

TRADITIONAL HERITAGE BOAT SURVEY

*Grand Canal, Royal Canal,
Barrow Navigation*



An Initiative of the Waterways Ireland Heritage Plan 2016-2020

In partnership with:



Carried out by:

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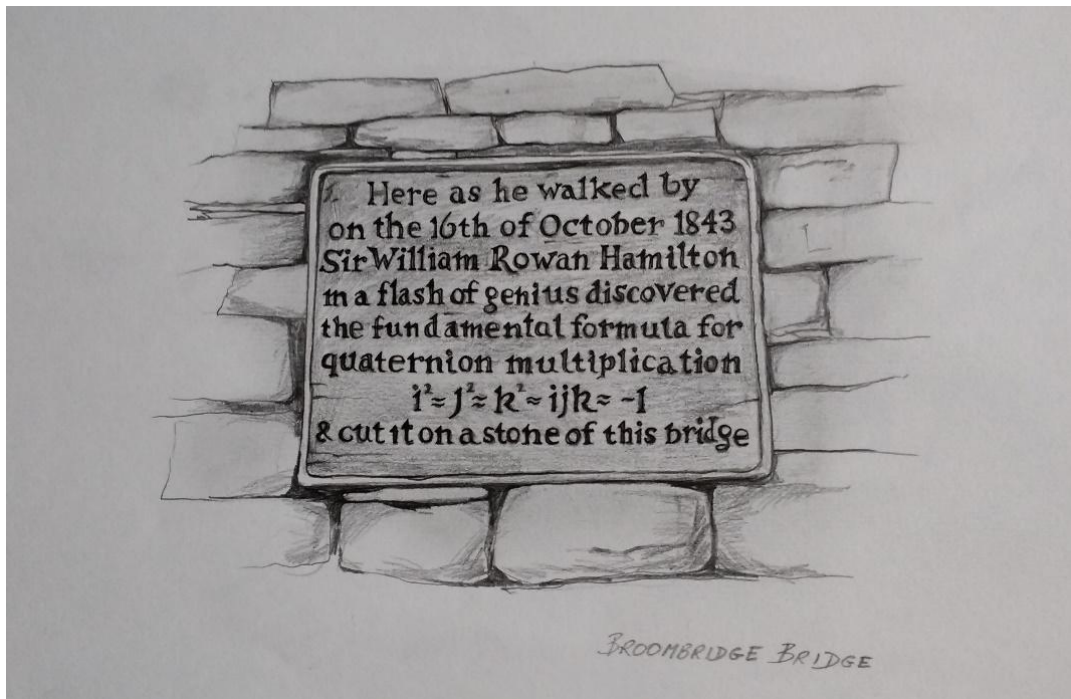
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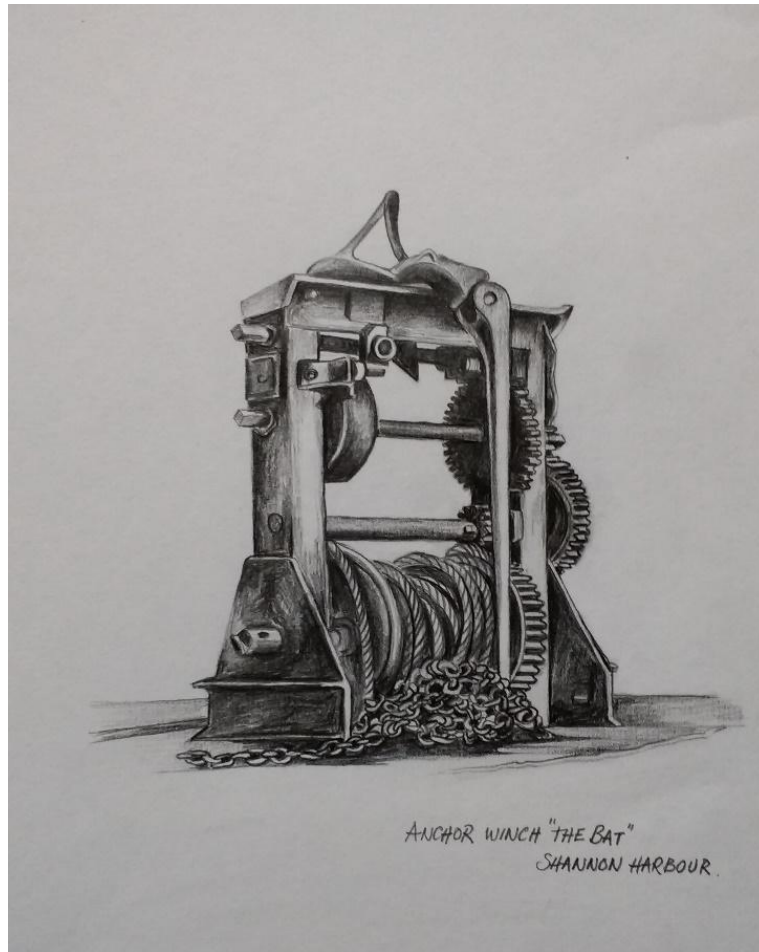


Plaque on Broombridge Bridge, Royal Canal

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Anchor winch on *The Bat*, Shannon Harbour

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1 Executive Summary

Surveying Ireland's waterways heritage resource is a core action in the Waterways Ireland Heritage Plan 2016-2020. Meitheal Mara, with Darina and John Tully, were appointed by Waterways Ireland in May 2016 to carry out a survey of traditional heritage boats on the Grand Canal, Royal Canal and Barrow Navigation to fulfil part of this action.

Ireland has a large number and variety of traditional boats. Interest in this boating heritage has been growing, thanks to initiatives by the Heritage Council, boating support groups such as the Heritage Boat Association (HBA), the Inland Waterways Association of Ireland (IWAI) and the Traditional Boats of Ireland book project. Similar heritage boat surveys were carried out in 2008-9 in County Clare¹ and County Galway² for Clare County Council and the County Galway Heritage Forum respectively.

The value of heritage boats and their associated skills and crafts are internationally recognised. They are important for encouraging the continuity of traditions, and provide a positive economic benefit to local communities.

Although interest in heritage boats has been growing, there is a risk that many will simply disappear from the Irish landscape. Several factors have had a negative effect on the traditional boat sector, such as the virtual elimination of the traditional estuarine fisheries over the last 15 years which supported a large number of boats; the critical lack of traditional boatbuilding and associated skills in Ireland and the absence of direct grant systems for heritage boats. An initiative by the Heritage Council, to support 'Boats at Risk,' was one of the many casualties of the economic collapse in 2008. This current action of Waterways Ireland in 2016 is to be commended.

The Heritage Council has provided leadership for the heritage boat sector by hosting workshops, agreeing policies, commissioning and supporting research, and with funding through its community grant scheme. There are also international guidelines for the conservation and management of heritage boats and the places associated with them (Section 33.3).

The survey demonstrates that the Grand and Royal Canals and the Barrow Navigation are important repositories of Ireland's floating heritage. A total of 183 heritage boats or boats of heritage interest were recorded, including Canal Boats, Barges and Workboats which provide a direct link with the commercial and industrial origins of these navigations. More recent examples such as Motor Cruisers and Narrowboats relate to the tourism and leisure uses of the waterways in current times (Section 4).

¹ Tully, D. (2008) *Clare Traditional Boat and Currach Project 2008*, Clare County Council in association with the Heritage Council
www.clarelibrary.ie/eolas/coclare/heritage/pdfs/clare_traditional_boat_and_currach_project_2008.pdf

² Lynch, Donal et al. (2011) *Glorious Galway: Hookers, Currachs, Lake and River-Boats Gaillimh na Seod, Gaillimh faoi Sheol*, Meitheal Mara

Ireland has a strong and valuable network of organisations and dedicated individuals who are enthusiastic and informed about heritage boats. Their activities encompass heritage boat events, education and training programmes, publications, web sites and advocacy, as well as ambitious boat building and restoration projects (Section 5).

A number of organisations in Ireland have received EU programme funding for activities related to heritage boats, including boat building. Apart from schemes run by *Údarás na Gaeltachta* to support Galway Hookers and certain other boats operated by Irish speakers in Gaeltacht areas, there have been no direct funding schemes to support heritage boats in Ireland. Some projects have received funding from various sources not directly linked with heritage boats, but intended to support community development or education initiatives (Section 6).

Meitheal Mara has, for previous projects, examined the heritage boating environment in other jurisdictions, including Norway, Brittany and Gironde in France, the Basque country, parts of the Netherlands and the United Kingdom. Structures and support for heritage boats in these areas vary, but most tend towards a reasonably focussed and developed approach. A common feature is the existence of a Register or Registers of Heritage Boats, which contain records of local heritage boat populations, and act as a support tool for various funding schemes. The survey records have been categorised to facilitate the establishment of a register of heritage boats for the inland waterways (and potentially all waters) in Ireland (Section 7).

The report concludes with recommendations for potential future projects and initiatives to promote and support heritage boats in the inland waterways (Section 8).

2 Introduction

In May 2016 Meitheal Mara responded to the request for tenders issued by Waterways Ireland to carry out a survey of traditional heritage boats on the Grand Canal, Royal Canal and Barrow Navigation.³ Other items required included a register of heritage boats, a register of traditional boat builders, a glossary of terminology, a literature review, an audit of printed material, maps, and a priority list of boats in need of conservation.

Waterways Ireland selected Meitheal Mara to carry out the survey on 23/5/2016. The inaugural project meeting took place on 28/6/2016.

2.1 Team

Meitheal Mara worked in partnership with Darina and John Tully. Darina carried out the field work and John designed and managed the database. Cathy Buchanan provided overall account management and administration; Donal Mac Pólin was the project artist, and Donal Lynch the team advisor, providing expert advice and insights. Cathy Buchanan, Darina Tully and Donal Lynch wrote this report.

³ The survey area does not include the River Barrow downstream of St. Mullins

2.2 Steering committee

Waterways Ireland set up a steering committee for the survey which included representatives from the two voluntary organisations most associated with Ireland's inland waterways, the HBA and the Inland Waterways Association of Ireland. The Heritage Council was kept apprised of the project as it developed and was invited to make comments.

The committee's membership was:

- Cormac McCarthy (Waterways Ireland)
- Gerry Burke (HBA)
- Paul Martin (HBA)
- Colin Becker (Inland Waterways Association of Ireland)

2.3 Record sheet and database

A standardised Record Sheet was designed, based on the Heritage Council's guidelines for surveying heritage boats by Mac Cárthaigh, Becker & Kearon⁴ as required by the project terms of reference.

The survey database was created in Microsoft Access. Samples of standard forms for editing and viewing records from the database are at Appendix II.

3 Background

3.1 Ireland's Boating Heritage

Ireland's location in the western seaways and its historical connections with many boating and maritime traditions led to the introduction of a wide variety of traditional boat types throughout the country.

The main families of boats in the Irish tradition are the clinker-built boats of the north and east coasts (in the Viking tradition); the carvel-built boats of the south and west (in the continental European tradition); the skin boats of the west coast and rivers and cot-type craft of the inland waters and estuaries. In the industrial era the Irish-built Canal Boats occupy an important place in the hierarchy of heritage boats.

For historical reasons a large number of British-built industrial, military and leisure boats are to be found here, particularly on the inland waterways. Many of the surviving examples of these craft would be considered heritage boats by international standards.

⁴ www.tradboats.ie/publications/guidelines.php

Publications during the 2000s such as the Heritage Council's *Ireland's Boating Heritage - The Future*,⁵ *Traditional Boats of Ireland History, Folklore and Construction*⁶ and the HBA's *Cool Metal - Clear Water*⁷ and *Fine Lines - Clear Water*⁸ have highlighted and broadened the appreciation of the heritage boat sector.

The heritage, tourism and educational value of traditional boats has long been recognised. Throughout the world, particularly in Europe and America, there are groups, organisations, and programmes dedicated to the support and operation of traditional and heritage boats and ships, and the development of traditional boat building and boat handling skills. The 2001 *Barcelona Charter* for the conservation of ships provides an international framework with guidelines for those with an interest in heritage boats (Section 3.2; Appendix D).

Heritage boats make an important economic contribution to local communities. There are around 500 traditional boat events in Europe every year, which attract 25 million people, and are estimated to boost local economies by € 500 million.⁹ In Ireland, the 2016 Cork Harbour Festival, coordinated by Meitheal Mara, generated € 1.7 million locally and attracted 27,600 local and international visitors.¹⁰

Significant investment has been put into marine and boating infrastructure in Ireland, including provision for inland waterways. However, there has been little direct funding for boats. Most heritage boat restorations are resourced by the generosity of their owners. To date the only boat-specific direct funding schemes were targeted at Irish speakers living in Gaeltacht areas. Partly as a result of the latter, there has been a strong revival of the Galway Hooker, which has become a powerful symbol of the West of Ireland, with the silhouette of the boat recognised as a cultural and commercial symbol internationally.

The National Maritime Museum in Dun Laoghaire is run by the Maritime Institute of Ireland, a voluntary organisation and charity, with few professional staff and no statutory funding. There is no national boat collection or fisheries museum and no plans make provision for that sector. In comparison, Norway, a country with a similar population to Ireland, has 24 maritime museums (with five major museums in Oslo alone) and three boat preservation organisations.

Scotland, another country with a similar population and with a tourism model comparable to Ireland's, has around 50 small local maritime museums and maritime heritage centres, with another dozen or so galleries that have major maritime focused attractions, along with a National Maritime Museum, a National Fisheries Museum and a major Transport Museum. The Engine Shed in Stirling, due to open in 2017, as

⁵The Heritage Council (2005) *Ireland's Boating Heritage - The Future* The Heritage Council

⁶ Mac Cárthaigh. C., ed. (2008) *Traditional Boats of Ireland History, Folklore and Construction*

⁷ Burke, G., ed. (2006) *Cool Metal Clear Water – Trading Boats of Ireland's Inland Waterways* Heritage Boat Association

⁸ Burke, G., ed. (2009) *Fine Lines Clear Water – Heritage Boats of Ireland's Inland Waterways* Heritage Boat Association

⁹ [Henrick Boland, European Maritime Heritage, D. Tully]

¹⁰ Meitheal Mara Post-race report, July, 2016

a dedicated building conservation centre for Scotland, will include boat building.¹¹ There have been many boat restoration and conservation projects in Scotland, often supported via Heritage Lottery Fund grants, issued through the National Historic Ships (UK).¹²

While funding resources and national recognition for heritage boats may be limited, Ireland does have a dedicated corps of maritime and inland waterway heritage enthusiasts, both individuals and organisations. There is also a clear national policy framework and networking support underpinned by the valuable work of the Heritage Council, and overarched by international guidelines, as summarised in the following section.

3.2 International Charters

There are two international charters of relevance to this survey:

- The **Barcelona Charter** for the conservation and restoration of traditional ships in operation.¹³
- The **Burra Charter** or Australian ICOMOS Charter for Places of Cultural Significance.¹⁴

The Barcelona Charter (Appendix 1) was agreed at the Congress of the European Maritime Heritage group (Section 5.3.1) in 2001. The charter was adapted from the 1964 Venice Charter for monuments and sites. It was inspired by the observation that traditional vessels that are in use are more likely to receive the funding and maintenance work needed to keep them in good condition so that they can continue to be appreciated, “*whether as works of art, as historical evidence or for perpetuating traditional skills*” (Article 3).

The approach advocated in the Charter is to balance the need for modifications to ensure the continued use of a boat with respect for its original layout, materials and lines. Restoration to a period other than the original building year is also recognised as having potential value. There is guidance on the use of traditional materials and techniques and of modern materials and equipment. The use of authentic documents relating to the vessel is recommended as is recording all aspects of its structure and condition and every stage of any work carried out.

The Burra Charter is recommended as a standard of practice by conservation professionals and recognised in the Waterways Ireland Heritage Plan 2016 – 2020.¹⁵ It too is a refinement of the 1964 Venice Charter. It relates to geographically defined areas and the elements of cultural significance contained within them. Ireland’s

¹¹ conservation.historic-scotland.gov.uk/home/engineshed.htm; Project Manager, Conservation Directorate, Historic Environment Scotland, email to C. Buchanan, 6/9/2016

¹² Ref D. Tully

¹³ european-maritime-heritage.org/bc.aspx

¹⁴ Australia ICOMOS Incorporated (2013) *The Burra Charter* australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf 5/10/16

¹⁵ Waterways Ireland (2016) *Heritage Plan 2016-2020* Waterways Ireland Environment & Heritage p28

inland waterways can be defined as a place of cultural significance in this way, with heritage boats amongst the items of cultural significance associated with them.

The articles in the Burra Charter have been revised a number of times since first adopted in 1979. A cautious approach to conservation is advocated, based on a respect for “*existing fabric, use, associations and meanings*”¹⁶ and a sequence of collecting and analysing information to help understand the cultural significance of a place, developing policy and then managing it in accordance with the policy. Guidance on conservation practice, the use of traditional and modern materials, the consideration of different values, managing change and keeping records, amongst other areas, are included.

The principles in the Barcelona Charter are pragmatic and focus on a discrete heritage item with a relatively small interest group. The hierarchical approach advocated allows for repairs and modifications using modern materials, if needed, in tandem with good record keeping of the work carried out. Places of cultural significance, the subject of the Burra Charter, are larger, more difficult to define and likely to be subject to numerous competing interests.

Both these Charters provide valuable insights and a useful frame of reference for the conservation, management and continued use of heritage boats within Ireland’s inland waterway system.

3.3 Policies and plans for heritage boats

3.3.1 Heritage Council

The inland waterways are an accepted and important part of Ireland’s national heritage. Their value is highlighted in the Heritage Council’s policy paper *Integrating Policies for Ireland’s Inland Waterways* (2005).¹⁷ The spirit of the Burra Charter underlies many elements of the policy paper, such as the recognition given to individual heritage items associated with the inland waterways, including architecture, wildlife, underwater and industrial archaeology – and heritage boats:¹⁸

“... attention should be paid to protecting, conserving and interpreting the heritage that exists in the fleet of old boats on the inland waterways. The fleet includes old trading boats, many now converted to pleasure boats, vintage pleasure boats, and a wide range of open boats used for fishing, rowing and sailing.”

The Heritage Council’s 2006 policy paper *Conserving Ireland’s Maritime Heritage, Proposing Policies and Priorities for the National Heritage*¹⁹ includes a section on traditional boats and the practices associated with them. Reference is made to the

¹⁶ Australia ICOMOS Incorporated (2013) op. cit. p3

¹⁷ The Heritage Council (2005) *Integrating Policies for Ireland’s Inland Waterways* The Heritage Council

¹⁸ Ibid. p24

¹⁹ The Heritage Council (2006) *Conserving Ireland’s Maritime Heritage, Proposing Policies and Priorities for the National Heritage* The Heritage Council

Barcelona Charter with support for the continued use of the boats where possible. The following actions are recommended:²⁰

60. Record surviving traditional/heritage boats, including technical details, using standardised procedures;
61. Record the recollections, knowledge and anecdotes of traditional boat builders and users as a means of placing the boats in their proper cultural and social context;
62. Establish an archive(s) for the storage and retrieval of documentation gathered on heritage boats, boat builders and users;
63. Where possible, examples of heritage boat types should be preserved afloat and in use but in particular cases they may need to be conserved. The principles of the Barcelona Convention on the conservation and restoration of traditional boats should be followed;
64. Promote access to the collection of traditional boats held by national institutions such as the National Museum;
65. Encourage continuity of existing regional and local maritime collections and greater communication and coordination between them;
66. Develop courses in traditional boat-building and ancillary skills such as caulking and sail-making; introduce appropriate grant support schemes within existing education/training systems (e.g. Institutes of Technology) to enable the requisite skills to be passed on to future generations; and
67. Facilitate access to information on heritage boats through a central managed archive and raise awareness of heritage boating traditions at events such as rallies and regattas.

Activities that fall under a number of these headings are already taking place in relation to heritage boats on the inland waterways, involving individuals and organisations such as Waterways Ireland, the IWAI and the HBA.

The Heritage Council has sponsored a number of other initiatives in support of the heritage boating sector:

- A survey of the Heritage Boat Sector, 2003, carried out by Reggie Goodbody, and followed by a conference with proceedings published as *Ireland's Boating Heritage – The Future*.²¹
- Commissioning an audit of maritime collections²² in 2005, followed by a conference leading to the publication of *The Future of Maritime and Inland Waterways Collections*²³ which included the following recommendations:
 - Provision of Storage for Historical and Traditional Craft

²⁰ Ibid. pp 63 – 64

²¹ The Heritage Council (2005) *Ireland's Boating Heritage – The Future* The Heritage Council

²² Tully, D. (2006) *An Audit of Maritime Collections* The Heritage Council

²³ Flegg, E. ed. (2006) *The Future of Maritime and Inland Waterways Collections* The Heritage Council

- Establishing an Historic Boats Register
 - Provision of a Record of Vernacular Craft
 - Creation of a Register of Traditional Boat Builders
 - Provision of Floating Exhibitions.
- A conference on the use of towpaths and publication of proceedings, 2007, *Towpaths for the Future - Seminar Proceedings*.²⁴
 - Providing grant support to Clare and Galway County Councils to carry out surveys of heritage boats in 2008 and 2009.
 - Commissioning a review of the effects of climate change on the coast and inland waterways, 2009, *Climate Change, Heritage & Tourism: Implications for Ireland's Coast & Inland Waterways*.²⁵ Effects on boating, boats and wrecks are included.
 - Grant support to Galway County Council in 2010 for the publication of a book about the Galway heritage boat survey, *Glorious Galway: Hookers, Currachs, Lake and River-Boats Gaillimh na Seod, Gaillimh faoi Sheol*.²⁶
 - Grant support for a number of boat restoration and boat line laser scanning projects through the Heritage Council Community Heritage Grants Scheme from 2008- 2016.

3.3.2 Waterways Ireland

The remit of Waterways Ireland is to “*manage, maintain, develop and restore*”²⁷ certain inland waterway navigations, principally for recreation. Since it was set up in 1999 the organisation has invested more than € 50 million in the infrastructure of the three waterways in the survey area, including the notable achievement of restoring the Royal Canal as a navigation connecting Dublin to the River Shannon.²⁸

The cultural significance of inland waterways is bound up with their original purpose, facilitating the transport of goods. The act of maintaining and restoring the waterways as navigations, when done with respect for conserving their “*existing fabric, use, associations and meanings*”²⁹ sustains this element of Ireland’s heritage, and provides the environment in which heritage boats can continue to survive in use.

While the motivation to use heritage Barges and Canal Boats in present times may have changed from commerce to recreation, the essential qualities of these boats and the skills required to handle them in their original setting can still be appreciated. The work of Waterways Ireland in maintaining and restoring the navigations is thus intrinsic to the conservation of the heritage boats that use them.

²⁴ Flegg, E. ed. (2007) *Towpaths for the Future - Seminar Proceedings* The Heritage Council

²⁵ Kelly, B. & Stack, M. eds. (2009) *Climate Change, Heritage & Tourism: Implications for Ireland's Coast & Inland Waterways* The Heritage Council and Fáilte Ireland

²⁶ Lynch et al. (2011), op. cit.

²⁷ Waterways Ireland (2016) op. cit. p7

²⁸ Waterways Ireland *Opening Statement to the Joint Oireachtas Committee on Environment, Culture and the Gaeltacht 25th April 2014* www.oireachtas.ie/parliament/oireachtasbusiness/committees_list

²⁹ Australia ICOMOS Incorporated, op. cit. p3

Heritage boats are identified as “*Floating Heritage*”³⁰ in the Waterways Ireland Heritage Plan, and make up one amongst the 16 heritage elements covered. The current survey is an action of the plan. There is a good showing of those with heritage boat interests amongst the impressive list of Working Group Members and Written Submissions³¹ for the plan. Waterways Ireland’s appreciation of the value of heritage boats is clear, together with an understanding of the need for collaboration with others in promoting and sustaining heritage.

3.4 What is a “Heritage Boat”?

The definition of a heritage boat set out in the terms of reference for this survey is based on the Heritage Act 1995 and the Heritage Council’s guidelines for surveying heritage boats.³² A heritage boat is a boat:

“... over 25 years old which is of significance because of its intrinsic construction or because of its association with the commercial, cultural, economic, industrial, military, political, social or other history of the country. The classification ... includes mainly work boats (fishing, trading and ferry boats), but also certain ‘classic’ pleasure boats. The majority of these types are of wooden construction, but will also include early steel and iron-hulled boats of coastal and inland waters. Recently-built GRP yachts, dinghies, punts etc., while they may acquire ‘heritage’ status at some future date, are not considered here.”

Ireland’s HBA also recognises the 25 year criterion. The Heritage Act definition applied to the surveys of heritage boats in Counties Clare and Galway, where many boats less than 25 years old were included because they represented important aspects of maritime heritage such as the builder, materials used, design, craftsmanship, usage, location, social or familial history.

