



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

January 1987

The next Branch Meeting will be on Monday 5th January at 8.30 in Seans Bar.



Agenda: Quayside Development Report
Finance



The December meeting was abandoned due to the very small attendance, however the night was not a total failure because the few who did turn up discussed quayside development business, which now sees the new stone wall almost completed, and paving slabs about to be laid, but much work remains to be done and any assistance would be much appreciated.

Many branches around the country are getting worried about the proliferation of wild mink and the havoc they are causing particularly among the wild fowl population. We would like to hear if this problem exists in your area.

May we remind you that Athlone branch meetings are held on the first Monday of every month at 8.30 pm in Seans Bar, and we ask that you make a special effort to attend in the New Year.

On behalf of the branch may we wish you a Happy and a Peaceful Christmas, and safe boating in 1987.

---oOo---

A.G.M. Lough Ree Yacht Club
November 23rd 1986

The Secretarys' and Treasurers' reports indicated that 1986 had been a great year for junior sailing with fleets of 39 optimists and 14 Mirrors/Herons. The cruisers had enjoyed some competitive racing with an increase in numbers, but, it has been a very bad S.O.D. year. For the first time sponsors (Canada Dry and Hitti) helped with some club events. As in 1985 the weather had been poor and this contributed to a static membership and too high a subscription arrears figure. Marine and Public liability insurance increased by a massive £900.00 for a similar level of cover.

The outgoing Commodore, Peter Quigley, was thanked for his dedicated service during the past two years (especially) by Peter Mulvihill acting on behalf of the club.

Prizes were awarded to junior sailors with Lawrence Hanley, Emmett Duffy, Sarah Groarke and David Muldorney in particular collecting many trophies.

Subscriptions are to be increased by 4% for 1987 but Georgina Kenny is fortunate enough to have won the raffle.

A minutes silence to remember the life of Colonel Hooker followed by a short address by the new Commodore Alan Algeo concluded the meeting.

1987 Committee:- Commodore Alan Algeo
V. Commodore Berchs Hannin

TITLE: Curious Yachting Inventions

AUTHOR: Joachim Schult

PUBLISHER: Elek Books 1975 £6.00

From the start of Corinthian yachting in the 1840's yachtsmen and their designers have tackled ageless problems such as : Capsize, seasickness, reefing, keels and safety. This well illustrated book categorises and comments on devices ranging from useless to those of near genius. In the former category are automatic ballast shifters, combined mast and centre board and most bizarre of all, gimballed accomodation. There are many examples of sound design that were succesful with the materials of the day, for example; folding dinghies and a host of reefing gadgets that make modern "luff furl" look simple.

In conclusion, a great browsing book that confirmed for me that there is nothing fundamentally innovative, we are just fortunate to have modern materials that make "curious yachting inventions" highly practical.

--oOo--

A1 ?

Commonly understood in all English speaking countries, this expression was donated to the language by Lloyds Register of British and Foreign Shipping. This publication gives a rating to the worlds shipping expressed in letters, which gave an indication as to the state of the hull, and numbers, which related to the condition of the vessel's equipment. As far as the shipping world is concerned, this designation is essentially obsolete today since it refers to ships with wooden hulls. The current equivalent for steel is 100 A1.

--oOo--

Corrib

At present public pressure is growing to erect a bridge across Lough Corrib West from Killebeg Pier. This, should it materialise will pose an interesting situation resulting hopefully in compromise, i.e. a ferry.

--oOo--

White Tomatoe Sauce

4 Medium tomatoes, sliced thickly	Pepper and Salt
1 oz butter	½ teaspoon chopped parsley
1½ tablespoon plain flour	Milk to mix

Melt butter in pan and fry tomatoes on both sides. This should only take about one minute as they really only need to be heated and not reduced to mush. Shake flour into frying pan and cook for another minute or so, moving tomatoes all the time. Add milk to pan and bring to boil remove from heat and serve.

Mushroom sauce can be made in the same way, but you will need to cook the mushrooms for longer before adding the rest of ingredients. Of course you can make a mushroom and tomatoe sauce and add a few corgettes and slices of onion. Experiment! Happy Christmas.

--oOo--

Jacob was dying and the family gathered around his bedside,

"Mama", he whispered.

"I'm here Jacob", she replied.

"Rachel", he sighed.

"I'm here Papa"

"Isaac"!

"I'm here Papa".

"Levi?" he coughed.

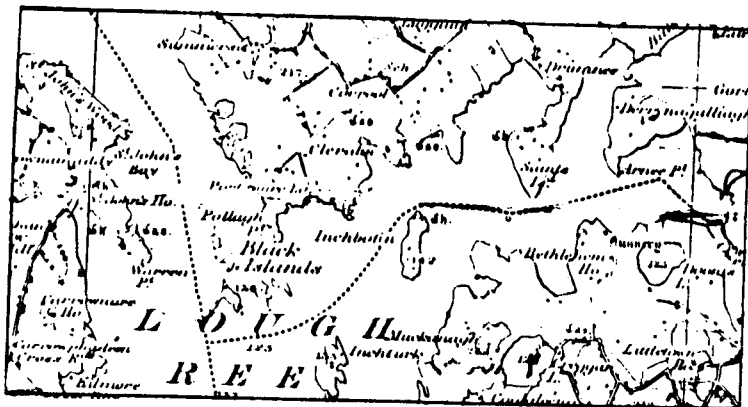
"I'm here, too, Papa".

"Then", he wheezed, "who the hell is minding the shop".

Monastery at Saints Island.

Probably founded about 1210 by a descendant of Sir Henry Dillon of Drumraney although the first definite evidence is when Prior Clement witnessed a charter in 1259. The original community may have come from the earlier monastery on Hare Island. In 1405 Canon Augustine Magraidain, a member of the community famed for learning and wisdom, died. He wrote a history of the saints of Ireland and also a chronology of the monastery. A number of important manuscripts from the community are now in the Bodleian Library in Oxford. As with other houses belonging to the Canons Regular of Saint Augustine, Saints Island went into decline in the fifteenth century. At the time of the Suppression of the monasteries it was by-passed during the first campaign in 1540. It was granted to Sir Patrick Barnwall from North County Dublin and it would appear that he left the monks in possession until the last of them died during the reign of Elizabeth I.

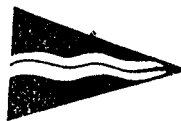
The ruins have recently been cleaned and conserved by a local working group under An Taisce. The main body of the church ran east to west with the main altar under a large east window - it let in the maximum of light in the morning and served as a symbol of the Risen Christ. The series of lancet windows near the east window is a typical feature of the 13th. century, but other windows show archaic romanesque features (deep round tops to the windows). There was a small side-chapel to the south - note the details of the stone-work of its window both inside and out. The cloister area lay - unusually for an Augustinian abbey - to the north of the church. Remaining stones of the cloister arcade indicate a major rebuilding in the mid-fifteenth century - a period when many Augustinian houses had more money than they knew what to do with, and engaged in needless extensions. Thus the tracery in the east window in 15th. century, inserted into an older church. Finally there is a typical defensive tower to the west of the church.



This article by kind permission of Rev Patrick Conlon O.F.M. of Athlone's St. Anthony's Friary.

J.D.





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February 1987

The January meeting was well attended and the discussion centered on the Quayside development project. The pointing on the stone wall is nearing completion and most of the paving slabs are laid. What has been done to date looks really well and has generated much local interest. All we need now is the money to pay for it, and this is where you can help. Enclosed with this issue is a sheet which outlines how you can sponsor any number of seats, lampstandards, trees, or paving slabs, so dont delay, send your sponsorship today, we guarantee you will consider it money well spent when you see the finished product.

Now is perhaps a good time to look to the longer term Museum project as already outlined in our quayside Development plan. A branch subcommittee of Declan Walsh, Michael Martin, Pat Henshaw and Sean Fitzsimons are examining how the funds required to complete the Museum project can be raised, and we expect a report on this at the March meeting, so more anon.

Hope to see you at the February meeting on MONDAY 2nd FEBRUARY in Seans Bar at 8.30pm

Agenda:- Matters Arising
 Projects
 Finance

N.B. Subscriptions for 1987 are now due

Single £7.00 Family £8.00

The National Lottery, Athlone a Winner?

Mr. P. Cooney T.D., has recently announced details for development of four inte grated multi sports centres. The locations are Athlone, Cork, Galway and Waterford. Athlone has been chosen as the initial location.

Revenue for the sport centres will come from the proposed National Lottery. This years income is expected to reach £10 million of which £5.5 million will go towards centre development.

Apart from the multi sports centre at Athlone facilities for water sports are to be developed at Killenure on Lough Ree. The emphasis of this development would be as much on recreational use of the waterway as for sporting use and in this light bodies such as the Athlone Inland Waterways would be involved in the committee.

Mr. Cooney stated that the National Sports Centre committee had been very impressed with the availability of such an expanse of water in such sheltered conditions.

Friday 30th January 9.00 - 2.00 am
Killiney Court Hotel Tickets £12.00

Limited B & B available at venue £20.00 per couple sharing.

The Harry Rice Cup

Congratulations to Master Donal Herighty this years winner for his account of "Weekend in Portrunny". Donal aged 11 will be awarded the cup at the March Film Show.

Athlone Anglers Association:

Officers:	President	Patsy Mullins
	Secretary	David Gaffey
	Treasurer	T.J. Kelly

The Association has 110 members, it will be holding its Annual General Meeting in March. The current subscription is £10.00 which incorporates membership insurance during competitions. With competitions running from March to September the Club has a full calender, awarding 23 cups, 11 for trout and 12 for Pike. Names like The Teddy Brown Cup, Kevin Griffin Cup, The Thatch Cup tell the tale of many a day. Michael Bannon this year took the heaviest trout at 6lb 12½ozs, whilst Michael and Tommy Conway for the third year running topped the points system for fishermen of the year.

Projects: A major restocking programme is currently in progress and over two years the club hope to release a large number of trout into the lake in the hope of replenishing and increasing stocks.

The club are also actively persuing the possability of buying further islands on Lough Ree to go with Yellow Island which the Club owns.

Water Safety: Mindful of the recent boating tragedies the Club are hopeful that before 1988 each member would be obliged to wear life jackets in competitions.

New Series

BOATS AROUND ATHLONE

Starting next month is a new feature series where our boats are the subject matter of a "mini" profile. The intention is to provide a factual and anecdotal refrence of craft in our area at present. The articles are to be written by the owner wherever possible and will give details of the boats construction, history, alterations and anything that merits interest. Obviously not everyone will think it a good idea to develop a series on these lines, but, as an editorial committee we feel it a shame that we have such little recorded information of boats on the Shannon as recently as twenty years ago, let alone in the last century. If you want to volunteer your boat for honourable mention please make it known to any Branch member and we'll do our best to produce an interesting series.

