

# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

February 1997

The Next Meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone, at 11.30 A.M. on **Saturday, 8th February, 1997.**

Please note the change of date and time which has been arranged so that our members from afar have the opportunity to attend both Walter Borner's slide show and the meeting, as requested at our A.G.M.

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**Reminder ! It's that time again. The first of the dreaded red X's are here and we know you don't want another one, do you?**



**P.S. Subscription is STILL only £12.00.**

## Coming Events.

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- Fri. 7th Feb. Walter Borner Slide Show in the Prince of Wales Hotel, at 8.30pm.
- Sat. 8th Feb. Branch Meeting in Sean's Bar Athlone, at 11.30pm.
- Sat. 15 and First Aid Course, in Lough Ree
- Sat 22nd Feb. Yacht Club, Starts 9a.m. Fee £30.
- Sat 22nd Feb. Royal Canal Music Night in Duffy's Lough Ree Inn, Coosan Pt., in aid of Ballymahon RCAG project. Starts 9p.m.ish!
- Fri 21st Mar. IWAI. AGM in the RIAC Club, Dawson St., Dublin.
- Fri. 11th Apr. Ruth Heard Film Show.

## Another Reminder.

A pleasant one this time. The Harry Rice Competition entries must be submitted before 28th February, to Rosemary Furlong, Coosan Point, Athlone. Works of Art, Future Best Sellers, Poems, Short Stories, created by any aged person, all are acceptable. Prizes for winners! No - not another Noble one.... Well not yet.

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## Royal Canal

*There is every reason to be optimistic that the Royal Canal restoration will be completed in 1999 if one is to judge from the response given by the Minister for Arts Culture and the Gealtacht to two Dail questions put by Mary O'Rourke T.D. in November 1996.*

*Mary O'Rourke asked the Minister if structural funds have been allocated to complete the works on the Royal Canal; the budgeted cost of the project; the removal of bridge obstructions in counties Westmeath and Longford; the completion date; and if he would make a statement on the matter.*

*The Minister replied:*

*"The Royal Canal restoration project has been allocated £7M under the Operational Programme for Tourism 1994-1999. The total expenditure to date under this programme amounts to £2.06M.*

*The Waterways Service of his Department expects shortly to be in a position to seek planning permission for the reconstruction work to Moran's Bridge, Mullingar, Co. Westmeath. It is hoped, subject to the planning process to begin works on this crossing in 1997. It is also planned to rebuild two footbridges in the Mullingar area in due course.*

*Engineering consultants have been appointed to undertake design and construction works to a total of six road bridges on the main line in Co. Longford.*

*It is expected that these works will be carried out on a phased basis over the next three years. Planning is at an early stage in regard to the replacement of two road bridges on the Longford branch and also Bord na Mona road and rail crossings at Bagnagh Bog. However it is expected that all these works will be completed by 1999" .....*

*We understand that main line dredging is now almost completed to Cloondara, and leak repair works are under way in the Abbeyshrule area.*

## Ballymahon Shenanigans

Meanwhile the work of the RCAG continues in Kenagh/Foigha, Abbeyshrule and Ballymahon which we have been supporting through the Music Nights and from our development fund over the past few years. Great credit is due to the musicians of the Royal Canal Band who have given their services willingly, and to the loyal band of supporters who have travelled and contributed consistently to the success of these functions, the most recent being in Annie Fox's in Ballymahon. A most enjoyable night, hosted by Ballymahon branch RCAG, and supported by a large contingent from Athlone and Ballymahon. £250. was raised in the raffle. Athlone's Fran Barnwell and Noel Breen won the talent contest, and Ballymahon's Ann Kilduff and Pat McManus won the waltz competition. Eddie Slane rounded off the night with the official anthem "The ould triangle", accompanied by everyone in the place.

Ballymahon branch are planning to restore the old ticket office and fit it out as a visitor centre, which will cost in the region of £30,000. They expect to raise the balance through fundraising, and will need our support.

Our next music night, in aid of the Ballymahon project will be in Duffy's Lough Ree Inn, Coosan Pt., Athlone on Saturday 22nd February. Everyone is welcome and assured of a great night out.

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## **Shannon Boat Rally**

This year's Shannon Boat Rally will concentrate in the Lough Ree area, visiting Lanesborough, Portrunny, Lecarrow, Lough Ree Yacht Club, Ballykeeran Lakeside, Athlone and Hodson Bay.

Denis Tracey is the Commodore with Vice Commodores Margaret Murphy and Sam Herraghty. Starting on Friday 25th July in Athlone (Sean's Bar) and Carrick -on-Shannon (Mariners Reach) and ending on Sunday 3rd. August with the closing dinner in the Hudson Bay Hotel. The theme for the rally is 'FUN' and the theme for the fancy dress is 'Guys and Dolls'.

Entry fees are £40 for cruisers, barges, etc., and £10 for open boats. Rally Secretary is Fiona Furey, French Furze, Kildare. Telephone 045 522286.

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## **Boat Show**

The Boat Show this year will be held in the Main Hall, RDS, Dublin from 19th to 23rd. March. Inland Waterways will have a much larger display than usual, consequently more man/woman power will be required, approximately 4 - 5 per hour. Anyone intending to visit the boat show, with an hour or two to spare would be most welcome to help out on the stand. Contact Janet Leyden, 01 2895593, giving your name, and the date and time you will be available.

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## **First Aid Course**

A First Aid course will be run in Lough Ree Yacht Club by the Order of Malta, starting on Saturday 15th February, and continuing on Saturday 22nd February. The course runs from 9am to 4.30pm on both days, and successful candidates will receive an Order of Malta First Aider Certificate. The fee for the course including handbook etc., is £30.

Entry is limited to twenty people, so anyone interested should contact Damien Delaney at 0902 75620 immediately.

**Inland Waterways Association / Royal Canal Amenity  
Group**

**Royal Canal Restoration Fundraiser**

**Music Night**

in

**Lough Ree Inn, Coosan Point, Athlone.**

on

**Saturday 22nd February 1997**

Music by

**Billy Henshaw and his Royal Canal Band**

**Talent contest, Dancing competition,  
Raffles and prizes and refreshments galore.**

**Admission Free.**

**Proceeds in aid of Ballymahon branch RCAG canal restoration fund**

## Rindown Castle

Recently, we received an article, published in the Journal of the Galway Archaeological and Historical Society\_ (vol 47 1995) and written by Sheelagh Harbison and given to Dr. John Keane who kindly passed it to us to use in our newsletter.

Many of you will have moored at Safe Harbour, about mid way up Lough Ree on the Connaught shore, and maybe you noticed, if you chanced to stretch your legs ashore, the large ivy covered ruins close to the water's edge - these are the remains of Rindown or Rindoon Castle.

Ms. Harbinson's article gives much information about the history of Rindoon over the centuries and we thought if we shared some of this story with you, your appreciation of the peace of this lovely corner of Lough Ree would be increased.

## Rindown Castle

### *A Royal Fortress in Co. Roscommon*

*Isaac Weld, in 1832 tell us that "it's past history is involved in a mysterious and perhaps now impenetrable obscurity". Weld, who visited the castle in 1832, described what had survived at that time - "there was still a great part up. The whole Rinn is still defended by a military wall with gates and towers like the cattie of Derry but of far more ancient style and appearance" - - -"The fosse, castle and even the whole peninsula was protected by a great wall measuring 564 yards in length from shore to shore at a distance of roughly 700 yards from the castle fosse. An arched gateway stood in the middle of the wall 'with it's defences still tolerably entire, twenty four foot deep, and presenting a front of twenty one feet; between this gate and the water at either side there are square towers at irregular intervals of from 60 to 90*

*yards, advanced about 13 ft. beyond the line of the walls and being in breadth about 8ft 6 ins."*

*In his opinion, the wall had been hastily built with cement sparingly used, doubtless because of the expense and problems of transport.*

*The name 'Rindown' (Rindoon) means fortified headland and suggests that the site was used as a fort long before the Normans ever came to Lough Ree. Turgesius is thought to have built a fort on the same site and we know that it had been used by Rory O'Connor - the last High King - as a safe anchorage for his fleet. During the severe winter of 1156 some of the boats of that fleet were pulled across the ice from Blean-Gaille to Rindoon.*

*As far as we know, the castle at Rindown was built around 1227, for it was in that year that the first reference to it appears in the Pipe Rolls with Philip de Angelo being granted a robe and a fur cape in his capacity as its custodian.*

*As site from which to conquer Connaught - it was a site well suited to its purpose, situated as it was on a rocky promontory commanding a clear view of Lough Ree and providing a safe harbour under its walls for any armed vessels seeking refuge. It was also one which could easily be reached and supplied from Athlone and , moreover, a place where there already existed a foundation of either Knights Hospitallers or Cruciferi or Crutched Friars, who would be in a position to minister both spiritually and physically to the needs of an army.*

**Next month we'll continue and tell about Felim and the drowning puddle and other things!**

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### Walter Borner

We are delighted to welcome Walter and Ruth back on the 7th February in the Prince of Wales Hotel to present his unique show of slides taken on the Shannon. The quality of Walter's photography is renowned and this show is no exception, so we hope to see you all there on Friday.

## Canal Water Quality Monitoring on the Royal, Grand & Barrow Canals.

Results from the first four years of the five year monitoring programme (1990-1994) indicates that the water quality in 90% to 95% of the canals is unpolluted and of a standard suitable for salmonoid and cyprinid fish species (Water Quality Monitoring and Pollution Abatement Programme for Irish Canals., Annual Report 1990-1993, Caffrey and Cooney ). Intensive efforts are ongoing to restore the remainder of the Canals to a satisfactory condition. Similarly the majority of feeder streams provide water of excellent quality to the receiving canal. Occasional instances of pollution, and isolated fish kills, have occurred where agriculture and /or industrial effluents were discharged to key feeder streams. Immediate action has been taken wherever an incident of this nature occurred and offenders have been prosecuted.

In order to monitor the water quality in the approximately 265 Kilometres of canal, water samples at 90 predetermined locations, 3 kilometres apart, are collected at least four times each year where elevated nutrient , or Biological Oxygen Demand (BOD) ,levels are observed , further intensive sampling is conducted and the source of enrichment or pollution is pinpointed. Where water quality problems from identifiable point -sources persist, legal action is taken and prosecutions are sought.

The water quality in the 63 feeder streams that discharge to the canals is also monitored several times a year. This work is extremely time consuming, but, as the feeders provide the water for the canal and can therefore significantly influence its quality status, it is deemed to be worthwhile.

Further information  
Bernie Maguire, Inland Fisheries Division,  
Department of the Marine, Leeson Lane, Dublin 2  
(tel: 01-678 5444, fax 01-661 8214)

## North -South Erne Fisheries Project

A new £1.7 million management plan, aimed at restoring the Erne as one of Europe's premier salmon fisheries, was launched on the 10 September, 1996. The Salmon Management Plan is a North -South initiative, involving among others the Department of the Marine, the Department of Agriculture for Northern Ireland, the ESB and the Northern Regional Fisheries Board. Funding of £1 million towards the cost of the plans being provided from the EU *Interreg II* Programme.

The Erne catchment covers 4,375 square miles in Counties Fermanagh, Leitrim, Cavan, Monaghan and Donegal. Historically, it was one of the great salmon fisheries but the salmon numbers declined significantly from 26,000 in 1967 to 2,000 annually in the early 1990's. Factors which contributed to the decline included overfishing at sea, UDN (Ulcerated Dermal Necrosis) fish diseases, hydro-electric development, and eutrophication in the Erne catchment area.

The plan consists of ten sub-programmes, some of which are already underway. They include stock assessment, restocking, habitat surveys, genetic research, installation of counters, traps and a hatchery, analysis of spawning potential, and a co-ordinated data analysis plan. The potential long term benefits of the Erne Management Plan to the local community include an increased estuarine return of salmon of between 13,000 and 18,000 salmon per annum to the Erne Waterway, a growth in angling tourism and the creation of additional angling tourism jobs.

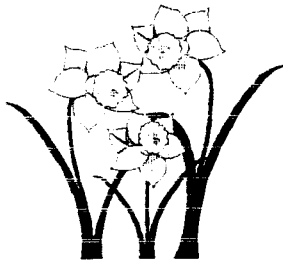
Further Information  
Mr. Brendan Hogan, Inland Fisheries Division,  
Department of the Marine, Leeson Lane, Dublin 2  
(tel: 01-678 5444 ext 428)

# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

March 1997

Seeing it's Spring, we thought you would appreciate some :-



The next meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday, 3rd March 1997 at 8.30p.m.

It's the dreaded double red XX again!

To all you lovely members who have paid up already, our sincere thanks.

To the rest of you, if you see two red xx's, it means this is the last Aerial we can send you until we receive your sub for this year.

Remember the sub is still only £12.00 and we don't want to lose you as all our members are appreciated.

## Agenda

Minutes of Last Meeting

Matters Arising

Correspondence

Report from Council Meeting 21.2.97

Developments

Environmental Matters

Rally Committee

Any Other Business



## Coming Events

Fri. 21st Mar.

IWAI AGM in the RIAC, Dawson St., Dublin at 8 pm.

19th - 23rd Mar.

Boat Show in the main Hall, RDS, Dublin.

Fri. 11th Apr.

Ruth Heards Film Show in the Jolly Mariner at 8.30 pm and Harry Rice Awards.



## ***Woops! We've made a Boo Boo!***

Yes, well, it's to do with a payment of subs, one was paid in Sean's Bar this year, maybe January or February, but no one can remember who paid it. If you are still getting a red X please contact Sean and let him know.

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### *Harry Rice Competition.*

*The closing date has been extended by 2 weeks. so entries will be accepted up to March 17th. Entries should be sent to Rosemary Furlong, Coosan Point, Athlone.*

### Abbey River:

Navigation through the Abbey River in Americk will be restricted due to dredging works by the Waterways Service during 1997. We don't have specific details to date but anyone planning a trip to or from sea should contact Waterways Service at 0902-94232.

### Progress on the Royal Canal.

**It's finally agreed that the new railway lifting bridge below the first lock in Dublin will be installed in 1997.**

**Dredging of the main line is complete to Clondra and is now starting on the Longford line.**

**Dredging is in progress in Mullingar Harbour, but due to the large amount of silt, this may take longer than was first expected.**

**Work is in progress sealing leaks through Ballymaglavy Bog near Abbeyshrule.**

**ESB International have completed a study on water supply sources for the canal.**

### Music Night

**Ballymahon branch, RCAG travelled to Coosan Point on Saturday 22nd Feb. to join with Athone branch IWAI in a most enjoyable night of music and revelry. The music as usual was provided by Billy Henshaw and his Royal Canal Band, including Michael Martin, Larry Benson, Joe Lacken, Billy Henshaw jnr, and Tony Henshaw and this time featured special guest artist Reggie Redmond who gave a virtuoso performance on percussion (spoons). A huge selection of prizes, 29 in all were given out, thanks to the donors and the enthusiasm of the ticket sellers the raffle made £305. profit. Thanks also to the people who provided food in abundance, and to all the people who sang and danced, adding to the night's entertainment. We hope to join up with Abbeyshrule branch in April.**

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### Racing Rules.

