week are requested to advise the Committee (phone 01 806538 or 01 691259)

A 35.00 entry fee is chargeable to defray costs of plaques, etc.

May 1983.

7th - 14th Year of the Grand - Dublin Branch Rally
(details on page 3.)
21st - 22nd Royal Canal Long Level Rally.
" Grand Canal Fleet moves to Sallins.
27th - 30th 18th Annual Erne Boat Rally. Starts Belturbet 7.00 pm.
21st - 23rd Grand Canal Fleet moves to Robertstown.

June 1983.

3rd - 6th Athlone Branch Rally to Lecarrow.
Offaly Branch Rally starting Edenderry. Entry Forms
Brian Adams phone 0506 21866.
10th - 11th Athlone Boat Club Regatta at Coosan.
17th - 19th Shannon Harbour Canal Boat Rally.
25th - 26th Lough Ree Yacht Club Cruise-in-Company.

July 1983.

7th - 10th Lough Corrib Rally. Details from Peadar Canavan
tel. 091 61958.
10th - 17th Festival of the Suir, Carrick-on-Suir. Details from
John Monaghan, tel. 0503 31889.
10th - 17th Athlone Boat Club - Championships Regatta, Coosan.
22nd - 30th Shannon Rally. Entry Forms Ann Saunders 01 271324.
31st - 6th Aug. Lough Derg Rally. Entry Forms. Ann Goggin 01 986704.

August 1983.

1st Aug - 5th Aug. Lough Ree Yacht Club Regatta.

In Sympathy.

We would like to express our sympathy to the Tully family of Ballymurray on the recent death of Mrs. Tully and to Mr. Ml. Martin on the recent death of his brother, Eamon and to Mrs. J. White and Ms. Rickey Shannon on the death of their father.

A Journey from Killaloe to Limerick.

Despite the fact that we are an inland waterway community some of our members have been known to venture out to sea. Let us be under no illusion, the only safe aspect of the sea is its density.

Should you dare or care for a nights bed and breakfast in Limerick on your own boat, all you need is the 17p. for Ard-na-Crusha lock. The truth, where human life is concerned, is relatively safe, the worst that might happen you is you might make bits of your boat.

Sailing (or motoring) south having emptied your garbage in Killaloe, you cross the flooded area north of Parteen Weir. Stay out in the middle as this area is badly marked and avoid tree stumps and things. At Parteen Weir you enter the headrace through the guillotine gate which is normally open if you have telephoned the Lock of your intentions.

The headrace being man made is really a concrete canal with a couple of bridges along the way. If you are not anxious at this stage you may start as Ard-na-Crusha may very well be around the next corner. For 17p. it really is value for money. The drop or lift as the case may be, is almost 100 feet achieved in two stages.

Arriving at the lock, proceed as directed by the E.S.B. man with his head out the window above you. Upon entry you will decide, hopefully, that

as required. The spacing of these spikes are some 2 1/4 feet horizontally with rows vertically every 16 feet so a long boat and a competent crew is a help.

Depending on aforesaid factors and the humour of the E.S.B. man, you will not be proceeding, yes, down the tailrace. Here the salmon are almost as plentiful as the bailiffs for they are by and large unable to use the lift (provided by the E.S.B. man) in their journey upstream.

And here we are in downtown Limerick only one obstacle between us and the open sea - Balls Bridge, yes, Ballsbridge. A bit similar here to the camel and the eye of a needle. If you have plenty of water underneath you will lose the wheelhouse, and vice versa. A rising tide and good timing is the secret. Have you ever run aground in the middle of a city before?



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

June 1983.

The next meeting of the Athlone Branch, I.W.A.I. Will take place in Sean's Bar, Main St., Athlone at 8.30 on Thursday, 2nd June 1983.

- Adgenda:
- Minutes
 - Correspondence
 - Proposed New Bridge
 - Galley Bay
 - Corporate Membership
 - Insurance
 - A.O.B.

The Aerial Staff are now going on Their holidays would like to take this opportunity on your behalf of thanking our National Council and our own Branch Officers for their continued good work during the winter.

The boating season gives the rest of us an opportunity to contribute, by our good example and advice to the less experienced users of our waterways.