Chicken Liver Pate

6 oz Chicken livers	1 tablespoon tonato chutney (optional)
4 oz streaky bacon	1 x 3 oz packet Kraft Philadelphia
small onion sliced	cheese
½ clove garlic (optional)	1 tablespoon brandy or sherry
Pepper and Salt	Pinch mixed herbs

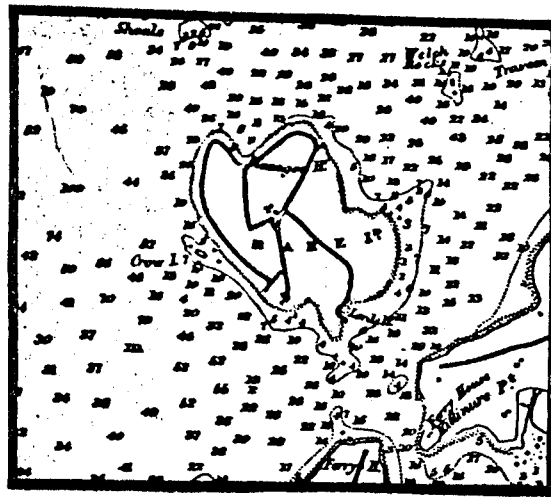
Fry Livers, bacon onion and garlic in a little butter, mince or liquidise and blend in other ingredients. Put mixture into a container and allow to cool before serving.

Flotsam and Jetsam:

On land, this enjoys only metaphorical employment, usually in application to a motley bunch of undesirables. At sea, however the words have quite precise meanings. The former designates goods lost at sea which continue to float, and the latter goods deliberately tossed over the side to lighten the vessel and reduce the risk of sinking. A further less familiar classification is "lagan". This applies to goods thrown overboard but attached to a marker so that they could be picked up later. "My Lagan Love"?

Hypochondriac: Inscription on the tombstone of a hypochondriac:-
"See I told you I was ill"

HARE ISLAND



This large landmark, which is easily the most wooded island in Lough Ree, first came to prominence when St. Ciaran, who in later years travelled downstream to found the monastic settlement at Clonmacnoise, established the first monastery on Hare Island (The Irish translation of which is Inis Ainghin - The island of Aing hin) in the 5th century. Although plundered on several occasions the original monastry continued into the 12th century, probably becoming a house of the Canons Regulac of St. Augustine shortly after 1140. The Romanesque style church ruin near the small harbour in the South East corner of the island probably dates from that time. The Dillons, a Norman family who came to dominate the east shore of Lough Ree are often credited with founding the house and many members of the family are buried here. In more recent times however Hare Island came into the possession of the Handcocks (Lord Castlemaine), also owners of Moydrum Castle, who built a lodge and a harbour, known as Lords Harbour, and planted the island with shrubs and flowers.

In August 1802, Austin Cooper Chief Clerk to the treasury in Dublin Castle, wrote to his brother Samuel at Killenure, near Cashel in Tipperary about a magnificent find of gold and silver. This treasure had been found a short time before in Hare Island on Lough Ree. The hoard consisted of ten gold bracelets weighing 163 oz the finest one 33 ozs.

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Blessed are the pure for they shall inhibit the earth.



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March 1987

Dates to Remember

Saturday 28th February
Fund Raising Social
DOG AND DUCK

Saturday 14th March
Film Show Night
Shamrock Lodge Hotel

ooOoo

Subs are now due

Family.....£8.00

Single.....£7.00

Branch Meeting Notice

The March Branch Meeting will be held on Monday 2nd March at 8.30pm in Seans Bar

Agenda :-

Minutes and Matters Arising
Correspondence

Reports:- Fund Raising Committee
Quayside Development Committee
Council
A.O.B.

Branch News

The Treasurer would like to thank you for the magnificent response to his request for this years subs, almost 50% paid up before the first of the dreaded Red X's.

Not alone that, but most included generous sponsorship for our Docks project. One member very generously paid for a seat and a tree with which to shade it. With such good response we are sticking our neck out and continuing with more trees, slabs and picnic area.

We intend to submit the project for a "European Year of Conservation Prize" so please keep up the good work. All trees and seats have been sponsored but we still need a lot of slabs at £5.00 each.

S.F.

Our fund raising committee will present their report to the March Meeting. We have organised a fund raising social night in the 'Dog and Duck', Ballykeeran on Saturday 28th February. Music by the Highways, Tickets £1.00 and your support would be appreciated.

On Saturday 14th March, 8.30pm in the Shamrock Lodge Ruth Heard will present two of her films, Inland Waterways 1986 and Inland Waterways 1974. The Harry Rice Trophy will be presented to Donal Herraghty winner of the 1986 Essay Competition. Food and lots of goodies will be served so we hope to see you there.

3 eggs
6 ozs sugar
4 ozs self raising flour
nut of butter melted in tablespoon boiling water.

Beat eggs and sugar until thick and creamy, add flour and then butter mixture. Bake for half an hour at 300° - 350° in two greased tins, or for 1 hour in one tin.

For a chocolate sponge substitute 1 oz cocoa for 1 oz flour.

For coffee sponge add a teaspoon of instant coffee to butter and water mixture.

A Lot of Pipe

A plumbers apprentice was complaining to his boss about being pushed too hard on his job.

"Listen, son" said the old Timer,
"When I was your age and first started plumbing, the boss laid the first two lengths of pipe to show us how. Then he turned on the water and we had to stay ahead of it".

The Railway Viaduct Athlone by Gerry Leonard

Looking at the railway bridge today it is difficult to realise that it was built in 1850, at a time when Ireland was just recovering from the Great Famine and when many of the wonders of modern engineering were as yet undiscovered.

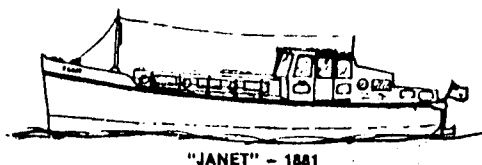
In deciding to extend the railway systems westward to Galway and Mayo one of the most difficult tasks which faced the builders was the design and construction of a bridge to span the lordly Shannon at Athlone. An engineer, G.W. Hemans, whose main call to fame was that he was the son of Felicity Dorothea Hemans who penned the oft parodied lines "The boy stood on the burning deck/whence all but he had fled", designed and supervised the building of the great swing bridge. In contemporary accounts the bridge is described as being "a construction on the bowstring and lattice principle".

The contractors for the bridge were Messrs Fox & Henderson who were given a time limit of eighteen months for completion and who finished ahead of schedule. The ironwork for the bridge was shipped from England to Limerick and brought up the Shannon by barge. The cast iron cylindrical pillars were originally to be put in place and allowed to sink into the river bed under their own weight but in December 1850 Mr. Milner the resident engineer demonstrated that they could be placed in position in a matter of seconds by means of compressed air and the aid of pumps. The experiment captured headlines both locally and in the engineering journals.

The bridge is 542 ft. long, and two main spans are 166ft. 6 ins. each and the central opening span was 120 ft. The bridge is by twelve ten-foot cylindrical pillars. The centre span was opened twice a year to

continued until the mid 1930s. The centre span is now fixed. The bridge has a soffit of 20ft 9ins at summer level and 16ft 9 ins at winter level which is quite adequate for normal navigational purposes.

Among the many admirers of the bridge was T.P. O'Connor M.P. (1848-1929) the Athlone born father of the House of Commons who declared that "of all the prospects he had seen in Europe, the sight dearest to him was the graceful railway bridge over the Shannon at Athlone".



"JANET" - 1881

Boat Profile

Janet by Gregg Ryan

Our first glimpse of 'Janet' was not too inspiring; she had lain for some years in Richmond Harbour, Cloondara, gradually shedding paintwork into the Navigation. We were operating a 27ft Seamaster and other than remarking how nice Janet must have looked 'in her day', didn't give her much thought.

But we came back again the following year, and thanks to an incredible wet day, we investigated further. Hugh Hickey who lives at the Harbour had the key, and once inside, the potential of this remarkable old vessel became immediately apparent.

Her ornate cabins, bronze and brass fittings and surprising dryness despite almost total neglect over several years struck both Gillian and I as remarkable. But the price of all this history was, well, an amusing impossibility! Especially for the privilege of owning a large Gray's petrol-paraffin 56-horse with cracked block and the rest of the machinery showing equal promise.

So we left her where she was. But the sheer elegance and potential kept nagging at us for another winter...by which time the price had dropped to a mere £12,000. Still impossible. One year later and it was £8,000; but we still had not inherited a Bank and so there Janet languished, until 1985 when we reached an accommodation with her then owner.

Delving into the history of this vessel was quite fascinating..and kept us busy until George O'Brien Kennedy and Trevor Tomsett could put their experience together on survey and refit.

(Interior diagonal, exterior carvel) with copper fasteners and rooves, laid on oak ribs with Oak or Elm transom. She saw service as Officer's Launch on board a number of ships all over the Globe before being decommissioned and sold in 1912 to famous Dublin surgeon Dr. Richard Lane Joynt MD., FRCSI., MBE., who had her converted by Mahoney of Kingstown into a motor sailer with petrol paraffin engine and sails by Perry.

Her new owner, having disposed of her steam plant (Mumfords Reciprocating engine) the distinctive brass bell-mouthed funnel, was free to hoist sail and travelled extensively to the South of France and the Scottish Isles for months at a time. He is the only man I have come across who had his own 'personalised' ballast, for prior to survey we removed 2.5 tons of lead ingots, each weighing a stone, and stamped "RLJ", or "Janet", or "RL Joynt", some also bearing a harp and crown imperial measure casting, and all with the date '1913'.

Mr. Lane Joynt died in 1928 and his obituary, carried in the 'Times', 'Independent' and of course the College of Surgeons, journal, all refer indirectly to his sailing prowess and 'Janet'. Next to find who 'Janet' was...his mother, Jane (Janet) Russell of whom we now have a photograph dated 1869.

"Janet" made her appearance on the Shannon Navigation, presumably via the Grand Canal, circa 1930 in the ownership of Robert English whose family owned her for many years and obviously minded her well. The next owner we can trace is Dr. Douglas E. Mellon, who sold her to J. LeFroy, who in turn sold her to J. Moylan. There remains a gap somewhere between English and Mellon. Who owned her through the War, and Fifties...we'd like to know.

One wet February day last year, Hugh Hickey and myself towed Janet into Cloondara dry dock and the expert G. O'Brien Kennedy did his usual thorough survey. "Janet" had a hull like flint. We decided to buy. The same day, Trevor Tomsett measured up for a new engine.. and we had half an inch to spare!

We waited around for some months to find a suitable reconditioned engine but no luck. And when we found the price difference between a recon. and a completely new plant, £50 after VAT returns, we opted for brand new.

"Janet" was slipped at Trevor's Rooskey yard in late July and a 72 h.p. Ford marine diesel was fitted, as was new shaft, new propellor (18'' as opposed to 28'') which meant we could use a Newage PRM 2-1 ratio gearbox with no difficulty.

Sea trials followed and 'Janet' showed amazing speed and versatility coupled with an obedience and stability which, after years of 'tupperware boats' was quite refreshing! A typical run was:- cast off Cloondara harbour 10.00 am, navigate canal to lower Tarmonbarry, sail to Banagher, arrive 6.00pm and that on slightly over half-throttle.

