

## TRADITIONAL HERITAGE BOAT SURVEYS

*Grand Canal, Royal Canal, Barrow Navigation 2016*

*Shannon Navigation and Shannon-Erne System 2017*



An Initiative of the Waterways Ireland Heritage Plan 2016-2020

In partnership with:

Carried out by:



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## Acknowledgements

The authors wish to recognise and thank the following organisations and individuals for assistance in the preparation of this report:

Bill Ahern; AK Ilen Company (Gary Mac Mahon); Athlone Boat Club (Benny Dunne and Des Campbell); Athlunkard Boat Club (Maxine Murphy); boat builders Jimmy Furey and Dougal McMahon; boat owners on the Grand Canal, Royal Canal and Barrow Navigation; boat owners on the Shannon and Shannon-Erne Navigations; Donal Boland; British Ship Registry (Louise-Anne Harries); Aoife Burke; Colm Burke; Robert Byrne; Donie Conlan, Carnadoe; Carrick Craft (Doris McLaughlin); Carrick-on-Shannon Rowing Club (Frances Cryan, Roisin Guihan, John Lowe); Ciaran Clinton; Susie Coote; Larry De Cleir; Tommy Egan; Reggie Goodbody, Dromineer; Emerald Star (John Beirne and Frank Costelloe); European Maritime Heritage (Hendrick Boland); Vinnie Fennell; Hegarty's Boatyard, Oldcourt, Co. Cork (Liam Hegarty); Liam Hannigan; Melanie Harkin; Heritage Boat Association (Tom Bayly, Gerry Burke, Cathy Dwane, Paul Martin, Conor Nolan); Inland Waterways Association of Ireland (Colin Becker); Irish Waterways History (Brian Goggin); Cormac Kenny; KonTiki Museum, Oslo (Reidar Solgvik); John Leech; David Lefroy and John Lefroy; librarians and members of staff at the National Folklore Centre and Athlone, Banagher, Carrick on Shannon, Killaloe, Nenagh, and Portumna libraries; Limerick Boat Club (Hanna Fitch and Brian Sheppard); Lough Neagh Heritage Boating Association (Kieran Breen, Pat Hughes); Gerard Madden; Mark Maguire; Cathy McAleavey; Robert McGrath; Meitheal Mara (members of the staff and Board); National Folklore Collection and Traditional Boats of Ireland (Criostóir Mac Cárthaigh); National Monuments Service, (Karl Brady); National Small Boat Register, UK (Capt George Hogg); Brendan Nevin; Norwegian Ship Preservation Society (Hedda Lombardo); Offaly Rowing Club (Frank Durkin); Old Gaffers Association (Tim McGuinness); Les Saunders; Cathy Hickey and Hugh Hickey at Richmond Harbour; Saint Michael's Rowing Club (Niall Aherne and Dermot Henihan); Rob Robinson, Saint Mullins; Jonathan Shackleton; Justin Connelly, Paul Kemp, Mary Swain and Richard Swain at Shannon Harbour; Sharon Slater; The Maritime Trust (Ray Sudcliff); Traditional Boats of Ireland (Hal Sisk); Joe Treacy; Údarás na Gaeltachta; Waterways Ireland Centres (members of staff).

We would like to mark the contribution of Martyn Heighten, National Historic Ships, UK who, alas, died suddenly in November, 2017.

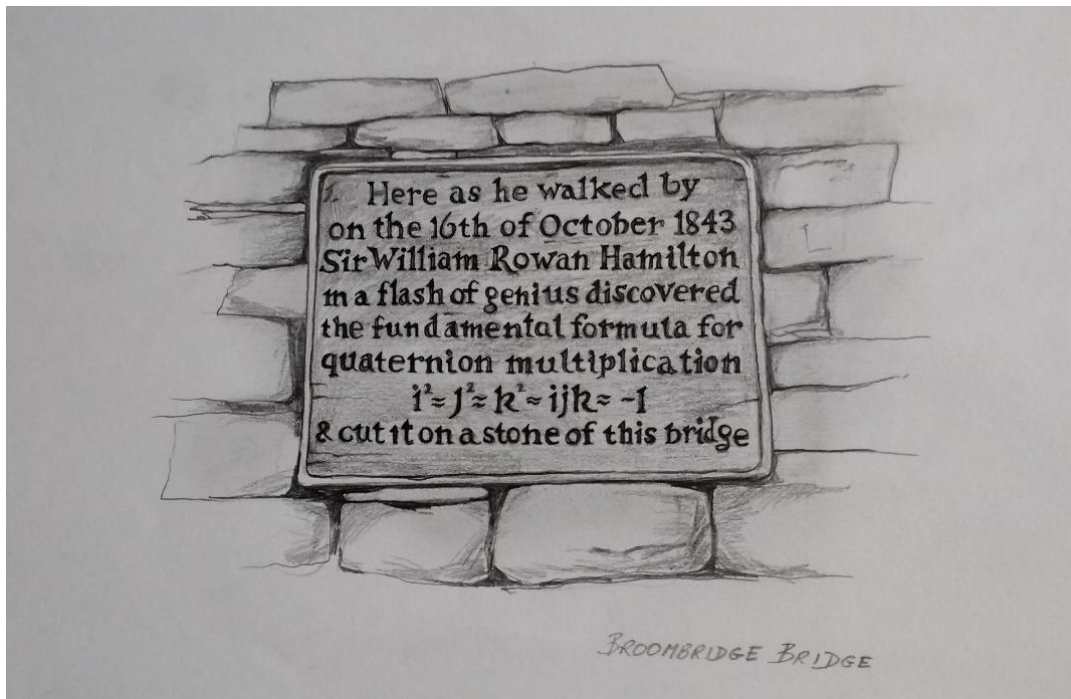
### **Pictorial Acknowledgements**

Survey photographs were provided by Darina Tully, Liam Kelly (75M) and Robert McGrath (*Spero in Deo*).

The illustrations were commissioned from artist Dónal MacPólin.

### **Editing**

Tina Neylon



Plaque on Broombridge Bridge, Royal Canal

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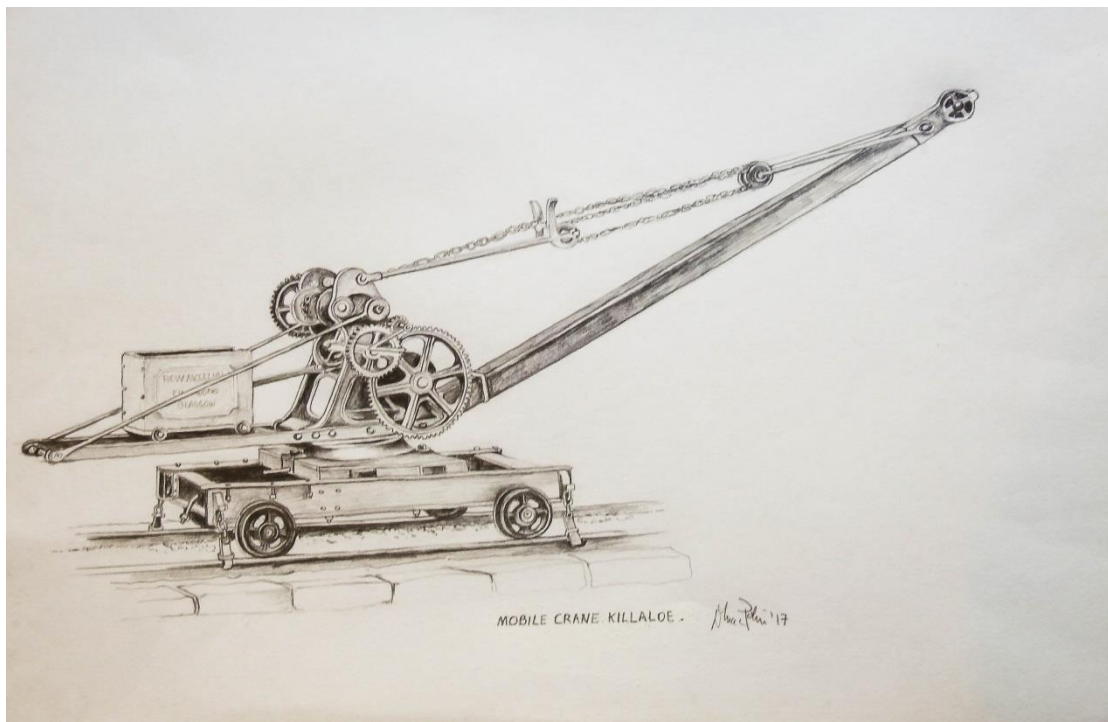


