



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

January 1988

May we wish you one and all a peaceful and prosperous New Year.

Next Branch Meeting MONDAY 4th January 8.30pm Seans Bar.

The Branch A.G.M. was well attended, a fitting tribute to what has been a good year for the Athlone Branch. The highlight of the years activities being of course the successful completion of the Quayside Development.

The Chairman Damien Delaney thanked all concerned and on behalf of the membership commended Ruth Casey the outgoing Secretary for her efficiency.

The following were elected to act on the various committies for the coming year:-

Chairman Damien Delaney
Vice Chairman... Declan Walsh
Secretary Eileen O'Brien
Treasurer Sean Fitzsimons
Hon. Auditor ... Reg Redmond

Aerial Committee:- John Dingle, Reg Redmond, Declan Walsh,
Robin Baird, Rosemary Furlong

Shannon Boat Rally:- Damien and Bridie Delaney, Denis and Nucla
Treasy, Pat Henshaw, Frank Farrell and Eileen
O'Brien

Subscription Increase

The Branch agreed to increase subscriptions to £10. The increase includes the £1.00 levy for National Newsletter. Subs now due

A Night to Remember

The Branch are delighted to host Mr. Pat Lawless's Narration and Slide Show of his recent Single Handed Ireland - America Round Trip on

FRIDAY 22nd January 8.00pm
SHAMROCK LODGE HOTEL

Coming Events Friday 12th February

O.P.W. Video on Grand and Barrow Line Canals.
Mr. Peter Hanna, National President of I.W.A.I.
will attend.

VENUE: THE JOLLY MARINER 8.00pm Friday 12th February

Friday 18th March

Ruth Heard Film Show which will include the reopening of the Nass Branch and footage from the archives.

VENUE: SHAMROCK LODGE HOTEL 8.00pm



M.V. CRANNAGH

Crannagh was built in 1966 at Crosshaven Boatyard and celebrates her 21st birthday this year. She was designed by Tyrrells of Arklow specifically for the Shannon and thus is one of the few boats still on the river that can claim to be a true "Shannon boat"

Her dimensions are:	Length O.A.	34'
	Beam	10'
	Draught	3'
	Air draught	7'9"
	Engine	Air cooled Lister SR3

Her construction is $\frac{3}{4}$ " marine ply on an exceedingly strong oak frame. The very heavy keel runs all the way to the stern skeg protecting both propellor and rudder. The shaft runs in a tube through the keel in white metal bearings. Side decks are $1\frac{1}{2}$ " thick teak and superstructure is $\frac{1}{2}$ " marine ply. All bulk-heads are $\frac{3}{4}$ " and transom is 1".

When we first saw Crannagh it was 1972 and she was a hire-boat known as "Mariner Rose" in the Flagline fleet then just recently taken over by Kerry Sloane. We had been looking for a suitable boat for some months and eventually heard that Kerry was selling some 7 berth cruisers up in Rosebank. When we went up to have a look there were two boats up on the hard - one was almost sold and we closely inspected the other and were almost on the point of buying when I remembered that there had been 3 boats for sale. Where was the third? She was out on the water, but was £100 dearer (a lot then). We had a look and there and then Sheila and I decided that "Mariner Rose" was for us! She was brighter looking, had better lines and - as we discovered much later - was a far stronger boat. She was ours!

Our first act was to remove the name-plates for she was no longer a hire-boat. The re-naming took many months of thought and eventually we named her after the road in Rathfarnham, Dublin which was the site of my old family home which had so many memories for both of us. Besides which it's a nice name! Many years later I was delighted to discover the existence of the Crannagh River south of Athlone.

Since that time we have put in about 2,500 hours cruising the inland waterways of Ireland. Every corner of the Shannon and all its' navigable tributaries have seen Crannagh. We have travelled the length of the Grand Canal from Ringsend to Shannon Harbour, including the old Barrow Line to the Milltown Weeder and recently the Maas Branch. We have shown our ensign on the Barrow Line to St. Mullins and have visited all three estuaries - New Ross/ Waterford, Limerick/Foynes and Dun Laoire/Howth. During all these explorations, we have found Crannagh's "Shannon design" to be particularly suitable. The full displacement hull makes her very controllable and directionally stable, whilst her big strong keel and protected prop mean that one can quietly explore amongst the rocks, go aground occasionally or bump one's way down the Barrow without any risk of damage.

The high-light of her career was undoubtedly winning the Premier award of the Shannon Rally in 1977. Our purchase of Crannagh has brought to Sheila and I a new way of life and many, many lovely friends.

BRIEF HISTORY OF THE BOYNE CANAL

At Navan the Canal is 250 feet above sea level. The first Oldbridge Lock was completed in 1750. From 1756 to 1771 £35,000 was spent on the Drogheda/Navan stretch of the Canal.

In 1779 repairs from Slane to Stackallen cost £5,000 (there was a fall of 8ft. in the lock at Stackallen). An act of Parliament in 1789 sanctioned a grant of £12,500 which was a third of the cost of completion of the Canal. The Waterway was completed in 1800 and the River Boyne Co. took control on 1st April 1800. In the mid-19th century the original lock at Oldbridge was rebuilt in stone.

The Drogheda Steamship Co. bought a steam barge called "Boyne" in 1895. This barge brought coal, flax, iron and salt upstream and 20,000 barrels of corn downstream but the market declined after several poor tillage seasons.

In the early years of this century it enjoyed a period of relative prosperity - from 1903 to 1913 it became a Tourist Attraction. The Boyne Valley Canal Tours Company produced a pocket-sized guidebook in 1903 which cost one old penny. A steam launch left Oldbridge at 10.45 each morning for Slane - lunch was laid on in the Hotel Boyneville at Slane and by 2.00 p.m. the launch had reached Beauparc with views to rival the most hallowed reaches of the Rhine. The company had spent £6,000 on navigational improvements, a dry dock was constructed at Navan and several of the lockgates renewed. Commercially the waterway also became viable; three lighters brought goods from Drogheda Port to Navan.

In 1913 the Boyne Valley Tours Co. went into liquidation. John Spicer of Navan took it over for £500. He sought a £5,000 grant to make the navigation non-tidal but this application was rejected by the County Council of the day.

By 1923 the Canal was almost derelict. It was estimated that it would cost £25,000 to restore it to service with a proper connection to Drogheda Port. Eventually, in 1932 a formal application was made to abandon the Canal but due to legal snags this did not succeed and, consequently, concrete walls were built across certain locks to prevent flooding.



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February 1988

The first of our Branch monthly meetings under the incoming committee took place on Monday 4th January.
For your information please note that it is Athlone Branch policy that all its meetings are open to all members to attend.
Taking place on the 1st Monday of each month at 8.30pm in Seans Bar except July and August.
The annual membership subscription is now due

Subscriptions £10.00
to:
Hon.Treasurer I.W.A.I.,
Athlone Branch,
c/o Seans Bar,
Main Street,
Athlone.

The Next Branch Meeting: Monday 1st February.
Agenda: Quayside Development
Winter Programme
Museum Progress

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O.P.W. I.W.A.I. Canal Video Show
Friday 12th February 8p.m.,
Jolly Mariner, Athlone

We recommend this nights viewing which is a condensed version of an aerial O.P.W., survey of our Royal, Grand and Barrow Line Canals. We take this opportunity to welcome to Athlone Mr. Peter Hanna, National President of our Association.

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Quayside Development : Phase II

Planning in progress at present. It is intended to continue with the paving and lighting right to the Lock House.

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Council Reports

Report from the last I.W.A.I.-O.P.W., meetings indicate that whilst O.P.W., do not intend to develop Portranny jetty they have agreed to mark the navigation. It is regrettable that they cannot be prevailed upon to take over this area. Similar fate has befallen Barley Harbour and Coosan Point all of which remain the responsibility of the relevant County Councils.

Pollution Officer Appointment

Mrs Allison Couper has kindly agreed to act as Pollution Officer for the coming year. As you are aware Council have requested this new position to be formed within the branches, to co-ordinate the flow of information.

Next Month:

Reopening of the Naas Branch and films from the Archives
Kindly presented by Mrs Ruth Heard

FRIDAY 18th March 8.00pm.,
SHAMROCK LODGE HOTEL

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A Visit To the Young Scientists Exhibition '88

One of the most noticeable features of the Aer Lingus Young Scientists Exhibition in recent years has been the growing number of projects on the subject of Pollution. This year there were literally dozens about pollution in land, air and of course water. We found exhibits dealing with pollution in numerous individual rivers, lead pollution, acid rain - you name it, there they were. The huge interest shown by our young people in this subject is proof that the long campaign of public awareness is bearing fruit. The enlightened attitude of so many junior citizens is surely a sign that this environmental battle can and will be won.

Looking through the programme of over 450 exhibits in order to plan one's tour of the halls is no easy task, but one item that was calculated to draw the attention of an Aerial reporter was "The Royal Canal and its Banks". This was presented by three young girls from Blanchardstown, Co. Dublin and they had thoroughly investigated their subject under such headings as history, restoration, amenity use, improvements, flora and fauna etc., They had made a very nice model of an ideal short section showing barges, fishermen, amenities and nice tow-paths. One interesting item of information they had researched related to weed-control. They state that the Dutch line the bed of the canal with pebbles and that the raking of these from a barge at regular intervals is sufficient to inhibit weed growth. This also has the advantage of leaving reed cover for fish in at the banks.