Until September we bid you one and all - Fair Winds.

Error.

Error and a mistake - even!. In the May Aerial we stated that Entry Forms for the Shannon Rally could be got from Ann Saunders, this should have read Mrs. Marie Magner, 20 Deerpark Dr., Castleknock, Co. Dublin. Our apologies to both Ann and Marie for this mistake.

Other Errors!

Strip Clubs Shock. Magistrates may act on indecent shows." Daily Mirror
 "We dispense with accuracy" Sign in London Chemists shop window.
 "Sterility may be inherited " Pacific Rural Press.
 "The evening of clairvoyance on Tuesday December 4th at 7pm has been
 cancelled owing to unforeseen circumstances." East Kent Times.
 "Donty Flies Back to Front." Daily Mirror.

Rowing Reporter.

The Dublin Branch Grand Canal Rally commenced on Friday 6th May at Hazelhatch and attracted an entry of 21 including 2 barges, a very creditable turnout. The most notable arrivals were of course the Glider and the Diddely Idle of the Fitzsimons family who travelled all the way from Athlone. They arrived in Hazelhatch in the dark, but naturally before the pub closed. Other Athlone based boats were Juliet, Crannagh and Nordic (are they all paid up Sean?). Marie Hyland and Jack Honan (Ouiona) "cheated" by being craned in at Mespil Rd. after their winter lay-up. (*). The barges were Joe Tracy's Royal Canal acquisition and the former Athlone resident - Snark.

From an early hour on Saturday morning the fleet set out for Dublin under Commodore and Dublin Chairman Peter Hanna.

C.I.E. had laid on gangs of men to work the locks and the passage went reasonably smoothly until Snark went aground in the bridge under the main Inchicore-Naas Road! By the time movement resumed, the first half of the fleet was already at Mespil Rd/Baggot St.

Sunday dawned bright and sunny, the boats made a glorious sight beneath the trees and hundreds of visitors and sight-seers stopped by. Great interest was shown and many expressed appreciation of the fact that boats were using the canal.

On Monday came the part of the journey that very few had done before - down to Ringsend Basin. C.I.E. had lowered the level of the basin by about 1 foot, so all fitted under the low railway bridge. With the fleet moored up, the big road bridge lifted and Peter Hanna's Penlyric sailed in with the Minister for State on board to perform the official opening.

Many of the crews lived on board for the week and commuted to work. Some of the sailing clubs laid on canoe, Mirror and Optimist races to effectively demonstrate the potential of the Basin, and the Shannon Harbour Committee ran a Barn Dance in nearby Allweather Marine.

The highlight (for some) was the trip out onto the Liffey by the Glider and the Diddely Idle, as they went on a water borne dock side pub crawl and hurled insults at Russian and British freighters. They even tried to get a fill of diesel from a tanker!

At the end of the week the locking operation re-commenced for all except 5 boats who decided to visit Dublin Bay and Dun Laoire. Harmonious Blacksmith was slipped out in the Coal Harbour and is now on its way to the Corrib for a few months, while at the time of writing 4 Shannon cruisers are moored in Dun Laoire and causing quite a bit of interest.

C.I.E.'s co-operation and interest was commendable and the enterprise of Dublin Branch was rewarded. All in all an excellent start to the Year of the Grand.

Harry Rice Cup.

We promised earlier to print other entries in last years competition for an essay on the Shannon by a young person (under 16 years), and we feel this is a good time to remind our younger members of this competition. We hope to have many entries from this year's young river people.

The following essay was 2nd in the competition and is by Aine Doyle, 11 years of age.

My holiday on the River Shannon.