Reggie Goodbody’s definition of a heritage boat in *A Survey of the Traditional Irish Boat Sector for the Heritage Council* (2003, p27)³³ is worth repeating in this context:

1. A boat or vessel that was important to an inland or coastal community.
2. A boat built with the materials available at the time, i.e. timber, iron, steel, concrete or GRP, and which reflects the techniques and skills used in the construction of that boat. A lot of skills used in building boats will not be used again, except by enthusiasts to build replicas, but never in an industrial or commercial sense.
3. A boat or vessel with historic connections of national importance, or associated with prominent national persons. For example the *Asgard*, or a rowing boat used by Sean McBride when he was on the run on Lough Derg – he even camped on it at night! A heritage boat may have been repaired and still in use, whereas a boat which is no longer usable, for example *Asgard*,

³⁰ Waterways Ireland (2016) op. cit. p12

³¹ Ibid. pp31-32

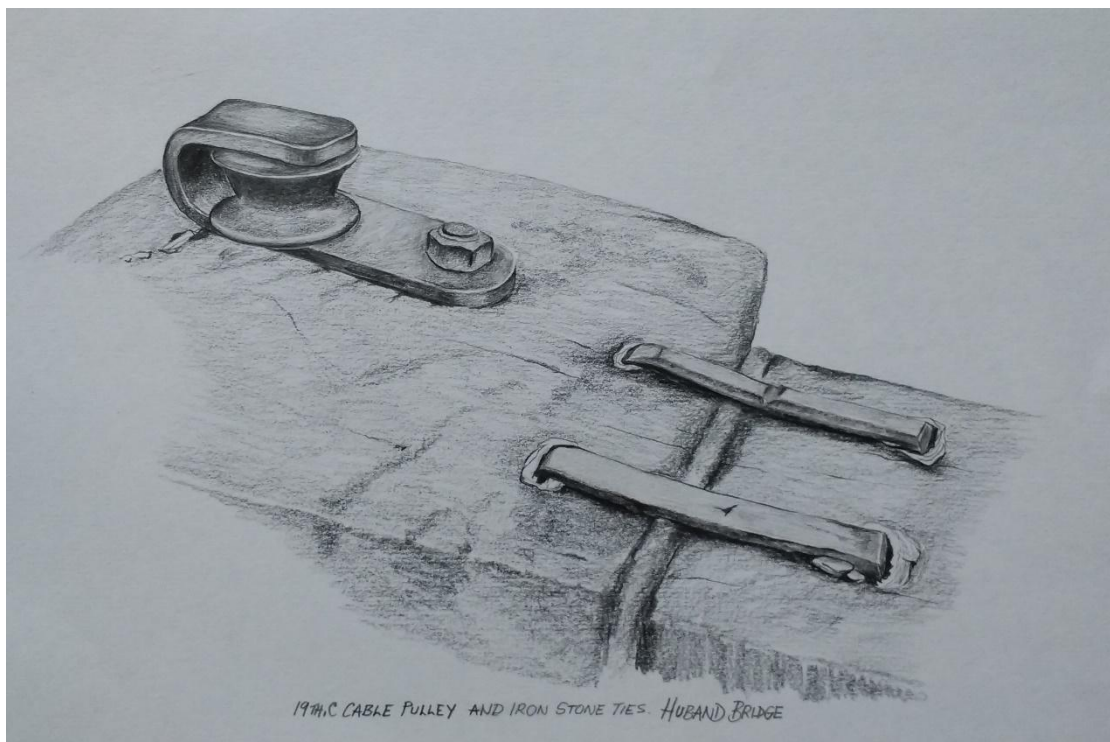
³² Mac Cárthaigh, Becker, Kearon, op. cit.

³³ qv

becomes a museum piece. In my opinion that is the difference between a heritage boat and a museum piece.

The definition of a heritage boat varies from country to country. In the UK, for instance, the category is restricted to boats over 50 years old. The Vintage Wooden Boat Association, based in the UK but with a worldwide membership and a register of 900 wooden boats, classifies its members' boats as follows:

- Classic boats: 25 years and over
- Vintage boats: pre 1940
- Veteran boats: pre 1915



19th Century cable pulley and iron stone ties, Huband Bridge, Grand Canal

4 Findings

4.1 Overview of Survey

The findings of the survey are contained in the database and summarised in the tables and charts in this section. A total of 183 heritage boats were recorded.

4.1.1 Where are the Boats ?

The distribution of heritage boat types at various locations across the three navigations is indicated in Table 4.1 and Figure 4.1. The boats surveyed were classified into 11 different boat types. The majority of boats (122 or 67%) were found on the Grand Canal, with the largest clusters at Grand Canal Dock (28), Hazelhatch (18), Lowtown (21), and Shannon Harbour (26).

Navigation	Number of boats	Barge	Canal Boat	Cot	Currach	Half-Decker	Lifeboat	Misc	Motor Cruiser	Motor Sailer	Narrowboat	Sail Cruiser	Sailing Barge	Workboat	Grand Total
Grand Canal	Grand Canal Basin	5	3			1	1	8	2		4	4			28
	Grand Canal other	2	1								1				4
	Hazelhatch	3	7						4		3		1		18
	Lowtown	1	1					2	8	1	6			2	21
	Monasterevin	3							3			1			7
	Sallins	1	1						1		1				4
	Shannon Harbour	3	9				1	2	6		2	1		2	26
	Tullamore	1	4					1						2	8
	Vicarstown		1						4						5
River Barrow	Athy	1		2			1								4
	Barrow Other	1						1			1			1	4
	Goresbridge	1							1					1	3
	Graiguenamanagh	3	1	3				1	4		9				21
	St Mullins	2			1				1		1				5
Royal Canal	Hill of Down						1				2				3
	Moyvalley	2							1				1		4
	Richmond Harbour		4						6		2	1			13
	Royal Canal Other	1	1						1						3
	Thomastown	1							1						2
Grand Total	31	33	5	1	1	4	15	43	1	32	7	2	8	183	
Grand Canal Total	19	27			1	2	13	28	1	17	6	1	6	122	
River Barrow Total	8	1	5	1		1	2	6		11			2	37	
Royal Canal Total	4	5				1		9		4	1	1		24	

Table 4.1: Distribution of heritage boat types by location

The River Barrow has 37 boats or 20% of the total, with a cluster at Graigueanamagh (21 boats) and single figures at other locations. There were 24 boats recorded on the Royal Canal or 13% of the total, with a cluster at Richmond Harbour (13 boats) and single figures at other locations.

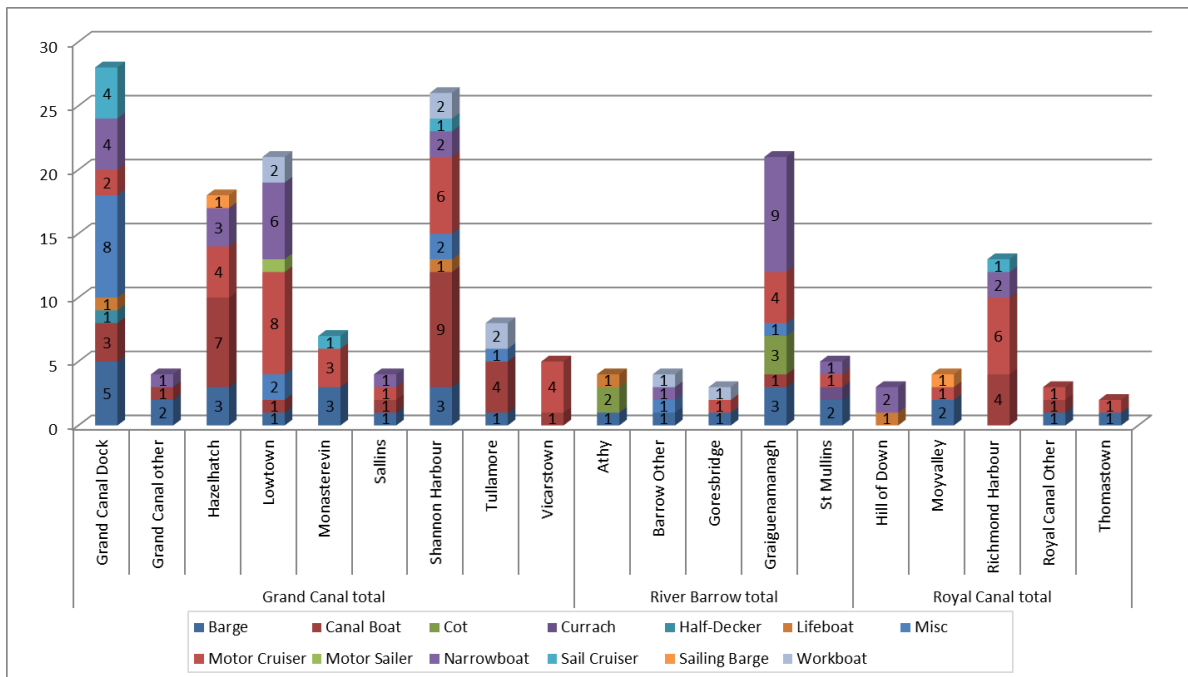


Figure 4.1: Distribution of heritage boat types by location

Not surprisingly, the pattern of distribution throughout the survey area shows significant clusters of boats at a small number of locations, generally canal harbours where facilities are concentrated, with boat numbers in single figures at other scattered locations. These boat clusters comprise 127 heritage boats or 70% of the total.

4.1.2 How are Boat Types distributed ?

The most numerous heritage boat type recorded was Motor Cruiser with 43 boats or 23% of the total. Their relative proportion shrinks to 16% (6 boats) on the Barrow but is predominant on the Royal at 38% (9 boats).

Boat types specifically designed for the canals (barges, canal boats, narrowboats, sailing barges and workboats) together made up 58% of the total recorded (106 boats). Their distribution throughout the survey area was relatively uniform.

Canal Boats (33 examples), were the most numerous within this group of boat types. These are undoubtedly the most important heritage boat type in the survey area. Some of the boats date back to the 19th century and their history is intimately linked with the history of the inland waterways.

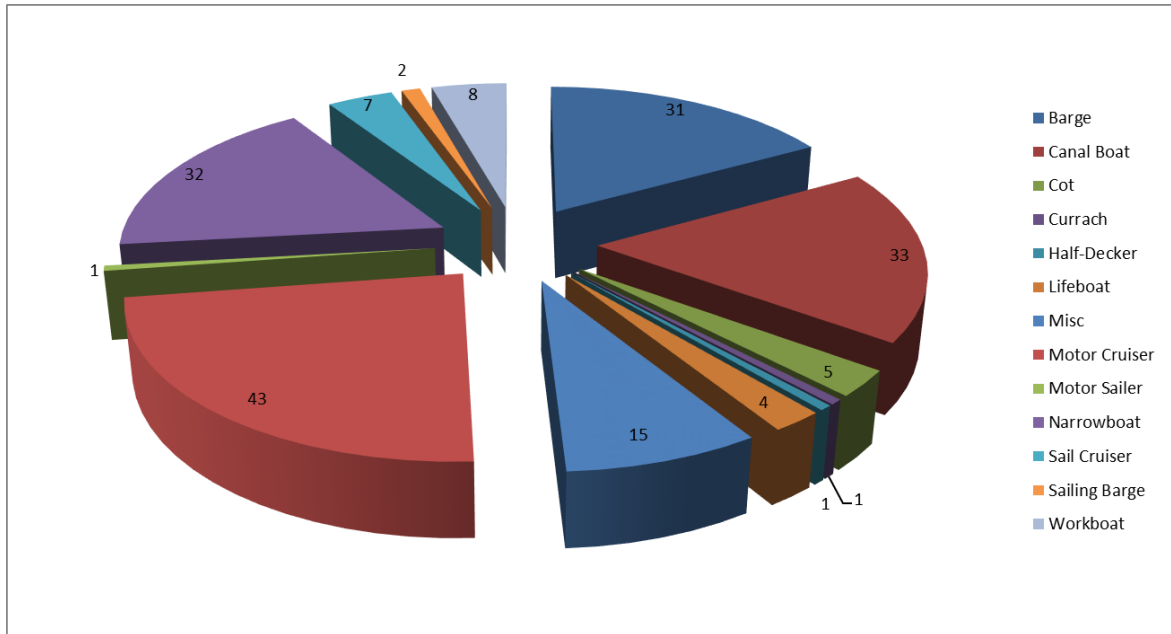


Figure 4.2: Heritage boats by boat type

The Barges (31 boats), introduced from outside Ireland, and the more modern Narrowboats (32 boats) were also present in significant numbers and show a similar even distribution throughout the survey area. Of the other boats specifically designed for canals there were six Workboats and two Sailing Barges.

The remaining boats in the survey included a number of Miscellaneous Craft (13), Sail Cruisers (7), Lifeboats (4), Half Decker (1) and Motor Sailer (1). Most of these were recorded in the Grand Canal with scattered examples elsewhere. A group of five Cots, which are important heritage boats, were found on the River Barrow, at Athy and Graiguenamanagh. The Miscellaneous category includes 7 DUKW (amphibious vehicles from WWII) recorded at the Grand Canal Basin and three sliding seat racing rowing boats.

4.1.3 What are the Heritage Boat designations?

All of the boats in the survey were designated into one of four heritage categories to help inform the establishment of a register of heritage boats (Section 6). The distribution of heritage boat types by designation is illustrated in Table 4.2 and Figure 4.3. The designations are defined as:

- Category A, Core Collection (48 boats) - boats considered to be of national importance; including boats more than 80 years old and those of particular heritage significance.
- Category B Heritage Boats (19 boats) – important heritage boats more than 50 years old.
- Category C Heritage Boats (90 boats) – heritage boats more than 25 years old.
- Category D, Boats of Heritage Interest (26 boats) - more recently built boats and replica boats of heritage interest.

Number of boats	Barge	Canal Boat	Cot	Currach	Half-Decker	Lifeboat	Misc	Motor Cruiser	Motor Sailer	Narrowboat	Sail Cruiser	Sailing Barge	Workboat	Grand Total
Cat. A Core Collection	5	33	2				3	1				1	3	48
Cat. B Heritage Boats	1						10	5	1	1	1			19
Cat. C Heritage Boats	15		3	1	1	4	1	32		22	6	1	4	90
Cat. D Heritage Interest	10						1	5		9			1	26
Grand Total	31	33	5	1	1	4	15	43	1	32	7	2	8	183

Table 4.2: Distribution of heritage boat types by designation

The boats in the first two designations, Category A (Core Collection) and Category B Heritage Boats considered together make up a group of 67 important heritage boats on the three navigations. These two groups represent 37% of the total surveyed and their existence provides much to celebrate. In addition to these fine examples, there are 90 Category C Heritage Boats (49%) and 26 other boats of heritage interest (14%).

The most numerous and significant of the boat types represented amongst the Category A and B boats is Canal Boats, all of which (33) fall within these two designations. In addition, there are Barges (6), Cots (2), Motor Cruisers (6), a Motor Sailer, a Narrowboat and a Sailing Barge, as well as a number of boats in the Miscellaneous category (13). The latter include the DUKW (7), the racing rowing boats mentioned above (3), the remains of the former Shannon ferry by Shannon Harbour, a Yorkshire Coble (Medbh), and the remains of what is possibly a Scottish fishing boat at Lowtown.

The group of 90 Category C Heritage Boats contains examples of all the boat types in the survey with the exception of Canal Boats and Motor Sailers. It includes the majority of the Motor Cruisers (32 out of 43), Narrowboats (22 out of 32) and Sail Cruisers (6 out of 7).

The 26 boats designated as Category D, of heritage interest, include Barges (10), Motor Cruisers (5) and Narrowboats (9).

Across all designations, the project team has identified 13 boats to be at risk of disintegration, including those in Category A (7), Category B (2) and Category C (4).

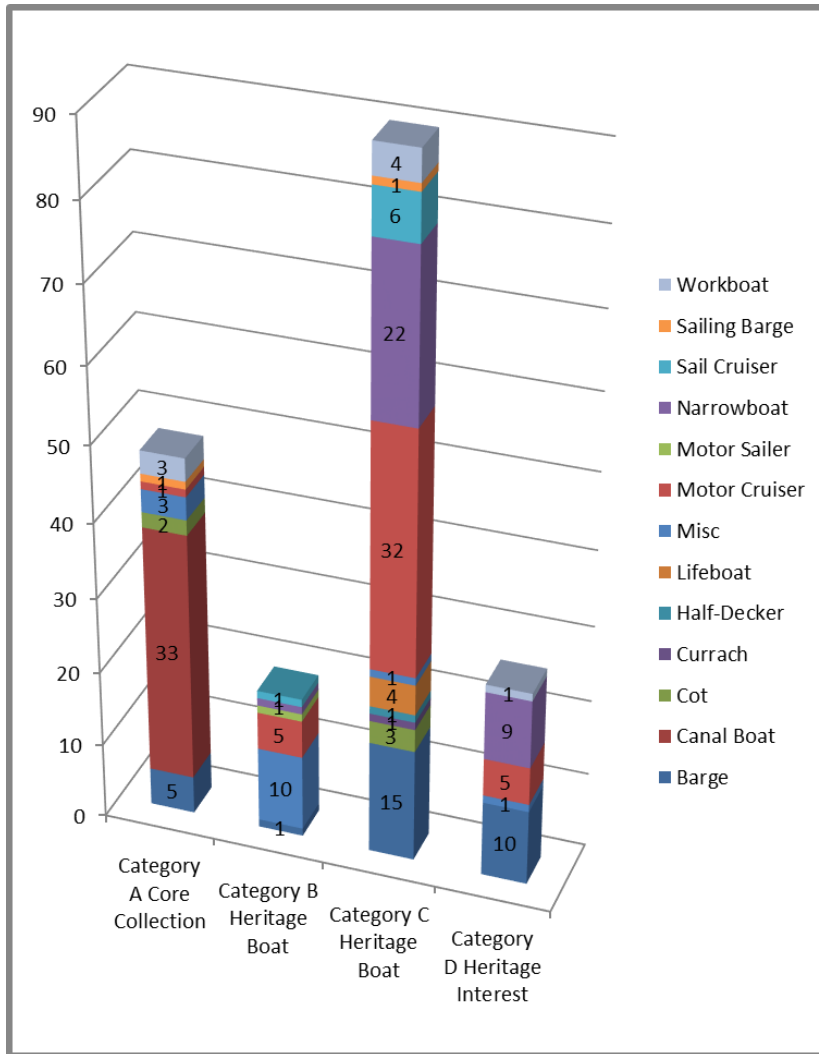


Figure 4.3: Distribution of heritage boat types by designation

4.1.4 Canal Boats and the Heritage Boat Association

The information provided by the HBA on its website³⁴ and in its publications³⁵ provides comprehensive details of all the known Canal Boats on the inland waterways in an easily accessible form. The website is updated regularly. These sources are seen as an essential supplement to this survey for the important classes of inland waterway craft that concern their members.

The highly informative website, Irish Waterways History, operated by Brian Goggin,³⁶ is another invaluable source of information on heritage boats.

³⁴ www.heritageboatassociation.ie op. cit.

³⁵ Burke (2006); Burke (2009) op. cit.

³⁶ irishwaterwayshistory.com

4.1.5 What materials were used?

The information in Table 4.3 and Figure 4.4 shows the construction methods and materials used in the hulls of the 11 boat types in the survey. In Figure 4.5 the same information is shown for the four heritage categories.

There is a caveat to these categorisations as they were made on the basis of visual examination. Where possible, further research was undertaken (literature and internet) to clarify questionable issues. The original materials used in the older Canal Boats and Barges was riveted iron or riveted steel. However, over the years, nearly all have been replated or overplated, in most cases with welded steel. It is not easy to tell if an overplated boat retains any portion of an original riveted hull underneath.

The predominance of iron and steel hull construction on the waterways, with 69% (126 out of 183) of the boats is vividly illustrated. Wrought iron with riveted plates can be seen in the Canal Boats (6) dating from the 19th century. Only four other boats were found to have wrought iron hulls, one Barge and three Workboats. The other Canal Boats are of riveted steel (13 boats) and welded steel (14 boats). Almost all the Barges (30) are also of riveted or welded steel as are the majority of Workboats (5 of 8).

Number of boats	Barge	Canal Boat	Cot	Currach	Half-Decker	Lifeboat	Misc	Motor Cruiser	Motor Sailer	Narrowboat	Sail Cruiser	Sailing Barge	Workboat	Grand Total
Steel (Welded)	28	14					8	11		31	2	2	5	101
Fibreglass						1		24			2			27
Carvel Planked			3		1		4	8		1	3			20
Steel (Rivetted)	2	13												15
Iron (Rivetted)	1	6											3	10
Clinker Planked			2				1		1					4
Aluminium						3								3
Other							2							2
Canvas Skin				1										1
Grand Total	31	33	5	1	1	4	15	43	1	32	7	2	8	183

Table 4.3: Heritage boat types by hull material

Steel construction is also favoured in a number of other boat types, including Motor Cruisers (11), Narrowboats (31), Sailing Cruisers (2), Sailing Barge (2) and Miscellaneous (8).

Iron or steel has historically provided robust and durable hulls for workboats on the canals and has endured as a popular choice for boats intended purely for leisure. Fibreglass (GRP) is the next most popular system after iron and steel for hull construction with 27 examples (14%). These include Motor Cruisers (24) with two

Sailing Cruisers and one Lifeboat. Aluminium is the material used in the hulls of the three other Lifeboats in the survey.

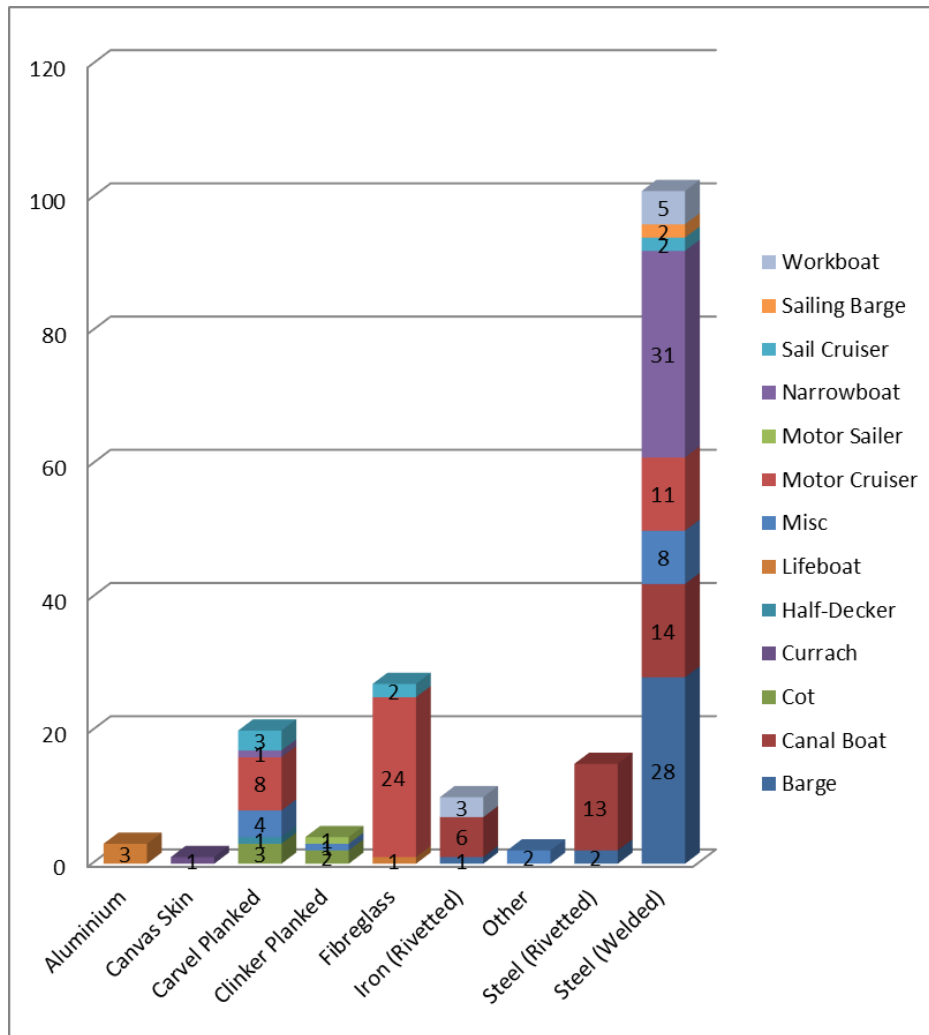


Figure 4.4: Heritage boat types by designation and hull material

Wooden hulls do not survive as well in fresh water as in the maritime environment. Wooden carvel or clinker built hulls were found in 24 boats or 13% of the total. These include the Cots (5), Motor Cruisers (8), Motor Sailer (1), Sailing Cruisers (3), Half Decker (1), Miscellaneous (5), and a single heritage Narrowboat. Wooden boats formed the majority of hull construction types in the surveys of heritage boats in Counties Clare and Galway (2008 & 2009)³⁷. The canals and waterways - with only 13% wooden hulls in this survey - are in marked contrast with iron and steel being the dominant construction material.

The use of riveted iron and steel in the construction of the metal heritage boats designated as Category A, Core Collection is clear from Figure 4.5. All of the iron boats are included in this category, as are all bar one of the riveted steel boats.

A number of early hire boats had hulls made of concrete but none were found during the survey.

³⁷ Tully, 2008; Lynch et al. 2011, op. cit.