Two stands were presented by Our Lady's Bower. One dealt with Marriage Patterns in Athlone 1901-1987. They had computerised the information which covered the frequencies of marriages within Westmeath and Westmeath/Roscommon liasons, together with changing patterns of occupations. The second group had studied road surfaces in Athlone in relation to accident statistics. The road with the worst surface friction turned out to be Grace Road. M.B. Snipe had better be careful!

A group from Loreto Convent in Wexford had studied the migratory habits of the White Fronted Geese found on the Wexford Mobs.

Even the overall winner of the exhibition dealt with water - a highly scientific study of the source of a heat gain in a small river. Fascinating stuff - water. Isn't it?

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Leek and Potato Soup

3 good sized leeks
1½ oz butter or marg.
1 lb potatoes
1½ pints chicken stock or water
4 tablespoons milk
4 tablespoons cream
Pepper and salt. parsley to garnish.

colour. Add sliced potatoe, stock and seasoning. Simmer for 1 hour until vegetables are soft. Liquidise, add milk and cream and heat, but do not let it boil. Serve garnished with parsley.

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Inish Cealtra's Night

Frank Colgan is still recovering from the damage done by all the peg legs and parrots that appeared in the Lodge for Pat Lawless's delightful delivery of his Atlantic voyage.

If I may be allowed certain leeway on statistics, from memory the story goes:- Pat a Limerick man and Mount Shannon supporter chanced to find himself in a position to acquire a boat capable of an Atlantic crossing. This was in the Autumn of '86. He toyed with the idea but as he said himself only really got worried when the family agreed that he should have a go.

With the assistance of a five man committee from Derg things got underway to plan this single handed outward trip the coming spring. Various colourful tales ensued as to how this somewhat dubious scheme was financed.

Spring arrived with the family car sold and armed with gallons of Ballygowan water and battered tins of yellow pack he was away. Taking a southerly route via the Azores, which he missed due to heavy weather, Pat completed the outward journey in 56 days. The boat, InishCealtra, a 26' fibreglass fin keel Folk Boat was highly commended and came through unscathed upon arrival in Newport, Rhode Island.

The plan was to sell the boat there but as it happened himself sometime later sailed it back home again in 28 days. A round trip of some 7,000 miles a great achievement and warmly shared with all that night. Many thanks.

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Berth Control at Shannon Harbour

Talks are in progress as to who has the right to moor under the canopy. We can expect the good news no doubt by September.

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Night Follows Day

The law says that it is now illegal to fish without a licence. There are several schools of thought on this wonderful piece of new legislation. The bottom line is perhaps the principle, have we really come this far?

On perhaps a selfish note, should this legislation stay the course, we can expect boat registration.

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For Sale (1) Marine Toilet "Baby Blake" in good working order but could do with an overhaul.

(2) 30 lbs Danforth Anchor (Mark VII), very suitable for inland waters.

Offers for both above to Reggie Redmond phone (01) 555329

For Sale Norflok Knight 27' Sailing Cruiser
4 Berth, Draft 3'6" , Perkins Diesel 107
GRP Resprayed 1987
Heavy Duty 4 wheel Trailer.

Contact: (0902) 74805 after 6.00pm



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March 1988

February Meeting Report

The Branch is to:-
Make enquiries from Longford Co.Co., regarding recent reports of a proposed new factory to be built beside the River Inny in Ballymahon.
Make enquiries from Roscommon Co.Co., regarding toilets for Hodson Bay and Lecarrow; Portrunny development; and refuse control and collection.
Make enquiries from Westmeath Co.Co., regarding a quay at the proposed new road bridge.

The next Branch Meeting: MONDAY 7th MARCH , 8.30pm.,
Seans Bar.

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Sean Mac Bride

From his childhood days Sean Mac Bride was fascinated by the lordly Shannon. In the early 1930's he realised his dream of having a boat on the Shannon when he acquired the "Lady Di", a forty foot pilot boat which was converted from steam to petrol engine. His early cruising was confined to the Inner Lakes and the southern end of Lough Ree, but later with the help of the Levinge family and the Delany family his cruising was extended to the North Shannon. During these early years he developed not only an affection for the Shannon and its wild life, but also a realisation of its economic importance for the country as a vital transport system and its potential for development as a tourist amenity.

It was inevitable therefore when the Canal and Shannon navigation were threatened with closure that Sean Mac Bride should combine forces with Harry Rice, Vincent and Alf Delany and others of similar viewpoint to oppose those threats. Thus in 1954 the Inland Waterways Association of Ireland was formed, to prevent attempts to amend the Shannon Navigation Acts so as to permit obstruction of the Shannon Navigation.

Later, together with Walter Levinge, Harry and Cynthia Rice and Norman Purlong, he was instrumental in bringing William Norton who was Tánaiste and Minister for Industry and Commerce, and Mr Ted Courtenay, Chairman of C.I.E., for a cruise on board the Williams's "St. Clair" from Killybeg to Boyle to display the tourist potential of the river and the importance of the navigation. Within a matter of months two passenger boats, the "St. Brendan" and "St. Ciaran" were operating on the Shannon. This was probably the single most important factor in opening up the Shannon for tourist development.

In 1968 Sean Mac Bride was again at the forefront of another struggle which succeeded in preventing Dublin Corporation from Closing the Grand Canal in Dublin.

The list of his activities to save the Waterways goes on and on

throughout the world.

The Inland Waterways Association of Ireland mourned the loss of a founder member, a life Vice-President and a tireless activist.

To his family and friends we extend our deepest sympathy.

Go ndeanaidh Dia Trocaire ar a ainim.

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Lunch Date

Lough Derg and Athlone Branch have decided to get together for lunch in the Vine Restaurant (Creans) Banagher on Sunday 17th April. Lunch @ £7.50 starting 2.00pm. Menu - Home made Soup, Chicken a la King or Steak Nelson, Apple Tart and cream Tea/coffee: Children Menu @ £3.50 Home made Pizza, home made ice-cream.

Those wishing to partake should give their names to Sean Fitzsimons or any committee member as soon as possible please.

Harry Rice Trophy

The 1988 Harry Rice Essay Competition has been won by Rosaleen Miller from Piltown Co. Kilkenny for her ships Log, which will be published later.

The runner up was Barbara Smyth from Mullingar.

Coming Events

Ruth Heard will present her Film Snow on the Waterways 1987 which includes the opening of Raas Branch of the Grand Canal, together with some film from her vast archives, in the SHAMROCK LODGE HOTEL at 8.30pm (sharp) on FRIDAY 18th MARCH 1988. We hope to see you all there.

THAMES TIDINGS

On a visit to London last autumn, a free half-day became available, so where else could a member of the Athlone Branch end up but afloat on the River Thames. However, instead of taking the usual tourist trip down to Tower Bridge, we decided to see something of the suburbs and the countryside and accordingly took a one-way journey up-stream to Kew Gardens.

Most of these Thames journeys start from Westminster Pier right in the centre of the City, so that one's first views from the water are of all the buildings for which London is famous - Houses of Parliament and Big Ben, County Hall - the magnificent H.Q. of Greater London Council now silent since Mr Ken Livingstone and Co. were evicted upon the abolition of the G.L.C. by Maggie! A little further upstream lies Lambeth Palace, ancient residence of the Archbishop of Canterbury.

As we ploughed our way upstream the activity on the water seemed to increase rather than decrease. Barges, some of them converted pleasure craft, passed us and we also spotted a few cruisers heading for the estuary. Here and there some sailing dingies were out for an hour or two, and we even saw a group of canoeists enjoying themselves.

Great use is made of old unconverted barges as floating jetties. These are stoutly moored fore and aft some distance from the bank and craft of all sorts and sizes are tied up to them. We even saw a private "marina" composed of a string of such barge moorings. Some are used as re-fuelling stages.

Before leaving the confines of London, we noticed along the river walls many signs of old disused docks or canal entrances each with its closed or decayed lock gates. Here and there on the water

way for trees, greenery and parks, the river took on a more familiar rural look. The gardens of large houses swept down to the banks, private boats were moored here and there and then we came to Putney. This is the scene of the University Boat Race and is packed with boat clubs. The bank along here for several hundred yards is one huge stepped stone ramp interspersed with large slips.

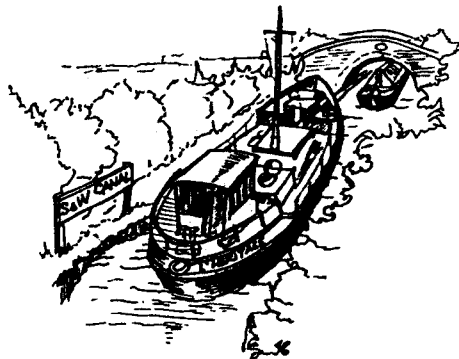
Another feature of the river banks along these reaches is the profusion of old traditional inns, many of them 300 or 400 years old with names like "The Ship" "The Dove" "The City Barge". No modern plastic signs here!

After a most pleasant journey of 1½ hours we reached Kew Pier and disembarked foregoing the return journey by water in order to have time to visit the famous gardens.

This we did and greatly admired the handiwork of Nature and Man. Four weeks later Kew Gardens were devastated by the huge storm which struck south-east England

R.R.