**Lough Ree Yacht Club are hosting a seminar on Saturday 1st March at 18.30 hours in the Prince of Wales Hotel, Athlone to explain the new racing rules of sailing which come into force in April 1997.**

**The speakers are all international Race Judges and experts on the new rules.**

**The fee is £5. per person, all are welcome.**

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## **Boat Show**

The IWAI stand at this years Boat Show promises to be the biggest and most elaborate to date and will require a much larger workforce than usual to provide cover for the duration of the show.

Volunteers are urgently required, and should contact Janet Leyden at 01-2895593 immediately please, to arrange what times and dates you could make yourself available.

## **Auction**

Alan Giff asked us to mention the Boat Auction and Boat Jumble on Saturday 15th March starting at 1.30pm sharp at The Moorings, Bellanaleck, Enniskillen.

For details phone:- 01365 348328 or Fax:- 01365 348186.

## **Motor Boat Training Scheme**

Eoghan Ganly has been beavering away with the Irish Sailing Association to finalise the details of the Motor Boat Training Scheme which was announced some time ago, but due to various problems, the scheme fell into abeyance. Some small details remain to be finalised, but Eoghan is confident that the scheme should be under way before the summer this year.

## **Did you See ? :-**

Peter Quigleys new Marina at Killenure Point, -- it's massive, an additional 60 berths plus 10 visitor berths on floating jetties. We will tell you more next month.

The new "Chart Room" in Seans Bar, still under construction but should be ready for the season, in case you get lost.

The way the water level rose from summer level to winter level in the space of three days due to the torrential rainfall over the past few weeks, - so much for controls !



## Rindown Castle

*King John of England was determined to conquer Connaught, so control of the Shannon assumed vital importance. Limerick Castle was fortified and the castle at Athlone was completed in 1221. Attempts were made to build castles at Lanesboro and Brefsne, but the Irish destroyed them. As stated, Rindown was built around 1227, but the King's finances were now stretched and his man in Athlone, one Maurice Fitzgerald, decided to spend any money he got on the upkeep of Athlone castle. In July 1233, the King ordered the masonry work on Rindown Castle to be suspended and at the same time spent 80 marks on the bridge of Athlone.*

*In 1236, the Irish under Felim O'Connor destroyed Meelick Castle.*

*Felim, encouraged by his attack on Meelick, advanced on Rindown. But when his men saw the cattle grazing peacefully in the fields after having crossed the ditch at the head of the peninsula, they forgot their original objective of taking the castle and concentrated their efforts on driving off as many of the beasts as they could. The Annals of Clonmacnoise suggest that the town was sacked as Felim's men "took all the spoils and islands and left nothing they could see from the door of the Castle". It is also recorded that many of Felim's men were drowned "in the puddle of the town".*

*Rindown survived, and in 1259 it answered for £8.5.8 per annum. We do not know*

*whether the other issues of Rindown such as the ferry, the market or the toll on ale - which would have amounted to a reasonable sum of money - were included.*

*Aedh O'Connor, who succeeded Felim, attacked both Rindown and Roscommon and knocked them down in 1271. Because of the constant warfare, the town and countryside around Rindown had become depopulated so that, when Geoffrey de Genville became justiciar in 1273, he granted leases to encourage people to live at Rindown and replace those who had fled.*

*This policy appears to have been successful. There are many references to wine being brought from Bordeaux, corn and cloth etc. being delivered by Robert of Slane to John Mape, the custodian of Rindown.*

*During De Genville's term of office, there are innumerable references to the repair and rebuilding of Rindown which was the key to the English control of Lough Ree. The Irish attacked at every opportunity, but were kept under sufficient control to permit the repairs to be carried out. This necessitated the maintenance of a strong garrison in the castle. On learning that Aodh O'Connor had put a fleet on the lake, de Genville ordered that a similar number of boats be sent and kept at Rindown in order to control Lough Ree.*

*Continued next Aerial.*

## A CAPTIVE AUDIENCE

To a nice turn out for an evening on the Shannon in the Prince of Wales Hotel on Fri. 7th Feb. our own Walter Borner again had a captive audience for his brilliance in the art of photography. Like Gaybo there was something for everybody in the audience



Through  
the  
Lens of  
Walter  
Borner

**Always a pleasure.**

Mixed with humour where the picture brings back to all of us, times, places and friends.

An opportunity to recall our own personal memories of times past.

The assembled took the opportunity to extend our very best wishes to Cynthia Rice for a speedy recovery.

Well done Walter and Ruth, thank you.

### Monitoring and Management Programmes for Lough Derg and Lough Ree.

The implementation of measures to tackle the increased pollution levels evident in some of the country's inland waters has been identified as a key objective of the Department of the Environment's Water and Sewerage Capital Investment Programme. One of the main elements in the Department's strategy is the provision of waste water treatment infrastructure for the country's bigger lakes and river catchments. A number of these catchments, including Lough Derg and Lough Ree, have been approved for Cohesion Funding. In the case of Lough Derg and Lough Ree, the initial cost involved for Stage One of both schemes is just under £18 million and £12 million respectively.

The EU approvals for the Lough Derg and Lough Ree Catchments include approval to funding for catchment monitoring and management programmes. The monitoring and management programmes will be expected to measure the change in water quality arising from the provision of waste water infrastructure. As well as providing a Geographical Information System, and hydrodynamic and hydrological models for the Catchments, the programmes will include

Placing considerable emphasis on the identification and location of point and diffuse

sources of pollution, in particular from agricultural sources, in the lakes, and the tributary rivers and streams in the Catchments ;

Upgrading laboratory capacity to cope with more intensive monitoring;

Carrying out studies and surveys of agricultural operations in the Catchments;

Developing appropriate indicators to communicate information on environmental performance.

The Department is working closely with the County Councils adjoining Lough Derg and Lough Ree to advance the development of the programmes. A Call to Competition seeking submissions from suitable companies to implement and advise on elements of the Monitoring and Management Programmes was published in the Official Journal of the European Communities in July 1996. The Project Steering Group has now short listed four companies who have been invited to submit detailed proposals to the Department by 31 January, 1997. It is envisaged that a company will be appointed to carry out the work by the end of March 1997.

Further Information  
Mark Griffin, Water Services Section.  
(tel: 01-679 3377 ext 2272  
(.email: mark\_griffin@environ.irlgov.ie )

## Registration of vessels

Shannon Navigation Bye-law 6 is reproduced below to dispel any confusion that may exist regarding the registration process, particularly on the acquisition of a vessel which has previously been registered.

Paragraph 7 of Bye-law 6 refers to the change of ownership scenario, and requires that the person acquiring a vessel which was previously registered should notify the Waterways Service, on the appropriate form, giving details of the vessel, his/her name and address, and the name and address of the previous registered owner, even if the vessel is acquired through a broker, who may or may not be the previous registered owner.

The previous registered owner should also notify the Waterways Service of the change of ownership. It is impractical to return the registration number sticker as it may disintegrate on removal, so this may not be necessary.

In practice, the registration number stays with the vessel, and this is the system that the Waterways Service prefer to operate.

## Registration of vessels.

6. (1) (a) The Commissioners shall establish and maintain a register (referred to subsequently in these Bye-laws as "the register") of the vessels in the navigation.
- (b) An entry in the register in relation to a vessel shall contain such particulars, including particulars in relation to the vessel and its ownership, as the Commissioners may determine.
- (2) An application for the registration of a vessel shall be made in writing, addressed to the Commissioners at 51 St. Stephen's Green, Dublin, 2, and shall be in such form as the Commissioners may specify or in a form to the like effect.
- (3) A person making an application under paragraph (2) shall furnish the Commissioners with such information requested by them as they may reasonably require for the purpose of their functions under this Bye-law.
- (4) The Commissioners may refuse to register a vessel if, in their opinion, the vessel does not comply with these Bye-laws or any other bye-laws under the Act or the Shannon Act or if a request under paragraph (3) in relation to the registration is not complied with.
- (5) (a) The Commissioners may, as occasion requires, amend an entry in the register and may, if in their opinion a registered vessel does not comply with these Bye-laws or any other bye-laws under the Act or the Shannon Act, delete the entry in the register relating to the vessel.
- (b) Where the Commissioners propose to refuse to register a vessel or to delete an entry in the register, they shall serve a notice on the owner of the vessel concerned specifying the proposal and, before deciding whether to proceed with the proposal, shall consider any representation made to them by such owner not later than 28 days after the notification aforesaid.
- (6) Upon the registration of a vessel, the Commissioners shall issue to its owner a disc bearing an indication that the vessel is registered and the owner shall ensure that the disc is conspicuously displayed on the vessel during the period of registration but not if the vessel ceases (whether pursuant to paragraph (5) or (7)) to be registered.
- (7) When a person acquires a registered vessel, the registration shall cease and the person shall notify the Commissioners as soon as may be of the acquisition and of his name and address and the person from whom he acquired it shall return the disc issued to him under paragraph (6) to the Commissioners at the address referred to in paragraph (2).
- (8) A vessel that is not registered may be removed and stored by the Commissioners or an authorised officer until such time as it is removed from such storage by the owner thereof.

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NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

**APRIL 1997**

*'ello Sailors!*



## Next Meeting

The next meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone, on Monday 7th April, 1997 at 8.30pm.

## Agenda

Minutes of Last Meeting  
Matters Arising  
Correspondence  
Report from Council AGM.  
Developments  
Environmental Matters  
Rally Committee Report  
Any Other Business.

## For Sale

29ft. cruising yacht, G.R.P., 5 berth, Perkins 40hp diesel, Gas Cooker with oven, automatic pilot, Avon dinghy on davits, many extras, excellent condition, ready to sail, lying in Athlone. £15,000.  
Phone 01 2804983

## Coming Events

April 11th .

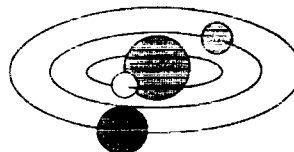
Ruth Heard's Film Show and presentation of the Harry Rice Awards in the Jolly Mariner at 8.30pm.

April 12th. Saturday.

Royal Canal Music Night in the Rustic Inn, Abbeysrule. Bus leaves Sean's Bar at 8.30pm. Booking with Damien Delaney - 0902 75620

Elected to Office at the Council AGM.

President: Liam D'Arcy,  
Vice-President: Colin Becker  
Secretary: Cathern Malone, Treasurer: Reggie Redmond  
Elected members of Council:-  
Peadar Canavan, Christy Deasy,  
Damien Delaney, Eamon Egan, Sean Fitzsimons, Sam Heraghty, Des Leyden, Charlie McGettigan, Tom Murphy, Denis Treacy, Les Saunders, Kieran Walsh.



Hale-bopp? Did you see it?  
Was the summer 4000 years ago good?  
Hope so!

## **Rural Development takes to the water**

**"The Upper Erne Islander, a cattle transporter, or 'cot' as it is known locally, was officially launched this week", as reported by David McCoy in Farming Life, March 8th.**

**"The vessel is intended for the use of island farmers, and will maintain an essential service, and preserve the island way of life in Co. Fermanagh.**

**The project represents an investment of £120,000.**

**It was funded by Dept of Agriculture, N.I. and the International Fund for Ireland, and local funding by Fermanagh District Peace Partnership, the Upper Lough Erne Cot Group and Fermanagh Trust.**

**Samuel Foster, chairman of Fermanagh District Council, said the project was a fine example of inter agency co-operation and island farmers working together to retain this tradition of farming which is unique to Co. Fermanagh and Northern Ireland."**

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### **Athlone's Report at the AGM**

The following is the report of Athlone Branch, I.W.A.I. made to the Council AGM.

#### *Branch Activities*

We keep our very many members advised of our interests and activities through our monthly newsletter the "Aerial". We have tried to re-organise our meetings to maximise attendance but this has so far failed to rouse some/all of our members! We organise fund raising nights for the RCAG which have been very successful and have had some film and slide shows during the winter months at which we have had very good attendance's. During the summer months we run local rallies and combine with Ck-on-Shannon to run the Shannon Rally. We have combined

with L.R.Y.C. to assist and run various courses.

#### *Development/Planning*

Our branch in conjunction with Lough Ree Conservation Group was and is extremely active in maintaining our policy on developments and planning within our area. We have lodged objections to many proposed developments which, so far, constrained speculative and harmful development.

#### *Pump-out.*

The Shannon Navigation Bylaw has now come into effect but without the respective County Councils making any additional facilities available to ensure the compliance with this act. It now appears that this law is totally unaccepted in its present form resulting in people being reluctant to incur the expenses of installing holding tanks until such time the Authorities are forced to install the necessary infrastructures.

#### *EPA Report.*

It has arrived, and NOT before time. It has only shown what we all already knew about the state of Lough Ree and it's deterioration due to lack of care by the local authorities. We wait with bated breath on the implementation of its recommendations by the Minister.

#### *Athlone Marina.*

Work to commence in April 1997.

#### *Water levels.*

An on-going problem. Local farmers are reluctant to agree to change summer levels until the winter flooding had been tackled. Their solution is for dredging problem spots along the river.

#### *Power Boat Courses.*

One of our members has completed an Instructors Examiners Course in Power/Motor Boats. It is intended to run courses in conjunction with the local yacht club.

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### Memories

Many of us senior sailors may remember the late Ernest and Majorie Bell who cruised the Shannon for many years in their motor cruiser "Sirius" in the 1950's and 70's.

They were a delightful couple to meet, always most courteous and helpful to other river users and in particular to beginners inexperienced in the art of handling a boat.

This poem is published with the kind permission of their son Alec.

### The Shannon Way

*What do you do is what folks say  
Down on the Shannon's vast highway?  
As though familiar with Cape Horn  
They speak of 'ditch crawling' with  
scorn.*

*If they could guess the Hazards there  
One should approach with cautious  
care  
The lead-line use to find the way  
Ere entering some enchanted bay.*

*For rocks may lurk and shoals extend  
Beyond where land appears to end  
So navigation, as at sea  
Is most essential on Lough Ree*

*We tend our craft and keep her trim  
And lead a life that is not prim  
We eat when hungry, rise at will  
Of Nature's offerings take our fill.*

*We revel in - with sheer delight -  
The varied scenes that greet our sight  
The brilliant flaming sunset's glow  
Reflected in the river's flow*

*The flight of birds, the scent of  
flowers;  
The earth refreshed by recent showers,  
And find a peace that fills the heart  
As though set in a world apart.*

*Down on the Shannon's vast highway  
What do you do? is what folks say  
I've told you now, so come and see  
And find enchantment on Lough Ree*

*Author: Marjorie Bell  
Composed: August 1953*

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### **NAUGHTY! NAUGHTY!**

There was a ditch crawler called Reggie  
Went in his lake boat slow and steady  
But sad to relate  
No oars did he take  
Said he'd his mobile phone at the ready!