"Janet", who lived on the Grand Canal for a few years in the ownership of Mr. John Moylan, returned there in early October last and despite draught under full ballast of almost 4ft., encountered no problems. She is currently being painted and outfitted for the 1987 season, to sail as flagship for the Inland Navigation Company of Ireland with all her bronzes, brasses and coppers shining. She has already generated great interest as a promotional attraction, and we hope to advance interest in the I.W.A. I. and Waterways generally among the public by offering small parties, private cruises on the canal and Shannon, in an atmosphere only "Janet" can create. Meanwhile we are keen to get our hands on any photos (strictly on loan for copying) of her in sail days, or historical data as yet untapped.

Greg and Gillian Ryan.

For Sale

Seamaster 27ft Cruiser.

4-5 Berth Perkins 4107 diesel, h/c pressurised water system, shower w.h.b., full galley and inventory. Aft platform, echo sounder, Machinery guarantee.

Lying Albert Lock Ph 01- 983872 £8,950 o.n.o.

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Castletown
Carlow
22nd Jan 1987

Dear Editor,

In your January issue you raised the problem of mink.

Mink have been seen on the Barrow for several years now. This is not surprising seeing that there is a big mink farm on the Barrow Line. They have been seen on the quayside at New Ross.

Some years ago I was warned by a Lady biologist that mink might prove a problem for otters.

My wife and I are inveterate otter watchers. We have seen them all around St.Mullins - we have even had one board our boat. We were berthed to the towpath in Bohanna Wood one night, intending to catch an early morning tide. I was awakened by splashing alongside the boat - had she gone swimming? no the sleeping bag across the cabin was still bulging and snoring - the next thing we knew there was a thump on deck and a scrabbling sound. Then we both looked out the front cabin window. Then more scrabbling and a long thick tail was left dangling in front of that

frequently saw them crossing the Nore, swimming quite boldly across our track. A couple of years ago in the Autumn I met one on the quay at St. Mullins - he appeared to be partly blind. One time when I was doing some wiring in the wheel house of my boat an otter came up the towpath and settled down eating an eel.

The sinister thing is that we have had no encounter with otters for the last two years on either the Nore or Barrow.

Our suspicion is that this has something to do with the appearance of fairly numerous mink along the Barrow.

We have a lily pond at the back of our house, in this resided two seven year old goldfish, our finny friends were there one day, when lily pads were scarce - the next day - gone. We thought a heron had done the job but a couple of days later an animal was seen to run out of the yard and swim across the pond. Opinion is that this was a mink although identification was not positive.

We are suspicious that the lack of Otters may be due to the mink's charming habit of attacking the young otters in the hoit while the parents are away.

We have had reports of mink being sighted but have seen only a few - our non contact with otters in the last two years could be for other reasons than mink - with all the rain, not that otters mind it, but we wouldn't be about that much, also there are now 17 boats based in St.Mullins and much more traffic and people - the otter may merely be lying low. But the presence of mink makes me uneasy about the much more attractive otter. Can any Athlone based naturalist confirm or deny that mink are a menace to otters?

Sincerely,

John Monahan

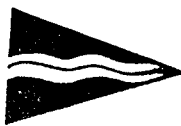
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USED CRUISERS FOR SALE

SEAMASTER 23: Perkins 4.108, Inboard/Outboard Drive.....£8500
ELYSIAN 27: Centre Cockpit, Perkins 4.108.....£9500
SEAMASTER 30: Perkins 4.108, choice of two.....£12500/£14500
ELYSIAN 34: Six berth, sliding roof, Perkins 4.108.....£12500
HARVER EASTWOOD 37: Completely redecked.....£20000

For further details contact

ATHLONE CRUISERS LTD, JOLLY MARINER MARINA, ATHLONE, 0902- 72892



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April 1987

Branch Membership subscriptions are now due.

If your Aerial boasts a Red X then, according to our records, your membership needs renewal.

Subscriptions Single.....£7.00
 Family.....£8.00

To: Mr. Sean Fitzsimons
 Hon. Treasurer
 Athlone Branch I.W.A.I.
 Athlone.

Membership Due

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The Quayside development has been very worthwhile with the I.W.A.I.-ANCO partnership cost effective. Further donations for slabs in multiples of £5.00 will enable us to go further.

---oOo---

The March meeting was lively and well attended.

The Finance Committee report on Fund Raising proposes to sell 500 units at £20.00 per year for 5 years to raise the necessary funds required to complete the Museum project. Some preparatory work remains to be done but it is envisaged to launch this scheme before the end of 1987, so more anon.

Phase 1 of the Quayside development project is now almost completed, with the seats and lamp standards fitted and the trees planted, all that remains is the water supply to the tap. The base of the crane is prepared and ANCO are making the table seats. ANCO have also kindly undertaken an extension to Phase 1 in which we are paving the area between the slipway and the OPW shed, trees and seating will also be provided in this area. Our thanks to the many people who have so generously donated to date, but alas we need more money, so if you haven't donated yet, please do so now. Slabs are £5.00 each and your donation would be greatly appreciated.

The Music night in the Dog and Duck was a great success and we hope to repeat this event later this year.

Our thanks to Ruth Heard for her "Peeps into the Past" film show which was most interesting and was enjoyed by the large appreciative audience.

As this is European Year of the Environment we are trying to encourage everyone to do something to improve the environment, so have a look around your neighbourhood and see what you can do, - plant a tree, clean up a small area, anything at all, every little helps.

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Film Show

The Oscar again this year to our own M.G.M. of Inland Waterways Ruth Heard. The good turn out were treated to a varied trip down memory lane including the barge work in laying the curtesy moorings, on Lough Ree and the first Royal long level mini rally.

Master Donal Herraghty was presented by Ruth with the Honourable Title of...

A WEEKEND IN PORTRUNNY

By Donal Herraghty, The Manse, Athlone Age 11

We could not believe our luck when we woke on Saturday morning, to find the sun shining through the window. We hurried out of bed and we all agreed it was a perfect weekend to go to Portrunny. Mammy quickly prepared the breakfast and we all helped to pack the food and find a change of clothes. Soon we were all sitting in the car ready.

We arrived at Portrunny and before long the boat was loaded. We moved over to S.G.S. where we filled with Diesel and water and then we were on our way.

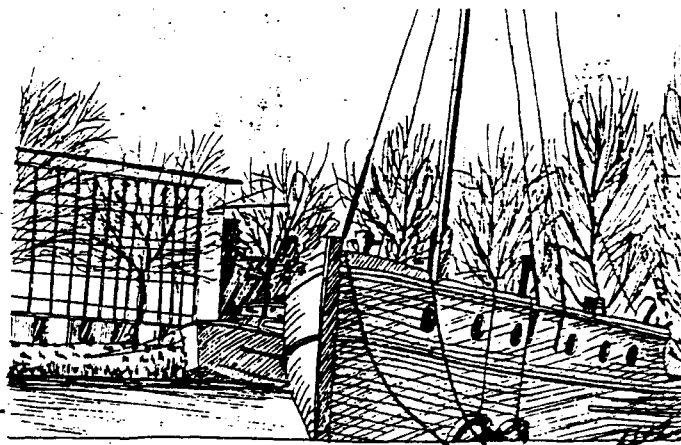
It took about an hour and half. Myself and Niamh sailed most of way in our sailing dinghy and we were absolutely starving when we arrived. So Daddy set up the barbecue and we all had loads of sausages on forks sitting on the quay wall. Later in the afternoon we went fishing. We caught two super trout and loads of Perch. Mammy cooked them for dinner.

Next day another boat joined us called Maisric. We went out with Jonathan in his dinghy and engine. We kept on crossing over waves and getting wet. After a while we ran out of petrol and we had to row back. In the afternoon the sun came out and we were able to go swimming. It was a brilliant afternoon. Later we decided to go sailing with Jonathan and Sonya. We decided to lay out a course with steel on the bottom and a balloon on the surface as markers. We had to sail as good as we could in the race. On the third marker we were winning but they were gradually gaining on us and in the end they won.

That night we went up to McDermot's for a drink. The adults chatted and we played pool and later we all joined in a sing song. We all fell into bed that night exhausted after a brilliant week-end.

--oOo--

	MOYA
Length OA	: 38 Ft
Breadth	: 8 Ft
Draft	: 3 Ft
Builders	; In 1919 by
	: Thorneycroft
Engine	: Original TVO 36 Hp
	: exposed rockers &
	: handstart
Construction	: Mahogany on oak.
	: Cockpit aft over a
	: "duck" stem, raised top-
	: sides for accomodation
	: forward.



MOYA NEAR BAGGOT ST BRIDGE, GRAND CANAL, DUBLIN

Moya was built in Basingstoke for a professional man who based her on the Solent in the 1920's . Her name is Arabic for water and in common with many cruisers of her period she carried auxiliary sail power. Her magnificent slow-reving marine engine by modern standards takes up space but in the 1920's it enabled her to compete succesfully in South coast reliability trials.

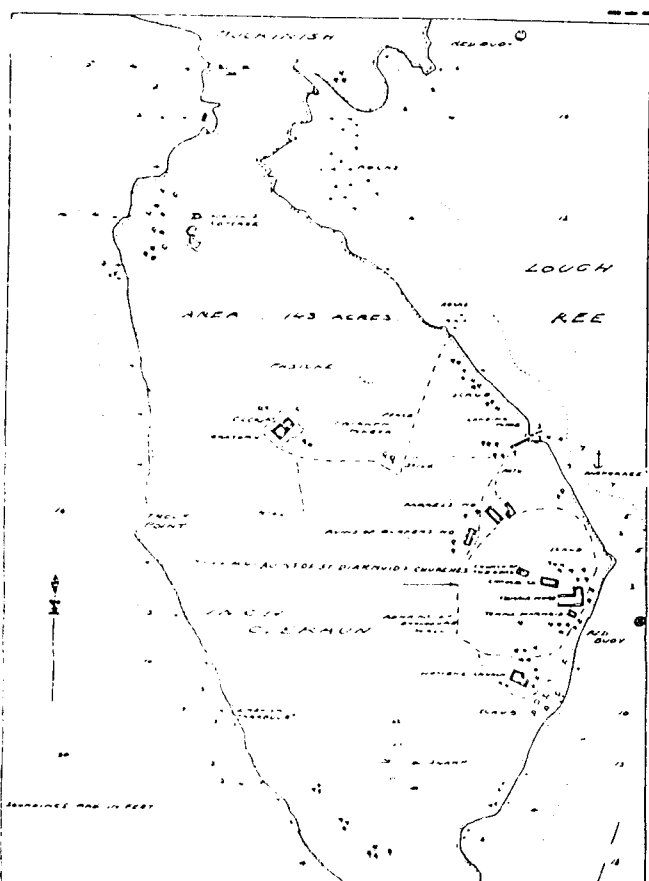
For towing, perhaps targets as there is evidence of bullet holes forward! After de-commissioning she was brought down to the Itchen and retained her wartime grey with canvassed decks until the 1960's. Her original rig gone, a fishing boat mast is used for auxiliary sails. Her present owner purchased Moya in 1960 and suffered the indignity of her setting on scrap in a mud berth. Moya didn't rise to the tide and had to be pumped and t ingled, luckily the engine didn't suffer and she was actively used on the Solent as a house boat, cruiser and even for towning. Moya was laid up at the Lady 'B' boatyard in Brighton at a rent of 16/- in 1961. With her owner in Ireland she sank at moorings and was towed to a shallow berth. Here she was described by the local paper in Shoreham as being on fire when in fact it was the boatyard cleaning the engine by traditional methods. At this time she was transported to Dublin as deck cargo lowered into the Liffey and towed to DunLaoghaire by a fishing boat. Moya was tied up in the coal harbour for 6 weeks and her engine overhauled for eventual use as a passenger boat on the Shannon - in fact Harry Rice mentions her pending arrival in his newspaper column. During the engine repairs Moya sank when water entered the exhaust and much work was repeated. Her journey to the Shannon via the canal was typically difficult made a little easier by Harry Waters assistance.