One day during March Daddy came home very unexpectedly with a boat. It was a small sailing dingy. We did not like it's colour so we repainted it. In summer we want for lots of trips in it. Daddy is a member of the I.W.A.I. and he thought we might go on the shannon boat rally. So we started planning the holiday and getting ready for it. I Just couldn't wait. At last the day came and we set off up Lough Ree. The rally went like this. The fleet of boats went up Lough Ree and stopped at Termonbarry for the night. Allkthe open boat people had to camp and the rest just slept in their cruisers. The next day we went farther up the river and stopped in Grange. We stayed the night there and the next day we did six Activities. They were dinghy sailing race which we came last in but was good fun watching the other boats. Man overboard in which it only took us about ten seconds to get the life-bouy which was the man who had fallen overboard and we never even wrapped a blanket around it and asked if it was alright. Which is bad so we didn't win. Mooring in which my Dad came second. First mate in which my brother came second. Childrens talent contest was the best of all that day because I came joint fourth and got a prize.. Before that there was a little Bar-Be-Que which was good fun also. It was the best day during my holidays. It was even fun at night because we were camping. Next day we went to Dromod. We did not do much there but we didenter the scavenger hunt which I came second in and got a papermate pen. Next day we set off for Carrick. On the way to Carrick it was great fun because there was a lovely breeze up and we got there real fast. In the lake the water was lovely and clear so we swam there nearly every day. Sometimes we swam in our life jackets. It was great fun. That night was the best one ever on the boat rally. We had a Bar-be-Que and at it we had huge burgers. Then there was the fancy dress where everybody got a prize. There was a disco there too which was great fun.

Next day we went to Lough Key. This was the day I couldn't wait for because I wanted to see the forest itself and go to the wishing chair and the bog garden and all of the park. When we got there and had seen the forest itself we thought it was great. We did not do much that evening but camp. Next day we did a lot of things, I did ladies boathandling. I was handling the boat at the time and I went straight for the barge you had to moor beside and hit it. I think I must have come last in that competition. O well it was all just for fun. Then I did the rowing race which I was doing all right in except I couldn't turn when I got to the bouy so that left me way behind. That was a good day, we even entered the raftbuilding competition and race. We came third in the race but we got nothing because they obviously thought our raft not very good. Next day was prize giving day. The closing dinner was that day also. For the dinner we got chicken and chips then it all ended that great holiday was over. We will probably be going next year. I think the rally is going to be even better next year.

Don't Forget.

Whit Weekend Rally to Lecarrow.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

October 1983.

The Next meeting of the Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone at 8.30 on Friday, 7th October, 1983.

- Agenda:
- Minutes
 - Correspondence
 - Corporate Membership
 - Yew Point
 - Water Pollution Forms.
 - End of Season Rally and Dinner Dance.
 - Insurance
 - A.O.B.

Dinner Dance & End of Season Rally(s).

The Dinner Dance will take place in the Shamrock Lodge Hotel on Friday, 30th September at 8.30p.m. Tickets are £6.00 and can be bought at Sean's Bar, Athlone. We hope to see you all again and that the night will be as enjoyable as it was last year. On Saturday, 1st October the end of season rally(s) will depart for their various destinations, some to Shannon bridge and others up Lough Ree. Wherever you decide to go we hope you enjoy yourselves.

1983 Shannon Rally.

Out of a near record entry of 77, a total of 70 boats and barges assembled at Athlone and Carrick before meeting up at Lanesboro on Saturday evening under the leadership of Commodore Damian Delaney. The yachtsmen were pleased that they did not have to lower masts - all having journeyed up from Athlone. Saturday night was "free" and many was the late night party as crews got acquainted. After Mass on Sunday morning we had some words of wisdom and advice from the Commodore followed by the new-traditional 'Tea-wag' - (a chin-wag with tea & biscuits?) with the Leyden's Geraldine II providing the galley.

Sunday afternoon and the Rally went exploring to Galey Bag, once the scene of great regattas. It could have been 100 years since such a fleet was seen in the Bay. Despite the best efforts of the lead-boats, one committee member bit the Louisa Shoal - but all was well and it didn't cost him a F.F! Alas for the promised Sunflower - it wilted in the strong breeze and discretion dictated a mooring in the reeds. The barges rafted up together and the Wine and Cheese went a bomb. Even the empty bottles were auctioned

1963 Shannon Rally (Cont.)

off for the R.N.L.I. - much to Damien's disgust, for he's into D.I.V. wine in a big way (May was a very good month!).