Ed - I know there are many marvellous claims  
made for mobile phones - but for rowing????

---

### Rindown Castle

In 1277 the situation in Connaught had become so serious that £3,200 had to be laid out to repair Roscommon Castle and the castle, town and bridge at Rindown.

During the time these repairs were being carried out, 100 Welshmen were brought over from Wales. They may have been skilled tradesmen or mercenary soldiers, but to keep them content a writ was issued to the treasurer in 1285, ordering him to pay John de Stratton, 'keeper of the Kings wines at the castle', for his services which presumably consisted of the safeguarding of the contents of the cellar!

Between 1294-1296 the situation around Rindown was so bad the King got no profits from the land around there. In 1297/98 a new hall was built.

Because of the many escapes of prisoners probably affected by the O'Ferrals, who lived on both sides of the Shannon and who had made 'great boats with which to take preys in the Kings lands in the parts of Rindown'. To combat them a galley was built with at least 32 oars and kept permanently at Rindown.

All of these precautions were in vain because the Bruce invasion changed everything. Rory O'Connor was accepted as King of Connaught and to impress Bruce he attacked the English settlements and burned down the towns of Athlone and Rindown. In 1321 some repairs were done to Rindown but because of continual attacks settlers would not remain and eventually Rindown ceased to thrive.

*There were, of course, other reasons for the loss of Rindown which can best be explained by comparing it with that other royal castle built by King John 30 years earlier in Limerick. Unlike the latter, which was built on the site of an already existing city, with a thriving trade, Rindown had no other source of income to help maintain the fabric of its castle. For example, we know that in the reign of Richard II, it was stipulated that the profits from the salmon fishing at Limerick were to be spent on repairs to the Castle. Nor did Rindown have wealthy burgesses who were prepared to be responsible for the upkeep of their Castle.*

*One has only to look at the state in which Rindown now stands and compare it with the thriving tourist attraction which King John's castle has today become in Limerick to realise how the former's geographical position and political situation were basically responsible for the fate which eventually overcame the once great royal castle on Lough Ree.*

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### Galley Grub.

O'Brien's Rushin' Chicken for two.

Chicken left-overs  
Small can Sweet Corn  
Chopped Mushrooms  
Jar Stroganoff Sauce  
small amount of chopped  
Red or Yellow Peppers  
and /or left over carrot or peas.

Throw all ingredients onto a lightly oiled pan and bring to simmering, for about 10 mts..

Serve on Tagliatelle



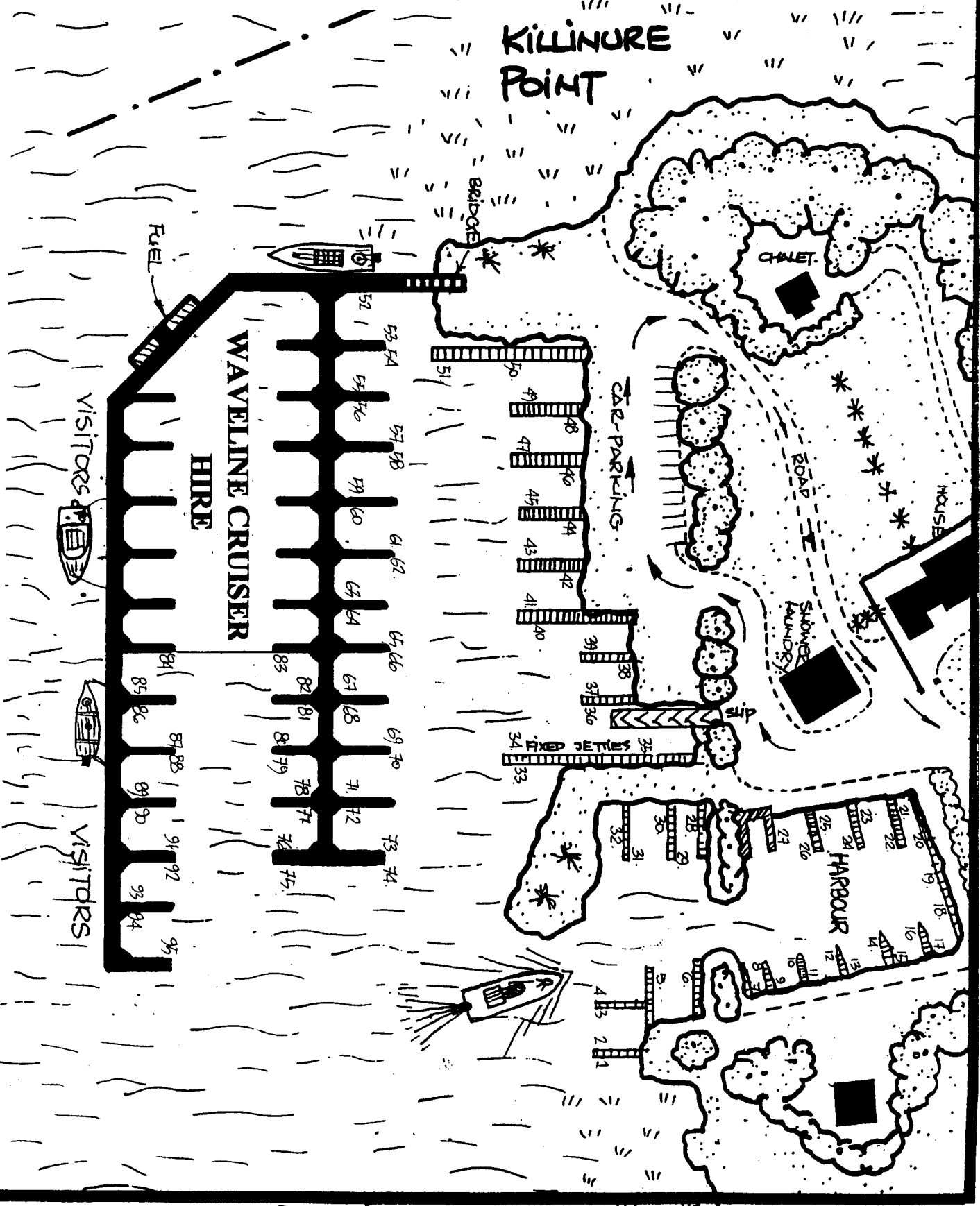
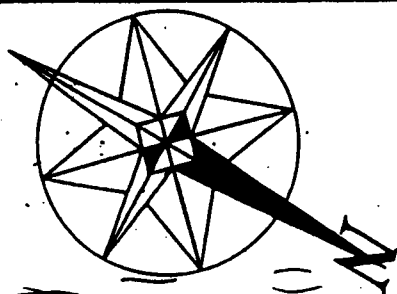
# QUIGLEYS MARINA KILLINURE, ATHLONE.

The Chart shows Peter Quigley's new marina extension at Killinure Point.

Waveline Cruisers operate from the new floating marina with a fleet of 18 boats at present, and this is expected to grow to 30 boats in the near future.

The remainder of the floating jetties are available for private boats, which together with the existing fixed jetties offers a total of 95 berths for private boats.

The outside face of the floating jetties is available for visitors, fuelling, etc.  
A very welcome addition to the facilities on Lough Ree.



# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND  
May 1997



## Coming Events

### Sun. 4th May:-

Royal Canal Sponsored walk with Ballymahon branch, R.C.A.G, starting at 3pm. at Tirlicken Bridge, going to Toom Bridge and return to Tirlicken Bridge. Approximately 5 miles. A bus will be arranged subject to demand, Contact Harry Nugent 0902 89089 or Pat Kilduff 0902 32733 for further information, and sponsorship cards.

### Sat. 10th May:-

Royal Canal music night with Abbeysrule branch RCAG in Duffy's Lough Ree Inn, Coosan Point, Athlone. Starting 9.30 ~ish.

Hi! Are you all enjoying this lovely weather. We bet you're glad you have your boat out on the river or lake, aren't you? All the winter jobs done and all shipshape in time. Don't you wish!

Anyway, down to business -

## Next Meeting

The next meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday 12th May at 8.30pm.

## Agenda

Minutes of Last Meeting  
Matters Arising  
Correspondence  
Developments  
Rally Committee Report.  
Any Other Business.

## Ruth Heard's Film Show.

Ruth's film show, was as usual, most entertaining. A great memory boost to those of us who travelled on our waterways in 1985, the year chosen by Ruth for her first film. This covered the Shannon, and the Corrib and marvellous coverage of the work-ins on the Naas branch of the Royal Canal. We watched as laymen and women worked very hard doing dangerous work without a thought for personnel safety or need for expensive insurance, and as far as I know, with no serious accidents. How times have changed!

Her second film concerned activities during 1996, and for those of us who missed the Grand Canal event celebrating the 200 anniversary of the opening of Ringsend Basin, we got a great taste of the celebrations both entertaining and official. Indeed there were some officials who looked as if they might actually know all about canals there.

Thanks again, Ruth, for a great evening.

And a special thanks to all who brought lovely "sticky buns".

## Harry Rice Cup Competition.

Junior: 1st, Oona Herraghty.

2nd, Zara Henshaw.

Adult: 1st Frank Higgins.

Well done to all who entered.

## The Boat Show - 1997

by Roving Reporter

The Boat Show this year returned to its "old" came at the RDS and greatly to its advantage. Sure we may have missed the proximity of the river and the boats afloat outside, but the show was bigger, had more room and, above all, had a cosier atmosphere. Comment all round was favourable.

Theme of the show was Inland Waterways - so this just had to be our year - and sure enough Janet Leyden and her team had our biggest stand ever, one entire side of the balcony. Business was brisk and smart trade was being done in the newly introduced IWA head scarves.

Familiar faces amongst the visitors were Frank Farrell and Marie, Paddy Brady, Eddie Brunker, whose daughter Linda had a cast of the John Weaving bust on the stand.

Wandering around, your reporter found many opportunities to do business - for once there were quite a good number of chandlery stands including Windmill, Unicorn and Dinghy supplies. Familiar advertisers in "Inland Waterways News" who exhibited (and there were lots) included Euromarine Insurance and Aquabroker, T.M. Marina (with Trevor and Mary Tomsett in attendance), Shannon Yacht Fitters, Waller & Wickham and Celtic Canal Cruisers who had joined with some colleagues as "Barge Holidays of Ireland".

Two very interesting stands were involved in preservation and restoration. The Maritime Institute is now establishing in their museum in Dun Laoire and exhibition of artefacts and information on the old lighthouses, which are now all automated. It is called "Man to Machine". Progress and technology is not always to be welcomed! The Asgard Preservation Soc. is raising funds and working on the old Asgard, but are held up now by bureaucracy (of course), as they await an official "hand-over".

A very nice Cornish Crabber 24 caught our eye in the main hall, amidst the plethora of speed-boats some as big as a house - keep away from our waterways please! But as usual the gem of the show was upstairs in the I.S.A. class exhibits and

here we drooled over an I.D.R.A.14, varnish gleaming and in glorious condition.

Earlier in the day we stood and listened to Minister of State Eamon Gilmore as he officially opened the show. Amongst other things relating to safety he informed us that a new helicopter was coming to Baldonnell which would release the one currently there for service elsewhere. However - however - when we called to the stand of the Minister's own Dept. (Marine) looking for details and more information about the new acquisition they knew absolutely nothing about it! It was news to them! Now, there wouldn't be an election coming up soon, would there? Of course not!

Talk about the floating voter!

Cherrio.

---

### ***HARBOUR HOGGERS***

***WE'RE HOPING THAT NO MEMBER OF THE I.W.A.I. OR ESPECIALLY OF ATHLONE BRANCH, I.W.A.I., CAN HAVE THE ABOVE SOBRIQUET APPLIED TO THEM.***

The following bye-laws apply to mooring your vessel in the same place (harbour, quay, wharf, pier or other landing-place) owned by the Commissioners of Public Works in Ireland.

Winter time. Between 1st day of November and 1st day of April. A maximum payment of £50. or for a month £10.

Summer time. Between 1st day of April and 1st day of November. A boat shall not berth for more than 5 consecutive days or more than a total of 7 days in any one month.

Where a boat is moored in contravention of the bye-laws it may be removed and stored by the Commissioners or authorised officer until such time as it is removed from such storage by the owner.

However, dear owner, before you can remove your vessel the following payments will have to be paid by you:- all the costs incurred by the Commissioners or Agent through lifting your boat out of the navigation and storing it.

And after that you could be fined. Or even jailed. A fine not exceeding £1,000, or in the case of

continuing contravention, a fine not exceeding £100 for every day of continuing contravention not exceeding 14, including other fines, £1000, or to imprisonment for any term not exceeding 6 months or to both.

Don't let yourself become criminalised. There are more boat owners and more tourists, so we have to share the new facilities we have among us all.

### ABBEYSHRULE MUSIC NIGHT

There were anxious faces in Sean's Bar when the bus didn't arrive on time, but it seems that there was a mix up in the booking arrangements. However, following some frantic phone calls a gallant, although depleted, band of Athlone IWAI people eventually made their way to the Rustic Inn in Abbeyshrule to join with the local branch RCAF, who looked very relieved, in what turned out to be a brilliant night of music and entertainment.

Billy and David Henshaw, Michael Martin, Larry Hanson and Joe Lacken were in brilliant form and had the huge crowd hoppin and boppin all night. They were joined by an excellent group from Coolinahan and by guest singers Pauline Downey and Flann O'Sullivan.

Guests included Fiddie Slane and Noel Spaine from the local branch, the people from Ballymahon, Coolinahan and Coolinahan as well as the people from the branch all supporting and enjoying the music.

Our sincere apologies to the Athlone people who were unable to travel due to the mix up with the bus, we promise it won't happen again.

We are arranging a return visit for Abbeyshrule branch to Duffy's Lough Ree Inn, Coosan Point on Saturday 10th May, so we hope to see you all there.

### POINTS FROM A SADDER BUT WISER SAILOR

- 1. Know that your boat is "Sea-worthy". If you're in doubt, sell it and take up gardening!
- 1. Make sure that everything that should work - does.
- 1. Check all ropes.
- 1. Are your Gas appliances safe. Any leaks? Any loose bits?
- 1. How about life saving equipment. Have you got any? Does it work? Is it close to hand?
- 1. Do you think your kids will be safe aboard? If not, do all you can to make your boat safe for them.
- 1. Do you have a good idea of the bye laws of the waterways you plan to travel.
- 1. Have you the necessary charts for your journey. Road maps are not a good idea!
- 1. How about your dinghy. Have you got one? Has it oars? An engine? Fuel for it?
- 1. Can you lock up your boat securely when you leave it even for a short while.
- 1. Remember, one of the best things you can have with you is the ability to ask for help. False pride can be a killer.
- 1. The second best thing is a good sense of humour - you'll need it!
- 1. Have a good day - every day.

