

Inland Waterways Association of Ireland

Cumann Uiscebhealaigh Intire na h-Éireann.

Athlone Branch.

Please reply to:

January 1995.

A VERY HAPPY AND PEACEFUL NEW YEAR TO EVERYONE.

The next meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday, 9th January, 1995 at 8.30 pm.

Membership Subscriptions.

Membership subscriptions on the recommendation of Council are increased to £12. and are now due and should be sent to the Treasurer, Sean Fitzsimons, C/o Sean's Bar, Athlone.

Dates for your Diary.

Saturday 14th January '95. Music night to raise funds for the Royal Canal in Duffy's Lough Ree Inn, Coosan Point, Athlone. Starting 9pm.

Friday 10th February '95. Walter Borner slide show, in the Jolly Mariner, Athlone at 8.00pm. Brilliant photography showing aspects of the Shannon you never knew existed.

New Branch Officers.

The new branch officers for the coming year are:-

Chairman: Harry Nugent.

Vice Chairman: Connor Furey.

Secretary: Evelyn O'Connor.

Treasurer: Sean Fitzsimons.

We congratulate them on their respective appointments and wish them every success in their endeavours on our behalf.

Harry Rice Competition.

By popular demand the committee have agreed to extend the closing date to 28th February 1995. This competition requires an essay or a painting with a waterway theme. There are categories for adults and children, so include your age with your name and address with your entry, which should be sent to Rosemary Furlong, Coosan Point, Athlone before 28th February 1995.

Report from A.G.M., Athlone Branch.

The A.G.M. took place in the Prince of Wales Hotel, Athlone on 2nd December 1994 and had a very good attendance we are very relieved to say!

Chairman's Report.

1994 will probably be best remembered as the year that the Ballinamore-Ballyconnell Canal was reopened. The Shannon-Erne waterway, as it is now called, is a major addition to the inland waterway network, and it forms another link in the overall chain which some day, will carry boats from Limerick to Belfast. Congratulations to all the people who were involved in the conception and execution of this great project, and to the people who organised the festival to mark the re-opening. Athlone Branch were well represented at the festival and throughout the season.

We too, had our share of rallies with our participation in the Shannon Rally, Whit and End of Season rallies, and a very successful Peoples Regatta.

Safety.

Unfortunately the Shannon claimed its share of victims again this year, which reminds us all of the need to become more safety conscious. We need to promote more extensive use of personal buoyancy aids and to organise our activities and boats with a higher priority on safety. Perhaps rally organisers would consider appointing a safety officer volunteer to look after people crossing boats late at night, and other aspects of our activities.

Branch Meeting Matters.

On the home front the branch Committee had a busy year dealing with matters such as pollution, planning

applications, water levels, rallies, provision of facilities and various other matters, all of which were discussed at the monthly branch meetings. The committee at all times, try to make decisions which they feel are in the best longterm interest of the waterway, and in keeping with the overall policy of the Association, and which they feel would be the wishes of the membership. Consequently they would like to see larger attendances at the monthly meetings, so that a more representative sample of views could be considered. We try to keep members informed through the Aerial, but because of the sensitive or confidential nature of some matters, they cannot be published and are best dealt with at a meeting. The Committee need your support and guidance, especially at branch meetings. For example, during the year we objected to a number of planning applications in the Killinure area for developments which we considered to be detrimental to the aesthetic character and water quality of the area. This in a trend which will be repeated throughout our area of responsibility, so it is imperative that we have a well thought out policy and that all applications are monitored.

Speedboats.

High speed power boats and jet skis are being banned from various lakes and the likelihood is that they will start appearing on Lough Ree in large numbers. What should our policy be? Other water user groups are advocating that they should be banned from Lough Ree, but is banning the right course to take? Should designated areas be considered or should they only be allowed as a properly organised group who would control their own activities so as to avoid interference with other water users. Again the committee need to know the views of the membership in order to decide on a policy.

Water Levels.

Low water levels during May and October caused us some concern which we have raised with the ESB, OPW and the Shannon Forum. The maintenance of adequate levels over the past few years has been far from satisfactory. Our intention is to have the 1979 agreement revised to suit present day users' requirements.

Alternative Energy Requirement.

An interesting development which has arisen recently is the EU Alternative Energy Requirement, under which an English Company, South Western Power, are investigating the feasibility of installing turbines at Athlone and Tarmonbarry to generate electricity. This could indirectly have a bearing on the control of water levels

but we require a lot more information before any decision is made to support such a venture.

Lough Ree - Pollution Levels.

The Environmental Protection Agency issued an interim report on the Lough Ree Water quality investigation in January '94 which concluded that Lough Ree is in an enriched and strongly eutrophic condition which is undesirable in view of the importance of Lough Ree as an salmonoid fishery, a water supply, and an important local and national amenity for water based recreation. The report expressed particular concern that there is considerable and consistent organic pollution of the rivers Camlin and Hind. A final report is expected in 1995.

New Bye Law and Pump out Stations.

The OPW have advised us that they will introduce a new bye law in June '95 to prohibit boats discharging toilets into the water, which will require boats to have holding tanks. Boats which are registered before 1/6/95 will have until 1/4/96 to have their tanks fitted, but boats applying for registration after 1/6/95 will be required to have holding tanks installed before they will be registered.

Pump out stations will be provided at Lough Key, Carrick-on-Shannon, Dromod, Lanesborough, Athlone, Shannonbridge, Portumna, Dromineer, Mount Shannon and Killaloe before 1/6/95. This list is far from satisfactory and we are pressing to have facilities provided at Hodson Bay and Lecarrow.

Shannon Corridor Study.

The Shannon Corridor Study was launched by the Dept. of Tourism to examine and report on the potential for developments/enterprises which would improve tourism revenue and create employment in the Shannon catchment area. We have made a submission to the group highlighting Barley Harbour, Portlick, Rindoon, Glasson, Ballykeerin, Athlone and Shannonbridge as suitable sites for development.

Athlone Marina.

The Marina Development at Athlone made very little progress during the year. The Woollen Mills site was acquired by the UDC but despite representations to OPW and the Dept. of Arts, Culture and the Gaeltacht, as well as the Chamber of Commerce, we have been unable to put an economically viable package together to provide and run

a waterways museum on the site. The site will now be developed as a green/park area. An architect and consultants have been appointed. A business plan is being prepared to support the application for EU funds. It is most unlikely that jetties will be provided during 1995, however a pump out station is promised on the site before 1/6/95.

River Suck.

Progress on the extension of the River Suck to Ballinasloe is delayed due to a conflict between An Taisce and OPW regarding the demolition of the mill house on the site of the new lock.

Royal Canal.

Great progress is being made on the Royal Canal in the Kenagh/Foigha area with bank clearing and dredging. A very successful seminar was held recently in Longford at which the OPW confirmed their commitment to complete the restoration which will cost £7 million between now and 1999.

We have been helping the Kenagh/Foigha branch of RCAG to raise funds for their social employment scheme and we hope to continue this activity in the coming year, both with music nights and with proceeds from the sale of Green and Silver.

Green and Silver.

Green and Silver sold well in the early part of the year but sales have now slowed down to a trickle, perhaps it needs a push. The Treasurer's Report will give more detail. I would like to compliment Sean Fitzsimons who conceived and drove this project, which has been an outstanding success.

To conclude, I wish to thank the committee for their work and support during the year, and also the rally and Aerial Committees who flew the branch flag with distinction.

The list of activities I have just outlined are only part of the branches workload. It's unfair to expect a "few" volunteers to carry this workload indefinitely. They need more support from the members, to guide and advise them in their policies and decisions. The need for the IWAI is just as relevant today as it was in 1954 but the power of its voice depends on a vibrant and active membership. Athlone Branch has always made its voice heard and I feel confident that you, the members will make sure it is heard at full pitch in the future.

Treasurer's Report. See Page 7. for details.

The Treasurers report showed the branch to be in a healthy financial position thanks to the success of Green and Silver. The profit from Green & Silver has been transferred to a development fund, £2000. of which will be donated to the Royal Canal restoration project, the balance will be used on various projects at the discretion of the branch.

Shannon Rally Committee.

The Athlone Branch representatives on the Shannon Rally committee for 1995 are:-

Commodore: Michael Lynch

Vice Commodore: Paddy Brady

Committee: Connor Furey, Fiona Furey, Denis Skeehan,
Louis Sleator, Nora Sleator, Damien Delaney,
Bridie Delaney, Sean Fitzsimons, Robert
Maitland, Michael Miller, Rosaleen Miller.

The itinerary is to be decided at the first committee meeting in January '95.

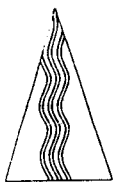
Athlone Aerial Committee.

Harry Nugent, Evelyn O'Connor, Damien Delaney,
Connor Furey, Reggie Redmond, Eileen O'Brien, Sean
Fitzsimons, Declan Walsh, Bridie Delaney, Rosemary
Furlong.

Bereavements.

We wish to express our sympathy to all members who suffered bereavement during the past year.

ATHLONE BRANCH I.W.A.I.



Income & Expenditure A/c - year ending 30th September 1994

INCOME	1994	1993
Subscriptions	£ 1,514	1,415
Donations	200	
Slide & film shows	100	155
Supper Dance	78	24
Surplus on Sales	9,109	162
Deposit Interest	41	250
	<u>£ 11,042</u>	<u>2,006</u>

EXPENDITURE

Athlone Aerial (inc. postage)	£ 829	534
Stationery	121	
Meetings	80	49
Insurance - I.W.A.I.	510	250
Capitation Fees - I.W.A.I.	210	188
Audit Fee - I.W.A.I.	30	
Project	-	512
Outing to Kenagh	21	
Harry Rice Competition	20	63
Midlands East R.T.O.	75	75
Bank Charges	69	53
Grants	-	500
Sundries	77	30
Depreciation on Computer	750	250
	<u>£ 2,792</u>	<u>2,504</u>
	£8,250	
Transfer to Development Reserve	£8,000	
Surplus (Deficit) to Accumulated Fund	<u>£250</u>	<u>(£498)</u>

Balance Sheet as at 30th September 1994

ASSETS	1994	1993
Bank - Current A/c	£ 5,193	167
Bank - Deposit A/c	815	187
Building Society A/c	3,831	3,794
Cash on hands	1,284	60
Debtors	1,335	
Stock for sale	2,465	277
Prize Bonds	105	105
Computer & Printer	£819	
Less Depreciation	<u>750</u>	<u>819</u>
	£ 15,097	5,409

LESS LIABILITIES

Creditors	£ 1,458	20
NET ASSETS	<u>£ 13,639</u>	<u>£ 5,389</u>

REPRESENTED BY

Accumulated fund at 30/9/93	£ 5,389
Surplus for 1994	250
Development Reserve	8,000
	<u>£ 13,639</u>

Certified Correct

Reginald Redmond, B. Comm.
Hon. Auditor



Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

February 1995.

The next meeting of Athlone Branch, I.W.A.I. will be held on Monday, 6th February at 8.30pm in Sean's Bar, Main St., Athlone.

Coming Events.

- Fri. 10th Feb. Walter Borner presents another fabulous Slide Show. Walter's slides have become a very popular feature of our winter programme and from the amount of events on the water during 1994, this show promises to be bigger and better than ever. Venue is Jolly Mariner @ 8p.m.
- Fri. 3rd Mar. Harmon Murtagh presents an historical talk on the Bridges of Athlone
Venue is Jolly Mariner @ 8p.m.
- Sat. 8th Apr. Ruth Heard film show. Shannon-Erne Waterway 1994 and Archives film 1983. Re-live your youth!
Venue. Will be announced later.

Reminder:

BRANCH MEMBERSHIP - £12.

Subscriptions were due on the 2nd December '94, so if you haven't already paid, your subscription is now overdue, and should be paid immediately to the treasurer Sean Fitzsimons, Sean's Bar, Main St., Athlone.

(Next month we will be releasing the dreaded red X.)

HARRY RICE CUP

February 28th is the closing date for the Harry Rice Cup Competition. Open to all age groups. Send your essay, log, painting etc. to Rosemary Furlong, Coosan Point, Athlone.

Message from our New Chairman - Harry Nugent.

I welcome this opportunity to extend my sincere thanks to all members for electing me as their Chairman and I look forward to a successful and eventful year.

I wish to congratulate the incoming committee; Mrs. Evelin O'Connor as Secretary and our old stalwarts Mr. Sean Fitzsimons as Treasurer.

In particular I, and on behalf of all our members, wish to thank the outgoing Chairman, Mr. Damien Delaney for his trojan work over the years. I have no doubt that members like him are the backbone of the I.W.A.I. and by his commitment and dedication he has shown how it should be done.

I.W.A.I. are not the owners of these beautiful and wonderful facilities that God has bestowed upon us, but we are only the keyholders of what has been handed down to us by our forebears, and likewise we as a body must strive to ensure that these amenities are handed over to the next generation in the same pristine if not improved condition. It is with these few words in mind that we must strive to maintain and improve and protect these amenities.

So members don't be silent members.

Items from January Branch Meeting.

A long and heated debate took place in relation to the Pumpout facilities and Holding tanks. Some members felt that these new laws should not be put into effect until all facilities were up and running. Also it was felt that a grant in aid should be paid to present boat owners. We are awaiting a report on a meeting between IWAI, IBRA and OPW.