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DUTCH BARGE / FRANCE

Experienced canal enthusiasts sought to timeshare newly converted Dutch Barge (used to belong to Shell and work as a bunker boat on the Zuider See refueling and fishing fleet) now resident on Canla de Nivernais, France. For information write to Mrs J. Grazebrook, Steps Cottage, Wolverley, Nr. Kidderminster, Worcs. DY10 3 RN England Tel: 0562 850553

For Sale

Snetland 535, 16' Cabin Cruiser in excellent condition
40 HP Mercury O/B and trailer Tel: 0902 81003

THE MARY STANFORD APPEAL

Readers will be aware of the appeal to raise approx. £25,000 for the restoration of the Ballycotton Lifeboat. Many of us will not know why this is a special lifeboat and should be saved.

The Mary Stanford is a

Daunt Rock. The journey out was a formidable test of nerves and lifeboat construction and unable to locate the light vessel coxswain Sliney put into Queenstown for fuel and information. After getting the latest position of the unfortunate light ship the Mary Stanford put to sea in wild conditions. She located the light vessel out of position and standing by were the Innisfallen and the destroyer Tenedos. The latter had made an abortive attempt to pass a warp to the stricken ship in an attempt to tow her to safety. The weather was easing so the life boat returned to Queenstown for fuel and a short rest for the crew. The next day the 'Mary Stanford' was back on station and the 'Tenedos' was relieved by the Irish lights tender 'Isolde'. It was now the 13th February and the weather had eased sufficiently for the 'Isolde' to plan a rescue of the light-ship. Unfortunately conditions deteriorated after dusk and the light vessel dragged closer to the Daunt Rock. The crew huddled in the stern and agreed to be taken off when a mere 60 yards from shore. The rescue of the crew is better imagined than described as we all hope never to be in a similar predicament. Suffice to say a 100 ft long iron light vessel rolling lustily, exposing her bilge keels and snapping at the anchor chain is a lethal platform to put a wooden boat against. Coxswain Sliney closed the stricken vessel six times managing to snatch all seven crew from the light vessel and damaging the Mary Stanford slightly. He returned to Queenstown with the survivors by which time they had been out of station for 75 hours. For this rescue and great endurance Coxswain Sliney was awarded a gold medal, the remaining crew being commended with silver and bronze medals.

Understandably the RNLi cannot allocate funds to preserve their boats. The Mary Stanford appeal is about heroes and what better way of honouring the bravery of seafarers than by immortalising their boat.

Recipe

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Banana Sean

Many years ago one weekend when Sean Mac Bride was staying with Harry Rice at Coosan he volunteered to make the sweet. He used bananas as the main ingredient and it was a great success. In fact we had it again last Monday using poteen.

For each person take:

- 1 banana
- a little lemon juice
- 1 teaspoon honey
- 1 desertspoon of either poteen, rum, whiskey or sherry or brandy.

Cut bananas in half length ways and cut across making four bits of each banana.

Place in a buttered dish

Sprinkle on the lemon juice to stop them discolouring, add the honey and alcohol.

Cover and cook for about ten minutes in oven.

I have cooked this pud in a frying pan on top of the cooker, but do not forget to cover it, and use a fairly low heat.

Serve not with cream.

ATHLONE CRUISERS OFFER FOR SALE AT THE JOLLY MARINER

17 ft, O'SULLIVAN dayboat complete with road trailer. 25hp Electric Start Tohatsu, as new..£2700-00

17 ft SHETLAND two berth cruiser. Chrysler electric start 40hp engine with spare fuel tank, canopy, carpet, toilet and cooker. mint condition£4250-00

27 ft four berth "ORION". Fibreglass on ply. Beautifully upholstered throughout, toilet cooker, cool box, running water. Carpeted. 40hp Mariner Electric start outboard... ..£4500-00

SEAMASTER 30, Perkins 4.108 diesel, two toilets, hot and cold water, fridge, electric



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April 1988

Branch Meeting report

The meeting expressed concern and is pursuing with Longford Co.Co., the Meat Factory Development at Ballymahon. Originally the plant sought and got a licence to process. The fact that they now have applied to slaughter it is imperative that every safeguard is demanded to safeguard against pollution of the Inny.

The Association is studying the Brady Shipman and Martin Report on the Canals. This two book report on Management and Development Strategy will no doubt be the Bible as regards future policy as was the case with the B.S.M. report on the Shannon.

Council has requested the Branches to submit reports on their difficulties with Electricity High and Low tension wires.

Please note change for the April meeting:

Next Branch Meeting TUESDAY 5th April at 8.30 in Seans Bar.

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Dates for your Diary

Sunday 17th April: L.Derg and Athlone Branch Lunch in Banagher 14.00 hrs

Wednesday 27th April: Slide Show by J.Scully on Midland Waterways
8.00pm. Jolly Mariner

Saturday 30th April: Millennium Rally Dublin to 7th May

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Film Show Evening

The Athlone Branch had great pleasure in welcoming As sociation President Peter Hanna-his wife Mary to share what has become an annual treat, Ruth Heards Evening. A well attended meeting was treated to an unabridged account of the reopening of the Naas Branch of the Grand Canal. The second film, one from the past, The Long Level Royal Canal Rally of the mid seventies.

The President in his address outlined present policy and expressed a hope that winds of change are blowing allowing for much more productive inter-relationship between the power and the people.

The Harry Rice Cup was presented to Mrs Rosaleen Miller for her log of M.V. Dulcke with Miss Barbara Smith receiving runner up prize for her essay on Shannon Rally 1987.

Our thanks to Ruth and to the Ladies who provided the refreshments.

The Slaney Guide
Mr Cecil G. Miller President (2nd Port of Wexford) Sea Scouts has just published a navigation guide to the Tidal Section of the River Slaney. The guide, charting passage from Wexford to Enniscorthy includes History, Wildlife and Angling notes. Dedicated to the Sea Scouts, the Inland Waterways Association and the Wexford Harbour Boat Club it is an important addition to every waterway library.

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Letter received

Steps Cottage
Wolverley
Kidderminster
Worcs DY10 3RN
(0562-850553)
17.02.88

Dear Secretary,

I am a member of the local IWA Committee and have been prominent in Inland Waterway affairs in this country for upwards of 20 years.

I am interested in the canals of Ireland, more particularly the Barrow Navigation (which I cruised last year along with the Barrow Line of the Grand Canal and some of the main line), the Grand Canal, the Royal Canal and other waterways the subject of restoration schemes. You will notice I do not include the Shannon.

Earlier this year I inspected some sections of the Royal and was most impressed with progress.

Due to a series of mishaps I have few photographs of the waterways I have cruised/visited and wonder if your Association can help remedy this deficiency.

I would like to acquire a collection of 35mm slides suitable for lecture material and I am prepared to pay for up to 100 copies of slides of your members to be prepared and posted to me.

Furthermore I will gladly make a donation to your Association's funds equal the cost of reproduction.

Yours sincerely,

Nicholas Grazebrook

Ed.Note: Any assistance you can provide would be appreciated.

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For Sale SHETLAND 535, 16' Cabin Cruiser in excellent condition
40 h.p Mercury Outboard engine and trailerTel: 0902 81003

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Broccoli with Almonds 1 lb Broccoli, 2 oz butter, 1 chopped onion,
2 tablespoons almonds, flaked, 3 tbs bread crumbs.

Cook the broccoli and keep hot. Fry onion almonds and bread crumbs in butter until golden. Spoon over broccoli in dish and serve.

For Sale CONVERTED BARGE "The Harp" £30,000 o.n.o. Tel: 0902 92358

Tuesday 18th August 1987. Carrandoe Bridge to Grange, Inner Lakes.

Grey, this morning, rather heavy cloud, but little wind. The forecast is good. Slow and leisurely breakfast, slightly more organised today as Nanny is aboard for a week's break. Skipper was up and out early to talk to various neighbouring crews, and then, after breakfast decided to cycle to Kilmore village for stores as we'll be away from civilisation for a while, exploring the Carrandoe Waters. The girls' bikes are a useful, as well as a fun addition to boating equipment. A knock on the side of the boat, and on investigation found a generous German from a hire boat offering us his surplus catch of bream. We accepted gratefully - fish pie for dinner! Skipper returned from his foray to the village shop as the German departed, with sausages, puddings and milk - nobody will starve!

The day began to pick up as we arrived in Grange, tied up and had a cup of coffee, while Trudi finished making her ever-popular gingerbread for the store cupboard. A couple of hire boats with their crews aboard feeding a family of swans and cygnets were our only company. A pleasant berth. By 1.00p.m. the crew were prepared for an expedition up the Grange River and beyond as far as we could get, by dinghy. All piled into the dinghy, bringing armfuls of emergency supplies against the rigours expected ahead: lifejackets, coats, fuel, biscuits and fruit. Nanny and First Mate were ensconced in the centre of the dinghy - the best seats - while the 'working crew' were positioned in the appropriate areas, ready to leap out if necessary to pull or push us along, while Ian was posted as lookout, on top of the equipment, in the bow.