### **SHANNON HARBOUR CANAL BOAT RALLY**

### **TABLE QUIZ AND SOCIAL EVENING**

**THURSDAY 1ST MAY 1997 TABLES OF 4 £12.00**

**MESPIL HOTEL, DUBLIN £3.00 PER PERSON**

**AT 8.30 SHARP ALL WELCOME**

**IN ASSOCIATION WITH - THE DUBLIN RALLY.**

## ***News from Overseas***

At Last, they're awake! That was a long Hibernation, Still they weren't asleep all the time! No, they visited some lovely places in Spain, like Granada, and Seville and Cordoba to name a few.

As Mick Webb goes on to say "the winter is coming to a close and most of the boats are near departure date, some going east and others west to the Atlantic and Portugal. The boats crossing to the Caribbean would all have left in January or earlier. They tend to leave the Canaries between December and January to get the best of the trade winds."

We like the sound of Sunday mornings at Almerimar Marina, - "there was a communal BBQ, the format was simple - cook your own meat, etc over a large BBQ and bring a pot of Salad or fruit for the communal table. The consumption of wine and beer was permitted in moderation, and it was not unknown for the BBQ, which started at about 1.30pm to finish towards the late evening -though your correspondent tended to get involved in a needle sharp game of Boules on the beach where the males played the females - I never thought women together could be so devious and difficult - however you'll be heartened to know that the males generally took their defeat with dignity and a stiff upper lip and an occasional stagger.

The Marina here proved to be safe and comfortable even in the strongest blows. People may be interested in the cost. Berths, water and electricity for 7 months worked out at £1,000. paid in advance to avail of 15% discount. This is one of the cheapest marinas on the coast and I suspect the reason for this is that this area generally has not had much tourist development."

The Population in the marina "consists of about 50% British and the other 50% is made up of Dutch, Germans, Norwegians, Danes, American, Canadian and ourselves.

We had a large party on St. Patrick's night which ended up with an international rendition of "River Dance" - that was a sight for sore eyes!"

"As I write this we have a south-westerly gale blowing - forecast by the Germans and missed by the other services. The weather here is really hard to fathom. There can be gales blowing with sunny

blue skies, no clouds. The wind seems to rise and fall rapidly, without any reference to barometric pressure, and sometimes in a matter of literally minutes. This is the reason so many people tend to delay their departure - not because of a lack of good weather but because of its unpredictability. Local knowledge suggest that come May or June things steady down considerably - having said that some boats came here in early September last year having experienced force 12 up in the Balearics. The motto is be prepared and seek shelter if you can."

ED:- Thanks, Mick and Ruth for your kindness in keeping us up to date with things nautical in foreign parts. We might be all out to join you except for Mick's warning - "It's a hard life and demands continuous dedication and training." Yes, well we hope you'll let us know about you voyages in the coming summer. May all your wind's be strong and going your way.

---

### **Rumours and Fact:-**

Yes, It's happening as we write - the large machines needed to commence our new marina here in Athlone are in place on the river and working, so we should have a marina ready for part of this summer.

Rumour:- Maybe it should be a double rumour. First we heard and read about the terrific hotel and apartment development which would be built on shore at the new marina, then we heard that the developer had sold the idea, and someone said the 3rd purchaser would do the development! But now it seems, the original development is to go ahead! Hope that's not a rumour too!

---

I.W.A.I. INSIGNIA SALES

Royal Canal Sponsored Walk

Price List

Item	Cost to Member
Metal Badge (triangular)	£ 2.00
Metal Badge (straight)	2.00
Tie (Navy Blue or Maroon)	8.00
Scarf	12.00
Woven Badge (Sew on type)	2.00
Burgee	9.00
Ensign Lrg. 36 x 24	20.00
Sml. 24 x 15	15.00

The Royal Canal Amenity Group have organised 14 separate sponsored walks linking the Liffey and the Shannon on the Bank Holiday weekend, 3rd., 4th., and 5th., May 1997

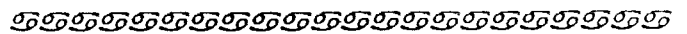
Athlone Branch I.W.A.I. are joining with Ballymahon Branch R.C.A.G. on their walk which takes place on Sunday, 4th May at 3p.m., at Pake or Terlicken Bridge, going to Toome Bridge and returning to Terlicken Bridge, a distance of approximately 5 miles.

A bus will be arranged, subject to demand, leaving the Jolly Mariner at 2p.m.

Contact Harry Nugent at 0902 89089 for further information, sponsorship cards, and bus arrangements.

This is a great project worthy of our support. See the chart for contact names of the other R.C.A.G. branches who have also arranged walks in their own areas which may suit you better than the Ballymahon walk.

Hoping you will all have a very enjoyable time.



As all Ensign Owners must be registered with the I.W.A.I., ensigns must be applied for giving applicants name, address, phone no., boat name and size required.

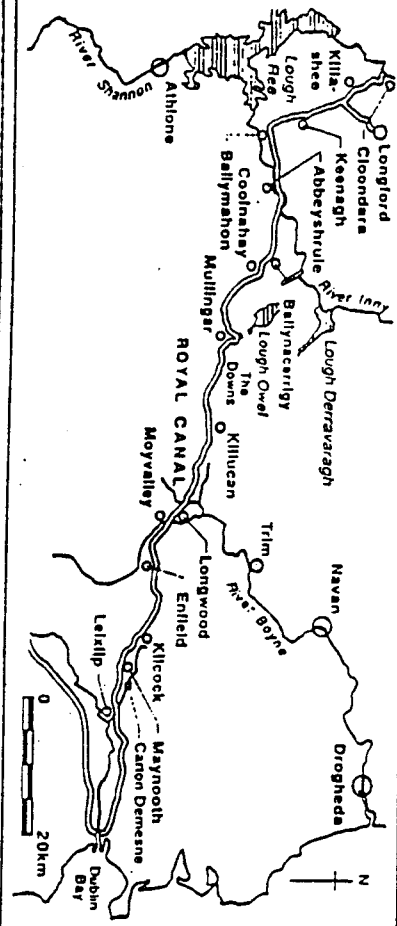
Application from your Branch Secretary or by contacting:-

Mr. John Geraghty,  
60 Crodaun Forest Park,  
Celbridge,  
Co Kildare.



# ROYAL CANAL AMENITY GROUP

## Help us to restore the **ROYAL CANAL**



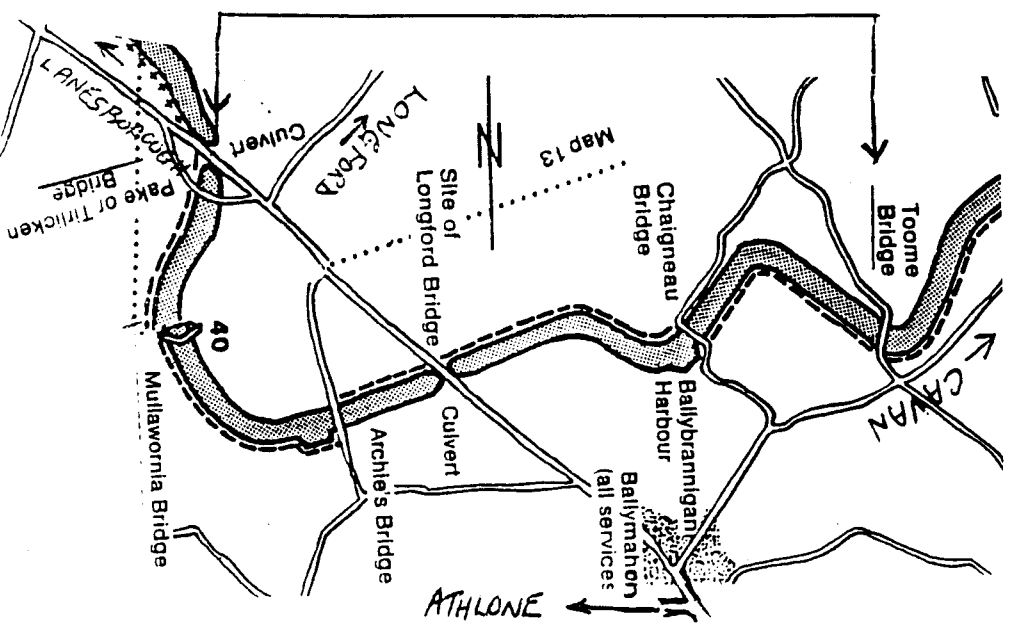
14 SEPARATE SPONSORED WALKS LINKING THE LIFFEY AND THE SHANNON BANK HOLIDAY WEEKEND 3rd, 4th, 5th MAY 1997

### WALK LOCATIONS:

<b>DUBLIN:</b>	<b>MULLINGAR:</b>
NOEL STAINE ..... 01-8387023	SARAH CAFFEY ..... /0509
<b>LEIXLIP:</b>	<b>COOLNAHAY/BALLINACAWLEY:</b>
JOHN QUIGLEY ..... 01-6242454	WATSON MILLS ..... /73108
<b>MAYNOOTH:</b>	<b>ABBEYSHRULE:</b>
MATT KENNEDY ..... 01-6286463	GABRIAL MCGOEY ..... /57601
<b>KILCOCK:</b>	<b>BALLYMAHON:</b>
LIAM FOWLER ..... 0405-41137	PAT KILDUFF ..... 0902-32733
<b>ENFIELD:</b>	<b>FOIGHA/KEENAGH:</b>
BRIAN O'DOHOJUE ..... 0405-41911	PAT HEWMAN ..... /2106
<b>LONGWOOD:</b>	<b>KILLASHEA:</b>
JAS MURPHY ..... 0405-55341	M. SIKELLY ..... /55
<b>KILLUCAN/TOMASTOWN:</b>	<b>LONGFORD</b>
OLIVE GREEN ..... 044-74373	HOTEL McGRAHAM ..... /5

### BALLYMAHON:

PAT KILDUFF ..... 0902-32733



## On the Land

Relax in the company of family and friends or enjoy a full social calendar. Throughout the week we have organised Quizzes, BBQ, Fancy Dress, R.N.L.I. Auction, Talent Night, Cheese and Wine, Coffee Mornings, and a Gala Dinner on the closing night.

Children have their own social calendar on similar lines with emphasis on sport and other outdoor activities.

Whether you take part in the competitions or sit on the fence and be entertained, this promises to be a fun filled 10 days.



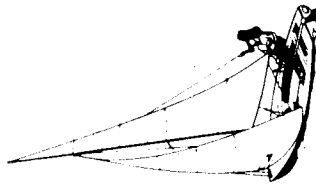
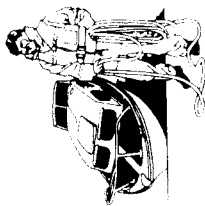
## On the Water

Improve your boat handling skills against dozens of competitors for the highly prized Premier Award. Other major awards include: Man Overboard; Timed Reliability; Rescue of a Cruiser; Mooring; Boat Inspection; First Mate; Navigation.

There are class awards for: Best Cruiser; Best Barge; Best Open Boat; Best Sailing Cruiser; and also Hire Craft, Visitors and Novices Awards.

9.20. A. 9.

Since the early 1950's the Inland Waterways Association of Ireland has been the voluntary guardian of our waterways. The Shannon Boat Rally was started in 1961 to protest against a plan to erect fixed bridges over the River Shannon, thus rendering the river unnavigable. The success of this rally and the continued work of the association has given us waterways that rank among the finest in Europe.



## Your Boat

8' to 80' - sail or power  
If you don't own a boat - hire one!

### OPEN BOAT:

To qualify for this class it is necessary to camp out and be reasonably self-sufficient. Ideal for teenagers.

### SAILING BOAT:

There is a series of sailing races throughout the week.

### BARGES:

All help will be given in mooring and navigation.

### CRUISERS:

New comers, hire boats, visitors and the regular crews are all very welcome.



## Official Entry Form

Inland Waterways Association of Ireland  
Shannon Boat Rally 1997

Name of Boat .....  
Name of Entrant .....  
Address .....

Name of First Mate .....

Class:  Open Boat/Speed Boat

Barge

Cabin Cruiser

Sailing Cruiser

Private  Hired

Length O.A. ....

Number of Adults ..... Children .....

Have you been on the rally before  Yes  No

Has your boat travelled from Loughton since 1st January 1997  Yes  No

Has your boat travelled from the Erne since 1st January, 1997  Yes  No

**Current membership of I.W.A.I. is essential  
Current membership already paid to**

..... Branch or  
Membership Fee to ..... Branch  
included with my Entry Fee

(Memberships: Athlone £12; Carrick-on-Shannon £12; Dublin  
£12; Derg £12.)

Entry Fee: (1) Open Boat £10.00  
(2) All other craft £40.00

I enclose Cheque/P.O./Cash for £.....  
(Please sign declaration overleaf)

I wish to start the rally at:  
Athlone  Carrick-on-Shannon



## Declaration

I declare the boat described to be properly found and in sound condition and during the period of the rally will be adequately insured for Third Party Liability.

Signed: .....

Date: .....

If the committee should have reason to believe that the applicants boat is not properly found and in sound condition, they may request permission to inspect said boat prior to the commencement of the Rally. Following such inspection the committee may at their discretion prohibit said boat from entering rally and refund entry fee. Evidence of current third party insurance may be requested. In the interest of safety or otherwise the committee reserve the right to refuse entry or debar entrant at any stage.

**LAST DATE FOR RECEIPT OF ENTRIES:**  
**FRIDAY 4th JULY, 1997**

*Please send completed entry form to:*

Hon. Secretary:  
**FIONA FUREY**  
**FRENCH FURZE**  
**KILDARE**  
**CO. KILDARE**

Tel.: 045 - 522286

## Itinerary

**Friday 25th July, 1997**  
*Get-together*  
Carrick: Mariners Reach  
Athlone: Sean's Bar

**Saturday 26th July, 1997**  
Lanesborough

**Sunday 27th July 1997**  
Portunmy

**Monday 28th July, 1997**  
Portunmy

**Tuesday 29th July, 1997**  
Lecarrow

**Wednesday 30th July 1997**  
Loughree Yacht Club

**Thursday 31st July, 1997**  
Ballykeeran

**Friday 1st August, 1997**  
Athlone

**Saturday 2nd August, 1997**  
Hodson Bay

**Sunday 4th August, 1997**  
Hodson Bay

*Subject to alteration at the discretion of the Committee.*

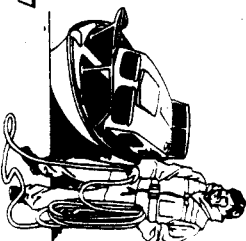
**COMMODORE:** Denis Tracey  
**CHAIRMAN:** Damien Delaney  
**SECRETARY:** Fiona Furey

**THEME FOR FANCY DRESS**  
**GUYS & DOLLS**

**PLEASE BRING  
ALONG A GIFT  
FOR THE**



**R. N. L. I. AUCTION**



**37TH SHANNON BOAT RALLY**



**1997**

**THE CHAIRMAN AND COMMODORE**



**Lough  
Ree**

**Athlone**

Invite you to  
a week of Lake Cruising,  
Competitions, Functions and Fun

Friday 25th July  
to  
Sunday 3rd August 1997

# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND  
**SUMMER TIME**

Yes! We're off again, with a nice dress rehearsal in April - wasn't it marvellous weather. We hope the summer will live up to our expectations.