Sean Fitzsimons told the meeting that an English Company were looking for a substantial amount of copies of "Green and Silver" and it was agreed to forward same. Also the magazine "Waterways" has a very good article written on "Green & Silver".
(Keep up the good work Sean!)

Royal Canal Fundraiser.

A most entertaining night was enjoyed by all who attended the Royal Canal Restoration fundraiser at the Lough Ree Inn, Coosan Point, on Saturday 14th January. Foot tapping, hand clapping music supplied by Billy Henshaw, Larry Benson, Michael Martin and Pat Conlon with guest artists Joe Lacken, Pauline Downey and Noel Breen kept the capacity crowd in high spirits all the way through to lights out time. Rumour has it that the rousing chorus finale of "The ould Triangle", led by Eddie Slane and Noel Spaine, could be heard in Lanesborough.

It was a marvellous night where the large contingents from Dublin, Kenagh, Foigha, Ballymahon and our own local supporters enthusiastically delved into the lively spirit of music and banter, creating a warm friendly atmosphere.

Athlone Branch Chairman, Harry Nugent presented the proceeds of the raffle £251 to Pat Newman, Chairman of the Kenagh Foigha Branch of RCAG for their restoration project funds.

Harry also presented a cheque for £2,000, raised from sales of "Green and Silver", to Eddie Slane, Chairman of RCAG, towards the overall Royal Canal Restoration project.

Event organiser Damien Delaney thanked all the people who travelled from Dublin, Kenagh, Foigha, Ballymahon and our own local supporters for making it such a successful night. He thanked Billy Henshaw and his merry band, and the guest artists, who gave their talents free of charge; the ladies committee who supplied copious amounts of food; and the sponsors of spot prizes for the raffle; and anyone else who helped in making it a memorable event.

Correction.

In the December Aerial we published a recipe for "Tira Misu" and omitted to mention that the 4 tablespoons of castor sugar should be whisked with the egg whites.
Ed.- Bitterly sorry about that!

DOWN MEMORY LANE

From the Archives of the Aerial. - May 1981.

"Canal Dribbles:-

The announcement during the month that our canals, together with parks, museums, monuments etc., are to be handed over to a National Heritage Trust must have come as a surprise and perhaps a shock to most members of IWAI. Question - does it also include the Shannon Navigation?

We had been promised for so long that the canals were to be transferred from CIE to the Board of Works (indeed a Ministerial statement was made to that effect) that any alternative had just not entered into calculations or planning. As recently as March, the Minister for Transport, Albert Reynolds stated publicly at the Lock-gate factory that legislation would be introduced this year to complete the transfer to OPW. So presumably even he did not know of this new proposal. Where then was this decision made - in the "kitchen" we must conclude.

This column therefore wishes to ask - is this an electoral carrot? If so, what will become of the proposal after the Election (which will probably be called before this appears in print)? The matter is being rushed at such a pace that our Association was given a mere 2 weeks to make a submission on the future of our canals.

Now the scramble is on for places on the Heritage Council. Will we be represented on it or are our canals to be handed over to a group of archeologists and museum curators!

This entire matter is being hurried along at such speed that it is a cause for alarm and it is good at least to know that our IWAI Council are working actively to defend our interests.

Finally, and for heavens sake, what civil servant invented the phrase "inland cruiseways"? What is the difference between a waterway and a cruiseway? Does cruiseway include our abandoned and closed canals - The Royal, B. & B., etc. If "inland waterways" is what is meant why not use that phrase."

{Ed's note:- Reading the programme for the new Government with it's references to the break-up of OPW and the transfer of Inland Waterways to Heritage - one is compelled to ask "so what's new"?!}

Extracts from the Journal of the Royal Society of Antiquaries of Ireland from 1907.

LOUGH REE AND ITS ISLANDS

One of the great expansions of the Shannon, which, for want of a better name, we call "Lakes," rather than broad rivers and bays, lies to the North of Athlone, and there can be little doubt that from its prominence its fame went out even into the classic world. Ptolemy's Atlas, some of the material of which went back to Tyrian sources several centuries before our era, marks, not far from the position of Loch Ribh, a place called Rheba. This is almost certainly the ancient Irish name Rib or Ribh, which the lake still bears; some have translated it "Lake of the Kings" for which the name, in any early record known to us, gives not the slightest warrant. The local tradition that it was so called from seven kings named John, ruling at Rindown, is not, we believe, traceable before 1838.

Sailing up into it from Athlone, we pass under the railway viaduct, which dates from 1850, and note the Ranelagh Institution and the Hill of Berries or, more properly, Barrys, named from the townlands of Barrymore and beg. Farther on open up Hudson's Bay and "Folly". The ancient territories were, on the Leinster side, Teffia, the patrimony of the O'Kearneys, Foxes, and O'Breens; and on the Connaught Bank, Hy Many, long held by the important tribe of the O'Kellys. The lake here opens out into a fine view, extending (if the day be clear) out to Slive Bawn, near Strokestown, to the North, and to Slieve an Ierin (so called from the iron found around it), in Leitrim, to the North-west. The Curlew Hills, near Boyle, and, in the opposite direction, the Slieve Bloom, rise against the sky, suggesting the width of the great central plain of Ireland fringed by these hills. We see on the Roscommon shore a large, late-looking ruin, Kilmore House: it was the residence of the Shaen family. They were originally O'Farrells of Longford, who took the name of Shaen. Their lands passed eventually by marriage to the Shaen-Carters.

Randown, or St. John's Point.

At last we reach a very interesting spot once an early Norman Castle and settlement. With their keen appreciation of important strategic positions, they selected a long, low headland, probably already fortified, for the name implies the point of the "dun", or earth fort. They built a long wall with a fosse outside it across the neck, and on a suitable position

southward erected a strong stone keep and courtyard with outworks. The prominent turret rising over the trees near the end of the point is a late building resembling a mill tower. The castle seems to have been built in 1227, by Geoffrey de Mares, and Torlough, son of King Roderick O'Connor, who had marched with an army into Magh Aoi. But it seems that, as in 1199, John de Courcy, pressed by the Connaughtmen, found refuge in Rinnduin; the place had been previously fortified. In 1236 or 1237 it was pillaged; all the cattle in the country were driven into the enclosures of the "Island", but Felim O'Connor got over the walls and drove them off. This clearly refers to the outer wall. The place is often alluded to during the thirteenth century, and must have been a thorn in the side of the Irish, but at last, in 1270, O'Connor attacked it, and took and burned the castle.

The church was supposed to have been founded by an Irish saint, John of Carlan, of Teach Eoin in Hy Many, who appears in the Calendars on August 17th. The local "pattern" was, however, held some days later (24th); a tradition told how John was angry with his servant for his cruelty to a horse, and how the man was drowned when crossing the lake. Archdall says that Rathdown (rect Randown) was a house of Hospitallers in the reign of King John; and the Four Masters record under 1372 that Shane More O'Dugan, a learned historian and ollave of Hy Many, died at Randown among the monks of St. John the Baptist.

The Ordnance Survey "Letters" for Roscommon give no description; the writer adding; "It is not my business to describe the ruins."

Ed Note: Our thanks to Dr. John Keane for these extracts, which we will continue next month in the hope that they will enhance our knowledge and enjoyment of the islands of Lough Ree.



Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

March 1995.

The next meeting of Athlone Branch IWAI will be held on Monday 6th March at 8.30pm in Sean's Bar, Main St., Athlone.

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Reminder!!!

Branch membership subscriptions -£12- are now overdue. If there is a red X in the box, your subscription is overdue and should be paid immediately to the treasurer Sean Fitzsimons, Sean's Bar, Main St., Athlone.

If there is no red X in the box, your subscription has been received, thank you.

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Coming Events.

- Fri., 3rd. March. Harman Murtagh presents an historical talk entitled the "Bridges of Athlone". Venue is The Jolly Mariner, at 8 pm.
- Sat., 8th. April. Ruth Heard presents her films of the Shannon-Erne Waterway 1994, and archive film from 1983. Venue is the Shamrock Lodge at 8.30pm. The presentation of the Harry Rice Cup will also take place on this evening.

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Shannon Boat Rally.

Friday 28th July to Saturday 5th August, stopping over at Tarmonbarry, Portrunny, Lecarrow, Ballykeerin, Athlone and Hodson Bay. Closing Dinner and Prizegiving at Hodson Bay. Fancy Dress theme - "Horror". RNLI Auction at Athlone. More details later.

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Thank You from RCAG.

In response to our presentation of £2,000, and to our fundraising efforts on behalf of the Royal Canal to date, we received the following letter from Eddie Slane, Chairman, RCAG:-

THE ROYAL CANAL AMENITY GROUP LIMITED

Dear Damien,

In these harsh commercial days of "grab what you can while the going is good" one could be forgiven for thinking that the very soul of Ireland had been lost. There are, of course, exceptions and seldom is this more so than among waterways enthusiasts where love of our wonderful heritage is clearly manifested by their readiness to share this with others.

The late Tom Rolt, when penning "Green and Silver", often referred to this extraordinary generosity ("though they had little they steadfastly refused our offers of monetary compensation for the beautiful produce so liberally given us") and I'm sure that his family will be pleased to know that his words are helping to restore the Royal Canal fifty years after his voyage.

Please convey to your colleagues and friends our deepest gratitude for the efforts they are making on our behalf, not alone in the wonderfully inspired decision to have a 3rd issue of "Green and Silver" published but in the many fund raising activities they organised down the years including the very successful car raffle which brought in funds when they were most needed.

We will have to combine all forces to ensure that the 1999 promise is met, if not, indeed, bettered.

Yours sincerely,

Eddie

Ed. Note:- Thank you, Eddie, for your gracious words. Our efforts are small when compared with the dedication and tenacity displayed by the RCAG in bringing the Royal Canal to its present state of restoration. We too look forward to its completion by 1999.

HOLDING TANK SYSTEMS

PORTABLE

A self contained recirculating or fresh water flush portable camping type toilet. Installation of this facility is normally carried out as a compromise, for example in boats being changed from sea toilets, where space and funds are very limited.

RECIRCULATING PUMP OUT

Often used for a conversion installation where the heads is sufficiently roomy. The holding tank is usually integral with the toilet.

DUMP THROUGH

Toilet discharges by gravity into tank. Slightly more acceptable than recirculating, but must be pumped out frequently.

TOILET WITH REMOTE PUMP-OUT HOLDING TANK

Probably the most acceptable system to the user. Allows for a large tank installation, as the tank can be positioned anywhere in relation to the toilet.

NOTES, HINTS & TIPS

1. Holding tank vent pipe must be at least 38mm (1 1/2") internal diameter. This avoids implosion at pump out and allows air circulation to the tank for natural biodegrading. Avoid trap in vent pipes, which can prevent air circulation required, cause back pressure or complete blockage by waste or freezing.
2. When holding tank outlet is on the tank's side, a bend in the hose below the tank level enables complete emptying.
3. Minimise the number of bends in the system and use the longest radius possible at each.
4. Avoid droops by using Lee Sanitation hose clips and/or by providing support.
5. Pumps prefer to push than to pull. Site pumps as low as practical. Also minimise number of bends and length of plumbing before the pump.
6. Check for, and remove, any burrs inside fittings.
7. In cold weather, warm Lee flexible hose with hot air gun or hair dryer to make fitting easier.
8. Taper inside leading edges on all fittings into flexible hose and on any connection where a step may be formed inside the plumbing by one or other of the fittings.
9. On sea toilet systems, if a leak develops, turn off the Seacock and repair immediately. A small leak can become serious without warning.
10. In holding tanks not subjected to toilet chemical, natural biodegrading will occur. If possible avoid toilet chemicals, better for the tank, better for your pocket, better for the environment.
11. Beware of quayside toilet experts, even the boatyard pump-out operator may be ill-informed. Stick with the manufacturer's recommendations. Watch to ensure chemical is not put into your system if you operating a 'natural tank'.

TANK CONSTRUCTION

Some careful thought must be given to the design and construction of the tank. Five materials are commonly used for holding tank construction, polypropylene, glass fibre, stainless steel, galvanised steel and flexible rubber.

Polypropylene — the smooth internal and external finish of this material has the benefit of preventing matter from adhering to the walls of the tank and at the same time presenting a clean, trim appearance.

Glass Fibre — provides considerable flexibility in design and is easy to alter during or after installation.

Stainless Steel — is strong and resistant to corrosion, but expensive in both material and construction.

Galvanised Steel — provides the cheapest solution but is not totally corrosion resistant. Once corrosion starts, it spreads rapidly.