**Anchor winch on *The Bat*, Shannon Harbour**

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**Mobile crane, Killaloe**



# 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 to carry out two surveys of traditional heritage boats to help fulfil this action. Boats on the Grand Canal, Royal Canal and Barrow Navigation were recorded in 2016, and on the Shannon Navigation and Shannon-Erne System in 2017.

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 Clare<sup>1</sup> and County Galway<sup>2</sup> for Clare County Council and the County Galway Heritage Forum respectively (Section 5).

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. 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. The commissioning of the current surveys by Waterways Ireland is to be commended.

The Heritage Council has provided strategic 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 3).

The survey demonstrates that the inland waterways are important repositories of Ireland's floating heritage. A total of 360 heritage boats or boats of heritage interest were recorded. Just over half of these were boats such as Barges, Canal Boats 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, while Sailing Dinghies and Rowing Shells represent the long sporting tradition on the navigations (Section 4).

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<sup>1</sup> 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](http://www.clarelibrary.ie/eolas/coclare/heritage/pdfs/clare_traditional_boat_and_currach_project_2008.pdf)

<sup>2</sup> 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. The value of their leadership and influence in ensuring the survival of the culture of use of heritage boats on the inland waterways, along with the infrastructure and skills needed, cannot be overstated. Their activities encompass heritage boat events, education and training programmes, publications, websites and advocacy, as well as ambitious boatbuilding and restoration projects (Section 6).

A number of organisations in Ireland have received EU programme funding for activities related to heritage boats, including boatbuilding. 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 7).

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 8).

The report concludes with recommendations for potential future projects and initiatives to promote and support heritage boats in the inland waterways (Section 9).



**Mooring ring, Killaloe**

## **2 Introduction**

In May 2016 Meitheal Mara responded to the request for tenders issued by Waterways Ireland and was selected to carry out a survey of traditional heritage boats on the Grand Canal, Royal Canal and Barrow Navigation. 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. A similar request for tenders was issued in March 2017 for a survey of the Shannon Navigation and Shannon-erne System for which Meitheal Mara was also selected.

This report contains the combined findings of both surveys and gives a picture of the numbers, condition and distribution of traditional heritage boats throughout the Waterways Ireland navigations in the Republic of Ireland.

### **2.1 Team**

Meitheal Mara worked in partnership with Darina and John Tully. Darina and John carried out the fieldwork and John designed and managed the database. Cathy Buchanan provided overall account management and administration with Mary Doran; Donal MacPólin was the project artist, and Donal Lynch the team advisor, providing expert advice and insights. All members of the team contributed to this report.

### **2.2 Steering Committee**

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

The committee's members are:

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

The survey team would like to thank the members of the steering committee, who were always available to answer queries and share their invaluable knowledge of the inland waterways and heritage boats.

## 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 & Kearon<sup>3</sup> as required by the project's terms of reference.

The survey database was created in Microsoft Access. Samples of standard forms for adding and editing/viewing records from the database are at Appendix II. A number of standardised reports were designed enabling the listing of boats by name, type, or location. These are available in a menu upon opening the database.

Data were exported to Microsoft Excel to facilitate analysis and the generation of the tables and charts included in this report, showing a breakdown of boats by type, region and location, boats by hull construction, and boats by heritage category.

Locations of boats (at time of survey) were recorded using GPS, Google Maps and Bing Maps. The data were recorded in degrees latitude and longitude, as well as in the Irish Transverse Mercator format for use in the Waterways Ireland GIS. A file of these data (.KMZ file) was created to facilitate representation of the boat locations on Google Earth or Google Maps.

Information was recorded on the record sheets on site, and later expanded with desktop research before being entered into the database. Surveying boats is an imperfect science as they tend to be moved along the waterways throughout the year, so the survey is a series of snapshots of harbours and mooring places at a particular time.

A number of boats recorded on the River Barrow, Grand and Royal Canals during the 2016 survey were also noted on the Shannon Navigation in 2017. These were not included in the 2017 database, to avoid duplication. For instance, the lovely Dutch sailing barge *Nieuwe Zorgen* recorded in 2016 was the only boat found moored in Boyle Harbour in September 2017 and is not included in the 2017 database. Neither is Boyle Harbour represented in the database as a result. It should be noted that a number of heritage boats moved from the Shannon to the Grand Canal and/or Barrow Navigation for the 2017 season and therefore were not picked up in either survey.

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<sup>3</sup> [www.tradboats.ie/publications/guidelines.php](http://www.tradboats.ie/publications/guidelines.php)

## 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.

Publications during the 2000s such as the Heritage Council's *Ireland's Boating Heritage - The Future*,<sup>4</sup> *Traditional Boats of Ireland History, Folklore and Construction*<sup>5</sup> and the HBA's *Cool Metal - Clear Water*<sup>6</sup> and *Fine Lines - Clear Water*<sup>7</sup> have highlighted and broadened the appreciation of the heritage boat sector. The heritage boat surveys<sup>8</sup> commissioned by Clare County Council in 2008 and the County Galway Heritage Forum in 2008 and 2009 have added to the knowledge and understanding of Ireland's maritime cultural resource.

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 boatbuilding 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 I).

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.<sup>9</sup> In Ireland, the 2017 Cork Harbour Festival, coordinated by Meitheal Mara, generated € 2.4 million locally and attracted 29,150 local and international visitors.<sup>10</sup>

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<sup>4</sup>The Heritage Council (2005) *Ireland's Boating Heritage - The Future* The Heritage Council

<sup>5</sup> Mac Cárthaigh. C., ed. (2008) *Traditional Boats of Ireland History, Folklore and Construction*

<sup>6</sup> Burke, G., ed. (2006) *Cool Metal Clear Water – Trading Boats of Ireland's Inland Waterways* Heritage Boat Association

<sup>7</sup> Burke, G., ed. (2009) *Fine Lines Clear Water – Heritage Boats of Ireland's Inland Waterways* Heritage Boat Association

<sup>8</sup> Tully, 2008; Lynch et al. 2011, op. cit.