Very warm and calm as we set out, no wind at all. Chugged merrily to the bridge just up from our mooring, and came to an abrupt halt - we ran aground. Skipper, Trudi and Kerry jumped nimbly out of the dinghy, but she still wasn't quite afloat, so walking alongside they pulled the dinghy after them. The going was not too difficult, a bit stoney and the water was chilly, but they were well prepared, having donned 'wet suit' boots. They had to walk a good way up the river, alternately pulling and leading the dinghy along.

From time to time one or more of them were able to return to their seats in the dinghy for a short spell as the water deepened slightly, but were soon out again. We hit a bad spot under another bridge where there was a sort of weir, but with a bit of encouragement, both verbal and otherwise, and easing around the stones we got through. The fall was almost negligible.

coming to much deeper water. The skipper and 'working crew' crawled back into the dinghy for a well-earned rest, and thankfully started up the outboard.

The shallow water was very clear indeed, with weed only in the open spaces, and lots of wildflowers, both in the water and on the banks. Nanny was most interested in these, and was a great help in identifying same. We spotted many fish, mostly pike and perch of various sizes, some quite large. There were also a lot of freshwater mussel shells, though most looked old and empty. The deep water was pretty weedy, and we had to keep stopping to clear the propeller. For the most part the bottom of the river was sandy, with stones or solid rock.

Finally, after a trip of one and a half hours, we arrived at Lough Nablahy. We motored on a little further, there was no weed, and the water was clear and very deep, well over the length of an oar. We stopped for a rest then, right out in the middle of the lake, and sat having our emergency rations, admiring the surroundings, and enjoying the beautiful weather and perfect reflections of sky, clouds and trees. Sadly, it was time to start heading back downstream to Grange, as the day was past its best, but we promised ourselves that we would go back, and spend a full day exploring the entire area. Once out into Lough Nablahy, it is possible to go quite far, as there are a series of interconnecting lakes without any rise or fall between.

Our return journey down the Grange River was a much more rapid affair, as we had the flow of the water with us and the family was able to stay aboard for most of the trip. It only took a scant hour before we found ourselves back on 'Duiske', after relatively little trouble, demolishing the fresh gingerbread - (it never gets a chance to mature on this boat!) and having mugs of restorative coffee. Cooked the bread - poached it in water ~~and~~ with salt, pepper, carrots and onions, also a little garlic. Left it to cool. All sunbathing on deck after a short stroll around the environs to stretch 'dinghy legs' and sore bottoms from hard dinghy seats! Collected a lifebelt found hanging on a tree by the main road, and put it up on a post near our moorings. It might be more use there than by the road.

Made dinner late when the sun gone down too far, and a bit chilly on deck: fish pie and apple crumble and cream, - all starving after the expedition. A quick trip to the pub after dinner, but it was very quiet with only a couple of locals chatting. We returned to 'Duiske' and to bed.



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

May 1988

Lottery windfall.

The Athlone area is to receive £48,000 in National Funds as part of the £6 million in special amenity grants throughout the country, announced by the Department of the Environment. The Athlone Branch I.W.A.I. Quayside Development scheme has been granted £6,000 which will be used to extend the paving, street lighting, trees etc along the quayside, hopefully in the Autumn of this year.

--oOo--

Start of Season Lunch.

Brian Brisbane, Chairman of Lough Derg Branch welcomed the 78 members of the Athlone and Lough Derg Branches who attended the Start of Season Lunch in the Vine Restaurant in Banagher on Sunday 17th April. He extended a special welcome to Desmond and Louise Rice who are on holidays from Canada for the first time in thirty years. Desmond is a son of the late Harry Rice and he and his wife Louise are on acycling tour of Ireland until June. They were visiting Norman and Rosemary Furlong that weekend and were naturally treated as guests of honour at the function.

Mac Crean served a splendid meal which was later followed by conversation, music and crack. The aim of the function was to bring people from both branches together to encourage better intercommunication between the branches and this was successfully achieved. A very pleasant afternoon was enjoyed by all.

--oOo--

I.W.A.I. Patron of the Arts ?

This year, in conjunction with the annual All Ireland Drama Festival, the Athlone Arts Committee have arranged a variety of programmes from Wed. 27th April to Sunday 7th May. The activities include Art Exhibitions, Music Sessions, Film and Slide Shows, Fancy Dress Parades, Pint Drinking Competition and all sorts of divilment. The Waterways are providing a slide show by James Scully on The Waterways of the Midlands and a series of Sea Shanty Sessions in Sean's Bar. The latter will no doubt get an airing of Carrick-Fergus and maybe The Ould Stone Wall.

--oOo--

Grand Charter.

Let it be known that there did occur as a fitting tribute on the occasion of The Millenium of The Citie of Dublin, that the vessel A.V. Glider of one Sir Sean Fitzsimons didth bring good tidings from Athlone's First Citizen to the Lady Mayoress of the aforementioned Citie of Dublin. Whilst details of the voyage as yet unsung there beith good reason to believe that the good vessel being amply powered would make a fast passage and fly the flag of the Bog of Allen with great distinction at the forthcoming Millenium Rally.

Finding the Day.

Did you ever wonder on what day of the week you were born ?. What day will Christmas Day be ten years hence ? On what day did the last World War start ? Here is a formula which works precisley.

Using say 10th January, 1946 as an example, proceed as follows.

- | | | | |
|-----|---|-------|--------|
| (1) | Take the last two digits of the year, | i.e. | 46 |
| (2) | Add a quarter of this number, neglecting any remainder. | | 11 |
| (3) | Add the date of the month. | | 10 |
| (4) | Add according to the month | | |
| | Jan 1 (or in leap year 0) | | |
| | Feb 4 (") | | |
| | Mar 4 | | |
| | Apr 0 | | |
| | May 2 | | |
| | Jun 5 | | |
| | Jul 0 | | |
| | Aug 3 | | |
| | Sep 6 | | |
| | Oct 1 | | |
| | Nov 4 | | |
| | Dec 6 | | 1 |
| (5) | Add for the 18th century | 4 | |
| | 19th " | 2 | |
| | 20th " | 0 | |
| | 21st " | 6 | 0 |
| | | | ---- |
| | | Total | 68 |
| (6) | Divide the total by 7 and the <u>remainder</u> gives the day of the week as follows | | |
| | | | 7)68(9 |
| | | | 63 |
| | | | 5 |

- | | |
|----------|----------|
| 1 = Sun. | 5 = Thur |
| 2 = Mon | 6 = Fri |
| 3 = Tues | 0 = Sat |
| 4 = Wed | |

Answer = Thursday.

Try it and check it out !

--ooUoo--

For Sale:

Shetland 535, 16' Cabin Cruiser in excellent condition.
40 h.p. Mercury Outboard engine and trailer.
Tele 0902 - 81003.

For Sale:

Skipper Marine Loo
New
Tele 0902 -74570.

CRUISERS FOR SALE

16 FT RUNABOUT WITH 9.9 EVINRUDE AND TRAILER: SHETLAND 17
WITH CHRYSLER 55HP: 27 FT FOUR BERTH GRP ON PLY, BEAUTIFULLY
APPOINTED WITH 40 HP MARINER OUTBOARD: ELYSIAN 27, GRP FOUR BERTH
AND SEAMASTER 30 SIX BERTH WITH PERKINS DIESEL ETC DETAILS FROM:



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

June 1988

Branch Meeting Report

Despite the fact that we forgot to mention it, the May meeting did take place. This meeting the last one until September finalised details for the Whit Rally. The question of the Waterways Museum is still being pursued. The Millennium Rally was reported, a great success with approximately 75 boats participating. Congratulations to Reg Redmond and Louis Sleator on their election to National Council bringing Athlone membership representation to four including our Chairman Damien Delaney and Secretary Eileen O'Brien.

Harry Rice Cup --- The meeting decided to broaden the format to include art in this years Harry Rice Competition. The categories will then be an Essay/Ships Log or Painting/Sketch, the theme as usual confined to "Our Inland Waterways".

---oOo---

Breaking Strain : How many pounds?

The keen angler, well for him I've no great sympathy, he gets great value with or without the licence. Whats more he'd be the first to admit it.

The real loser is the occassional fisherman who might venture out with the kids twice or three times a year.

Unfortunately whos going to be caught but the one who buys the licence. In. to that big bloody computer, once you bite your caught forever.

Fools, I tell you, all rushing out as good law avoiding citizens with payments for water rates, licences for spotted mongrels and now this.

You know the best thing we could do would be to agree to An Post putting a plastic mail box for us at the other end of the country.

Bring back the rates and lump the lot into the one basket and catch all those defaulters. I dont advocate breaking the law but it sure as hell galls me to know that it is the long suffering minority who toe the line.

---oOo---

Athlone Branch Whit Rally Itinerary

Sat	4th	June	Depart Athlone for Lanesboro ETA 13.30
Sun	5th	June	Barley Harbour Picnic 14.00 Overnight Lecarrow
Mon	6th	June	Return Athlone

Quayside Ceremony

On Thursday 16th June the Athlone Branch I.W.A.I. will formally hand over the Quayside Development to Athlone Urban District Council. Members are requested to attend, with boats where possible, at 19.30hrs.

--oOo--

Athlone Boat Club Regatta

The Annual Regatta takes place this year on Saturday 18th June at Coosan Point. The Club are pleased to announce Guinness Brewery and Harp as their main sponsor, a day well worth supporting.