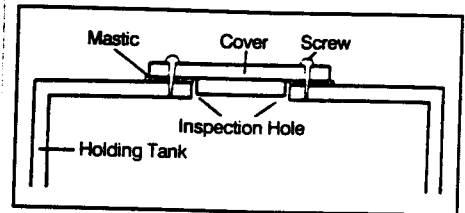
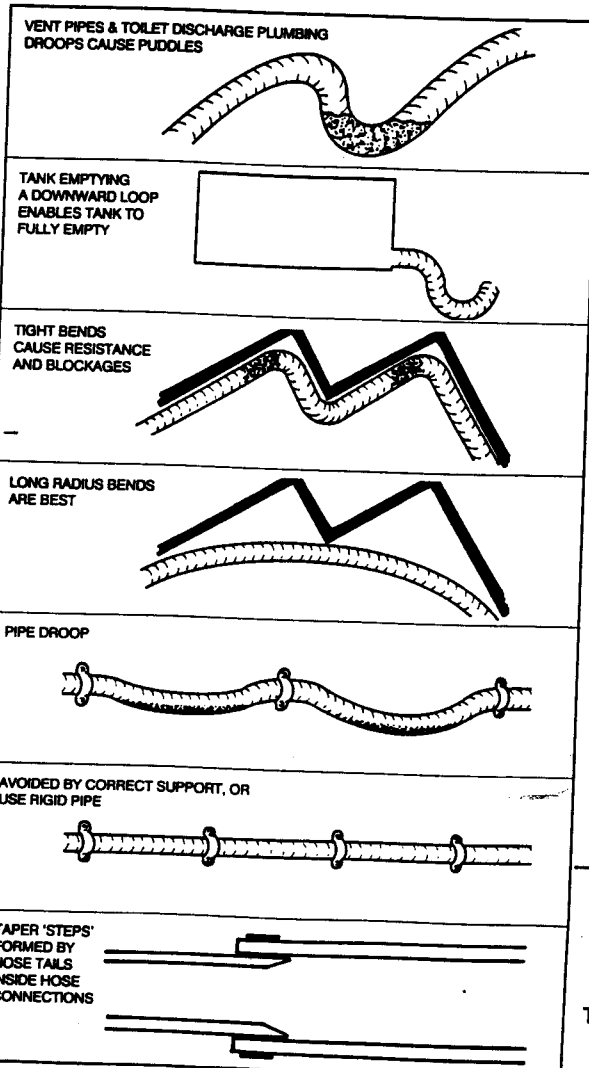
Flexible — very easy to install in retrofit application. Ideal on craft where holding facility is seldom used, but two points should be considered carefully: (i) if the boat is likely to encounter much sea movement then flexible tanks are prone to wear and chaff (ii) some materials, although fluid tight will emit odour and a suitable grade flexible tank must be used.

HOW BIG?

The size of a holding tank is entirely dependent on the berth/size of the boat and anticipated duration between pump-outs. A holding tank can never be too large, but it can easily be inconveniently small. Size depends on available space for installation and effect on the boat's trim. For fresh water flush systems 1.5 to 3 gallons per person per day, depending on the toilet system, should be allowed. This assumes marine type, low water use toilets are being used and does not allow for sink or shower.

D.I.Y. TANK CONSTRUCTION

This is a straightforward job to undertake if you have some knowledge of glass fibre work. Using a polystyrene sheet of about 25mm (1"), make a 'former' (mock up) of the tank. The former should be made slightly SMALLER than the finished tank, say 13mm (1/2") all round. Cover the former with resin resistant tape. The glass fibre is laid up on the former. An inspection hatch is then cut in the top of the tank. A little petrol or thinners poured into the tank will dissolve the polystyrene. Remove the tape and a one-piece moulded tank, smooth on the inside, is created. Use the section cut from the hatch to form the step on the bottom of a larger flat sheet of glass fibre, to make the inspection cover.



The inspection cover should be seated to the tank on mastic, and attached with stainless steel self-tapping screws. Hose connections should be fitted into the top of the tank if possible. Outlet fittings having standpipes to the tank base.

12. Use only non-abrasive and biodegradable cleaners. Vinegar is often a good toilet cleaner for persistent stains and fairly harmless to the toilet system if used sparingly.

13. When leaving the boat for a time, flush the system through with fresh water. Washing-up liquid can be added. It is good for rubber seals and valves, BUT NO BLEACH.

14. Turn off electric pumps when leaving the boat. If power has to be maintained for other equipment, install a dedicated switch for pumps.

Lee Sanitation Ltd.

Riverside Works,
CROPREDY, Nr. Banbury,
Oxon OX17 1PQ, UK.
Telephone: 01295 750088.
Facsimile: 01295 758600.



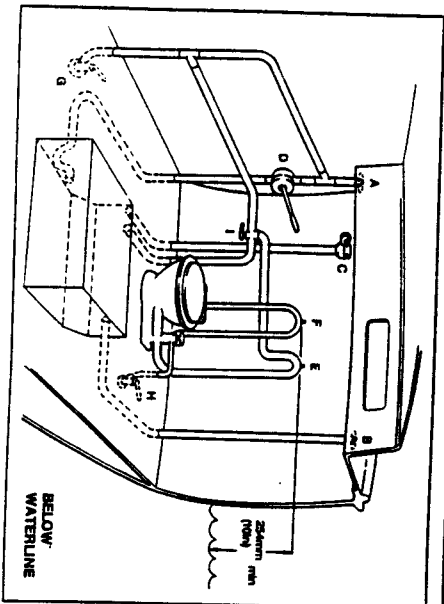
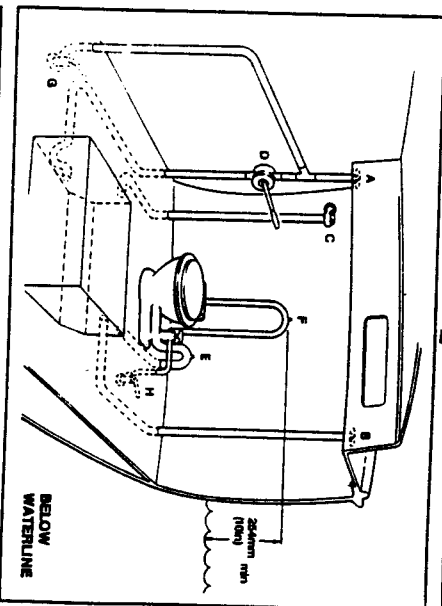
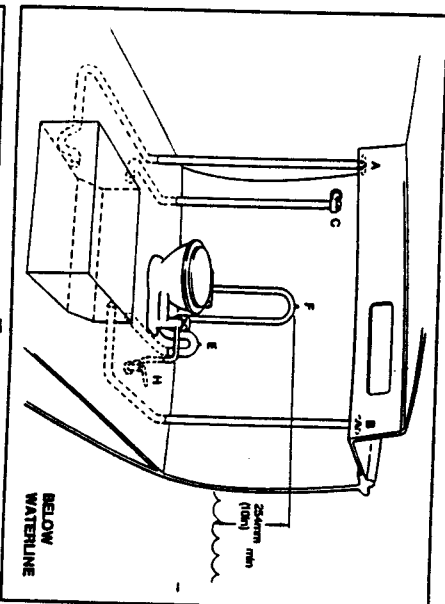
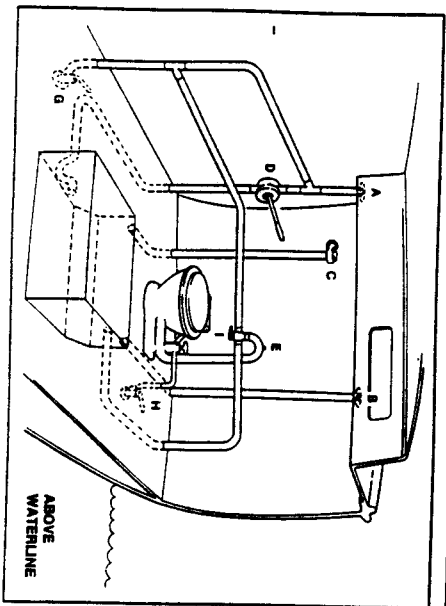
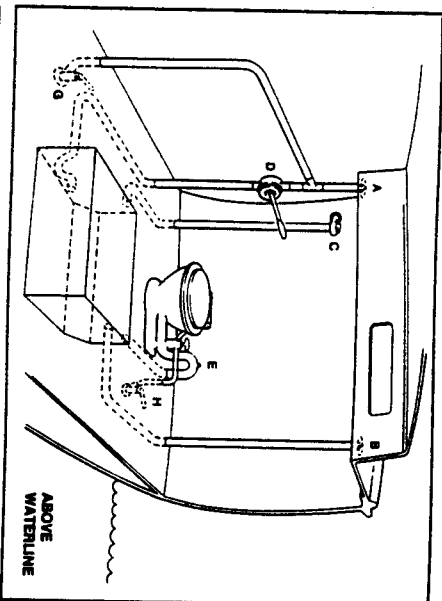
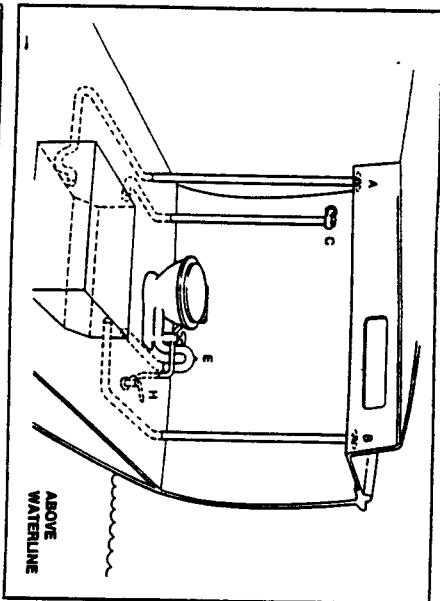
HOLDING TANK PLUMBING

See diagrams for systems to suit most requirements:

If Holding Tank is above the waterline a pump may not be necessary for discharge to sea. (Open seacock to drain, close to hold). Also open seacock to allow discharge to sea, via the tank, direct from toilet. Tank outlet must be installed at bottom of tank and the plumbing fall continuously to seacock.

NOTES

1. When Inlet or Outlet Hoses are plumbed overboard, below-waterline and terminating inboard, below-waterline, they must be looped above the waterline to prevent siphoning.
 2. One cubic foot contains 6 gallons. One gallon weighs 10 lbs.
 3. Be sure to use SANITATION GRADE HOSE and Stainless Steel hose clips.
 4. Hose connections should be fitted into the top of the tank if possible. Outlet fittings having standpipes to the tank base.
 5. Breather vent plumbing must be 38mm (1 1/2") bore min.
 6. Rinse out plumbing, deck to tank, is usually 19mm (3/4") but other plumbing must be 38mm (1 1/2") (other than macerator outlet at 25mm (1").
 7. See separate leaflets for Microvent, holding tank vent pipe filter, tank level indicators and plumbing fittings.
- Fittings shown into tank side for diagram clarity. In practice, tank top connections are preferable. The discharge connection having a stand pipe down to the tank bottom.
- Lessen tank level indicators and pump control senders fit 1 1/2" BSP (ISO G1 1/2) sockets on tank top or 1/4" NPT sockets on tank side, depending on type.

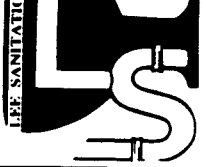


KEY TO DRAWINGS

- A. Pump out fitting
Chrome 02048
Brass 02047
- B. Flange out fitting
Chrome 02050
Brass 02049
- C. Vent filter (Microvent) 02070
Through hull fitting for
Microvent 02099
Discharge pump
- D. See leaflet for available options.
Anti-siphon loop 38mm (1 1/2")
for discharge 05004
Anti-siphon loop 19mm (3/4") for
Inlet 05003
- E. Seacock 38mm (1 1/2") for
discharge 04200
Seacock 19mm (3/4") for
Inlet 04201
- F. Diverter valve 02061

Deck Fitters & Pump-Out Fittings

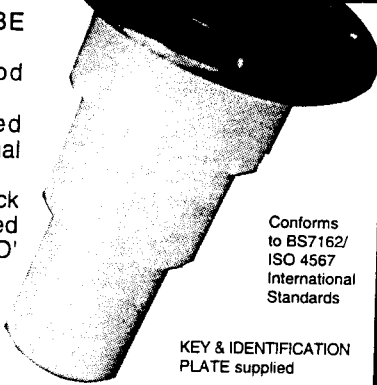
A COMPLETE RANGE OF PUMP-OUT & DECK FITTER FITTINGS



PUMP-OUT DECK FITTING

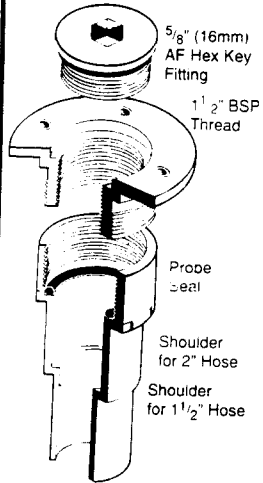
For use with both PROBE and SCREW Connectors. 'O' Ring ensures good sealing during pump-out. Traditional solid polished BRASS deck fitting - optional CHROME plated finish. Spigot body screws onto deck fittings and can be removed for easy replacement of 'O' ring seal.

Designed to accept - 1 1/2" (38mm), 2" (50mm) or 2 1/2" (63mm) hoses



Conforms to BS7162/ISO 4567 International Standards

KEY & IDENTIFICATION PLATE supplied



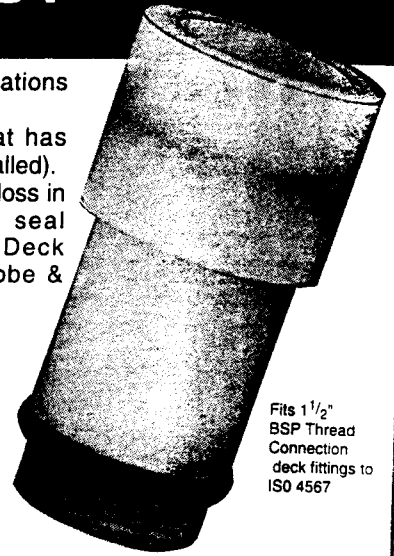
Part No. BRASS 02047, CHROME 02048
Neither the pump-out unit, or the holding tank, nor the type of toilet installed have any bearing on the deck fitting used for connection to the shore pump-out unit. There are standards for the deck fittings, enabling boats to be pumped out at any station internationally. The standard is 1 1/2" BSP thread, which accepts both the cap and the screw-in type connection, however, some pump-out stations use a push-in probe connector for increased speed and efficiency of operation. Our deck fittings which accept the probe connection have the standard 1 1/2" BSP thread and in addition, have a parallel bore neck below into which the probe fits and seals.

