



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

January 1984

A Merry Christmas and a prosperous New Year to one and all. With 1983 under our belt lets take the bosuns chair into 1984. For the majority of us we have marked time in the pursuit of our ideal boat. This year, perhaps, it may be different. Well a different colour at least, red perhaps. Looking on the brighter side we can always relax and browse through back issues of the Aerial. Better times when boats were wooden, engines petrol, porter-porter and you could walk to Yew Point. As we havn't seen the half of it lets for the moment bale out, the future leaks.

The Annual General Meeting of the Athlone Branch was held on the 3rd of December. The following were re elected unamously;

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

After this satisfactory outcome the meeting proceeded to elect as follows;

Aerial Committee: Declan Walsh, Reg Redmond, Berchs Hannin
Damien Delaney and Louis Sleator.

Shannon Boat Rally Committee:

Nora Gallagher, Reg Redmond, Damien Delaney,
Bridie Delaney, Frank Farrell, Sheila Redmond,
Andrew Fitzsimons, Joan Gallagher, Alan Waterhouse
and Louis Sleator.

We take this opportunity to congratulate Dr. M.J. Farrell on his election as Shannon Boat Rally Commodore 1984 and wish him every support in the forthcoming year.

The next branch meeting will be held in Seans Bar on Friday January 6th at 8.30pm.

Agenda: Minutes
Correspondance
Membership review
Pollution Report
A.O.B.

--oOo--

Sympathy

The Branch extend its deepest sympathy to the family and relatives of the late Paddy Geoghan. Paddy a secretary of Athlone Boat Club for 23 years was promine nt in all aspects of parochial life in Athlone. His sudden passing from our midst a very great friend and adopted son of Athlone.

Sympathy

To Berchs Hannin and family our sincere sympathy on the recent death of Berch's father, himself a keen boatman. R.I.P.

Pollution

The Irish Water Sports and Recreation Federation undertook a survey of water quality in Inland and Coastal waters during 1983. The Inland Waterways Association were associated with this survey, and questionnaires were sent to all branches for distribution to their members. The response was so poor to suggest:-

- 1) There is no pollution
- 2) We are not interested

The experts tell us that, while certain areas give cause for concern, the river as a whole is not polluted!

What do YOU think?

--oOo--

Postponed

The evening of clairvoyance on Tuesday December 4th at 7.00 pm has been cancelled owing to unforeseen circumstances.

--oOo--

Anti Frost

Now that winter is here and Jack Frost has waved his icy hand, did you remember to "winterise" your boat - eh! That's just a fancy name for bringing home the cushions, sleeping bags, perishables etc. It also includes draining the water from your engine, watertank, toilet and bilges. Remove the battery and store it properly, off the ground with terminals cleaned and greased.

Wash food lockers and the fridge with a sterilising solution, to prevent your boat looking like an abandoned penicillin factory in the Spring.

Engine moving parts, such as control levers etc., should be lightly greased, and seacocks secured. Drain the fuel tank. A fitted winter cover is a good investment to protect deck and cockpit woodwork, and saves the worry of draining the cockpit of rain or snow.

Remember that ventilation is very important, so ensure that you have adequate air flow throughout the boat and under the cover.

Ropes and rigging should be stored dry, preferably hung up in a well ventilated place. Sails should also be dried and folded neatly.

Masts if removed should be laid with adequate support to prevent sagging.

Those of you wintering afloat should ensure that mooring warps or chains are strong enough for the job, that they are securely tied and are protected against chafe. Boats afloat can suffer severely along the waterline from ice damage. A boom of tyres or some other floating material, around the waterline can prevent the hull being blown against the sharp edge of the ice which causes the damage.

There are many more little jobs which may apply to your boat, so if this article does nothing more than to remind you to do them, then we may have saved you a lot of trouble in the Spring.

--oOo--

Ships Log Competition 1984 - Moonrifter - R. Casey (cont)

At 06.00 we weighed anchor and set off for Northern Ireland. We spotted another Macwester Seaforth at anchor across the bay and we would have loved to have compared notes, but we did not think they would welcome us too dearly at that hour and so we continued our journey. This day upset us as clouds appeared on the horizon and we were very worried that our beautiful weather was going to leave us - however, it proved to be only a temporary lapse. We had to motor most of the day and arrived at Donaghadee at 15.00. We had some difficulty trying to find a mooring in the harbour as there is very little room for visiting boats. However a very kindly lifeboat man took pity on us and allowed us to moor alongside his boat. We invited friends of ours from nearby Bangor to dinner and they came laden down with little homemade gifts like homemade wine to compete with Christine's and cakes, etc. We will certainly have to invite them again!

We were delighted to note the reappearance of the sun the next morning when we left for Strangford Lough. We had a fabulous sail down and made such good time that we had to lie off the entrance to the lough as it is very important that you enter when the tide is at flood. We had a date to meet friends of ours David and Ina who have a boat berthed at Ringahaddy. Their boat "Amigo" is a double-ended Colin Archer type boat and the interior had fabulous woodwork and brasses - which were obviously treated with TLC! They gave us a great welcome and we had a marvellous party on their boat. By the time we crawled back to our own boat, we had cleaned out their drinks locker. The next two days were spent exploring the lough with David leading the fleet, and as he drew more than we did, we were quite happy to following along behind him. Strangford is a marvellous place to visit with loads of little islands through the lough, but it is a lough not to be taken for granted. The speed of the tide in the narrow channel near the mouth of the lough just has to be seen to be believed. There were loads of places to visit in the lough and we were only sorry we did not have more time to spare. We left the lough on Sunday evening and took the short run to Ardglass. On our entrance to this harbour we saw an awesome sight of a trawler on the rocks, and on enquiry we discovered it had only gone up the previous Friday.

On Monday we set off for Skerries and had to motor most of the way. I am afraid that when we entered the Republic the beautiful weather decided to disappear and did not really appear for the rest of the holiday - however, we had had a good run. We were very sorry to lose two of our crew at Skerries - Alan and Christine had to go back and earn some money. We felt very depleted as we continued our journey back down the east coast. We overnighed at Wicklow and Rosslare and then continued on to Dunmore East.

We were afforded great hospitality at the Sailing Club in Dunmore East, and without any charge. They did have a contribution box in the bar - and they felt they did better this way. Mooring a boat in Dunmore East was a fairly hazardous occupation. We had to moor ninth boat on a trot only the first two boats had lines ashore. We decided to put lines ashore fore and aft, and just as well we did. We went off for a meal up town and when we came back we were very startled to find that there were now fourteen boats on the trot and no one outside of us had lines ashore. There is very little room in the harbour for yachts to lie and hence the necessity for these long trots. I certainly would not have liked to have left the boat for long unattended. I ran into an old colleague from my days in Guinness, Joe Ledwidge, and we had a very pleasant night out with himself and Betty.

We enjoyed our two days in Dunmore and it was with heavy hearts we set out on our last trip of the holiday back to Dungarvan. This was pretty exciting as we had a very heavy fog and thanks to our by now much improved navigation we were pleased to see the factory at Dungarvan emerging out of the mist.



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February 1984

The recent drowning disaster on Lough Gill in County Sligo cannot be allowed pass without mention. It is understandable that at the time of this and similar tragedies one refrains from subjective analysis. However if we may be forgiven on this occasion in speaking out. Whilst specific details are not to hand certain conclusions are inevitable.

Anon swimmer in deep water without personal buoyancy is not dissimilar to sky diving without a parachute. How many of us would decline the comfort of a parachute on a turbelant flight. If the Sligo lads were wearing life jackets they could be alive today. It is fact that the 18' boat with four adults was overloaded. It is fact that swimming in waders is difficult. It is fact that the mobility of the accompanying boat was defective. It is fact that the decision to be on the lake at that time was wrong.

It is also fact that nearly all of us despite this will again this year take unnecessary risk.

The next meeting of the Athlone Branch will take place in Sean's Bar on Friday, 3rd February at 8.30p.m.

Agenda: Minutes
Correspondance
Portrunny Project
Yew Point Report
A.O.B.

N.B. I.W.A.I. Athlone Branch 1984 Subscription now due

Please remit to Hon. Treasurer:-
Mr. Sean Fitzsimons,
C/O Sean's Bar,
Athlone.

Nite Out *Fri. Feb. 24th*

We are pleased to announce that a social evening will be held in the Knights of Columbanus Club (old Marist Boys National School). A Lecture and slide show on the 'History of the Shannon Navigation' will be given by our National President Mrs. Ruth Heard. This is a very well documented showing giving a great insight into our river. A night not to miss. 8.00 p.m. please.

E.T. Ring Home.

Harry Rice Cup.

Congratulations to the winners of the Harry Rice Cup for essays on an Inland Waterways trip.

First: Donal Herraghty, Athlone, Age 8. 'My Trip on the Shannon'.

Lough Ree Yacht Club.

The following club officers were elected for 1984.

Commadore	Mr. J. Reid
Vice Commadore	Mr. P. Quigley
Rear Commadore	Mr. A. Algeo
Hon. Secretary	Comdt. L.N. Donagh,
Hon. Treasurer	Mr. M. O'Carroll.

Cruiser Section.

Chairman/Captain	Mr. P. O'Brien
Hon. Treas/Sec	Mr. B. Hannin
Committee	Mr. M. Martin, Mr. P. Casey, Mr. E. Donegan.

For Sale.

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Check List.

Have you worked out a check list for your boat for this year?

1. Will your batteries last another year or will you have to keep recharging them.
 2. What condition are your fire extinguishers, Can you check their condition?
 3. Are your flares in date?
 4. Do you have a distress flag? You never know when you will need it.
 5. When was the last time you checked your windscreen wiper blade? They only last so long.
 6. What is your dinghy tow rope like, do you have a safety chain for your outboard engine?
 7. Do you carry spare fuses, light bulbs, fan belts or water impeller?
- Now is the time to start thinking and planning for this year.

Insurance.

A Christmas present of a demand for 1984 Marine Insurance was received, paid promptly and then the cover increased to add to 1984 costs.

Have you looked at your Marine Insurance policy recently? Maybe your cover is also not sufficient. Bear in mind the increase in vandalism - maybe you have escaped so far, but how long will your luck hold out? Have you cover on personal effects, wireless, echo sounder, binoculars, booze, oilskins etc.? It is of benefit and no extra cost to have these articles itemised. If you are not happy with your premium, look around, costs vary a great deal.