--oOo--

Shannon Navigation Notice New Buoy Established on Lough Derg

A black cage buoy has been placed in a position about $\frac{1}{2}$ mile SSW of the perches marking the entrance to Portumna. The object of the new buoy is to serve as a guide to Portumna.

20.4.88

--oOo--

Cassoulet

$\frac{1}{2}$ lb haricot and butter beans mixed
 $\frac{1}{2}$ lb pork in 1 inch cubes
 $\frac{1}{2}$ lb stewing lamb in 1 inch pieces
 $\frac{1}{2}$ lb streaky bacon in 1 inch cubes
6 to 8 sausages halved or 12 cocktail sausages
3 or 4 tomatoes
1 large carrot
1 large onion or more to taste
a few mushrooms
1 or 2 cloves of garlic, optional
chopped parsley
 $\frac{1}{2}$ teaspoon mixed herbs
pepper and salt
breadcrumbs

Soak beans overnight (this is important and must be done or you will have indigestion). The next day strain and boil beans in fresh water for about 1 hour or pressure cook for 15 minutes. Do not add salt at this stage as it makes the beans tough. While beans are cooking fry meats in a little oil in a casserole till slightly brown. Add vegetables and fry for a couple of minutes.

When beans are cooked add gently to casserole with other ingredients and bean liquid to just cover the lot. Cook for at least 1 hour in a moderate oven and then remove the lid and cover with breadcrumbs and cook for another $\frac{1}{2}$ to $\frac{1}{4}$ an hour. The breadcrumbs will absorb some of the liquid on the top. If you like at this stage put some more crumbs on top and brown under the grill.

Serve with fresh rolls and/or toast. You can vary the amount and selection of meats if you wish.

The Shannon Rally

BY COL. H.G. RICE

We must start sharp at 10.00am, so please don't dilly-dally;
No matter how it blows or rains we must attend the rally.
I got my oars; I got my sail, and then my outboard motor;
My partner filled our rowing boat till we could
scarcely float her.

"I like your blooming nerve," she said, "and all your
pompous warning;
It's I who'll have to drag you up at nine tomorrow morning."
The hour approached; the rain poured down; we
started out from Coosan
Pounded by such a heavy sea we thought the planks
would loosen.

We landed up beside the quay alongside King John's Castle
My partner in a knitted cap surmounted by a tassel.
"How are you going?" someone asked, "and where's
your cabin cruiser?"

"We haven't got one," we replied, "for if we had we'd use her."
We both intend, if all goes well, and if we keep afloat,
To travel up to Boyle and back in this small open boat.

It has been done before, we know, and all our friends agree
That the only bit of hazard is the crossing of Lough Ree.
Just then we saw the Southern Cross with Barney at the wheel;
He raised his eyebrows very high as if in mute appeal:
"You'll need your head examined if you refuse a tow,
There's wind and rain already and by evening there'll be snow."

Kon Tiki Bay to port of us, and Violet on our right
When the convoy sailed at half past twelve:
It was a splendid sight!

Commodore David Nolan

Friday 22nd July Informal Openings Athlone and Carrick on Shannon
Saturday 23rd July Joint Fleets assemble Tarmonbarry
Sunday 24th July Dromod
Monday 25th July Dromod
Tuesday 26th July Carrick on Shannon
Wednesday 27th July Lough Key
Thursday 28th July Lough Key
Friday 29th July Coothall
Saturday 30th July Prizegiving and Closing Dinner Carrick on Shannon

Entries please by 1st July to Secretary:-
Mono Healy
18, Springfield Ave.,
Blackrock,
Co. Dublin

SECONDHAND BOATS FOR SALE

SHETLAND 17 WITH 55HP CHRYSLER O/BD: 17 FOUR DAY BOAT & 2 CUSHIONS

GETTING THINGS DONE - AND PAYING FOR THEM

There are three matters at the moment of particular relevance for the boating and sailing community which all too forcefully illustrate the difficulty of getting any change, of achieving any positive movement, in Irish life generally.

We refer to the contentious issues of the proposed capitation fee to give the Irish Yachting Association some much-needed funding, the plan for a small marina in Dun Laoghaire, and the imposition of rod licenses on salmon and trout anglers.

These may all seem widely disparate topics, but underneath all the heated arguments there is an underlying resistance to change or development of any sort, an attitude which makes one despair for the future of this country, for it is an attitude which prevails in absolutely every area of Irish life.

The fact of the matter is that Western civilisation, which is not an entirely disagreeable way of life, was reached through a continuing process of change. Change and development are integral to it. In the last analysis, the essence of our society is to be found in efforts to improve it and the environment in which it functions.

But it is in the nature of change that it does not please everyone. Indeed, mankind by its nature is such that almost every change and development of significance is not approved by the bulk of the population. Each individual in society may indeed wish to see his or her own special interest being developed, but they wish this to happen in a world which is in every other way staying exactly the same.

Thus a sizeable number of sailing enthusiasts may indeed hanker for an old-fashioned amateur form of sailing which, in reality, only existed in fond imagination - all worthwhile sailing has in fact been undertaken with a professional attitude, regardless of whether the participants are being paid or not.

So in the final years of the Twentieth Century, the inescapable trend is towards a more overtly professional approach, with sports which may aspire to being amateur being administered by properly paid executives. This is the way things are developing, and it is simply unfair for sailing people to continue to expect those who run the much-needed national authority to do so out of their own resources, and in their own time.

As for getting a marina in Dun Laoghaire, there have been movements towards such a development for more than forty years. Left to the old methods of harbour administration and the exhaustive use of every facet of the democratic process, naturally they came to nothing. It has to be faced that there is no possibility of any overall plan for Dun Laoghaire meeting with universal approval.

So the alternative is to let market forces come into action. The planned marina may be providing new usage for what was previously regarded as a totally public amenity, but at least its implementation is not involving public funds in any way. It is be-

ing run on strictly business lines, and this is surely all to the good. Dun Laoghaire, is at the moment a depressed area, with limited work prospects. In today's strict economic climate, utilising the harbour on business lines is the only way forward.

● The matter of introducing rod licenses is perhaps somewhat different. We are told that had the government introduced it with greater subtlety and thought, and lengthy consultation, then it would have been accepted instead of being fought in the present undignified manner. But how much time is the government meant to give to such things? As it is, the administration, despite recent pruning, is still far from being a by-word for efficiency.

As to whether the concept of the licenses should have been introduced in the first place, that is a matter of rugged debate. Speaking as non-anglers ourselves, it seems to us surprising that anyone should talk these days of traditional right of free access to anything. *Nothing* is free - neither sailing nor boating nor sheltered harbours nor angling, and the sooner we all realise this the sooner the country's economy will be on the right road. ●

Views from 'Afloat' May 1988

DIARY - RALLIES AND EVENTS

Please try to support some of the RCAG events.

Sunday 24 July: Barrow Branch coastal cruise from Dunmore East to Wexford Harbour, weather permitting, leaving Dunmore East at 08.00 hrs arriving approx 14.30 hrs. An experienced person with knowledge of the coast will lead the cruise. If the weather is unsuitable there will be an alternative cruise leaving Cheekpoint at 09.00 hrs with a short stop at Waterford and arriving at Carrick-on-Suir at 14.30 hrs approx. Contact Arthur Keppel, tel. 0507-24133.

Sunday 31 July - Saturday 6 August: Lough Derg Rally Thirteen. Unofficial assembly at Kilgarvan on Sunday, proceed to Mountshannon for Monday and Tuesday, Killaloe on Wednesday, Dromineer on Thursday, Woodford River, Rossmore on Friday and Portumna Castle Harbour on Saturday with the Prizegiving Dinner at West Park Hotel, Portumna. Entry fee: open boat £7, all other boats £22. Commodore: Thomas Quinn. Secretary: Maureen Duffy, Lindesfarne, North Circular Road, Limerick. tel. 061-51478

Sunday 19 June: RCAG local rally on 12th level. It is hoped to lock up into the 13th level but contact Teddy Galway, tel. 01-384786 for confirmation of this and to find out the proposed starting place.

Saturday 25 - Sunday 26 June: Annual Shannon Harbour Canal Boat Rally. The popular event for all the family. New boat owners particularly welcome. Further details from Padraic O'Brolchain, tel. 01-806538.

Friday 8 - Monday 11 July: Annual Lough Corrib Rally commencing at Lisloughry on Friday evening. Further information from Peadar Canavan, tel. 091-61958.

Saturday 9 - Sunday 10 July: RCAG Long Level Rally. Launch at new slip at Enfield and travel through Moyvally and Hill of Down to Thomastown Harbour for usual barbeque. Quinn's Bar is a great place for a sing song. Contact Charli Hayden, tel. 01-343467. *The Long Level Rally was initiated by the IWA in 1974. Please try to support this event.*



ATHLONE AERIAL

Athlone Branch, Inland Waterways Association of Ireland

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

September 1988.

Hello again and welcome back after our "summer" recess.

The September meeting of Athlone Branch IWAI will be held in Seans Bar at 8.30pm on Monday 5th September.

AGENDA: Minutes
Correspondence
Projects
End of Season Rally
AOB

All are welcome to attend.

END OF SEASON DINNER/DANCE & RALLY

The end of Season Dinner & Dance will be held in SGS Hotel on Friday 30th September at 8.30pm - Tickets are available from Seans Bar, or from Bridie Delaney. Subscription £10. for Turkey & Ham Dinner, Music by Montana.