We wish all our members a happy and a safe season on our rivers, lakes and canals.

We would like to remind all our members to be as helpful to other sailors on our waterways as is possible, and above all to enjoy yourselves!



## Coming Events

**Whit Weekend - May 29th to June 2nd.**

All get-to-gather at Hodson Bay on Friday night, then Lecarrow on Saturday, Portrunny on Sunday and home on Monday evening (unless you can get away for more!)

**Shannon Rally - July 25th to August 3rd 1997**

We enclosed a booking form and itinerary with last month's Aerial. If you wish to obtain another form you can get one through Sean's Bar, Athlone. The end of Rally dinner and prize giving is taking place in Athlone, so if you are expecting weekend visitors, this will be an easy place for your visitors to join you. Our new marina should be in place by this time and will offer a safe and secure berthing place right in the heart of Athlone.



## Jerry Cox - An Appreciation

On Saturday 10th May, 1997, we were all saddened to learn of the death of Jerry. May he rest in peace.

Gerry was a great supporter of the Inland Waterways and never missed any event, whether on the Shannon, the canals or the lakes, like the Corrib or the Erne. He was a part of all our Shannon Rallies and his great sense of humour was loved by everyone.

None of us can remember a time when Jerry was vexed about anything. Jerry was a good companion, a quiet man who enjoyed the talk and craic over his glass of 'Carlsberg' or a couple of whiskies in the evening.

One thing I will remember about Jerry, was the huge sigh he made when we asked him to do anything, his eyes would be raised to heaven, and with heavy footsteps and dropped shoulders, Jerry would do just what you asked and more! He enjoyed all the ribbing we gave him. He attended with relish all the "wakes" held for him at the times when he made great recoveries from the many bouts of ill health which dogged him in the last few years. He never made the least complaint - ever.

All our memories of Jerry are happy ones only tinged with sadness knowing the great fight Jerry made against his final ill health.

Our sympathy is extended to Jerry's family and his many friends all over Ireland in the business world as well as the waterways world.



For Sale:-

Elysian 27' Shannon Cruiser, 4/5 Berth, Shower, Central Heating, Cooker, Gas Fridge. Central Wheelhouse, Annual Engine Service and Lift out. Lying at Shannon Sailing, Drumineer, Co. Tipperary.

£12,000 o.n.o. Phone 067 24295



## Royal Canal Fundraising Night.

*The final music night for the current season was held in the Lough Ree Inn on Saturday 10th May with Abbeyshrule branch RCAG. As usual the Royal Canal Band played a blinder and a great night was had by all.*

*Our thanks to all the supporters throughout the season, the sponsors of raffle prizes and food, the organising committee, the guest artists and of course the Royal Canal Band who performed throughout free of charge. We hope to see you all again next winter.*



### Aerial - Our next Issue.

Our next Aerial will be in September. Until then, we hope you will keep us in mind, and if you come across an item of interest to our readers, or if you have an adventure while afloat which you feel you might like to share with us, please put pen to paper and let us know about it, we are always pleased to get items for the Aerial.

We will also put in small ads for free.



### Royal Canal Walk.

The Royal Canal walk was badly hit by the atrocious weather over the May bank holiday weekend. However the organisers were very pleased with the turnout despite the weather. The final amount of sponsorship raised will be announced in due course.



## **Coosan Kitchen**

### **A Summer Recipe - Ice Cream**

This is one of the simplest and best ice creams I have ever made. The great thing about it is that it does not require any further attention once it is in the freezer.

4 Eggs separated

4 ozs Castor Sugar

½ pint of cream

Vanilla Essence

Whisk egg whites until stiff using a bowl big enough to hold rest of the ingredients when added. Then whisk in sugar a spoon at a time. The whites will get stiffer as the sugar is added.

Whisk cream until it forms soft peaks.

Whisk egg yolks until creamy.

Fold cream and egg yolks into egg white mixture. Turn into a container (size approx. 1.4 ltrs) and freeze.

Before using leave to thaw for a couple of minutes, and serve.

Try serving with chocolate sauce with pears and or bananas.



### Ensigns

The ensign seems to have developed in Britain, and can be flown by yachts and is normally the Red Ensign. A motor cruiser may wear an ensign and it should be flown from a mast at the stern of the boat.

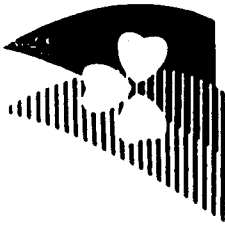
There is a strong etiquette around the flying of the ensign.

The Ensign must be worn when entering or leaving harbour, and must be worn when a yacht arrives or departs from a foreign port.

In harbour the Ensign should be hoisted, if people are on board, at 0800 in summer (0900 between 1st November and 14th February). It should be lowered at sunset or at 2100, whichever is earlier - or when the crew go ashore if before that time. It is bad form to leave the Ensign flying overnight in harbour.

ED- The above is a part reply to some people who asked about ensigns - it is not the whole story and maybe one of you would be kind enough to let us know the correct procedure to be followed in this country.





## IRISH SAILING ASSOCIATION

3 Park Road, Dun Loughakee, Co Dublin  
Tel 2800239 Fax 2807558

## Motorboat Training Scheme

### **Introduction**

Although "driving licenses" for boats are not a requirement either in Ireland or the UK, they are becoming more common on the continent and some believe that the EU will eventually issue a directive requiring some evidence of personal boathandling skills before one can go afloat. The International Certificate of Competency, issued by the Royal Yachting Association, is available to the British motorboating fraternity who wish to travel to

countries where licenses are a requirement. The ISA/Department of the Marine Yachtmaster Scheme covers personal skills at a higher level but until now there has been no scheme whereby inland waterways users can demonstrate their personal competency and get a certificate to prove it. Now the ISA, in association with the Inland Waterways Association of Ireland, has developed a syllabus for use by persons operating displacement craft, normally in daylight hours, typical of the cruisers common on our inland waters. The National Motorboat Scheme allows for training and assessment by ISA Recognised Teaching Establishments (RTE) in candidate's own boats. 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 a Recognised Teaching Establishment. The syllabus is reproduced here.

### MOTOR CRUISER CERTIFICATE SYLLABUS (level 2) INLAND

- 1. Preparation**  
Prepare a motor cruiser for use, including fuel and engine checks, storage of gear, fendering and coiling of ropes.
- 2. Ropework**  
Coiling/handling ropes. Understand use of and make: reef knot, bowline, clove hitch, round turn and two half hitches. Securing to cleats etc.
- 3. Anchoring**  
Know the characteristics of different types of anchor. How to let go and weigh, and use of markings on cable. Procedure when anchoring.
- 4. Safety**  
Know the purpose and use of: Life jackets, buoyancy aids, (and numbers

required), hatches, fire extinguishers, bilge pumps, fuel, gas and electrical shut offs, flares and life buoys. Fire precautions, including cooking etc. Distress calls on VHF radio. First aid kit.

### **5. Dinghies**

Handling - oars and engine. Loading, towing.

### **6.**

### **Boat Handling**

Steering a straight course. Turning in confined space. Anchoring in selected position. Berthing and leaving jetty, allowing for flow and wind. Picking up mooring buoy. Recovery of man overboard, duties of crew. Recovery and towing of disabled boat

### **7.**

### **Navigation**

Use of charts and guides, navigation marks and symbols, basic knowledge of compass, use of echo sounder, allowing for wind and stream when navigating, follow a defined course, on a headmark and by the compass

### **8.**

### **Meteorology**

Know the sources and times of weather forecasts, and can interpret same. Ability to make voyage decisions based on forecasts.

### **9.**

### **Rules of the Road**

Basic knowledge of rules to avoid collision

### **10.**

### **Engine**

Basic knowledge of engine and usual faults, routine checks, tool kit, spares and lubricants

### **11.**

### **Locks**

Operation of locks and procedures on board, safety, tending of lines

### **12.**

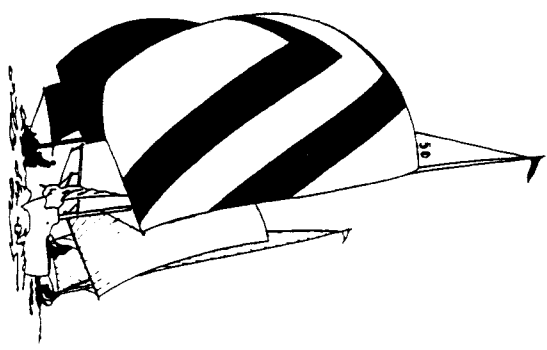
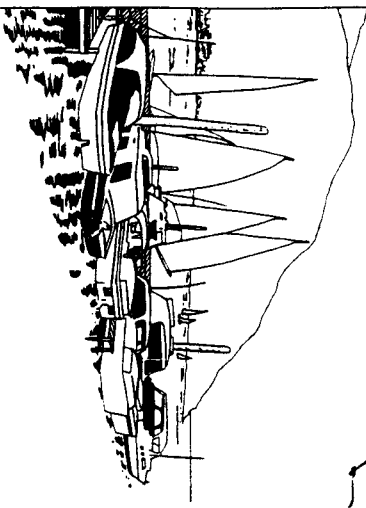
### **Manners and Customs**

Effect of wash and courtesy, noise in harbours etc and courtesy, accepted practice in the use of burgees and ensigns

### Where Appropriate

Use of trailer - launching and recovery  
Trim and balance  
Fuel tank and lines  
Low speed and high speed - differences in handling  
Towing on road - safety requirements

**Contact Branch Secretary, Evelyn O'Connor, Moyvannin, Kiltoom,  
Athlone if you are interested in attending a course / exam which  
the branch propose to organise later this year.**



*Itinerary*

Friday 25th July, 1997

*Get-together*

Cartick: Mariners Reach

Athlone: Sean's Bar

Saturday 26th July, 1997

Lamesborough

Sunday 27th July 1997

Portunoy

Monday 28th July, 1997

Portunoy

Tuesday 29th July, 1997

Lecarrow

Wednesday 30th July 1997

Loughree Yacht Club

Thursday 31st July, 1997

Ballykeeran

Friday 1st August, 1997

Athlone

Saturday 2nd August, 1997

Hodson Bay

Sunday 3rd August, 1997

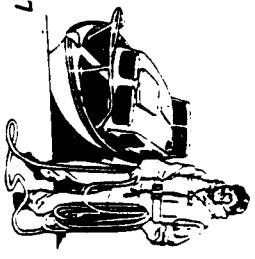
Hodson Bay

*Subject to alteration at the discretion of the Committee.*

PLEASE BRING  
ALONG A GIFT  
FOR THE



R. N. L. AUCTION



COMMODORE: Denis Tracey

CHAIRMAN: Damien Delaney

SECRETARY: Fiona Finney

THEME FOR FANCY DRESS

TRAVEL NOTES

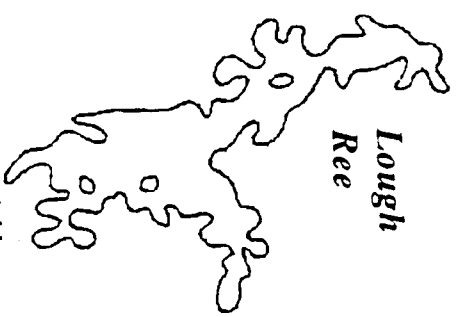
37TH SHANNON BOAT RALLY



1997

THE CHAIRMAN AND COMMODORE

Lough  
Ree



Athlone

Invite you to  
a week of Lake Cruising,  
Competitions, Functions and Fun

Friday 25th July

to

Sunday 3rd August 1997

# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

September 1997

Welcome back from the Summer holidays - hope you all had a good time in spite of some spots of heavy rain. Anyway, back to basics -

The next meeting of Athlone Branch, I.W.A.I. will take place in Sean's Bar, Main St. Athlone on Monday 1st September, 1997 at 8.30pm.



## Coming Events.

13th - 14th Sept. Barrow Branch Dinghy Rally.

See details below.

25th Sept. End of Season Dinner.

This will take place in the Officers Mess, Custume Barracks, Athlone at 8.00pm. Tickets £15. at Sean's Bar (Phone 0902 - 92358).

We would ask for early booking as, unlike an hotel, the numbers attending must be known in advance, late bookings can not be accepted.

26th - 27th. End of Season Rally.

On the Saturday morning, the rally will start, but as usual, no itinerary can be arranged, until the weather is known. Plans will be announced at the Dinner.



## New Marina

The following is a letter from our Chairman, Harry Nugent, to the Westmeath Independent newspaper -

*Dear Editor,*

*On behalf of the Inland Waterways Association of Ireland. Athlone Branch, I wish to congratulate the Westmeath County Council and Athlone Urban District Council on the building of the new Marina in Athlone town.*

*This new Marina was proposed by the I.W.A.I. in 1990 and with the help of our local Politicians and Councillors the Westmeath Co.Co. with Athlone U.D.C. took on this project with great vigour and we are delighted that the First Phase of the project, berthing facilities, has been completed successfully, also that the standard of this facility is excellent. We also look forward to the Second Phase of the Project being completed within a short period, this should comprise of Sanitary facilities, Pumpout facilities and other amenities.*

*The Berthing and future facilities will be a great asset to the Tourism Business for Athlone Town, as can be seen each day/night that the new Marina is full. This also shows that the security system is working and this is also another reason why the Second Phase should be started immediately.*

*The Berthing facilities are, as are all others on the Shannon Navigation System, FREE and we trust that the facility will be in keeping with this concept.*

*Again I wish to congratulate all concerned in this Project and look forward to its final completion.*

*Yours Sincerely,  
Harry Nugent,  
Chairman - I.W.A.I. - Athlone Branch.*



**Cynthia Rice  
1927 - 1997**

It is with great sadness that all of us in the Inland Waterways have learned of the death of Cynthia. A lady of great character, her interests and activities were many and varied, and kept her busy even in the final months of her illness.