Newsflash:

Leitrim Village - This year's winner of the Thiede Towns competition.

Rowing Reporter.

A recent visit to the Young Scientists Exhibition up in Dublin in search of watery subjects revealed one amazing and most encouraging fact. No less than 8 projects related to Water Pollution! 3 others dealt with other forms of pollution. Samples of the project titles were: 'Pollution, a threat to my locality', 'How clean is the Caragh River', 'The Rye River, a challenge in conservation', and 'Pollution and the Dadder River'.

Living Reporter Contd.

encouraging fact from our point of view is that so many of our young people are conscious of pollution and its dangers, want to draw attention to it and are prepared to do something about it. Is it possible that the I.W.A.I. Schools Pollution Campaign, spearheaded by our President, Ruth Heard, has had a widespread success and that pollution is now a live issue with Youth?

On our way out we were stopped in our tracks by a stand headed 'Sail Transport on the Shannon'. Closer investigation revealed that Dougal McKahan of the Marist College, Athlone was looking into the possibilities of using sailing barges for commercial use on the river. His stand was complete with a model barge (they would also be motorised), drawings showing sailing angles, computerized print-outs from the Met. Office listing wind velocities and directions over one month and costings proving that this would be 50% cheaper than other forms of transport. We wished him luck.

Open Letter to Rally Organisers.

Dear Rally Secretary,

The Harry Rice Cup is open to all children under 15 on the subject of a trip, Rally, holiday on any Inland Waterway in Ireland, entrants do not have to be members of the I.W.A.I. and length should be in excess of 500 words. Entrants should be encouraged to keep a diary of a trip and write it up day to day and then form it into an essay. Please give consideration to the foregoing and if possible make space for same on your Rally programme and encourage our youthful water users.

Be alert!. Your country needs lerts.

Ship's Log. by Damien Delaney.

Reading the very interesting article by R. Casey in the last two issues of the Aerial, prompted me to write an account of the return journey of Moondrifter, from Dungarvan to Athlone.

The Skipper, Mike Webb, invited Liam Dwan, Berchs Hannin and myself along as crew for the trip.

Saturday 27th August.

On arrival at Dungarvan, we brought Moondrifter alongside the quay wall to load on provisions etc.. Tidal currents and methods of tying along mooring warps ashore immediately reminded you of the difference in conditions between sea and inland waterways. Our good friends the Walsh family, from Dungarvan, were on hand to help with the loading, and duly helped to celebrate our departure later.

Sunday 28th August

Weather forecast . . good. Wind NNE2. Barometer 1045 steady.

09.30. Departed Dungarvan quay and headed out past Helvic Head, where we set course for Kinsale. Genoa, main and mizzen were set and we had the most relaxing sail imaginable in the warm sun, light wind, and calm sea. Berchs and Liam caught mackrel in abundance, while Mike gave me a crash course in coastal navigation. The wind died as we were abeam of Ballycotton, so the engine was started and we motored to Kinsale, where we anchored in Summer Cove, having covered 48 miles. We feasted on fresh mackrel, poached in salt water, thanks to Berchs and later to bed.

Monday 29th August Kinsale.

We awoke to a hazv morning. the weather forecast was fair at first, rain later.

Ships Log Contd.

was varying in direction and intensity which necessitated starting the engine to maintain way through the strong tidal currents in this area. The landscape is spectacular, with high cliffs of rock at the foreshore and mountains in the background on the starboard side, and the famous Fastnet Rock on the port. We rounded Mizzen Head against tidal rips so strong that the water appeared to be boiling, and set course across Bantry Bay for Castletown Bere. The entrance to Castletown Bere is via a long narrow channel between the mainland and Bere Island, which is adequately provided with leading marks and lights for day or night approach, which we were happy to find as we arrived in failing light. With the boat tied, and us changed, shaved and splashed with 'squaw juice', we headed for town where we found a grocery shop, and would you believe it, they also had a bar in the back, to which we decided to retire while they got our extensive grocery order ready. A smashing sing-song got going which lasted until the Licencing Laws had been squeezed dry.

Tuesday 30th August...Castletown Bere Haven.

Following breakfast we strolled around the harbour and town which didnt come to life until 10 o'clock. We posted our cards and bought our mementos and prepared for departure at 11.45.

Weather forecast .. wind SW 4-6 gale 8 later. Barometer 1024 falling slowly. The swell in Bantry Bay was greater than one could expect from the SW 2 wind as we headed for Crowe Head and the entrance to Dursey Sound. The Sound is a narrow channel between Dursey Island and the mainland, and is surrounded by high hills which funnel the wind in the most unexpected directions. We proceeded towards what appeared to be a dead end, when suddenly the narrow channel opened almost at right angles to the end wall. We passed under the cable car lines which connect the island to the mainland, through the sound and into the Kenmare River, which is actually a huge bay. The swell and wind were increasing steadily as we set course for Derrynane. The approach and entrance is very narrow and treacherous, so you must enter on leading marks, which we did and sailed to the sheltered anchorage in the southern end of the harbour. Derrynane is a beautiful place, so we went ashore to stroll around and admire the scenery and sample the hospitality before returning to dinner. The barometer had been steadily falling and the weather forecasts were for gales, the local fishermen were busily taking in their post and all the indications were for bad weather coming. We decided that tomorrow would have to be a long trip, perhaps Carrigaholt, if we were to get to Athlone safely by Sunday. But the worst was yet to come!.

Here Next Month.



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MARCH 1984



If X'd 1984 Sub Overdue

Subscription To;

Mr Sean Fitzsimons,
Hon. Treasurer I.W.A.I. Athlone,
Seans Bar,
Athlone.

£7 - Single
£8 - Family

ATTENTION ALL MEMBERS

NATIONAL A.G.M. of I.W.A.I. ON FRIDAY 23rd MARCH 1984.

VENUE: R.I.A.C. , Dawson Street, TIME: 8.00 p.m.

N.B.

Boat and Caravan Show - 22nd - 25th March R.D.S.

The next meeting of Athlone Branch will be held on Friday 2nd Ma
March in Seans Bar.

AGENDA:

Minutes - Correspondence
Portrunny
Yew Point Projects
Lecarrow
A.O.B.

EDITORIAL

2

ATHLONE URBAN DISTRICT COUNCIL were fined £400 with 50 guineas cost in a case brought against them by the Shannon Regional Fisheries Board for polluting the river. The Board's solicitor told the court that the problem was brought to the Board's notice when many serious complaints were made by English and International anglers on the condition of the Shannon, as a result of the savage effluent. In view of it being the Council's first offence the justice imposed the reduced fine.

Perhaps this is where the 'you know what' hits the fan. After all the years that we have been putting our sewage into the river we have finally been caught out.

From our attitude of "out of sight out of mind" ignore it maybe it will go away, perhaps now is the time to at least plan to deal with the situation.

Ironically, as we all know, the authority with the responsibility to enforce our anti pollution law is in fact the Local Authority. In our instance our local authority has ignored its responsibility to protect our environment. Our local authority is not alone in this situation. The legislation that gave local authorities this responsibility should be revoked and transfer the onus to an independent authority.

The moral decisions confronting local authorities when faced with either housing the needy or being environmental conscious, tend, as may be expected, to favour the former. This is not to say that this is wrong. The problem lies in the long term and short term view points. It is essential that Athlone U.D.C. commit themselves to a programme now to make provision for a future treatment plant.

WELL DONE

Many thanks and congratulations to the Dublin Branch Support Dance Committee for yet another splendid evening of superb food and music, held in Trinity Boat Club on Friday 27th January.

Signed:

Glut & Tony.

SHANNON BOAT RALLY 1984

This years Shannon Boat Rally promises to be bigger and better than ever, visiting Dromad, Mountain River, Drumsna, Carrick on Shannon, Lough Key and Cootehall (to see the wall), under the able guidance of Commodore Doc, Farrell and Vice-Commodores, Louis Sleator and Kieran Walsh. So now is the time to make your plans and get your entry form - see you there.

HIGH NOON

"High Noon " or " Do not forsake me, oh! my Darling"

Act 1 Scene 1., Time mid March

John: "My' oh My, isn't it great Mary to be out on the boat again after the long winter, I cant wait till the Easter Rally.

Mary: "Yeh"

John: "Have you got all the gear, J Clothe, sponges, brillo, flash, and buckets".

Mary: "yeh".

John: "Funny how all those leaves got into the boat, I wonder who could throw stones stones that far"

Mary: "Yeh"

John: Blast I thought this was a brass lock, its rusted solid, did we bring any oil. Ah! thats it, the keys a bit bent.

Mary: "The punts leaking and my feet are wet and I'm cold".

John: "Ah shut up, just get going on the scrubbing".

Mary: "Ay! Ay! Skipper"

Exit below, showing a Harvey Smith.

"High Moon" continued

ACT 11 Scene 1

Mary: "whats the Smell?"
John: " Oh' God, look at that Frying pan, I didn't think a sausage would get that colour."
Mary: "I'm going home"
John: "I'm going to get sick"

Act 11 Scene 11

Mary: "Where do we start "?
John: "You scour the pots and pans and get rid of that sausage and furry onion. I'll take the fungi off the cushions and lockers and I'll look at the engine."

Mary: "That smell is still there; or " is it you?."
John: "...ugh ' its in the bilge, we left those bloody bags behind, look at that twenty gallons of cold tea, strong and slimy."

Finale:
Mary: "I'm going home"
John: "I'm going for a pint"

Exit silently in a leaky punt.

CROWS NEST

Who remembers the "Crows nest" in the earlier editions of the Aerial, here now is a revival of handy receipes for hungry mariners. This is a traditional Scottish Dish

Cullen Skink

1lb 1 Smoked Fish (Haddock)
 $\frac{1}{2}$ Pt Water
2 Onions finely chopped
3 lge. Potatoes (sliced)
 $\frac{1}{2}$ teaspoon white pepper
 $\frac{1}{2}$ pt. milk
1 tablespoon butter
 $\frac{1}{4}$ teaspoon salt

Place fish in water and bring to boil, simmer for 15 minutes, strain liquid into bowl, clean saucepan and return liquid . Add onions , potatoes and pepper. Cover and simmer for 20 minutes. Mash potatoes , add milk, flaked fish and butter. Add salt if necessary (also garlic if you like it) Enough for 3 - 4 people anything left over is a soup base for breakfast !!