<sup>9</sup> Henrick Boland, European Maritime Heritage, pers. comm. D. Tully

<sup>10</sup> Meitheal Mara Post-race report, July, 2016

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, 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 to 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, a dedicated building conservation centre for Scotland, includes boat building.<sup>11</sup> 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).<sup>12</sup>

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, following 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.<sup>13</sup>
- The **Burra Charter** or Australian ICOMOS Charter for Places of Cultural Significance.<sup>14</sup>

**The Barcelona Charter** (Appendix 1) was agreed at the Congress of the European Maritime Heritage group (Section 6.3.1) 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

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<sup>11</sup> [conservation.historic-scotland.gov.uk/home/engineshed.htm](http://conservation.historic-scotland.gov.uk/home/engineshed.htm); Project Manager, Conservation Directorate, Historic Environment Scotland, email to C. Buchanan, 6/9/2016

<sup>12</sup> Ref D. Tully

<sup>13</sup> [european-maritime-heritage.org/bc.aspx](http://european-maritime-heritage.org/bc.aspx)

<sup>14</sup> Australia ICOMOS Incorporated (2013) *The Burra Charter* [australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf](http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf) 5/10/16

them in good condition so that they 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 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.<sup>15</sup> 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 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*”<sup>16</sup> 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 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).<sup>17</sup> 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.<sup>18</sup>

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<sup>15</sup> Waterways Ireland (2016) *Heritage Plan 2016-2020* Waterways Ireland Environment & Heritage p28

<sup>16</sup> Australia ICOMOS Incorporated (2013) op. cit. p3

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

<sup>18</sup> Ibid. p24

“... 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*<sup>19</sup> includes a section on traditional boats and the practices associated with them. Reference is made to the Barcelona Charter with support for the continued use of the boats where possible. The following actions are recommended:<sup>20</sup>

60. Record surviving traditional/heritage boats, including technical details, using standardised procedures;
61. Record the recollections, knowledge and anecdotes of traditional boatbuilders 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, boatbuilders 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 boatbuilding 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.

These recommendations remain valid but in the main the resources needed to achieve them have not been realised. Activities under these headings that have taken place in relation to heritage boats on the inland waterways involve 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:

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

<sup>20</sup> Ibid. pp 63 – 64



- 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*.<sup>21</sup>
- Commissioning an audit of maritime collections<sup>22</sup> in 2005, followed by a conference leading to the publication of *The Future of Maritime and Inland Waterways Collections*<sup>23</sup> which included the following recommendations:
  - Provision of Storage for Historical and Traditional Craft
  - Establishing an Historic Boats Register
  - Provision of a Record of Vernacular Craft
  - Creation of a Register of Traditional Boatbuilders
  - Provision of Floating Exhibitions.
- A conference on the use of towpaths and publication of proceedings, 2007, *Towpaths for the Future - Seminar Proceedings*.<sup>24</sup>
- 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*.<sup>25</sup> 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*.<sup>26</sup>
- 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*”<sup>27</sup> 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. Amongst other achievements, infrastructure has been provided on the Shannon Navigation to open up Boyle and Ballinasloe for cruising, and a programme of Blueways is underway on the Barrow, the Shannon and the Royal.<sup>28</sup>

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

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<sup>21</sup> The Heritage Council (2005) *Ireland's Boating Heritage – The Future* The Heritage Council

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

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

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

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

<sup>26</sup> Lynch et al. (2011), op. cit.

<sup>27</sup> Waterways Ireland (2016) op. cit. p7

<sup>28</sup> 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](http://www.oireachtas.ie/parliament/oireachtasbusiness/committees_list)

navigations, when done with respect for conserving their “*existing fabric, use, associations and meanings*”<sup>29</sup> 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.

Heritage boats are identified as “*Floating Heritage*”<sup>30</sup> in the Waterways Ireland Heritage Plan, and make up one amongst the 16 heritage elements covered. The current surveys are 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 Submissions<sup>31</sup> 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.<sup>32</sup> 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)<sup>33</sup> 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

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<sup>29</sup> Australia ICOMOS Incorporated, op. cit. p3

<sup>30</sup> Waterways Ireland (2016) op. cit. p12

<sup>31</sup> Ibid. pp31-32

<sup>32</sup> Mac Cárthaigh, Becker, Kearon, op. cit.

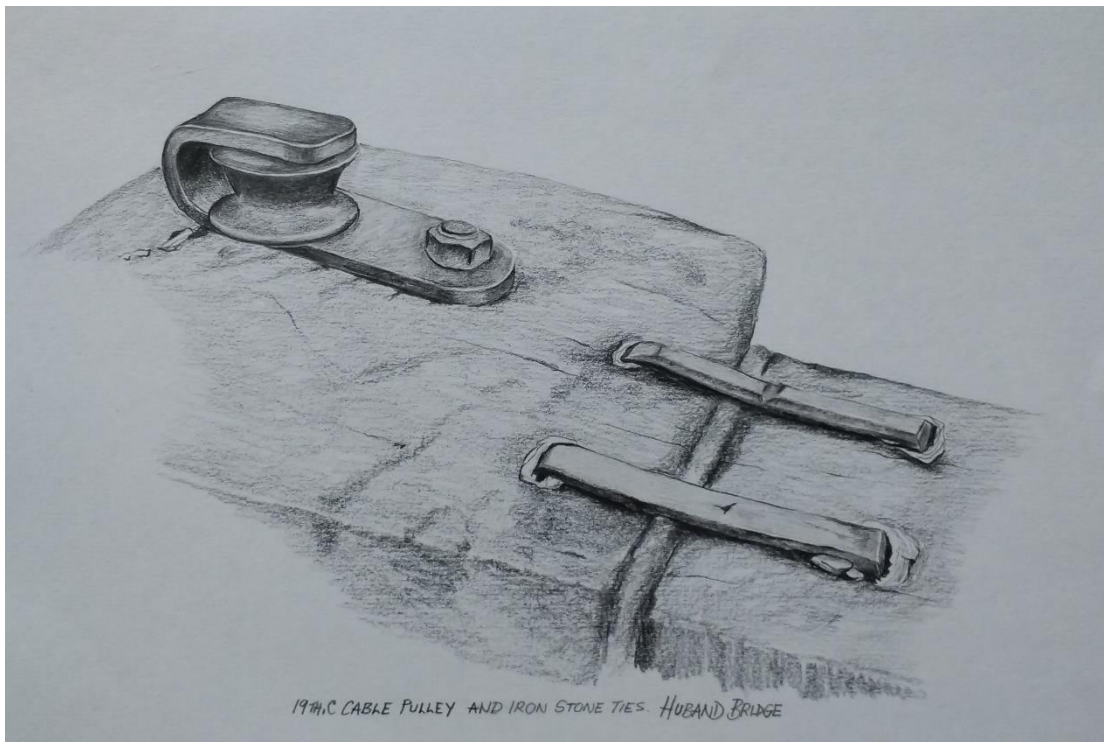
<sup>33</sup> qv

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*, 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



19<sup>th</sup> century cable pulley and iron stone ties, Huband Bridge, Grand Canal

## 4 Findings

### 4.1 Overview of Surveys

The findings of the two surveys are contained in separate databases. The information in this section is based on combining the information from both databases to give an overview of the distribution and characteristics of heritage boats throughout the inland waterways in the Republic of Ireland. Data from the two sources were exported into spreadsheets and combined. The findings of the 2016 survey<sup>34</sup> are reproduced at Appendix 4.

A total of 360 heritage boats were recorded: 183 on the Grand Canal, Royal Canal and Barrow Navigation in 2016, and 177 on the Shannon Navigation and Shannon-Erne System in 2017.

The boats were classified into 20 different boat types between the two surveys, of which 13 types were recorded in 2016 and 17 types in 2017 (Table 4.1). To simplify the descriptions in this section, the Half-Decker and Trawler records were combined, as in some instances were the Cots, Brocauns, Gandelows and Currachs, under the heading “Small Indigenous Boats.”

Boat type	2017	2016
Barge	Y	y
Canal Boat	Y	y
Narrowboat	Y	y
Sailing Barge	Y	y
Workboat	Y	y
Lifeboat		y
Half-Decker		y
Trawler	Y	
Cot	Y	y
Brocaun	Y	
Gandelow	Y	
Currach		y
Lake Boat	Y	
Motor Cruiser	Y	y
Motor Sailor	Y	y
Sailing Cruiser	Y	y
Rowing Skiff	Y	
Rowing Shell	Y	
Sailing Dinghy	Y	
Misc/Other	Y	y

**Table 4.1: Boat Type Classifications**

<sup>34</sup> Meitheal Mara (2016) *Traditional Heritage Boat Survey Grand Canal, Royal Canal, Barrow Navigation November 2016* Meitheal Mara; pp 17 – 25.