Moya became a familiar sight on the rallies in the sixties and also based at Athlone doing boat trips. She went for a 3 month refit in Killaloe where the paint was replaced with varnish and the decks covered with "Seamflex" which never seemed to set properly. At this stage her propellor shaft was built up and turned - not succesfully as on her next outing the engine lifted the deadwood and the resulting flooding had to be pumped out by the fire brigade.

Under power "Moya" is steady and very fast and for those of us used to diesel motors, unbelievably quiet. As a measure of her ability she towed (on separate occasions) the "Snark" and "Georgiana" from Athlone to Shannon Harbour.

Recently Moya has not been used much and after an extensive refit in 1979 she has been laid up in Shannon Harbour. At present she is stored ashore at her owners riding school in Coosan. She is a sound and elegant boat and we all hope to see her back on "Moya"

By kind permission of Miss P.Duff



QUAKER ISLAND

So called because a man of that religious faith, named Fairbrother, lived there in the early 19th Century. Its original name is Inch Cleraun, after Clothara, sister of the famous Queen Maeve. The story goes that Maeve was killed by a stone from the slingshot of one of the men of Annly on the Longford shore while she was bathing on the eastern side of the island.

The most important monastic remains on Lough Ree are to be found here. The monastery was founded by St. Diarmuid in the 6th Century A.D. Relics of the early christian foundations are a number of grave slabs, the fine cashel (bank) surrounding the site and probably the tiny Temple Diarmuid. In the 12th century a house of the canons of St. Angushne was established here and most of the surviving remains date from this time onwards.

15th century. An upper room is lit by an attractive window with a st one seat running around its interior. A portion of the cloister arcade still remains and the foundations of the walks can be traced on two sides.

The buildings are the "Chancel Church" and "The Church of the Dead" which is without a Chancel. Both may date from the 12th Century and feature finely cut plain round headed windows. A poorly restored church south of the enclosure known as "The Womens Church" dates from the 13th century. Clogas Oratory, on the highest point of the island, probably dates from the 12th century and later had a square tower added to it. A stone stairs in the wall may have led to a loft or gallery.

On the way back to the shore are the long deserted cottages of the former inhabitants, some of which have cut stone, clearly from the monastic buildings built into their walls. It is rumoured that the Quaker Fairbrother was responsible for this and as a result he aroused the wrath of the saints who caused his livestock to run wild around the island until he stopped this practice.

--oOo--

Choux Pastry

Choux pastry is not difficult to make, but can be tempermental at times. I have found that the best results are obtained if you (1) use Stork margarine, (2) Weigh the flour and measure the water very accurately, and use the size of eggs stated. (3) Never open the oven to take a look while the cooking is in progress.

‡ pint water
2 oz Stork Margarine
2‡ oz Plain Flour
2 eggs, standard lightly whisked
Drop of vanilla essence, optional

Bring water and stork to boil over a moderate heat, remove from heat and beat in flour with a wooden spoon for 1-2 minutes. Mixture should leave the sides of the pan and look shiny. Cool slightly and gradually beat in whisked eggs and vanilla. The choux pastry is now ready to use.

Do not panic if it is fairly liquid at first when you add eggs, it will thicken.

Eclairs Pipe 3 inch lengths on baking sheet and bake for 40 minutes oven 375 to 400 degrees, gas 5 to 6. Fill with whipped cream and ice

Profiteroles

Place teaspoons of the mixture on greased baking sheet and bake for 40 minutes, oven 375 to 400 degrees, gas 5 - 6. Fill with whipped cream and arrange in pyramid on dish. Trickle chocolate sauce over pyramid.

A little sugar added to the cream is a good idea.

--oOo--

"Kindrum"
 Upper Kilmacud Road,
 Dundrum,
 Dublin 14

24.3.87

Dear Editor,

Mr. Monahan's letter has prompted me to write about what I believe to be the serious problems caused by the increase of mink in our waters.

I have observed an unusual scarcity of coot and water-hens over the past few years, particularly in the Albert Lock/Drumona area. Last year I did not see a single bird of either of these species in this vicinity. The usual pair of swans on the Drumona stretch did not appear to have raised cygnets.

There have always been considerable numbers of coot congregated at the junction of the Shannon and Boyle rivers and at the entrance to the Mountain river out of Kilglass. Last year they were noticeably absent. In Grange and Kilglass lakes I saw crested and small grebe, also some duck but no chicks.

The only areas where I noted a couple of water-hens were Kilglass cut and Lough Key. Mallard last year were not nearly so plentiful at Portaneena and the Coosan cut, in fact, they were in very small numbers while I was there.

I have seen mink in Lock Key, Drumona, at the Albert Lock and Leitrim river, and they appear to be particularly prevalent in Dromod Harbour.

From my observations I believe mink are decimating the stocks of our more venerable water birds on our waterways. They are small but fearless animals with no natural predators to keep their numbers down. At the Albert Lock, where I normally moor, I am informed they constantly invade unoccupied craft - indeed sometimes with crews aboard. I am told in very hard winter weather they attacked and wounded wintering cattle, killed a small dog and a cat - both admittedly elderly. I also hear they have been seen climbing trees, presumably after birds' nests.

I had a personal encounter with a mink in Dromod Harbour when, with my crew, we had the boat hood spread out on the quayside for repair. It was a hot summer afternoon (possibly the only one last July) when a mink came out of the adjoining ditch and twice passed within two feet of where we were working to board and investigate the two unoccupied boats on either side of us. It appeared to be totally unafraid.

During two recent seasons I travelled from the North Shannon down through the Canal system and Barrow. There seemed to be a complete dearth of water-hens and coot until St. Mullins. I saw plenty of Mallard - the time was late Spring/early Summer so there were quite a few clutches of young - more birds possibly on my first trip than on my second trip. Incidentally, on the Barrow the Kingfisher appears to be quite common and a marvellous sight.

Regarding otters I saw one on the Grand Canal at Ballycoman and one on the Shannon on the way to Battlebridge. I am told a pair have been seen near Albert Lock.

I understand there is quite a successful method of trapping mink but I do not know if it has been widely employed here.

These have only been my personal observations when travelling on the water. This season I hope to travel south again and perhaps keep more accurate and detailed observations regarding numbers of water birds.

Yours sincerely,



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

*N.B. Branch Meeting
Mon May 27th*

May 1987

The April Meeting dealt with a financial report on the quayside development to date, which indicated a reasonably healthy position. Again we wish to thank all of you who so generously gave donations, we hope to publish a complete list of donors later. Our energies are now concentrating on the museum project and we will be telling you more about this when some preliminary details are sorted out.

There will be no meeting in June because of the Bank Holiday, instead we hope to be rallying on Lough Ree, the details of which will be finalised at the May meeting. The May meeting will be the last Branch Meeting before the summer break, so this will be your last Aerial until the Autumn.

The highlight of our summer will be the 27th Shannon Boat Rally, starting on Friday 24th July with informal gatherings at Athlone and Carrick on Shannon and visiting Lanesborough, Lecarrow, Hodson Bay, Banagher, Clonmacnoise and finishing in Athlone, with the closing dinner in The Prince of Wales Hotel. Our Commodore is Andrew Fitzsimons who whatever about being Diddly, wont be Idle during the week, he promises lots of fun and good rallying. Entry form is enclosed, and should be completed and returned to Nono Healy before Friday 3rd July. Hope to see you all on the Rally.

Until the Autumn then may we wish you fair weather and safe boating.

--oOo--

Iniscealtra Sailing Club, Mountshannon are holding an open week from 9th to 15th August, which promises to be primarily a family event with plenty of activities for all members and visitors. Further information can be obtained from David Knight, Ridderhof, Scarrif, Co.Clare or Eddie McCarthy, 44, Kilbane, Castletroy, Limerick. The open week follows the Lough Derg Rally.

--oOo--

Dublin and Naas Branches get together on 9th and 10th May to celebrate the re-opening of the Naas Branch of the Grand Canal. Watersports, Exhibitions, History Excursions, Social functions etc., are planned and a large assembly of boats is expected. Further details from Des Leydon 01-895593; or Ken Shaw 01-271253

--oOo--

Lough Ree Yacht Club Cruiser Sailing programme starts on Sunday 3rd May with the May series of 5 races for the Quaker Island Trophy; The Heron/Mirror May midweek series of 4 races starts on Tuesday 5th May. S.O.D. and Optimist programmes start with the Whit Regatta on 30th May. Lough Ree Regatta will be held from 2nd to 7th August, and the Open Regatta is from 11th to 13th July

National A.G.M.

Officers Elected:	President	.....	Peter Hanna
	Vice President	.....	Damien Delaney
	Secretary	.....	Liam Darcy
	Treasurer	.....	Joyce Waterhouse
	P.R.O.	.....	Gregg Ryan

Council Members:-

Ruth Heard
Colin Becker
Marie Hyland
John Suitor
Noel Murphy
Mike Thomas
Eddie Slane
John McNamara
Louis and Nora Sleator
Frank Blake
Eileen O'Brien

On behalf of the membership we take this opportunity to thank our outgoing President, that gentle man from Ballygawley, for his time and devotion to our Inland Waterways.

--oOo--

Chili con Carne

1 lb Minced steak
1 tablespoon plain flour
1 Onion, chopped
6 or 7 medium tomatoes, skinned, or a tin of tomatoes
2 dessertspoons tomato puree
1 tin of red kidney beans, or equivalent in dried beans soaked overnight and pre cooked
1 or two teaspoons of chili powder (I use hot chili powder)
Salt, Parsley and mixed Herbs to taste
6 or 7 mushrooms, optional
1 tablespoon oil.

1. Fry mince, onion, flour and mushrooms in casserole dish in oil until lightly browned.
2. Add tomatoes and puree and cook for a few minutes.
3. Add drained beans and rest of ingredients
4. Stir and cook for ½ hr on low heat or in a medium oven.

Stir occasionally. Serve with rice.