The LEESAN design deck fitting receives both probe and screw connectors and has an 'O' ring in the neck to ensure a good seal during pump-out, thereby avoiding loss of vacuum which could otherwise reduce efficiency during the pump-out process.

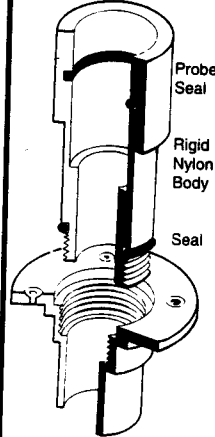
The deck fitting spigot tail for hose connection to the boat holding tank allows a 1 1/2" bore hose to be fitted. Also on the spigot is a 2" OD shoulder enabling a 2" bore hose to be used if preferred. The fitting, conforming to BSI and ISO standards, 2 9/16" (65mm) diameter hole for installation and outer flange diameter of 3 7/8" (99mm).

PUMP-OUT CONNECTOR

For use at Pump-Out Stations using probe connections. (Not required when boat has LEESAN deck fittings installed). Twin seals avoid vacuum loss in operation. 'O' rings seal between Connector & Deck Fitting and between Probe & Connector.



Fits 1 1/2" BSP Thread Connection deck fittings to ISO 4567



On boats having only 1 1/2" BSP thread connection (i.e. no probe connection facility as on LEESAN Deck Fittings). A connector is required. By using this connector both types of connection can be used, thus giving the advantage of probe connection without any compromise when having to connect to a boat with only a threaded deck fitting.

Part No. 02053

DECK FITTING NAMEPLATES

Designed to fit either on top of the deck fitting flange or adjacent to. The radius and fitting holes match the flanges. Mounted separately the plates are attractive fitted slightly away from their respective fittings.

Nameplates are made in BRASS or CHROME-plated to match fittings. Available as PUMP-OUT, RINSE-OUT, WATER, PETROL OR DIESEL.



(Brass) 02045
(Chrome) 02046



(Brass) 02041 (Chrome) 02042



(Brass) 02058 (Chrome) 02059



(Brass) 02056 (Chrome) 02057

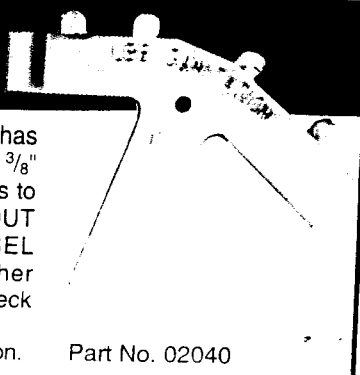


(Brass) 02043 (Chrome) 02044

DECK FITTING KEY

The LEESAN Deck-Fitting key has both 5/8" (16mm) hexagonal and 3/8" x 5/8" (10 x 16mm) oblong heads to fit both PUMP-OUT/RINSE-OUT and WATER/PETROL/DIESEL fittings. The key also has other heads for non-LEESAN type deck filler caps.

Made from tough clean white nylon.



Part No. 02040

RINSE-OUT/WATER Small Diameter DECK FITTINGS



Traditional solid Polished BRASS deck fitting - optional CHROME plated finish

Hose Connection 3/4" (22mm)
RINSE-OUT has cap with standard 5/8" (16mm) AF Hex key fitting. Throat is tapered to hold flexible water hose.

KEY AND IDENTIFICATION PLATE supplied.

Part No. BRASS 02049, CHROME 02050

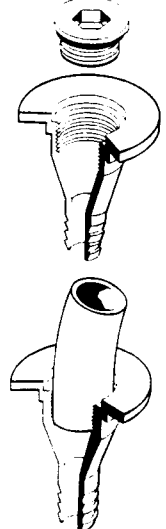
For use as SMALL WATER - Same basic fitting but change Filler cap. Identification plate also available separately to convert Rinse-Out fitting.

The LEESAN Rinse-Out deck fitting uses the same standard 5/8" (16mm) AF key as the Pump-Out fitting. The hose connection spigot tail is for 3/4" (22mm) bore hose. The Rinse-Out fittings are available in the same material and finishes as the Pump-out deck fittings. The throat is tapered to grip a normal flexible water hose.

As with the LEESAN Rinse-Out connection, the Water-Fill fitting has a tapered throat and grips the Water-Fill hose. The hose tail connection is for 3/4" (22mm) bore hose. This size of hose connection between the deck and fresh water tank is ideal and is far more conveniently installed than the frequently used much larger bore hose. Bearing in mind that most shore water-fill hose pipes are 1/2" bore and a good connection can be made at the deck with LEESAN small water-fill fitting, there is no advantage in having a hose any larger than 3/4" (19mm) bore between the deck and the tank.

A further advantage with a smaller bore water connection is that it is impossible to fill the water tank with fuel accidentally, because fuel filling nozzles are too large for the water fill deck fitting to accept.

The hole size for installation is 1 3/4" (45mm) diameter and the overall flange is 2 7/8" (73mm) diameter.



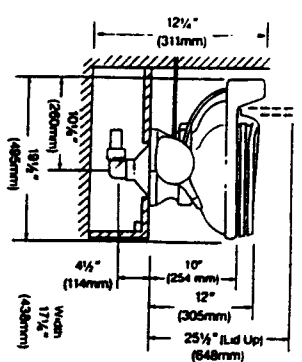
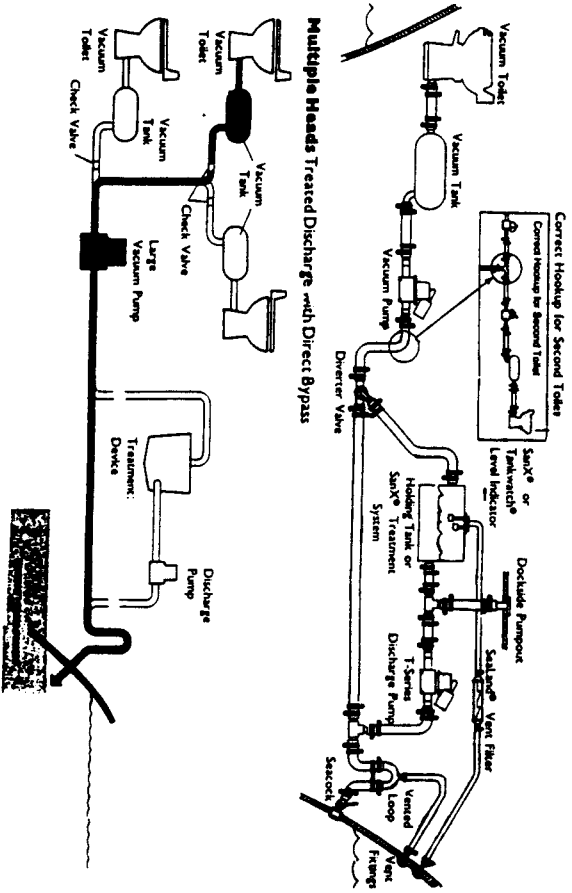
VACUFLUSH SANITATION SYSTEM

VACUFLUSH operates differently from other marine lavatory systems. It doesn't waste large amounts of precious water to flush, instead it uses a simple vacuum system.

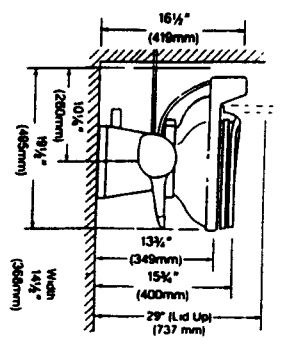
A single foot pedal releases the vacuum and operates the flushing action. This pedal opens a mechanical seal allowing a powerful vacuum to pull waste from the bowl, clean water rinses the bowl at the same time. After the seals are closed, a small amount of clean water remains in the bottom of the bowl, this water level can be adjusted according to conditions.

Basically the VACUFLUSH operates on the same principle as the home lavatory system — using air instead of water. Installations can be customised for holding tank, treatment device or direct overboard discharge in unrestricted waters.

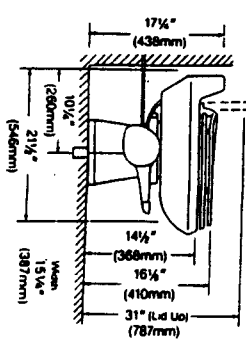
Typical One and Two Toilet Installation



VacuFlush® 806

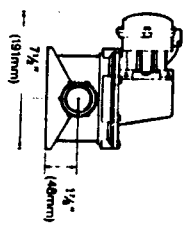


VacuFlush® 848

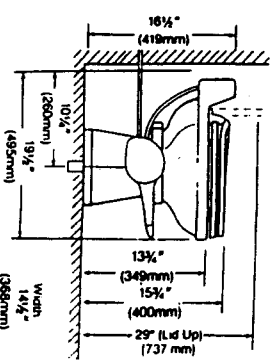
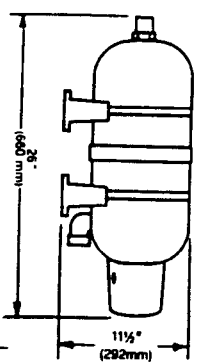
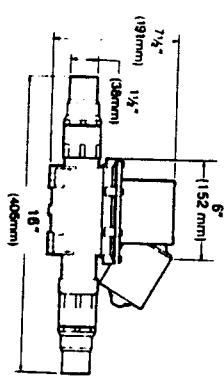
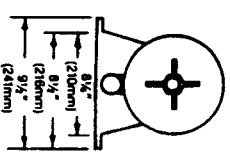


VacuFlush® 808
(Full Size Seat)

S-Series Vacuum Pump One Toilet



Vacuum Tank 729100



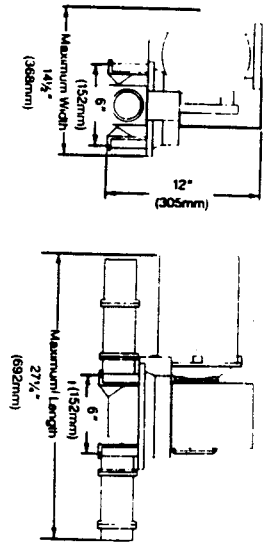
VacuFlush® 808

Holding Tanks

Dwg. No.	Order No.	Capacity Gal./l.	Dimensions: in/(mm)	Weight Lbs./kg		
(A)	4010	10/(38)	17/(432)	14/(356)	16 3/4/(422)	11/(5)
(B)	4020	20/(76)	28 1/2/(724)	14 1/2/(368)	11 1/2/(292)	24/(11)
(B)	4030	30/(114)	30/(762)	20/(508)	12/(305)	36/(16)
(B)	4040	40/(151)	30/(762)	21 1/2/(552)	13 3/4/(349)	39/(18)
(B)	4055	55/(208)	40/(1016)	20/(508)	16/(406)	46/(21)



B-Series Vacuum Pump Two to Six Toilets



- 1
- 1
- 1
- 50 ft
- 2
- 50ft
- 1
- 1
- 1

- 800 series toilets (white)
- 7291 vacuum tank
- S24 vacuum pump
- Vacuum hose
- Diverter valve
- Vent hose
- Vent filter
- Level indicator
- Do Not Flush panels
- 208 litre holding tank

- 186.90
- 190.35
- 342.63
- 1.83
- 48.10
- 0.78
- 47.76
- 131.19
- 9.35
- 204.19

One-toilet system (4 ISHR)

- 186.90
- 190.35
- 342.63
- 91.50
- 96.20
- 39.00
- 47.76
- 131.19
- 9.35
- 204.19



PLAS PARADWYS
BODORGAN, ISLE OF ANGLESEY,
GWYNEDD LL42 5PE UK
TELEPHONE 0407 840199
MOBILE 0836 746999
TELEFAX 0407 840183

Total price 1.339.07

MEMBERSHIP FORM

The Inland Waterways Association of Ireland is a Limited Company and as such we are legally obliged to keep an up to date record of our membership.

We are asking all members, existing and new, to complete the "tear off" form below and return it to Sean Fitzsimons, Treasurer, IWAI Athlone Branch, Sean's Bar, Main St., Athlone.

INLAND WATERWAYS ASSOCIATION OF IRELAND
APPLICATION FOR MEMBERSHIP

I _____

OF _____

HEREBY APPLY FOR MEMBERSHIP OF THE INLAND WATERWAYS ASSOCIATION OF IRELAND.

Signed _____ Date: / /19__

I wish my membership to be handled by: _____ Branch

Athlone Aerial



NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

April 1995.

The next meeting of Athlone Branch, IWAI will be held on Monday 3rd April at 8.30pm in Sean's Bar, Main St., Athlone.