### 4.1.1 Where are the boats?

The distribution of heritage boat types at various locations across the five navigations is indicated in Tables 4.2 and 4.3 and Figure 4.1. The information confirms how important the Grand Canal is for heritage boats. The majority (121 or 34%) were found there, with the largest clusters at Grand Canal Dock (28), Hazelhatch (18), Lowtown (21), and Shannon Harbour (26).

Boat Types by Location		Boat Types														TOTAL	
		Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Half-Decker, Trawler	Small Indigenous	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Rowing Shell	Sailing Dinghy		Miscellaneous
REGIONAL TOTALS	Shannon-Erne								2								2
	Upper Shannon	14	5	1		1		1			18	2	1	1		1	47
	Lough Derg	8	17		1					6	19		9		1	3	64
	River Suck										1						1
	Lough Ree	12	2	1	1	2					7		1	3	1	2	32
	Lower Shannon	6	4			1			9		4			5	1	1	31
	Royal Canal	4	5	4	1		1				9		1				25
	Grand Canal	19	27	17	1	6	2	1			28	1	6	1		12	121
	River Barrow	8	1	11		2	1		6		6			2			37
<b>GRAND TOTAL</b>		<b>71</b>	<b>61</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>19</b>	<b>360</b>

Table 4.2 Distribution of heritage boat types by water body

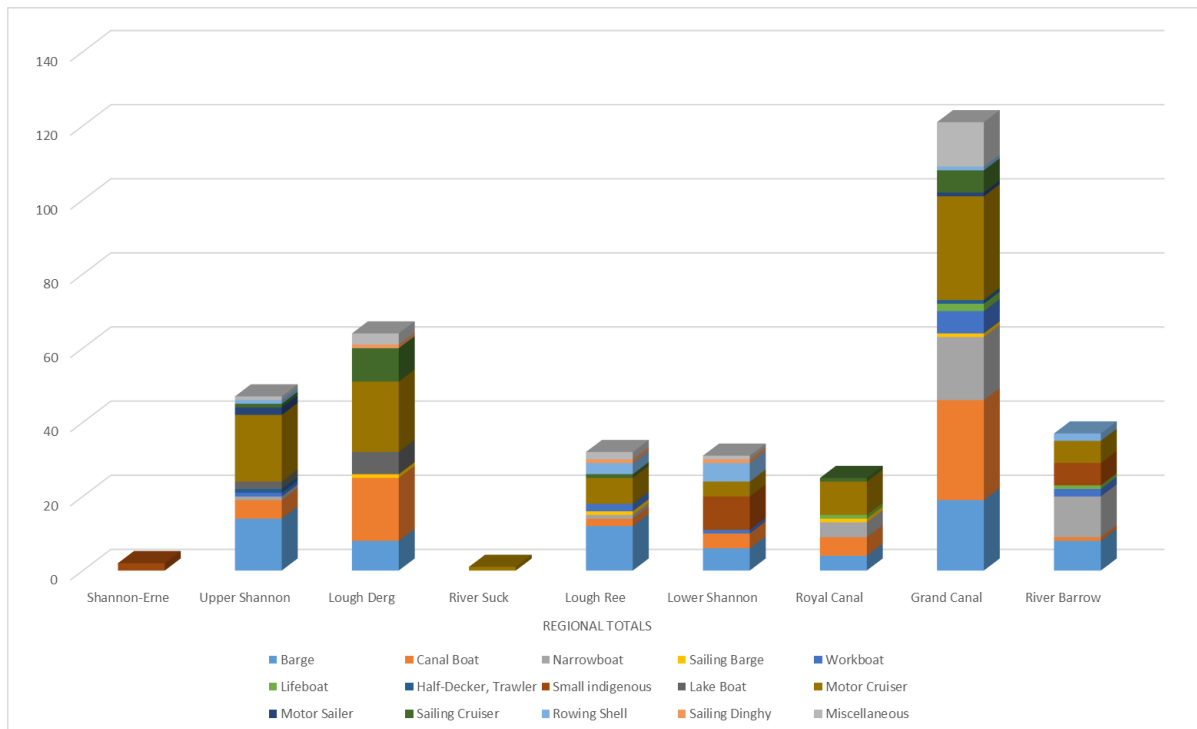


Figure 4.1: Distribution of heritage boat types by location

		Boat Types by Location													TOTAL		
		Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Half-Decker, Trawler	Small indigenous	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Rowing Shell		Sailing Dinghy	Miscellaneous
Shannon-Erne	Belturbet								2								2
	Acres Lake									1	1						2
Upper Shannon	Albert Marina			1													1
	Carnadoe, Conlan's Boatyard	1								4							5
	Carrick on Shannon	5											1				6
	Cootehall Quay	1															1
	DerryhaneCo. Roscommon					1											1
	Dromad	1	1								1						3
	Drumsna										1						1
	Lanesboro		3								4		1				8
	Lough Boderg (Clooncommon)										1						1
	Lough Corry	1															1
	Lough Key, Moorings Marina	3						1									4
	Rinn River Marina								2	6	1					1	10
	Rooskey	1	1														2
	Tara Marina, Boyle River, Knockvicar.	1															1
Lough Ree	Athlone	4	1		1					1			2	1	1	11	
	Coosan / Glasson / Killinure	8		1						4					1	14	
	Gailey Bay		1													1	
	Hodson Bay									1						1	
	Lecarrow					2										2	
	Lough Ree Inn, Coosan Point.												1			1	
	Portaneena Marina									1						1	
	Portrunny												1			1	
	Lough Derg	Ballinasloe									1						1
Church Bay		2	2						2							6	
Church Storage									1							1	
Cloondavaun, O'Sullivan's Marina												1				1	
Dromineer		1	3		1				1	2		3		1	1	13	
Garrykennedy									1							1	
Gortmore Harbour			1													1	
Hollands Steam Station, Williamstown Quay										1						1	
Kilgarvan		1								1						2	
Killaloe		1	1						1	2						5	
Mountshannon		1								1		2				4	
Nutgrove Harbour			1							1						2	
Scariff Harbour			4							3					2	9	
Terryglass		1	3							5		1				10	
Portumna	1	2							3		2				8		
Lower Shannon	Athlone	1								1						2	
	Banagher		1							2					1	4	
	Castleconnell							1					1			2	
	Killaloe	2				1										3	
	Limerick							7					4	1		12	
	Meelick Quay		1													1	
	O'Briens Bridge							1								1	
	Shannon Harbour	1	2													3	
	Shannonbridge	1														1	
	Shannonside Marina, Lusmagh	1														1	
Portumna									1						1		
Royal Canal	Hill of Down			2		1										3	
	Moyvalley	2			1					1						4	
	Richmond Harbour		4	2						6		1				13	
	Royal Canal other	1	1							1						3	
	Thomastown	1								1						2	
Grand Canal	Grand Canal Basin	5	3	4		1	1			2		4			8	28	
	Grand Canal other	2	1	1												4	
	Hazelhatch	3	7	3	1					4						18	
	Lowtown	1	1	6		2				8	1				2	21	
	Monasterevin	3								3		1				7	
	Sallins	1	1	1						1						4	
	Shannon Harbour	3	9	2		2	1			6		1			2	26	
	Tullamore	1	4			2							1			8	
	Vicarstown		1							4						5	
River Barrow	Athy	1				1		2								4	
	Barrow other	1		1		1							1			4	
	Goresbridge	1				1				1						3	
	Graiguenamanagh	3	1	9					3	4			1			21	
	St Mullins	2		1					1	1						5	
<b>GRAND TOTAL</b>		<b>71</b>	<b>61</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>19</b>	<b>360</b>

**Table 4.3 Distribution of heritage boat types by location**

(NB Athlone, Killaloe and Portumna each appear twice but with distinct locations in different water bodies).