PADDY

Did you hear they were trying to prove that Jesus Christ was an Irishman - on the grounds that:-

1. He didn't leave home until he was 30
2. He liked to hang about with the lads
3. His mother thought he was @od

WANTED

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"TO DO"

To do is to be : Rousseau
 To be is to do : Sartre
 Do be do be do : Sinatra

ROVING REPORTER

A very interesting report was published this month by the E.E.C. under the title "Irish Border

It was prepared by the Regional Development Section of the Economic and Social Committee of the E.E.C. and is sub - titled " An information report"

Our interest in it lies in its numerous references to inland waterways development, the Erne and the Ballinamore - Ballyconnell Canal. We can do no better than quote extracts from various sections of the report:

(a) "First community funds should be used to assist the completion or development of the following 3 inland waterways links.

Ballinamore - Ballyconnell (priority project)

Lough Oughter - Upper L. Erne and Lough Head - Lisnaskea.

These projects would extend the navigable inland waterway system, in particular between the Erne and Shannon The projects must allow the work to be carried out independently of drainage and to fit in with subsequent drainage proposals"

(b) "Secondly , drainage schemes should be used to develop the entire Erne area..... with due regard for agricultural interests, as well as environmental conservation fishing and Tourism"

(c) "The number of farms likely to benefit from the drainage (of the Erne) could be as high as 5,000

(d) "In general, there is no conflict on any scale between these projects and arterial drainage. A small area of land adjacent to the B/B canal would have to be compensated for loss of drainage benefit :::..... The 3 schemes could be carried out independently of drainage work"

(e) "Co-ordination of the re-instatement of the B/B Canal navigation link requires major design work and research. This ought to be commenced immediately."

Estimates of costs (very approx) at 1983 prices are given as follows:

B/B Canal	IR£ 3.5 million
B/B Canal	
Lough Oughter - L. Erne	0.7 "
Lough Head - Lisnaskea	0.14 "
Erne Area Drainage	34.5 "

See the above, highlighter are very interesting fact, namely, that once allowance is made in the planning , the inland waterways projects could go ahead independently and in advance of the drainage work, which could be done in stages.

The total of about IR£4½ million to develop and improve 3 inland waterways is a small sum indeed in the context of E.E.C. funding and taking into account the benefits to be gained.

We should , all of us, keep pushing for the implementation of these projects both through our Association and Our public representatives, to ensure that this report is kept alive and not "shelved" and that funds will be provided first of all for the research, design and planning and then for the actual improvement work.

SHIPS LOG continued

Our thanks to Damien Delaney and the good ship Moondrifter

(ED)

Wednesday 31st August ;.... Derrynane

Weather forecast .. Wind S.W. 3 - 5 becoming 5 - 7, veering to N.W. ..Gales later
Barometer 1004 falling

Departed Derrynane under a S.W. 4 - 5 wind and set course to clear Bolus Head. The seas were much heavier than yesterday, and thickening mist reduced visibility to about 3 miles. Great Skellig was barely visible through the mist, and looked like the set of a creepy movie.

By 11.00 hours, the wind had risen to force 6, which called for a reefed main and reduced jib. The tide was due to turn north going through the Blasket Sound at 15.00 hours, and it was our intention to arrive at the Sound around that time. As we approached Great Blasket, the wind had risen to S.W. 6 - 7, and the waves were getting bigger and angrier, and visibility was reduced to less than a mile by the mist and spray from the waves. It is advisable to go through the Blasket Sound on the leading marks given on the chart, but now they were not visible, and as far as we could see, the sound was in angry foaming turmoil. "Good Grief" (or words to that effect), exclaimed the skipper, and without a murmur from the crew, the course was altered for Dingle, to sit out the deteriorating weather which was approaching rapidly.

Most of the Dingle fishing fleet were in the Harbour, but we found a berth alongside the yacht "Dovita"

After a quick wash and change of clothes we were strolling the streets of Dingle in search of a menu which was up to the standard set on this trip. We found one and later retired to Brosnans pub to sample the local hospitality, which was totally preoccupied with the Rose of Tralee.

Later still in another establishment we met the crew of "Dovita" who invited us aboard for a nightcap - we got the pyjamas and slippers as well.

Thursday 1st September DINGLE

Weather forecast S. S.W. 9-11 suggested that we stay in Dingle. Our neighbour "Dovita" got a ten hour forecast from Valencia which said W. 3 - 5 becoming W.- 2 - 4 and then S.E. 6 - 8, S.E. 9 - 11 later.

10.40 hours, having studied the forecasts, we decided that we had twelve hours to reach further shelter, before the gales arrived, so we left Dingle, bound for the Shannon estuary.

The Blasket Sound looked totally different than it did yesterday and we motored through without difficulty.

A westerly force 3 - 4 blew us over a moderate sea, under full sail past Mount Brandon and on to the estuary.

I remember thinking, as I hung over the side, that this was all in the middle ear, and had nothing to do with Brosnans, or "Dovita".

17.45 hours, Loop Head abeam and the wind increasing steadily, we were creaming along with the log needle hitting the backstop, when a school of Porpoises appeared alongside, and treated us to a magical display of criss-cross patterns alongside, underneath, and in front of the boat, all the way to Kilcredaun Point. Darkness fell as we passed Tabbert and picked up the lights leading us on to Foynes, where we tied to the floating jetty at 22.45 hours.

The Barometer read 984 mb. as the gale arrived, and all of us secretly raised an eye to heaven and said thanks for getting us here safely.

Friday 2nd September FOYNES

07.45 hours, left the floating jetty at Foynes, bound for Limerick, heading into a S.-S.E. 8 wind and a choppy sea, which didn't present any problems.

We stripped the mast and rigging and all was ready to drop the mast as we arrived in Limerick at 11.00

Balls Bridge was negotiated safely, but we were surprised by the current through the bridge, when we had expected slacker water. A depth indicator near the harbour and at Athlunkard, would be a great help, as well as improved navigation

SHIPS LOG (Continued)

As we approached Ardnacrusha, somebody remarked that it looked like a convent, to which was replied "They have just as much power". Passage through the 100Foot lock was smooth, but the headrace canal caused a few anxious moments when we found the navigation channel very restricted by fishing nets. The navigation marks in the bay below Killaloe are in a very poor state of repair and could quite easily cause confusion to those less familiar with the area. Ruth and Ann joined us at Killaloe, and we wine and dined in the Lakeside Hotel as a "welcome back to the Shannon " celebration.

Saturday 3rd September KILLALOE

Spent a lazy morning , exploring Killaloe.
15.00 hours, left Killaloe and crossed Lough Derg, with the wind S.W. 4 - 5
Arrived in time for the bridge opening at Portumna , went through and tied at the jetty above the bridge overnight.

Sunday 4th September PORTUMNA

Departed Portumna to arrive at Meelick Lock in time for the first lock. The wind was force 6 gusting to 8, but it caused no problems en route. We reached Athlone at 17.00 and carried on to Moondrifters mooring at Coosan, where we were welcomed home in fine style by the Furlong family. It was interesting to cross Lough Ree in a force 8 and think the lake quite calm in relation to what we had seen on the coast.

Despite the few anxious moments, it was a thoroughly enjoyable trip, which aligned my perspective of conditions on inland waterways, and instilled the confidence to tackle them.

Would I go again ? Definitely Yes.

Back in a minute - Godot.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland
All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone

April 1984

- () If X'd 1984 Sub Overdue
- () If X'd , no renewal, no Aerial
- If X'd in error query

Subscription to: Mr Sean Fitzsimmons
 Hon.Treasurer I.W.A.I.
 Seans Bar
 Athlone.

£7 - Single, £8 - Family

XX

The next meeting of Athlone Branch will be held on Friday April 6th at 8.30 p.m. in Seans Bar.

AGENDA

- Minutes
- Correspondence
- Projects: Portrunny
- Refuse Bins
- Civil Developments: New Sewage Scheme
- Heavey Project
- Easter Rally
- A.O.B.

EDITORIAL

Athlone architect Mr Noel Heavey recently outlined his proposed major complex development at Athlone Docks. The complex, overlooking the Shannon, incorporates a 64 bed roomed Hotel and will include a major conference centre craft workshop and gallery, marina, health and leisure centre and luxury self catering flats.

The plans presented at Athlone U.D.C. meeting were received by - favourable if mixed reaction, concern was expressed as to how the area would cope with resultant road traffic. This development plans of which may be seen at U.D.C. offices, is indeed a promising enterprize, with eight acres involved extending southward from old Weirside Mills premises the developer stated that the object of his scheme was to provide services and create employment. The plan on completion is expected to provide 300 jobs.

The Brand needles to say should involve itself in the detail of this proposal. Mr Heavey stated that special provision has been made for the local fisherman who would always be welcome. Every effort should be made to ensure that this project is encouraged and assisted. Athlone waterfront deserves it.

R.N.L.I.

Potential collectors please keep a few hours spare on Saturday 7th-April to help raise funds for the Irish Life-Boats. The Athlone Flag Day is with us again and helpers are urgently requested. Boxes and flags will be available in Seans Bar from 10.30 a.m.

"Education kills by degrees"

Spring is Nearly Gone

The onset of finer weather, longer evenings and a dropping water level has encouraged a slow awakening of activity around Lough Ree. Many people took advantage of the long St.Patrick's week-end to get the various jobs like sanding, varnishing, painting, fitting etc., started and maybe finished.

The main activity at present on the lake is the Anglers busily competing for the best trout, but by all reports catches are small both in size and quantity. Some good fish in the 4 - 5 pound range are being landed but these are few and far between.

Yours truly, got under way on St.Patrick's weekend for the first time this year and went for a short trip around the inner lakes to test the engine etc. I tried in vain to moor alongside the fine new stone jetty at Coosan point, but my 4ft. 2inch draft kept going aground about 6 feet from the jetty wall on either a North or South approach. Its a great pity that such a fine structure may be unusable for some boats at low summer level, so approach it with caution.

Behind the scenes Doc Farrell and his committee are busy preparing a healthy week of fun, entertainment and competition for the Shannon Boat Rally from 27th July to 4th August, which promises to be bigger and better than ever, so remember to get your Hon.Secretary Nora P. Gallagher, 18 Ballytore Road, Rathfarnham, Dublin 14.

Christy Deacy and Peadar Canavan are promising a Lough-Corrib Rally to beat all Rallies in July as part of their quincennial celebrations. They are also seeking that 1984 should be the "Year of the Corrib - so the West is wide awake.