Then came our move to Lecarrow for 2 nights, competitions in Blackbrink both days, Dinghy races, etc., etc. Wonder of Wonders the O.P.W. had dredged the harbour 2 hours before the rally arrived. Mooring was very orderly and the new "bridges" provided by Athlone Branch were much appreciated. Ade Fox ran her usual Scavenger Hunt and ended up with a vast collection of flowers, 1979 pennies and brass screws. (Daddy wants the screw back 'cos it's out of the boat).

Coosan was the next stop, but before we got there, Brendan Lynch provided some excitement as he sent out a Mayday call when his engine over-heated. However help was nearby and he was duly rescued. And so the rally gathered in a most appropriate setting - right below 'Dunrovin', the home of Shannon pioneer Harry Rice - how he would have enjoyed the sight. The Timed Reliability Trial nearly wasn't so reliable, as Louis' crew found out too late that the anchor chain wasn't attached to Linqenda! Emergency arrangements were hastily made to replace the finish line. Thursday morning saw the Land Sports organised with great imagination by Penny & Barry O'Riordan, while Don Carr presided over the Water Sports.

Ballykeeran was the location of the final 2 days and here great use was made of the new dinghy jetty and moorings laid by Athlone Branch. Activities were more sailing races, ladies boat handling, fishing and talent contest. An innovation was the attendance of a representative of the Fisheries Trust who gave the aspiring fishermen a talk on how easy it is to catch fish and how to do it! Finally to wind it all up the committee let off steam in the Eistamaid Trophy, organised by the Rev. Fr. Paddy himself (lift your hat, he's the P.P. of Wicklow now).

And so a super rally came to an end - perfect weather, good organisation and happy willing rallyists. Our best thanks to Commodore Damien, Madam Chairman Marie Hyland and their hard working committee.

Results:

Premier Award: Noel Murphy (Snowpanther).
2nd overall: C.Vard (Santa Julie Marie)
3rd overall: Sammy Holt (Maori)
Barge Class: P. O'Brolchain (Bishop Whelan)
Sailing Class: D. Killeen (Gillaroo II)
Open Boat Class: J.J. Magnier (Sea Nymph)
Cruiser Class: C. Vard (Santa Julie Marie)
Man overboard: D. Leyden (Geraldine II)
Mooring: D. Leyden (Geraldine II)
Rescue of Cruiser (under 25'): B. Delaney (Ester II)
" " (over 25'): C. Vard.
Navigation: D. Killeen.
First Mate: J. Mackey (Maori)
Timed Reliability: Sam Herraghty (Dunross)
Inspection of Boats: C. Vard (Santa Julie Marie)
Inspection of Open Boats: J.J.Magnier (Sea Nymph)
Boderg Sailing Trophy: D. Killeen (Gillaroo II)
Eacardi Sailing Trophy: H. Donegan (La Giaconda)
Lady's Boat Handing: Valerie Fieldes (Maisric)
Fishing: Andrew Black (Dunross)

Polluted!

No! not that kind of polluted. Here's an opportunity for everyone to contribute. Enclosed with this month's aerial is a questionnaire. Now we know the natural reaction to this sort of thing is not so much an outright No as to put it on the "long finger" - please don't. Fill it in this evening and either post it or give it to one of the branch officers. The idea behind the questionnaire is that by bringing this information together and correlating it, we will build up an effective file and hopefully use this information to good effect with the Department of the Environment and Local Councils. So your contributions are necessary and hence the old plea - DO IT NOW!.

Killaloe - Limerick.

With several of our members "poking their noses into the salt" it is perhaps opportune to open up a topic that has been the cause of some concern over the past while. Last year the buoys in the flooded lake below Killaloe were the subject of adverse comment - happily this situation was rectified. Unfortunately the fish traps in the head race are still confusing especially to strangers. They occupy five sixths of the head race leaving a very narrow space between the bank and the end of the trap. As it happens there is plenty of water, but one does not know that until one is right in against the bank - the fear of a 'side-swipe' on a rock is very real. I feel the section left for navigation - however restricted - should be clearly marked. A Few other Suggestions: Perhaps the E.S.B. could be persuaded to fix "the Shower". This phenomenon is self-evident when you are stuck 50' down in the high lock and unable to avoid the delude! If the Lough Derg branch are looking for a work-in next spring, the marking system between Ard na Crusha and Sarsfield Bridge would benefit from expert attention, again with some thought given to a stranger coming or going on the River.