On Lough Derg 64 boats were found, 18% of the total, with clusters at Dromineer (13) and Terryglass (10). The next most numerous was the Upper Shannon with 47 boats (13%) of which 10 were found at the Rinn River Marina. The River Barrow contained 37 heritage boats or 10% of the total, with a cluster at Graiguenamanagh (21 boats). There were 32 boats recorded on Lough Ree, 31 on the Lower Shannon and 25 on the Royal Canal. On the Shannon-Erne system only two boats were recorded, a pair of Erne Cots at Belturbet; and a single heritage boat (a Motor Cruiser) was recorded on the River Suck.

Not surprisingly, the pattern of distribution throughout the survey area shows significant clusters of boats at a small number of locations where facilities are concentrated, with boat numbers in single figures at other scattered locations. The distribution of heritage boats at the top 12 locations is shown in Table 4.4. A total of 197 of the 360 heritage boats recorded (55%) was found at these 12 mooring places. The shelter and facilities at the Grand Canal Basin, Shannon Harbour, Lowtown and Hazelhatch on the Grand Canal and at Graiguenamanagh on the Barrow are clearly important, with 114 heritage boats recorded at these locations in 2016.

Navigation	Location	No. heritage boats recorded
Grand Canal	Grand Canal Basin	28
Grand Canal	Shannon Harbour	26
Grand Canal	Lowtown	21
River Barrow	Graiguenamanagh	21
Grand Canal	Hazelhatch	18
Lough Ree	Coosan / Glasson / Killinure	14
Lough Derg	Dromineer	13
Royal Canal	Richmond Harbour	13
Lower Shannon	Limerick	12
Lough Ree	Athlone	11
Lough Derg	Terryglass	10
Upper Shannon	Rinn River Marina	10
TOTAL		197

**Table 4.4 Most popular locations for heritage boats**

During 2017 facilities on the River Shannon were being used by 70 heritage boats, or 83 if Richmond Harbour on the Royal at the entrance to the Shannon is included.

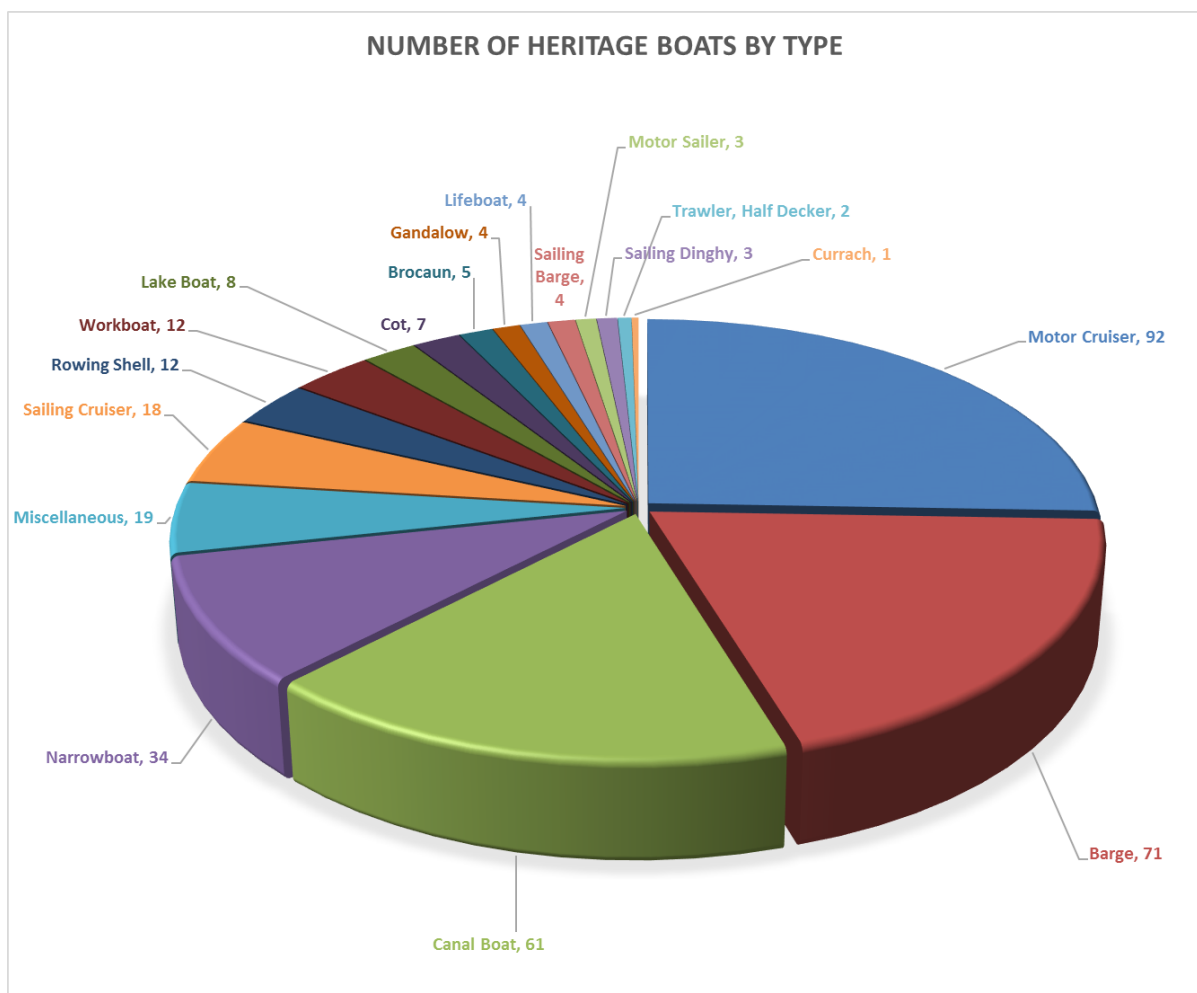
#### **4.1.2 How are boat types distributed?**

The most numerous heritage boat type recorded was Motor Cruiser with 92 boats or 26% of the total (Figure 4.2). The largest numbers of this type were found on the Grand Canal (28), Lough Ree (19) and the Upper Shannon (18). Considered together with the Sailing Cruisers (18 recorded, 9 of which were on Lough Ree), Motor Sailors (3) and Lake Boats (8), just over one third of all the boats recorded are of a type intended for recreation and leisure pursuits.

The sporting activities of dinghy sailing and competitive rowing are represented by the boat types Sailing Dinghies (3 recorded) and Rowing Shells (12 recorded). Loughs Ree and Derg are home to two active heritage dinghy fleets, the Shannon One Designs (Section 4.9). There are 7 rowing clubs in the survey areas, on the River Barrow, the Grand Canal and the Upper and Lower Shannon (Section 4.8).

Boat types specifically designed for the canals (barges, canal boats, narrowboats, sailing barges and workboats) together made up 51% of the total recorded (182 boats). There were 76 of these found distributed throughout the Shannon Navigation and 70 on the Grand Canal.

Barges (71 examples) and Canal Boats (61 examples) were the most numerous within this group of boat types. These are undoubtedly the most important heritage boat types in the survey area. Some date back to the 19<sup>th</sup> century and their history is intimately linked with the history of the inland waterways. The place of construction could not be established for all boats recorded, but 53 of these boats are known to have been built on the island of Ireland. A total of 50 have been classified as Category A, Core Collection Heritage Boats.



**Figure 4.2: Heritage boats by boat type**

The more modern Narrowboats (34 recorded) were the fourth most numerous boat type, the majority (32 boats) found on the relatively sheltered waters of the Grand and Royal Canals and River Barrow. The other boats specifically designed for canals included 12 Workboats and four Sailing Barges.