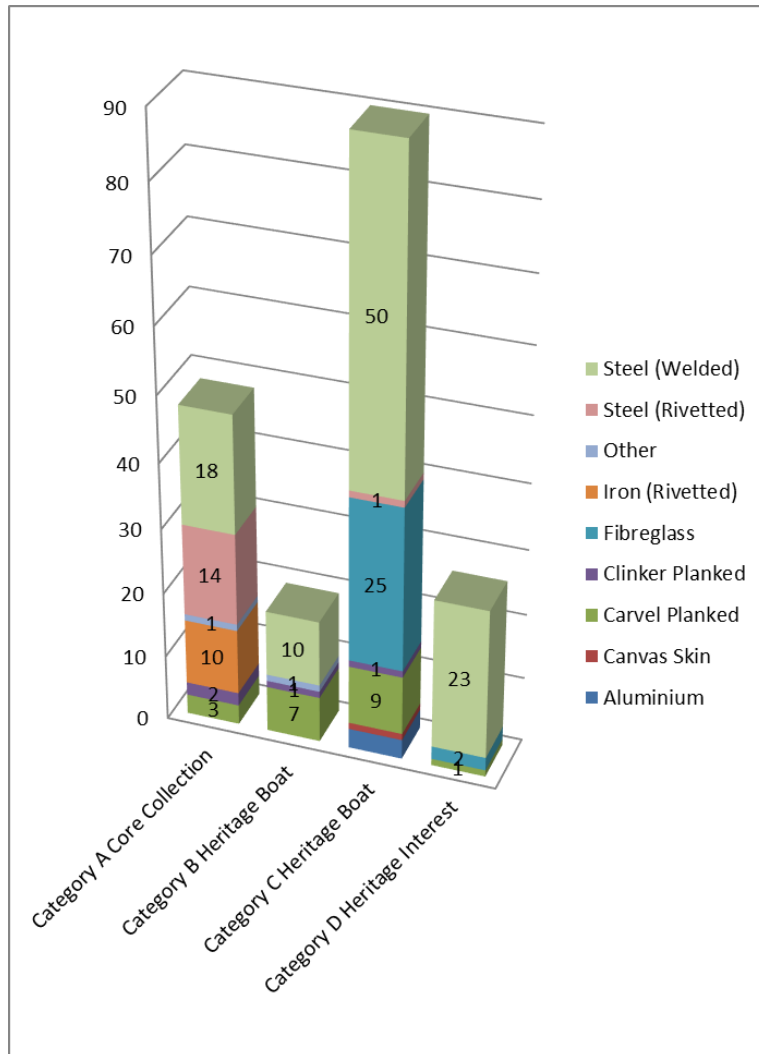


Figure 4.5: Heritage boat types by designation and hull material

4.1.6 Where were they built?

Table 4.4 indicates the places of construction for 71 of the boats surveyed, including most of the Category A and B boats (47 of 67). It has not been possible in the time available to identify where the remaining boats were built. It may be surmised that many of them (e.g. Narrowboats and Fibreglass cruisers) may have originated in the UK.

A total of 30 boats were built on the island of Ireland, including four in Northern Ireland and 20 in Dublin. The database shows that the latter include 18 of the 33 Canal Boats in the survey, 17 of which were built at the Vickers (Ireland) and Ringsend Dockyard boatyards.

The remaining 41 boats were built in widely scattered locations, mainly throughout England, which accounts for 24 boats. A little further overseas, five barges were built in the Netherlands and one lifeboat came from Norway. The fleet of 7 DUKWs based in Grand Canal Basin was built in the USA.

Number of boats	Barge	Canal Boat	Cot	Currach	Half-Decker	Lifeboat	Misc	Motor Cruiser	Motor Sailer	Narrowboat	Sail Cruiser	Sailing Barge	Workboat	Grand Total
Arklow											1			1
Drogheda													2	2
Dublin		18					1						1	20
Kerry				1										1
Passage West, Cork		1												1
Robertstown	1													1
Lisburn, N.I.		1												1
Portadown, N.I.		3												3
UK	1									2				3
Braunston, UK										1				1
Brundall, Norfolk								3						3
Bunbury, Cheshire										1				1
Chester										1				1
Dartmouth, UK								1						1
Leicestershire, UK										1				1
Lincolnshire, UK								1						1
Moulsford, Ox, UK								1						1
Northampton	1													1
Northwich, Cheshire	2													2
Oundle, Northamptonshire								1						1
Southampton								1						1
Surrey							1							1
Teddington, UK								1						1
Todmorden, West Yorkshire	1													1
Wigan, Lancashire										1				1
Wolvey, Warwickshire, UK								1						1
Wroxham, UK	1													1
Poss Leicestershire, UK										1				1
Inverkeithing, Scotland		1												1
Scotland								1						1
Chepstow, Wales.	1													1
Friesland, Netherlands												1		1
Netherlands	4													4
Rosendal, Norway						1								1
USA							7							7
Not Identified	19	9	5		1	3	6	32	1	24	6	1	5	112
Grand Total	31	33	5	1	1	4	15	43	1	32	7	2	8	183

Table 4.4: Heritage boat types by place of construction

4.2 Barges and Canal Boats

The inland waterways are a huge repository of our industrial heritage. Some of the Barges and Canal Boats still in use today as leisure craft are contemporary with the early railway system and other forms of mechanised vehicles. Much work has been done by members of the HBA to ensure the survival and future of these industrial boats.

A variety of former working craft were found within the survey area. These include:

- Horse Boats (now motorised)
- M boats (motorised)
- B Boats (bye-traders)
- E Boats (engineering boats)

- Floats (were without engines but now have them)
- Royal Canal Boats
- Flying Boat tenders (fast re-fuellers)
- Sand Barges
- Clay Boats
- Dredgers
- A Steam Boat and a Steam Tug

Canal Boats are the oldest form of industrial transport in Ireland, but have received very little statutory recognition, and are almost totally dependent on the generosity and vision of their owners to preserve this heritage. The HBA's publications³⁸ and website³⁹ cover the history and usage of the majority of these industrial craft.

Three of the oldest boats afloat in Ireland form part of this heritage fleet, and were recorded during this survey. *Chang Sha* was built in 1846 as a gentleman's steam yacht. *The Fox* and *The Bat* were built in 1865 and 1866 respectively as steam tugs - both are now motor barges. Together with most of the historic canal boats, these three have been classed as Category A, Core Collection Heritage Boats in the database (Section 7.4). In total, 33 historic Canal Boats were identified in the survey area, all of heritage significance and designated as Core Collection boats.

Boats and barges that were specifically built for the Grand and Royal Canals are usually referred to as Canal Boats. The survey also recorded a number of historic working barges that have been brought in from other jurisdictions and converted for the leisure industry. *J.D. McFaul*, built in 1952, was one of these later imports. Some fine examples of historic Dutch barges were found within the survey area, such as *de Vrouwe Susanna*, *Anchor* and *Nieuwe Zorgen*.

Some new builds or replicas of heritage style boats have been recorded, including *80M*, *IDA*, *Leo Eile*, *Cadhla* and *Riasc*. These craft have not been designated as Heritage Boats, but were included in the survey to create dialogue on what constitutes a replica or what constitutes the continuity of a tradition. Like replica maritime heritage boats the *Jeanie Johnston* and *Dunbrody*, launched in 2000 and 2001 respectively, these craft require intensive ongoing management and maintenance in the same way as the older heritage boats.

4.3 World War II Heritage Boats

A number of boats were found with historical connections to World War II, including a fleet of seven amphibious vehicles known as DUKW ("ducks") as used for the D-Day landings on the Normandy beaches in 1944. These craft are operated as a tourist attraction from the Waterways Ireland Grand Canal Dock in Dublin.

³⁸ Burke (2006); Burke (2009) op. cit.

³⁹ heritageboatassociation.ie/cms/index.php?option=com_content&task=section&id=4&Itemid=64



Canal Boat 31B at Shannon Harbour



DUKW *Thor* at Grand Canal Dock



Stern of Canal Boat 118B at Tullamore



Barge Jarra at Shannon Harbour

There are some very attractive boats on the inland waterways network which were designed as fast re-fuellers for flying boats. *Blackthorn* (built in 1944) was originally based at the flying boat station at Castle Archdale on Lough Erne, refuelling aircraft such as Consolidated Catalinas and Short Sunderlands belonging to No. 209 Squadron RAF. *Sly Fox* (built 1943), another fast re-fueller, was most likely stationed in Plymouth, and was imported into Ireland long after the war. There were reports that there was at least one of the ‘Dunkirk Little Ships’ on the canals, but it was not identified during the survey.

4.4 Narrow Boats and Narrowboats

A narrow boat is a type of craft specifically designed for the smallest canals in the British Canal System where locks have a minimum width of 7 feet or 2.13m. Narrow boats have a beam of around 6’10’’ (2.08 metres) or less, and come in a variety of lengths up to 72 feet (21.95 metres).

The boats developed during the Industrial Revolution which saw the building of the extensive UK canal system in the 18th century. Some traditional wooden horse drawn boats survived up to the early 20th century, but motorised riveted iron and steel boats took over. ‘Butty boats’ were unpowered narrow boats which were towed or rafted to a motorised narrow boat. Tugs could pull a train of butty boats.

Cargo carrying on the canals diminished after WWII, partly due to the availability of cheap ex-military lorries which were bought up in large numbers by de-mobbed military personnel going into the road haulage business. Traditionally the operators or families lived on the boat in a tiny cabin with a stove, which led to the development of holiday boats and live-aboards for the leisure industry when the trading days were over.

The Historic Narrow Boat Club supports working heritage on the British canal system. ‘Narrow boats,’ written in two words, denotes historic craft, those that are ex-working craft. ‘Narrowboat,’ all one word, denotes modern builds.

Narrow boats usually had a traditional guard-less counter stern where the tillerman stood. Many new builds have a larger outdoor space with semi-traditional or cruiser sterns. As the widths of the locks and canals on some of the British canal system is very restrictive, narrowboats are one of the few options for the inland waterways of the UK. As a result, they make up large numbers of the boats on the British canal system. Numbers have been rising significantly from 27,000 registered boats in 2006 to 35,000 in 2014.

While there are and have been a few builders of narrowboats in Ireland, most examples on the Royal and Grand Canals are ex-hire boats or have been bought second hand in the UK.

The quality and thickness of steel has varied significantly in narrowboat builds. Some relatively new boats have deteriorated rapidly. Some older examples were made with higher quality steel, including steel from decommissioned gasometers, and have survived in relatively good condition.



Narrowboat *Millicent* at Shannon Harbour



Narrowboats *Allanagh* and *Daghdha* at Graiguenamanagh

Much of the narrowboat fleet on the Grand and Royal canals is in poor condition and of indeterminate age. A total of 32 narrowboats were recorded in the survey because their age warranted their inclusion. One wooden narrow boat was recorded, but none were identified that could be classed as former working boats, with the exception of one possible example in Grand Canal Dock.

A small number of hire companies operated on the canals and the Barrow. Celtic Canal Cruisers was perhaps the best known, but has ceased trading. There are a few former builders of narrowboats, including Crean Engineering of Vicarstown, Co Laois, who still hire out these craft. Some of the ex-hire fleet make up the numbers of narrowboats on the network, along with mainly British imports.

4.5 Modern Wide Beam Barges

Wide beam barges are quite numerous on Irish inland waterways. The modern wide beam barges are popular as live-aboard and holiday boats, with some excellent new examples to be found along the navigations. Some of these were built by commercial boat-building firms, and some were one-off builds by engineers. Many of the craft identified were less than 25 years old, so very few are included as Heritage Boats. A total of 31 Barges are included in the survey.

4.6 Cots, Currachs, Lighters and Fishing Boats

Ireland is home to a fleet of small flat-bottomed craft known as Cots, used to fish the upper reaches of our tidal estuaries. While varieties are found on most Irish rivers, the use of Cots is particularly strong on the rivers of the south east. On the River Barrow, Cots were mainly engaged in an ancient form of fishing called snap netting, carried out by a pair of Cots working together. Up-river the Cots were also used for trapping eels and hunting.

While preserving traditional forms of fishing, the river Cots of the south east are also a focus for the continuity of a great range of traditions within their communities. They are a catalyst for the transmission of knowledge and awareness of the rivers, fishing, boat building and associated crafts, and the oral traditions associated with the fishery.

The revival of cot racing in many places has strengthened community involvement in the boats and the rivers. In Graiguenamanagh, the lines of a legendary racing cot from the early 20th century, *The Green Diver*, were used to make a template for building a new 14 strong racing fleet. The three Barrow Cots recorded in the survey are from this fleet.

Various styles of Cots were used further up the Barrow. Around Athy quite substantial Cots were used as tenders and lighters (small cargo boats used in shallow waters, especially for ferrying goods to and from larger ships). An initiative by the Athy Enterprise Board recently had four Cots built which are now available for hire. The cot that provided the template for these new boats was originally used at

Cassidy's Brewery in Monasterevin, Co Kildare. A search for Cots that were used by farmers along the Barrow branch of the Grand Canal proved fruitless, but two GRP tenders were found at traditional crossing places.

Currachs have been with us from at least the Bronze Age. The currach is a form of skin boat, and is one of the main traditional boats of Ireland. There are around 600 currachs nationwide, with 14 regional types. In the last three decades the use of currachs in an urban setting has been developing. *Naomhóga Chorcaí* in Cork City was formed in 1993, and the more recently formed *Cumann Currach Áth Cliath* operates on the Liffey at East Wall, Dublin.⁴⁰ This group regularly takes part in festivals in the Grand Canal Dock, and some have rowed the entire length of the Royal Canal, the Grand Canal and down the Barrow line and Barrow River to New Ross. Currach racing is also a growing sport.

Traditionally Lighters, Claruns and Gabbards are known to have been used on the River Barrow but none were located during this survey. Very few fishing boats were found within the survey area although there were examples that had been converted to Motor Cruisers. A rare example of a Scottish fishing herring drifter was identified at Lowtown, Co Kildare, but it had been abandoned for some time, and was in a very bad sunken condition. One outstanding example of a heritage fishing boat is the Yorkshire Coble, dating from 1912, which was recorded at Lowtown.

4.7 Wooden Boats

Only 13 wooden heritage boats were found during the survey. However, Brian Goggin's comprehensive blog at www.irishwaterwayshistory.com contains an archive of many classic wooden boats photographed between 2010 and 2012. In contrast, very few wooden boats are apparent today.

4.8 Rowing Boats

Ireland has a long tradition of rowing, and four rowing clubs are situated within the survey area. These clubs have some very handsome examples of classic heritage rowing boats.

Carlow Rowing Club, founded in 1859, is one of the oldest rowing clubs in Ireland. Offaly Rowing Club at Tullamore, although relatively young, also follows an older tradition of rowing on the Grand Canal. The Jesuits at St Stanislaus College, Rahan, Co Offaly, developed a college rowing club, and the Grand Canal was widened to facilitate rowing. That area of the canal is still known as the '*Broad Reach*.' Even when the boarding school closed the seminarians continued rowing with collapsible canvas boats.

⁴⁰ Established in 2013.



Rowing boats, Graiguenamanagh



Yorkshire Coble *Medbh* at Lowtown

Graiguenamanagh and Athy are young clubs with large youth memberships.⁴¹ For many young people their first experience of the navigations and boating in general is through one of these clubs.

4.9 Boats of the Hire Boat Industry

GRP boats were not included in the terms of reference for the survey. However, some good examples of GRP boats used in the early days of the cruise hire industry were recorded. These boats are an important element in the development of the navigations for leisure use. Ireland was quite late to recognise the tourist resource value of its inland waterways. Although various individuals were hiring boats and experimenting with the floating hotel concept, it was not until the 1970s that the boat hire industry picked up momentum.

Carrick on Shannon was one of the early centres of activity, with groups like Mitchell Marine building and renting plywood boats. The big development was the founding of the Emerald Star Line by Guinness in 1970. Their base at Carrick-on-Shannon was followed by another in Portumna in 1971. When the Ballinamore Ballyconnell Canal (now the Shannon Erne Waterway) opened, Emerald Star set up a base in Belturbet.

The early fleet included a half dozen four and six berth 'SeaCrete' concrete boats. One of these is reportedly based in Shannon Harbour, but was not picked up during the survey. Otherwise much of the early hire fleet were sourced from the well-established Norfolk Broads builders, including Wyndboats. The early hire fleet included Seamaster 27s and 30s, Ocean 30s and Freeman 22s, some with petrol engines. Harvey Eastwood 37s, with sliding roof sections, were another introduction, along with three Project 31s built in Plymouth. Broom 30s, Broom 35s, Broom 37s and Broom Skippers were added, along with the Elysians built by Appleyard in Lincolnshire. A Broom 42 Shannon Class was built exclusively for Emerald Star in the early 1990s. Currently Haines and Brooms are the popular models.

Emerald Star, like other operators in recent years, have consolidated their operations, and are now part of the 'Le Boat' group, with bases on the French canals. Other hire craft were operated by Vic Holland in Clonard with his Ocean 30s. Ted Knight in Domineer had a small sailing fleet for hire on Lough Derg. George O' Brien-Kennedy built and hired boats from Shannon Harbour and later at the old Drumsna station. O'Brien-Kennedy was also known for the Kerry 6 tonner sailing cruiser and the IDRA 14 dinghy.

Carrick Craft operated a hire base in Carrick on Shannon from the 1970s, which was followed by a base in Banagher and Knockninny. They used Elysian 27s, Seamaster 24s, Aquafibre boats and Haines craft, among others.

Many of the early hire fleet that was sold off have not been fortunate in private hands, with the general condition of many of the boats found along the canal classed as poor. A handful of good examples of ex-hire craft were recorded in the survey database.

⁴¹ Athy is not so far affiliated to Rowing Ireland.



GRP Motor Cruiser *Rushmere* at Hazelhatch



Steel Motor Cruiser at Robertstown



Gentleman's Steam Launch *Chang Sha* at Lough Derg



Former WW II flying boat re-fueller, now Motor Cruiser, *Sly Fox* at Shannon Harbour

4.10 Sunken & Wrecked Vessels of Interest

Because of the physical restrictions of the canal system there are very few sunken or wrecked vessels left in situ for long. Most hazards to navigation have been removed. However, some interesting vessels, in an abandoned state, were identified during the survey. *Nadia*, at Hazelhatch, a fine gentleman's launch as recently as 2010, is now in a derelict condition and vulnerable to total loss. There are important boats at Lowtown too that should be considered for rescue or at least stabilisation.

The old Shannon Horse Ferry that crossed the river outside Shannon Harbour to the Ballinasloe line is of considerable interest. Karl Brady, of the National Monuments Service, kindly sourced a previous survey,⁴² copies of which were circulated to the steering committee members.

A number of derelict heritage boats were identified by the HBA in their 2006 publication.⁴³ *The Coolawn* and *ISWAP* on the River Barrow, and the *Longford 53* on the Royal Canal were not recorded, but are still probably in situ. Sources indicate that *The Coolawn* is buried by trees and there is a local initiative to bring her back to the Graiguenamanagh dry dock as a static display.

There are the remains of wrecks close to the Belfast railway line, near the eastern side of Newcomen Bridge at the Dublin end of the Royal Canal, but it was not possible to access the area to record them.



Motor Cruiser *Nadia* at Hazelhatch

⁴² Dunne, G. (1993) *Survey of the Shannon Ferry at Shannon Harbour Co. Offaly* Marine Research Teoranta, Dublin

⁴³ Burke (2006) op. cit.

There is a pair of Royal Canal Floats, No 15 and 16, at Darcy's Bridge. Also there are a number of wrecked vessels south of St Mullins on the River Barrow, just downstream of Waterways Ireland jurisdiction, which include a Canal Boat and a Gabbard.

Amendments 1987 and 1994 to the National Monuments Acts 1930-2004 specifically protect all wrecked vessels aged over 100 years, along with some other vessels deemed of national importance. It also protects underwater sites and objects. Various licences are needed from the National Monuments Service before such vessels are interfered with or surveyed. If in doubt of the status of any vessel the Underwater Archaeology Unit of the National Monuments Service Department of Arts, Heritage and the Gaeltacht should be consulted.

4.11 Ephemeral Heritage Boats

The most obvious difficulty in surveying boats is that they do not stay in one place. It is easy to miss out on recording a boat because it is in transit. Another challenge is the interesting small boat stored in a shed or field well away from the water's edge, or the one that was 'just there' a few years ago, but has since rotted and disappeared.

Traditions of boat use can die away, followed by the boats themselves, particularly those made of less durable materials – for instance, the livelihood that could once be gained by fishing from a currach is no longer viable, and hundreds of these canvas boats have been left to perish. During the current survey a tip-off about a particular Barrow Cot 'further up the bank' came to nothing despite much searching. In this context, Brian Goggin's observations on 'ferry punts' on the Royal Canal and elsewhere are interesting:

The most common response to a canal's obstruction has been neither bridge-building nor underwater works: it has been the use of simple punts. Rolt did remark on these small "ferry punts", which were just rectangular boxes to be poled across. The crew of Arrow II found a similar vessel, a "large rough box" on the Longford branch of the Royal Canal, this time with a chain to pull it across. And in 2007 English narrowboater Neil Arlidge saw a farmer and his sheepdog crossing the canal in a "ferry punt" along the very stretch where Rolt had commented on the punts.

In fact "punts" might be too polite for them: many seem to be more like "large rough boxes" or metal tanks. But they do their job, enabling local people to overcome the obstacle presented by the canal.⁴⁴

Nothing similar was found on the Royal for this survey, but the punt in the photograph below was noted at a traditional crossing point on the Barrow Line of the

⁴⁴ Goggin, Brian S. (undated) *The Y axis* Unpublished paper given by author to D. Lynch, 2009. Citations: Rolt, L.T.C. (1949) *Green and Silver* The Canal Bookshop, 2015 and Hartford, D.M. *Arrow II Explores: An Irish Adventure* Volturna Press 1977

Grand Canal. The heritage in boats like these lies in the social history and tradition of use that they signify rather than the boat itself.



Traditional crossing point north of Fisherstown Bridge, Barrow line, Grand Canal

4.12 Boat Builders and Boat Yards

The older boats recorded in the survey were built in a number of boat yards and foundries. These businesses consolidated and amalgamated over the years and their history is complex.

Many of the Canal Boats were built in Dublin, by manufacturers such as The Dublin Dockyard Company, Vickers Ireland and the Liffey Dockyard. *Dabu* (Horse Boat No. 2) was built by Bewley and Webb, while *Misneach* (Horse Boat No 1) was built by Vickers Dublin in 1877.

There were several important boatyards outside Dublin. Grendons Foundry, Drogheda, operated from 1835 to the 1880s. They built a large variety of heavy engineering products including bridges, water tanks, steam boats and canal boats. They built two of the oldest boats in the survey, *The Fox* in 1865 and *The Bat* in 1866, for the Grand Canal Company.

Passage Dock Company in Cork opened in 1832, mainly building steam vessels and ships. Canal Boat *4E* (formerly Horse Boat 53) was built there in 1895. *Terrapin* (formerly Horse Boat No 21 and then 112B) was built by the Portadown Foundry in 1873. Table 4.5 contains a list of boat builders identified for boats recorded during the survey.

Builder	Place of Construction
Aquamec Ltd	Säkylä, Finland
Bewley & Webb	Dublin
Birchwood Boat Company	Huthwaite, Nottinghamshire
Bonikowski Engineering	Wigan, Lancashire
Brights Patent Pulley Co.	Portadown, Northern Ireland
Broom Boats	Brundall, Norfolk
Carl Douglas Racing Shells	Surrey
Cummins and Ellis	Inverkeithing, Scotland
Dartline Boats	Bunbury, Cheshire
Dublin Dockyard Company	Dublin
Fairline Boats	Oundle, Northamptonshire
Freeman Boats	Wolvey, Hinkley, Leicestershire
General Motors	USA
Grendons Foundry	Drogheda
Harding Lifeboats	Rosendal, Norway
Hayes Boatyard	Stony Stratford, Buckinghamshire
Isaac Pimblott	Northwich, Cheshire
J.H.Taylor	Chester, Cheshire
John Tyrell and Sons	Arklow
Liffey Dockyard	Dublin
McLeans Boatyard	Scotland
Monty Leary	Kerry
MPC Boats, Newbridge	Newbridge
Passage Dock Company	Passage West, Cork
Peter Nicholls	Northampton, Northamptonshire
Philip and Sons	Dartmouth, Devon
Pickwell & Arnold Boat Builders	Todmorden, West Yorkshire
Portadown Foundry	Portadown, Northern Ireland
Ringsend Dockyard Co.	Dublin
Rowhedge Ironworks	Wroxham, Norfolk
Seamaster	UK
South Holland Marine / Stoke on Trent Boatbuilders	Lincolnshire, UK
Springer Boats	Leicestershire, UK
Thornycroft	UK
Tough Brothers Ltd	Teddington, London
Vickers Ireland Ltd.	Dublin
Vosper Ltd	Southampton, Hampshire
W. J. Yarwood	Northwich, Cheshire
Westlander	Netherlands
William Osborne Boatyard	Littlehampton, West Sussex

Table 4.5 Boat Builders and Boat Yards associated with boats recorded in the survey

5 Resources – Organisations, Networks and Supports

A number of organisations are involved with heritage boats in Ireland and overseas, most of them voluntary. They represent an important resource for the continued survival and use of heritage boats. A selection of relevance to this survey is described here, in three categories:

- Those operating within the survey area;
- Organisations operating elsewhere in Ireland, and of interest for inland waterways;
- International and overseas organisations.

5.1 Organisations operating within the survey area

5.1.1 The Heritage Boat Association (HBA)⁴⁵

The HBA was founded in 2001. Its members are principally owners of working and converted canal boats and barges, including many that have been recorded in the survey database. The HBA has become a cornerstone of support for the heritage boat sector on the inland waterways. The members organise boat rallies, onshore and educational outreach activities, which have become important for local economies. They give advice and support, and help out with stalled restoration projects and to rescue vessels that are in need of new owners. The HBA has produced a number of excellent publications and maintains an attractive and informative website.

5.1.2 The Inland Waterways Association of Ireland (IWAI)⁴⁶

The IWAI is a charity and a company limited by guarantee. The association was founded in 1954 to campaign for the conservation and development of the waterways and in particular their preservation as working navigations. Its activities encompass history and heritage, business and tourism development, walking and nature appreciation, water sports and other areas.