Rally details, depending on the weather, will be announced at the Dance.

GOOD NEWS DEPT.

Our Swiss members Walter and Ruth Borner have decided to become "honorary" Irish Citizens by purchasing their own boat which will be kept in Portaneena. So next time you see M.Y "WINKELREID" on Lough Ree flying the I.W.A.I. burgee, call over to say hello and welcome.

THE 28th ANNUAL SHANNON BOAT RALLY

The 28th annual Shannon Boat Rally started as in customary in both Athlone and Carrick, with the fleets meeting this year in Tarmonbarry to be united under Commodore David Nowlan. 61 boats had entered, with 60 actually starting - an excellent entry in to-day's conditions. The Athlone contingent had left very early on Saturday in some trepidation hoping to avoid the threatened gale. But it never came and the crossing of L. Ree was accomplished in lovely weather. Sunday saw the competitions commence and the rally headed for Rooskey and then Dromod Harbour. The arrival in Dromod was for many a difficult exercise as the wind began to rise from the S.W. Was this the long promised gale? The answer was a definite "Yes"! After a night of anxiety, it was found that Jarra had pulled 2 stout bollards right out of the concrete in the old harbour and as the gale continued unabated the Committee wisely decided that no boats were to leave the harbours for competitions and the programme was re-arranged.

A late start on Tuesday allowed the wind to ease and that evening saw the rally crews assembled in 'Seans Plaice' in Carrick for a most enjoyable fancy dress competition. Bridie Delaney and the crew of "Maisric" were notable amongst the prize winners. With the weather improving considerably the fleet moved to L. Key where a multitude of competitions took place, while a superb buffet was provided at a very reasonable price in Rockingham Restaurant. The speedboat race occasioned a very nasty accident to Julie Garland and for the quick-witted rescue involved Debbie Walsh deservedly was awarded the Denis Byrne Trophy (for special merit).

The usual stop in Cootehall on Friday night was the preliminary to the prize-giving, then Carrick and an excellent closing dinner.

This was a well-run and enjoyable rally, and one of the most encouraging features was the participation of 11 newcomers. In his speech at the dinner the Commodore again drew attention to the abuse of public harbours by permanently moored private boats. This problem is growing and in many places on the river has become a scandal. One day the Rally may have no-where to go!

Our thanks to Reg Redmond for that report, and our congratulations to Reg and the crew of Crannagh on their success in the Rally Cruiser Class Awards.

SHANNON RALLY 1988 - RESULTS

OVERALL PLACINGS: Premier Award-Michael Miller (Duiske) 592 Marks
2nd Reggie Redmond (Crannagh) 582 "
3rd Paul Garland (Samantha 11) 566 "
4th Robert Maitland (2nd glance) 561 "
5th Donal O Siochain (Iron Lady) 557 "
6th Ken Fildes (Maisric) 545 "

CLASS AWARDS: Open boats - 1st Niamh Murphy (Corby Baby)
2nd Michael Farrell (Huff of Glandore)
Motor Cruisers - 1st Crannagh
2nd Samantha 11
Sailing Cruisers 1st Fiona Furey (Aloma)
2nd David Killeen (Gillaroo Too)
Barges 1st John McNamara (Jarra)
2nd Sean Fitzsimons (Iron Lung)

INSPECTION OF BOATS: 1st Jarra
2nd Maisric

INSPECTION OPEN BOATS: Huff of Glandore

MAN OVERBOARD COMP. 1st Duiske.
2nd Kieran Walsh (Santa Royale)

TIME RELIABILITY 1st Brian Moriarty (XLR8R)
2nd Aloma

MOORING COMP 1st Crannagh
2nd Samantha 11

NAVIGATION 1st Santa Royale
2nd Crannagh

FIRST MATE COMP Rosaleen Miller (Duiske)

RESCUE OF CRUISER Over 25 feet - 1st Iron Lady
2nd Duiske
up to 25 Feet - John Roberts (Royalty)

LADIES BOAT HANDLING Trudy Miller (Duiske)

BOAT BY CANAL 1st Duiske 2nd Crannagh

YOUNG MARINER Donie Herraghty (Dunross)

BODERG CUP RACE Damien Delaney (Philos)

<u>BACARDI CUP RACE</u>	David Killeen	(Gillaroo Too)
<u>LOUGH REE RACE</u>	Philos	
<u>DENIS BYRNE TROPHY</u>	Debbie Walsh	(Santa Royale)
<u>EISTAMAID TROPHY</u>	Nono Healy	(Quiet Waters)
<u>SHIP'S DOG RACE</u>	Inga	(Crannagh)

LOUGH DERG RALLY

Lough Derg Rally report an excellent rally. Boats were larger but number at 44 were smaller than usual, which eased some of the berthing headaches for the committee. Several sources reported that it was a most enjoyable rally adding that in future perhaps the entry should be limited to the first fifty.

Notable was the small "tall ships" entry, perhaps the sailing boats are saving themselves for Iniscealtra Sailing Club open week, which was on the week after Lough Derg Rally.

The overall winner of the J.J. Kennelly Trophy was Jim Horan on Winsome Wings, and second was Ann Craig on Bolero.

The results are as follows:

J.J. Kennelly Trophy	1st	Jim Horan	Winsome Wings
	2nd	Ann Craig	Bolero
BOAT INSPECTION		Jim Horan	Winsome Wings
SURPRISE BOAT INSPECTION		E. Waller	Idle Hours.
LADIES BOAT HANDLING		R. Martin	Dunboyne
FIRST MATE		D. Saunders	41M
TIME TRIAL		D. O'Brien	Adventurer
BOAT HANDLING		A. Craig	Bolero
BARGE HANDLING		L. Saunders	41M
MAN O/B		C. Scotson	Ajenda
SURVIVAL TEST		J. Horan	Winsome Wings
RECOVERY OF CRUISER		J. Horan	Winsome Wings
4 DAY SAILING		A. Gill	Breakaway
TALL SHIPS RACE		Lawless	Iniscealtra

MINI SAILING SERIES	E. Henan	Anabelle
BARGE RACE	C. Becker	Shangsha
BEST ENDEAVOUR	T. McBride	Kid
LINE HEAVING	A. Craig	Bolero
HANDICAP RACE BOATS UNDER SAIL	A + B Tomlin	
YOUNG SAILOR	G. Roberts	Sequoia
YOUNG BOSUN	G. Keane	Whitethorn
DINGHY SAILING	P. Keane	Whitethorn
DITTY CUP		Dodo M
WILD FLOWER ARRANGEMENT	A. Roberts	Sequoia

SUCK SURVEY

Mr. Noel Treacy, Minister of State at the Department of Finance told a meeting of the Suck joint Drainage Committee that the Office of Public Works are to conduct an engineering survey of the River Suck to establish if a canal suitable for Holiday Cruisers can be constructed from the Shannon at Shannonbridge to Ballinasloe town. The survey is to commence early September and to be completed next year.

Mr. Treacy said he was optimistic that it would prove the navigation of the Suck from Shannonbridge to Ballinasloe to be "an attainable goal", and he was hopeful that "sooner rather than later boats will be returning to Ballinasloe".

STOLEN ENGINES

David Killeen sends us a report of a number of outboard engines stolen from Wexford Boat Club during the first week of August, which should serve as a warning to all owners of outboard engines.

There are thieves around and, obviously people to buy stolen property, so make sure that your engine is secure at all times, bring it home after use or at least lock it away in a secure place at the club. Dont leave it on the back of a boat where thieves can have ready access to steal it. Record the serial number etc.

The engines stolen in Wexford are listed below and any information you might have should be passed to the Gardai, or to The Aerial, or to Wexford Boat Club. Remember they could come on the market at a

giveaway price, so dont be tempted, its an offence to receive stolen property.

Yamaha	9.9HP	1981	Blue Longshaft	Serial No. 682 CL 313777
Yamaha	4 HP		Blue, Nail fitted to locking pin Value - £560	
Johnson	9.9HP		1 White with Black & White stripes on top. Value - £1150-Serial No. J 10BALCSE 80159	
Johnson	4DL		White	Serial No. B 0003255 BJ 4RD HL CDE
Mercury	9.8		Black Value - £1300	Serial No. 9619199
Evinrude	6HP		Light Blue, White top, long shaft.	Serial No. B 1029 710112 65B 67R 10297

COMMENT

"If only we had the weather in this country---", how many times have you heard this remark, which may or may not be true. Judging from the amount of abuse I've seen during the summer it seems we need all the rain and wind we can get to keep our poor old river and lakes flushed out. We pump oily bilges, discharge toilets, spill fuel dump rubbish and expect the river to handle all this and still survive.

Protection of the river is everybodys responsibility; the private boat owner, the Hire boat operator, the Local Authority, the Industrialis the Farmer, and until such pime as we all, together and as individuals take a little more care of our rivers and lakes, maybe its better that we dont "get the weather in this country".

END OF SEASON SALE

SELECTION OF USED RUNABOUTS, SAILING CRAFT AND MOTOR CRUISERS FOR
SALE. SEND FOR LIST TO ATHLONE CRUISER JOLLY MARINER MARINA
ATHLONE, TEL. 0902-72892



ATHLONE AERIAL

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

October 1988

September Meeting

The main business of the September meeting centered on the Quayside project, pollution and ESB wires.