A group of five Cots, which are important heritage boats, were found on the River Barrow, at Athy and Graiguenamanagh. A further two Cots were located on the Shannon-Erne system. There was one Currach located on the River Barrow, and five Brocauns and four Gandelows on the Lower River Shannon.

The remaining boats in the survey included a number of Miscellaneous Craft (19), Lifeboats (4), a Trawler (1), and a Half Decker (1). A total of 12 of these remaining boats were recorded in the Grand Canal with scattered examples elsewhere. The Miscellaneous category includes 7 DUKW (amphibious vehicles from WWII) recorded at the Grand Canal Basin, and the following selection:

- Wooden approximate replica of a Viking Knarr
- Sail and oar wooden replica Bantry longboat gig
- Wooden rowing skiff/tender
- Two small aluminium speedboat/outboard runabouts
- Wooden Scottish Coble-style fishing boat
- Wooden Yorkshire Coble fishing boat
- Sunken wooden boat remains, possibly a former Scottish fishing boat
- Steel tug boat
- Wooden replica steam launch
- Remains of wooden ferry by Shannon Harbour
- *Naomh Eanna*, former Aran Islands ferry.

#### **4.1.3 What are the Heritage Boat designations?**

All 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 8). The distribution of heritage boat types by designation is illustrated in Table 4.5 and Figure 4.3. The designations are defined as:

- Category A, Core Collection (107 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 (47 boats) – important heritage boats more than 50 years old and/or of regional importance.
- Category C Heritage Boats (119 boats) – heritage boats more than 25 years old.
- Category D, Boats of Heritage Interest (83 boats) - more recently built boats and replica boats of heritage interest.

The boats in the first two designations, Category A (Core Collection) and Category B Heritage Boats considered together make up a group of 154 on the three navigations. These two groups represent 43% of the total surveyed and their existence provides much to celebrate. In addition to these fine examples, there are 119 Category C Heritage Boats (33%) and 83 other boats of heritage interest (23%).

Number of boats	Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Half-Decker,	Small indigenous	Lake Boat	Motor Cruiser	Motor Sailor	Sailing Cruiser	Rowing Shell	Sailing Dinghy	Miscellaneous	Grand Total
Category A Core Collection	24	60		3	3			2	1	7	1	1	1		4	107
Category B Heritage Boat	6	1	1							17	1	5	5	1	10	47
Category C Heritage Boat	19		23	1	4	4	1	4		48		8	4	2	1	119
Category D Heritage Interest	22		10		1		1	11	7	20	1	4	2		4	83
Non-Category <sup>35</sup>					4											4
<b>Grand Total</b>	<b>71</b>	<b>61</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>19</b>	<b>360</b>

**Table 4.5: Distribution of heritage boat types by designation**

The most numerous and significant of the boat types represented amongst the Category A boats is Canal Boats, all save one of which (60) fall within this designation. In addition, there are Barges (24), Motor Cruisers (7), Sailing Barges and Workboats (3 each), Cots (2), a Lake Boat, a Motor Sailor, a Sailing Cruiser and a Rowing Shell, as well as a number of boats in the Miscellaneous category (4). The latter include the replica Viking Knarr based at Athlone (*Viking*), the remains of the former Shannon ferry by Shannon Harbour, a Yorkshire Coble (*Medbh*), and an 1870 rowing skiff from the River Clyde.

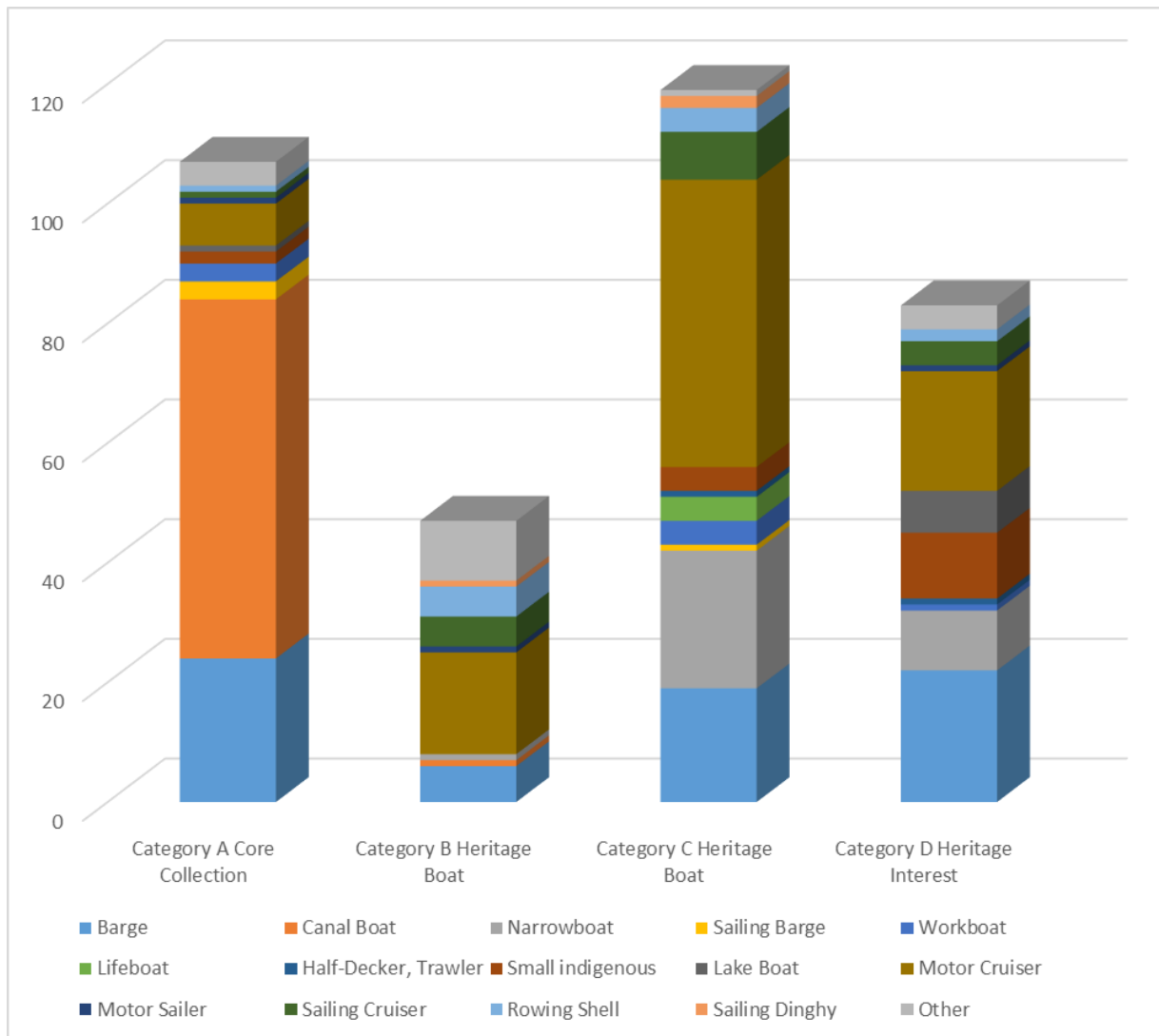
The Category B boats include Motor Cruisers (17), Barges (6), Sailing Cruisers (5), Rowing Shells (5), a Canal Boat, a Narrowboat, a Motor Sailor and a Sailing Dinghy. The 10 boats within the Miscellaneous category include the DUKW (7), the remains of what is possibly a Scottish fishing boat at Lowtown, and two small aluminium boats at Scariff Harbour.