One final suggestion, could Lough Derg branch paint a large "X" on the dock wall at Limerick, say just west of Sarsfield Bridge, such that when the water level is at mid-point of the "X" then clearance and depth and current are most suitable at Ballsbridge.

Membership Forms.

Some of you will receive blank membership form with this Aerial. Please fill this form as it is a necessary part of becoming a member of the I.W.A.I. You will only have to fill in this form once, so please sign same (family membership - Husband and Wife should sign) and return to The Secretary, I.W.A.I Athlone Branch, C/o Sean's Bar, Main St., Athlone, Co. Westmeath.

*****_



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

November 1983.

The Branch intends to organise and subsidise swimming lessons for beginners and improvers in Athlone Pool. Whilst details are not yet finalised we hope to have ten one hour sessions starting early in the new year. These arrangements, with your cooperation may help to reduce the number of non swimmers bobbing about on our inland waterways. Perhaps basic snorkling may be included which in my book is an excellent way of gaining confidence in all water situations without being a 'Mark Spitz'.

"And the leaves that are green turn to brown". For the next few months we can use our sea-boots to tramp to the local labrary. Recent publications- Dick Scotts "The Galway Hooker"; Lesley Blacks "Must I go down to the Sea Again"; and John de Coursey Ireland's "Wrecks of the East Coast of Ireland" have all been recommended. This advice to be taken, needless to say, with a pinch of salt!

The next Branch Meeting will be held in Sean's Bar on Friday 4th November, at 8.30p.m.

- Agenda: Minutes
Correspondence.
1983 Accounts.
Yew Point
Coosan Point
Election of Shannon Boat Rally Committee.
A.O.B.

The Chairman on behalf of the Athlone Branch extends deepest sympathy to our National President Mrs. Ruth Heard on the recent sad passing of her husband Douglas. For those of us who had the pleasure of knowing Douglas, we mourn the passing of an authority of our country and its waterways.

Salvage

The Sunday of the End of Season Rally (Lough Ree version) saw a copy book rescue of a sailing dingy in Killenure Lough. In gusty conditions "The Glenlivet" was dismasted. Moondrifter was passing and immediatly altered course. A line was thrown with perfect accuracy and the dingy was taken in tow. The crew were taken aboard Moondrifter and comforted with hot coffee. A tow back to base in Ballykeeran completed the rescue. Many thanks to Mick Webb and crew.

Razorbill

Congradulations to Marie HYland on her recent acquisition. Razorbill, a 1929 carvel motor sailer hailed from the south coast originally having Carnadoe as her recent home port.

In Sympathy.

We regret that in recent weeks we had the sad passing of two of our North Shannon Lock Keepers. To the families of Mattie Burke of Albert Lock and Peter Finly of Rooskey Lock we extend our deepest sympathy.

Boating Reporter

Back again after a super season, here we are pushing the pen again and remembering all those glorious days when the sun never seemed to sink at all. We have needed those memories now to help us through the recurring gales of September and October which seem to have brought the boating season to a sudden and early end.

The holidays saw us take the decision to venture once again down the "plug-hole" into the green water - Ardnacrusha, Limerick and the Estuary called and a most successful trip it was. Now rather than bore you with a list of ports visited and G & T's consumed, it behoves this Reporter to use the information gained to encourage more of you to undertake the voyage also. This has 2 purposes, firstly your own enjoyment and trill of achievement and secondly the more of us that use that part of the navigation the surer we are of keeping it open and indeed of having it improved. An article in last month's Aerial made some interesting suggestions on the navigation from Killaloe to Limerick, so perhaps the following notes will show you how to tackle the venture

First of all - preparation. If you intend to go below Limerick (as we did) Admiralty Charts are a must, available from Windmill Leisure in Dublin. Tide tables are equally essential and this little booklet can be got by phoning Limerick Harbour Commissioners 061-45377. Then before leaving Killaloe, one should phone Ardnacrusha to make an appointment at the lock. When fixing a time allow about 1½ hours for the trip from Killaloe. Mr. King, the lock-keeper can be got at 45588 (office) or 48556 (home). The 'flooded area' below Killaloe is marked with a few blacks and reds. Keep fairly strictly on the course and do not wander off, otherwise the passage is good and safe. Having telephoned in advance you should see the guillotine gate rising to admit you to the Head Race as you approach. You will now be in the 7 mile canal leading to Ardnacrusha. This is straight forward and clean, except for the fish barriers hanging down, which were mentioned in last month's Aerial. These are quite obvious and by moving over to the port bank they may be avoided. So on the Ardnacrusha and the 100 feet lock!