The first Athlone Branch Rally will be to Shannonbridge as usual for Easter Weekend. More details to be arranged at the next meeting.

Easter is late this year so now is the time for us hot-house plants to get back on the water and join the all year round sailors like Robin Benson and "Marlou" to see the lake and its fauna at their loveliest before Spring is gone for another year.

Liver With Mushrooms

1 Lb Liver (Lamb/Pigs) thinly sliced and a little milk.

2 slices of Bacon cut into matchsticks

½ Lb Mushrooms sliced

6 Fresh Sage leaves chopped

1 Garlic Clove

Soak the liver in milk for 2 hours throw out the milk and dry the liver. Heat butter in heavy pan and sweat bacon till the fat runs out. Remove to a plate. When the foam subsides add the liver & cook for 4 - 5 minutes on each side, re-

An advertisement for the London Underground showed Henry VIII buying a ticket and saying "Tower Hill return, please" , some one added: And a single for the wife.

GROG

The Furlongs do it, The Delaney's do it and Fitzer has it done for him: yes - you've guessed - Home brew. The taste buds are at the ready for the opening of the season, but have your grog ready on time. Those who churn the stuff out will be well advanced with red , white, Rose wine Mild, bitter , extra strong ans lager beer and for those who may be afraid to start it is like falling off a log, dead easy. Wine will work out at about 40 - 60p a bottle and beer about 10p,a pint. Aspirin for the morning after are extra!!
For the basic kit all you need is a plastic container, an air lock, sugar and water and start collecting bottles.

"Humpty Dumpty was Pushed"

Harry Rice Cup

Essay Competition Winners:

The recent slide and film show on the Shannon proved an ideal venue to award the Harry Rice Cup. Mrs Ruth Heard, our Association President presented the prizes and on our behalf congratulated the winners who were as follows:

- 1st. Master Donal Herraghty
- 2nd. Miss Claire Deacy
- 3rd. Miss Lorraine Smyth

The concept of encouraging our youth in appreciation of our waterways is achieved beautifully through this competition. Every effort should be made by your family to participate .

The following essay by Master Donal Herraghty (Aged 8) is this years winner. Our congratulations to the Herraghty Family to the good ship "Dunross".

MY TRIP ON THE SHANNON

When Daddy told me this Summer that we were going on the Lough Derg Rally I was so excited. I had never been to Lough Derg before. We were very tired on Sunday morning when we set off as the Shannon Rally Dinner Dance had been the night before but on route Daddy got delayed in Sean's Bar and it was about 2 oclock when we left Athlone.

The journey was very long and we were very tired on Monday when we arrived in Mount Shannon and the weather had been very bad, still we were we were delighted to see all our friends and quickly discovered that there was going to be a disco that evening for the children . We all went and got burgers too.

Next Day we were off to Garry Kennedy. It was a lovely rdday. It took ages before all the boats fitted into the tiny harbour. It was a beautiful place with wooded walks and a really quaint little village. Next day was the childrens sports which were held on the green. The best fun was the Mammy's race.

I was sorry to leave Garry Kennedy bct we were off to Killaloe. We were busy doing competitions all evening and then I heard over the hailer that there were swimming races. I rushed off with my tags and was just on time I couldn't believe it when I won my race and got a gold medal. That night the talent contest and fancy dress was held in the Hotel. Very few people dressed up but Daddy won 2nd prize in the talent contest.

After that it was a long journey back to Kilgarvan, the water sports were held there and I entered in everything. That night we went to the pub and I met a man who said he was Paddy Crosby from the school around the corner , I never heard of him but he asked me questions and he gave me money so I took it.

I was very hot in the Hotel but I was delighted when Daddy won the Time Trial Trophy and Mammy won the Ladies Boat Handling. When I heard them call my name that I had won the the young Boson Award I couldn't believe my ears I was never so excited and everyone was saying Congratulations. It really made the Derg Rally the best memory for me , But I was still very sorry when I had to say= good bye

For Sale.

M.V. Barracuda, ex R.N. air sea rescue launch , Enquiries Ed.

British Airways Poster

Breakfast in London
Lunch in New York
Luggage in Bermuda



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

May 1984

Perhaps;

Gardens are nice, retirement is nice. A forty hour week is an improvement. The pension is a sound investment. Work is good for the soul. Education is essential, so they say.

Forty years with the one outfit is a great record, isn't the gold pin and me barometer grand. A silver tea service, all ever I wanted. I have it made now, I can relax and die.

Come on gang, lets look at this whole set up. Maybe forty days of a think-in on Nuns Island is the answer. The way I see it, under the present scheme of things if all goes well, on estimate, twenty years to go. Of this, a month out of each year would be for hollie rs. If I really organise three weeks of this could be actually on the water.

Now lets see $3 \times 20 = 60$ = 1 year and 2 months and no days and thats my lot. I must speak with John Weaving.

--oOo--

A G E N D A

The next branch meeting will take place in Seans, Friday 4th May, at 8.30 pm

Minutes
Correspondence
Projects
Portrunny Development
Whit Rally Itinerary
A.O.B.

-----oOo-----

RALLIES

Wasn't that some Easter, wasn't the weather smashing? just the thing to make you want to be out on the water,

Lough Ree saw its first real glimpse of boating activity over the long weekend. The 'Gin and Ton' rally was seen basking in Barley Harbour, Lecarrow, Portlic and Saints Island, not all at the same time of course, and some of them even taught their boat to self steer, so as not to interrupt the relaxation.

The Ecclesiastical Rally ploughed furrows in the bed of the Barrow trying to make their way south of Fenniscourt. By all accounts the going on the Barrow was tough in spots, so proceed with caution on the Barrow.

The Shannonbridge Rally was somewhat depleted this year, being in competition with a Fleadh Cheoil of all things. We did hear however that some stwards ventured from Shannon...

Corrib Branch have announced an extended Rally this year 12th to 16th July. First prize is a promise of a weedcutter, second prize is two promises of a weedcutter, - sorry Christy.

---oOo---

Epitaph to an inattentive waiter

By and by

God caught his eye

David McCord 1897

---oOo---

Water Code Booklet

The Irish water sports recreation Federation have launched a new 'Water Code' booklet which contains general rules and guidelines of safety and proper conduct for water users of all sports. Your free copy will be sent with the next Newsletter. It's worthwhile reading for all the family.

Royal Canal Guide

Also fresh from the printers is the new Royal Canal Guide, which is made up on similar lines to the Grand Canal Guide. It contains the maps showing the stretches of canal which have water and have been restored, and the stretches which are dry and have culverts etc. It also has the Historical, restoration and facilities information for each map section. The book is sponsored by Irish Shell Ltd., and is really interesting reading, as well as a useful guide for those wishing to travel parts of the Royal Canal. Reading it gives you some idea of the magnificent work already done by the Royal Canal Amenity Group and the mammoth task of full restoration still ahead.

Available from Seans Bar @ 25.00 (OI IWAI Council)

---oOo---

A.N.Other

Considering putting a name on your boat, not easy to think of a suitable title, however once done how do you put it on? Paint it - tricky! get a sign writer, where? and expensive. Most hardware shops have black stick on plastic lettering the only shop in the area known to have white lettering, is McCormacks, Northgate St., Put your name on a teak or Mahogany varnished board, it can be unscrewed when next you wish to paint your hull.

E & O.E.

---oOo---

New Service

April '84 saw the opening in Ireland of the 4th International Paints Interspray Centre at Reggie Goodbody's Shannon Yacht Fitters Ltd., in Portumna. The opening ceremony was performed by Dr. Alf Delaney and a demonstration was laid on which was most impressive. The day was made interesting by the various amateur and professional boat people in attendance and by the personnel from International Paints. Apart from the Interspray centre with its rigidly controlled conditions there are also other services offered such as general boat maintenance, joinery, laying up facilities etc., Needless to say a great lunch in Terryglass was washed down with oceans of Red and White. This service is a most welcome addition to the other facilities available on the Shannon. Quotations may be obtained on application.

---oOo---

Meiw Chow

No recipe this month, however the rally season and better weather on the way, a few suggestions of alternative goodies might be of interest to some. These suggestions are both cheap and suitable for one or more people:-

- a) Pig or Lamb kidneys, diced and fried on a pan with garlic and mushrooms
- b) A sandwich made of rashers, sausages and a broken fried egg.
- c) Oxtail stew - cheap, made at home, just throw in the Kitchen sink!
- d) Hot or cold Ox or Sheep Hearts, stuffed if you feel that way.
- e) Hot or cold Tongue - no waste at all
- f) Kippers cook in minutes and are great
- g) Handy quick snacks on bread or crackers - tubes of Paté,
Peanut butter
honey

---oOo---

Hodges Grace:

Heavenly Father, bless us,
and keep us alive
There's ten of us to dinner
and not enough for five.

---bOo---

R.N.L.I.

The R.N.L.I. Flag Day organiser wishes to thank all who gave of their time and made the annual Flag Day a great success.

---oOo---

That gentlemans smile is like the silver fittings on a coffin

---oOo---

Not you Bertha Ed.

I.W.A.I. Badge

Council have introduced a new sew on badge in the shape of the I. W.A.I., burgee on a navy backing. It can be sewn on to a hat or jumper etc., and sells at £1.00 each

Available from Sean's Bar or I.W.A.I. Council

---oOo---

FOR SALE

1. 'M.V. Ciara' Broads Boat lying Shannon Harbour. 28' Timber Boat with 4 berths; 1.5 B. M.C. engine and gearbox (fitted new 4 years ago)
Price £3,500 - Contact Mrs Patsy Burke, Church Road, Ferbane Tel: Ferbane14
2. 18' Fiberglass Cruiser, 2 berth, marine toilet, trailer, 15H.P., Yamaha Petrol engine
£3,000 Phone Frank Farrell 01-341729
3. Marine Craft available M.Tomsitt, Phone Rooskey 41
4. ODIN 20' Bilge Keel Sloop, 4 berth, 8 H.P. Yamaha, Road trailer
£3,500 Declan Walsh 0902/74275

---oOo---

Even dirty old men need loving

Roving Reporter

Last month we went roving to the Caravan and Dinghy Show up in Dublin - The Caravan and "what" - sorry it was called the Boat Show but the number of boats could be counted on your fingers. There were plenty of interesting and attractive dinghies and hundreds of Sail Boards, but a marked absence of larger craft, while looking up to the roof for masts we counted four. Definitely a sign of the times, the spending power is not around, either for buying or for displaying at the show. It was the smallest and most disappointing show yet. However, for those who took the trouble there were many interesting discoveries to be made and friends to meet.