The widow (and 2nd wife) of Harry Rice she enjoyed only 11 years with him before he died in May 1964. However in that time the two of them achieved so much! They were amongst the prime movers in the founding of the L.W.A.I. and they worked for many years producing charts of the Shannon and its lakes. Cynthia and Harry participated in the earliest rallies in a 17' lake-boat and it was their custom to leave Coosan at 5.30 in the morning in order to cross the lake before the wind got up! Breakfast was always taken in one of the establishments in Lanesboro.

Organising protests was also a part of Cynthia's life and she and Harry campaigned for the retention of free fishing on Lough Ree. Many times they sneaked out in the middle of the night to pull down official signs which suggested otherwise! Cynthia always took a constant interest in the Athlone Branch of L.W.A.I. and was a familiar figure at meetings and social events. A few years ago she was Secretary of the branch and "Dunrovin", Coosan Point once again became the official address for Athlone waterways.

She also initiated and was a prime organiser of the RNLI flag day and collections in the Athlone area.

But her interests extended much wider than many realised. She had become the first lady silversmith to qualify in Ireland and whenever she

was away from Coosan she was almost certain to be found in her Kilkenny work-shop. On one occasion she won an award from the R.D.S. for one of her silver pieces, and was interviewed on T.V.

An energetic traveller (usually by train and bus), it was commonplace for her to call to see friends in Dublin whilst on her way from Belfast to either Athlone or Kilkenny - all in the one day.

Her love of gardening found its best expression amongst the flowers and shrubs of her beloved Coosan and even a short 6 or 7 weeks ago she was spotted in her garden pruning and tidying - getting ready for the Autumn that she was never to see.

Cynthia suffered a lot of pain in the last 7 or 8 months, but never once did she complain. In so many, many ways she was an example to us all.

The deepest sympathy of all members of the Athlone Branch go out to her family and her numerous friends in Coosan, Kilkenny, Dublin, Belfast and Boston.

May her noble soul rest in peace.

A Mass of Remembrance will be celebrated in Queen of Peace Church, Coosan, Athlone on 18th September 1997, at 7.00pm.

\*\*\*\*\*

37th Annual Shannon Rally  
by  
Roving Reporter

The rally this year took place entirely on Lough Ree under the leadership of Commodore Denis Tracy and when the results were announced in Hodson Bay, Colm Carroll (Sweet Dreams) caused a major surprise when he pipped Tom Megan (Misty Dawn) by 11 marks, despite earlier indications when Tom appeared to sweep the boards by winning four of the seven "starred" competitions.

In the class awards Donal Herraghty put a new name on the Sailing Trophy in 'Andross' while Paddy Hatton and 'Lady B' won the small cruisers for the second year running.

Iarfhlaithe Kelly won the Historic Open Boat trophy in Norman Furlong's Levinge-built lake-boat. The hotly contested Barge class ended with 'Jarra' beating 'Snark'.

The Rally was notable this year for the size and quality of the entry, 6 Barges, 6 sailing boats, 4 open boats and an overall total of 67 boats - the biggest for many years. A most encouraging feature was the participation of 15 newcomers - a good omen for the future.

The weather on the whole was excellent - very heavy rain on the Tuesday morning in Portrun seemed like a bad dream that afternoon in the sunshine of Lecarrow. The dreadful Bank Holiday weather which started on the Sunday morning came too late to spoil the fun.

Features of the Rally were 2 Bar-B-Ques, a First Aid Demo, great music and craic and an R.N.L.I. Auction which raised a record-breaking £2,000.

At the closing Dinner, Rally Chairman, Damien Delaney, while welcoming the new Marina in Athlone, referred to the lack of shore based facilities on Lough Ree. The proposed Glasheen Canal, he said, should be undertaken immediately and he spoke of the E.U. Structural Funds being reduced. He also mentioned (yet again) the criminal absence of steps on high walls and ladders in harbours.

Guest of Honour, I.W.A.I. President Liam D'Arcy spoke of on-going developments, such as the Royal Canal, the extension of the navigation from Lough Ree to Boyle and surveys of the Ulster Canal.

Finally, in the course of his address he correctly referred to the Shannon Boat Rally as the Premier Rally of the Waterways!



**FUTURE ISSUES OF THE AERIAL**

***IN THE PAST WE HAVE MANY TIMES ASKED YOU, OUR READER AND MEMBER, TO TRY TO LET US HAVE ARTICLES OR STORIES TO HELP US TO PRODUCE A NEWSLETTER WHICH WOULD GOT SOME WAY TO EXPRESSING YOUR VIEWS.***

***IF YOU HAVE ANY ITEM YOU WOULD LIKE INCLUDED IN OUR AERIAL PLEASE SEND IT IN TO SEAN'S BAR, ATHLONE AND ADDRESSED TO 'THE AERIAL'.***





## Shannon Boat Rally 1997

### Results

<u>Premier Award:</u>	Colm Carroll	"Sweet Dreams"
<u>Cruiser Class over 30'</u>	1. Tom Megan	"Misty Dawn"
	2. M. Groarke	"Gen. Mayhem"
<u>Cruiser Class under 30'</u>	1. P. Hatton	"Lady B"
	2. P. Mullins	"Freedom"
<u>Open Boat Class</u>	Iarfhlaithe Kelly	"Majestic 12"
<u>Sailing Class</u>	D. Herraghty	"Andross"
<u>Barge Class</u>	1. Jasper Coyle	"Jarra"
	2. J. McCool	"Snark"
<u>Overall Positions</u>	1st. Sweet Dreams	611 marks.
	2nd. Misty Dawn	600 "
	3rd. Gen. Mayhem	562 "
	4th. Lady B	524 "
	5th. Majestic 12	486 "
	6th. Saryna Fair	478 " (Paul Martin)
<u>Inspection of Boats</u>	1 Sweet Dreams	
	2 Misty Dawn	
<u>Inspection of Open Boats</u>	Majestic 12	
<u>Man Overboard</u>	1 Lady B	
	2 Seoda (Paul Byrd)	
<u>Timed Reliability</u>	1 Misty Dawn	
	2 Gen. Mayhem	
<u>Mooring</u>	1 Misty Dawn	
	2 Saryna Fair	
<u>Navigation Cup</u>	1 Sweet Dreams	
	2 Barcarole (Mella O Brolchain)	
<u>1st Mate</u>	1 Misty Dawn (S. Clinton)	
	2 Barcarole (P. O Brolchain)	
<u>Rescue of Cruiser over 30'</u>	1 Misty Dawn	
	2 Eclipse (Ray Kenny)	
<u>Rescue of Cruiser under 30'</u>	1 Jasmine (Ml. Moore)	
	2 Andross	

<b>Boat by Grand Canal</b>	<b>Lady B</b>	
<b>Boat by B &amp; B Canal</b>	<b>Saryna Fair</b>	
<b>Ladies Boat Handling</b>	<b>1. Joan Byrd 2. Ger O'Neill</b>	<b>"Seoda" "Eclipse"</b>
<b>Young Mariner</b>	<b>Rebecca Bagnall</b>	<b>"Moonriver"</b>
<b>Boderg Sailing Race</b>	<b>1. D. Delaney 2. D. Killeen</b>	<b>"Philos" "Gillaroo II"</b>
<b>Bacardi Sailing Race</b>	<b>1. Gillaroo II 2. Harry Nugent</b>	<b>"Cleraun"</b>
<b>L. Ree Sailing Race</b>	<b>1. Gillaroo II 2. Andross</b>	
<b>Denis Byrne Trophy For special merit.</b>	<b>Evelyn O'Connor</b>	<b>"Windermere Lady"</b>
<b>Doc Farrell Trophy Rally Spirit.</b>	<b>Seamus Clinton</b>	<b>"Misty Dawn"</b>
<b>Estamaid Trophy Committee.</b>	<b>Billy Henshaw</b>	



"Brake a Leg"

We know some people will go to extremes not to attend our monthly Branch meetings, but realiy, Evelyn, breaking a leg, surely that's going too far!! Seriously, Evelyn, we all hope to see you back soon, taking up Secretarial duties and in the mean time, we'll try to carry on. Best wishes for a speedy recovery.



# IWAI Barrow Branch

## Royal Canal Dinghy Rally

13/14 September 1997

From the 17th. (Ferns) lock 2 miles west of Kilcock to the 18th. lock (Thomastown Bridge) at the bottom of the Killucan flight. This is the long level of 19 miles.

### Itinerary: Saturday 13th. September

- 13:00 Assemble and launch at 17th. (Turn north off the N4 2 miles west of Kilcock 1/2 mile to lock) Shuttle cars to Moyvalley.
- 14:00 Depart for Enfield.
- 15:30 Arrive Enfield Harbour for a short break.
- 16:00 Depart Enfield for Moyvalley bridges/Furey's pub. Park dinghys in overnight safe place.
- 19:30 Dinner in Canal Room, Wells Hotel, Enfield. Talk / slide show afterwards courtesy of RCAG.

### Sunday 14th. September

- 10:30 Assemble and launch at Furey's Pub Moyvalley. Shuttle cars to Thomastown Bridge.
- 11:30 Depart for Hill of Down.
- 13:00 Arrive lunch stop Moran's Pub Hill of Down.
- 14:30 Depart for Thomastown Bridge
- 16:00 Arrive at Thomastown/slip and harbour.  
Depart for home at leisure.

It is planned to use B&B or hotel accommodation in Enfield.

Overall approximate cost including accommodation, dinner Saturday and lunch Sunday will be £30 / £35 per person sharing

Due to limited accommodation in the area early booking is **essential** Please ring Rosaleen Miller 051-643184 for details. Booking form attached.

Entries will be accepted up to starting time.

All boats must be insured and owners be members of the IWAI.

Useful guides: The guide to the Royal Canal.  
Ordnance Survey Discovery series number 49

# IWAI Barrow Branch Royal Canal Dinghy Rally

13/14 September 1997

Booking Form

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_

Accommodation Required

Hotel \_\_ B&B \_\_ Camping \_\_

Number of Persons \_\_\_\_\_

Type of room required Single \_\_ Double \_\_ Twin \_\_ Other \_\_\_\_\_

Note Please include £15 booking deposit per person to guarantee reservations.

We will do our best to match your requirements to available accommodation.

Send to Rosaleen Miller Rondavel, Owing, Piltown, Co. Kilkenny Phone 051-643184

If you require a receipt please enclose SAE.

Entries will be accepted up to starting time. **However, no accommodation will be booked after the Friday 5th. September.**

# Athlone



# Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND  
October 1997

The next meeting of the Athlone Branch of I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday 6th October, 1997 at 8.30pm.



## Coming Events

The A.G.M. of Athlone Branch of I.W.A.I. will take place in the Prince of Wales Hotel, Athlone, on Friday 5th December, 1997 at 8.00pm.

We would request the attendance of all our members as your support in the running of our branch and the various activities which are organised during the coming boating season, is really needed and appreciated. Looking forward to seeing you and hearing your views on the future activities of our Branch.

## VHF COURSE

A VHF course will be held in Lough Ree Yacht Club in 2 parts

Part 1. Saturday 11th October 11am to 1pm.

Part 2. Sunday 12th October 11am to 1pm.

The examination for the VHF licence will be held on Monday 13th October at 11am.

The course fee is £20 and the exam fee is £15. (total £35).

Applicants should contact Damien Delaney at 0902 75620 or Vincent Rafter at 0902 75654 immediately please.

## Lough Ree Yacht Club.

Everyone in Athlone is proud of the local yacht club - acknowledged to be the second oldest of its kind in the world, being 227 years old this year.

When I came to live in Athlone some 20 years ago, the club house was a small hut atop a rise overlooking the lake with a short jetty and in summer a few sailing dingys bobbing in the water.

Now things have changed bringing the club up to modern requirements. The club house has been expanded and modernised with his and hers toilets and shower rooms: floating jetties have been added and there is a membership of 200 sailing enthusiasts, mostly from the locality, especially Coosan. The club also invested in a rescue boat about 4 or 5 years ago - a most necessary item for a yacht club.

The club runs classes for sailing, racing, dingy and junior racing. It also hosts many competitions of national importance, drawing lots of visitors into the Athlone area.

The club is not resting on its Laurels, but is continuing to expand to cater for the increasing numbers interested in sailing on the lovely Lough Ree.

We wish the "Yacht Club", as it is locally called, many more years of continued success and growth.



## The Rubbish you throw Away!

by

**Roaming Reporter**

We came across a case recently where someone, moored at the new jetties in Athlone, tossed away a cigarette-butte which landed neatly on the deck of a neighbouring boat eventually leaving a large scorch mark on the paint-work. It might have been worse!

However, the incident set us thinking. How many of us ask ourselves, as we toss things away, where does it go and how long will it last? I fear we are all guilty, at one time or another, of that moment of "couldn't care less" or at best carelessness. Perhaps in future, whether on land or on the water, as we hold a piece of rubbish (be it cigarette, paper, carton, tin or bottle) we might reflect and wonder "how long will it last".

We are indebted to Walter Borner for the following survival rates in water:-

Paper	2 - 4 weeks
Cardboard	5 months
Cigarette Filters	1 - 5 years
Waxed Cardboard	5 years
Plastic Bags	10 - 20years
Tin	50 years
Aluminium	80 - 100 years
Plastic Rings	450 years
Glass Bottles	1 million years
Plastic Bottles	Infinite

Makes you think. So please do so!

\*\*\*\*\*

## Lough Ree

During the last few months a number of headlines have appeared in our newspapers such as "Lough Ree Special Area of Conservation" - Topic, May 1997; "16m plan will help clean up famed lake" Irish Independent September 1997; "Detergent 'clean-up needed'". What's it all about?

### Special Area of Conservation

This report stated that "Lough Ree has been made a Special Area of Conservation (SAC).

The Dept. of Arts, Culture and the Gealtacht took this action to protect the land, plants and wildlife around Lough Ree.

The area has been examined by botanists, naturalists and wildlife experts and it had been decided that the area was a valuable natural habitat and that it should be treated as such".

We are not at present sure how, in practise, this will effect the well-being of the lake, maybe it will be a restraint to unwelcomed or in-appropriate developments around the lakeshore. We hope so.

### Lake Water Quality.

The next two headlines quoted above concern actions to be taken to stop the rapid decline in water quality in Lough Ree.

The 16m. mentioned is the total cost of 8 major projects which will improve water quality in the Lough Ree Catchment area.

The first of 3 projects for Co. Roscommon, a sewerage treatment plant for Roscommon Town costing £3.6m. has been approved as announced by Minister of the Environment, Noel Dempsey.

cont/....

Cont/...

Completion of the projects will see a decrease in the input of phosphorus to the catchment of around 20 tonnes per year.

As part of the strategy to protect Lough Ree, contracts were recently awarded for a monitoring/management programme for the catchment area. The company, Kirk, McClure and Morton will also identify sources of pollution, and we believe there will be an office in Athlone.