The plans are being drawn up to continue the paving along the quay wall between the OPW shed and the Lock House, with additional lamp standards and stone facing on the planter boxes. Plans are to be submitted to Athlone UDC and OPW for approval and permission to proceed.

Concern was expressed over the apparent lack of action or information regarding the pollution of the River Inny during the summer. The matter is to be raised again with Longford Co.Co.,

The application for permission to discharge effluent into the Shannon by a new meat factory at Banagher was raised. The Athlone Branch and IWAI Council have made submissions to Galway Co.Co., and the matter is receiving attention.

Reports were received of 2 separate incidents in which sailing boats came in contact with an ESB 10KV overhead line crossing the Shannon downstream of Portumna during the summer. The people concerned were visitors and new to this area and were very lucky to escape serious injury. The ESB propose raising this line on higher poles, but the branch felt that this would not eliminate the danger of further accidents. The ESB are to be asked to either redirect the feed to this area in order to eliminate this crossing or to lay the line underwater in the interest of public safety.

The branch were happy to welcome our Swiss member Walter Borner to his first branch meeting. Apologies to Walter, we spelt the name of his boat incorrectly in the September Aerial. Walter will be back with us on the 19th of November in the Shamrock Lodge Hotel at 8.30 pm when he will present his slide show "20 years on the Shannon" which is made up of a selection of slides taken over his 20 years coming to cruise on the Shannon and should be very interesting to see the river and ourselves through the eyes of a "tourist".

The problem of private boats being permanently moored at public jetties was raised. This is causing growing concern to the Association and the matter is to be raised at Council.

The next meeting will be held on MONDAY 3rd OCTOBER at 8.30pm in Seans Bar. All are welcome to attend.

The branch AGM will be held on FRIDAY 2nd DECEMBER at 8.30pm in the Shamrock Lodge Hotel.

The end of season rally will start with a Dinner and Dance in SGS Marina Hotel on Friday 30th September at 8.30pm. Tickets are £10 each and are available from Eridie Delaney 0902 75620 or Seans Bar. The rally cruise will be announced at the dance, and will be determined by the weather. Saturday night will be spent at Hodson Bay and a Sunday cruise will also be weather determined. Bring food for the barbacue. Interest is good so far so it promises to be another "great little rally".

--oOo--

Ballinamore - Ballyconnell Canal

Hopes for the restoration of the Ballinamore-Ballyconnell canal were raised by recent reports that the first step in funding the restoration has been approved by the International Fund for Ireland.

Highlights of the long awaited Feasibility of Restoration report were unfolded recently at a lecture given by engineers from the OPW to the Civil Division of the Institution of Engineers of Ireland.

An enormous amount of technical data was collected and analysed and the effects of various options were studied with the aid of computers before the proposals set out in the report were decided upon.

The canal is made up of three distinct sections:-

- (1) A still water section from the Shannon at Leitrim to Lough Scur which has 8 locks in reasonably good condition. Lock gates will be replaced and provided with hydraulically operated sluices. Some channel deepening is required and some embankments will be reconstructed. Provision will be made for berthing boats upstream and downstream of Locks. One bridge will be rebuilt and one raised.
- (11) A Summit Level reach from Lough Scur to Castlerore which will require raising the water level on Lough Scur to 67m O.D. The ability of this level to supply water to the canal system is crucial to the operation of the system and it is proposed to use Carrickport Lough as a storage reservoir to maintain a constant water supply even in the driest weather conditions.
- (111) A Canalised River Section from Castlefore to the Erne which is in very poor condition and will require the rebuilding of the 8 locks and the relocation of 3 of the locks and 2 weirs. This section includes the main river drainage system in the catchment and the relocation of the weirs should improve drainage in the area as well as maintaining navigation levels. Dredging will be mainly confined to the three lakes below Garadice Lough. These lakes Ballymagauran, Derrycassin and Coologue are shallow and will require dredging of fine grey black silt to maintain a navigation channel. Three bridges will be replaced, two new lifting bridges will be required at Muckros and Dernagore and two old steel railway bridges will be removed.

The three wharves at Ballyconnell, Ballinamore and Leitrim will be rebuilt or modified giving berthage for 35 craft and additional new moorings in Lough Garadice and Lough Scur will be provided.

- The report suggests that restoration could take place in 5 stages -
- (1) Lough Erne to Ballyconnell
 - (2) Ballyconnell to Garadice Lake
 - (3) Garadice Lake to Ballinamore
 - (4) Ballinamore to Lough Scur
 - (5) Lough Scur to the Shannon

The estimated cost at 1986 prices was £16.5 million and would take 5 years to complete. The final decision rests with the Government, not for too long we hope.

Sail Ireland

The biggest boat you ever did see arrived in Athlone during the week, escorted into town by the Athlone Band of the Western Command. It arrived by road on the back of an ESB truck, you didnt expect the Army band to march up the river did you?

Sail Ireland are touring the country to promote interest and public awareness of Irelands first entry in the Whitbread Round the World yacht race, and they are touring with a full size model of the hull.

This is the biggest yacht ever built in Ireland, measuring 82 ft. long by 20 ft wide with a mast measuring 122 ft from top to bottom of the keel. It was designed in Cork by Ron Holland and is being built in Dublin. It is made of epoxy composites and reinforced with Kevlar carbon fibre local stiffening and a Nomex core. The total cost of the project is £3.5 million, £1.4 million of which has been provided by the NCB Group and Aer Lingus has just announced its intention to become one of the projects main sponsors.

The Whitbread Round the World race comprises 6 stages starting in Portsmouth in September 1989, with stops over in Punta del Este (Uruguay) Perth (Australia), Auckland (New Zealand) Punta del Este again, Fort Lauderdale (USA) and finishing back in Portsmouth in May 1990 covering a total distance of 32,932 miles. It's considered to be one of the world's toughest and most demanding tests, and Sail Ireland see it as being ideally suited to promote Irelands technological development, tourism potential and management expertise as well as helping to boost exports and industrial investment and further enhance Irelands growing reputation in the International sporting scene.

The crew will be mainly Irish along with other nationals who have the necessary experience in this type of race, making up the balance. The crew core of 16 will be chosen from a panel of 30 and will be announced in October.

Irelands entry will compete against 37 yachts from 14 other countries.

Sail Ireland are forming Sail Ireland Clubs around the country to help the promotion of this venture. Anyone interested should contact Patrick Dolan, Dolan Marketing, Castlemain Street, Athlone or Sail Ireland, BIM House, Crofton Road, Dun Laoghaire Co.Dublin Telephone: 01 841544.

--oOo--

Found I.W.A.I. Burgee and flag pole
Same may be collected from Seans Bar on producing matching boat.

--oOo--

LasagneBolognese Sauce

1 tbs oil
1 onion
1 lb minced beef
4 oz mushrooms (sliced)
14 oz tin tomatoes
4 tbs tomato puree
7 fl oz beef stock
2 tsp. oregano
2 tbs. oatmeal
salt and pepper

Cheese Sauce

2 oz margarine
2 oz flour
1½ pt milk
2 oz mature cheese grated
salt and pepper
9 sheets of Lasagna (approx!)

Method continued -----

Lasagne Method

Heat the oil in a pan and fry the onions for 3 mins.
 Add the minced beef and oatmeal and continue frying until meat browns.
 Stir in the mushrooms and fry for 3 mins. more.
 Add the remaining ingredients for the Bolognese sauce, bring to the boil
 and simmer for 30 mins. stirring occasionally.

Cheese Sauce Melt margarine in a saucepan.
 Stir in the flour and cook for 1 minute
 Remove pan from heat and add milk gradually, stirring well
 between each addition.
 Return pan to heat and bring sauce to the boil, stir until
 sauce thickens
 Simmer for 2 mins.
 Remove from heat and stir in cheese and seasoning.

Place $\frac{1}{4}$ of the cheese sauce in the base of an ovenproof dish
 Place sheets of lasagna over sauce and cover with $\frac{1}{2}$ Bolognese sauce
 Repeat layers once more
 Cover with remaining lasagna and finally the remaining cheese sauce.
 Sprinkle with Parmesan cheese (optional) and bake 35 minutes at
 200C 400F, Gas mark 6

--oOo--

Sympathy

We extend our deepest sympathy

To Declan Walsh and family on the death of his brother James.

To Rosemary Furlong and family on the death of her Mother Dr. Gertrude Chapman

To Alf Delany and family on the death of his wife Patricia.

--oOo--

Reminders

Harry Rice Essay and Painting Competition, open to all age groups, get
 your entry ready now.

November 19th Walter Borner Slide Show "20 years on the Shannon"
 SHAMROCK LODGE HOTEL 8.30pm.

FRIDAY 2nd DECEMBER BRANCH AGM

FRIDAY 30th SEPTEMBER End of Season Dinner and Dance and Rally.

THE 'ALUMINIUM' RALLY

In the annals of seafaring
and the tales of derring-do
In the lore of old-time skippers
and the legends of their crew
In the stories of such heroes
There is nothing quite to match
That Millennium Armada
That sailed from Hazel hatch.