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Reminders:-

- (1) BRANCH MEMBERSHIP SUBSCRIPTIONS - £12 - ARE NOW OVERDUE!!!



If there is a double red X in the box, this is a final notice that your subscription is overdue and should be paid immediately to the Treasurer, Sean Fitzsimons, Sean's Bar, Main St., Athlone.

If the box is clear- never fear and thank you.

- (2) Please complete and return the membership form which was included in the March Aerial.

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Coming Events.

Saturday 8th April. Shamrock Lodge Hotel 8.30pm.
Ruth Heard films of the Shannon-
Erne Waterway 1994 and archive film
from 1983. Also presentation of the
Harry Rice awards.

Apologies to the people who arrived at the Jolly Mariner on Friday 3rd March to find that Harman Murtaghs' historical talk was cancelled. The dreaded flu bug laid Harman low at the last minute and we were unable to arrange a replacement event or to notify everybody in time.

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Branch Meeting 6th March

Items discussed were as follows;-

Pump-out Stations: Meetings have been requested with Athlone UDC and Roscommon Co. Co. regarding the facilities to be provided and the locations of sanitary stations.

Jet Skis: Branch policy, following the line that the waterways are for the enjoyment of all, provided that the enjoyment of other users is not infringed, would not be in favour of banning jet skis, but would prefer if the sport was properly organised and controlled. Jet skis should be registered and suitable areas designated for their use. The law covering jet skis should be amended to make provision for rescue boats.

Bord na Mona: Works on Adera Bog on the northern shore of Inny Bay are likely to proceed despite protests from local, wildlife, and conservation groups. Strict controls will be required to prevent pollution of Inny Bay.

Shannon Harbour: A report is being sent to OPW and ESB of a recent incident where the aerial on a boat entering Shannon Harbour from the Shannon came in contact with the ESB wires to the lockhouse. Thankfully nobody was injured.

EPA Report: The Environmental Protection Agency Report on Lough Ree is expected to be published by the end of April.

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Yachtmaster Course.

A group of 17 people from Athlone Branch IWAI and Lough Ree Yacht Club recently completed the Shore based course element of the Yachtmaster (offshore) Certificate. The course was run by Fingall Sailing School and was arranged locally by branch Chairman, Harry Nugent. This was the largest group in Ireland doing this course. Congratulations to all concerned. Further elements to be completed are Sea Survival, First Aid, and 2500 sea miles requirement.

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Water, Water Everywhere!

It's an ill wind that blows no good! or so they say. It will be interesting to see what, if anything, comes of the media coverage and political platitudes regarding this years floods. Much of the attention was centred around the Gort area and while we sympathise with the Gort victims, very little attention was given to the Athlone victims, who year after year suffer as a result of political indifference. There appears to be a total lack of ability or will to control water levels on the Shannon throughout the year, we have too much in the winter causing flooding hardship, and too little in the summer, causing navigation hardship.

It is proposed to amend the 1945 Arterial Drainage act to allow some drainage works to proceed, but undoubtedly reports will be required, even though extensive reports exist, going back to 1956, all identifying the same problem and recommending similar solutions. Excuse my cynicism, if I feel that the amendment of the act merely diverted the media. My advise to the people of Gort and Clonown is "don't sell the boat, you might need it next year".

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Annual General Meeting, IWAI.

The AGM of the IWAI was held on Friday 24th March '95.

Officers for the coming year are:-

President	Des Leyden
Vice President	Liam D'Arcy
Hon Secretary	Colm Becker
Hon Treasurer	Reg Redmond

Elected Members of Council:-

Tom Murphy, Alan Giff, Kieran Walsh, Sean Fitzsimons, Les Saunders, Damien Delaney, Sam Herraghty, Paul Garland, Alan Waterhouse, Owen Ganley, Gerard Molloy, Peter Hanna.

The Chairman and Secretary of each branch are ex-officio members of Council.

-<><><><>-

The Dublin Boat Show by
Roving Reporter.

As we drove up to the Point Depot along the Liffey we looked in vain for the yachts and boats in the River which had been promised in the pre-show publicity. Sure enough, the L.E. Orla was there, all dressed and ready for visitors, but the presence of the Navel Service only made the absence of the yachts all the more apparent. However, our spirits lifted when immediately inside the entrance the very first stand we spotted was entitled "Canal Barge Holidays" and turned out to be shared between Riversdale Barges on the B&B and Celtic Cruisers on the Grand. But those aforesaid spirits dropped again later on when we realised that these two companies were the only hire-fleets represented at the Boat Show.

It was that kind of a Show - good and bad. Some acquaintances we met were delighted - others were disappointed. Certainly the absence of any decent sized boats was very noticeable. But size is not everything and part of the attraction of the Boat Show is its function in renewing the longing to get afloat again and in meeting old friends.

As usual, the nicest craft were to be found in the display of the I.S.A. class Associations. Of the many beautiful sailing boats which were proudly shown off two which caught my eye were a Mermaid and a Mirror. The 17' Mermaid in particular (a brand new one) was a real gem. Telecom Eireann had an interesting display (but hidden away and hard to find) based on Marconis' invention of Wireless telegraphy and of its part in the arrest of Dr. Crippen the notorious murderer!

Strolling around we stopped at the Stands of Waller & Wickham (Paints and Marine Ply) and Ryan & Roberts (Engines and couplings) and thanked them for their support as advertisers in our National Newsletter. On the RCAG stand we had a pleasant chat with Peter Clarke, author of "The Royal Canal". He told us he is currently writing a new book covering stories and anecdotes of the countryside through which the canal meanders. It's name (you shouldn't have to ask) "Along the banks of the Royal Canal" - but of course!

On our own IWAI stand - the meeting place for all the aficionados - we were delighted to talk to Alf Delany and Peter Dobbs about old times. Other welcome faces were John Keane, Michael Miller, Alex Malcolm and John Kenny. But perhaps the important discussion we had was when we flagged down Miceal Bourke of Albert Lock.

Miceal told us a most alarming story of a proposed development within sight of his lock. It seems that a gigantic timber/plastics factory has applied for planning permission on 90 acres of timbered land on the east shore of the river below Lough Nanoge (towards Drumsna). Miceal says it will be the biggest factory in Ireland, using 50 tons of Shannon water every minute!

One shudders to think of the water pollution, air pollution and visual pollution that such a development will create.

Shattered by such a revelation we made our way downstairs towards the exit when suddenly our mercurial spirits soared again - for we caught sight of "Oxlip" - the magnificent steam-launch, star of TV and films - owned by David Laing and David himself was present! We can't wait to see Dick Warner's trip on the B&B and Erne in "Oxlip" on TV in April. What a nice note on which to finish our visit to the Boat Show '95.

-<><><><>-

Continuing extracts from "Royal Society of Antiquaries of Ireland:-

Inisclothran, Inchcleraun, or Quaker's Island.

The monastery was founded by St. Diarmaid, son of Lughha (a descendant of Dathi, the last pre-Christian king of Ireland), and one of the Hy Fiachra tribe. He was tutor of St. Kieran, of Clonmacnois, and lived about A.D.550. His mother was the granddaughter of Dubthach, the chief poet of King Laoghaire, who was present when St. Patrick preached at Tara for the first time.

The Annals of Ireland have much to say about this island. To cite a few of the entries:- St. Sionach, of Innis Chlothrann, died April 20th,718; several of the Abbots are subsequently recorded. The island and Inisbofinne were plundered by the Munstermen in 1010; and it was again plundered in 1050 and 1087, when King Murehad O'Brien, who raided the islands of Lough Ree in a fleet of Cots, ships, and boats, plundered Inis Chlothrann, Inisbofinne, Inis Ainggin, and Cluain Emain, and, loaded with spoil, started home for Killaloe. However, something had happened to rob him of his success. Roderic O'Connor, King of Connaught, had arranged with

his neighbour, Donnell, King of Meath, and stopped two fords on the Shannon. The penned-up Dalcassians were only too happy to make a degrading surrender of their fleet, and to be sent home safely, but in such shame and anger as we can well imagine. A long list of bishops, sages, chiefs, historians, poets, professors of law and history, and princes, and a famous antiquary and poet, St. Gilda, or Nehemias Ua Duinn (1160), lived, died, and, as a rule, were buried on the holy isle, from 736 to 1244, when its history and fame die away.

Famous in ancient legend, the place derived its name from Clothra, or Clorina, sister of the mighty Amazonian Queen Meave, the heroine of the "Tain". Legend told how Meave herself sought safety in the island, after her husband, Oilíoll, fell before Conall Cearnach, and how, as she bathed in the well, Forbaid, the son of Conor, of Ulster, struck her dead by a cast of a stone from Elfeet, in Longford, a distance of an English mile, across the lake. The nearly defaced ring of a fort still called Griannan Meva may, perhaps, be traced in the daisied sward near the "Clogas". James Moran, the "oldest inhabitant," told O'Donovan in 1837 that it was of stone, and showed him the "hedge" into which the blocks were built. Tradition, in 1837, stated that the bell in the "Clogas" could be heard in Roscommon, seven miles away. Old people called the island "Oilean na seact dtempull" - the island of seven churches. The well has been closed; but the field in which it lay, called beorlyne (beor Laighionn), is known.



Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

May 1995

The next meeting of Athlone Branch, IWAI will be held on Monday, 8th May at 8.30pm in Sean's Bar, Main St., Athlone. All are welcome.

<*>*>

Coming Events.

Saturday 13th May. Royal Canal Fundraiser in Newman's, Kenagh. Music supplied by the Billy Henshaw Orchestra and Chorus. Bus leaves Sean's Bar at 9pm. All are welcome.

3rd to 5th June. Whit Weekend Rally to Lecarrow.

2nd July. Heineken Peoples Regatta, between the bridges at Athlone. Programme commences at 2.30pm.

28th July -
5th August Shannon Boat Rally. Programme enclosed

<*>*>

World Champion Sailor.

Our congratulations to Rory Walsh, son of Declan and Jill Walsh, who has won a place on the Irish Junior Team to represent Ireland in Finland in August in the World Yachting Championships.

Declan and Jill are long and active members of the Athlone Branch of IWAI and it is great to see the achievement of a second generation of Inland waterways' sailor, especially as the third and final trial took place on Lough Ree and gained Rory a successful selection.

Best wishes go with you, Rory, to Finland from all in the Athlone Branch.

<*>*>

In Sympathy

It was with great regret that we heard of the sudden death of Des. Barry, in April. He was a great Inland Waterways man, and travelled widely on the Shannon waters in his boat "Exeroto". We take this opportunity of expressing our sympathy to Des's family on this sad occasion.

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Welcome

We take this opportunity to welcome Commander Charles Lawn, Inspector, O.P.W. at Athlone.

Commander Lawn is an ex member of the Irish Navy and was Captain of the L.E. "Aoife".

We offer our cooperation to Commander Lawn and hope to continue the good relations, built up with his predecessor, Commander Murray, between O.P.W. and I.W.A.I.

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New Boat.

Congratulations to Tony Henshaw on his new boat the "Jessica".

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Harry Rice Awards.

The winner of this years Harry Rice Trophy is Carolan Goggin from Castleconnell, Co. Limerick. Second; Kieran Sloyan, Athlone and Third; Oona Herraghty, Celbridge. Other prizewinners - Andrina Sloyan, Jane Walsh, Valerie Casey. The prizes were presented by Mary Nugent, in the Shamrock Lodge Hotel on Saturday 8th April.

Our thanks to Ruth Heard who presented her film show after the prize giving. The large attendance indicates the popularity of Ruth's films. Thanks for the memories.

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Branch Meeting. 3rd. April.

Items discussed were as follows:-

Pump Out Stations: A meeting has been arranged with Athlone UDC for Thurs. 27th April to discuss pumpout facilities at Athlone. There has been no response from Roscommon Co.Co. regarding Hodson Bay and Lecarrow pump out facilities.

Jet Skis: Branch policy has been referred to IWAI Council.

Athlone Marina: Meeting arranged with Athlone UDC to discuss Marina development and River Warden scheme.

RNLI Collection: This year's collection in Athlone for the RNLI netted £1000.

The meeting adjourned early as a mark of respect on the death of Chairman Harry Nugent's father.

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Return of the Dragons.

In 1952 Dr. Rory O'Hanlon and Vincent Delany brought the Dragon yacht "Firedrake" from Dun Laoire via the Grand Canal to sail on the Shannon and in doing so, highlighted the necessity to maintain the bridges on the waterway in opening working order. This was an important element in the campaign to preserve the Shannon navigation.

The exploits of the "Firedrake" were recalled recently at a function in Lough Ree Yacht Club when the club acted host to a magnificent fleet of 25 dragons, from all parts of Ireland, competing for the Lisney Championship.

This was a new venture for the Dragon Association, as most of their activities are sea based. All of the participants expressed satisfaction and were impressed with the scope for sailing on Lough Ree and the facilities of Hodson Bay Hotel and harbour, Wineport Restaurant, and Lough Ree Yacht Club.

We hope to see them sailing on Lough Ree again next year.

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1981. Down Memory Lane - June

From the Archives of the Aerial.

"Film Show in Cloondara.

I trust that my colleague of "Canal Dribbles" fame will forgive my infringement of his territory. It was just by chance that your Midlands Waterscribe heard about the showing of a film about the last voyage on the Royal Canal to be shown on 1st May. It turned out to be a most enjoyable evening, viewing Douglas Heard's superb record of the voyage of the "Hark" from Spencer Dock in Dublin to Richmond Harbour during Easter Weekend in 1955.