The IWAI has 23 voluntary branches operating on all the major waterways throughout the island of Ireland, as well as branches for powerboating and cruising.

5.1.3 Royal Canal Amenity Group (RCAG)⁴⁷

The RCAG was set up in 1974 to support the restoration of the Royal Canal, to develop and promote the waterway and its towpath as a linear parkway through recreation, heritage, education and tourism activities. The group's activities vary from organising walking, cycling and boating events along the canal, to giving talks on the canal and its history, and organising community litter pick-ups.

⁴⁵ www.heritageboatassociation.ie

⁴⁶ www.iwai.ie

⁴⁷ www.royalcanal.ie

5.1.4 Rowing Ireland⁴⁸

Rowing Ireland is the governing body for the sport of rowing throughout the island of Ireland. It represents over 80 clubs, a number of which operate on the inland waterways. Rowing for sport is well-established in the survey area, where three clubs affiliated to Rowing Ireland are based.

- **Carlow Rowing Club** is amongst the oldest in the country. The first recorded regatta in the town dates from 1859.⁴⁹ The club has won 16 national championship titles over the years, and members of the club have represented Ireland at World Rowing Championships on a number of occasions.
- **Graiguenamanagh Rowing Club** was set up in 2001⁵⁰ although cot racing on this part of the River Barrow dates back to the 1880s. The facilities of the club and its boat house are being used to develop Graiguenamanagh as a centre for tour rowing on the Barrow, using custom built sliding seat boats, and attracting overseas visitors.
- **Offaly Rowing Club** is situated on the Grand Canal by Tullamore, at the 23rd Lock. The club was established in 1985 and has contributed significantly to Irish rowing over the years, particularly in promoting sculling (where each individual uses two oars rather than one). Crews and scullers from Offaly have won 48 national championship titles to date – a remarkable number for a small club - and have represented Ireland internationally.

There are a number of heritage boats amongst those owned by the three clubs which are recorded in the survey database.

5.2 Other Irish organisations of inland waterways interest

5.2.1 Traditional Boats of Ireland⁵¹

Those behind the Traditional Boats of Ireland project describe themselves as “a loosely affiliated group of individuals with a shared realisation that Ireland's traditional boat types are rapidly disappearing.” Their collaboration has resulted in an authoritative book⁵² and an informative website linked to an archive of digital plans and 3D models of heritage boats. The group’s members actively encourage people to share their knowledge and interest in traditional boats.

The project is independently funded, but on the website is an acknowledgement for additional support from the Heritage Council of Ireland and “generous individuals” along with Bord Iascaigh Mhara, the Marine Institute, *Comhairle Bhéalaoideas Éireann* (The Folklore of Ireland Council) and *Údarás na Gaeltachta*.

⁴⁸ www.rowingireland.ie

⁴⁹ *Carlow Rowing Club 125th Anniversary Souvenir Booklet* 1984 Denieffe, Greg (Ed)

⁵⁰ www.cklp.ie/rowing-in-together-in-grauguenamanagh

⁵¹ www.tradboats.ie

⁵² Mac Cárthaigh ed. (2008) op. cit.

5.2.2 AK Ilen School of Wooden Boat Building⁵³

The AK Ilen School is a wooden boat building school and network, based in Limerick. Its genesis and growth centres on the restoration of the *AK Ilen*, the last of Ireland's traditional wooden sailing ships. The *AK Ilen* was designed by Limerickman Conor O'Brien, and built in Baltimore in 1926. The school has built an impressive fleet of traditional wooden boats since it was established in 2008 and offers rowing and sailing opportunities. When completed, *AK Ilen* will be used to provide sailing programmes for young people via a partnership with Sail Training Ireland.

5.2.3 Atlantic Challenge Northern Ireland;⁵⁴ *Sionn Mhara*

Atlantic Challenge Northern Ireland (ACNI) in Antrim and the crew of *Sionn Mhara* in Westmeath are two of six groups on the island of Ireland teaching traditional boat handling, sailing and seamanship skills based on the 38-foot Bantry longboat. Their boats are replicas of the 18th century original on display in the National Museum of Ireland at Collins Barracks, Dublin. They are the only two groups operating on the inland waterways.

ACNI is a cross-community charity and has two longboats, *Harmonie* and *Cwch John Kerr*. It was founded in the mid-1990s and is based on Lough Neagh at Antrim. ACNI crews are regular competitors at the International Atlantic Challenge Contest, held every second year, and *Harmonie* was overall winner in 2012.

Sionn Mhara was built at Banagher in 2015 and is based on the Shannon between Banagher and Lough Ree.

5.2.4 Lough Neagh Heritage Boat Association

The Lough Neagh Heritage Boat Association is based at Maghery, Co Armagh, at the mouth of the River Blackwater. The membership is cross-community and the group started in 2005 with the aim of making traditional Irish boats, keeping old skills alive, and promoting an awareness of boating history. They have a particular interest in flat-bottomed boats and have built a number of Lough Neagh Cots, a Foyle cot and eel boats.

5.2.5 The “One-Design” Class Associations

There are class associations linked with many of the heritage one design⁵⁵ boats, such as Water Wags, the Shannon One Design, and the Fairy class on Lough Erne. They hold details and registers for the boats in their interest area.

⁵³ www.ilen.ie. “AK” stands for “Auxiliary Ketch” – a 2-masted sailing boat with an auxiliary engine.

⁵⁴ www.atlanticchallengenorthernireland.co.uk

⁵⁵ In theory, one design boats are identical, allowing fair competition between them.

5.2.6 Cumann Húicéirí na Gaillimhe - Galway Hooker Association

The Galway Hooker Association was established in 1978 to promote the restoration and preservation of the boat in its various forms, *Bád Mór*, *Leathbháid*, *Gleoiteog* and *Pucán*. The association's members have been very successful in promoting the boats, and numbers have grown substantially. They have organised boat building, training in sail making and other cultural projects, regattas and festivals that contribute to local communities.

For a number of years, *Údarás Na Gaeltachta* supported these initiatives with a grant scheme (Section 6.3.1) for hookers and other local boat types (such as *Curacháí Adhmaid* and Achill yawls).

5.2.7 The Old Gaffers Association

The Old Gaffers is a European and North-American based organisation that fosters the use of gaff-rigged vessels of all vintages. They have two branches here in Ireland, one on the east coast, based on the River Liffey by Poolbeg Yacht Club, the other in Northern Ireland.

The members of the organisation have a core of knowledge, both technical and operational. They have close links with the heritage boat sector in the Isle of Man, Wales and Brittany. The organisation holds a register of their members' boats.

5.3 International and overseas organisations

5.3.1 European Maritime Heritage⁵⁶

European Maritime Heritage (EMH) is a non-governmental organisation for private owners of traditional ships (the term as used by EMH includes boats), as well as for maritime museums and other interested bodies. It was set up to encourage mutual cooperation between maritime organisations in Europe involved in keeping maritime heritage alive, including museums. It also provides official organisations of the European Union with a representative and consultative service on all aspects of preserving and operating historic boats and vessels.

Amongst the achievements of EMH is the Barcelona Charter (Section 5.3.1; Appendix 1), a statement of principles for the conservation and restoration of maritime heritage afloat.

⁵⁶ european-maritime-heritage.org

5.3.2 DBA – The Barge Association⁵⁷

DBA -the Barge Association (formerly the Dutch Barge Association) is a club open to members from anywhere in the world who have an interest in barges. There is a focus on the inland waterways of Europe. The club has about 1,700 members.

The DBA has an on-line register of members' barges which can be used to search for historic and technical information. A suppliers directory of goods and services used by members, with reviews, is also available on-line, as well as *Knowledgebase*, a compendium of information from members.

5.3.3 The Vintage Wooden Boat Association⁵⁸

The Vintage Wooden Boat Association promotes the use, maintenance and restoration of wooden boats. It has a worldwide membership, including an active branch in Ireland, and a register of 900 wooden boats.

The aims of the organisation are:

- To encourage members to restore their craft to their original state, as far as is possible within modern legislation;
- To protect the interests of wooden boats and their users;
- To maintain a register of craft;
- To encourage and facilitate the transfer of endangered craft to members and enthusiasts;
- To encourage members to maintain their craft in good condition.

5.3.4 The Maritime Trust⁵⁹

The Maritime Trust was set up as Heritage Afloat in 1993 to give a voice to all those who are helping to preserve ships and all other aspects of Britain's maritime past, and includes many Irish citizens among its membership. The organisation holds regular workshops advising groups and individuals on best practice and how to access funding. A major workshop was held in Liverpool in November 2015. The organisation campaigns for:

- A fair deal in new legislation affecting historic craft;
- Better recognition and support from government and public bodies;
- Greater awareness, through public events featuring historic vessels, including rallies, festivals and Navy Days.

⁵⁷ www.barges.org

⁵⁸ www.vwba.org

⁵⁹ www.maritimeheritage.org.uk

6 Resources - Funding

6.1 Overview

Funding to support heritage boats has not been a national priority. The Heritage Council's Community Grant Scheme is one of the few regular sources available from public funds that has been used in this way. To date, the only direct scheme for restoration of heritage boats in Ireland was operated by *Udarás na Gaeltachta* during the 2000s.

Local authorities and the National Lottery Sports Capital grant scheme have provided support to heritage boat projects. However, most restoration projects have been personally financed by boat owners, or by groups who have been resourceful in accessing general funding schemes by tailoring their projects to suit the various criteria demanded by different funding administrators.

In this section potential sources of funding within the EU and nationally are considered. Schemes that operate in Norway and the UK are outlined for comparison.

6.2 EU funding programmes

The Wheel, the Irish support group for the community and voluntary sector, commissioned a useful, if salutary, report on accessing EU funds on behalf of its members in 2015.⁶⁰ As illustrated in Section 5, the community and voluntary sector is a substantial resource for the conservation of heritage boats in Ireland. The report's author, Professor Hugh Quigley, worked in the European Commission for many years, and took charge of setting up the EU INTERREG programme in 1989. The information in the following paragraphs is drawn from that report, which is recommended reading for anyone with an interest in EU funding.

- **Employment** - 75% of 20-64 year-olds to be employed
- **Research and Development** - 3% of the EU's GDP to be invested in R&D
- **Climate change and energy sustainability**
 - Greenhouse gas emissions 20% lower than 1990, 20% of energy from renewables, 20% increase in energy efficiency
- **Education**
 - Reducing the rates of early school leaving below 10%
 - At least 40% completing third level education
- **Poverty and social exclusion**
 - At least 20 million fewer people in or at risk of poverty and social exclusion

Box 6.1 Europe 2020 Policy Priorities⁶¹

⁶⁰ Quigley, H. (2015) Accessing EU Funds – 2015 to 2020 - Research Project for the Wheel. www.wheel.ie/sites/default/files/Accessing%20EU%20Funds%20-%202015-2020%20Prof.%20H.%20Quigley.pdf

⁶¹ Ibid. p4

EU funding operates in seven year cycles. Programme policy priorities are reviewed and revised prior to the introduction of each new cycle. Europe 2020, the current framework, runs from 2014 to 2020 with a budget of €960 billion over that period, with annual spending limits and member state allocations. The policy priorities for funding are shown in Box 6.1.

As Hugh Quigley’s report indicates, applying for EU funds is not for the faint-hearted. Project partners from a number of EU member states are required. The application process is complex and likely to involve partners speaking different languages. Matched funding sources are nearly always required. The project management requirements are specific.

In the report 21 programmes are identified as having the most potential for funding for the community and voluntary sector in Ireland. The levels of funding available vary from programme to programme, from 50% up to 100%. The programmes identified include **Interreg** (€ 319 million estimated as available for Ireland, 2014 - 2020), **Leader** (€250 million), **Erasmus Plus** (€100 million) and **Creative Europe** (€ 15 million). All of these programmes provided support for heritage boat projects involving community and voluntary organisations in Ireland in the past. In all cases, the building of boats or promotion of boatbuilding skills have contributed only a small part of larger projects.

- **Interreg** was set up to foster inter-regional cooperation. The INTERREG 4A programme operating between Ireland and Wales from 2007 – 2010 helped fund the *Rising Tide Connecting Celtic Communities* project as a marine tourism initiative. Amongst the activities supported was the building of a new fleet of river Cots which are now based in Graiguenamanagh on the Waterways Ireland system. An earlier round of funding supported the building of a 38-foot long Atlantic Challenge Boat for Waterford.



Barrow Racing Cots built with the help of an INTERREG 4A Maritime Heritage Project

- Rural development **Leader** funds (now known as Leader +) have been used to support the building of a fleet of West Clare currachs, and for training skills development in the restoration of the *AK Ilen* in West Cork.
- Meitheal Mara was part of the EU Boat project supported from 2013 – 2015 under the EU Lifelong Learning Programme, now operating as part of **Erasmus Plus**. The funding facilitated a series of workshops in Belgium, France, Ireland and Spain for sharing good practice, problems and solutions relating to heritage boats.
- European Capitals of Culture are part of the **Creative Europe** programme. Meitheal Mara’s Ocean to City race is a legacy event of the Cork 2005 Capital of Culture programme. Cork City Council has continued to support Ocean to City since then. Galway is European Capital of Culture in 2020 and includes heritage boats as part of the programme (Section 6.3.3).⁶² The building of the *San Juan*, a replica 16th century whaling ship, is part of the 2016 Capital of Culture programme in San Sebastian.⁶³

6.3 Heritage Boat Grant Schemes in Ireland

6.3.1 Údarás na Gaeltachta

Údarás na Gaeltachta ran a programme of funding for heritage boats within its jurisdiction from c.2000 to 2009. It was promoted with the aims of supporting skills development, local heritage and the Irish language; and on the grounds that heritage boat regattas and festivals make a significant contribution to the local economy. The following requirements had to be satisfied for an application to be accepted:

- The schemes were confined to certain indigenous boats of the Gaeltacht area.
- Applicants must be Irish speaking and reside within the Gaeltacht area.
- The boats grant aided must be built or restored within the Gaeltacht area.

There were four schemes within the programme, as detailed in Table 6.1.

<p><i>Scéim do Bháid Seoil Traidisiúnta</i></p>	<p>For restoration or new builds of Galway Hooker type boats as listed. The boat builder was subject to approval by the Galway Hooker Association, and the work was subject to inspection by an independent naval architect appointed by <i>Údarás na Gaeltachta</i>. Up to 50% of the costs were funded up to the maximum limits shown.</p> <ul style="list-style-type: none"> • <i>Bád Mór</i> (over 31 feet) – up to € 40,000 • <i>Leathbhád</i> (28 to 31 feet) – up to € 25,000 • <i>Gleoitheog</i> and <i>Pucáin</i> (under 28 feet) – up to € 15,000 • Inboard engines – up to € 10,000 • Outboard engines – up to € 2,500
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⁶² Galway achieved the designation ahead of the “Three Sisters” of Waterford, Wexford and Kilkenny, an area including a portion of the Barrow navigation.

⁶³ www.albaola.com/en/site/capital-of-culture

<i>Scéim Chúnaimh do Phobail Chois Cósta</i>	<p>For boats up to 23 feet in length engaged in the seaweed harvesting industry in the Galway and Mayo Gaeltacht areas. The boats were either the heavy wooden open <i>currachaí adhmaid</i> used in the Galway area, or the heavy boarded type Achill Currach in the Mayo area.⁶⁴ Up to 50% of the costs were funded up to the maximum limits shown.</p> <ul style="list-style-type: none"> • A new boat build, to include the cost of basic safety equipment – up to € 5,000 • Restoring a boat – up to € 1,000 • Outboard engine – up to € 3,000
<i>Scéim Na Giollaí Bád</i>	The purchase of a Ferry or Gilley boat operating within the <i>Gaeltacht</i> area - up to € 6,350 or 50% of the cost
<i>Scéim Athbheochana na Yawltaí</i>	<p>For restoration or new builds of an Achill Yawl - € 7,850 or 50% of the cost (Owners had to commit to enter the grant-aided boat in a minimum number of organised regattas and events of the Achill Boat Association or similar recognised organisations)</p>

Table 6.1: Details of *Udaras na Gaeltachta* programme of funding for heritage boats

The success of the scheme in Mayo left the county with a very healthy number of currachs and the Galway *Gaeltacht* has the highest concentration of wooden craft and wooden boatbuilding facilities in the country.



Connemara has the healthiest population of traditional boats.

⁶⁴ These boats had a long history of receiving funding for use in the fishing industry until the practice was deemed anti-competitive by the EU.

6.3.2 The Heritage Council

The Heritage Council’s Community Grant Scheme is one of the few sources of funds that can be accessed for restoring or conserving heritage boats in Ireland, subject to the criteria for the scheme. As indicated in Table 6.2, since 2012 a number of organisations and individuals have received small grants for the recording, building and restoration of boats, elements of boats, or equipment.

The projects listed include two where laser scanning was used to record the lines of heritage boats. The results of these projects and others can be seen on the Traditional Boats of Ireland website. A number of lake boats and a Shannon One Design from inland waterways are included.⁶⁵ The Heritage Council has been leading the promotion of the recording of historic vessels in Ireland.

Applicant	Project Title	Grant
2016		
AK ILEN Company, Ltd	Conservation of wooden ship's deck – Vessel <i>AK Ilen</i>	€ 10,000
2015		
West Cork Maritime Heritage Company	Conservation and restoration of the only known Sandboat in Ireland	€ 3,500
Boyne Currach Heritage Group	Bovinda Boyne Currach Sea Trials - Re-enacting ancient Neolithic Sea Journeys, linking coastal communities	€ 3,000
2014		
Darina Tully	Laser scanning for collections management, recording and conservation of boats	€ 8,000
2012 ⁶⁶		
Meitheal Mara	Digital recording of the traditional boats of Ireland	€ 5,000
<i>Comhar Caomhan Teo</i>	Restoring Traditional Boat Building in Inisheer	€ 3,500
The ILEN School of Wooden Boat Building	The Gandelow Gang – programme to link children in DEIS schools with vernacular Gandelow estuary boats	€ 5,000
Breandán Mac Conamhna	Construction of a <i>Greamhchoill</i> Currach	€ 2,000
Boyne Currach Group	Newgrange Currach; Sails and oars for 34ft wicker currach, the re-enactment of ancient voyage	€ 3,500

Table 6.2: Heritage Council Conservation Management Scheme grants for boat projects 2012 – 2016.⁶⁷

Other projects of interest supported by a Heritage Council community grant in the last three years include:

- Cataloguing, preservation and repacking of the archives of Shannon Rowing Club (Shannon Rowing Club) (2016)
- The conservation of notebooks of McCann Boatbuilders, Moneygold, Co. Sligo (Sligo County Archives) (2015)
- Slane lock-keeper's cottage - conservation plan for an 18th-century lock-keeper's cottage along the Boyne Navigation (Alexander Conyngham) (2014)

Apart from the assistance of funding, recipients of Heritage Council grants also benefit from the endorsement of being supported by the Heritage Council, which has a value in itself, generating interest, publicity and goodwill from other sources.

⁶⁵ tradboats.ie/projects/inland-waterways.php

⁶⁶ NB the grant scheme did not operate in 2013

⁶⁷ Source: www/heritagecouncil.ie/grants October, 2016

6.3.3 Local Authority Grants

Local authorities can be a source of funding for heritage boats. An example is assistance provided by Galway City Council in 2008 to a group of boatmen from the Claddagh who had identified a number of heritage Galway Hookers in need of restoration. The boats would have qualified for funding via the *Udarás na Gaeltachta* scheme had the Claddagh been in the *Gaeltacht* area. Galway City Council was persuaded of the importance of the boats, and stepped in to provide support.

This initiative has since developed into the vibrant *Bádóirí an Chladaigh*, with a community employment scheme fostering boatbuilding craftsmanship, sailing skills and a local regatta scene. The group formed an element of Galway's successful bid for European Capital of Culture 2020 with their proposal to build 14 hookers, one for each of the 14 tribes of Galway.⁶⁸

Other examples include Dublin City Council, which provided funding to *Cumann Currach Áth Cliath* to build a currach for use at the East Wall Water Sports Centre in 2015. Similarly, Cork City Council provided funding under its sports grants scheme the same year for a racing currach for use by members of local club, *Naomhóga Chorcaí*.

6.3.4 National Lottery Funds – Sports Capital Grants

Funding from the National Lottery is made available through a number of public grant schemes, such as the periodic Sports Capital Grants⁶⁹ operated by the Department of Transport, Tourism and Sport. Most of the funding is allocated to infrastructural projects, including clubhouse buildings and slipways, but a portion has been used for the purchase of equipment, including boats.

Between 1998 and 2008 over € 4 million was allocated to sailing clubs and traditional boating and rowing clubs under this scheme. In 2015 a total of 37 water sports clubs were awarded Sports Capital Grants ranging from € 3,500 to €110,000, including five clubs within the survey area.

To date in 2016 the Sports Capital Grants Scheme was not open to applications, but €1 million followed by another €1.4 million of Dormant Accounts money has been pledged to the scheme.

An interesting precedent was set a few years ago when the restoration of a Dublin Bay 21 wooden boat was approved as a Sports Capital Project, allowing tax relief on monies donated for the project.⁷⁰

⁶⁸ www.irishtimes.com/news/ireland/irish-news/boat-project-aims-to-help-galway-gain-city-of-culture-status-1.2111768#.VOtk27A0qyE.email

⁶⁹ www.dttas.ie/sport/english/sports-capital-programme

⁷⁰ Ref. D. Tully

6.3.5 The Ireland Funds

The Ireland Funds⁷¹ give grants to charitable organisations throughout the island of Ireland. The areas supported are Arts & Culture, Community Development, Education and Peace & Reconciliation, so any support for a heritage boat project is indirect. There are two schemes, small grants of up to €10,000 and Flagship Investment grants for larger projects. Meitheal Mara was awarded a small grant in 2012 for a cross-border, cross-community currach building and rowing project.

There is an annual application process, operated on-line. The approach adopted by the Ireland Funds is based on building relationships, beginning with the small grants scheme. Recipients of Flagship Investment grants will first have been awarded a small grant.

6.4 Other approaches

In the past a number of individual boats have received funding on a case by case basis, but only as a result of great initiative and energy on the part of the owners in pursuing funds from a number of sources. Ireland's largest historic wooden vessel the *AK Ilen* has been largely restored in this way.

An example on the inland waterways is the heritage Canal Boat *96E* which was totally restored with a combination of grants from the Arts Council, OPW, Bord Fáilte and the Heritage Council. *96E* was successfully operated as a floating theatre for over a decade. As arts funding was cut, the boat was sold off and is now in a derelict state, and a possible hazard to navigation, in Hazelhatch. The recommendation that a boat register which would also list 'Boats at Risk' and 'Boats available for transfer of ownership' may prevent a situation of abandonment like this in the future.

6.5 Heritage Boat Funding in other jurisdictions

Funding schemes in Norway and the UK, linked with their registers of historic boats and ships, offer models for comparison.

6.5.1 Norway

Norway maintains a national register of ships and boats with recognised heritage status or 'Verneverdig Skip' (worthy of preservation). An associated grant scheme for heritage boats has been in operation since 1989, under the auspices of the Directorate for Cultural Heritage. Heritage boats are supported by a variety of organisations and museums, leading to a high level of heritage boat preservation. Funding, often extending into millions of euro, is channelled through these museums and charitable trusts.

⁷¹ www.theirelandfunds.org/ireland

The Norwegian Cultural Heritage Fund and Arts Council Norway also distribute state funds for ships of national importance. Yet even with this level of support, it is acknowledged that the vast majority of historic boats in Norway depend on private owners, who can apply for smaller grants from €5,000 upwards.

Norway has a population of 4.7 million, comparable to Ireland, but with a larger land mass and longer coastline. Norway has around two dozen state financed maritime museums and three major centres of ship preservation.

Oslo, the capital, with a population of around 500,000, has five major maritime museums. These include the National Maritime Museum, and the Museum of Coastal Life with a significant boat collection. Around Oslo there are a number of restored historic boats afloat on the water as attractions, such as the Arctic exploration vessel *The Fram* and the three masted schooner, *Svanen*. Information panels on these historic ships are displayed along the waterfront areas. Historic vessels are also employed in tourism for cruises and restaurants.

6.5.2 The United Kingdom

The role of National Historic Ships (NHS) in maintaining the UK National Register of Historic Ships is described on page 32 where its Strategic Development Fund is also mentioned.

The Strategic Development Fund is used for surveys, temporary storage, attendance at conferences and technical events, and for rectifying what are initially small problems, (eg, re-caulking of a deck to make the boat waterproof), but that can lead to more deterioration of the vessel if not attended to. The grants range from £1,000 to £5,000, distributed in three tranches per year from a budget of £100,000 for 2016. Applications and reporting are managed online. New funding schemes are being developed by the NHS, such as bursaries for undertaking courses in boatbuilding and associated skills.

In its role as statutory advisor to the UK Heritage Lottery Fund, NHS has overseen the distribution of over £ 150 million in the last 20 years, the major share allocated to large, historic ships such as the *SS Great Britain* (£ 10.5 million) and the *Cutty Sark* (c. £ 27 million).



Barge *J D McFaul* at Shannon Harbour



Barge *Vazon B* at the 12th Lock, Blanchardstown

7 A Heritage Boat Register

7.1 Examples of Boat Registers in other countries

A register of historic vessels is one of the requirements of this survey. The heritage boats identified allow the resource to be quantified. These records could be the basis of a register for the inland waterways, particularly if used alongside the prodigious work of the HBA in their publications⁷² *Cool Metal - Clear Water* and *Fine Lines - Clear Water* in which 147 boats are detailed. However, there are considerations in setting up a formal register that are beyond the scope of a research survey.