--oOo--

The Corrib/Athlone Link

Past records of the Corrib Club state that it is noticeable that Club boats were purchased in Athlone. In 1872, the Captain of the Club was instructed to "close with Mr. Norton of Athlone for two river boats at the limit of £11 delivered at rail at Athlone". In 1877 we find an order going to Norton for two river boats each 16 feet long, 4ft 2 inches beam, 17 inches high "from keel to gunwale with oak ribs, white deal sheeting double knees, well coated with best oil and varnish, with a coat of thick varnish between the laps, with suitable oars and rudder and plain round moveable trolepins finished in the best manner, half round iron on the keel from stem to stern for the sum of £11."

THE ELIZABETHAN BRIDGE OF ATHLONE

By Gerry Leonard

People have been crossing the Shannon at Athlone for well over 1,000 years - the earliest known name for Athlone was An Sean Ath Mor 'or The Great Ford of Antiquity. In the early times crossing would have been by means of stepping stones and later by tohers or wooden bridges (perhaps supported on stepping stones). The annals record the building of a number of temporary bridges by King Turlough O'Connor but their short life would seem to indicate that they were of post and wattle construction.

Of the early bridges of Athlone we know very little but the great Elizabethan bridge of Athlone, often referred to as the Old Bridge of Athlone, is the first bridge of which we have a description.

It was downstream from the present bridge, it ran from Bridge Street (behind the Ritz Cinema) across to Main Street from where traffic would have gone up High Street into Connaught Street and across the Batteries to the Galway and Roscommon roads. The accomodation road dates only to the coming of the railway in the mid 19th C.

The bridge was commenced in the summer of 1566 and completed less than a year later. The man responsible for building it was Sir Henry Sidney, Lord Deputy of Ireland and brother of the celebrated Elizabethan poet Sir Philip Sidney. Of the bridge Henry Sidney had this to say:-

"I gave order then for the making of the Bridge of Alone, which I finished, a piece found serveceable; I am sure durable it is, and I think memorable."

The architect for the bridge was the Rev. Peter Lewys, precentor of Christchurch Cathedral, Dublin, and the overseer was one Robert Dampport.

Sidney's bridge was indeed serviceable and durable - it lasted for nearly 300 years and was found wanting only with the increase of traffic in the 19th C. and the needs of Shannon Navigation.

The bridge had nine arches, was 360 feet long and ranged from 12½ to 14 feet wide, it was supported by piers erected on heaps of stones thrown into the river and retained in place by wooden piles - one historian, the Rev. John S. Joly tells us that along the bridge "at each pier, were angular recesses designed as places of refuge for foot passengers from the crush of cattle or cars". The bridge had also three water-mills for the grinding of corn and a fine display of cut stone monuments.

One stone, the mearing stone, marked the boundary between County Roscommon and County Westmeath - it was removed to the porch of St. Mary's Church of Ireland, Athlone, where it can be seen today.

The folklore of the bridge claims that it also contained a stone that declared "Here civilization ends and barbarism begins" but no documentation survives to support the authenticity of this and we must assume that it is no more than poppycock.

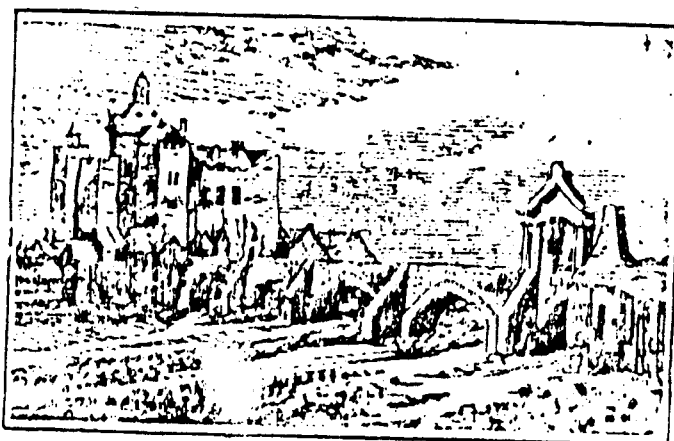
However mid-way on the bridge stood a stone monument containing a number of inscribed stones - many of these stones are believed to be in the crypt of the National Museum but their size and volume militates against their ever being displayed.

The stones depict various things, one has the crest of Sidney, one the Queen's arms, another depicts Robert Dampont while yet another features a portrayal of Peter Lewys, there was also a stone with the inscription "Give to Cesar that which is Cesars and to God that which is Gods".

The greatest event in the history of the bridge was undoubtedly during the siege of Athlone, when the brave Sgt. Custume carved a niche for himself in history. Although he perished his name was recorded, but he is a hero of whom the history books can give no personal details or descriptions but who has the unique distinction in these islands of being the only non-commissioned officer after whom a military barracks is named.

Does any man dream that a Gael can fear
Of a thousand deeds let him learn but one
The Shannon swept onwards, broad and clear
Between the 'leaguers and broad Athlone.

From The Ballad of Athlone
(Aubrey De Vere)



Athlone Bridge and Castle 1685.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

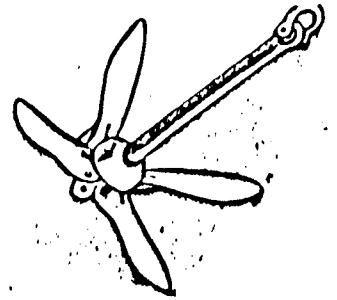
All Correspondence to: Athlone Aerial, Seans Bar, Main St., Athlone.



ATHLONE BRANCH I.W.A.I.

ITINERARY

*** WHIT RALLY ***



SAT. 30th MAY.

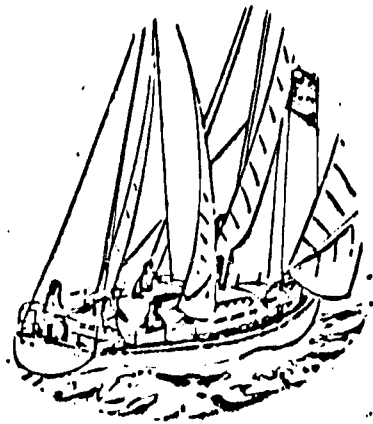
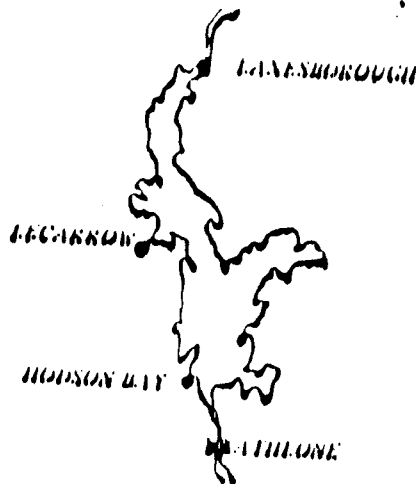
ASSEMBLE KILLEENMORE FOR LUNCH .

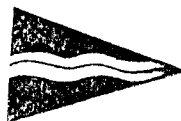
OVERNIGHT INNY RIVER.

SUN. 31st MAY.

LUNCHTIME PICNIC QUAKER ISLAND .

OVERNIGHT LECARROW .





ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

September 1987

They would not listen
They did not know how
Perhaps they'll listen now

I refer in this instance to our legislators who deemed that the power for the control of pollution be vested in our local authorities.

Regard the present control as under that of a surgeon. He will not appear until the limb has turned to gangrene.

The problem is complex, I appreciate the dilemma. The control of pollution within our local authorities will always play poor relation to demands for housing, roads, refuse collection and all the other services.

Removing the conflict is surely the first step. Give the power to an independent authority.

The month of August, Fish kill - Inny, Fish kill - Suck, Fish kill - priests Island L. Ree. The evidence is there where's the conviction?

The next branch meeting will be held in Seans Bar
On MONDAY 7th SEPTEMBER at 8.30pm

AGENDA: Minutes,
Correspondance
Rally Itinerary
Projects
A.O.B.

Dates for your Diary - Dinghy Scramble 26th September
..... Abbey Theatre 9th October
End of Season Rally and Dance - 26th September

Dublin Dinghy Scramble

The Dinghy Scramble and Canoe Marathon will be held on Saturday
26th September: Information Dingies - Des Leydon 01-895593
Joyce Waterhouse 01-831942
Canoes - Donal McIntyre 01-288067

End of Season Rally and Dance

S.G.S. Marine
Buffet Supper
Friday 26th September at 8.30pm

Tickets £10.00 from Seans Bar or Bridie Delaney
The Rally Itinerary will be decided at the September Branch Meeting.

---oOo---

Sympathy: On behalf of the Branch may we extend our sincere

The Midland Regional Development Organisation convened a meeting of representatives of all the local authorities bordering Lough Ree, Bord Failte, Lakelands Tourism, OPW, An Foras Forbartha, Bord Pleanala, IDA, Anglers, Wildbird Conservancy, Cuspoir, IWAI, TD's, Seneators, Govt. Minister and MEP's in furtherance of their initiative to produce an integrated development plan for Lough Ree and its hinterland.

Bad weather ruled out the possibility of the group being brought on a boat tour of the lake, however a very worthwhile discussion took place on the report produced by Fionnula Meagher of Roscommon Co.Co., which highlighted the lack of coordination, co-operation and communication amongst many of the agencies involved in the management and development of Lough Ree.

Mr. P.J. Coghill Chairman, called for support for the integrated plan in order to harness the huge potential for increased tourism and the consequent improved amenity, economy, and employment benefit for the area. He said that in the present economic climate, large amounts of money for major developments would not be available, but minor developments such as signposting, lay-bys, slipways etc., could be done to improve access to the lake.

Mr Sean Lucey suggested that a Steering Committee made up for representatives of the various bodies having an interest in the development of the lake.

MEP's Mark Clinton and Jim Fitzsimons expressed their willingness to support the plan but warned that it would not be easy to get money from the EEC in the present climate. A further meeting is to be called at which it is hoped to go through Ms. Meaghers report in greater detail.

Ronan Farren on the Theatre Festival programme

The cast of "Madigan's Lock" includes Dave Kelly, Brendan Cauldwell, Godfrey Quigley, Marie Kean, Joe Savino, Eileen Colgan, Nuala Hayes, Darragh Kelly, Angela Harding, Bosco Hogan and John Olohan.

There will be obvious box office and critical interest too in the Abbey's new production of Hugh Leonard's "Madigan's Lock" of which the late Ernest Blythe famously remarked "I don't like

plays with ghosts in them".

That, Hugh Leonard responded, takes care of "Hamlet" and "Macbeth".

The play was in fact first presented by the distinguished Globe company in the spring and summer

of 1958. It concerns a search for a lost pub along a mysterious canal, where free pints for life are on offer to the finders.

Pete St. John has written a song for the Abbey production and this will be played in house before the curtain goes up. Indeed the Abbey are so pleased with it that there's talk of a commercial recording. The song is sung by a group called Chisel, with a voice over commentary by Godfrey Quigley.

You'll be raging if you miss it. An all in nite out, Friday October 9th

To - Abbey Theatre
for MADIGAN'S LOCK by Hugh Leonard
and then Ashling Hotel, meal and drinks
and

Then..... Bus.

Subs 20.00 incl. return bus trip, theatre, meal.

The plays about a search for a mythical pub on the Grand Canal. Anybody who finds it gets 3 pints a day for life.

BOOKING FORM

Name..... Address.....