The film brought back memories to this rusticated Dubliner of looking out the top window of a bus many years ago at a strange contraption beside Newcomen Bridge. The film revealed all. It is the counterweight which assisted in lifting a section of railway which crosses the canal at this point. The 1955 film was interspersed with shots taken in the last couple of years. These showed the deterioration along the canal, particularly in the lock gates. But there were also great signs of hope for the future. Ruth Heard, in her commentary which accompanied the film, referred to the recent re-watering of Ballinacarrigy harbour and the work being done at Abbeyshrule.

This film is well worth seeing., perhaps a showing could be arranged in Athlone later on in the year. After all, it is the Year of the Royal."

(Editor's note:- The counterweight is now gone, but as a result the railway bridge is now a fixed obstruction over the canal and is the only remaining obstacle to the re-opening of the Royal from Dublin to Mullingar. Great progress indeed - just one more shove needed!)

Continuing extracts from "Royal Society of Antiquaries of Ireland:-

Inisbofin.

Inisbofin, the island of the white cow, has been and is very easily confused with another island of the same name, off the coast of county Mayo. The monastery is said to have been founded about 450 by Rioch. He and his brother Mel, Bishop of Ardagh, were Britons, sons of St. Patrick's sister, Darerca, and he was curator of Patrick's books. Some have supposed, from an early tombstone with the legend "Oroit do Cormacain," that the poet Cormacan Eigeas was buried on this island. He was "Laureate" of Murchard "of the leather coats," king of Aileach, and author of the existing poem on that monarch's "circuit of Ireland" in the winter of 942; but we know of no evidence to prove this, beyond the unconvincing similarity of name. It was plundered (as we have already noted) in 1010 and 1087, by the Munstermen.

The island is included in Longford, and lies about six miles from Iniscleraun. It has two churches; the more northern is a typical tenth century church with nave and chancel.... The southern church is later, in fact, in its present state, most of it seems to belong to the fifteenth century. That there was a far earlier building there is certain, for in a side wing to the south (and when we last saw it, half covered with knotted ivy) is a romanesque window, possibly of the period about 1100.

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Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

June 1995

The next meeting of Athlone Branch, IWAI will be held on Monday, 4th September at 8.30pm in Sean's Bar, Main St., Athlone.

In the meantime any matters arising will be dealt with by the executive committee.

We wish all our members a happy and sunny summer, with plenty of good boating on our waterways, in peace and in safety.

Coming Events.

- | | |
|---------------------------|--|
| 3rd - 5th June | Whit weekend rally to Lecarrow, Commodore - Sean Fitzsimons. |
| 2nd July | Heineken Peoples Regatta, Between the bridges at Athlone. Programme commences 2.30pm. |
| 28th July -
5th August | Shannon Boat Rally, visiting Tarmonbarry, Portrunny, Lecarrow, Ballykeeran, Athlone and Hodson Bay. Entry forms should be returned to rally Secretary before 7th July. |

Masonite Development at Drumsna.

We are printing in full, a letter printed in the Irish Independent on May 15th '95 sent by Mr. Paul Garland of IWAI, and we would ask you to read his criticisms carefully:-

"Sir,

On behalf of the Inland Waterways Association of Ireland we would like to voice our objections to the proposed Masonite factory on the North Shannon at Drumsna. We represent 1,200 members North and South and are committed, since the early 1950's to saving and protecting the waterways of Ireland from this type of unwelcome development for the following reasons:

The overall size of the building is totally out of harmony with the landscape - 50,000 sq.m., 23 metres high, two stacks 35 metres high.

The noise, dust and environmental destruction in both building and operating this factory is unacceptable (separate objection to the E.P.A.).

The reason that the proposed building to be constructed has a single apex with no gutters is because the amount of dust emitted would choke valleys and gutters. In dry weather this dust could travel 100 miles per day.

The river flow for discharge was measured in winter flood. In a dry summer with only the fish pass open at Jamestown weir there would be little or no flow, indeed with busy locking at Albert lock the flow could reverse.

There is simply not enough suitable timber in the 32 counties to sustain production for more than 18 months. After this time foreign timber would have to be imported which will have to traverse Ireland in either an untreated state with parasites alien to Ireland or traverse with pesticides which are environmentally dangerous. We suspect the nearby location of the Dublin-Sligo railway line is not entirely coincidental to the locating of this plant in this area.

Affects on tourism: The disastrous affect that a building of this size on the banks of the Shannon emitting noise, dust and pollution previously mentioned must have a direct affect on tourists, especially on Northern Europeans who come only to Ireland to escape this.

Road traffic: 150-200 trucks per day in addition to existing traffic through the small villages is unacceptable.

Resin washes from finished door moulding will be returned to the Shannon via a holding tank. These resins contain formaldehyde which is at present under test to establish a carcinogenic link.

PTO..

The paint process: even water based paint contains solvents. The extraction process would allow these solvent particles to remain airborne. For a considerable distance along with the resin particles could contaminate up to a five mile land radius and up to 20 miles of water.

Waste: 108 tonnes per day even using a large portion of this waste as furnace fuel, as yet we do not know the environmental damage of burning waste containing the previously mentioned chemical, as we do not know the exact cocktail. The remainder to be dumped in an unsuitable site in Mohill close to houses.

Noise: in an area where the loudest noise is bird song, any level of noise is unacceptable. The noise level of a mobile chipper is not given in any submission. But it is locally acknowledged, that it would be heard in Ck-on-Shannon, five miles away.

Dangers: LPG is the most inflammable gas used commonly. It is heavier than air and in the event of a leak would fall towards the Shannon. 160T of this liquid gas would certainly ignite the Shannon and anything on it from Drumsna to Lough Tap. A recent incident in Longford ignited a house and surrounding area of 500 sq. m. with a small spill.

Poor reward: It has been reported in the national newspapers that millions of dollars in fines have been paid by the Masonite Corp. for environmental breaches in North America/Canada. We have seen in Cork that nationally we are soft on environmental offenders. Is this part of their reason for choosing Ireland?

We would say in conclusion that the prime aim of our Organisation is to protect the waterways of Ireland. We are not anti-jobs, in fact quite the opposite, for we believe that the loss of tourism related jobs, both real and potential, in this beautiful area would far exceed the promised 300 in Masonite and would benefit the area in a far more acceptable way in the long term.

Paul Garland"

In the same edition of the paper, a legal notice appeared granting Masonite planning permission by the Leitrim County Council, subject to conditions. The notice also states that "An Environmental Impact Statement was submitted with this application"

We have just heard that there will be a meeting with IWAI, Ck-on-Shannon Branch with Masonite this Friday.

Motorboat Training Scheme.

Details of a Motorboat Training Scheme which has been devised jointly between ISA and IWAI is enclosed with this newsletter. The course is intended for persons operating motor cruisers on inland waterways. While there is an introductory level (level 1) most people who have reasonable experience of inland waterways cruising would have the skills necessary for a level 2 certificate, issued following successful assessment by a qualified instructor, either directly or following a two day course at an ISA recognized Teaching Establishment, such as Wineport Sailing Centre, Glasson, Athlone, Tel. No. 0902 85466 or Shannon side Activity Centre, Killaloe, Tel. No. 061 376622. Locations of other centres can be obtained from ISA.

St. John's Wood.

St. Johns Wood on the western shore of Lough Ree, near Lecarrow, has been taken over for preservation by the Parks and Monuments Department of O.P.W. The wood is of international importance as a large old oak and hazel woodland with a rich bird population and divers plant species, some of which are unique to the wood.

Royal Canal Revisited by Roving Reporter.

The recent fund-raising visit by the Athlone Branch to RCAG in Keenagh gave your roving scribe, who had a couple of hours to spare, the opportunity to view the progress being made on the restoration of that end of the Royal Canal.

A short detour of less than a mile when passing through Ballymahon was well worth the time. By following the N.55 in the centre of the town and then taking the next turn left up a little boreen, one arrives very shortly at Ballybrannigan Harbour. This is a very long granite quay wall with the old warehouse still extant. At the far end stands the ruined "bell-house" where passengers waited for the boats. Over the entire scene looms the very high Chaignean (or Brannigan) Bridge.

The restoration work is most impressive - the canal is dredged and banks cleaned, all the stone-work is

shinning, a new pathway has been built up to the bell-house, while all around are shrubs and trees ready to root and grow. On the opposite bank the name of the harbour has been carved out of the turf in 4 feet high letters.

Further down the line, near Keenagh, we visited the 41st and 42nd locks, where the level has been totally cleaned and banks shaped. The 2 locks are new waiting for a scrub-down, while a half-mile away out on the approach road we saw the encouraging sight of 8 lockgates and beams just waiting to be installed.

With the evidence of this great activity and enthusiasm in our minds, we made our way to Newmans in Keenagh where the evening got under way with music and song provided by the Henshaw's (father and son), Larry Benson and Michael Martin. The gathering was joined by a group from a Youth Employment Scheme from Omagh (to see how RCAG does things) and the Raffle raised £150 towards the good work.

Re: Pump Out Facilities in the Athlone Area.

Athlone.

Pump out will not be in operation until July/August '95.

2 stand pipes will be placed on the outside of the Apparel Jetty, near the wardens hut. These will be piped via 2 pumps to the town sewer and treatment plant.

There will be no elsan disposal, showers or toilets in this phase. These will be provided later when structural funds are approved for the marina development.

Pump out will be overseen by river warden, operated by boat owner, payment in cash/cheque.

Ballyleague (Lanesborough)

Pump out Station to be in operation by 1st June '95. Station has showers, toilets, elsan disposal, pump out and water.

Station is located downstream of the road bridge. OPW shed is being demolished to provide jetty access.

Effluent is pumped to sewage treatment plant., giving primary treatment in oxidation ditch and settlement tank before discharge into the Shannon.

Pumpout to be operated on a smart card system, but there are delays getting smart cards. No arrangements made for local distribution of smart cards. Requires clarification with OPW.

Showers are operated by tokens which are available from local newsagent.

Shannonbridge.

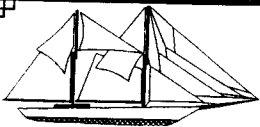
Pump out to be in operation by 1.6.95.

Located at the downstream end of the "new" jetty. Effluent will be pumped to the primary treatment plant nearby. This is due to be upgraded to secondary when funds are provided, maybe 2-3 years.

Toilets and showers are to be provided. There will be no elsan disposal unit.

Pumpout to operate on a smart card system. Cards to be distributed by OPW. No arrangements for local distribution of cards.

Showers are to be operated by tokens, which will be available locally.



HOLDING TANKS



As we all know the new legislation is upon us.

We are now building and installing sanitation systems to the highest standards.

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Tanks constructed of 1.5mm high grade stainless to fit your vessel. All quayside and on board pump out systems available. All hardware supplied for DIY installations. Local surveys and quotations free.

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TEL: (0902) 85445 (Evenings & Weekends)

Last extract from "Royal Society of Antiquaries of Ireland:-

Inis Ainghin, or Hare Island, another of the island monasteries, was supposed, from the time of Harris's edition of Ware, to be All Saints' Island.... It is Inchigin, or Hare Island in the Down Survey. The present name is said to have been well deserved till recent times, when in one severe winter the lake was frozen, and the entire population of hares migrated to pastures new, crossing on the ice. The monastery was founded by St. Kieran before 540; he left it for Clonmacnois, appointing Domnan, a Munsterman, as Abbot..... In 894, when Cairbre Crom, "the crooked," Bishop of Clonmacnois, was holding a Synod, the Connaughtmen landed, violated the island, and killed several persons. They reaped the reward of their profanation, for, as they retired by Athlone, the men of Coosan, near that place, fell upon them, and slew them to a man. In later days the Dillons long held the island, with numerous other lands, and used the little church as their burial place. It was purchased in 1650 by Ridgely Hatfield, a Dublin merchant, who was M.P. for Athlone. From him it descended to the Hacketts, who sold it to Lord Castlemaine."

We hope you have enjoyed these extracts, which give some historical background to the Islands of Lough Ree. Don't they give us a sense of the long story of human endeavour on this part of the Shannon?

In the Reader's Digest of January 1995 an interesting piece appeared in Environment Matters as follows:-

"Water Works.

British Coal has built the first new canal in Britain for nearly a century. Instead of shifting coal by road from St. Aidan's colliery, West Yorkshire, to its main customer, Ferrybridge power-station, 500-ton barges will transport fuel the 25 miles by water, freeing the roads from a constant stream of lorries otherwise required to fulfil the power-station's needs.

The canal was built as the result of an opencast mining mistake. Workmen excavating alongside the River Aire in 1988 cut too close to the bank, breached the river and flooded the opencast site. British coal had to choose whether to repair the bank or build a new waterway.

When the canal is finished in March, the two year task of draining the three million tons of coal under water can begin. And after the mine is exhausted, water will be flooded across it again to make a series of artificial lakes for fishing and pleasure boats. "We are going to turn a horrible old river into a pleasant watery environment," says British Coal engineer Steve Hodges.

- Ian Murray in The Times"

(What an idea for the eyesore of Silvermines in Co. Tipperary.)