We hope that the sewerage treatment plants envisaged will go the whole hog and be capable of returning nearly clean water back into the rivers and lakes, and not be, in some cases, the half-hearted efforts that have been installed up to now.

#### Detergents.

One of the sources of pollution in rivers and lakes is household detergents! Why?

The story is something like this - phosphates are used in detergents, because they help to break up dirt and hold it in solution keeping it from settling back in the clothes, it also softens the water making it easier to get at the dirt. When the wash is finished the dirty water goes into the water ways through the sewerage system.

The other source of phosphates is from farming. Why?

Because another gift of phosphates is as a growth promoter. Great for crops, cereals, vegetables, but when washed off the land it also goes into the waterways, and its the growth promotion ability of phosphates that is the criminal factor in causing the death of lakes and rivers.

When too much phosphates gets into a body of water it starts helping water plants to grow vigorously, and plants need oxygen, which they extract from the water they grow in. So a vicious

circle begins. More plants need more oxygen and so it goes on until the plants are numerous, the oxygen and light are gone, so are the fish and the water is called dead. Oh! and so are the plants and all that's left is a muggy soup of decay. The other thing that's gone is the tourist industry.

So this explains the third headline "Detergent 'clean-up needed'."

The Trout Angling Federation and other angling groups have been in touch with the Minister of the Marine, Dr. Ml. Woods, and hopes to contact Mr Dempsey, Environment Minister to get their support to get VAT removed from environment friendly detergents.

We hope they succeed.



#### Great Flying Cows!

Last February a group of fishermen were rescued from the sea off Japan. Once ashore they were detained on suspicion of sinking their trawler. Their story that it had been hit by an identified flying object, a cow that fell out of the sky, fooled nobody.

The Russian Air Force later admitted to Japanese authorities that some of its staff in Siberia had stolen a cow and had loaded her into a plane. The cow later went wild and was pushed out of the plane... somewhere near Japan.

So, Sailors watch it! You never know what might drop in to see you!





# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

November 1997.

The next meeting of Athlone Branch of I.W.A.I. will take place in Sean's Bar, Main St., Athlone on Monday, 3rd. November, 1997 at 8.30pm.



## Coming Events:-

1st Nov. -  
RNL Christmas Card Sale and coffee morning in Sean's Bar from 11.00 am to 2.00pm. Come early to get the best!

8th Nov. -  
RCAG fund raising night in Betty Fox's Pub, Ballymahon  
Bus leaving Sean's Bar at 8.30pm.

5th Dec.-  
AGM. of Athlone Branch, I.W.A.I. will take place in the Prince of Wales Hotel, Athlone at 8.00pm.

and coming in 1998 are an impressive list of indoor entertainments organised by our Chairman, Harry Nugent, to help us fill in the winter months. We are delighted to welcome Ruth Heard and Walter Borner, whose evenings have been very appreciated by Athlone members for the past years and we believe Pat Lawless will be talking to us about his Round the World Single Handed Sailing trip. All nights to be looked forward to.



## Accidents!!

We now definitely know that accidents happen in threes! As mentioned before, our Hon. Secretary, Evelyn O'Connor broke her leg this summer and is still recuperating.

Then our own Syd. Shine, he of the famous Barge "Fox", tried to better Evelyn, and broke his leg in three, but we're glad to report, is going through the slow process of mending in St. Vincents Hospital, Athlone.

And finally, not to be left out, Sean Fitzsimons hurt ligaments in his back, and is resting so he will be able to go on his bi-annual holiday to Spain. We heard he did the damage lifting something heavy. (didn't know pints had got that heavy!)

We wish all our patients a speedy recovery.





## Lough Ree Development Plan

Jarlath Duffy, of J.D. Consultancy who have been appointed by Athlone Chamber of Commerce to co-ordinate the Lough Ree Development Plan, told a public meeting in the Hodson Bay Hotel that this plan would differ from previous plans in that it would be an integrated plan which would be built on submissions from all interested parties around Lough Ree and its environs, which will include statutory bodies, community interest groups, activity interest groups, tourist operators, accommodation providers, etc. When finalised, early in 1998 a representative group will be formed to oversee the implementation of the plan, but each interest group will be expected to take responsibility for their element of the plan.

To date, 35 meetings, 15 in depth interviews, 6 field trips have been conducted and 2 questionnaires and 11 detailed submissions have been received. This public meeting was the first in a series of public meetings for interested groups in Counties Roscommon, Westmeath and Longford.

The meeting was chaired by Tom Harney of Roscommon Leader, who together with the Leader groups in Westmeath and Longford are funding the preparation of the plan.

Cathryn Hannon, the Environmental consultant said that Lough Ree was unique with its breeding colonies and old

habitats for rare birds, rich bogland, untouched islands, historical ruins and rich and varied plant life. She will produce a map to highlight the important areas of high conservation, and her aim will be to ensure that these areas are protected in the context of the overall plan.

The audience, comprised of groups representing angling, boating, tourism, conservation and community interests, made lively contribution to the open question and answer session. Water quality, pollution, fish stocks, bog preservation, and tourism in general were among the topics covered.

The message from the top table was that Lough Ree was probably fortunate that so little development had been done to date, which meant that it was still in a relatively natural state. The main aim of this plan would be to promote developments which would enhance the facilities both in the lake and inland for approximately 8 miles around the lake shore, and preserve the natural state, which was the main attraction of the lake.

While the word "development" may trigger alarm bells in the minds of conservationists, the consultants assured the audience that all aspects of the environment would be considered and catered for, and that there would be an ongoing consultative process before the plan is finalised.

## **Harbour Hoggers**

This year, during the summer season, it was obvious that the number of boats left un-used at public harbours and jetties has increased to such an extent that tourists and holiday makers were finding it difficult to get overnight berths.

In our own area, Hodson Bay harbour is filling up with boats, whose owners have left them once their own holidays have finished; and we have been assured that the same problem is occurring in harbours in Lough Derg as well.

In our May 1997 Aerial, we printed the Bye-laws concerning mooring at harbours, jetties, quays, etc., "In the summer time, between 1st day of April to the 1st day of November, a boat shall not berth for more than 5 consecutive days or more than a total of 7 days in any one month".

There is a provision for the Waterways Service to be able to lift an offending boat out of the water and store it. The owner then will have to pay all expenses incurred in the lifting and storage of the boat as well as a hefty fine and, if deemed necessary, a jail sentence.

It is a fact of life now, we no longer have the freedom of our inland waterways as it was 25 or more years ago. More people, both Irish and visitors, are using our waterways than ever before and so that everyone can benefit we all have to 'make room'.

Unfortunately, governments help us to 'make room' by devising by-laws.

These laws are all for a purpose, and when we ignore them there are consequences, the obvious ones stated above, and also future restrictions, which will surely come about to further curb those who ignore the present laws.

We know when a person decides to purchase a boat for the first time, the thought of where it is going to be kept while not in use does not seem to arise in some peoples' minds.

If you are a person who has not got a proper berth, and is therefore chancing your arm and leaving your boat at a public berthing place and you are also a member of I.W.A.I., well we have to advise that we would find you an embarrassment.

If, on the other hand, you need help in finding a place please contact your branch, who may be able to steer you in the right direction.

Finally, please don't spoil things for the whole waterways community as well as yourself.

We, of course, cannot appeal through this newsletter to non members, but if you have a friend who is a Harbour Hogger, maybe a little friendly persuasion might work.

Remember it's not a matter of your own business - when we break these laws it's everyone's business.

~~~~~

Ed: The following piece was passed on to the Aerial too late for the October issue, and we are pleased to include the words of a young friend of the late Cynthia Rice, R.I.P.

### My Favourite Place to Live

The first time I saw my favourite place to live was when I was very young. My father brought me through a lot of bushes where we came upon a gate. On the other side of the gate there was a clearing with an unusual looking cottage. The cottage overlooked the beautiful inner lake. Many boats of all descriptions pass by.

The garden was full of wild flowers and pathways leading in every direction. Behind the cottage there was a lot of woodland. In the woodland I saw many insects, and I saw lots of different birds leaving their nests to catch their prey, and squirrels jumping from tree to tree.

We had permission to spend time on our boat there and when the weather was calm, it was very quiet and peaceful. Just before you went asleep you could hear the lapping of the water against our boat.

Cynthia Rice owned all of this and looked after and cared for all wild life. She was small and had long white hair and always wore a hat with lots of badges on it. Only a month or so ago she died.

I hope where ever she is now, it is as peaceful as her home on earth.

Andrina Sloyan.

~~~~~

### New Arrivals in Athlone!

Yes, it's all happening now. First the new Marina above the bridge in Athlone.

And Second ..... A Big Big Big

### Shopping Centre

No, we kid you not! it is really large and going by the amount of traffic in Athlone since it opened on 21st, October 1997, one could be excused for thinking the By-Pass road never existed.

All you visiting boating types who used to gauge the distance to Athlone by the columns of black smoke rising up into the skies, probably noticed its absence over the past 15 years or so. Well that is where the new shopping centre is now - where the black smoke used to come from.

How to get there from the marina? Just head for Dunnes Stores in Irishtown, and hesto presto thar she is.

And we're gettin' another shopping centre up Pearce St., where the post office is, and we're gettin' a new Sports centre with a new swimming pool, and we think, if the politicians really pull the finger out, we might get a new library!

Still, you'd miss the black smoke, wouldn't you, but!

~~~~~

## The Oldest Pub in Ireland

Yes! It seems that Sean Fitzsimons' boast that 'Sean's Bar' , Main St. Athlone, IS the 'oldest pub in Ireland' is true.

This year, Jerry Ryan's radio show on 2FM ran a quest seeking the oldest pub in Ireland, and many pubs responded giving details of their histories, including the famous Brazen Head in Dublin and The Cock in Gormanstown, but to no avail, and Sean's Bar was the winner.

Sean Fitzsimons and Dermot O'Brien started their connection with the pub in 1970 and during renovations, found the remains of a wickerwork/wattle wall in a room upstairs. A similar wall found in Dublin was certified as being from between the 9th and 13th centuries. The predecessor of Sean's Bar was called "The Three Blackamoor Heads" and there is a deed dating back to 1725. The Inn was much older than that, however, but because of the paucity of papers dating to earlier times it is hard to have deeds, etc.

Sean's Bar being situated immediately behind Athlone Castle, it would be most lightly that an Inn or Brew House or distillery was in place to provide the military stationed at the Castle with whatever brew was in vogue before Guinness!

It is accepted that the name Athlone came from the words Atha Luain - the ford of Luain, situated just below the bridge which stretched from Bridge St. to Main St. So maybe Sean's Bar was the original site of Luain's Inn!!

~~~~~

## Big Brother is watching

While reading "The Sunday Times" an article caught our attention headed "Sailors face "driving test" for entry to Europe's waterways".

"The move stems from a new United Nations convention which has emphasised the need for proper controls on Europe's 50,000 miles of waterways"

"Sir Robin Knox-Johnston, 58, who sailed solo around the world the wrong way from east to west said "I am terrified of letting the government and civil servants loose on yachting and boating. Once they start they seem unable to stop creating rules".

The RYA - Royal Yachting Association - has offered a voluntary test that offers yachtsmen an international certificate of competence, but this has been rejected by France, Austria and Russia.

It means that yachtsmen will have to take a practical exam to test such skills as manoeuvring, man overboard and bringing their vessel alongside under sail and then do a written exam which will test their knowledge on getting weather forecasts and whether signs on the waterways can be understood.

If the yachtman passes both tests he will be issued with a licence.

Because the speed on rivers and canals is so slow the accident rate is negligible, is it worth a knee-jerk reaction to produce some highly complicated legislation, which takes time to examine and enforce when there is actually no problem?."

[Ed:- Maybe that's the problem - too many civil servants with not enough to do. Think of it , endless tests, endless fines, endless adjustments, sub-sections of laws, endless tribunals. Endlessly familiar....!

~~~~~

Here's another wonderful recipe from Coosan Kitchen, especially as there is no cooking involved:-

*Apple Ginger Biscuit Cake*

*2 or 3 apples stewed  
7oz Gingernut Biscuits  
6oz Cream approx.  
Lemon sugar and mint  
leaves to decorate.*

*Arrange 6 biscuits around one in the centre on a plate. Brush biscuits with sherry. Spoon a layer of apple over them. Put another layer of biscuits on top, brush with sherry and put more apple on top. Top with a third layer of biscuits only and leave in the fridge for 24 hours.*

*Whip cream and spread over the biscuits. Decorate with lemon sugar and mint leaves.*

*Lemon Sugar;- Finely grate the rind of a lemon and mix with two tablespoons of granulated sugar, spread it out to dry then store in an airtight jar for the decoration of puddings and cakes.*

*Frosted mint leaves. Pick dry small mint leaves. Brush them on both sides with lightly beaten egg white. Toss them in castor sugar and leave them to dry in an airy place. Store in an airtight tin.*



RCAG Music and Craic Nights

As you will have seen under "Coming Events" above, the Royle Canal Band are going on tour again this winter with the first session in Betty Fox's Pub in Ballymahon on Saturday 8th November. The bus will leave Sean's (Oldest Pub in Ireland) Bar, Athlone at 8.30pm - places should be booked in advance. Due to the popularity of these outings, punters found having to hold extra bodies on their laps a bit daunting, especially on the way home, so please contact Damien Delaney at (902) 75620 so as not to be disappointed.... or whatever...



# Athlone Aerial

NEWSLETTER OF ATHLONE BRANCH INLAND WATERWAYS ASSOCIATION OF IRELAND

December 1997

*A very Happy Christmas to all  
our Members*



Coming Events:-

### Athlone Branch A.G.M.

Friday 5th December, 1997 at 8.00pm.  
Prince of Wales Hotel, Athlone.  
Wine & Cheese

Saturday 6th December 1997 - RCAG Fund  
raising night of song and craic in the Lough  
Ree Inn, Coosan Point.

And in 1998: -

Jan 16th - Pat Lalor will give a talk about  
"Sailing Single Handed around the World"  
in the Shamrock Lodge at 8.30pm.

Jan. 30th - Dublin Branch Dinner Dance  
Contact 01 2895593.

Feb. 20th - Walter Borner's lovely slide  
show of the Shannon, in the Jolly Mariner  
at 8.30pm.

Mar. 20th - Ruth Heard's Film Show and  
Harry Rice Competition, in the Shamrock  
Lodge Hotel at 8.30pm.



### Agenda for A.G.M.

Chairman's Report,  
Secretary's Report,  
Treasurer's Report.  
Election of Officers  
Election of Shannon Rally  
Committee  
Election of Aerial Committee.

We hope as many as possible will  
come to the A.G.M.  
The various activities and interests  
of the Athlone Branch are many.

As Tourism increases on the river,  
and as the growth of privately owned  
boats increases - so there is a greater  
need for development, i.e., more  
marinas, more pump-out facilities,  
and when more people visit the area,  
some like it so much, it is suddenly a  
good idea to build a holiday home.

However, we have all seen beautiful  
scenic areas being destroyed by  
thoughtless and uncontrolled  
development. It is a fact of life,  
people find a place of peace, and  
immediately want to be there.

One of the things we in the Inland  
Waterways want to preserve as much  
as possible is the peace and beauty  
of the Shannon and Lough Ree - our  
special area of interest - but that  
does not mean stopping everyone's  
enjoyment of the River, only an  
effort to keep development balanced  
so as not to destroy that which  
attracted us to the River in the first  
place - "The waters and the wild".



Well done

During the Shannon Rally last Summer, an accident occurred in which a man got his fingers badly caught and severed, so that they were only attached by skin.

The accident happened at Portrunny in Lough Ree. The tourist from Holland, Mr. Van Laake, with his wife and two children were holidaying, when the accident happened. He was on the quay wall when Evelyn O'Connor, our Secretary, who was on the Shannon Rally, saw his predicament, and being a nurse immediately put his damaged hand into a plastic bag with ice. Paddy Brady, a member of Athlone Branch, who was doing the Rally also, had his car at Portrunny and brought Mr. Van Laake to Roscommon Hospital in record breaking time.

Because of the quick and efficient first aid, Mr. Van Laake only lost a small piece of one finger - quite a miracle!

So well done to Paddy and Evelyn.