Phone No.....

No. of Tickets required:

_____ @ £20: _____ @ £16 (Theatre & Supper); _____ @ £5 (Theatre only);

Preference given to Full package @ £20.

Return form to: SEAN FITZSIMONS, SEAN'S BAR, ATHLONE Tel 0902.92358.

BOOKINGS CLOSE
23RD. SEPTEMBER

The 27th Shannon Boat Rally

The Shannon Boat Rally, led by Commodore Andrew Fitzsimons visited Lanesborough, Lecarrow, Hodson Bay, Fanagher, Clonmacnoise and Athlone. The weather, though a bit on the windy side was kinder than that of the past two rallies, and was a less influential factor because of the shorter time spent on Lough Ree.

The Rally got off to a great start in Lanesborough with a lively get-together in the Lough Ree Arms which was further enhanced by the weekend festival organised to coincide with the Rally.

Following a ricky passage from Lanesborough to Blackbrink Bay, rallyists found their approach to the fine new harbour at Lecarrow marred by silting at the mouth of the canal and at the harbour mouth, together with prolific weed growth in the canal, which caused blockages to water intakes and fouled propellers. What a great pity it would be if the popularity of such a fine development were to be spoiled by bad maintenance.

A lunchtime stop at Killeenmore point en route to Hodson Bay, showed boats visiting Lough Ree, the new marked passage into Derry Bay and Portlick Bay.

A splendid afternoon of Dinghy Sailing and watersports was rounded off with the keenly contested talent competition in the Hodson Bay Hotel.

The trip downriver to Fanagher was a great success. There was adequate berthage for all, thanks to the cooperation of Carrick Craft and Silverline. The flowers for the ladies and personal welcome to each boat by Mac Green was a nice touch and much appreciated.

The peace and tranquility of Clonmacnoise was a welcome chance for some to catch up on lost sleep, while others continued th revelry, and got in some practice for the rescue of cruiser competition.

Following the prizegiving at Clonmacnoise, the rally wound its way up to Athlone and the closing Dinner.

Rally Chairperson Marie Hyland told the large assembly that there was a need for the Rally as long as there was a threat to the waterway. In the beginning the threat was low fixed bridges, today the threat is reduced water levels and low overhead power lines.

Commodore Andrew Fitzsimons congratulated the committee on a job well done, but he warned rallyists to expect larger entry fees next year because of the crippling insurance premiums being charged.

The prizewinners were as follows:-

Premier Award	Ken Fildes	Maisric
Cruiser Class Award	Michael Miller	Duiske
Barge Class Award	John McNamara	Jarra
Boat Inspection	John McNamara	Jarra
Man overboard	Tom Murphy	Corbierre
Rescue of Cruiser over 25FT	Michael Miller	Duiske
Rescue of Cruiser under 25FT	Fred Rountree	Leamore
Mooring	Ken Fildes	Maisric
Navigation	John McNamara	Jarra
Timed Reliability	Tom Murphy	Corbierre
First Mate	Robert McNamara	Jarra
Ladies Boat Handling	Emer Nowlan	Jarra
Denis Byrne Award	Bernard Delaney	Merlin
Feldman Award	Michael Miller	Duiske
Bismahaid Trophy	Sam Hensharty	Dunross
Boat Via Canal	Michael Miller	Duiske
Hire Boat Award	Joseph Linton	Pinnuala
Young Mariner	Kerry Miller	Duiske
Outboard Race	Jonathan Fildes	Maisric

Lough Derg Rally 12

Lough Derg Rally 12 led by Commodore Albert Gill visited Kilgarvin, Woodford River, Dromineer, Mountshannon and Killaloe in what must have been the best weeks weather we have seen this year.

The highlight of the week was the grand re opening of the Woodford River when the rally navigated up this fine river to a bank mooring and bonfire. The river was opened to navigation following dredging by the late John Weaving, and bank clearing and cutting of overhead branches by a hard working group of volunteers led by Chris Boyle over the past year. Indeed there were several suggestions that the river be renamed the Boyle river. Another splendid example of the effectiveness of voluntary groups.

A nice easygoing atmosphere, helped by lots of sunshine prevailed throughout the week.

Commodore Albert Gill commended the young people for their courtesy and participation during the week, saying that their enthusiasm gave him confidence for the future of Rallies.

The Prizewinners were as follows:-

Premier Award	John McLean Roberts	Sequoia
Boat Inspection	Charles Scotson	Ajenda
Surprise Boat Inspection	Michael O'Riordan	Snowbird
Ladies Boat Handling	Ann Craig	Bolero
First Mate	Aideen McLean Roberts	Sequoia
Time Trial	John DuMoulin	Royal Nordic
Boat Handling	Charles Scotson	Ajenda
Barge Handling	John McLean Roberts	Sequoia
Man overboard	Gaelan Brislane	Vitesse
Survival Test	John McLean Roberts	Sequoia
Recovery of Cruiser	John McLean Roberts	Sequoia
4 day Sailing Comp	Damien Delaney	Philos
Tail Ship Race	Ramsey Henderson	Eleanora

---oOo---

The Late John Weaving

Hey Rashers, the young lad on the bridge shouted as the barge nudged at Johns pace through the eye of the bridge.

Had he continued to watch he would have seen a man, a boy, an historian, an engineer, a gentleman. Most of all he would have seen a man doing what he wanted to do. What he loved.

John came to the Shannon and has never left.

---oOo---

The Shannon Swim

Congratulations to Athlone Junior Chamber for once again organising a most enjoyable afternoons entertainment. The capacity crowd both young and old were treated to spectacular mock assault on the Athlone Castle by land water and air.

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ATHLONE AERIAL

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

October 1987

The September Meeting dealt in detail with the financial report on the quayside development. A drive to get sponsorship for the remaining 192 paving slabs at £5.00 each will bring the First Phase to a satisfactory conclusion. Let it be said that the entire project is a credit to our Quayside Sub-committee and our Chairman Damien Delaney.

Our position with regard to the Dump controversy was debated. The Branch decided to support fully the total closure of the Athlone Dump at its present site.

A request from the Athlone Arts Group to organise an event during next years All Ireland Drama Festival was agreed in principle. The exact format to be decided upon.

The next Branch Meeting will be on

Monday 5th October at 8.30pm
Seans Bar.

A.G.M. Please note that our A.G.M. will be held in the Shamrock Lodge on Friday 4th December.

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Ownership and the I.W.A.I.

The recent Council Meeting considered this topic. Whilst not giving a directive it would be deemed preferable for the Association not to become directly involved in ownership. The underlying problems being that of continuity of officership, changing climates and that ugly of ugly, liability "Wherefore art thou, Waterways Museum?"

--oOo--

Welcome Walter

We would like to welcome the Borner Family from Dorf, Switzerland to membership of the Athlone Branch of the I.W.A.I. New members? yes, New to the Shannon? No. For twenty years now they have holidayed annually on the Shannon. Thats a long time even on a Swiss watch. Welcome.

--oOo--

For Sale :-

Cara Cruiser complete with trailer. Engine not supplied. First £1,200 secures. Phone Jim Connolly. 01-306270.

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BOOK REVIEW

'By Shannon Shores' Ruth Delany
Publisher : Gill and MacMillan
Hardback : 230 pages Illustrated
Price : £12.95

Every year new literature is published on the Irish Inland Waterways, an exciting indicator to the popularity of this superb resource. Some works are best unwritten, but, we dutifully buy them to keep our "Shannon Library" up to date. I had a contorted idea that "By Shannon Shores" may be a contemporary amalgam of "Green and Silver" and "Land of time enough" realised within the first chapter that the authors' experience could not be compared to the journalistic perception of the other books. On the other hand it is less parochial and covers a larger portion of the Shannon than "Thanks for the memory".

Mrs Delany has been a devotee of the Shannon since University days and shares her experiences of the 200 miles of meandering lakes and rivers from the "Shannon pot" to Limerick. The reader is quickly made aware of the history of the navigation. The achievements and legacies of Omer and Rhodes are applauded or criticised impartially. These engineers are to be admired for the scale of their projects; we learn of 1,500 men working on the river bed in Athlone, studies with diving bells in Banagher and blasting in Rooskey. There seems to be a tradition of antagonism between user factions on the river appropriately illustrated by the yacht "Andax" jackproding telegraph lines and more importantly by an excellent study of Shannon flooding. The book should be read by all who issue statements on this subject, if only to get the historical aspect. Evince, a plan to lower the level of Lough Derg by 4ft and sell off the land created to private interests - the money raised to be used for drainage works!

The book is not only for Shannon buffs. The river evokes social history and the author recalls characters, places and boats of the river. Legend is rich and fantastic as in Quaker Island or tragic as for Dermot and Grainne. In more recent times we hear of O'Sullivan Beare, Clannard evictions, the adventurous Wallers and the practical jokes of Trehaine Holmes.

For most of us the Shannon is about boating and the author relives many personal experiences as well as other good stories. Misadventures are freely disclosed; for example, Harklow grounding on the tide in Limerick and nearly being swamped by the discharge from Ardnacrusha and, on another occasion, a close encounter between the dinghy and a lock weir.

As may be expected the illustrations are of a high standard and, apart from the jacket picture of Harklow the mirror and Holy Island, all are in black and white. There is a happy balance of material, the professional prints by Lawrence, pen and ink diagrams and snapshots of people, boats and occasions. Each chapter is illustrated with a relief map sketch of the area to be covered.

Quotations are used widely and are separated from the text by double spacing. The following extract from Robert Harveys guide of 1896 is that many kindly strangers may in the pursuit of an enchanting form of recreation add to their scant knowledge of this beautiful and unhappy country and its sport loving people.

As yet, not having read Mr. Harveys guide I cannot say if he succeeded. However, Ruth Delaney has exceeded the objectives above and "By Shannon Shores" will be the definitive travelogue for many years. To summarise, it is not a fishing 'Vade mecum', a pilot book or political diatribe; it is a thoroughly enjoyable companion.

R.B.

THE BRIDGE OF ATHLONE

by Gerry Leonard.

By 1830 it was generally agreed that the Elizabethan Bridge at Athlone was no longer adequate for traffic and that in conjunction with the Shannon Navigation programme a new bridge should be built upstream from it. The surveyor was Thomas Rhodes who was related to Cecil Rhodes (of Rhodesia fame) and in the second report of the Commissioners for the improvement of the River Shannon (1837/38), he had this to say:-

"The present old bridge is most inconvenient, and extremely narrow, not exceeding fourteen feet in breadth of roadway, without footpaths and this confined passage is very much obstructed on market days."

Other contemporary accounts are more scathing, for example John O'Donovan in his Ordnance Survey Letters of Co. Longford, in the course of a letter written from Athlone in 1837 states:-

"Athlone is the ugliest town in Europe. Its bridge is scandalous. I hope the Shannon will sweep it away to make them build a DACENT one. Such a confusion of women, Connaughtmen, horses, asses, potatoes, soldiers, peelers, would almost make one swear that there is no order in nature. This is market day."