For comparison, the EMH website includes a list of links to 46 boat registers.⁷³ These are from countries throughout Europe, Australia and two international registers (Table 7.1). Some of these are operated on a national basis (eg, the traditional boats of Norway), some cover boats in a particular region (eg, the Adriatic coast of Romagna, Italy), and some are for specific fleets (eg Swedish steamboats). It is not uncommon for a country to operate more than one register, for instance, there are 7 each in France and the Netherlands, and 6 in Germany.

Country	Number of registers
Australia	2
Austria	1
Belgium	1
Denmark	3
European Union (fishing fleet)	1
Finland	1
France	7
Germany	6
Iceland	1
International	1
Italy	2
Netherlands	7
Norway	3
Portugal	1
Sweden	4
Switzerland	1
UK	4

Table 7.1 Number of heritage boat registers by country (source: EMH)

There are various models for operating the registers amongst the examples in the list. Some are managed by a state body (typically a museum), some by charities with state funding and some by member-based or voluntary heritage boat interest groups from their own resources. For example:

- The Australian Register of Historic Vessels is maintained by the Australian National Maritime Museum (a public body) in association with Sydney Heritage Fleet, a private, not-for-profit museum.

⁷² Burke (2006) (2009) op.cit.

⁷³ european-maritime-heritage.org/links.aspx#Registers

- The membership-based organisation La Fondation du Patrimoine Maritime et Fluvial (PMF) manages a heritage boat register in France, which began as a government initiative in 1992 and continues to be supported by the state. PMF is the official representative in dealings with public authorities on issues related to the preservation of maritime and fluvial heritage.

Registers may be associated with some form of grant support for heritage boats, as for instance in the UK and Norway (Section 6.5).

Elements of the approach adopted in the UK, where there are two national registers, have much to recommend them when considering an Irish register. Both UK registers include boats in Northern Ireland. Entries to the registers are submitted voluntarily by boat owners.

7.2 UK National Register of Historic Vessels

The UK National Register of Historic Vessels (NRHV) is for boats that are over 33 feet in length and at least 50 years old. The register is operated by National Historic Ships (UK),⁷⁴ a government funded, independent organisation based at Greenwich in London.

Originally, National Historic Ships considered boats over 40 feet long and at least 50 years old and identified a Core Collection of 100 historic boats which were prioritised for funding. Designated historic vessels were listed, and an At Risk list was established, which also functioned as a forum for transferring ownership of abandoned boats or projects to groups that could furnish a reasonable restoration project plan. The Core Collection has since been amalgamated with other designations into the National Historic Fleet – a subset of around 200 boats within the Register of Historic Vessels. The heritage boats recorded in the current survey have been categorised in a similar manner.

As well as the register, National Historic Ships has a number of recognised, clearly defined functions, eg, advising government on matters relating to historic ships, giving expert advice to funding bodies and acting as the official voice for historic vessels. Other activities of interest for the current survey include:

- The Strategic Development Fund small grants scheme, from which a tranche of £ 21,000 was distributed in 2014-2015.⁷⁵
- Acting as statutory adviser in determining the order of priority for preservation of traditional boats, and for individual applications for UK Heritage Lottery Fund grants for traditional boats.
- Maintaining a National Directory of Skills & Services relevant to historic vessels.
- An on-line glossary of nautical terms.

⁷⁴ www.nationalhistoricships.org.uk

⁷⁵ www.nationalhistoricships.org.uk/data/files/Grants_awarded/granst_awarded_Jan14.doc 10/10/2016

NHS personnel have always been generous in advising boat owners and groups in Ireland, recognising the historic links and common boating heritage between Ireland and the UK.

7.3 UK National Small Boat Register⁷⁶

The second national register in the UK is for small heritage boats, defined as those less than 33 feet in length and at least 50 years old. The National Maritime Museum Cornwall,⁷⁷ based in Falmouth, is responsible for managing the National Small Boats Register (NSBR). The museum is a registered charity, but is not recognised as a national museum and does not receive any government funding or grants. The register has been developed and maintained largely by volunteers, with plans to appoint a full-time staff member.

Boat owners can make entries to the NSBR on-line or by post. Most of the classic sailing dinghy organisations have done so. Information on some Irish traditional sailing and fishing boats is included.

National Historic Ships and the National Maritime Museum Cornwall collaborate on the operation and management of two different registers to ensure consistency of approach.

The National Maritime Museum Cornwall has in the past offered to share its database and software package with suitable organisations in Ireland with the proviso that all information would be shared.⁷⁸

7.4 Recommendations on a Heritage Boat Register

While it may be desirable that a register of Irish heritage boats should be created and maintained on a national basis, the inland waterways' boats are an independent resource, with limited connections to the marine environment. The inland waterways are the main repository of Ireland's industrial heritage boats. The records in this survey and those held by the HBA should be used to inform the framework for a register for the inland waterways as an entity, or as part of a register for all Irish waters, inland and coastal.

The form that the register would take, by whom and how it would be operated, and how it would be resourced, should be decided in consultation with the Heritage Council and with interest groups such as the HBA, the IWAI and the Traditional Boats of Ireland group, to ensure a common standard is applied.

In the short term, an umbrella body from these groups should be established with a limited brief (e.g. agreement of a definition of heritage boat, agreement of categories for a heritage boat register, publishing an annual programme of heritage boat events).

⁷⁶ nmmc.co.uk/explore/databases/national-small-boat-register/

⁷⁷ nmmc.co.uk

⁷⁸ Darina Tully, pers comm.

It could be seen as the first building block for an Irish equivalent of National Historic Ships UK.

A formal Heritage Boat Register is more likely to gain acceptance if the entries are submitted voluntarily by the boat owners themselves. The provision of funding support for boats on the register would be an incentive. As with the UK and other registers, owners should be invited to send in their details and complete a Statement of the Vessel's Significance. The register should also host a list of Boats at Risk and act as a forum for transferring ownership of abandoned boats to suitable groups.

As Waterways Ireland operates throughout the island of Ireland, and heritage boats in Northern Ireland can access both the UK National Small Boat Register and Historic Vessels Register, it may be appropriate to parallel the approach taken in the UK. However, as there are fewer heritage boats in Ireland and very few ships, a single register for heritage boats of all lengths is probably all that is required.

The categories listed below have been used in the database of heritage boats surveyed.

- **Category A, Core Collection** (47 boats) – Boats considered of national importance, usually defined as being 80 years or older (pre-1936), but also including one-off boats that were innovative or have some particular achievement or historical significance.
- **Category B, Heritage Boats** (19 boats) – Boats over 50 years old (pre-1966) considered regionally important or are designated because of some particular importance or design.
- **Category C, Heritage Boats** (90 boats) – Boats over 25 years old (pre-1991) that meet the criteria in the Heritage Council guidelines.⁷⁹ For this survey examples of early GRP hire craft are included. Where there are many examples of a boat type, such as leisure barges of the modern era and narrow boats, a selection of good examples are included.
- **Category D, Boats of Heritage Interest** (27 boats) - more recently built boats and replica boats which are of a heritage style or are built by boat builders of traditional standing.

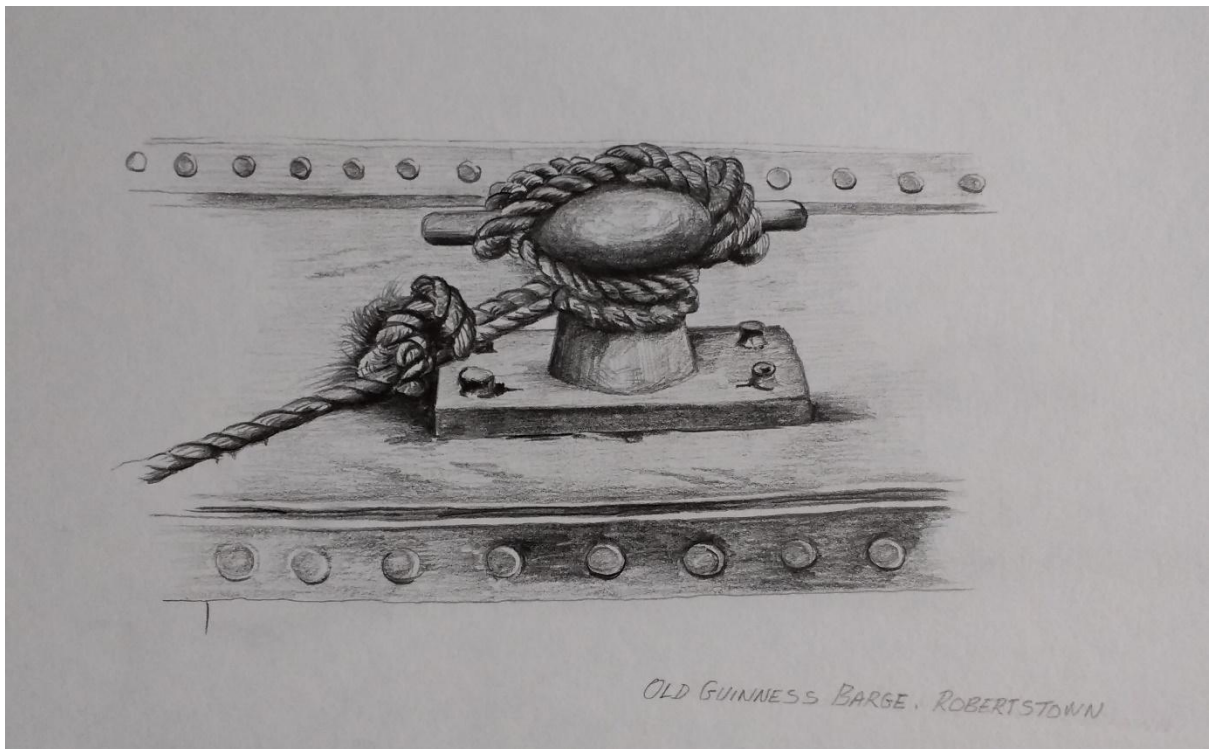
In addition, the status of certain heritage boats in poor condition has been identified in the database as follows:

- **Vessels at Risk** (13 boats) – heritage boats, regardless of category, that are in danger of being lost, broken up or destroyed. The risk factors vary from neglect to ownership issues, abandonment or bereavement, to the sheer cost of stabilisation/conservation/restoration.
- **Priority list for conservation** (c.25 boats) – A list of heritage boats recommended as priorities for conservation has been identified and the individual boats noted in the database.

⁷⁹ Mac Cárthaigh et al. (2006) op.cit.



Canal Boat 54M (Aiséiri) at Richmond Harbour



Cleat on M Boat, Robertstown

8 Recommendations and Concluding Remarks

A. Principles for the Conservation and Management of Heritage Boats

Waterways Ireland should adopt the thinking behind the Barcelona Charter for the conservation and restoration of traditional ships in operation and the Burra Charter for places of cultural significance as a framework for policies and practices to promote the conservation of heritage boats within Ireland's inland waterway system.

The existing policy and recommended actions for traditional and other boats of heritage value proposed by the Heritage Council should also be adopted as a framework by Waterways Ireland to ensure a consistent approach to the conservation of Irish heritage boats.

B. The establishment of an official Register of Heritage Boats.

Ideally a register of Irish heritage boats should be created and maintained on a national basis, although the inland waterways' boats can be seen as an independent resource, with limited connections to the marine environment. The inland waterways are the main repository of Ireland's industrial heritage boats.

The records in this survey and those held by the HBA should be used to inform the framework for a register for the inland waterways as an entity, or as part of a register for all Irish waters, inland and coastal.

The form that the register would take, by whom and how it would be operated, and how it would be resourced, should be decided in consultation with the Heritage Council and with interest groups such as the HBA, the IWAI and the Traditional Boats of Ireland group to ensure a common standard is applied.

In the short term, an umbrella body from these groups should be established with a limited brief (e.g. agreement of a definition of heritage boat, agreement of categories for a heritage boat register, publishing an annual programme of heritage boat events). It could be seen as the first building block for an Irish equivalent of National Historic Ships UK.

A formal Heritage Boat Register is more likely to gain acceptance if the entries are submitted voluntarily by the boat owners themselves. The provision of funding support for boats on the register would be an incentive. As with the UK and other registers, owners should be invited to send in their details and complete a Statement of the Vessel's Significance. The register would also host a list of Boats at Risk and act as a forum for transferring ownership of abandoned boats to suitable groups.

C. The establishment of an official Register of Boat Builders

The form and procedure for setting up an official Register of Boat Builders, or Boat Building Services, should be included on the brief of the umbrella body described at Recommendation B. Those with relevant skills would be invited to register voluntarily. The model of the National Historic Ships Directory of Skills and Services provides an example.

D. Small grant scheme to act as a sustainability fund

In Ireland the resource of heritage boats mainly depends on the generosity of the owners who maintain and use them. A small grant scheme or sustainability fund, similar to that operated in the Norwegian or United Kingdom model (Sections 6.5.1 and 6.5.2), would be of benefit to heritage boat owners.

E. Management of heritage boats of significance in poor condition

There are times when the resources and skills required to manage a heritage boat conservation project exceed the means of the owner, and the boat may deteriorate to such an extent that it needs to be removed from the water. Ownership may also be unclear.

It is recommended that a mechanism is agreed for a suitable period of advance notice to be given to the HBA and IWAI whenever Waterways Ireland plans to remove a heritage boat from a navigation for disposal. Organisations could then assist in making a plan for the vessel, whether that be to identify some means for its restoration or its recording and documentation prior to destruction. The guidance note at Appendix V, *Conservation Stabilisation, Storage, Recording and/or Restoration of Heritage Boats* provides a template.

F. Stakeholder groups – networking and events

The variety of heritage boat organisations in Ireland at Section 5 is an indication of the strength of the sector. Promoting the use of the navigations is intrinsic to the conservation of heritage boats. There is scope to raise awareness of the heritage of the inland waterways and industrial heritage boats by networking amongst the users of other boat types. These groups represent informed and active boating participants, yet they may not have had direct experience of Barges and Canal Boats or the inland waterways.

A jointly organised event, or activity within one of the existing full programme of rallies and events that the IWAI and HBA organise each year could act as an introduction. The survey shows a tradition of using smaller heritage boats for rowing and fishing on the Grand Canal and the Barrow Navigation in particular. There is scope to highlight and promote such use via events such as rowing and sailing Raids⁸⁰ for small heritage boats along the length of a canal or navigation. The 200th anniversary of the Royal Canal in 2017 could provide an opportunity. In the longer term, the provision of bothy accommodation in selected former lock keepers' cottages would facilitate small heritage boat users wishing to travel the length of a given navigation.

⁸⁰ A Raid is a rally of small boats, usually propelled by sail and oar, lasting up to a week and consisting of races or cruises between designated ports, usually in sheltered waters. The Raid culture is well developed on the continent of Europe and in the UK. Well-known raids are Sail Caledonia, the Dorstad Raid in the Netherlands and Raid England. Waterways Ireland promoted the Lakeland and Inland Waterways Ireland Sailing Raid from Lough Erne to Lough Derg in 2012. Naomhóga Chorcaí and Meitheal Mara have organised the Rebel Raid annually since 2012 in Cork Harbour and in Roaring Water Bay.

Developing relationships such as these with new groups may open up opportunities to promote local development plans or international events. With international partners, consortia could bid for larger European funds which favour projects with a cross section of activities and objectives.

G. Development of Heritage Moorings and Heritage Harbours.

Heritage moorings in prominent places are a feature of many European capital cities and popular waterfront tourist locations. Usually an information board about the boat is displayed. Heritage areas are often provided within larger harbours and alongside maritime museums. In the Netherlands entire heritage harbours can be found.

Favourable charges for mooring and facilities within these structures can be a direct support to owners of registered heritage boats. Heritage harbours could be developed in areas of the inland waterways navigation that already have good infrastructure but are currently underused. The attractive micro-dock system in Monasterevin is one potential example, and other suitable harbours could be considered after consultation with stakeholders.



Heritage Harbour facilities at Greetsiel, Germany

H. Recommendations from Stakeholders

The Barcelona Charter promotes the preservation and restoration of traditional (heritage) boats in operation. During the course of the survey a number of

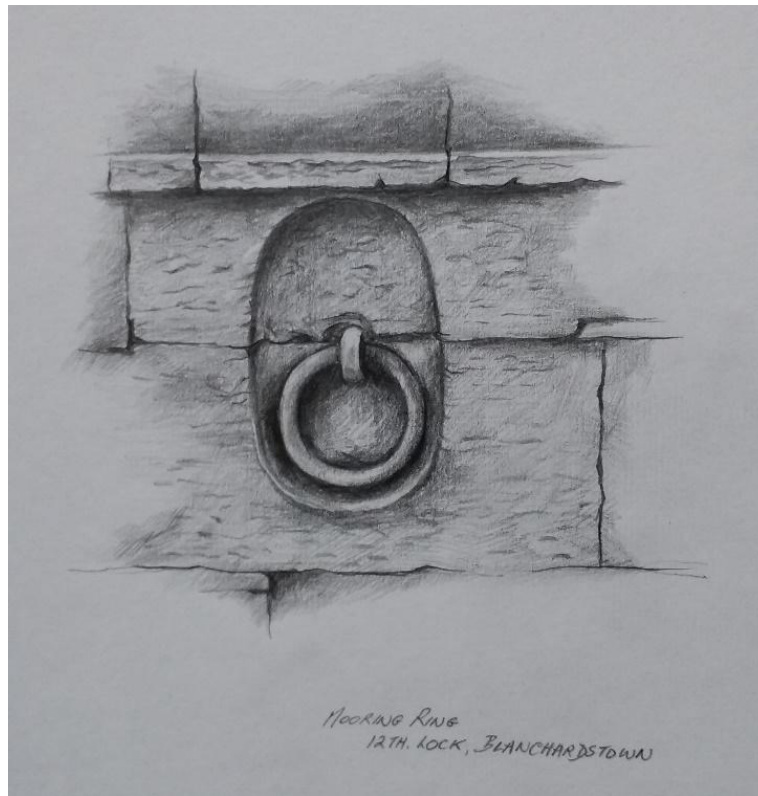
suggestions were made to the survey team for new and improved facilities and/or ways of organising facilities that would assist the use of heritage (and other) boats. These suggestions are not comprehensive; they were made by individual users and user groups, including large heritage boat owners, tourists and residents.

With the use of shared resources, these groups sometimes have conflicting needs and the responsibility or opportunity for helping meet those needs could lie with any one of a number of organisations (eg Waterways Ireland, local authorities, local development agencies, and/or voluntary organisations). It is recommended that Waterways Ireland should consider these and other suggestions from heritage boat users, including the IWAI and the HBA, and work with partner organisations to meet the needs identified as appropriate:

- **Security** - security at moorings on the canal was one of the main topics aired throughout the survey.
- **Lack of access to dry dock facilities** - lack of access to dry dock facilities for the refurbishment, repair and ongoing maintenance of boats and the distance between facilities was also a major topic raised.
- **Provision for lifting out by crane and assigned maintenance areas** - there is a demand for more areas along the navigation where cranes could be used to lift out boats for routine maintenance and inspections, together with assigned areas for temporary use to undertake dirty maintenance work on boats, such as angle grinding and painting.
- **Provision of mooring stakes for the larger heritage canal boats** - during busy periods the larger heritage boats could moor outside certain harbours if provision and access was made for them. This would reduce mooring and rafting problems in cases where very large and heavy heritage boats come into harbours already occupied by smaller, less robust craft.
- **Better organisation of mooring areas** - organisation and assignment of mooring berths in popular areas was suggested, such as long term, midterm and short stay moorings.
- **Lack of information and signage at moorings about local facilities** - signage and information on services or supplies such as the nearest shops, restaurants etc would be appreciated by touring boaters.
- **Lack of appreciation of waterways heritage from land based community groups** - a few towns and villages were cited as “unwelcoming” to boats. This seemed to be associated with areas where community groups had developed waterside parks and amenities and considered boats, even heritage boats, as nuisances and untidy. There seems to be a lack of appreciation from these groups for the heritage and culture of their local canal navigation, which was seen instead as a backdrop for community landscaping competitions. While boat users need to be sensitive to this issue, and behave in a positive manner, suitable public relations activities from Waterways Ireland and local members of the IWAI and HBA could help to enhance cross community attitudes perhaps via local Tidy Town groups.
- **Appreciation of waterways heritage from land based community groups** – the majority of towns and villages are very welcoming to boats and their crews and coexistence with the local community is positive. However in a small number of localities there is a perception that boats and boaters are not compatible with local waterway amenities. It is recommended that in these

areas it would be beneficial to raise awareness of the heritage and culture of the local navigation, including the significance of heritage boats. It is also recognised that there is an onus on boat users to be sensitive to local issues and behave in a positive manner. Targeted public relations activities from Waterways Ireland and local members of the IWAI and HBA could help to enhance cross community attitudes, perhaps via local Tidy Town groups.

- **The application of the five day rule to large, slow heritage boats** - large heritage boats motor slowly, and it is not always practical for boat owners to get back on time every Friday after a week's work to move their boat on. The application of the five day rule should be reassessed to facilitate the operation of large heritage boats.



Mooring ring, 12th Lock, Blanchardstown

1 Appendix I – The Barcelona Charter

The Barcelona Charter is the European Charter for the conservation and restoration of traditional ships in operation. It was agreed at the 4th EMH Congress meeting in Barcelona in 2001.

The Terms of the Barcelona Charter

Definitions

ARTICLE 1.

The concept of maritime heritage afloat embraces the single traditional ship in which is found the evidence of a particular civilisation or significant development as well as traditional sailing, seamanship and maritime workmanship. This applies both to larger ships and to more modest craft of the past, which have acquired cultural significance with the passing of time.

ARTICLE 2.

The preservation, restoration and operation of traditional ships must have recourse to all the sciences, techniques and facilities, that can contribute to the survey and safeguarding of the maritime heritage afloat.

Aim

ARTICLE 3.

The intention in preserving and restoring traditional ships in operation is to safeguard them whether as works of art, as historical evidence or as a demonstration of traditional skills.

PRESERVATION

ARTICLE 4.

It is essential for the continued survival of traditional ships in operation that they be maintained on a permanent basis.

ARTICLE 5.

Making use of traditional ships for some socially useful purpose always facilitates their preservation. Such use is therefore desirable but it must not (significantly) change the exterior layout of the ship. Modifications demanded by a change of function should be kept within these limits.

ARTICLE 6.

A traditional ship is inseparable from the history to which it bears witness and from the waters it sailed. Therefore its home port and area of operation ideally should be in the regions of its former usage.

RESTORATION

ARTICLE 7.

The process of restoration is a highly specialised operation. Its aim is to preserve and reveal the aesthetic, functional, and historic value of traditional ships and is based on respect for original material and authentic documents. The restoration in any case must be preceded and accompanied by a historical study of the ship.

ARTICLE 8.

The restoration of traditional ships will best be accomplished by means of traditional materials and techniques. Where traditional materials or techniques prove inadequate, the consolidation of traditional ships in operation can be achieved by the use of modern materials for conservation, the efficacy of which has been shown by scientific data and proved by experience.

ARTICLE 9.

The restoration of a traditional ship does not require that the ship shall be restored to the original building year. Some ships have a great historical value in a later period of their former time of working. Restoration to any period should be executed only after thorough consideration of the quality of the historical and technical documentation available for the chosen period.

ARTICLE 10.

Obligatory navigation and safety equipment must integrate harmoniously with the whole, but at the same time must be distinguishable from the original so that restoration does not falsify the artistic or historic evidence.

ARTICLE 11.

Additions cannot be allowed except in so far as they do not detract from the interesting parts of the ship, its traditional setting and the balance of its composition.

ARTICLE 12.

In all works of restoration there should always be precise documentation in the form of analytical and critical reports, illustrated with drawings and/or photographs and other appropriate media. Every stage of the work of dismantling, treatment, re-assembly and addition of new parts, as well as technical and structural features identified during the course of the work, should be included.

EMH Cultural and Safety Council
Helsingor 20 April 2002.