We gravitated, first of all, to the I.W.A.I. stand, where Louis Sleator was collecting a few subs for Athlone and trying to combat the prominence which Dublin Branch were giving to their membership drive. Nearby, we said hello to Keith Collie who was in charge of the Dublin Bay Coast-watch display. This service works from a converted old Coastguard house overlooking Dublin Bay and they keep a VHF radio watch manned by volunteers at week-ends and bank holidays. They are in contact with Anglesea Radio and render admirable help to yachtsmen up and down the East Coast. The Government Department who should be providing this service themselves are only interested in closing them down because they are 'illegal'! Ye Gods!

Kerry Sloane was there as usual taking bookings for Athlone Cruisers, which he says are 'satisfactory' up to last years. But things won't improve until the recession in Germany is over. No hire base has bought new boats since 1980. Brian Cullen down in Derg Marine spoke about the nice improvements taking place in his base at Killaloe - new jetties and enlarged harbours. But he too, for the first time, had no large cruiser on his stand.

Then we spotted Eddie Bruncker smiling on the IMEC stand. Why was he smiling? Surely not because of the hand-held VHF of 3 watts which he was selling for over £300 (!) Certainly not, for he was eager to tell us all about his new purchase, an exCarrick Craft cruiser 40' long, no less, which he is now polishing up at the 13th lock. 'Hein Goode Winde I' now for sale and at a very reasonable price too.

Curiosity brought us over to the spot where Tom McNally of Cheshire was displaying the "ORO" capsule (which is all we can call it) in which he almost crossed the Atlantic over a period of 7 weeks until he was "rescued" by a Russian freighter - he probably have himself up! Why do people do such things? Ask Enda O Coineen!

The "Pool" was about the only place we could see large "ships" as warships, workboats and yachts moved around commanded by radio signals from their "masters" standing at the pool side. But undoubtedly the star of the show and the one which made it all worthwhile was the 18' W.L. cutter "Vagrant" celebrating its 100th birthday this year. Owned now by Hal Sisk, she was built in Culzean, Scotland in 1884 for one Thomas Trocke and it is planned this year to re-enact her maiden voyage from Ayrshire to Dun Laoghaire. She was discovered on the hard in Dun Laoghaire, purchased and lovingly restored by her present owner. And on that up-lifting note we headed for the EXIT, thinking that, perhaps, in the past lies our inspiration for the future.

---oOo---

MEMBERS OF COUNCIL 1994

President :	JOHN SUITOR	V. President:	PETER HANNA
Treasurer :	MAUREEN BROWNE	Secretary :	MICHAEL WEBB
			M.B. "Snipe"
Members :	Frank Blake		Grace Road, Athlone
	Eddie Slane	Bryan Brislane	
	Danien Delaney	Alan Algeo	
	Joyce Waterhouse	James Brady	
	Alf Delaney	Ruth Heard	
	Ruth Casey	Nora Gallagher	



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

June 1984

The Athlone Branch is on its holliers. The next meeting will be on Friday 7th September. This edition of your Aerial will be the last one until then. We take this opportunity to wish one and all fair winds.

A few points to bear in mind:

1. All skippers have a clear responsibility to ensure the safety of crew. This safety aspect covers a wide range of attitude towards living aboard. A well run ship can be an immense source of pride and will reap endless dividends at all levels.
2. 'And our childrens' children'- Whilst our membership and association is not geared specifically to cater for youth hopefully we as members will foster a love amongst our youth in our waterway. Future years will require an outlet such as ours as perhaps never before.
3. Tom wasn't really a friend as such, a neighbouring care centre resident. It was no big deal really. We just picked him up and did more or less the same as we always do. A short trip, simple meal and back again. A break in routine is good for the soul.

MOORINGS

The moorings between the bridges in Athlone have been checked, thanks to Athlone Sub Aqua Club, and are ready for use during the season.

In addition to the courtesy moorings shown on your guide at various points around Lough Ree, Athlone branch have provided 4 courtesy moorings and a dinghy jetty in Ballykeeran Lough, giving easy access to shop, pub and phone at Ballykeeran.

The 4 moorings near the dinghy jetty are the ones to use, as there are also private moorings and property in this area and we ask you to respect this privacy.

Anybody else to kiss the old lady
before we screw down the lid

RALLIES

Athlone Branch are running this annual Whit Weekend Rally to Lecarrow (water level permitting) for Saturday night and Portrunny on Sunday. The branch are actively pursuing the provision of improved jetty facilities at Portrunny and are trying to encourage more boating in this secluded area of Lough Ree.

Shannon Harbour Canal Boat Rally is on Saturday 23rd and Sun 24th June.
Contact Janet Leydon 01 895593 or Pat Henry 01 339384

Corrib Branch Quincentennial Rally is from 12th to 16th July assembling at the Corrib Rowing and Yachting Club (near U.C.G.) on Thursday night and departing from there on Friday morning.
Contact: Peadar Canavan at 091 24423 (Office or) 091 24808 (home)

The Shannon Boat Rally is from 27th July to 4th August, starting from Athlone and Carrick on Shannon, to Dromod on Saturday night. The fleet will then cruise the North Shannon and Lough Key to finish at Carrick on Saturday 4th August.
Entries to Nora P.Gallagher, 18 Ballytore Road, Rathfarnham, Dublin 14 before 6th July please.

Lough Derg Rally is from 5th to 12th August. Starting in Portumna on Saturday to Kilgarvan on Monday and eventually to finish in Killaloe. The Commodore is Maureen Duffy and further information can be obtained from Bryan Brisland, 1 Meadow Close, Caherdavin Park, Limerick.

Athlone Boat Club are holding their annual Rowing Regatta at Coosan Point on Saturday 16th June. A great boating day for all.

Dont Forget - CHILDREN, keep a log on your rallies and enter for the Harry Rice essay competition in the Autumn - more details later.

PHOTOGRAPHERS, keep your camera ready for those special Rally photographs, there will be a competition later this year, and the winners will be displayed on next years Boat Show Stand.

---oOo---

A developer is one who would like to live in the country
A conservationist is one who already lives there.

---oOo---

ROVING REPORTER

Having done a spell of enforced non-roving recently, a dip into literature seemed called for and we laid our hands on a most interesting and intriguing book called "A Thirst for the Sea - the Sailing Adventures of Erskine Childers" by H & R Popham. It is based largely on articles he wrote in various yachting magazines and in newspapers, and in addition his cruising logs are extensively quoted. Erskine Childers (the father of our late President) wrote only one novel - 'The Riddle of the Sands' - and those of you who read it (strongly recommended) will be fascinated to discover that many of the sailing and navigational adventures, and minor incidents are based on real-life incidents recorded in his log.

Most of his cruising was done in the North Sea around the String of Frisian Islands which lie off the north coasts of Holland and Germany, then through the Kiel Canal and into the tideless Baltic. It was in behind the Frisian Islands that the scene was laid for "The Riddle". Here the narrow navigation channels marked by perches (or withies) made perfect exploration territory for Childer's navigational skills and for the subsequent mystery story that he wrote. Indeed anyone interested in exploring the lesser-known areas of L.Ree cannot fail to be thrilled by his descriptions of groping through sandy cuts and many times running aground - not a serious matter when the tide provides assistance. All

Roving Reporter cont.....

Asgard, a 44' gaff-rigged ketch, was so named after "The Home of the Gods" in the mythology of Norway, the country where she was built to special order as a wedding present from his American father-in-law. The second-last chapter of the book deals with the voyage that has become a point of Irish history - The Howth gun-running. Most of us know the story - the unloading, the march into Dublin, the incident at Batchelors Walk etc., but what is fascinating about the book under review is that here we have the seaward side of the historic tale. Here are all the details of the audacious plan - the meeting with the tug Gladiator off the Belgian coast, the loading of the crates until Asgard rode 1½' lower and the crew had to sleep and eat on the crates, the sailing right past the British Navy on manoeuvres, the anchoring in Holyhead and the questioning by coastguards, the arrival at Howth too early, tacking all night off Lambay and the arrival on the dot of time wondering if the shore party would be the British waiting to arrest them! As the guns were being unloaded the Howth Coastguards rowed across to investigate, but upon being shown the business end of a few of the rifles they retreated and let off distress rockets!

And so the book comes to an end and one flicks back the pages to Chapter I to read again the sad e pilogue. Childers acted as secretary to the ill-fated Irish Convention and during its eight months deliberations he "occasionally escaped to his yacht in which he went sailing whenever practicable on the Shannon" - an intriguing and hitherto unknown piece of information! His subsequent patriotic activities ended of course in his tragic execution. What an end for such a brave man and brilliant skipper.

A book which this reporter can guarantee once started almost impossible to put down (Published by Stanford Maritime London).

P.S. A well known member of the gun-running crew Mary Spring-Rice is reported to be a relative of Harry Rice according to Rosemary Furlong who herself is a niece of Harry. So Athlone has connections everywhere!

GARDA PATROL

Witnesses to the recent collision between the Shannon Navigation Barge Coill An Eo and a Ford Fiesta at Tarmon are asked to contact their nearest locals. It appears it was a question of draught, the Ford having too much and Coill An Eo too little.

--oOo--

Werner Thiede
Aug.Jung-Weg 14
Wuppertal 1

4.5.84

To the Editor

In these days the Rally Committee is meeting again, to make a great pow-wow about the Shannon Boat Rally 84. By your permission I would like to make three suggestions of improvement.

- 1) "These are serious competitions which are designed to improve boat-handling and skills, where advice will be given to the novice"- This is a sentence of the invitation of Rally 84 Where? How? of Whom? When? Nothing. What happened really? The skipper absolves his exercise more or less well. If more or less he will hear it only after the prize giving dinner at the schedule of marks, where he can read "Mooring 58 marks".Why? Why so? Nothing. My suggestion at night after the competition

- 2) It is perhaps to build up suspense for some people, to see only at the last day during prizegiving, who become 1st, 2nd or 3rd or has won the single competitions. My suggestion however, At night be more exciting to watch every day the up and down of the competitions in the overall competition. This regulation would drive away also the soft smell of "manipulation".
- 3) To make a further fair competition there have be created a new class of "Super Cruisers". I mean boats with 2 engines, speed-indicator, telemeter a.s.o. It is for example a bad joke to have a speedindicator or telemeter on board during Time Reability Test. It will be measured only the differences of the electric appliance between judge and examinee and which result is right? The same counts also for other competitions how: mooring, rescue, first mate a.s.o. There is a vast difference having one or two engines.