The group of 119 Category C Heritage Boats contains examples of all the boat types in the survey with the exception of Canal Boats, Lake Boats and Motor Sailors. It includes the majority of the Motor Cruisers (48 out of 92), Narrowboats (23 out of 34) and Sail Cruisers (8 out of 18).

The 83 boats designated as Category D, of heritage interest, include Barges (22), Motor Cruisers (20), Small Indigenous Boats (11), Narrowboats (10) and Lake Boats (7) amongst others.

Across all designations, the project team identified 35 boats to be at risk of disintegration, including those in Category A (12), Category B (6), Category C (10) and Category D (8). A total of 19 of these boats have been identified as priorities, 13 from the 2016 survey and 6 from the 2017 survey.

<sup>35</sup> These 4 Workboats are included in the survey as the property of Waterways Ireland. They may be categorised as of Heritage Interest in coming years.



**Figure 4.3: Distribution of heritage boat types by designation**

Boats with obvious heritage attributes but that could not be identified, dated, or have few or no identifying features such as a name or Shannon navigation number, were classified as of heritage interest. Some of these designations may need to be adjusted in the future as more information becomes available and records are updated.

#### 4.1.4 What materials were used?

The information in Table 4.6 and Figure 4.4 shows the construction methods and materials used in the hulls of 15 classes of boat type 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 were either riveted iron or riveted steel. However, over the years, nearly all have been re-plated or over-plated, in most cases with welded steel. It is not easy to tell if an over-plated boat retains any portion of an original riveted hull underneath.

Number of boats	Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Half-Decker, Trawler	Small indigenous	Lake Boat	Motor Cruiser	Motor Sailor	Sailing Cruiser	Rowing Shell	Sailing Dinghy	Other	Grand Total
Aluminium, riveted						3									2	5
Concrete, moulded										1		1				2
GRP, moulded						1				32		4	1			38
Iron, riveted	9	7		2	3					1						22
Steel, not confirmed	2															2
Steel, riveted	17	40								2						59
Steel, welded	43	14	33	2	9					25		4			9	139
Wood, carvel			1				1	3		24	1	6			5	41
Wood, clinker							1	13	8	3	1	1	3	3	3	36
Wood, moulded												1	8			9
Wood, ply sheeted										4	1	1				6
Canvas								1								1
<b>Grand Total</b>	<b>71</b>	<b>61</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>19</b>	<b>360</b>

**Table 4.6: Heritage boat types by hull material**

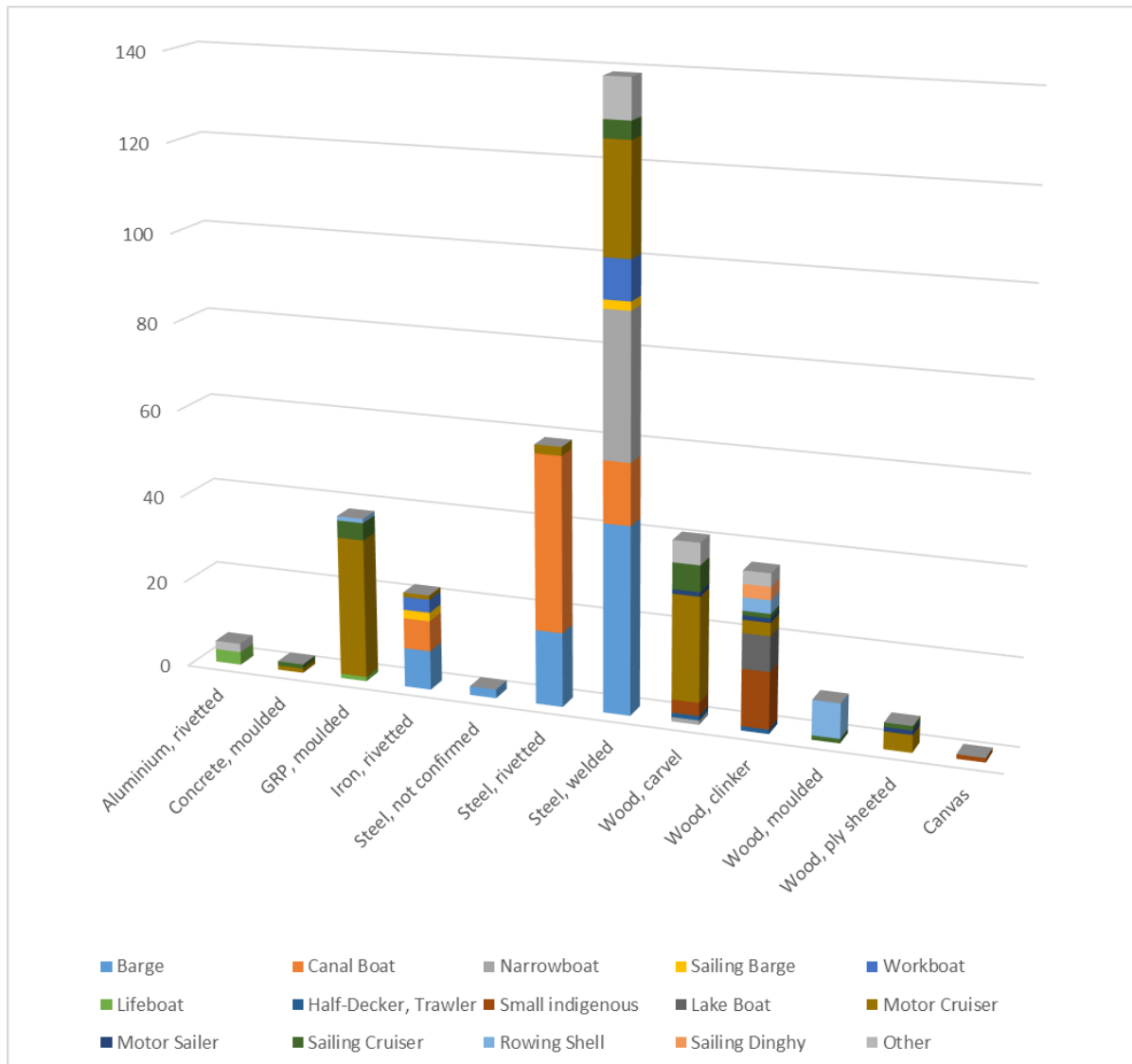
The predominance of iron and steel hull construction on the waterways, with 62% (222 out of 360) of the boats is vividly illustrated. Wrought iron with riveted plates can be seen in the Barges (9), Canal Boats (7), Workboats (3), Sailing Barges (2) and a Motor Cruiser (*Phoenix*). These boats date from 1846 to 1934, with 10 built in the 19<sup>th</sup> century. The other Barges and Canal Boats are of riveted steel (57 boats) and welded steel (57 boats); the remaining Sailing Barges (2) and Workboats (9) are also of welded steel.

Iron or steel has historically provided robust and durable hulls for workboats on the canals too and the latter has endured as a popular choice for boats intended purely for leisure. Steel construction was found in the Narrowboats (33), Motor Cruisers (27), Sailing Cruisers (4), and Miscellaneous (9).

While wooden hulls do not survive as well in fresh water as in the maritime environment, its use as a construction material is valued by those who appreciate heritage boats. Wooden

boats formed the majority of hull types in the surveys of heritage boats in Counties Clare and Galway (2008 & 2009)<sup>36</sup>.

In the current surveys, wooden carvel or clinker built hulls were found in 77 boats or 21% of the total. These include the Motor Cruisers (27), Small Indigenous Boats (16), Lake Boats (8), Sailing Cruisers (7), Rowing Shells (3), Sailing Dinghies (3), Half Decker – Trawler (2), Motor Sailors (2), a single heritage Narrowboat and Miscellaneous (8).