2 Appendix II - Data Extracts

2.1 Switchboard forms


Waterways Ireland Heritage Boat Survey 2016

- Generate Full Report (All Records)
- Generate Report for a Boat Type
- Generate a Report for a Location
- Generate Report of Boats at Risk
- Go to View / Edit Menu
- Exit Database


Waterways Ireland Heritage Boat Survey 2016

- View / Edit Records
- View / Edit Boat by Name
- View / Edit Records by Location
- View full details for a Boat
- Add new Record
- Go Back to Main Menu
- Exit Database

2.2 Edit Boat Data Form

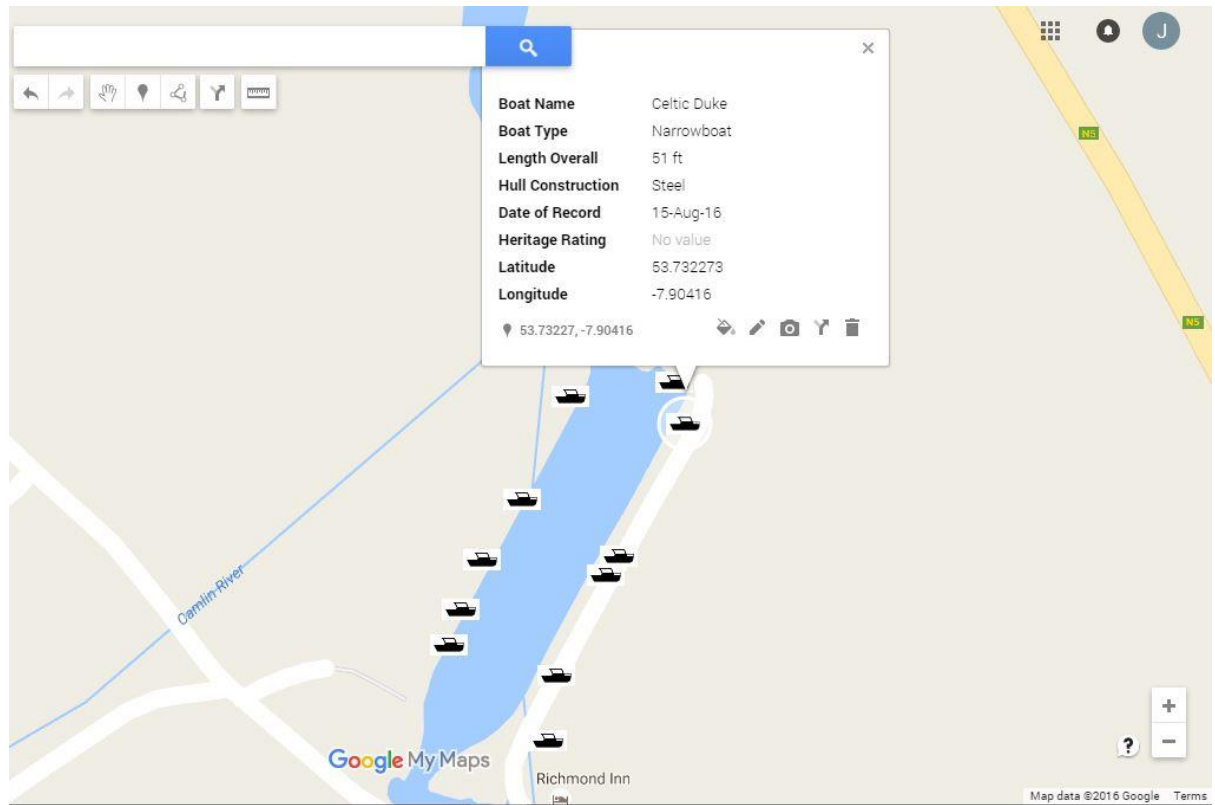
Waterways Ireland Boat Survey 2016				Data View / Edit Form	
Field Worker Danna Tully	Record Number: 174	Date of Record	15-Aug-16		
Waterway: Grand Canal	Location: Shannon Harbour	Boat Name: Otille	Location Detail Shannon Harbour	Wpt id: Et 131	In Use ? <input type="checkbox"/>
Description: Lovely wooden narrowboat, carvel planked, varnished hull and superstructure, hinged roof section with tented sides over centre cockpit, tented aft deck.	Picture: 	Age of Boat 1957	Boat Type Narrowboat	Hull Type Round Bottom	At Risk ? <input type="checkbox"/>
Length Overall 10 metres	Beam 2 metres	Draft	Primary Propulsion Diesel Inboard	Secondary Propulsion	
Engine:	Ancillary Equipment		Origin: UK		
Function: Recreational					
Place of Construction Chester	Builder J.H.Taylor	Boat Condition Fair	Storage Condition Mooring		
Owner Identified ? <input checked="" type="checkbox"/>	Owner Address:	Owner Contact 1:			
Owner Name:		Owner Contact 2:			
Comments:	J H Taylor and Sons was set up in Chester as a partnership between Joseph Harry Taylor and his son Wilfred in 1914. They made all sorts of boats from traditional Dee skiffs and salmon fishing boats to passenger launches, and tugs. The majority of their work was building and maintaining wooden narrowboats. From the 50's through to the 70's they also made some rather smart mahogany gentleman's narrow beam cabin cruisers. They were similar in style to the Broads cruisers popular in Norfolk but were built for the canals. Most were 33' long and all had a beam of 6'10". The boats were constructed using a round bilge style with mahogany on oak frames.				

2.3 View Boat Data Form

Waterways Ireland Heritage Boat Survey 2016 Boat Data Sheet					
Field Worker Dorina Tully	Location Name Graigueamenagh	Record Number: 190	Latitude 52.537923	Longitude: -6.956798	
Date of Record 01-Aug-16			Easting: 670769.36	Northing: 643464.38	
Boat Name: 78M					
Boat Type Canal Boat	Hull Type Flat Bottom	Hull Construction Steel (Riveted)	In Use ? <input type="checkbox"/>	Origin: Irish	
Description: Canal Boat, black riveted hull, white superstructure, black roof. Hull fitted with it's original Bolinder engine.		Picture: 	At Risk ? <input checked="" type="checkbox"/>	Age of Boat 1939	
			Category: Category A Core Collection		
Length Overall 18.75 metres	Beam 4.03 metres	Draft	Primary Propulsion Diesel Inboard	Secondary Propulsion	
Engine: 15 Hp Bolinder	Place of Construction Dublin	Builder Ringxend Dockyard Co.	Ancillary Equipment		
Boat Condition Fair	Storage Condition Mooring	Function: Recreational			
Owner Identified ? <input checked="" type="checkbox"/>	Owner Address:	Owner Contact 1:			
Owner Name:		Owner Contact 2:			
Comments:	"McMillen" built boat, built in Ringxend in 1939. Carried cargo on the canal until it's closure in 1959. Was retained by CIE as a maintenance boat until the 1970's, when it was purchased by Paddy Gill Jnr, who's father and grandfather had crewed the boat in the 1940's. (Paddy Gill Jnr's grandfather, also called Paddy, drowned as a result of an accident on the boat in 1948).				

3 Appendix III - Map Extract

Royal Canal – Richmond Harbour.



4 Appendix IV – Extract from the database records

The following information has been extracted from the database for each boat: record number, name, heritage category, boat type, general location, hull construction material and method and condition. The records are presented in alphabetical order by boat type, as follows:

- Barge
- Canal Boat
- Cot
- Currach
- Half Decker
- Lifeboat
- Miscellaneous
- Motor Cruiser
- Narrowboat
- Sail Cruiser
- Sailing Barge
- Workboat

It should be noted that for the purposes of this survey the categorisation of hull construction and boat condition was made on the basis of a visual examination only. All members of the survey team are boat owners and we appreciate the limitations of such a means of assessment. Where possible, further research was undertaken (literature and internet) to clarify questionable issues.

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
29	Saoirse ar an Uisce	D	Barge	Athy	Steel (Welded)	Excellent
28	Fin Mac Cool	D	Barge	Barrow Other	Steel (Welded)	Good
30	B0042	C	Barge	Goresbridge	Steel (Welded)	Fair
5	Barrow Haven	D	Barge	Graiguenamanagh	Steel (Welded)	Good
20	Five Leaves	C	Barge	Graiguenamanagh	Steel (Welded)	Good
23	Dutch Courage II	C	Barge	Graiguenamanagh	Steel (Welded)	Good
150	NA	C	Barge	Grand Canal Dock	Steel (Welded)	Fair
151	Libertje, Rotterdam	C	Barge	Grand Canal Dock	Steel (Rivetted)	Good
154	Anchor	A	Barge	Grand Canal Dock	Steel (Welded)	Good

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
155	Isolde	C	Barge	Grand Canal Dock	Steel (Welded)	Fair
192	80M	D	Barge	Grand Canal Dock	Steel (Welded)	Good
156	Cadhla	D	Barge	Grand Canal Other	Steel (Welded)	Excellent
157	Riasc	D	Barge	Grand Canal Other	Steel (Welded)	Good
118	Marie C.	C	Barge	Hazelhatch	Steel (Welded)	Poor
119	"Spirit of Freedom" / Ruinsearc	C	Barge	Hazelhatch	Steel (Welded)	Fair
122	Saoirse	D	Barge	Hazelhatch	Steel (Welded)	Good
96	Formerly "Iron Maiden"	D	Barge	Lowtown	Steel (Welded)	Fair
44	N/A	C	Barge	Monasterevin	Steel (Welded)	Derelict Remains
45	St Ledger	C	Barge	Monasterevin	Steel (Welded)	Excellent
47	N/A	C	Barge	Monasterevin	Steel (Welded)	Poor
87	Celtic Starr	C	Barge	Moyvalley	Steel (Welded)	Excellent
88	Steelaway	C	Barge	Moyvalley	Steel (Welded)	Poor
158	Vazon B	C	Barge	Royal Canal Other	Steel (Welded)	Fair
164	Thin Lizzy	C	Barge	Sallins	Steel (Welded)	Fair
66	J. D. McFaul	B	Barge	Shannon Harbour	Steel (Welded)	Fair
79	Jarra (formerly the "Naas")	A	Barge	Shannon Harbour	Steel (Welded)	Fair
175	MV Burscough II	A	Barge	Shannon Harbour	Iron (Riveted)	Good
172	St Ciaran	A	Barge	St Mullins	Steel (Welded)	Good
203	de Vrouwe Suzanna	A	Barge	St Mullins	Steel (Riveted)	Good
93	Lady Cecelia	D	Barge	Thomastown	Steel (Welded)	Excellent
166	Leo Eile	D	Barge	Tullamore	Steel (Welded)	Good

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
201	Aiseiri (54M)	A	Canal Boat	Richmond Harbour	Steel (Riveted)	Poor
190	78M	A	Canal Boat	Graiguenamanagh	Steel (Riveted)	Fair
144	53M (in window)	A	Canal Boat	Grand Canal Dock	Steel (Riveted)	Good
148	73M	A	Canal Boat	Grand Canal Dock	Steel (Riveted)	Undergoing restoration
152	The Owl (17B)	A	Canal Boat	Grand Canal Dock	Iron (Riveted)	Fair
173	95B	A	Canal Boat	Grand Canal Other	Steel (Riveted)	Undergoing restoration
68	The Enterprise (Was 98B / 53M / 96E)	A	Canal Boat	Hazelhatch	Steel (Welded)	Poor
69	58M	A	Canal Boat	Hazelhatch	Steel (Welded)	Fair
70	Misneach / No. 1.	A	Canal Boat	Hazelhatch	Iron (Riveted)	Fair
71	1B / Peter Farrell	A	Canal Boat	Hazelhatch	Steel (Welded)	Good
72	67M	A	Canal Boat	Hazelhatch	Steel (Riveted)	Fair
73	36M	A	Canal Boat	Hazelhatch	Steel (Welded)	Fair
115	56M	A	Canal Boat	Hazelhatch	Steel (Riveted)	Excellent
106	52M	A	Canal Boat	Lowtown	Steel (Welded)	Poor
49	Chang Sha	A	Canal Boat	Richmond Harbour	Iron (Riveted)	Good
51	Dabu	A	Canal Boat	Richmond Harbour	Iron (Riveted)	Good
60	Rambler	A	Canal Boat	Richmond Harbour	Steel (Welded)	Excellent
84	Float No 3 (Killucan Project Barge)	A	Canal Boat	Royal Canal Other	Steel (Welded)	Good
161	107B	A	Canal Boat	Sallins	Steel (Riveted)	Fair
75	4E	A	Canal Boat	Shannon Harbour	Steel (Welded)	Good
76	92E	A	Canal Boat	Shannon Harbour	Iron (Riveted)	Poor
78	Miranda / 36B	A	Canal Boat	Shannon Harbour	Steel (Welded)	Excellent
80	42M	A	Canal Boat	Shannon Harbour	Steel (Welded)	Excellent

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
81	57M	A	Canal Boat	Shannon Harbour	Steel (Welded)	Excellent
82	118B	A	Canal Boat	Shannon Harbour	Steel (Welded)	Excellent
181	29B	A	Canal Boat	Shannon Harbour	Steel (Riveted)	Fair
182	95E	A	Canal Boat	Shannon Harbour	Steel (Riveted)	Undergoing restoration
183	31B	A	Canal Boat	Shannon Harbour	Steel (Riveted)	Fair
116	Terrapin (Heritage Boat 112B)	A	Canal Boat	Tullamore	Steel (Riveted)	Fair
167	Float Number 1.	A	Canal Boat	Tullamore	Iron (Riveted)	Good
168	51M	A	Canal Boat	Tullamore	Steel (Riveted)	Sunk
169	48M / Cluaine Uaine Bheag	A	Canal Boat	Tullamore	Steel (Riveted)	Poor
32	31M	A	Canal Boat	Vicarstown	Steel (Welded)	Fair
198	NA	A	Cot	Athy	Clinker Planked	Derelict Remains
199	NA	C	Cot	Athy	Clinker Planked	Good
14	N/A	C	Cot	Graiguenamanagh	Carvel Planked	Fair
15	N/A	C	Cot	Graiguenamanagh	Carvel Planked	Good
16	The Green Diver	A	Cot	Graiguenamanagh	Carvel Planked	Derelict Remains
202	NA	C	Currach	St Mullins	Canvas Skin	Good
140	Sea Wolf	C	Half-Decker	Grand Canal Dock	Carvel Planked	Fair
200	Alamo	C	Lifeboat	Athy	Aluminium	Fair
145	N/A	C	Lifeboat	Grand Canal Dock	Fibreglass	Good
90	N/A	C	Lifeboat	Hill of Down	Aluminium	Sunk
186	An Seanachai	C	Lifeboat	Shannon Harbour	Aluminium	Fair
195	NA	A	Misc	Barrow Other	Other	Good
194	NA	B	Misc	Graiguenamanagh	Other	Good
130	Balder	B	Misc	Grand Canal Dock	Steel (Welded)	Good

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
131	Freya	B	Misc	Grand Canal Dock	Steel (Welded)	Good
132	Loki	B	Misc	Grand Canal Dock	Steel (Welded)	Good
133	Odin	B	Misc	Grand Canal Dock	Steel (Welded)	Good
134	Thor	B	Misc	Grand Canal Dock	Steel (Welded)	Good
135	Tyr	B	Misc	Grand Canal Dock	Steel (Welded)	Good
136	Valkyrie	B	Misc	Grand Canal Dock	Steel (Welded)	Good
137	Naomh Eanna	C	Misc	Grand Canal Dock	Steel (Welded)	Poor
97	Medbh	A	Misc	Lowtown	Clinker Planked	Good
110	N.A.	B	Misc	Lowtown	Carvel Planked	Sunk
176	Shannon Ferry	A	Misc	Shannon Harbour	Carvel Planked	Derelict Remains
185	Maggie	D	Misc	Shannon Harbour	Carvel Planked	Excellent
196	The Carl Douglas	B	Misc	Tullamore	Carvel Planked	Good
26	N/A	C	Motor Cruiser	Goresbridge	Steel (Welded)	Good
8	Morning Mist II	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Fair
11	N/A	D	Motor Cruiser	Graiguenamanagh	Steel (Welded)	Good
17	Mary G	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Good
24	Sea Gull	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Fair
146	Starfish Enterprise	C	Motor Cruiser	Grand Canal Dock	Fibreglass	Good
153	Wilmiranda (Ballyronan)	B	Motor Cruiser	Grand Canal Dock	Carvel Planked	Fair
117	N.A.	C	Motor Cruiser	Hazelhatch	Steel (Welded)	Fair
124	Nadia	A	Motor Cruiser	Hazelhatch	Carvel Planked	Derelict Remains
127	Bella Maria	C	Motor Cruiser	Hazelhatch	Steel (Welded)	Good
129	Rushmere	C	Motor Cruiser	Hazelhatch	Fibreglass	Good
95	Macy Gray	C	Motor Cruiser	Lowtown	Fibreglass	Undergoing restoration
99	N/A	C	Motor Cruiser	Lowtown	Carvel Planked	Derelict Remains

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
101	Gunther	C	Motor Cruiser	Lowtown	Steel (Welded)	Poor
102	Tonnu	C	Motor Cruiser	Lowtown	Fibreglass	Good
103	Rosa Penna	C	Motor Cruiser	Lowtown	Carvel Planked	Poor
107	Arctic Tern	C	Motor Cruiser	Lowtown	Fibreglass	Good
113	Gypsy Rover II.	C	Motor Cruiser	Lowtown	Fibreglass	Fair
114	N/A	C	Motor Cruiser	Lowtown	Fibreglass	Good
42	My Lily	C	Motor Cruiser	Monasterevin	Fibreglass	Good
43	Tara II	C	Motor Cruiser	Monasterevin	Fibreglass	Good
46	Sweet Caroline	C	Motor Cruiser	Monasterevin	Fibreglass	Good
86	NA	C	Motor Cruiser	Moyvalley	Carvel Planked	Undergoing restoration
53	Easy Street	C	Motor Cruiser	Richmond Harbour	Fibreglass	Good
55	Beccles	C	Motor Cruiser	Richmond Harbour	Steel (Welded)	Excellent
56	Philomena	C	Motor Cruiser	Richmond Harbour	Steel (Welded)	Good
58	Seldom Sober	D	Motor Cruiser	Richmond Harbour	Fibreglass	Good
59	Hard Times	C	Motor Cruiser	Richmond Harbour	Fibreglass	Fair
61	Ida	D	Motor Cruiser	Richmond Harbour	Steel (Welded)	Excellent
159	Spirit of ??	D	Motor Cruiser	Royal Canal Other	Steel (Welded)	Poor
163	Fortuna	B	Motor Cruiser	Sallins	Carvel Planked	Good
67	Blackthorn	B	Motor Cruiser	Shannon Harbour	Steel (Welded)	Good
177	NA	C	Motor Cruiser	Shannon Harbour	Fibreglass	Fair
178	NA	C	Motor Cruiser	Shannon Harbour	Fibreglass	Good
184	Sly Fox	B	Motor Cruiser	Shannon Harbour	Steel (Welded)	Good
188	Valhalla	C	Motor Cruiser	Shannon Harbour	Fibreglass	Good
189	NA	B	Motor Cruiser	Shannon Harbour	Carvel Planked	Fair
204	NA	C	Motor Cruiser	St Mullins	Carvel Planked	Poor

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
92	Still Waters	D	Motor Cruiser	Thomastown	Fibreglass	Good
33	Kathleen C	C	Motor Cruiser	Vicarstown	Fibreglass	Good
34	Lautrec	C	Motor Cruiser	Vicarstown	Fibreglass	Fair
38	Andrea	C	Motor Cruiser	Vicarstown	Fibreglass	Good
40	Cill Dara	C	Motor Cruiser	Vicarstown	Fibreglass	Fair
104	N/A	B	Motor Sailer	Lowtown	Clinker Planked	Poor
27	Cloydagh	D	Narrowboat	Barrow Other	Steel (Welded)	Good
1	N/A	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Poor
2	Tir-Na-nOg	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Good
6	Daghda	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Poor
7	Allanagh	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Fair
9	Celtic Earl II	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Fair
10	N/A	D	Narrowboat	Graiguenamanagh	Steel (Welded)	Good
12	N/A	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Good
18	Kayla Marie	C	Narrowboat	Graiguenamanagh	Steel (Welded)	Good
22	Wanganui	D	Narrowboat	Graiguenamanagh	Steel (Welded)	Good
139	May.B.58	C	Narrowboat	Grand Canal Dock	Steel (Welded)	Good
142	Endeavour (Dimmingsdale Wharf)	C	Narrowboat	Grand Canal Dock	Steel (Welded)	Good
147	Lets Get Lost	C	Narrowboat	Grand Canal Dock	Steel (Welded)	Fair
149	An Dobharchu (Leixlip)	C	Narrowboat	Grand Canal Dock	Steel (Welded)	Good
165	Netherfields	C	Narrowboat	Grand Canal Other	Steel (Welded)	Fair
121	Barrow Otter	C	Narrowboat	Hazelhatch	Steel (Welded)	Poor
125	Little Freedom (formerly Mallard)	D	Narrowboat	Hazelhatch	Steel (Welded)	Fair

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
126	Samhlaiocht	C	Narrowboat	Hazelhatch	Steel (Welded)	Fair
89	Flossy Fluke	C	Narrowboat	Hill of Down	Steel (Welded)	Excellent
91	My Way	C	Narrowboat	Hill of Down	Steel (Welded)	Fair
94	N/A	D	Narrowboat	Lowtown	Steel (Welded)	Good
98	N/A	C	Narrowboat	Lowtown	Steel (Welded)	Poor
105	Joey	C	Narrowboat	Lowtown	Steel (Welded)	Excellent
108	Lily	D	Narrowboat	Lowtown	Steel (Welded)	Good
111	Rowan	D	Narrowboat	Lowtown	Steel (Welded)	Fair
112	Peacock	D	Narrowboat	Lowtown	Steel (Welded)	Excellent
54	Celtic Duke	C	Narrowboat	Richmond Harbour	Steel (Welded)	Good
65	Sally	C	Narrowboat	Richmond Harbour	Steel (Welded)	Fair
162	N/A	D	Narrowboat	Sallins	Steel (Welded)	Derelict Remains
174	Ottilie	B	Narrowboat	Shannon Harbour	Carvel Planked	Fair
187	Millicent	C	Narrowboat	Shannon Harbour	Steel (Welded)	Fair
205	HB - Heather Breeze	C	Narrowboat	St Mullins	Steel (Welded)	Excellent
138	N/A	C	Sail Cruiser	Grand Canal Dock	Fibreglass	Good
141	N/A	C	Sail Cruiser	Grand Canal Dock	Steel (Welded)	Fair
143	N/A	C	Sail Cruiser	Grand Canal Dock	Carvel Planked	Poor
160	Tjaldur	B	Sail Cruiser	Grand Canal Dock	Carvel Planked	Fair
41	Swallow	C	Sail Cruiser	Monasterevin	Fibreglass	Good
52	Glory B II	C	Sail Cruiser	Richmond Harbour	Carvel Planked	Good
179	Granuaile	C	Sail Cruiser	Shannon Harbour	Steel (Welded)	Good
128	Marina	C	Sailing Barge	Hazelhatch	Steel (Welded)	Good
85	Nieuwe Zorgan	A	Sailing Barge	Moyvalley	Steel (Welded)	Good
191	B0042	C	Workboat	Barrow Other	Steel (Welded)	Fair
31	N/A	D	Workboat	Goresbridge	Steel (Welded)	Good

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
100	B0031	C	Workboat	Lowtown	Steel (Welded)	Poor
109	Rosbeg, (Formerly Erin)	A	Workboat	Lowtown	Iron (Riveted)	Derelict Remains
74	Fox	A	Workboat	Shannon Harbour	Iron (Riveted)	Poor
77	The Bat	A	Workboat	Shannon Harbour	Iron (Riveted)	Fair
170	B0091	C	Workboat	Tullamore	Steel (Welded)	Poor
171	NA	C	Workboat	Tullamore	Steel (Welded)	Sunk

5 Appendix V – Boatbuilders

The list of boat builders below has been taken from the Golden Pages. It is not exhaustive but it is publicly available. Heritage boat organisations and local boat owners may be able to suggest skilled boat builders and repairers who are not listed here.

Name	Area	Phone
Baldoyle Boatyard	Sutton, Dublin	(01)8326577
Bere Island Boatyard Ltd	Bere Island, Cork	(027)75975
Brennan John J	Dun Laoghaire, Dublin	(01)2805308
Burke Boats	Ballinrobe, Mayo	(094)9541680
Carrolls Boatyard Ltd	New Ross, Wexford	(051)389164
Castlepoint Boatyard Ltd	Crosshaven, Cork	(021)4832154
Craig Boat Builders	Inver, Donegal	(074)9736040
Crosshaven Boatyard Co Ltd	Crosshaven, Cork	(021)4831161
Egan, Eamonn	Ballinasloe, Galway	(090)9759063
Ferrypoint Boat Co Ltd	Youghal, Cork	(024)94232
Fitzgerald Marine Manufacturing Ltd	Kinsale, Cork	(021)4772582
Glandore Auto Marine	Glandore, Cork	(028)33274
Graiguecullen Sawmills	Graiguecullen, Carlow	(059)9131898
Gray David	Other Sligo Locations, Sligo	(071)9165491
Greene Donal	Carna, Galway	(095)32293
Harbour Boat Co The	Cobh, Cork	(087)2215498
Hegarty Boat Yard	Skibbereen, Cork	(028)22122
Howth Boatyard Services	Howth, Dublin	(01)8397307
Inland Inflatable Boats	Collooney, Sligo	(071)9144766
John Lefroy Boat Surveys	Killaloe, Clare	(061)376978
John Leonard Shipwright	Boosterstown, Dublin	(086)2579279
Kinsale Boat Yard	Kinsale, Cork	(021)4774774
Leacabawn Enterprises Ltd	Lusk, Dublin	(01)8433010
Lough Ree Marine Services	Glasson, Westmeath	(090)6485866
M.E.C. Fabricators Ltd.	Finglas, Dublin	(01)8362315
McCormack Philip	Malahide, Dublin	(087)2697062
McDonagha, Sean	Moate, Galway	(091)551626
McDonald Boats	Greencastle, Donegal	(074)9381420
McDonald Jas & Sons	Moville, Donegal	(074)9382097
MGM Boats	Dun Laoghaire, Dublin	(01)2802020
Mooney Boats	Killybegs, Donegal	(074)9731152
Motor & Marine Engineering	Fahan, Donegal	(074)9360480
Motor Marine	Burtonport, Donegal	(074)9542277
Muir Áis Teo	Other Galway Locations, Galway	(095)32354
Nautical Finishes	Carrick On Shannon, Leitrim	(087)9529872
Noonan Boats	Greystones, Wicklow	(01)2819175
O'Connor Marine	Other Cork Locations, Cork	(086)4038354

Name	Area	Phone
O'Donovan Donal (Old Court Boats) Ltd	Skibbereen, Cork	(028)21249
Portaneena Co Ltd The	Athlone, Westmeath	(090)6485116
R & S Engineering Dingle	Dingle, Kerry	(066)9151189
Rinn River Marina	Other Longford Locations, Longford	(043)3341333
Rossbrin Boatyard Ltd	Schull, Cork	(028)37352
Spillane Donal	Kenmare, Kerry	(064)6641431
Stewart Alan	Ramelton, Donegal	(074)9151082
Sullivan Gerard	Other Cork Locations, Cork	(027)75062
Vanstaden Ltd	Kilrush, Clare	(065)9052566
Westcoast Marine	Ballina, Mayo	(096)78630

6 Appendix VI - Conservation Stabilisation, Storage, Recording, Restoration

This section contains a brief overview and general explanation of the subject and is by no means comprehensive. The formation of a statutory policy for dealing with historic boats and ships in Ireland would be a major project in itself.