I hope to make no high demand on the imagination of the committee with my suggestions and I am glad to be permitted nevertheless to join the Rally this year again

Werner Thiede

Thank you Werner, copy to Shannon Boat Rally Committee.
Ed.

--oOo--

TO LET 3 Bunks on M.B. LINQUENDA for Shannon Rally.
Start Athlone finish Carrick.
Contact: Louis Sleator, Coosan Athlone Tel: 0902 78361

--oOo--

M.Y "Crannagh"

Dear Athlone Members of the I.W.A.I.,

I would like, through the Aerial, to express my heartfelt appreciation of all the kindnesses and help I received during Reg's recent "dry-docking"

The good wishes and support you all gave to me kept me going. There's no doubt that, whether in trouble or looking for fun, Athlone is the place to be

Yours sincerely

Sheila (1st mate Crannagh)

---oOo---

ERIC THE RED

Now that Amows' skipper is full time, having given up his good government job (retired? never, at his age!), we can expect tales of the devil and all. Wonder what he's going to do for that yellow paint now?

--oOo--

Well,Well,Well: A recent special offer at Ballinasloe Portiuncla Hospital was availed of by Athlone Branch Members. After minor refits Messrs Doyle, Redmond and Webb are now peg legging aboard their yachts and shouting "boy" in all directions.

--oOo--

Congratulations:- To Sheila and Sam Herraghty on the birth of a bouncing baby girl - Oonagh Only one more letter to go to complete "Dunross", and then check-mate!

The water Code booklet is enclosed and is worthwhile reading for all the family. It is an attempt to improve standards and behaviour on the Waterways. "Education is better than Legislation".

5.

Lost in the Ballinasloe area :- One mature appendix,
answers to the name "Ouch" (REWARD)
Details to M.B. Snipe, Grace Rd., Athlone

This is the final Aerial before the Summer recess so take care
during the coming season.

Make sure your boat insurance is in order and if you happen to be
unfortunate enough to be hit by another boat make doubly sure that
his insurance is in order, particularly if he happens to live outside
Ireland. We're off to Nuns Island for a weeks retreat to pray
for rain before the river dries up!

Stay safe and we'll see you in the Autumn.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

Sept. 1984.

Hello, " and the leaves that were green turn to brown!" The year of John McCormac, Galways Quincentennial, The Marist Brother and the Sisters of La Sainte Union one hundred years in Athlone.

Lock fee still 17p and at ten o'clock the pint stood at 108 new pence. Seans Bar was second last in the peoples Regatta Barrell Race, Inland waterways How are ye?

The Athlone Branch will hold their monthly meeting each 1st Friday of the month in Seans Bar between Nov and June 1985. The first meeting will be on Fri. 7th Sept at 8.30 p.m. All Welcome.

Agenda : Minutes
Matters Arising
End of Season Rally
Annula Dinner/Dance
Projects

A.O.B. etc.

Waterfront:

Now that we have grown accustomed to this Mediterranean climate swimming at the town bridge has become a popular pastime for both participants and on lookers. Congratulations to our local authority for the demolition of the old tyre warehouse, A great improvement to the castle facade.

Whilst we are on the question of swimming perhaps the swimmers might ponder a bit on the dangers of hitch-hiking with the passing hire fleet. The majority of the hirers take the affair in good humours but if the swimmer were conscious of the over all lack of experience of the skippers they may well reconsider their activities.

If the high jinks at the bridge continues there will be accidents, lets hope not fatal, lets hope not you.

The Emerald Star seems to be the guiding light in Athlone's Dirty Ol' town and piracy. This ding dong battle has been going on for some years now and makes great headlines. Perhaps Athlone might try to make our water tourist feel at home and perhaps Emerald Star might realise that it was the Athlone who said "Break down the bridge six sailors rushed" back in, was it, 1954. 30 years a brewing.

SHANNON RALLY

The 24th annual Shannon Rally took place as usual in the last week of July when 82 boats (a record for recent years) started from Athlone and Carrick to assemble in the new harbour in Dromod. A long day's haul for the Athlone fleet, which still didn't stop some of them from stopping off at Laneshoro and Rooskey to shop for "milk"!

David Killeen (Gillaroo) and the Maguires (Tounela II) both from Wexford had actually sailed around the coast to New Ross and came all the way up the Barrow and Canal to reach the rally. However, the Maguires got a "shock" entering Laneshoro Harbour when their small mast hit very low (and un-marked) E.S.B. wires across the entrance. The fore-stay burnt with a sizzle and the mast came crashing down. So much for the E.S.B. adverts. guaranteeing 10½ meters clearance.

Sunday morning saw us assemble for a welcome and the first of the skippers briefings from our Commodore, veteran rallyist, "Doc" Michale Farrell. Sundays run to Mountain River was enlivened by the Time Reliability Competition en route. It was on this trip that Harry Nugent got the first "firm" indications that a 5' draught yacht is not really suitable for the north end of the Shannon when the Spalpeen got well and truly stuck in the Kilglass Cut. His rally effectively came to an end later in the week when all efforts to get him over the hill of Knockvicar Lock failed.

The following day saw the competitions get under way in earnest and we had the busiest day of the rally with the sailors racing for the Boderg Cup, and they and everyone else trying their hands at Navigation, Rescue of cruiser and 1st Mate. The arrival at Drumsna was something else. With the new jetty completed, the village had gone "gaga" about the rally! A welcome banner spanned the main street, the official photographer of the local community magazine shot the fleet, while on the quayside a platform had been set up to accomodate a band and singer (with amplification) who performed until the early hours. All marvellous stuff, unless you were one of those like Bill Child who were moored right beneath the platform! Tuesday was a 'working' day - the big locking operation through Albert Lock. Thanks to Paddy Healy and his team all went well. There were no big delays and when hire boats were included the days work totalled 125 boats. Everyone arrived in Carrick in time for the Disco and Bac-B-Q, presided over by Penny and Barry O'Riordan. The only casualty of the night was Ade Fox who sprained her ankle rather badly. This gave rise to the scandalous rumour that Ade was seen being carried out of Gings pub!

Two nights were spent in Lough Key and although the weather wasn't too kind, all competitions were finished off on schedule and a most enjoyable evening was spent in the Rockingham complex at the Talent competition under the joint M.C.'s the 2 Seans (Fitzimons and Mathews) resplendent in top hats! One final night in Cooteshill (to visit Henrys and the wall?). Next morning leaving for Carrick the Kennedys (on barge, Palo Alto) finally did it - they forgot to make a head count and left one of the family behind!

Then there only remained the Prize-giving and Dinner in Carrick, which was graced by the attendance of I.W.A.I. President John Suitor and his wife Beryl. The very popular winner of the rally was announced to be Bernard Delaney of Esther II. In his speech he said he thought only big boats were supposed to win! - a nice change.

General impressions? - a good well-run rally but with perhaps a little too much moving (only one 2 night stop-over). Over 30 boats took part in nearly all major competitions, but there was a great lack of sailing dinghies, the maximum Brendan Lynch had for any race was 4. Marie Hyland and her committee deserve thanks - and so on to next year the silver Jubilee of the Shannon Rally - 25 years a-growing.

PREMIER

Bernard Delaney (Esther II)

OPEN BOAT CLASS - 1st Nigel Waterhouse (Papillan)

- 2nd William Wagner (Sea Nymph)

MOTOR CRUISERS - 1st Ramsey Handerson (Mary France*)

- 2nd Donal O Siochain (Liam Lady)

- SAILING CRUISERS - 1st David Killeen (Gillaboo Loo)
- 2nd David Maguire (Lounela II)
- BARGE CLASS - 1st Lee Healian (Argo)
- 2nd Padraic O Biolchain (Bishop Whelan)
- DENIS BYRNE TROPHY - Fred Rountree (Leamore)
(for Special Merit)
- INSPECTION OF BOATS - 1st Hans Wenger (Mirabooka)
- 2nd Robin Benson (Marlon)
- MAN OVERBOARD - 1st Sean Fitzsimons (Liam Long)
- 2nd John J. Magner (Ballycotton)
- TIME RELIABILITY - 1st Robin Benson
- 2nd Donal O Siochain
- MOORING - 1st Sean Fitzsimons
- 2nd Ramsey Henderson
- NAVIGATION - 1st John Mackey (Selina)
- 2nd David Nowlan (Minerva)
- 1st MATE - 1st Eleanor Killeen
- 2nd Nora Healy (Quiet Waters)
- RESCUE OF CRUISER - OVER 25'
- 1st Sean Fitzsimons
- 2nd John McCurdy (Esker Riada)
-UNDER 25' 1st Bernard Delaney
- 2nd Fred Rountree.
- BODERG SAILING TROPHY - David Killeen
- BACARDI SAILING TROPHY Damien Delaney (Philoo)
- VISITORS AWARD & HIRE BOAT AWARD
- Werner Thiede.
- BOAT VIA CANAL - 1st David Killeen
- 2nd Sammy Holt (Elizabeth)
- LADIES BOAT HANDLING - 1st Emer Mowlan (Minerva)
- 2nd Sheila Herraghty (Dunross)
- YOUNG SAILOR AWARD - 1st Brian Henderson
- 2nd Daithe Killeen.
- FISHING - Ronan Maher (Tyiggy).

Marie Hyland in her address to the closing dinner stressed the importance of a safe code of conduct on the waterways and further stressed the importance of putting into practice the guideline set out in the Water Code booklet published by the Irish Water Sports Recreation Federation. (Which was issued with the Aerial earlier this year). Sensible conduct on the water could avoid many unfortunate accidents.

Next year will be the 25th Rally and Marie announced plans to have a special commemorative book published for the Rally. She asked for photographs, script of rally memories etc, so start rooting in those old albums and logs, we will have more details later.