The Aerial Committee are taking their Summer break so until you hear from us again in August, we hope you enjoy a safe and sunny season of good cruising.



Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

September 1995.

The next meeting of Athlone Branch, IWAI will take place in Sean's Bar, Main St, Athlone on Monday, 4th September at 8.30pm.

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Coming Events.

16th Sept. Eric's 'Blackpudden & Pawter' Rally.
29th Sept - 1st Oct. End-of-Season Dinner & Rally. More details in the next Aerial.
30th Sept - 6th Oct. Swiss Flottillenfahrt - A Rally from Switzerland. Always runs on time!

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Summer Comments.

Wasn't that some summer! The two Shannon Rallies and Sailing Regattas enjoyed the hottest, continuous spell of sunshine in living memory. The Shannon Boat Rally had 50 boats entered, Lough Derg Rally had 46 boats entered while Lough Ree and Lough Derg sailing regattas boasted record entries.

The fine weather brings it's own problems such as algae blooms, and while there were some blooms evident, the problem was not as bad as one would expect in such weather conditions. Thankfully, water levels remained at summer level during the critical rally period, but they are now dropping due to lack of rainfall and depleted reserve. Lough Ree is down approx 6 inches on normal summer level.

Some unfortunate people who tried to abide by the law, and fitted holding tanks in their boats were frustrated and justifiably annoyed that they could not get their tanks pumped out anywhere on Lough Ree. There is only one pumpout station in the whole area - at Lanesborough, but smart cards were not available to operate the system.

We understand that the cards (and tokens for showers) will soon be available on the west side of

Lanesborough at Harrisons Shop, approx. 150 yards west of the bridge; or contact Ciaran Madden, Roscommon Co.Co. phone no. 0903 26100. The pump out station at Athlone will not be in service in this current season.

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35th SHANNON BOAT RALLY

BY

ROVING REPORTER

This rally must go down on the record as one of the most relaxed and enjoyable ever - and not just because of the glorious weather. The Committee and the competitors tempered their activities to suit the heat and the event was hassle-free.

The Athlone fleet met the Carrick contingent at Tarmonbarry, making a fine total of 50 boats. Two days in Portrunny set the tone, with deck-chairs out on the jetty, competitions in the bay, plus table-quiz and Fancy Dress on the two nights.

After a one-night stop in Lecarrow which included an afternoon in Blackbrink Bay - dinghy racing, more competitions or just socialising and enjoying the sun, the fleet moved to the high-light of the week - an overnight at anchor at Portlick Castle. With the boats wisely divided into rafts of not more than 5 boats, the atmosphere was just magic as the sun sank, the moon came out and the candle lit parties started on the boats. For some, whose first night it was at anchor, it was an adventure to be remembered.

On the way to Ballykeeran, the boats stopped for the afternoon's water-sports anchored off "Dunrovin" - Harry Rice's old H.Q. - we wonder if many of them realised they were at the spot where it all began!

Athlone town was the setting for the R.N.L.I. Auction - £900 raised - thank you Sean, and then on Saturday morning the Prize-giving (excluding the Premier and Class awards). The starred competitions were shared very early between 4 or 5 boats and for once no-one was certain who had won the Premier Award! One decision which puzzled this scribe was the award of a trophy for

"bravery and courage" no less, to a crew who brought their boat back to base after committing the un-seamanlike act of allowing their boat to go on the rocks and seriously holing it. Put your boat on the rocks and win a trophy - there's a new one for you!!

The anticipation ended at the Closing Dinner when Kieran Walsh in "Shantrak" was declared the overall winner - the first Barge since 1981.

Damien Delaney , in his speech made the point that the Rally had deliberately stayed on Lough Ree first of all to show off the delights of the lake but also to demonstrate the lack of facilities - Lecarrow was the only stopping point on the lake that had a shop! He hoped that the promised canal into Glasson would be put in hand soon.

And so as the sun-glasses and straw hats were put away, a big vote of thanks was passed to Commodore Mick Lynch and his hard working committee.

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RESULTS OF SHANNON RALLY 1995

<u>Premier Award:</u>	Kieran Walsh (Shantrak)	574 marks.
2nd overall :	Eoin O'Brolchain (Empty Keg)	568 marks.
3rd overall :	Anne Hollinshead (Dep.Spirits)	557 marks.
4th overall :	Sam Herraghty (Dunross)	536 marks.
5th overall :	Richard Little (Steelaway)	506 marks.

Class Awards:-

Barge Class	Shantrack
Cruiser Class	1st Empty Keg 2nd Departed Spirits
Sailing Cruisers	David Killeen (Gillaroo II)
Open Boat	1st Stephen Eustace (Master Craft) 2nd Raymond Brady (Mako)

Starred and other competitions:-

Man Overboard	1st Colm Carroll (Sweet Dreams) 2nd Sam Herraghty (Dunross)
Inspection of Boats	1st Michael Riordan (Early Dawn) 2nd Colm Carroll (Sweet Dreams)
Time Reliability	1st Padraic O'Brolchain (Makami) 2nd Kieran Walsh (Shantrak)
Mooring Comp.	1st A. Hollinshead (Dep.Spirits)
Navigation Comp.	1st D. O'Siochain (Iron Lady II) 2nd "Departed Spirits"
1st Mate Comp.	1st Shelia Redmond (Crannagh) 2nd Sue O'Brolchain (Makami)
Rescue of Cruser (Over 25')	1st T. Meegan (Lady Ailleach) 2nd K. Walsh (Shantrak)
(up to 25')	1st Denis Dunne (Sea Change) 2nd D. Killeen (Gillaroo II)
Boat By Canal	1st Declan Kenny (Agus Inny) 2nd P. O'Brolchain (Makami)
Ladies Boat Handling	1st Anne Hollinshead 2nd Margaret Groarke (Lady G)
Young Mariner	1st Eamon Dunne (Sea Change) 2nd Larfhlaith Kelly (Crannagh)
Sailing Races:-	
Boderg Cup)	
Bacardi Cup }---	Damien Delaney (Philos)
L. Ree Cup)	
Doc.Farrell Award	"Shantrak"
Denis Byrne Award	"Empty Keg"

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[Ed. Note - Rumour has it that Damien is changing the name from Philos to "Clean Sweep".]

GLASSON HARBOUR

Hugh Coveney, Minister for state at the Department of Finance, with responsibility for the Office of Public Works met a deputation from the Glasson Harbour Action Group recently and promised his support for the project. The group's objective is to have a navigable channel dredged along the line of the existing river and have a harbour built as near as possible to the village of Glasson. This project would be of enormous benefit to the area as well as greatly enhancing the facilities on Lough Ree to attract tourists to spend more time in the area.

Structural funds are required to complete the project and the minister promised his full support towards securing these funds.

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MASONITE

What's happening with Masonite? was the opening sentence of many a conversation during the summer recess. While there is some accurate information, there also appears to be a lot of inaccurate information in circulation and the contradictions are raising peoples fears and anxieties regarding the eventual outcome to the Masonite problem.

Masonite would appear to be the right industry for the area, but in the wrong site, and some blame must rest with the Government agencies who designated the site at Drumsna without any apparent regard for the environmental, tourism, or social implications. Emotions can run high in such a predicament, consequently the issue must be handled carefully and sensitively.

The Inland Waterways Association of Ireland have engaged a team of experts in this field to prepare our objections and observations, and these have been submitted to the relevant agencies. An oral hearing will be held in mid September and the Association will be represented by a barrister and a team of experts at the hearing.

For those who are afraid that the 'Masonite' issue will 'slip through' unchallenged, never fear, the association are availing of the best expertise available and are handling the issue in a most professional manner.

Regardless of the outcome, let us hope that sufficient markers are laid down to ensure that this will never happen again.

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Visit to Athlone by;-

SWISS INLAND WATERWAYS CLUB
BY
WALTER BORNER

Just as Ireland has it's Inland Waterways Association, there exists in Switzerland the Swiss Inland Waterways Club which has about 500 members, each with their own boats which are kept mainly in France, Germany and Holland. Every year the Club holds a "Flottillenfahrt" which means a trip to some other country using hire-boats.

This year the Shannon has been chosen as the venue and I have organised the event using a fleet of more than 15 boats from Athlone Cruisers supplied by Kerry Sloane.

The group will arrive at the Jolly Mariner on Saturday afternoon 30th September. They then proceed to the Inner Lakes for dinner at Wineport Restraunt. The succeeding days will see the boats crossing Lough Ree, locking up to Richmond Harbour, travelling along the Camlin River and then heading North to Kilglass, Carrick and Lough Key. On the way back an Irish Evening will be organised at Anderson's Thatch Pub in Carrick and finally the closing dinner will take place at the Jolly Mariner on Friday 6th October.

The entire group will consist of 57 people, most of whom have never been on the Shannon nor in Ireland. In addition to the Hire-boats the following I.W.A.I. boats are travelling with this Swiss group- "Argent Brach", "Avalon", "Carrigeen" and of course "Winkelried". I hope some Branch Members will make the opportunity to meet us during the week.

Editor's note: Congratulations Walter on your enterprise in bringing so many Swiss visitors to Ireland to enjoy the delights of the River Shannon. We would urge as many of our Branch members as possible who are afloat to give a big "Failte" to the Swiss fleet as they sail to the Inner Lakes on Saturday 30th Sept. and also the following morning when they depart northwards.



Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

October 1995.

The next meeting of the Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday 2nd October at 8.30pm.

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Coming Events:-

- 29th Sept - End of Season Dinner in the Shamrock Lodge Hotel, Athlone on Friday at 8.30pm. Tickets £13.00. Booking essential from Sean Fitzsimons 0902-92358 or Bridie Delaney 0902 75620. End of Season Rally itinerary to be announced at the dinner.
- 1st Oct.
- 30th Sept - Swiss Flottillenfahrt with commodore Walter Borner who cordially invites everybody to come and meet them at the Jolly Mariner on Saturday afternoon (30th Sept); or to join them on the rally; or to join them at their closing dinner in the Jolly Mariner on Friday 6th October.
- 6th Oct.
- 14th Oct. Royal Canal Fundraiser in Fox's Pub in Ballymahon. Music by Billy Henshaw's Royal canal band. Bus leaves Sean's Bar at 9a.m. Booking for bus - ring Damien Delaney 0902 75620.
- 8th Dec. Athlone Branch Annual General Meeting
If any of you have any interest in the running of your branch, now is the time to think about active participation for the year 1996.

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For Sale;-

- 1 Pair Simpson Lawrence Davits - £75.
- 1 Walker Electronic Log - £50.
- 1 Pair Gibb Wenchers No.577 suitable for Jib/Genoa up to 200 sq ft - £100 for pair.

Wanted;-

Danford Anchor 20/30lbs
Calibrated Chain.

Replies to Mr. M. Webb, M.B. Snipe, The Watergate,
Athlone.

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Sewage Treatment Schemes for Lough Derg.

Mr. Brendan Howlin T.D. Minister for the Environment announced approval to a range of projects designed to reduce pollution of Lough Derg. The schemes, which will include phosphorus removal and plant improvement with an estimated cost of approximately £6.3 million, are approved for Ballinasloe, Birr, Nenagh, Roscrea and Tullamore. It is expected that construction will commence in Roscrea before the end of 1995 and on the remaining projects in early 1996.

Contract documents have been approved for a £2.0 million scheme in Killaloe, to provide a collection scheme and trunk sewer across the Shannon to the new treatment works in Ballina, Co. Tipperary. Hopefully the navigation will not be obstructed? A scheme has also been approved for Moate.

Other schemes are at design or planning stage for Athlone (Westbank), Ferbane, Banagher, Portumna, Clara, and Scarriff.

It is expected that up to 45 tonnes of phosphorus per year will be removed once these schemes are completed, with the capacity to remove 73 tonnes per annum when the treatment plants are working to full capacity.

The EPA report on Lough Ree has not been published to date, and we wonder why?

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Athlone Marina.

Grant aid to the tune of £507,750 from Bord Failte's operational programme for tourism has been approved for the proposed new 87 berth marina at Athlone.

Mr. Jack Taaffe, County Manager made the announcement at the September meeting of Athlone UDC. The estimated cost of the project is £760,000, but a further £60,000 in grant aid could be obtained. Mr. Taaffe said he was happy with the level of grant aid and pointed out that this would be a semi-commercial venture which would generate enough income to offset the £200,000 shortfall.

The expenditure was approved by the council, and the planning process can now be initiated. Plans are available for inspection at the Town Hall, Athlone.

The news received widespread welcome especially from Athlone Branch, IWAI who initiated the campaign for the marina over four years ago.

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Brannigan Harbour.

Ballymahon Branch RCAG proudly celebrated the "re-opening" of Brannigan Harbour at Ballymahon on Sunday 3rd September. The harbour looked splendid with the stonework and old store cleaned, the pathway cleared and gravelled and the whole area landscaped and planted with flowers and shrubs, they even had the name "Brannigan Harbour" planted in marigolds on the canal bank.

Celebrations started with open air mass and blessing of boats, followed by a barbecue and traditional music, and despite the low water level, they managed to run boat trips for the large gathering of enthusiastic adults and children who attended.

Eddie Slane, RCAG Chairman congratulated the Branch on completing the project, paying particular compliments to the work team, under the stewardship of Michael Greally who did the restoration.