The National Historic Ships, United Kingdom, has developed standards of best practice for dealing with historic ships and boats. Over two decades of consultation with experts and stakeholders, three volumes of guidelines have been developed:

- Understanding Historic Vessels: Recording Historic Vessels, Volume 1,
- Understanding Historic Vessels: Deconstructing Historic Vessels, Volume 2
- Understanding Historic Vessels: Conserving Historic Vessels Volume 3.

6.1 Conservation

There is a distinct difference between Conservation and Restoration. In the last decade the decision on whether the Childers' yacht, *Asgard*, should be conserved or restored was debated nationally. Sadly, the dialogue never translated into statutory policy.

Usually fully conserved boats, where as much original material as possible is preserved, are destined to be museum exhibits or floating static attractions. Fully conserved vessels that are going back on the water are usually backed up by statutory organisations or trusts. *The Nomadic* in Belfast, a steel vessel designed as a tender to the White Star Line ships (*Titanic*, *Oceanic*, *Brittanic*), has spent years in conservation and now operates as a static floating attraction operated by the Titanic Experience Centre. *The Reaper*, a fully conserved Fife herring drifter fishing vessel, is operated by the Scottish Fishery Museum in Anstruther, Scotland.

There are areas where the private sector will fund the conservation of boats afloat, but there needs to be an incentive. In the case of some of the historic yacht classes there are vibrant racing and regatta events attracting thousands of enthusiasts and spectators. These incentivise the owners to keep and maintain the boats as original as possible. On the River Thames individuals are also incentivised to conserve vintage wooden craft as there is a critical mass of boats operating within the area.

At present the only centres that undertake full conservation of boats in Ireland are the National Museum of Ireland and the Conservation Centre in Letterfrack, Galway. Fortunately, while conservation facilities in Ireland are a scarce resource, most boats do not require full conservation. Often careful cleaning, pest eradication and stabilisation, are all that is necessary as remedial action to stop further deterioration of a vessel.

6.2 Stabilisation

For a boat at risk, stabilisation to preserve the integrity of the vessel and safe storage are the most important steps in its preservation. Stabilisation gives time to develop a proper plan allowing assessment of the vessel, recording, costing of the full project and consideration of future usage and ongoing maintenance of the boat. As noted in *Irish Waterways History*,⁸¹ some well-funded and well-meant statutory projects, undertaken in the 1990s to restore canal boats, went awry because of poor planning on how the boats were going to be administered and maintained after restoration.

6.3 Storage

One major obstacle to the conservation and restoration of water craft in Ireland is the lack of availability of large-scale storage for boats. This has been an issue for a long time, and the Heritage Council has suggested a number of initiatives to alleviate the problem at various conferences, and in publications.⁸²

Storage for most wooden vessels needs to be safe and dry but not necessarily heated. Boats can be kept in relatively simple structures such as farm type galvanised sheds with open sides. Lack of space is often perceived as the main problem, but this is often just used as an excuse not to make a decision.

Following the audits of heritage boats for Clare County Council and Galway County Council in 2008, some cost effective interim measures were suggested. As a number of Heritage Centres and Museums are on extensive grounds, and Local Authorities and the OPW also have unused space available, there were many potential locations where storage could be provided for heritage boats. Local Authorities (and indeed Waterways Ireland) under their heritage remit, should be encouraged to formulate support mechanisms including storage to preserve our floating heritage. There is a need for liaison with the relevant personnel in a number of organisations with heritage briefs, to encourage their interest and cooperation.

6.4 Restoration

Restoration often requires much original material to be replaced and the renewal of parts but is a practical approach when boats are to be used frequently. If it is planned to use the restored boat to carry passengers the Maritime Safety Directorate should be consulted at the commencement of the project, so that the boat complies with commercial operational procedures and safety standards. There have been a number of examples in recent years where boats have been sensitively restored back to floating and racing condition.

The HBA has been successful in restoring many of the remaining large Heritage Canal Boats back to useful floating vessels. The HBA has a number of professional engineers among its members, with vast experience of restoring large iron and steel

⁸¹ www.irishwaterwayshistory.com op. cit.

⁸² Goodbody (2003) Tully (2006) Heritage Council (2006) op. cit.

vessels. They have overcome the many obstacles and have experience of working within the many constraints, at every level, of the Irish maritime and inland waterways heritage environment, including the lack of support at statutory level for our floating heritage. The HBA should be included in any consultation on setting best practice for the restoration of large iron and steel vessels.

6.5 Suggested actions for a Heritage Boat ‘at risk’

When a boat, identified as a Category A or Category B Heritage Boat, is found in a derelict or abandoned condition and perceived to be at risk, it is suggested that the following choices and actions should be considered and undertaken as required:

- To leave the vessel where it is and let nature take its course;
- Stabilise the vessel in situ by burial or sinking;
- Assessment of the vessel’s condition, record, and decide to rescue, deconstruct or destroy;
- If decision to deconstruct or destroy is taken, as much of the boat as possible should be recorded in situ;
- Record all dimensions of extant boat parts. Laser scanning and /or recording up to full lines plans if possible. The aim is to preserve information for posterity;
- If the decision is to rescue the vessel, stabilisation may need to be undertaken on site, such as the building of a cradle, prior to moving the vessel to a more suitable location;
- Send vessel to secure dry storage and take actions to stabilise there;
- Undertake a full assessment of the vessel and produce a project plan to either conserve or restore;
- Restore the boat sensitively back to use as heritage afloat.

To document and record a boat that has been identified as worthy of conservation or restoration a competent naval architect or maritime archaeologist, with experience of recording traditional craft, should be employed to survey the listed vessel. With the support of the Heritage Council laser scanning of boats has now been developed in Ireland and is proving an accurate and cost effective way of recording boats.

Traditional recording or laser scanning would result in the information being recorded for posterity. Before embarking on deconstruction, recording and ultimately destroying a heritage object, it should be standard practice to consult with the National Monuments Service at the Department of Arts, Heritage and the Gaeltacht.

Suggested publications that deal with the subject of Ship and Boat conservation are:

- Understanding Historic Vessels: Conserving Historic Vessels, Volume 3 (2010), National Historic Ships, United Kingdom.
- The Standards in the Museum Care of Larger and Working objects – A guide to their preservation and care (1997), The Museum Association.
- Standards for Historic Vessel Preservation Projects, (1984) US Secretary of the Interior.

7 Appendix VII - Annotated Bibliography on the Grand Canal, Royal Canal and Barrow Navigation.

Publication	Notes
Bergin, Liam D., ed. (1955) <i>Carlow Rowing Club Souvenir 1955</i> Carlow Rowing Club	A brief history of rowing in Carlow from 1859 to 1955. Published in celebration of the Senior Four winning the Metropolitan Grand Challenge Cup. Available at www.irishrowingarchives.com
Bliss, W. (1933) <i>The Heart of England by Waterway</i> , H. F. & G. Witherby, London	A diary of a number of journeys undertaken by canoe starting in 1890. A text that inspired others to voyage on the inland waterways.
Burke, G., ed. (2006) <i>Cool Metal Clear Water – Trading Boats of Ireland’s Inland Waterways</i> Heritage Boat Association	Contains the individual histories of 72 of Ireland’s inland trading boats, as well as general articles about Bollander engines, G boats, the Guinness fleet and sand barges on Lough Neagh, including many previously unpublished photographs.
Burke, G., ed. (2009) <i>Fine Lines Clear Water – Heritage Boats of Ireland’s Inland Waterways</i> Heritage Boat Association	Continues the work begun in <i>Cool Metal Clear Water</i> with histories of a further 75 boats, including working boats and tug boats from the Rivers Suir, Shannon and Bann and Lough Neagh; as well as boats such as a Liffey Ferry, Flying Boat Tenders, Floatels (floating hotels) and various trip boats.
Butler, Roger (2009) <i>Recreational Use of Towpaths: A Study Commissioned by the Inland Waterways Committee of the Heritage Council</i> The Heritage Council	A study commissioned by the Inland Waterways committee of the Heritage Council. Regeneration, habitats, safety, recreation, planning, tourism and management are among the issues discussed. Case studies from England, Scotland, Belgium and Germany are included.
Carville, Geraldine (1999) <i>Monasterevin, a Parish and Its People on the Eve of the Millennium</i> , Parish of Monasterevin in association with Elo Publications, Dublin	Detailed chapter on the history of the Grand Canal development to Monasterevin and the branch line to Mountmellick. It was envisaged that Monasterevin would become a major inland harbour. It also has details of the passenger boats that once plied the canals.
Cassells Brian (Undated) <i>IWAI and the Waterways of Ireland</i> , IWAI	Details the individuals at the forefront of the development of the association, and a history of all the IWAI branches, including those which cover the Royal Grand and Barrow navigations.
Coffey, I., Camon B. and Robinson, J. eds. (1988) <i>A History of Cloghan Parish</i> , Irish Countrywomen's Association’s Cloghan Guild and Cloghan History Group	Chapter on the history of bringing the Grand Canal to West Offaly. Contains four good archive photographs of Shannon Harbour.
Colin Buchanan and Partners, John Cronin & Associates, Dr. Niamh Roche (2005) <i>Waterway Corridor Study of the Shannon from Roosky to Lanesborough & the Royal Canal between Clondara to Thomastown</i> , The Heritage Council	Summary at www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2004b/2004_WCS_Study_roosky_lanesborough.pdf

Publication	Notes
Corlett, Chris (2012) <i>Jane W. Shackleton's Ireland</i> , The Collins Press	Excellent late 19th Century photographs of various barges on the River Barrow, including 90B, 74B, A Sailing Gabbard, the pleasure boat <i>Pearl</i> and a train of barges being towed by a Steam Tug
Cunnane Stratton Reynolds (2002) <i>Waterway Corridor Study of the Shannon from Shannonbridge to Meelick, and the Grand Canal from Ballycommon to Shannon Harbour</i> , The Heritage Council	Summary at www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2002/2002_WCS_Study.pdf
Dalton, Michael (2015) <i>Heritage of Our Land Ballykilmurray/Ballinamere</i> , Print Plus, Tullamore	Chapter on the Grand Canal with particular focus on the brick-making yards at Kilgurtin. Clay was drawn to the canal by bullocks and brought on 'floats' across the canal to the brickworks. Available at www.librarything.com/work/16367026/book/121140568
Danaher, K., (1964) <i>Ireland Long Ago</i> , Mercier Press, Dublin	Kevin Danaher was one of Ireland's foremost folklorists. In this Folklife study there is a chapter on travel by water which describes, with some details, the changes that the canal system made to life in Ireland
D'Arcy, Gerard (1969) <i>Portrait of the Grand Canal System</i> , Transport Research Associates	Reprinted by IWAI
Delany, R., <i>The Grand Canal of Ireland</i> , (1995) Office of Public Works and Lilliput Press	Ruth Delaney has played not only a pivotal role in Ireland's inland waterways but has been the foremost documenter of its history with many outstanding scholarly publications.
Delaney, Ruth (1999) <i>The Grand Canal of Ireland</i> , The Lilliput Press, Dublin	
Delaney, Ruth (2007) <i>Ireland's Inland Waterways</i> , Appletree Press, Belfast	
Delaney, Ruth (2007) <i>Ireland's Waterways : Map and Directory</i> , Euromapping	
Delaney, Ruth (2008) <i>The Shannon Navigation</i> , The Lilliput Press, Dublin	Includes a comprehensive list of primary sources of information on Waterways Ireland's navigation system and an extensive bibliography.
Delaney, Ruth and Addis, Jeremy (1977) <i>Guide to the Barrow : Lowtown to St.Mullins</i> Publisher?	Early guide to the Barrow from Lowtown to St Mullins, including maps by Vincent Delaney
Denieffe, Greg, ed. (1984) <i>125th Anniversary 1859 – 1984, Souvenir Booklet</i> , Carlow Rowing Club www.irishrowingarchives.com	A celebration of 125 years of rowing in Carlow
Drennan, John (1994) <i>Cannonballs and Croziers. A History of Maynooth</i> , Maynooth Community Council	Chapter IX is on the Royal Canal, looking at the history and politics behind its building, in particular why it was channelled through Maynooth
Dwyer, Kevin (2000) <i>Ireland, The Inner Island a journey through Ireland's Inland Waterways</i> , The Collins Press, Cork	Well known for his coastal aerial photography, this book is a journey through Ireland's inland waterways
Evans, Mairead and Abbott, Therese (2002) <i>Safe Harbour - The Grand Canal at Edenderry</i> Edenderry Historical Society	Short history from the building to the rejuvenation of the canal; photographs of 45m and 72m.
Gardiner, Raymond (1977) <i>Land of Time Enough, A Journey Through the Waterways of Ireland</i> Hodder, London	Recollecting voyages on the waterways, This became a classic book for enthusiasts of Irish inland waterways.

Publication	Notes
Goggin, Brian J. (2014) <i>The Royal under the Railway Ireland's Royal Canal 1830–1899</i> The Railway and Canal Historical Society	Draws on online archives and information resources to supplement existing histories of the Royal Canal. It provides new information about engineering works, canal carrying and a surprising source of finance. www.rchs.org.uk
Goggin, Brian S. (undated) <i>The Y axis</i> Unpublished paper given by author to D. Lynch	A paper contrasting the role of watercourses as a barrier or a link between communities on opposite banks – the y-axis – with particular reference to the Royal Canal, the River Shannon and Lough Erne
Goodbody, R. (2003) <i>A Survey of the Irish Traditional Boat Sector for the Heritage Council</i> , The Heritage Council	Commissioned by the Heritage Council. The conclusions and recommendations were drawn from extensive experience as a naval architect, boat builder and lifelong knowledge of the Irish marine industry and inland waterways.
The Heritage Council (2004) <i>Ireland's boating heritage – the future ? Oidhreacht Bhádóireachta na hÉireann – Feasta ?</i> The Heritage Council	Proceedings and recommendations from a conference held to present the findings of Goodbody's "A Survey of the Irish Traditional Boat Sector for the Heritage Council 2003"
The Heritage Council (2005) <i>Integrating Policies For Ireland's Inland Waterways</i> , The Heritage Council	Heritage Council policy paper.
The Heritage Council (2006) <i>The Future of Maritime and Inland Waterways Collections, Proceedings of a Seminar</i> , The Heritage Council	Proceedings and recommendations from a conference held to present the findings of The Audit of Maritime Collections (2005). The vulnerability of Ireland's floating heritage was highlighted
The Heritage Council (2007) <i>Towpaths for the Future, Seminar Proceedings</i> , The Heritage Council	Heritage Council seminar proceedings.
The Heritage Council (2009) <i>Climate Change, Heritage & Tourism: Implications for Ireland's Coast & Inland Waterways</i> , The Heritage Council	Review of the implications of climate change for Ireland's coastal and inland waterway heritage by the Heritage Council
Hogan, Ann (Undated) <i>Grand Canal and the Development of Tullamore 1790s to 1840s</i>	Unpublished thesis, Department of History, St. Patrick's College, NUI Maynooth
Waterways Ireland (2014) <i>Opening Statement to the Joint Oireachtas Committee on Environment, Culture and the Gaeltacht 25th April 2014</i>	Review of the activities of Waterways Ireland by members of this Joint Oireachtas Committee. Available at oireachtas.ie/parliament/oireachtasbusiness/committees_list
Joyce, J. (1993) <i>Graiguenamanagh: A Town and Its People</i> , Graigue Publications	Details some of the early boats on the Barrow including the lighters and Clarauns that were built in the dock at Graiguenamanagh
Kelly, Seamus (2005) <i>A Ramble in Rathangan: An Historical Walking Tour</i> , Seamus Kelly, Leixlip	A consideration of the local Barrow line of the Grand Canal and the background behind Spencer Bridge. The author lists some of the Rathangan families who worked on the canal boats and gives details of passenger boats.
Lynch, Donal et al. (2011) <i>Glorious Galway: Hookers, Currachs, Lake and River-Boats Gaillimh na Seod, Gaillimh faoi Sheol</i> , Meitheal Mara	A well-illustrated description of the immense wealth of heritage boats in County Galway, from the Aran Islands to the River Shannon.

Publication	Notes
Mac Carthaigh, C. ed. (2008) <i>Traditional Boats of Ireland History, Folklore and Construction</i> , The Collins Press, Cork	A landmark publication placing Ireland's boating heritage in its historical and geographical setting. The multiple contributors all had prior expertise of the boats they documented.
Moran, William (1962, 1989) <i>Early History of Tullamore</i> , Esker Press	Short piece on the Grand Canal and the brewing industry at Tullamore
O'Regan, Edward (2005) <i>In Irish Waterways</i> , Currach Press, Dublin	Recounts journeys taken by two young men in a collapsible canoe through Irish inland waterways from 1939 to 1949. Accounts of the Royal Canal, Midland Lakes, the Brosna and the Shannon.
O'Sullivan, T. F. (2001) <i>Goodly Barrow: A Voyage on an Irish River</i> , The Lilliput Press, Dublin	Originally published in 1984, this book is a diary of a journey down the Barrow peppered with historical anecdotes. It inspired many people to boat on the River Barrow at a time when its future as navigation was in doubt.
Potterton, Gerald (2008) <i>In the Wake of Giants, Journeys on the Barrow and the Grand Canal</i> , Ballyhay Books	A journey in the wake of L.T.C.Holt and the engineers who built the canals
Redmond, R. (1976) <i>Athy Town, Images of Ireland</i> , The History Press	Contains some photographs of barges and bargemen at the stores in Athy.
Reilly, C.J. (2007) <i>Edenderry 1820 to 1920, Popular Politics and Downshire Rule</i> , Nonsuch Publishing, Dublin	Short piece on the Grand Canal, with a photograph of a 48m taken in 1961 as the last barge to leave Edenderry.
Rolt, L.T.C. (1944) <i>Narrow Boat</i> , The History Press 2014	Based on a memoir of voyages on canals in the English Midlands, this book has been described as almost single-handedly generating interest in the then decaying inland waterways.
Rolt, L.T.C. (1949) <i>Green and Silver</i> , The Canal Bookshop, 2015	First published in 1949. A beautiful written account of a boat journey from Leitrim to Lough Derg and then down the Grand Canal to Dublin and back to the Shannon via the Royal Canal. The Circumnavigation from the Shannon on the Grand Canal and back by the Royal Canal is now known as the Green and Silver Route
Scott Wilson and Countryside Consultancy (2010) <i>Dublin City Canals - Recreational Tourism & Commercial Product Identification Study and Development of an Investment and Maintenance Framework</i> , Waterways Ireland, Fáilte Ireland, Dublin Docklands Development Authority and Dublin City Council	18 month study prepared by Scott Wilson and Countryside Consultancy on behalf of a partnership between Waterways Ireland, Dublin City Council, Dublin Docklands Authority and Fáilte Ireland, to identify and develop and deliver the next phase of infrastructural investment as well as recreational and tourism projects on or adjacent to the Dublin City canals. Full report only on CD but video of proceedings and comments on www.iwai.ie
Swayne, S. (1995) <i>The Old Grey Mouse, Graiguenamanagh Remembered</i> , The Abbey Centre Graiguenamanagh, Kilkenny	A chapter on the Barrow and life on the Graiguenamanagh boats including photographs of <i>73M</i> , <i>38M</i> , <i>The Coolawn</i> and <i>The Lady Annette</i> steamer.

Publication	Notes
Tully, D. (2006) <i>Audit of Maritime Collections</i> , The Heritage Council	An evaluation of maritime collections in Ireland. Contains a critique on collections including some within the areas of the navigations in this survey. It lists recommendations, some pertaining to historic water craft. Followed by a national conference in Athlone, which produced the subsequent publication <i>The Future of Maritime Collections in Ireland</i> .
Tully, D. (2008) <i>Clare Traditional Boat and Currach Project 2008</i> , Clare County Council in association with the Heritage Council	Audit of the Traditional Boats of County Clare. Identified suggestions for supporting the resource. Part of the county borders the Shannon Navigation. Followed up by a conference in Ennis in Dec 2008.
Walsh, Ned (c.1990) <i>Under the Barrow Bridges</i> , New Ross Boat Club	A rowing history and memories of a lifetime in New Ross. Available at www.irishrowingarchives.com
Waterways Ireland (c2016) <i>Voyages and Visits Enjoying Ireland's Inland Waterways</i> , Waterways Ireland, Enniskillen	Concise guide to all Waterways Ireland navigations. Complete with maps and information for boat users, walkers and cyclists. Available free at all tourist information points.
Tourism Development International (Undated) <i>Recreation, Tourism and Commercial Product Identification Study Grand Canal Rural</i> , Waterways Ireland	Comprehensive report on the resources of the Grand Canal. Report uses similar template to the report on the Royal Canal (below) with similar suggested enhancements.
Tourism Development International (Undated) <i>Recreation, Tourism and Commercial Product Identification Study Royal Canal Rural</i> Waterways Ireland	Comprehensive report on the resources of the Royal Canal. Suggests development of eleven programmes, including infrastructure enhancing, access and recreation enhancement, development of trails, greenways and shorter circular loops. It emphasises the need for standardisation from signage to street furniture.
Westall, George (1908) <i>Inland Cruising on the Rivers and Canals of England and Wales</i> , Lander Westall & Co	One of the first practical guides to cruising on the English canals. Information on the history and condition of the canals at the time. Westall went on to become President of the National Inland Navigation League.