Another visitor to Athlone in the 1830's was the novelist Maria Edgeworth, author of Castle Rackrent and she too was distinctly unimpressed with the bridge of Athlone:-

"It was no easy matter to get out of Athlone, for at the entrance of the old-fashioned, narrowest of narrow bridges we found ourselves wedged and blocked by drays and sheep reaching a mile at least; men cursing and swearing in Irish and English; sheep baaing and so terrified that the shepherds were in transports of fear, brandishing their crooks at the postillions, and the postillions in turn slashing their whips on the impassive backs of the sheep. The cocked gold hat of an officer appeared on horseback in the midst, and there was silence from all but the baaing sheep. He bowed to us ladies, or to our carriage and four, and assured us he would see us safe out, but that it would be a work of time..."

By 1841 the contract for the building of the new bridge was signed and by November of that year the first stone of the Eastern abutment was laid. In 1843 three arches were close to completion and ready to be "keyed" and the metal castings for the swivel bridge had been delivered. The level of employment on the scheme was very high with an average daily workforce of 412 men.

Contd/.....

The new bridge was open to the public in November, 1844, and Rhodes was clearly pleased with the work, he stated:-

"This bridge has been built in a most substantial and satisfactory manner, both as regards the workmanship and the materials used, which were of the best description of their respective kinds."

The bridge had a swivel opening at the western end for navigation, and it was decided in the early 1950's to replace it with a fixed span. This decision was one of the prime reasons for the founding of the Inland Waterways Association - because it was feared that the replacement of swivel bridges by fixed spans would lead to the ruin of navigation on our rivers and canals.

The I.W.A.I. were successful in their mission and the authorities agreed that adequate headroom would have to be maintained where fixed span bridges were concerned.

Many will remember the Bailey Bridge of the early 60's: this was a temporary measure while the fixed span was being constructed. The Bailey Bridge was so called after Sir Donald Bailey who designed this type of bridge which was suitable for emergency construction during World War II.

For further information on the subject of the navigation works, see article by Ruth Delaney "Athlone Navigation Works 1757 - 1849" in Harman Murtagh (ed) Irish Midland Studies - essays in commemoration of N.W. English

--ooOoo--

Avocado and kiwi starter.

Serves at least four.

2 Avocados
2 Kiwi.
1 large tomato

Dressing

5 tablespoons oil
2 tablespoons dry Vermouth
1 tablespoon gin
1 tablespoon lemon juice
Black pepper, salt and chopped parsley
1 teaspoon sugar, optional.

Put all dressing ingredients in a screw top jar and shake well. Halve avocados and remove stone and peel, slice lengthways. Peel kiwi and slice crossways. Arrange on plate and add dressing, you will need to cover avocados or they will go black. Decorate with tomato and a lettuce leaf.

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Athlone I.W.A.I. Quayside Development Fund

Phase one of the Athlone Quayside Development now nears completion. This development, a contribution by the Athlone Branch of The Inland Waterways Association of Ireland, to improve the river front, making it a safer and more attractive place for the visitor and local alike.

We welcome, in keeping with our provision of seating and lighting, the local response in the provision of window boxes and period lighting.

Finance to date has been met primarily by generous sponsorship and members' subscriptions. We are grateful to AnCO for their assistance through the Youth Employment Scheme.

In order to complete the first phase we require – not a lot – funding for 190 paving slabs at £5 each.

Sponsors of Seats :-

Emerald Star Line
Derg Line Cruisers

S.G.S. Complex
D. English & Family

Sponser of Seat Plaques :-

Aiden Bolten

Sponsors of Trees :-

Liam Dwan
Rosemary Furlong
Castle Inn

Anglers Rest
Ashling Hotel
Michael Dobson

Pat. Dolan Jnr.
Deirdre & Ian McNinch

Sponsors of slabs :-

Aishling Hotel
Robin Benson
G.M.Patton
Derek Lane
Frank Farrell
Paul Garland
Tom Monahan
Michael Martin
David and Eleanor Killeen
Christy Nicholson
David Henshaw
Tony Hughes
Margaret Gaffey
Brendans Bar
W. Walsh
Dave Mahoney
Dermot Ward
Alison Ward
Collette Ward

M. Murnane
W&J Gibson
Mary Colley
Ken Simmons
Alan Waterhouse
Bill Child
Ken Fildes
Athlone Sub Agua Club
Michael Kavanagh
Jet Print Tullamore
Joe Groarke
Athlone Vintners
Aiden Bolten
Tony Henshaw
Declan Walsh
W. Mc Grath
Reg Redmond
Sheila Redmond
Shamrock Lodge Hotel

Trustee Savings Bank
Athlone Anglers
Shannon Boat Rally
Alf Delaney
P&P Roberts
Ray Cadman
Syd Shine
Frank Egan
Paul Doran
Jean Hollenshead
Norman Furlong
Fred Gildea
Pat McMahan
Damien Delaney
Cynthia Rice
Peter Wright
Paddy Grogan
Supt. John Hickey
Tony McCarth

Subscription to:

The Hon. Treasurer.
I.W.A.I.,
Athlone Branch



ATHLONE AERIAL

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

November 1987

Meeting News

The October Meeting heard a request from Council to furnish reports on areas of navigational difficulties; You, the membership are invited to furnish us with details, stating location, time of year and type of difficulty. This information will be pursued at National level.

Branch Meeting Monday 2nd November at 8.30 p.m. in Seans Bar.

---oOo---

Canal Bye Laws

As yet still with the Attorney General. One large question remains as yet unclear as to whether we will in fact have the right to 'entire navigation' or will they be linear parks?

National Newsletter

Like all good copy now will cost more. To date the levy comes from your subscription. Do we pass it on, a matter for the AGM.

Lower Water Levels

The powers that be are presently experimenting with levels between Athlone and Meelick. A reduction of 6" from 7'-2" to 6'-8" during the trial period caused no concern according to I.B.R.O.

MEMBERSHIP NOTICE

Athlone Branch I.W.A.I.
Annual General Meeting
Friday December 4th at 8.30 pm

In Appreciation

On behalf of Phylis and the Harrison Family we extend a sincere thank you, to you, the water people, for the help and kindness shown in this time of great loss. To Tom Courtney of Earmonbarry for his hand of friendship, all greatly appreciated.

End of Season Rally

65 people wined, dined and danced the night away in the splendid surroundings of SGS Hotel, Ballykeeran at the Athlone Branch End of season Rally function.

Following an excellent meal, music by the Evergreens got all the feet dancing, with some exotic demonstrations of the waltz and tango, and while dancing feet rested, sets were interspaced by draws for a huge selection of spot prizes, donated by generous benefactors and organised by Bridie Delaney.

Saturday started cold and windy as the fleet made its way to Rindoon. Some lunched, some explored the ruins and others collected the ingredients for next years vino, before making their way back to Hodson Bay for the night.

"Oh what a night it was, it really was such a night" that memories are made of, with every song written from the fifties onward straining vocal cords, and new talents discovered, led by the maestro himself Sam Herraghty.

Sunday came all too soon but it was calm and sunny, inviting the fleet of 12 boats to go north to Carnagh Bay for the afternoon. Some explored the depths around the Adelaide Rock, some collected more vino ingredients and others soothed vocal cords strained the night before. It was a beautiful relaxed afternoon but alas the oncoming darkness forced the happy band, reluctantly, to head for home.

A most enjoyable rally, well done all concerned.

For Sale

Shetland 535, 16' cabin cruiser in excellent condition
40 h.p. Mercury o/b and trailer.
Tel: 0902/81003

For Sale

Freeman 26' - Lazybones - now seriously for SALE.
Ideal Inland Waterway Cruiser 5 berth - Fully equipped
Engine Serviced. - This boat has been very well maintained
by her owner who is now changing to sail.

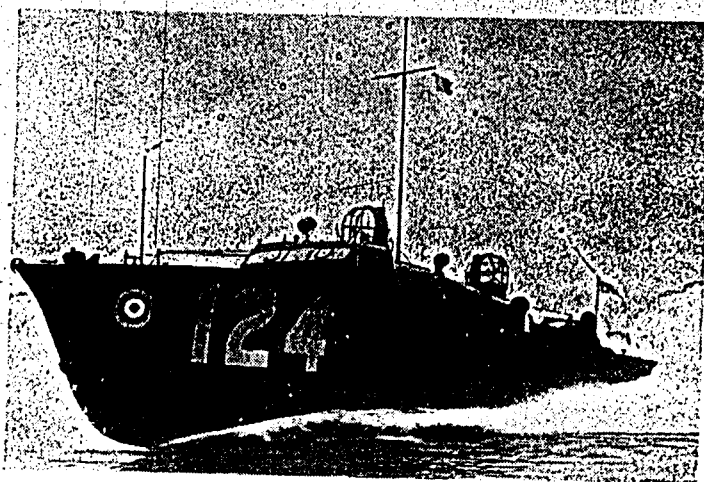
Contact Tommy or Frances Molloy Tel: (01) 513430

For the Cook

CARROT CAKE

6 oz crown self raising flour
2 oz white " " "
1 level teaspoon mixed spice
8 oz margarine (soft)
8 oz soft brown sugar
8 oz mixed fruit
4 oz carrots peeled and grated
4 size 3 eggs
1 tablespoon milk
icing sugar to decorate.

Sift flour and spice and add the other ingredients, mix well to a soft dropping consistency. Pour into tin (8" or 2lb loaf tin)
Bake in centre of oven for about hour or until firm to the touch.
cool in tin. I usually ice the top with lemon icing instead of sifted icing sugar.



Example - A 63' air-sea rescue Power boat.

BLUE WATERMAN

Length : 68' Beam 13'6"
 Draft : 3'6"
 Built : VOSPERS 1938
 Construction : Double diagonal mahogany, teak decks
 : Single chine
 Type : Motor Torpedo boat, twin tube
 Motors : Three Packard 1800 hp 40 knots max.
 consumption 8 gallons petrol/min

The Blue Waterman was a prototype for fast motorboats that in service became torpedo boats and gunboats. The characteristic single chine hull enabled semiskilled labour to mass produce these boats in boatyards normally associated with pleasure cruisers. Initially there were reservations about the seaworthiness of single chine semidisplacement vessels, but, most designs far exceed expectations in this respect. Many of the Vosper boats are whale backed (reverse sheer) to keep decks drier in rough seas.

The Blue Waterman was used in the raids on the U-boats pens in St Nayaire and after the war was purchased by a chinese doctor who based her at Dover and named her "Nan Yao" Commander J St J. Earl bought her in 1956 and refitted at Ramsgate replacing the Packard engines with twin Perkins 56M diesels. A rock elm keel of 9" was added to improve low speed stability. At this time she was cruised to the Mediterranean via Biscay and proved herself a strong sea-boat. In 1957 her owners moved to Ireland and used the boat to transport furniture from London to the Shannon. On this trip very bad weather was encountered off Cork and the crew of the then "Nan Yao" helped a fishing boat with rudder difficulties. In gratitude for help given the fisherman commented that the boat was a real "Blue Waterman".