'Twas in the year of '88
and April was the month
and on the old M58
The Captain was a runt,
And the crew that he commanded
was a shower of alcoholics
Made up of seven narky salts
and one ould stupid trolics.

The captain's name was Colm 'Bligh'
He'd saided through every county
He ran a harsh and hungry ship
and we nicknamed it the 'Bounty';
The skipper's wife was Saucey Sue
She helped him weild the lash
And she fed the starved and scurvy crew
On blobs of soggy mash;
She lambasted her poor daddy
(who signed on to write a poem)
and her mother who kept mumbling:
'for christ sake let's go home!'

The mate was champagne Charlie
(who was usually half-cut)
And the wagon who accompanied him
She was known as Little Slut,
And then a long-limbed cabin-boy
Whom we called Lanky Owen...
He fetched a crate of wine aboard
and drank it all alone,
Then a final pair of reprobates
Known as Maeve and Tod
She sipped cider all day
and he was lazy sod.

They struck their first disaster
 Just before the Lucan Lock
 When the good old barge was grounded
 On an underwater rock,
 The skipper roared and ranted
 "Now heave her - one, two, three...!
 But the crew were all below
 having sandwiches and tea,
 For they were tired and weary
 and hadn't slept a wink
 From spending all the night before
 Lowering every kind of drink;
 Then the skipper came below decks
 "Pour me out a filler -
 You'll never guess what happened....
 I've just bandjaxed up the tiller!"

And the lock-gates at Clondalkin
 Was jammed with rotten cats
 They hauled them up and placed them
 with the spuds and rasher fats,
 "From Inchicore" the captain said
 "This voyage should be a dawdle,
 So little Slut, if you don't mind
 Will you make the crew a coddle?"
 Thus we ate this vile concoction
 Made of rancid kittens' hearts
 And we washed it down with porter
 To make such powerful f.....!
 As would free the ould propellor
 Of all such sudden snags
 As entanglements of weeds
 And no end of plastic bags.

Through Ballyfermots savage fields
 We hauled with grunts and groans
 While tinkers' kids along the banks
 Kept peltin' us with stones;
 "All hands on deck!" the captain yelled
 "On board we'll have no slackers!
 And each man grab an iron bar
 And we'll shift these bloody knackers!"
 The battle raged for two long hours
 The decks were red and blooded
 The bow was jammed
 The stern was stuck
 And the engine room was flooded,

And the skipper fiercely paced the deck
 And fiercely plied his whip
 Until the hapless, heaving crew
 Had freed his sinking ship;
 Said Fletcher Walsh to Christian Wop
 "Tis mutiny time for shure -
 I've a pain in me arse with all this work
 And the skipper's a narky hoor!"
 "More to the point," said the man called Wop
 "My throat is dry and parched
 So what d'you say we abandon ship
 Near the pub called the Marble Arch?"

As the skipper paced the rain-swept deck
 And frothed at the mouth
 The mutinous pair just crossed the road
 And lowered ten pints of stout;
 Then re-joined their fellow shipmates
 At a bridge near Dolphin's Barn
 And tried to bluff the skipper
 With some mitigating yarn;
 But he vowed to have his vengeance
 When the final locks were passed
 That he'd hang them from a yardarm
 - if he only had a mast!
 And he swore he disbelieved them
 And he swore it on his soul
 Till they vowed to take the barge pole
 and shove it up his nose.

So these are some of the tales of woe
 That befell that luckless crew
 And these are some of the dreadful things
 That i now relate to you...
 But the worst thing to befall them
 And with which I end this rhyme,
 Was to berth at Portobello
 ...two minutes past 'closing time.

Cappo.

Editors Note.

In order to protect the innocent some
 changes were felt essential.



ATHLONE AERIAL

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

December 1988

ANNUAL GENERAL MEETING

ATHLONE BRANCH

INLAND WATERWAYS ASSOCIATION

on

This Friday 2nd December at 8.30 pm.
in

The Shamrock Lodge Hotel, Athlone
• Cheese and Wine Reception

Agenda: Minutes
Reports
Election of Officers
Election of Rally Committee
Election of Aerial Committee
A.O.B.

Major Outstanding Problem Fishing Licence Controversy

With time to breath between one disastorous season and a likely repeat performance there must now be dialogue. Whilst the licence is the stumbling block it is not the corner stone and to date has assumed importance far beyond its value.

There is a great need for all parties involved to come together and form a review group to consider where we are, and more importantly to see where we are going. All the cards should be on the table, pollution control, fish farming, the licence, tourism etc.

Give these review groups time, rescind the licence pending recommendations and maybe, just maybe, it will become evident that perhaps the control of pollution should not be vested in our local authorities, that maybe the fishermen can be brought to support rather than to oppose. The fishermen have time to think, the Government needs to think again.

Walters Waterways, Wit and Wisdom

Walter Borner and his charming wife Ruth shared a delightful evening with the Athlone Branch at their recent slide show. Capturing memories over the last twenty years, the fifty or so bods were both delighted and entertained with regular witisisms from Eric and gang, all deftly handled by our host himself.

A nice evening, thank you. We hope to arrange further slide/film shows in the New Year. More anon.

News from our Council Delegates

At a meeting of I.W.A.I. Council held recently in Mullingar, the following items were discussed and/or reported on:

- 1) Canal By-laws - these have come into effect as from 11th October and the President Peter Hanna reported that Council was reasonably satisfied with them now, following meetings and suggestions made by the Association.
- 2) Pollution - Information sheets supplied by Corrib Branch have now been circulated to all Branch Secretaries.
- 3) E.S.B. Wires - Damien Dealney and Michael Webb reported on their survey of wire heights over the river, carried out during the summer. There are still many locations giving cause for concern and serious incidents are still occurring. The wires below Portumna bridge are particularly dangerous. Damien was authorised to write again to the E.S.B. re above and enclosing his report.
- 4) Ballinamore-Ballyconnel Canal
 - The O.P.W. report on the restoration of this canal has been made available and hope is still rising. We await developments.
- 5) Banagher Meat Factory
 - Athlone branch are watching this situation carefully and Bord Failte have commissioned an environmental impact study of this proposed effluent discharge.
- 6) Mooring of private boats in Public Harbours
 - Council heard that this abuse of public facilities is still growing and is giving consideration to possible action in conjunction with O.P.W.
- 7) National Heritage Council
 - It was noted that although this body includes waterways in its brief there is no representative of the association on its board. Council are to write querying this omission and also requesting information on the role and powers of the body.
- 8) John Weaving Memorial
 - This bust is now to be located on one of the piers on Portumna Bridge where it will be more visible to river users and yet hopefully inaccessible to vandals.

The Harry Rice Cup Competition

The Athlone Branch I.W.A.I. invite entries to this annual competition. The competition open to young and old requires entries of either a painting, an essay or a ships log depicting/describing a trip on our Inland Waterways.

Entries before December 31st to Mrs Rosemary Furlong, Garden Vale, Athlone.

Bread Sausage Rolls

I found this in a cookbook from Nova Scotia and think it is a terrific idea for something different.

8 sausages
 1 cup Cheddar cheese, finely grated 250ml
 $\frac{1}{2}$ cup butter, softened 75 ml
 8 slices sandwich bread
 2 tsp. sesame seeds 10ml

Fry the sausages until thoroughly cooked. Drain well on paper towels. Beat the butter and cheese together and set aside one-third of the mixture. Cut the crusts from the bread and roll as thin as possible with a rolling pin. Spread all but the reserved dish of cheese mixture on one side of each slice of bread.

Place a sausage on this dies of the bread and roll up, pressing firmly to seal the edges. Spread the top of each roll with the reserved cheese mixture. Cut into thirds, if desired. Place seam side down, on a lightly greased baking sheet and sprinkle with sesame seeds.

Bake at 400°F. until lightly browned for about 10-15 minutes. Remove from the oven and serve piping hot.

Note: Sausage rolls freeze well. To serve, thaw, cut into thirds, and bake.

Quayside Development

Plans are presently under review with regard to Phase II. We have been advised by Athlone Urban District Council that it is envisaged in future development to make traffic one way southbound. This will result in a larger pedestrian area.

For Sale

Seamaster 20' well equipped, inboard petrol, custom built 4 wheel trailer. £5,000 O.N.O. 0902-74570

Election of Officers:

With the Annual General Meeting upon us again, will you be:-

- 1) Helping
- 2) A hurler on the ditch
- 3) Surprised at lack of new officers
- 4) Absent
- 5) Critical
- 6) ----- anything.

The time is now, the commitment is yours.

By Shannon Shores



By Shannon Shores

Ruth Delany

The greatest waterway in these islands, the River Shannon attracts thousands of visitors every year. Some are almost permanent inhabitants, others occasional guests; but everyone falls under its spell, determined to return and savour once more its undeniable mystique.

Here is a delightful and affectionate celebration of a river that carries the reader gently from its modest source in Cavan to its majestic estuary at Limerick, pausing frequently to consider the landscape, history and personalities that comprise its unique character.

Ruth Delany knows the Shannon as few others do. For more than thirty years she has cruised its waters in every season from the source to the sea. She has learned its history, heard its legends, read its literature, observed its wildlife, explored its lakes and tributaries, towns and villages. And now she shares the discoveries of a lifetime in a richly illustrated book that will be an essential companion for all who ever venture onto the Shannon's magically varied waters.

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