8 Appendix VIII - Glossaries

8.1 Glossary of Boating and Boat Building Terms

Sources:

MT - Michael Tyrrell, *Traditional Boats of Ireland* (Cork, 2008)

MB - Blair, M. (1981) *Once upon the Lagan – the story of the Lagan Canal*
Blackstaff Press

G - Lynch et al., (2011) *Glorious Galway Hookers, Curachs, Lake and River Boats*

Term	Description	Source
Apron	Single piece in small craft; two pieces in larger craft. Timber backing piece(s) fastened to aft side of stem to which forward ends of planks are fastened.	MT
Backstay	Fixed rope/wire *stay from masthead to sternpost/transom on vessel's centreline. Occasionally, a spar is fitted through stern/transom, the outboard end of which acts as an anchorage point for backstay. This spar is known as a 'bumkin'. Where boom extends aft of stern, twin running backstays with *tackles are used, anchored to outer corners of stern/transom.	MT
Beam	(i) Substantial timber cross piece curved on upper surface to suit deck camber: fastened port and starboard to frame and/or vertically to deck stringer. (ii) Used to describe width of a boat. (iii) Thwart in an open boat.	MT
Becket	Piece of rope or metal fixed as attachment for ropes.	MT
Bilge	Area where *frame *futtock and top timber meet i.e. turn of bilge, generally under floorboards. Also the lowest internal part where water gathers.	MT
Bobstay	Fixed rope/wire/chain *stay from outer end of *bowsprit to fore side of stem (generally at or slightly above vessel's *water-line, sometimes called 'martingale'). Occasionally, jib *outhaul doubles as bobstay, as in the Galway hooker.	MT
Bolt-Rope	A rope sewn all round the edge of a sail to prevent the canvas tearing.	MT
Boom	Spar holding foot of main-sail and attached to mast by goose-neck* fitting	G
Bottom	Hull* below the water-line*	G
Bow	Front of boat	G
Bowsprit	Spar running forward from bow of boat to which jib is secured	G
Bulkhead	Upright partition in hull between cabins or dividing hull into watertight compartments.	MT
Bull	Oar-block*, Block or Cleat attached to oar with hole for thole-pin*	G
Bumkin	A small outrigger (boom) over the stern, usually serving to extend the mizzen.	MT
Butt	End of plank. Plank butts on *frame.	MT
Canvas	Canvas or cotton cover of skin-boat	G

Term	Description	Source
Capping	Cap on *gunwale covering sheer strake, top of *frame / timber head, and stringer.	MT
Carlin(G)	Timbers going athwart the vessel from the sides to hatchways, deck openings etc.	MT
Carvel	Hull built with flush planking.	MT
Caulking	Sealing of plank seams with fibrous material (oakum* or cotton) and lead putty	G
Cavil	Substantial hardwood beam fastened across two or three timber heads, with ends projecting beyond timbers on which to make up mooring ropes.	MT
Centreboard	A wood/steel plate fitted in casing on vessel's centreline, hinged at forward lower end, enabling it to be withdrawn inside casing until forward edge aligns flush with bottom of keel. Also known as a *daggerboard. Both, when lowered, resist leeway.	MT
Chain Plate	Iron/steel attachment below channel on vessel's side as anchorage for mast shrouds.	MT
Chamfer	Bevel on edge of timber to remove sharp edge.	MT
Chine	Joint between bottom and sides in flat bottom vessels e.g. cots.	MT
Cleat	1) Piece of wood or metal with two arms to which ropes or falls can be made fast. 2) small wedge of wood fastened to a yard to prevent ropes slipping.	G
Clench	Through fastening, usually copper, hammered over at 90° where it projects inboard e.g. through planks and timbers, thereby tightening both together and not allowing fastening to withdraw should it become slack in timber.	MT
Clinker	Hull built with overlapping planking and secured with clenched or roved* nails.	G
Covering Board	Outermost plank in a laid deck. See also *king plank.	MT
Cutter	Single-masted vessel carrying a gaff* main-sail*, jib* and stay-sail*	G
Daggerboard	As centreboard but acts vertically and is not hinged.	MT
Deadeye	Circular hardwood blocks with groove around circumference for connecting band/*becket. Upper and lower deadeyes connected by *lanyard through holes in deadeyes.	MT
Deadrise	Angle at which bottom planking lies to the horizontal.	MT
Deadwood	Timber, usually of substantial section joining *stem to *keel at fore end, and *sternpost to keel at aft end.	MT
Deck		G
Draught	The depth of a loaded boat or lighter in the water	MB
Dump	Bolt with slightly pointed end. Generally used in longitudinal framing i.e. fastening *deadwoods to *keel and *stem, *frame *floors through *hog and into keel; aft deadwood to keel etc.	MT
Fairlead	(i) Hardwood chock/cast metal fitting around (or through) which mooring leads are run to *cavil/*cleat. (ii) Circular hardwood piece with hole in centre fitted to deck with staple bolt. Used for directing *sheet to *cleat etc.	MT

Term	Description	Source
Fall	Loose end of a tackle – the part to which power is applied in hoisting.	MT
Feather	To turn an oar blade horizontally as it comes out of the water, thereby lessening air resistance.	MT
Flare	Outward curve or inclination of *topsides, opposite of *tumblehome.	MT
Floor	Timber cross member connecting port and starboard *futtocks at their lower ends.	MT
Forefoot	Area in way of lower end of *stem/forward end of *keel.	MT
Foresail	Triangular in shape, generally set on inner forestay (*hounds to stemhead). See *jib for positions of head, tack, clew, luff, foot and leech.	MT
Fore-Sheets	Floored part of vessel forward of main thwart.	MT
Forestay	Outer: rope/wire stay from head of topmast to outer end of bowsprit. Inner: rope/wire stay from hounds/head of mast to stemhead.	MT
Frame	Transverse timber member made up of one, two, three or more pieces port and starboard. Various pieces held together with overlapping sections of similar *siding and *moulding to frames and through bolted to each other. Bottom of futtocks bolted port and starboard to floor which is vertically fastened on vessel's centreline through *hog (if fitted) into *keel with *dump fastenings.	MT
Freeboard	Height of gunwale* above water-line*	G
Futtock	Lower section of *frame.	MT
Gaff	Four-sided fore and aft sail: luff attached to mast in similar fashion to Bermudan sail. Tack (forward lower corner) attached to inner end of boom. Clew attached to outer end of boom. Throat attached to inner underside of gaff. Peak attached to outer end of gaff. Peak and throat *halyards required to raise sail.	MT
Gaff	*Spar for top of fore and aft sail with jaws and tongue on fore end to suit mast diameter.	MT
Gammon Iron	Steel/iron band bolted through *stem, clamping *bowsprit to stem.	MT
Garboard	Lowest plank (strake), port and starboard, butts against *keel and *hog and fastened thereto for almost its full length. Fastened to *deadwoods, *sternpost and *stem at aft and forward ends.	MT
Goose-Neck	Fitting on mast which allows boom* to pivot	G
Grp	Glass Reinforced Plastic, commonly known as fibreglass.	MT
Gudgeon	Metal plate carrying an eye, fastened to *sternpost and taking the *pintle of the *rudder to form a hinge.	MT
Gunwale	Upper edge of boat's side.	MT
Halyard	Rope *tackle for raising and lowering sails, *gaff, *yard etc.	MT
Hand-Spike	A lever made of tough ash, used to turn windlass; also used to move heavy articles.	MT
Hawse	Holes cut through bow on either side of stem through which a vessel's anchor/mooring cables pass.	MT

Term	Description	Source
Heel	(i) Aft end of *keel; lower end of mast. (ii) Inboard end of a bowsprit.	MT
Hog	A longitudinal member on top of *keel to which the *garboards are fastened on their lower edges.	MT
Horse	Stout iron bar with large thimble, spanning the vessel thwartships close to deck, on which staysail, mainsail or mizzen sheets traverse. (see *traveller)	MT
Hounds	Anchor points on mast(s) for standing rigging. Wood shoulders/chocks fitted to mast to locate and retain eyes on upper end of rigging.	MT
Hull	The main body of a vessel, including the bottom*, topsides* and deck*	G
Ice-Boat	Iron boat used for breaking ice	MB
Jib	Outermost sail on fore side of mast, triangular, controlled by sheets*	G
Keel	Main longitudinal structural member, usually of hardwood, upon which vessel's structure is built.	MT
King Plank	Fore and aft plank on centreline of deck. Where curved laid deck is fitted, ends of adjoining planks port and starboard are checked into king plank and *covering boards.	MT
Knee	Timber pieces used to tie main timbers where they join. Lodging knee: hardwood grown crook (or laminated) used to tie deck beam/carlin to deck stringer. Hanging knee: used to tie underside (or side) of deck beam to frame. Standing knee: used to tie *thwart to *gunwale. Quarter knee: used to tie gunwale to *transom, port and starboard.	MT
Lanyard	Short rope attached to something to enable it to be handled or secured.	MT
Larboard	The left side of a boat when facing the bow. Also known as port*	MB
Leg	Substantial timber support(s) bolted through reinforced upper planking mid-ships, port and starboard. Bottom of legs approx 2"-3" short of bottom of keel. Legs allow vessel to stand almost upright in tidal harbours. Fitted with line fore and aft to keep lower end of leg in position.	MT
Light	(of boat) unladen	MB
Limber(S)	Gap/hole fore and aft through *frame and *floors, port and starboard, to allow bilge water to pass aft into sump from where it can be pumped overboard.	MT
Lines	Term used for dimensional drawings of boat hull, showing cross-sections, waterline plans etc. to scale.	G
Loom	Shaft of an oar.	MT
Lugsail	As *gaff, but *spar/*yard on head of sail sets almost vertically in line with mast in small craft. In larger craft, spar/yard sets more like gaff with forward end of spar/gaff extending forward of mast. Standing lugsail remains on side of mast on which sail is set. Dipping lugsail is lowered and dipped around to the opposite side of mast when tacking. Usually a 'loose-footed' sail i.e. no boom is fitted.	MT
Mainsail	Principal sail on boat, mounted on main mast	G

Term	Description	Source
Mast	Upright pole to which vessel's *yards, *gaff, *boom and sails are attached.	MT
Mast Hoops	Bands of hardwood around mast to which luff of sail is seized. Luff is occasionally laced to mast or set flying or attached to sliders set in mast track, without hoops.	MT
Mast Step	Substantial frame in bottom of vessel into which mast tenon sits.	MT
Mast Tabernacle	Two substantial pieces (generally hardwood) fitted vertically, port and starboard of mast extending above deck approximately two feet. Pivot bolt through vertical pieces about 15-18" above deck, and retaining bolt through tabernacle sides approx 6" above mast *heel, against forward side of mast.	MT
Mizzen	Aftermost sail, where fitted.	MT
Moulded	Depth of timber (see also sided*).	MT
Mouth Wale	*Gunwale (in curach).	MT
Mullard	Extension of transom or forward frame, port and starboard, used for making fast mooring ropes and towing ropes.	MT
Oakum*	Hemp or manila fibre, used for caulking*	G
Oar-Block	Bull, Block or Cleat attached to oar with hole for thole-pin*	G
Outhaul	Method by which clew, tack or peak (see *gaff) of sail is extended to outer end of boom, bumkin, bowsprit or gaff etc.	MT
Pay	To pay a seam is to pour hot pitch and tar into it after caulking in order to seal it.	MT
Pintle	Vertical metal pin attached to *rudder for fitting into *gudgeon.	MT
Planking	Skin of timber boat, either carvel* or clinker*.	G
Port	Left hand side of boat, looking forward, opposite of starboard*	G
Quarter	Aft end of a boat, port and starboard, 45 degrees abaft the beam.	MT
Rabbet (Rebate)	Step (depth as plank thickness) along upper edge of *keel, across fore *deadwood and vertically at aft edge of *stem; similarly at aft deadwood and *sternpost, into which *garboard strake and planks fit.	MT
Rake*	Inclination of bow or stern to the vertical	G
Randing	System of weaving (in curach) where one weaving rod crosses an upright rod each time.	MT
Rib	Curved, usually steam bent, small section timber, forming a *frame to which strakes are fastened. Ribs are fitted transversely from *gunwale to gunwale across *keel or *hog.	MT
Riband	Long, narrow flexible battens nailed on the outside of timbers, from stem to stern of a vessel so as to hold the timbers together while the vessel is being framed.	MT
Rigging	The standing rigging* of a boat supports the mast. The running rigging* of a boat hoists, lowers and controls the set of the sails	G
Rocker	Amount of curve in bottom of *keel, fore and aft.	MT

Term	Description	Source
Roove	Domed washer fitted over inboard end of copper nail, end of nail 'roughed' over roove, thereby clenching timbers together.	MT
Rubbing Strip	Hardwood strip fitted to outside of plank to protect it against chafe/wear.	MT
Rudder	Flat timber hinged to stern of vessel for steering.	MT
Running Backstays	Rope/wire stays from *hounds/masthead to quarters, port and starboard, with *tackle to tension. This set up allows vessel's lee *backstay to be released and weather backstay to be tensioned when tacking.	MT
Sail	(see *foresail, *gaff, *jib, *lugsail, *mainsail, *topsail)	MT
Sam(P)Son	Strong post on boat to which tow-rope is attached	MB
Scarf (Or Scarph)	Joint made by thinning ends of two pieces of timber so that they overlap without increase in thickness. Types are feather edge, stepped and hooked scarf.	MT
Scow	Flat-bottomed boat used for repair work	MB
Scuttle	Hatchway	MB
Seam	Edge joint between planks.	MT
Shear-Legs Or Sheer-Legs	Poles attached at or near top, tripod fashion; used for discharging cargo	MB
Sheave	Wheel with grooved edge, as in a pulley.	MT
Sheer	Line of gunwale, viewed from the side.	G
Sheet	Rope which controls set of sails	G
Shrouds	Set of ropes/wires, port and starboard, supporting mast/topmast. Masthead/topmast head *shrouds lead over spreaders to *deadeyes/rigging screws attached to chainplates at their lower end.	MT
Sided	Thickness of timber (see also *moulded).	MT
Sole	Floor (of lighter cabin)	MB
Spar	Stout pole of kind used for mast, yard, gaff, boom etc.	MT
Spile	To obtain correct shape in plank (also 'spoil', 'speal').	MT
Sprit	Spar set diagonally to extend the peak of a four-sided fore and aft sail, with its *heel held in a *becket low on the mast.	MT
Starboard	Right hand side of boat, looking forward, opposite of port*	G
Stay	A part of the standing rigging of a sailing vessel which supports a mast.	MT
Stay-Sail	Triangular forward sail hanked to the fore-stay*	G
Stealer	Infill plank not running full length of normal planking.	MT
Stem	Upright or forward-facing piece at bow* of boat, to which converging sides are fixed – often an extension of keel*	G
Stern	Rear of boat	G
Sternpost	Central upright piece at aft end of vessel to which sides are connected and on which *rudder is hung.	MT
Stern-Sheets	part of vessel between stern and aft thwart, often fitted with seats.	MT
Strake	Hull plank.	MT

Term	Description	Source
Stretcher	Transverse board for rower to steady his/her feet against.	MT
Stringer	Longitudinal member fitted inside frames*	G
Tack	(see *gaff, *jib)	MT
Tackle	Rope and pulleys used in working sails.	MT
Thole-Pin	Peg in *gunwale serving as fulcrum for oar, two such pegs making a rowlock.	MT
Thumb-Cleat	As the name implies, resembles thumb in shape, around which rope is made fast or run around to alter its direction.	MT
Thwart	Seat for rower or helmsman that stretches across the boat.	MT
Tiller	Fore and aft timber through head of *rudder. Pressure applied to tiller steers vessel.	MT
Topsail	Triangular or four sided in shape. Four sided is fastened to yard, unequally slung, and hoist above mainsail by halyard through head of mast or topmast.	MT
Topsides	Hull* between water-line* and gunwale*	G
Transom	Flat or slightly radiused *stern.	MT
Traveller	(i) Fixed bridge, iron/steel bar fitted on *transom, *thwart or through deck which carries slider for *mainsail, *foresail or *jib sheets. (ii) Iron/steel ring around the mast with hook by which a *lugsail yard is hoist close to the mast by a *halyard. (iii) Sliding ring around bowsprit to extend clew of jib to its outer end.	MT
Treenail	Hardwood plug fastening. Also 'trenail'.	MT
Tumblehome	Topsides inclined inwards, as in Galway Hooker	G
Wale	(i) Gunwale of a boat. (ii) Horizontal timbers on side of boat, heavier than standard planks. (iii) Heavy *sheer strake.	MT
Water-Line	Line at which a vessel floats	G
Wear	Put vessel about on other tack.	MT
Weatherboard	Vertical board along sides to prevent ingress of water. The term 'washboard' is also used.	MT
Withy	Flexible willow rod.	MT
Yard	Spar slung across mast for sail to hang from. Topsail yard, on which topsail hangs, hoist by *halyard through sheave fitted in mast- or topmast-head.	MT

8.2 Glossary of Barges

Source: Glossary of Barges as used in Ireland;⁸³ ©G.Burke

This brief description in simple layman’s terms of each of the types of work boat associated with Irish Waterways is available on the HBA’s website.

Term	Description
B Boat	When the new numbering system came into operation around 1910 the letter “B” after a number was added to identify the boat as a Bye Trader or Hack Boat. A “B” boat could be either horse drawn or powered by an engine. Example of a B Boat: <i>112B</i> .
Barge	A general term for work boats, which were normally flat-bottomed cargo-carrying vessels. These could be motorised, sailing, horse drawn or towed by other vessels.
Bye Trader	See Hack Boat.
Canal Boat	The barges on the Southern Irish canals were called Canal Boats even though they operated on the River Shannon and the Barrow navigations. The canal men called any private pleasure boat “a Yacht.” The Grand Canal Company (GCC) which owned the canal had its own fleet of boats that were referred to as Company Boats.
E Boat	Up to 1960 boats transferring to maintenance duties on the canals by the GCC or CIE were renumbered and had the letter “E” to identify them as Engineering Boats. That practice of renumbering apparently stopped with the closure of commercial traffic on the canal and after that a maintenance boat could have a letter E, M or B after its number. Example of an E Boat: <i>4E</i> .
G Boat	A small fleet of horse drawn boats built for the GCC during WWII. These had steel fronts and backs and the remainder of the boat was made out of native Irish timber. Some G Boats eventually went into private ownership and became B Boats.
Guinness Barge	M Boats are often incorrectly referred to as Guinness Barges. The reason for this is, particularly in the 1950s, Guinness was the main cargo carried on the Grand Canal and therefore identifiable with these boats.
Guinness Boat	A fleet of boats that Guinness operated on the River Liffey bringing Guinness from St James’s Gate to the Dublin Docks. These boats were too big to operate on the canals.
Hack Boat	Also referred to as Bye Traders. These were privately owned and operated cargo boats on the canal and could be operated by an individual (e.g. Peter O’Farrell) or a company (e.g. Ranks). Sometimes a bye trader leased a GCC M boat for a while and operated it as a Hack Boat, in these circumstances it seemed that the number of the boat didn’t change.

⁸³ Burke, G. (2008) *Glossary of Barges as used in Ireland* Heritage Boat Association heritageboatassociation.ie/cms/index.php?option=com_content&task=view&id=130&Itemid=42
14/11/2016

Term	Description
Horse Boat	Initially the boats on the canals were horse drawn and made of wood, then iron and finally steel. In the early days these boats were numbered for identification and had no letter to identify company boats from private boats. Later on, with the introduction of a new numbering system, horse boats could have been numbered with a letter following such as B, E or G. There were horse boats on the Royal Canal also and these just had a number. Example of a Horse Boat: <i>No 2 Dabu</i> .
Lighter	The boats that worked on the waterways in Ulster, including the canals, were called Lighters. The term was also used on tidal rivers such as the Suir and Barrow for unpowered boats that were moved by poles and oars. On Lough Neagh and elsewhere horse drawn lighters on reaching the lake could be transformed into a sailing barge.
M Boat	When the GCC installed engines in their cargo fleet, they were re-numbered and given the letter “M” for Motorised. The first thirty M boats were converted horse boats; after that the company had a new fleet of boats built with engines. Example of an M Boat: <i>59M</i> .
Narrow Boat	The term as used in England and Wales for the barges built to navigate their 7ft wide locks, along the system linking the south with the north, was not used in Ireland where most locks were at least 13ft wide. Boats used on the Ulster and Royal canals were narrower and boats used on the Bann were wider.
Sailing Barge	On the bigger lakes and rivers there were cargo carrying, barges powered by sail. Example of a Sailing Barge: <i>Sandlark</i> .
Tug Boat	Operated on rivers, on lakes, and on sections of the Grand and Royal Canals. These were barges which carried cargo and towed powered or unpowered barges or lighters. Example of a Tug Boat: <i>Knocknagow</i> .

8.3 Glossary of Rowing Terms

Source: Amateur Rowing Association (ARA).⁸⁴ The terms applying to rowing boats have been selected from the ARA’s on-line glossary of rowing terms. The ARA is the national governing body for rowing in England.

Term	Description
Backstay	The back brace of a rigger that locks the pin in position to maintain pitch
Backstops	The end of the slide nearest the bow. Prevents the seat from running off the slide
Blade	An oar
Button	The plastic circular section of the oar that is pressed against the swivel when rowing
Bow	End of the boat that travels through the water first and is sharpest. Athlete that sits in the seat position nearest this end of the boat

⁸⁴ ARA (undated) *Glossary of Rowing Terms*
www.britishrowing.org/upload/files/CoachingTraining/rowing-glossary.pdf 30/10/2016

Term	Description
Bow Ball	Ball shaped safety cap that sits over the bow end of the boat. Compulsory on all rowing boats for safety of other water users
Bow Side	The right hand (starboard) side of the boat as the cox sits or the left hand side of the boat for a rower. Often marked by a green stripe on the oar
Canvas	The covered section of the boat that is from the bow to the open area (where the athlete sits) and from the open area to the stern. Often used to as a description of how much a race was won or lost by
Cleaver	Type of blade that has a spoon in the shape of a meat cleaver
Collar	Plastic sleeve fixed to the oar that the button circles. Button can be moved along the collar to adjust blade gearing
Cox	Person who steers the boat by means of strings or wires attached to the rudder. Can be positioned in either the stern or bow of the boat
Coxless	Boat without a cox
Crab	When the oar becomes caught in the water at the moment of extraction and the blade handle strikes the athlete
Double	Boat for two scullers
Eight	Boat for eight sweep rowers. Will always have a cox
Fin	A piece of metal or plastic attached to the underside of the boat towards the stern. Provides directional stability by preventing sideways slippage
Four	Boat for four sweep rowers. Can be coxed or coxless
Frontstop	The end of the slide nearest the stern. Prevents the seat from running off the slide
Gate	The metal bar, tightened by a screw that closes over the swivel to secure oar
Inboard	The length of the blade from the end of the handle to the button at the point where it will sit against the swivel
Loom	The shaft of the blade from the spoon to the handle
Macon	Type of blade that has the traditional shape spoon
Oar	Lever used to propel a rowing boat. Also known as a blade
Pair	Boat for two sweep rowers
Pin	The spindle on which the swivel rotates
Quad	Boat for four scullers
Rate	Or rating. Number of strokes rowed in a minute
Riggers	Metal outriggers attached to the boat outer shell of the boat next to each seat that support the swivel and the pin
Rigging	The way in which the riggers, slides, swivel, pins, foot plate, oars and sculls can be adjusted to optimise athlete comfort and efficiency
Rudder	The device under the boat which when moved causes change of direction. Linked to the cox or a crew member by wires.
Saxboard	The sides of the boat above the water line made to strengthen the boat where the riggers attach
Scull	Smaller version of the oar used for sculling
Sculling	Rowing with two oars

Term	Description
Shell	The smooth hull of the boat. Sometimes made from wood but more commonly now from a synthetic material
Slide	Two metal runners on which the seat travels
Spoon	The end of the oar which enters the water. Usually painted in the colours of the club represented by the athlete
Stern	The end of the boat that travels through the water last
Stroke Side	The left hand (port) side of the boat as the cox sits or the right hand side of the boat for a rower. Often marked by a red stripe on the oar
Stretcher	A metallic or carbon plate inside the boat to which the shoes are attached. Secured with adjustable screws
Sweep	Rowing with one oar on one side of the boat
Swivel	The U shaped plastic rotating piece mounted on the pin in which the oar sits whilst rowing

8.4 Glossary of Boat Types

Source:

National Historic Ships⁸⁵

MCG: UK Maritime Curators Group, Manual of Curatorship

NMR: UK National Monuments Record, Maritime Craft Type Thesaurus

MDA: Waterways Object Name Thesaurus

Word	Description	Source
Amphibious Operations Vessel	A military vessel participating in amphibious operations	MCG
Barge	Shallow draft cargo vessel, often broad beamed and flat bottomed, powered by engine and or sail	NMR
Bucket Dredger	A vessel equipped with a bucket dredge, which is a device that picks up sediment by mechanical means, often with many circulating buckets attached to a wheel or chain	MCG
Bumboat	A small boat used to ferry supplies to ships moored away from the shore	MCG
Butty Boat		
Cruise Boat	Open decked vessel used for sight seeing or pleasure voyages	NMR

⁸⁵ www.nationalhistoricships.org.uk/glossary.php

Word	Description	Source
Cutter	A sailing vessel with one mast, a gaff mainsail and two headsails, jib and staysail	MCG
Diving Support Vessel	A vessel used as a base for divers on site	NMR
Dredger	Craft used to deepen shipping channels, harbours and other water courses	NMR
Drifter	Fishing boat using nets streamed from the bow and free to move with the tides and currents	NMR
Emigrant Ship	Passenger vessel equipped to carry a large number of emigrants usually with large third class decks and plenty of cargo space	NMR
Ferry	Vessel designed for the transport of persons and goods from one place to another on a regular schedule of sailings. Covers both chain ferries and roll on roll off ships	NMR
Fueller	Generic term for all vessels used to supply warships with any type of fuel	NMR
Full Rigged Ship	A three, four or five masted vessel square rigged on each mast	MCG
Houseboat	A boat used as private or domestic living accommodation	NMR
Hulk	An old ship converted for a variety of uses for which it is not required to move under its own power	NMR
Josher	A narrow boat owned and built by Fellows, Morton & Clayton	MDA
Ketch	A two masted sailing vessel whose mainmast is forward. The mizzen mast is smaller and is stepped forward of the rudder post	MCG
Launch	Large ship's boat powered by oars and/or an engine	NMR
Lifeboat	A boat specifically designed for saving lives at sea. Usually carried on larger vessels and used when the vessel is sinking	NMR
Lighter	Unpowered flat bottomed vessel, used for carrying cargo from ship to shore or as a working platform	NMR
Lugger	A two masted vessel with lug sails	MCG
Oyster Dredger	A fishing vessel which tows a dredger to gather oysters. This is an iron wedge shaped contrivance with a small net attached. Towed behind the vessel the iron wedge loosens the oysters and they fall into the net	NMR
Pilot Vessel	Vessel used to carry a pilot to a ship	NMR
Pinnacle	Small two masted craft, with oars as well as sails	NMR
Pontoon	Flat bottomed boat or hollow float of which a number are used to support a temporary bridge over a river	NMR
Prison Hulk	Demasted old ship used as a floating prison	NMR
Racing Craft	Any vessel designed for speed or endurance racing	NMR

Word	Description	Source
Rescue Tug	A tug equipped to care for survivors from torpedoed vessels and also available for towing to port ships damaged by enemy action	NMR
Schooner	(a) a two masted fore-and-aft rigged vessel with the larger mast aft (b) and fore-and-aft rigged vessel (other than a ketch or a yawl) with two or more masts, and in earlier days with a square fore-topsail	MCG
Sloop	Vessel with a single mast, fore and aft rigged	NMR
Smack	Small fishing craft used mainly for fishing, cutter or ketch rigged	NMR
Survey Vessel	A craft which is equipped for and performs hydrographic surveys	NMR
Tanker	Ship designed specifically for the carriage of liquid cargoes, particularly oil	NMR
Tender	Small vessel attached to a larger vessel (usually a warship) for general harbour duties such as taking crewmen ashore or fetching supplies	NMR
Training Ship	Vessels of various types used specifically for providing an initial training in seamanship	NMR
Trawler	Fishing boat using nets which are free to move with the tides and currents	NMR
Tug	Relatively small and heavily built vessel equipped with large engines. Used for towing ships at sea or manoeuvring them in tight spaces	NMR
Water Taxi	Craft available for public hire for short journeys	NMR
Whaler	Any vessel involved in the catching or transportation of whales	NMR
Wherry	Decked sailing vessel of shallow draft	NMR
Yacht	Any vessel propelled by sail or power and used for pleasure and not plying for hire	NMR