If the lock is not ready, there is a convenient jetty where one may land. When the gate is raised one may enter the 1st chamber, having 2 crew members ready fore and aft with 2 loops of rope each. These are looped around the hooks in the wall alternately as one descends. There are several vertical rows of these hooks, and one should position the boat so that these are convenient to the crew. There is no turbulence going down and even when coming up the lock-keeper will fill gently and there is really no hassle. The procedure is the same in the 2nd chamber. On leaving the lock one enters the Tail Race, about 1 mile long. On reaching the Shannon again, keep straight on (left goes back to Killaloe) and after passing under the railway bridge turn left into the Abbey River. The first bridge encountered is O'Dwyers and the navigation arch is the one lined with timber fendering. Immediately round the next bend is Baal's Bridge, which deserves a paragraph to itself.

Baal's (or Balls) bridge must be taken at the correct state of the tide, and a rising tide at that, so as to counteract any flow on the Abbey River particularly if the turbines are running. Too early and you would be short of water under you, too late and you have not enough head room. There is probably a "window" of about 1 hour in which to make the passage. Using our tide table we discovered that there was a Neap Tide of height 5.47 metres and we made a safe passage about 1 hour before high tide. This gave us 5' depth of water and $2\frac{1}{2}$ ' clearance over the boat. On the return passage (again a rising tide) there was a full tide height of 6.07 metres and therefore we passed through $1\frac{1}{2}$ hours before full. Visual checks on this schedule can be made if one is in doubt, as follows:

- a) Going down, moor in the cut before O'Dwyers bridge opposite the Boat Club and walk down to Baal's bridge. Just past the bridge on the port side is a sewer pipe and the river level should be between 1' below the pipe to about half way up its diameter for a safe passage.
- b) Returning up-stream one should wait in the old lock in Limerick which is immediately below Sarsfield Bridge. On entering this from down-stream, observe the iron ladder in the stone work just inside the port side entrance. This ladder should show between 10 and 8 rungs above the water (excluding the flat bar at ground level.).

Having negotiated Baals Bridge successfully Mathew Bridge is safe and one takes the port side arch of Sarsfield which leads to the old lock mentioned above. Do not tie up permanently in the lock as it dries out! Move further down to the city quays or ask permission to enter the wet dock further down. This may be done before full-tide (1 hour only).

Finally, when moving up or down the Estuary below Limerick, do so with the tide. To do otherwise, it is like trying to spit into the wind!. So there you are. It would be nice to think that some of you will carefully file away this copy of the Aerial and venture down to the tidal Shannon next season.

Lecture by Mrs. Ruth Heard.

Mrs. Ruth Heard, President of the Inland Waterways Association of Ireland, will give a lecture on 'The history of the Shannon Navigation' to the Old Athlone Society on Wednesday, 23rd November at 8.30 p.m. in the Royal Hotel, Athlone. Members of the Inland Waterways Association are cordially invited to attend.



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December 1983.

The next meeting of the Athlone Branch of the Inland Waterways Association of Ireland is the Annual General Meeting which will be held in the Prince of Wales Hotel, Athlone at 8.30 p.m. on Friday, 2nd December 1983.

Agenda: Minutes
Correspondence
Chairman's, Treasurers, & Secretary's Reports.
Election of Officers.
Shannon Boat Rally Committee,
Pollution Sub-Committee
Ariel Committee
A.O.B.

The visitor to Athlone should he arrive upstream must surely wonder who has the responsibility for the town's image. If Luain himself were alive today heads would roll.