~~~~~

Due to hard times among the upper class across the water, the following ad was received :

For sale "Britannia" lying in the Thames. Family boat, but would suit charter work on the Royal Canal when opened. Some refurbishment required. Genuine offers only please. Contact Elizabeth Windsor, C/o Sean's Bar, Athlone (behind the Castle!).

~~~~~

What follows now is a report of the wanderings of Ruth and Mike in the Mediterranean Sea during last Summer. Thanks Mike for your long story, we enjoyed reading it especially on the dark gloomy days of winter.

Summer Sea Travels

"Towards the end of April the mood in the Marina, at Almerimar, was reminiscent of the approach of end of term at boarding school. Everyone wanted to be away but caution urged wait until the weather settles down while logic dictates you can never be sure of weather so why wait? Perceived wisdom decreed that it's best to wait until May or even later.

False Start!

Sat. 4th May dawned sunny and calm with a good forecast. By 0700 we were on our way bound for an open anchorage just over 50 miles to the east. The waiting was over - or so we thought! With westerly winds and full sail progress was good, this is what it's all about!

At 1100 hrs. St. Lys in southern France broadcasts a gale warning, force 6 - 8 from SW. to SE. Such winds would make our proposed destination untenable - back to the drawing board! By 1300 hrs. we had checked into the Marina in Almeria 25 miles east of our start point.

Next morning we were tied up securely and sheltering from a force 0 - 1. Where the hell was the gale that all stations were talking about? 1000 hrs. a few wisps, rather than gusts. 1015 Southerly 5 - 6. 1020 hrs. Southerly 6 - 8 - in brilliant sunshine! "Now aren't you glad we played it

safe" siz she. Why do these type of remarks always hit the target and wind me up? For 5 days the wind stayed strong never dropping below force 5 and most times alot stronger.

On our way at last

Eventually on 9th May we departed Almeria and rounded Cabo de Gato, the local Cape Horn, without incident. We day-sailed along the southern Spanish coast with it's wonderful mountain vistas and magnificent sunrises. Before arriving at Alicante, we called at Garrucha, Torrevieja and Cartagena - Hannibal set out from here with Elephants from Africa, to conquer Rome, our ambitions were slightly less! By now the weather had settled down and we repeated the system that proved so enjoyable last year - we tended to travel for a day sailing 8 - 14 hours. If we liked our destination we stayed a few days otherwise it was up and away the next day.

The Balearics.

By May 19th we had our share of sightseeing, shopping and general lazing about so we set out on a 24hr. journey of 100+ miles to the Balearics. Our destination was a small island to the south of Ibiza, called Formentera. We had heard that it had beautiful anchorages with very little development. The wind was ideal, S/SE force 3. We sailed 3 - 5 Kts until midnight when the wind dropped and because our batteries needed charging we didn't mind having to fire-up the engine. We picked up Cape Berberia light just as the sky was lightening with the coming dawn. A perfect land-fall, ideally when we are approaching a strange coast, we try to raise and identify lights before

they turn off after dawn. This way you confirm your position. This has been the case for many centuries past - though G.P.S. has taken away alot of the urgency and guess work from navigation. We tried several anchorages during the day, but try as we might the wind seemed to follow us around, making our anchorage uncomfortable. Eventually we anchored at a place called Espimador, a beautiful bay almost completely surrounded by a sandy beach. We stayed a few days, swimming, snorkelling and just occasionally sampling the ships stores, well topped up before leaving Alicante.

For the next six weeks until the end of June we cruised the Balearics - Ibiza, Mallorca and Menorca. Overall we were disappointed with the area. The safest and best Cales or bays have all been converted into marinas. Depending on where you are and how often you use them, marinas can prove expensive. There is a real love/hate/love relationship between the yachties and marinas. When the weather turns nast y everyone loves the security of a snug marina berth. Running water and electricity also help to improve the environment after a few weeks at anchor! But generally marina fees are considered "dead money". We were caught on one occasion in Mallorca and had to pay £37 per night for a very indifferent berth. After paying for two nights before the wind abated, there was a perceptible air of dejection on board - but again ships stores came to the rescue and soothed frayed nerves.

The navies of Europe and U.S.A. all seemed to be exercising near Palma. We reviewed the fleet including the J F Kennedy and the QE11 and various other warships and submarines.



Ashore most places seemed to be highly developed towards tourism with prices on the whole higher than on the Spanish mainland. Weatherwise the Balearics are occasionally subject to the mistral. This wind can blow up to force 10 out of a clear blue sky for days on end. Luckily we have had no experience of this, but it pays to keep a close eye on weather developments. We tended to listen to the weather from Germany who give a forecast for the Mediterranean each evening - the German course in Athlone RTC has proved useful after all!

Before leaving Menorca we went across the island from Mahon to Cuidedella for Fiesta. This is a weekend event, a type of Fleadh for horses! The narrow streets are covered with sand and macho, very macho Spanish grandees ride continuously through the town, rearing their horses up on their hind legs to enthusiastic clapping and oles. Add señoritas in colourful traditional dress and a fair amount of vino and brandy and you get a heady mixture. It was great fun but a little too hairy at times!

#### Sardinia

Back at Mahon we made ready for the crossing to Sardinia. We left after lunch anticipating an early morning arrival after 2 nights at sea. As soon as we cleared barbour the wind rose and a large dark cloud approached. Quickly we reefed sail as we watched an active thunder storm pass our starboard beam and cross our bow ahead of us. Within a couple of hours we had clear skies and full sail and were making six knots towards the east. All that night the wind stayed steady for the SW - just where we wanted it! For passages over 12 hrs

long Ruth and I tend to operate a watch system of 3 hrs. on 3 hrs off but depending on how we are feeling and if the other is sleeping we sometimes let it run to 4 or 4 and a half hours, though even in the Mediterranean night watches can be cold and extra clothes are required. But within an hour of dawn you tend to shed them again. That morning we had our first ever flying fish on deck only 5 inches long but a flying fish none the less. At dawn the wind left us and we proceeded under engine. During the day we stopped to view a turtle mother and child while they viewed us with equal curiosity and kept their distance no matter how we manoeuvred and then sank below the surface if you got too near them. During the late afternoon our friends Travis and Bernard passed us, they left after us because of their superior speed. By 2300 hrs. we had raised the lights on Sardinia. Again we were surrounded by thunderstorms and eventually after slowly feeling our way into harbour we got the anchor down in Calloforte, 41 hours out of Mahon. A quick cup of tea with a sandwich and into the bunk for much needed sleep!

San Pietro is a small island just off the west coast of Sardinia and Calloforte is its main town/village. It's exactly what one imagines an Italian town to be. There are few plastic signs or shop fronts after you leave the street facing the town quay - so you have to go in the door to a very dark shop after leaving bright sunlight, just to see what kind of shop it is. All streets are narrow and winding! There are Vespas all over the place and in the evening sunshine the populace gather for chatting, older men under shading trees in one section, women across the square in another section and the young people

in yet another, no doubt closely watched by both groups. After the staccato rat, tat, tat of Spanish, the Italians were positively musical complete with hand gestures and rolling eyes. We really loved the place and stayed a week before moving on.

For the next eight weeks we cruised up the east coast of Sardinia, crossed over to Corsica and generally led the good life! We found Sardinia delightful with the vast majority of tourists being Italians from the mainland rather than Northern Europeans. We went on a train tour into central Sardinia and ate wild pig washed down with local wine.

"Ah, the Irish - such a happy people, but mama mia, how they can drink" - Italian memories of World Cup '90! We passed the marina developed by the Aga Khan, et al, £100 per night was too much for us. We went around the corner to Cornigione and anchored off.

#### Corsica

Corsica so near and yet so different - very French, very laid-back and considerably more expensive. We hired a car for a day and sampled the rugged mountains and steep valleys of central Corsica. The granite villages, French cuisine, and breath-taking views made the trip well worth while. The weather remained good throughout, but we were occasionally harbour bound with high winds and thunder storms - just a reminder that even down here weather is not guaranteed in high summer.

With the approach of September the question of winter mooring has to be addressed. Throughout the summer we had inquired from craft we met about various places. The options at

this stage were push on to Greece, stay in mainland Italy or cross to Tunisia. Tunisia won but we decided to stop off at Pantaleria, an Italian island about 80 miles off the North African coast. This journey again involved two nights at sea. Again we left before our friends and our plans dictated that they would join us about two thirds of the way into the journey. We left Sardinia at 2100 hrs. local time in flat calm. Within 2 hours we had a good wind from the S.W. and even with a reef in the main comfortably made 5 - 6 knots throughout the night. At dawn we shook out the reef and early in the day up to noon we were really creening along at 6 - 8 knots. Towards evening when the other boats would normally have caught up they were still out of VHF range. Our progress was so good that we led the fleet into harbour 37 hours out of Sardinia. We stayed a week in Ponteleria a volcanic island with black rocks and black beaches and a crater at it's centre together with sulphur lake - not exactly your normal holiday destination, though some said it reminded them of the Canaries.

After touring the island and sampling the local wines we completed our '97 voyaging with another good sail overnight to Monastir in Tunisia. One of the advantages of not being totally tied to time is that we tend to wait until the wind serves our needs. Sunday 14th September was calm with N.W. winds forecast for later. We listened to Clare beat Tipperary for a second time in this year's hurling championship before casting off into the forecast north-westerly wind. Thanks to RTE for putting the match on short wave!

## Tunisia

Again we sailed and arrived reasonably fresh at 1030 in Monastir. Tunisia is surrounded by Libya and Algeria and so has a strong police presence. The rules about boat movements are strict but everybody is friendly so the atmosphere is not treatening. All meat is sold fresh, killed that morning, in the market. I often wondered where flies come from - they come from Tunisia!! Initially shopping proved a culture shock but as you learn the local ways it gets easier. Men are served before women and queuing is just occasionally acknowledged as the way to do things. Mosques and their Muzzims with loud-speakers are everywhere. So far we have toured the south of the country for two long days - "the stones and bones trip". The Roman remains are truly impressive - because there is little rain and no frost the detail carvings on stone etc. are in good condition. We went into the desert - just - and the verdict on camels was - they smell equally as bad whichever end you fall from!

We hope to visit the Berdo Museum in Tunis and Carthage before too long. As I write this herself is going swimming - the hard life continues to grind on!!!!



## Christmas Presents

Trying to think of a suitable present!  
Tearing the hair out!  
Can we be of help?

In Sean's Bar a few copies of Green and Silver are available at £16. per copy, for the discerning reader. Also IWA! Burgees at £8. for the well dressed boat may be purchased. And for the man in your life how about the unique I.W.A.I. Tie - a snip at £7.

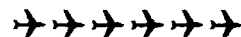


## ***London Boat Show.***

***The London Boat is available to the first 7 people who apply to Sean's Bar, Main St., Athlone.***

***The price of £79.00 per person includes 2 nights Bed and Breakfast and Flight.***

***Contact Timmy, C/o Sean's Bar, phone no. 0902 92358***



## Zebra Mussel Survey

Zebra mussels, an introduced aquatic pest, have been found in large numbers in Lough Derg and at sites downstream of the lake in the Shannon system. This is the first time the species has been recorded in Ireland and the discovery is a matter of serious concern. It has immediate implications for conservation, fisheries management, navigation and water utilisation in the Shannon and the potential to become a problem for many other Irish inland waterways. In co-operation with ESB (Fisheries Conservation) a research team based at the Zoology Department, University College Galway are compiling information on the current distribution of the species in Ireland. They are also trying to establish the origin of the Irish zebra mussels and are investigating the methods by which the mussels are likely to be transported from place to place, with a view to recommending appropriate control measures.

A report on the subject will be available in the near future and will be well publicised. In the mean time, information is being sought from the general public, angling associations, boat clubs and appropriate State agencies. If you have information on the occurrence of Zebra mussels, either within their presently known distribution area or at other sites, you are urgently requested to communicate this information to the survey team. Likewise if you have difficulties with the identification of specimens, please feel free to phone or write.

Zebra mussels get their name from their colour banded shells, which are generally dark brown/grey coloured but with the distinctive cream/yellow zigzag bands (Fig. 1). They attach to submerged solid substrates (such as rocks, concrete, metal, wood, water pipes, bottoms of boats etc.) by means of anchoring thread like structures. They reproduce and disperse naturally by means of a passively drifting larval stage, which can be accidentally transported. Zebra mussels alter the ecology of lakes when they are present in large numbers, through their filter feeding habits and settlement patterns.

Please contact either of the following members of the Zebra Mussel Survey if you have new information on the distribution of the species or if you are experiencing any difficulty as a result of the presence of mussels.

Dr. T.K. McCarthy  
Zoology Department  
University College Galway

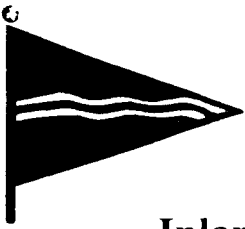
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Fig 1 Diagram of a zebra mussel illustrating the banding pattern on the shell.



**Inland Waterways Association / Royal Canal Amenity  
Group**

**Royal Canal Restoration Fundraiser**

**Music Night**

in

**Lough Ree Inn  
Coosan Point, Athlone**

on

**Saturday 6th December 1997**

Music by

**Billy Henshaw and his Royal Canal Band**

**Talent contest, Dancing competition,  
Raffles and prizes and refreshments galore.**

**Admission Free.**

**Proceeds in aid of Ballymahon branch RCAG canal restoration fund**