She began a long career as the flagship of St. Georges School, Nenagh where she was a familiar sight on the Shannon in the 1960's. Functioning as a training vessel she was little altered from wartime specification, the crews quarters were kept forward to accomodate a maximum of 16 trainees. With only 50 pupils the curriculum at St. Georges School emphasised activity training and the Blue Waterman was a popular introduction to navigation and seamanship. Other craft used were 27ft whalers and 2 SOD's. The Blue Waterman competed regularly in the IWAI rallies and in 1964 was awarded the premier award, an excellent achievement as the crew were inexperienced trainees from Athlone with an average age of 14. The wartime navigational equipment was retained which comprised a marine reconaissance BEME loop director finder and many instruments more appropriate to aircraft products.

filming of McKenzie Break. The recently relicated St. Clair was purchased from Paddy Flynn and the Blue Waterman "loaned" by Commander Earl. Both boats were in the ESB shed in Killaloe being re painted in wartime colours when a heap of rags impregnated with thinners and paint ignited on Blue Waterman. To prevent serious damage to other boats (including Harklow) she was towed into the river and sunk. The film was eventually completed in Turkey, the owners never being compensated for the loss of the Blue Waterman. It was hoped to salvage the fittings of the Blue Waterman to refit the "St Clair" and to this effect the staff of St. Georges School purchased Scuba equipment and brought up much gear including the engines. A close examination revealed St. Clair to be built of poorer materials than the pre-war Blue Waterman and with many years of her life spent sunk at Coosan she needed a total rebuild. This was beyond the resources of the school and the boat was beached and eventually burnt.

We are grateful to Commander Earl for permission to recount the story of two most interesting boats on the Shannon.

RB.

INCH BOFIN

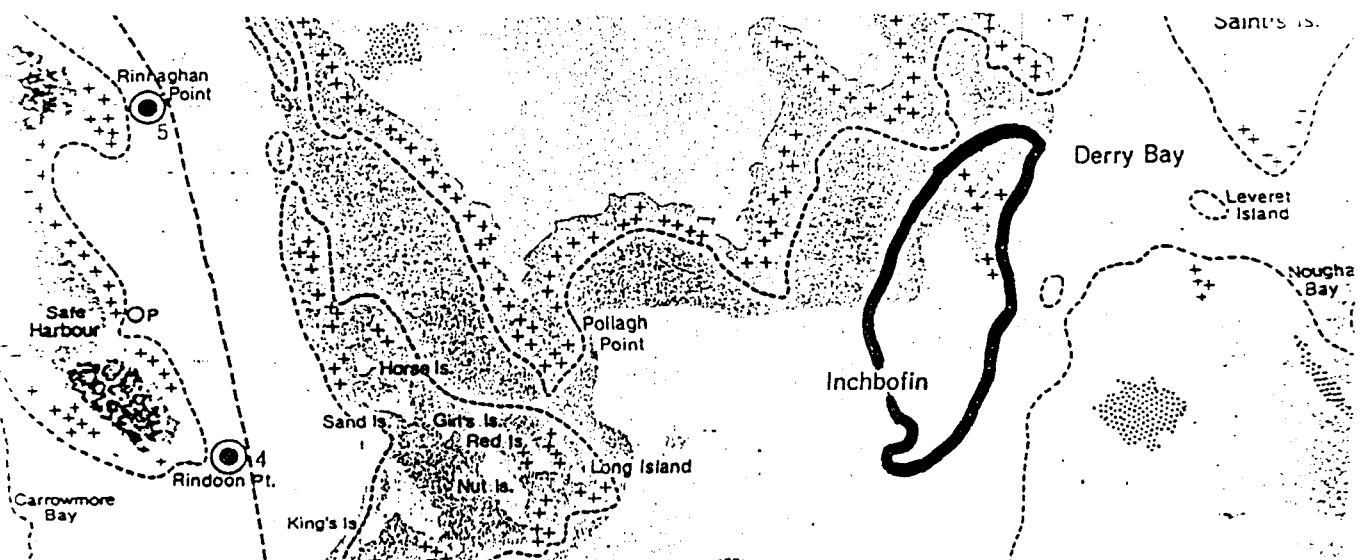
Inchoofin, which guards the entrance to Derry Bay, translates to English as the island of the white cow and was the site of an early christian monastery founded by St. Rioch in the 6th century.

As with several similar monasteries it was burned and plundered on numerous occasions by the Norsemen. A material remnant of their impact there are 2 fragments of bronze objects in Hiberno - Norse style found on the island and which are now in the National Museum of Ireland in Dublin. Relics of the early Christian period include some graveslabs.

Then into medieval times Inch Bofin survived as a religious settlement probably becoming a house of the Augustinian canons.

The surviving ruins consist of 2 distinct churches. The one to the south is a simple nave and chancel structure with a well preserved, but plain, chancel arch. The church to the north is known as the monastery. The immediate site is enclosed by a low stone wall but one can trace the outline of a much larger monastic enclosure in the surrounding fields. The monastic church itself consists of a nave, with a ruined altar at the east end. Beside the altar in the north wall is a very fine example of a 12th century Irish Romanesque window. Opposite this on the south wall is a projecting piscina (basin with drain hole) for washing sacred vessels.

To the north of the nave a transept has been added to the church, with 2 fine 15th century traceried windows. That in the north gable is complete and is surmounted on the exterior by the mitred head of either a bishop or abbot. There is also a sacristy which is now used as a store for several of the carved stones found on the island. Visitors to the island are reminded that the monastic buildings on Inch Bofin are a national monument in state care and should be treated with care please.





ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

December 1987

The November Branch Meeting

Good news, the Quayside Development Fund is to receive a grant of 700 ECU. That in punts is £540 pounds. The small outstanding work has also now been completed.

The Branch has submitted its report to Council on navigational problems in our area. The O.P.W. report that the lock up into Richmond Harbour should be operational again in the near future.

ATHLONE BRANCH
I.W.A.I.

A.G.M.

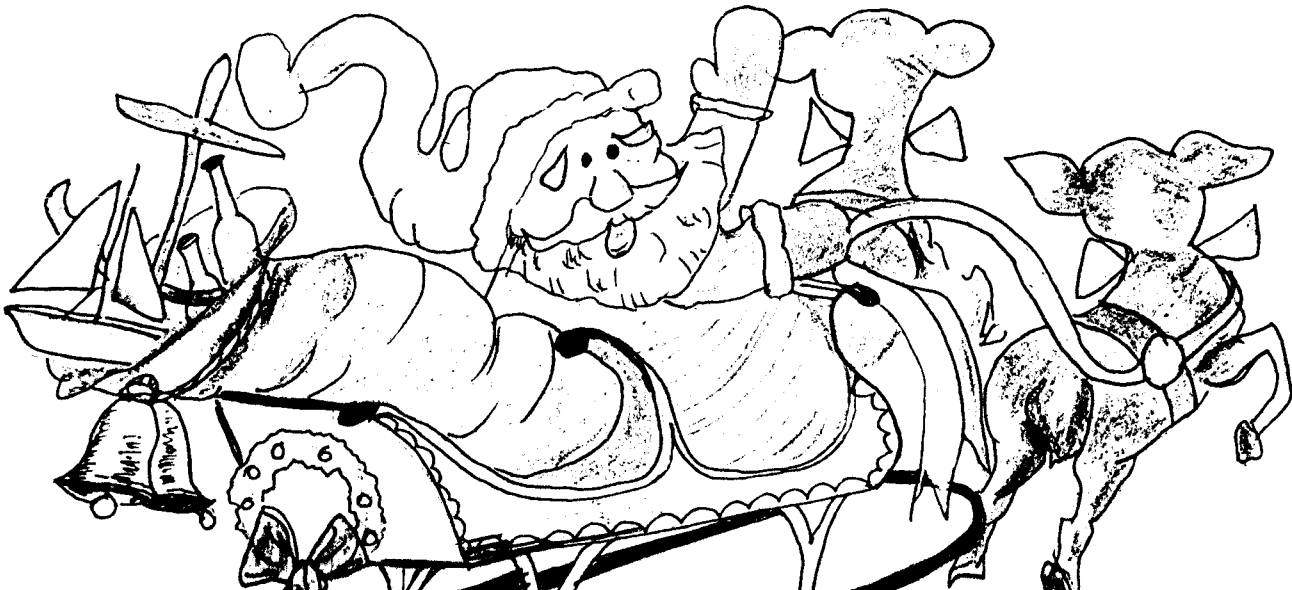
Shamrock Lodge Hotel
8.30pm

Friday 4th December
Cheese and Wine

The Harry Rice Essay/Ships Log Competition

Time to get out the quill again. All entries to be received by DECEMBER 31st.

The format as usual to recount a trip on our inland waterways.



S.T.V. ASGARD II

You may well ask what a feature on a sea going vessel is doing in an inland waterways newsletter, especially one that would get no further than Limerick Dock if she tried to navigate the Shannon. Well, everything that happens on board Asgard II takes place on board any large sailing yacht, i.e., sail setting and trimming, navigating, watch keeping, galley duty etc., and the experience gained at sea will prove invaluable when one resumes in the calmer waters of the Shannon and may perhaps tempt one to sail to foreign shores sometime in the future in ones own boat.

The Asgard II is a 93 ton, 104 foot long brigantine built in 1981 by Jack Tyrell and Sons in Arklow. She is built from Irish Maple and Pine with a distinct deep green hull, the notorious pirate queen Granuaile as her figurehead and a collection of 10 sails which when set make her one of Ireland's most spell binding ambassadores.

Although she is administered by the Dept. of Defence life on board is entirely non-militaristic and to the uninitiated may appear lax but such is the skill of the permanent crew of 5. She is capable of sailing to any country in the world with little difficulty.

On each cruise up to 20 trainees can be accommodated and these range in age from 15 upwards and also includes people who have previous sailing experience inshore or at sea who act on board as navigator or coxswain. Each group of 5 trainees is in turn supervised by 3 watch leaders who usually have previous sailing experience on board Asgard. A very fair watchkeeping system operates on board and each watch lasts four hours and then off duty for the next eight. Each crew member must take a turn at galley duty as this is one duty that must not be missed. The consequences of doing so could involve walking the plank or polishing every bit of brass on board! The only nice thing about doing galley duty is that a full nights sleep follows when one is finished washing up after supper usually around 9pm.

Every day one hour is devoted to cleaning stations when every corner of the ship is scrubbed and no sloppiness is allowed, as the ship naturally can become quite stained after a nights sailing through a force eight storm. After a few days, everybody is friendly and relaxed and usually recovered from a bout of sea sickness. Friendships made on board last longer than the cruise, and a reunion of all Asgard sailors takes place every year around Christmas time in DunLaoghaire. Yarns are spun and photographs taken on board are shown to fellow crew members.

The address for all enquiries about Asgard II is c/o The secretary,
Coiste An Asgard,
Infirmary Road,
Dublin 8.

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Avocado Ice Cream

2 eggs
6 oz castor sugar
1 pint milk
2 Avocados and vanilla essence.

Whisk milk, eggs, vanilla and half the sugar. Put the bowl over boiling water and whisk until thick.

Mash up avocados with remaining sugar and mix all together, food processor is good at this stage. Freeze.