The fact that we have a number of parties responsible is, no doubt, somewhat to blame. The river and its banks generally belong to the Office of Public Works, Shannon Navigation Department. The town proper, whilst imbedded in Leinster and Connaught, Westmeath and Roscommon, has its own Urban District Council. That's a good many heads already without even listing the commercial and Voluntary interests. Then there is Bord Failte, and of course, Lakelands. We, lets face it, ought to be able to do better.

History it would appear has seen us in similar plight, imagine the bad press when one finds that 'the Tumbledown Shack' and 'Break down the Bridge' are not all airs on a G. string!

Looking to the future, perhaps we should all take out our Brady, Shipman & Martin Report. This, in keeping with the Athlone U.D.C. Commitment to close the town dump, gives rise for optimism. Burgess Park unlike Burgess Papers might then rise like the Phoenix from the ashes and offer the community its full potential. There is no doubt that the commercial development of the river will regain momentum. Let us try this time to keep pace with that demand.

It is regretable that the Eel Shed has been destroyed by arsonists. This was one of the few riverside buildings south of the bridge that has been in use. The Advance Tyre Building has been acquired by the U.D.C. for demolition, whilst all the other buildings are in private hands surely there is an obligation to maintain them to some level of decency and not encourage further destructions.

Believe it or not.

The Vikings, having sacked Clonmacnoise sailed northwards towards Athlone. At Wren Island billowing black smoke was visible in the distance. Assuming the town was already plundered they went home. This age old custom of dumping continues to this day.

Athlone Boat Club.

The Annual Dinner Dance of The Athlone Boat Club will take place in the Jolly Mariner, Athlone on Saturday 3rd. December 1983 at 8.30. Tickets at £8.00 each may be had at Sean's Bar, Athlone.

Sits. Vacant.

A Serious and Internationally known monthly journal seeks the services of energetic newswriters - it is not necessary to belong to the NUJ. However insurance against Libel would be an aid to getting this situation. The ability to read and write is also helpfull. Remuneration is a word never used by this journal as it is considered a "dirty" word. Only the first 2,000 applicants will be considered so reply in full soon please to the Editor, (this could be you next year) The Aerial, Athlone, - or better still come to our A.G.M. and be volunteered! Serio, 'Your Branch needs YOU'.

Ship's Log Competition. 1984.

The first of many entries to our Ship's Log Competition now appears. (Burkes eat your heart out!)

Narrated by Ruth Casey - The Voyage of the Moondrifter.

On Friday 29th July our crew consisting of Mike and I and Suki together with our friends Alan and Christine joined forces at Dungarvan where our ketch "Moondrifter" was berthed and raring to go. Having loaded up our gear we still had time for a few drinks in "The Moorings" to relax and begin to feel we were on holidays. Our boat had been berthed in Dungarvan for the week preceding our holiday and had been under the watchfull eye of Donal and Mary Walsh who were in fact setting off at midnight on their own yacht for the Scillies and France. For most of our crew the thoughts of leaving for anywhere at midnight just seemed a bit crazy - we had a lot to learn!

On Saturday morning in lovely sunshine we set off motoring for Rosslare. We could not wait to get our mackerel lines into action, but we were so successful that we had to stop after about 5 minutes or we would have been up to the gunwhales in fish. We stayed at anchor in Rosslare and set off early next morning for Howth.

This journey with squalls and a heavy tide against us for part of the way took about 14 hours, and so we were glad enough to arrive in the new marina in Howth. Our joy was rather short lived as we had the most uncomfortable berth of our whole holiday at Howth. The new marina, for which we paid £7, is very exposed to a north east wind, and apart from the fact that the boat was bouncing up and down, the floating jetties were positively dangerous to walk on as they bounced about in all directions. We planned to leave Howth at 06.00 the next morning, Tuesday, but there was a gale warning for the Irish Sea and so we crawled back to bed for a few more hours. The day turned out to be beautifully sunny and the gales did not materialise, so the skipper suggested we might leave for the Isle of Man at 1800. We had all had enough of lying around and got excited at the thoughts of our first overnight sail - and what a sail it proved to be.