THE WEEK AFTER

The week after the rally a company varying from 6 to 10 boats were led (astray) by 3 first mates on a cruise from Carrick to Leitrim, Acres Lake, Jamestown, Tarmonbarry, Portrunny to a very fine closing "Dinner" (and prizegiving) at Hudson Bay. The trip up the canal to Acres Lake was beautiful and there is a very fine jetty and recreational area at Acres Lake. The short stretch of canal from Acres Lake to the dam at Lough Allen is almost overgrown with trees and weeds, but nothing that a little bit of local effort couldn't clear up thus opening up another stretch of beautiful waterway. The provision of an additional lock and a small bit of dredging could open the waterway into Lough Allen - wouldn't it be great.

You might say I'm talking my hat, or that I'm dreaming, but I'll bet you said the same about the restoration of the Royal Canal and look what's happening there.

Think about it.

LESSONS LEARNT.

This year's cruise on the North Shannon provided some useful information which may be of use to you in the future. Despite the very dry summer the water level above Rooskey Lock was considered to be "normal summer level" but boats of draft greater than 4 feet hit bottom at various points between Lanesborough and Rooskey, at Dromod Harbour, Mountain River, between Drumharlow Lough and Cootehall, above and below clarendon Lock and on the canal from Bettlebridge to acres Lake.

So the message is clearly that if your draft is approaching 4 feet, proceed with caution and dont try going up the canal to Acres Lake if your draft is 3 feet 6 inches or more.

BALLYKEERAN JETTY

We would like to remind our members that the jetty provided at Ballykeeran is designed and intended to be used by dingy only. Cruisers should not be tied to the jetty but should tie up to one of the moorings provided offshore. If you then wish to go ashore please go by dingy to the jetty.

Your Co-operation and good conduct is requested in maintaining this facility which is provided by kind permission of Mr and Mrs Lane.

HARRY RICE COMPETITION.

Now is the time to complete your essay on a river trip or Rally during 1984 it is not too late to start one, Entries will close during the Autumn, lets have a big entry this year, so get those pencils sharpened.

The winner of the 1983/84 Ships Log will be announced in the next issue and entries for 1984/85 will be welcome.

HOPES FOR 1985.

Lecarrow Canal will be dredged and the harbour enlarged.
Rubbish bins will be emptied by local Authorities in time.
Hire boats will stay over night in Athlone.
Slipway at Jolly Mariner will be cleaned.

END OF SEASON RALLY

The end of season Rally will get underway with a grand Buffet Supper and Dance in the Shamrock Lodge Hotel on Friday 28th Sept. at 8.30 p.m.
Tickets £7.00 Available from Seans Bar. Book early to avoid the rush.
Rally Itinerary to be announced later.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

October 1984

The End of Season

Time to acquire the garage again, library tickets renewed. The stocks of canned food transferred from boat to bunker. The Athlone Museum is closed down again for the winter. Maybe next year you'll get to see it but you will have to be quick, it only opens from June to September.

The end of season rally sometimes proves to be the seasons best, the traditionalists !! having gone to Shannonbridge whilst the windy lot Reejoiced. God be with the days when Killeens on a Sunday morning was akin to the patern at Clonmacnoise, both over indulgence.

I can still see W.W. shaking the carpets out astern with the boat still on the trailer in the main street and him in pygamas!

The next branch meeting will take place on Friday 5th October at 8.30p.m. in Seans Bar.

A G E N D A : Minutes
 Correspondence
 Motions for AGM
 Town Drainage Scheme
 A.O.B.

-----oooOooo-----

Food for Thought

Some of the regulars will be retiring again from the staff of the Aerial and young or old blood will be urgently required come the A.G. M., in November. How about our many readers (or do you read the bloody thing at all) contributing ideas?

Some suggestions:- Write a letter to the Aerial (c/o Seans Bar)

Complain about something

Look for advise in boat metters or gear

If you have black heads, scour or liver fluke our agony column will help you!

Offer boat gear you dont want for Sale, or any junk you might have in your garage (old fenders, rope sails, canvas covers etc) place a free advertisement in the Aerial.

Mr Tony Rowe

It is with deep regret we learned of the sad passing of Tony Rowe. Tony having been ill for some time past, played an integral part in the commercial life on the Shannon. To his colleagues in Athlone Cruisers and to his wife Rita and children we extend our deepest sympathy.

R.I.P.

Coastal Navigation and Map Reading

Over 20 veteran students are going back to school this Autumn to be taught the intricacies of basic Navigation. It just goes to show the demand is there as the class was fully booked up.

Professor M. Webb A.B., N. A.V., & Mech of G & T will conduct the blackboard jungle. An excuse for a pint mid-week! The course is in good time as the O.P.W., have erected stakes in place of bouys south of Little Yellow and South of Hare Island on 'Damians Rock' just in case we happen to get lost.

This course is an excellent way of improving on ones seamanship any suggestions for courses next year i.e., V.H.F. Radio etc.,

Those who couldn't make the course have entered for "Home Wine Making"-Clever Dicks - all their free loading friends will stop calling in case they will be offered a little something.

1983 Ships Log Result

The winner of the 1983 Ships Log Competition is Ruth Casey for her account of the cruise of "Moondrifter" to Strangford Lough and Scotland". Congratulations Ruth, prize to follow.

Entries for 1984 are now welcome and don't forget any cruising log will qualify be it for a day or a week anywhere.

1984 Sailing on Lough Ree

A great season with 15 of the Cruiser owners on Lough Ree getting their names on a prize. No races were cancelled, the weather was great so were the courses. Racing was keen and hard with a few mishaps - one demasting, three tearing sails, and one collision. The sight of 10-15 sailing cruisers most weekends must enhance the beauty of the lake to all - we hope to have 20 next year.

Congratulations to Berchs Hannin on the acquisition of his new boat 'Jena of Orinsey'. A formal baptism and circumscision ceremony took place on Lough Ree on Saturday 22nd Sept. The sponsors were Liam Dwan and Johnny McGonigle. The whole event went with a bang.

Athlone Branch plan to run a "Spot the Warden" contest next year. A years free subscription to the Aerial will be given to the first person who can spot the Warden, or prove his existence in the

Rally Book

The Shannon Boat Rally will celebrate 25 years a rallying next year and preparations are already in hand. The committee intend publishing a comemorative book to mark the 25th anniversary and are appealing to every body to submit memories, logs, stories of rallies past and present; photographs, preferably with names, dates, locations etc., and perhaps a few lines giving the history of the photograph.

You must have some special memory of the year you won the Premier Award, or maybe of the year you didnt win the Premier Award, or the night you tied up beside "The Lung" and stayed awake all night waiting for the party to start and it didn't! so write it down, be it long or short and send it to the Aerial c/o Seans Bar Athlone.

They are particularly interested in hearing from entrants of the earlier rallies either in writing or verbally, so if you know someone who was on any of the early rallies, please let us know at the Aerial or contact Damien Delaney at 0902 75620

North Shannon Yacht Club

A Regattawas being organised for 29th and 30th September at Dromod, where it is hoped to rejuvenate the North Shannon Yacht Club, which was originally founded in 1896 and continued organising sailing events on the North Shannon until 1939 when it lapsed into inactivity due mainly to water level problems.

A large attendance of S.O.D. class boats is expected as well as a large mixture of "local" sailing dinghies and cruisers.

A general meeting will be held during the course of the Regatta and all persons interested in sailing on the North Shannon are invited to attend. A brief history of the North Shannon Yacht Club enclosed.

The Regatta Organising Committee are Dr. Alf Delany, Dr John Keane, Mr Dermot O'Meara and Mr Alan Algeo, all of Lough Ree Yacht Club.

Carrick on Shannon Branch I.W.A.I. have arranged their end of season rally to tie in with the event, so Dromod should be a lively place this weekend.

We wish them good luck and welcome the revival of sailing on the North Shannon.



ATHLONE AERIAL

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NOVEMBER 1984

The Annual General Meeting of the Athlone Branch will be held on
Friday 2nd November 8.30p.m.
in
The Shamrock Lodge Hotel.

A G E N D A

- Minutes
- Correspondence
- Chairman's Address
- Secretaries Report
- Treasurer's Report
- Election of Branch Officers
- Election of Boat Rally Committee
- Election of Aerial Staff

A.O.B.

CHEESE AND WINE RECEPTION 8p.m. ALL ARE WELCOME

We take this opportunity on your behalf to thank our Branch Officers and Committee for their work throughout the year . In particular we are grateful to those members who were co-opted on the Rally Committee, to our Council members who administer to the major lifelines of our Association.

We accept and enjoy the current climate of stagnation in whys and wherefores in our Association.

At the risk of becoming boring we will imagine that we will continue to circularise our membership, collect the few bob, and generally enjoy the amenities preserved for us and ours.

Looking forward, the future of our waterway would seem by and large ensured. However interim scope for academic progress might be found in not alone the reversal of Athlone's image internationally but that of greater encouragement to the British waterway enthusiast to holidays on the Shannon.

Basically , from where you sit, lie or cringe you can help us. Right now write; A Book, An Article, An Idea.

FOUND:

Found on Lough Ree, 1 mahogany , 3 step, boarding ladder.
Enquiries to the Aerial, C/O Seans Bar, Athlone.

END OF SEASON RALLIES:

The end of season rallies took place as planned on the last weekend of September. A very enjoyable supper and dance in the Shamrock Lodge Hotel got the weekend off to a great start, full marks to the Organising Committee.

The downstream flotilla went to Shannonbridge on Saturday and by all reports had a most enjoyable weekend. Paddy Fitzsimons (Iron Lung) fared best among the prizewinners, winning the "Paper Chase" and "Bicycle Chase", as well as coming a close second in the "Dodge your Round" competition.

Hazardous conditions at Shannonbridge meant that some boats were unable to depart for Athlone on Sunday, in fact some boats were swept downstream as far as Banagher and had to stay there until Wednesday , before they had enough spirit to brave the long journey home.

The upstream rally met for lunch north of Hare Island and later sailed to Rindoon. Here again a very enjoyable weekend was had by all.

The "Vinemat Trophy" for wine tasting was won by R.Redmond (Crannagh) while the Ble-Re-Id trophy for mooring under hazardous conditions was won by - B.Hannin Zena of Orinsey. On Sunday the rally moved to Hodson Bay where the Irish-Motor Boat Association were running the power boat racing championships, a very interesting event which delighted the large gathering of spectators afloat and ashore.

The North Shannon Yacht Club weekend in Dromod proved to be a most successful venture, with 25 Shannon One Design sailing boats and a large selection of lasers, Mirrors, Herons etc. sailing on Lough Bofin - a beautiful sight to behold. Now that the seeds have been sown a new growth of interest has already begun in the North Shannon area and it is hoped to encourage and sustain this by further ventures next year.