Damien Delaney on behalf of IWAI congratulated the Ballymahon Branch on the magnificent job of restoration, and said that Ballymahon's success should give encouragement to others with similar projects which will ultimately link together in the total restoration of the Royal Canal.

Athlone branch IWAI and Ballymahon branch RCAG will get together in Fox's pub in Ballymahon on Saturday 14th October for music and craic and hopefully raise a few pounds for this and other RCAG projects. Music will be provided, free of charge, by Billy Henshaw and his Royal canal band, and as anyone who has been on any of these outings will confirm, a great nights entertainment is guaranteed.

Details of times are given under "Coming Events" on front page.

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Take Care.

1. The set of four plastic rings which are used to hold four beer cans together can cause enormous problems for wildlife, especially swans and other large birds, who can easily get their head and neck through the ring, which ultimately can result in strangulation. So next time you bring your empty cans to the rubbish bin, make sure you bring the plastic rings as well.

2. Hot barbecues can cause the cobblelock pavers, commonly used around harbours, to crack and ultimately disintegrate. They will also cause damage to paintwork and wooden seats etc. Take care that the barbecue is sited on a suitable surface, far enough away from other furnishings so as to avoid damage from heat or smoke.

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Black Puddin and Pawter Rally.

The Black Puddin and Pawter Rally goes from strength to strength and this year's outing to Lecarrow lived up to its reputation for fun, entertainment and prizes galore, "there was one for everybody in the audience".

With a turnout of over 30 boats and competitions ranging from Guinness Ad. dancing, to exotic tongue singing, lying, etc. the pace was hectic throughout the weekend.

The overall winner was Patsy Mullin in "Cashel" whose extra pints, sorry, points gained in the Best Lie competition clinched the Premier Award. Also in close contention was Jimmy Redmond in "Ye Iron Lung", who incidentally holds the distinction of bringing the first barge into Belleek, who gave a memorable performance

in the Navigation Competition for the Long Shoal Trophy.

Derek Hensey in "Bernadette" took the honours in rescue of Barge competition.

Mick Webb in "Moondrifter", won the Sailing Award. Sean Fitzsimons won a prize, but he doesn't know what it was for. No one else could remember either!

Unfortunately our link to the Internet is down at present so we can't get the full list of prizewinners.

The only complaint, which we heard from a usually unreliable source, was that some people didn't get enough black puddin. Fortunately Auriel Coffey came to the rescue with loads of goodies and saved the day.

Well done Eric and crew for another great success.

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Masonite.

At the Council meeting of Inland Waterways Association of Ireland, held on Friday 22nd September, Mr. Des Leyden, Chairman, spoke to the meeting outlining the presentation of the I.W.A.I. objections to the planning permission granted to Masonite to use the site on the bank of the Shannon River north of Drumsna, for their factory.

Council realised that there was a necessity to engage professional help to present our objections, and because of this help we were able to present our objections in an acceptable manner at the Bord Pleanala oral hearing. .

The main advise we received was not to present objections which were based on environmental matters, as these objections would be dismissed from the hearing on the grounds that environmental matters should be raised with the Environment Protection Agency (E.P.A.).

The advise we received meant that the Objections raised by the I.W.A.I. were the only objections heard in full at the hearing, many other objectors who brought only environment based objections were stopped from presenting their case at the meeting at all.

Mr. Leyden stressed that the I.W.A.I. were not objecting to the factory, but only to the site chosen, and he felt that many other sites away from the Shannon would be just as suitable for the factory.

At present we are awaiting the result of the hearing.

In the meantime we will be presenting our environmental objections to the E.P.A.

Mr. Leyden expressed his thanks to Mr. McCabe, whose advise was so accurate and who attended the hearing on our behalf in a most professional way.

He also thanked, Mr. Lavery and Mr. A. O'Brolochain for giving their help, free of charge.

The cost to I.W.A.I. was £4,000.00 and Mr. Leyden felt that we were well justified in spending this sum as we had gained valuable insight into the workings of local authorities ways of dealing with objections.

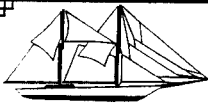
There will be further updates regarding this case in future Aerials.

2. The meeting was asked to supply "accurate" and provable facts concerning the working or non working of pump out stations in each Branch area. All problems are to be taken up by Council when they send a submission to the Departement of the Environment who are responsible for these pump-out stations. Members noted that where there were pump-out stations in working order, there was only primary treatment plants in the area.

3. Summer levels on the Shannon and Erne will be taken up by Council with the E.S.B. and Northern Ireland Dept of Agriculture.

These are only some of the many items discussed at the meeting, but we feel that these items are of special interest to Athlone Branch members.

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HOLDING TANKS

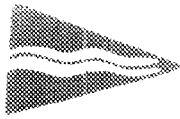


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Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

November 1995.

The next meeting of Athlone Branch of I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday, 6th November at 8.30pm.

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Notice of Annual General Meeting.

The A.G.M. of Athlone Branch, Inland Waterways of Ireland, will be held in the Shamrock Lodge Hotel on Friday 8th December 1995 at 8.30pm. All members are invited to attend.

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Best Wishes.

We send our best wishes to Sheila Redmond, Walter Borner, Ade Fox, Ramsey Henderson and Barry O'Riordan, all great supporters of the waterways, who find themselves feeling under par at present. We wish them a speedy recovery and we look forward to their continued contribution to the aims of the Association.

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Royal Canal Fundraiser.

A very successful fundraiser was held recently in Ballymahon for the R.C.A.G. Our thanks to Billy Henshaw, Larry Benson, Michael Martin, Joe Lacken, Noel Breen, Flan Barnwell and Pauline Downey who provided the music, and to all the members who supported the event so generously.

Another night is being planned for Athlone in December, more details later.

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Letter to Editor:-

22nd October '95

Dear Editor,

Sheila and I would like to avail of your columns to express our deepest thanks to all our kind friends in the Athlone Branch for the many messages of good-will and support which we have received since Sheila's illness just nine days ago.

We have been quite overwhelmed by all the expressions of friendship from our boating friends.

You will all be a great source of strength to us both, in the months ahead as we await, full of hope, for the new Season.

Sincerely,

Reggie Redmond.

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Lough Ree.

OPW have informed us that the navigation marks on Lough Ree are being painted and some marks may be re-positioned as part of their ongoing maintenance programme to improve the safety of the navigation, and they expressed their appreciation of the reports they have received regarding the navigation marks etc. from our members.

Masonite

Masonite have received the go ahead from An Bord Pleanala, with conditions attached, which hopefully will allay some fears. The ongoing responsibility now rests with the Local Authority and the Environmental Protection Agency to monitor and safeguard the Waterway.

In the absence of a clearly defined planning policy this could have been the first battle in a very long war. The lessons learned from the Masonite affair clearly indicate that very little investigation or thought went into the choice of location. Our next step should be to force the government to establish a planning policy which will take due account of the importance of the preservation of our waterways and the implications for the tourism industry and will address the conflict of interest between "green" and "dirty" type industries.

Clear guide lines should be issued to all planning authorities, who may be tempted either through political pressure, or the opportunity of a "fast buck", to locate "dirty" type industries in environmentally sensitive areas.

This should never be allowed to happen again.

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Water Levels.

A deputation from Athlone Branch, IWAI recently met with the Shannon Action Committee of IFA to discuss the problems of Shannon flooding during the winter, and low water levels on Lough Ree during the boating season.

Both parties expressed dissatisfaction with the present water level management and the consensus was that the longterm solution to the winter floods was to create a channel, by dredging the bottlenecks between Athlone and Meelick which would be capable of discharging the volume of water created by winter rain each year.

This solution could be expensive but when weighed against the cost of hardship, loss of income, and payment of compensation to flood victims each year, it would be money well spent, with a short payback period. All that is required is a commitment from government and a willingness from OPW to undertake the project, which should now be possible since the amendment of the Arterial drainage act was passed.

IWAI sought to have the "normal summer level" 123 o.d. maintained until the end of September, but I.F.A. were reluctant to agree to this until such time as the winter flooding problem was resolved.

Both parties agreed that closer monitoring and faster response by the water managers could reduce some of the water level problems.

IFA are to press the government for action, and they deserve our support.

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Welcome 2nd. Edition of Waterways Book.

It is with great pleasure that we are able to announce the re-printing of "The Grand Canal of Ireland" by Ruth Delany, which was first published in 1973.

The original edition is long out of print and the many hundreds of Waterways enthusiasts who have taken to the water in recent decades will surely welcome the opportunity to add this classic book to their ship's library.

The new edition includes a post-script chapter to bring the history up-to-date and relates the influence which the major rallies to Naas and Dublin in 1987 and 1988 had in drawing attention to the growing importance of the Grand Canal.

Published jointly by OPW and Lilliput Press this book comes just in time to earn its place at the top of many Christmas gift lists. Excellent value at £10.

ED. note:- The "Grand Canal of Ireland" is available in Eason's and all good bookshops.

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New Hoist

Tony Chatterton invited us to see his brand new Roodenberg hoist at Portaneena. The Hydraulically operated hoist is capable of lifting boats of any shape up to 15 ton weight and 37 ft. long. The boat is lifted and supported on a series of pads, which are adjustable by hydraulic rams to fit the shape of the boat, which should improve the safety and simplify the launching and hauling out operation.

The unit is towed by tractor and is basically an open-back trailer which is placed down the slipway in the water, the boat is floated into position over the "trailer" and the hydraulic rams are adjusted to secure and lift the boat on pads. The tractor then tows the hoist and boat to its storage space, where the boat is off-loaded and the hoist is removed for the next job.

A very useful piece of equipment and a welcome addition to the facilities at Portaneena.

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Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

December 1995

The next meeting of Athlone Branch, I.W.A.I. will be our Annual General Meeting and will take place in the Shamrock Lodge Hotel, Athlone, on Friday, 8th December 1995 at 8.30 pm. All members are very welcome.

Because this is the A.G.M. a large turnout is expected. There will be a cheese and wine reception before the meeting which hopefully should put everybody in a receptive mood to share the workload of running the branch activities. Your attendance would be appreciated.

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RCAG MUSIC NIGHT

A RCAG/IWAI music night to raise funds for Ballymahon Branch RCAG projects will be held on Saturday 9th December in the Lough Ree Inn, Coosan Point, Athlone.

Music will be supplied by Billy Henshaw and His Royal Canal Band. There will be raffles and prizes galore, and food will be served free of charge.

Ballymahon Branch have undertaken the restoration of Brannigan harbour, which was officially reopened in September, and they are presently landscaping and clearing banks at Toomebridge, they deserve our support.

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Well Done!

Well done to Branch member Archdeacon Guy Cave who played a major part in the rescue of two fishermen whose boat overturned near Hodson Bay on Lough Ree on Sunday 26th November. The two fishermen were in the water for some time before their cries for help were heard and the alarm was raised.

Archdeacon Cave got a boat launched and, accompanied by Benny Furey from Athlone Golf Club, set out to rescue the two fishermen. Conditions were very rough with big

waves generated by the strong easterly wind. They were unable to get the fishermen into the boat, but they were able to shelter and comfort them until the rescue boat from Athlone Fire Brigade arrived. The two fishermen who were very cold and distressed were removed to hospital but we are happy to report that they have recovered from their terrifying ordeal.

Great credit is due to Benny Furey and Archdeacon Cave whose quick reaction and bravery averted a potential drowning tragedy.

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E.S.B. SHED.

We are delighted to see that the ruins of the "ESB Shed" have been removed from the Strand at Athlone. The shed was formerly used as an eel storage facility for the ESB fisheries, until it was burned down some years ago, leaving a four walled eyesore on the Strand Promenade. Thanks to pressure from the local residents group, the ruins have been removed, but the ESB say that they will still require a storage facility in the area. We hope that its design will not detract from the appearance of the promenade or from the good work being proposed by the local residents.

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Heritage Council.

We are pleased to report the appointment of Ruth Heard to the new Heritage Council which was formally constituted recently. The council is a new statutory body set up by the Minister on a wide range of heritage subjects including waterways and they will be a very important and influential group in the future of the waterways. Ruth is widely acknowledged as an expert on the history of the waterways of Ireland and she has worked tirelessly for the preservation, restoration and development of all the waterways. Her expertise will be a valuable asset to the Heritage council and we are confident that her influence will ensure that decisions made by the council will be in the best interest of the waterways. We wish her success in her appointment.

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Waterways Service.

Under section 24 of the Heritage Act 1995 some of the functions of OPW in relation to heritage will be transferred to the Minister for Arts, Culture and the Gaeltacht. OPW Waterways Division is one of these functions and their new title will be the Waterways Service. So in future when we use the name "Waterways Service" you will know who they are. Its the new name for OPW (Waterways Division).

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Lock Times.

You may or may not have noticed that lock and bridge opening times changed, slightly, during 1995. It was intended to send a copy of the new times to "everybody in the audience" but unfortunately supplies ran out, and we have to wait for a new print run, which we hope will be ready for distribution in March. Don't worry, we will send you one.

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Christmas Gifts.

Some ideas for the Christmas stocking:-

"The Grand Canal of Ireland" by Ruth Delaney £10 (Easons)

"Green & Silver" by LTC Rolt £16 (IWAI Seans Bar)

or choose from the range of IWAI Ties, Burgees, Charts and Guides from IWAI at Seans Bar, Athlone.

We wish all our members and friends a very happy Christmas and may all your wishes come true in the New Year.

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