When we set off it was still sunny and pleasant but with a very light N.W. wind. We did not make much headway for the first couple of hours but then the wind began to freshen and we had the most exhilarating sail to the I.O.M. Mind you we had a few disconcerting moments when it had got dark travelling through a fishing fleet and trying to ascertain in what direction they were travelling. It was a beautifully clear night and the phosphorescence was just magical. We were very proud of our Skipper's navigation when the loom of the Calf of Man light came up dead on target. It was a tired but very excited crew that tied up in Port St. Mary at 0700. We cooked ourselves a well deserved breakfast and fell into bed.

We stayed the next few days at Port St. Mary and explored the island by local transport. This included a trip on the steam train from Port Erin to Port St. Mary, and while this was very exciting we were glad the trip was short as our guts were pretty shaken up in the old carriage. We had a great day shopping in Douglas and we treated ourselves to meals out every night. We were very impressed by the cleanliness of the place and certainly felt that some of our Irish harbours could learn from it. We were also taken aback by the number of churches on the island of all kinds of denominations - they must be a very God-fearing people.

On Thursday we moved along the island to Ramsey in order to slightly shorten our trip to Scotland. It was a very pleasant day and we had plenty of opportunity to bare the bods to the Sun.

On Friday at 0600 we sent off for Portpatrick. It was a misty morning but cleared up as we travelled. There was little or no wind and so we motored all the way. We made such good time that we arrived off Portpatrick at 1400 and so we decided to push on for Lamlash on the Island of Arran. It was a tired but happy crew that arrived at Lamlash at 2100. There was an island across the mouth of the harbour at Lamlash and it was covered in Heather - well the smell of this absolutely pervaded the air - it was unforgettable. We dined on Board and after a bottle of Christine's homemade elderflower wine we were fit for nothing but the bunks. The next day we investigated the village of Lamlash and nearby Brodich which was alive with activity as the Highland Games were on. We had spotted a notice outside the hotel in Lamlash saying '3 course dinner £2.95'. Well I as chief galley slave immediately went on strike and insisted that even if we were poisoned in the process we should not miss this value - and value it certainly was. The bill for the five of us for dinner including 2 bottles of wine and a round of drinks came to £25.70 - and whatever about our heads the next day we certainly could not fault the meal.

Next Morning we moved up to L. Ranza at the Northern end of the island. On this trip with glorious sunshine and no wind we sighted our first shark. Our captain with a slight tremour in his voice told us these were not the dangerous kind, but I did notice that for the next day or so no one was inclined to go swimming. One shark actually swam along the length of the hull right beside us and I was only praying he would not take a fancy to the rubber dinghy we were towing which we had borrowed from Liam Dwan - he might not have believed our explanation.

I had an interesting experience the next day trying to change my Irish cheque in the mobile bank. They had no rate of exchange for the punt and I had to walk along with the bank to the nearest phone box so that contact could be made with head office - mind you when they did get the rate I almost wished they had not bothered.

We spent the next few days continuing our exploration of Scotland. We travelled up the west Kyle between Bute and the mainland. The weather was

glorious and the scenery really spectacular - it is very difficult to capture all this in photographs, but we certainly tried.

We made our way down to Campbeltown which was to be our last Scottish port of call. This is not a very exciting port and smelled heavily of fish. However as it was to be our last night in Scotland we decided to 'push the boat out'. We were not very impressed from our enquiries to be told that there were no restaurants, but people eat out in one of the two hotels. Undaunted we booked ourselves into the White Hart Hotel. Well I can tell you this was a night to remember. The meal was superb and most imaginative - with things such as venison, salmon stuffed with prawns and mushrooms, crabmeat pancakes. We really taxed the chef that night by all picking a different starter and main course. I believe a couple at the next table were absolutely mesmerised, and probably not too impressed, by the fact that forks of food were being passed around the table as we all sampled each other's dishes. Maybe not too hygienic, but great fun.

The second part of this very enjoyable 'Ship's Log' will appear in next month's Aerial.

Seasonal Tidings.

As our next Aerial will not appear until after Christmas, We of the Aerial take this opportunity to wish all our readers and all members of I.W.A.I. a very happy and peaceful Christmas and an enjoyable and safe New Year on our Waterways.