ATHLONE SUB AQUA CLUB:

Athlone Sub Aqua Club will hold their AGM in The Jolly Mariner on Friday 9th November . The Club has already started training at Athlone Swimming Pool on Sunday mornings 11.30 - 12.30, and new members are invited to attend.

The Club will be hosting the Irish Underwater National Gala on Saturday 17th November with clubs from all over the country competing. We wish them every success.

RALLY BOOKLET:

Our appeal for stories, photographs, comments etc. for the Rally Booklet, is still open. We would also like to hear from some of the early rallyists as soon as possible . as it is hoped to have the booklet launched before next

Athlone branch AGM will be held on Friday 2nd November in The Shamrock Lodge Hotel and we would like to see all of you there, hopefully volunteering for election to the Rally Committee, Aerial Committee etc.,

Have a good laying up;

MY POEM

How I love to expose to the sun
My belly button and my bum
November in Spain
or Ireland in the rain
My choice is number one
It is much better fun

I think of the AGM
and forget it again
The accounts may be right
as they are not too bright
I'll come back to Erins shore
and pay my Sub for '84

BOOK REVIEW:

"Sailing alone around the World" by Joshua Slocum this book is available in paperback and is the classic story of the first man to sail around the World alone - a great read.

"101 Tips and Hints for your Boat" by Jacques Damour, a paperback a useful Rag-bag if a book with sound ideas for making life easier, food for thought, well illustrated.

Roving around the World on a circum-navigation in a yacht is about as far as this column can achieve - so here goes. A book which came into our hands recently is "My Lively Lady" by Alec Rose (published by Pan Books 1968) This is a description of his single-handed voyage around the world, completed the year after Francis Chicester succeeded with his record-breaking journey.

However, the subject of this article is not Rose's voyage, but another one which has considerably more national interest for us. An appendix to "My Lively Lady" is written by Cmdr. E. Bruce and is entitled "Small Craft in the Roaring Forties". We cannot do better than to quote extracts from the relevant portions of it.

"Sailing a yacht round the world is a significant achievement..... yet the Panama and Suez Canals.....have brought it within the capability of several outstanding amateur seamen.

"An open-water circum-navigation, without going through man-made canals is a very different matter.....even if the course should be through the Strait of Magellan and then north of Australia.

".....Far tougher again is the historic clipper ship route, round the notorious three capes, - the Horn, Leewin, and the Cape of Good Hope.

".....The first small craft to make this voyage was the 42 foot gaff cutter 'Saoirse', which Conor O'Brien designed and sailed round the world, returning to Dublin exactly two years after he had left in 1925. He started off assisted by a crew of two men, shipped a new crew at Port Natal before sailing on to Melbourne and Aukland, then he continued with three men in his crew for the voyage of 5,800 miles to the Falkland Islands, he made two more calls in the Atlantic before reaching Dublin.

"This was recognised by all yachtsmen as an amazing voyage not only weathering the three notorious capes without damage, but also achieving a speed around the World which was amazingly fast for a yacht of her size."

So ends the quotes on a story of which any Irishman could be proud. We haven't yet come across anything which would link the story with Athlone

Saturday 27th November Come all ye faithful to Seans Bar for Halloween Fancy Dress rave up. See if you can spot the gnomes, Cowboys, Gerry Henry, Sam Spud and all.

This was a great night last year and the shorts will be shorter and cheaper.

Professor M.Webb A.B., N.A.V. and Mach of T & G has already succeeded in confusing the older members of his navigation class with "back to school" mathematics the concentration was fierce so was the homework.

All in all the course has got off to a great start.

In joke; I hear Moondrifter took to walkies during the recent blow -lucky; lucky;. Navigation not only teaches how to find a position but also a boat-in a cocked hat.

SILENT PRAYER:

Oh Lord please grant me the wish that I may be sacked from hthe staff of the Aerial and in my place one so bright that his brains may be stuffed with ideas and his blood with ink so he can think each m onth of something so clever to write that everybody will know what it is all about.

I can't, and I resign.

Amen



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December 1984

The social employment scheme of the recently published National Plan provides £57 million to enable local authorities give part time employment on amenity and environmental schemes. One of the major schemes in Westmeath which the Council hopes will benefit is the refurbishment of the Royal Canal which passes through the county.

Despite the recent economic climate continued progress has been made for the future of the Royal. As you are aware some of the major navigational problems exist in the midlands. Hopefully Longford Co. Council will row in behind Westmeath, both benefiting by the experience available from C.I.E/B.O.W., and Dublin and Kildare Co. Councils.

The December Branch Meeting will be held on Friday 7th December at 7.30 pm (The Agenda will be preceded by the continuation of the A.G.M., to finalise outstanding business)

Agenda: Minutes
Correspondence
Town Drainage Report
Rally Committee Report

Venue : Shamrock Lodge Hotel

Athlone Branch

Athlone Branch held their A.G.M., on Friday 2nd November following a very enjoyable cheese and wine reception. The officers for the coming year are:-
Chairman Sam Herraghty
Secretary Eileen O'Brien
Treasurer Sean Fitzsimons

There was a good attendance and plenty of lively debate particularly relating to finance - what else can stir the emotions like money. By popular request the committee have decided to re-run edited highlights with full supporting cast for the December meeting - promises to be exciting so we hope to see you there.

New Years Eve Ball

The Athlone Boat Club are holding their Annual Dinner in the Shamrock Lodge Hotel on New Years Eve. A night to remember.
Tickets: £13.50

Shannon Boat Rally

The Shannon Boat Rally committee for 1985 have already started their plans for the 25th Anniversary Rally. The Chairperson is Marie Hyland; Treasurer Mary Lynch; and Commodore Sam Herraghty

The emphasis for the 1985 rally will be on fun, entertainment and general relaxation, there will of course be competitions and these too promise to provide lots of fun for both participants and spectators. Plans for the souvenir book are progressing but the response to our appeal for contributors has been slow, so if you havnt already done your piece, do it now and send it to the Aerial c/o Seans Bar Athlone. Remember we need photographs, and/or script relating to the Shannon Boat Rally.

Desperate Dann

We hear on good authority that despite promises Emerald Star continue to carry notice and advice to avoid Athlone.

Regret

It is with deep regret we learned of the sad passing of Donal O'Leary. For those of us who had the privilage to work with Donal we hold fond memories of his warmness and dedication. An active member of our Association both at Branch and Council level he wore many caps and all of them fitted. We extend our heartfelt sympathy to the O'Leary family.

Yacht Club Name Officers

At the annual meeting of Lough Ree Yacht Club in the Jolly Mariner an outline was presented of the completion of improvements in the club's facilities. In particular the year saw the completion of the jetty and slipway together with necessary maintenance work on buildings and club facilities.

The introduction of sailboard racing during the year was noted. In addition to sailboards the club caters for Optimists, Heron mirrors, lasers, Shannon-One Designs and Cruisers. All fleets were active during 1984.

The outgoing Commodore, J.Reid, paid tribute to the committee and others who assisted him during the past two years.

The following officers were elected:

- Commodore, Mr. P.Quigley
- Vice Commodore, Mr. A.Algeo
- Rear Commodore, Comdt. N.Donagh
- Hon.Secretary, Ms. G.Kenny
- Hon.Treasurer, Mr. M.Carroll
- Hon.Sailing Sec, Mr. B. Hannin

Royal Canal The Royal Canal Amenity Group have succeeded in getting new gates fitted at the 2nd, 3rd and 4th locks, opening the stretch between Binns Bridge and Cross Guns Bridge in Dublin. Well done to all concerned.

Sub-Aqua

Athlone Sub-Aqua Club held their A.G.M. on Friday 9th November. The officers for the coming year are Chairman, Gerard Murphy
Secretary, Leslie Fitzgerald
Treasurer, Bridie Delaney
Diving Officer, Derry McMahan.

The winter training programme is well under way but new members are still welcome.

The club hosted the Irish Underwater National Gala at Athlone Swimming Pool on Saturday 17th November. The Gala was a huge success with 14 clubs from all over Ireland Competing in individual and team events. Two Irish records were broken and the overall team award and the Harp Lager Trophy was won by Irish Sub-Aqua Club, Dublin.

The days activities were rounded off with prizegiving and supper dance in

Dear Santa,

Its Xmas again. So I am sending yo u on my list of Toys. I would like you to give me a Castle a Bicycle a Big Truck a Horse. and Teddy Bear. Now. would you kindly throw in a Bicycle for my brother Shay. Thank yo u Santa very much. I'll wait up for you. Happy Xmas Santa

Love Cathal Hayes
Athlone

P.S. Please send on the bill fo my Daddy later.

Mrs Doyle Recepte for LAMB CHOP CASSEROLE

- 1 Lamp chop per person (shoulder or neck)
- 2 or 3 potatoes per person
- 1 or 2 onions, depending on taste and number of chops
- 3 or 4 carrots
- 2 tablespoons pearl barley and /or haricot beans
- 1 tonato per person
- 1 glass cider, apple wine or white wine
- 1 spoonful sugar
- pepper, salt, mixed herbs and parsley according to taste.

I usually cook this casserole in the oven in a roasting tin with a lid, but I expect it could be simmered in a saucepan as for Irish Stew if you have no oven on board.

- 1) Put barley and beans in bottom of tin.(haricot beans need to be soaked in boiling water overnight before you use them)
- 2) Slice onions and carrots and add to barley with parsley, etc.
- 3) Flour chops and fry on both sides
- 4) While chops are frying peel potatoes and cut into ½ inch cubes, place on top of carrots and onions.
- 5) Place chops on top of potatoes
- 6) Slice tomatoes and put a layer over chops.
- 7) Add wine, sugar and a little water to fry pan, stir well and pour over chops, etc.
- 8) Cover and cook for about 1½ to 2 hours in oven 350°. Test veg. to see if it is cooked.

If there should happen to be any of this casserole left do not throw away as you can make some very good soup the next day by cutting up the vegetables, or mashing them, adding a pint or so of water and milk, and a stock cube. I can hear murmurs about my Scottish Grand-Mother at this point.

Editorial Staff

The "A" Team are pleased to announce by cajoling, blackmail and flattery they were lucky to obtain by torture, willing volunteers, as always under a "nom de plume" (thats French!!!)