**Figure 4.4: Heritage boat types by hull material**

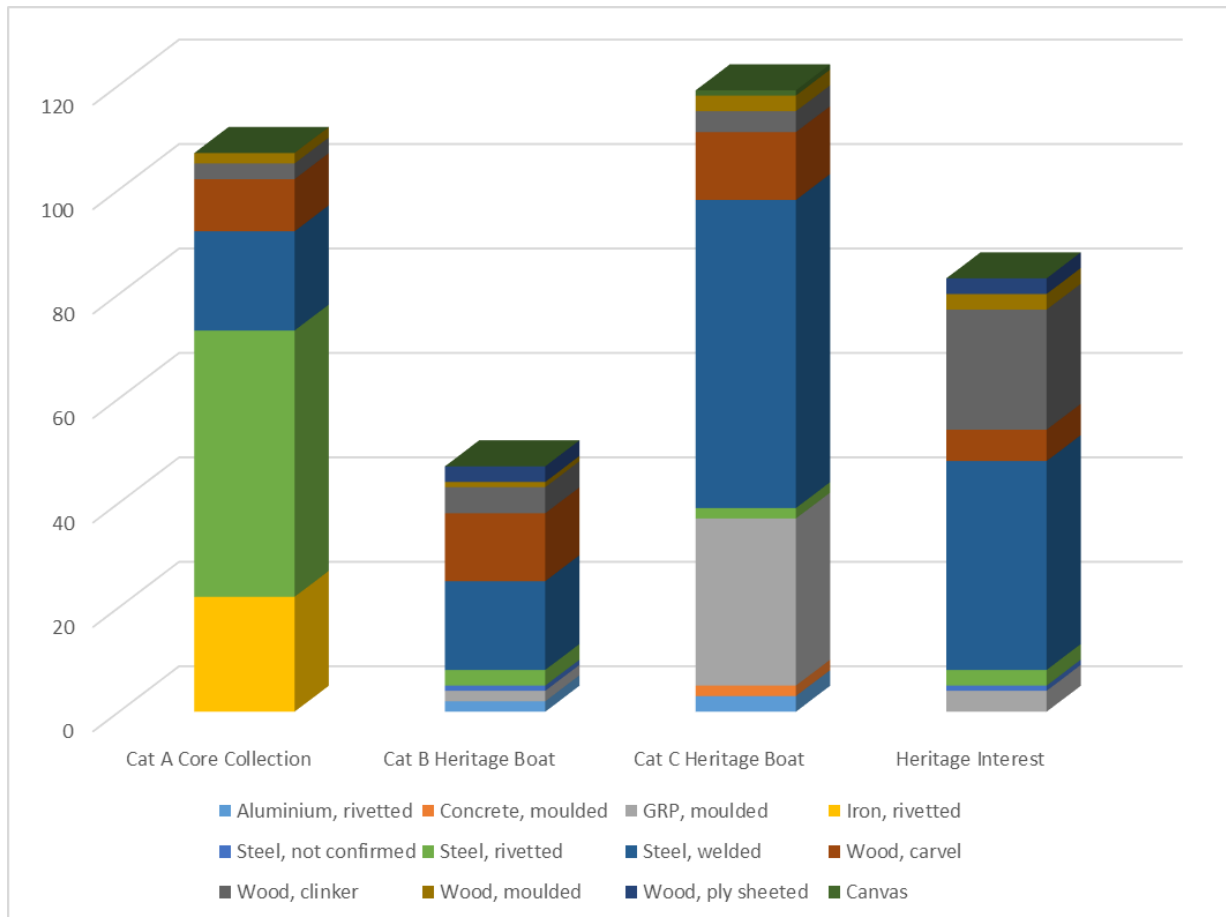
A further 15 boats were made from moulded wood (8 Rowing Shells and one Sailing Cruiser) or plywood (4 Motor Cruisers, one Motor Sailor and one Sailing Cruiser).

Fibreglass (GRP) is the next most prevalent material for heritage boat hull construction with 38 examples (11%). These include Motor Cruisers (32), Sailing Cruisers (4), one Rowing Shell and one Lifeboat. Aluminium is the material used in the hulls of the three other Lifeboats in the survey along with two boats in the Miscellaneous category.

<sup>36</sup> Tully, 2008; Lynch et al. 2011, op. cit.

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 51 of the riveted steel boats.

A number of early hire boats had hulls made of concrete and one possible example was found during the survey, Motor Cruiser *Ferro Lady*, as well as one concrete Sailing Cruiser.



**Figure 4.5: Heritage boats by designation and hull material**

#### 4.1.5 Where were they built?

Table 4.7 indicates the places of construction for 180 of the boats surveyed, half of the total, including most of the Category A and B boats (117 of 154). 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) originated in the UK.

A total of 77 boats was built on the island of Ireland, including 6 in Northern Ireland and 46 in Dublin. The database shows that the latter include 41 of the 61 Canal Boats in the survey, 39 of which were built at the Vickers (Ireland) and Ringsend Dockyard boatyards. The remaining 103 boats were built in widely scattered locations, mainly throughout Britain, which accounts for 63 boats, and in the Netherlands (27 boats). Elsewhere in Europe, Germany accounts for two boats, and Finland, Italy, Norway and Switzerland for one apiece. The fleet of 7 DUKWs based in Grand Canal Basin was built in the USA.

Number of boats		Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Half-Decker, Trawler	Small indigenous	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Rowing Shell	Sailing Dinghy	Miscellaneous	Grand Total	
		Ireland	Arklow										1		1			
Banagher																1	1	
Belturbet									2								2	
Cork			1														1	
Cork (Passage West)			1														1	
Drogheda						2											2	
Dublin			34			1									1	1	37	
Dublin (Alexandra Basin)	1																	1
Dublin (Liffey Dockyard)				1														1
Dublin (Ringsend)	1		6															7
Galway											1							1
Glasson	1																	1
Kerry									1									1
Killybegs						1												1
Kilmore Quay						1												1
Limerick									5				1					6
Lough Ree															1			1
Mullingar											1							1
Robertstown	1																	1
Roskey											1							1
Waterford										1							1	
Northern Ireland	Coleraine	1																1
	Lisburn, N.I.		1															1
	Portadown, N.I.		4															4
GB	England	6	1	8							24	1	3	8		2		53
	Scotland		1								1		1			2		5
	Wales	1														1		2
	UK	1		2														3
Europe	Finland					1												1
	Germany	2																2
	Italy												1					1
	Netherlands	18			3						5		1					27
	Norway						1											1
	Switzerland													1				1
USA	USA															7		7
	Not identified	38	11	24	1	6	3	2	9	8	57	2	10	3	1	5		180
<b>Grand Total</b>		<b>71</b>	<b>61</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>19</b>	<b>360</b>	

Table 4.7: Heritage boat types by place of construction



**Barge *Delfini* - a Dutch *Tjalk* from 1888**



**Canal Boat *31B* at Shannon Harbour**



## 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 refuellers)
- Dutch Barges
- 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. Their survival is almost totally dependent on the generosity and vision of their owners. The HBA's publications<sup>37</sup> and website<sup>38</sup> 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 on the Royal and Grand Canals during the 2016 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 8.4). In total, 33 historic Canal Boats were identified in the survey area, all of heritage significance and designated as Core Collection boats.

Another important heritage boat built as a steam yacht is *Phoenix*, recorded at Killaloe in 2017. *Phoenix* was built in 1872 at the Neptune Iron Works in Waterford for Francis Spaight of Derry Castle on Lough Derg. The boat has been a feature of Lough Derg for most her 145 years, participating in many regattas often as a support vessel. This is one of the most important heritage boats in Ireland because of its age, uniqueness and the rarity of an iron vessel of the vintage. She was built of quarter inch "Lowmoor" iron plates, a type of high quality iron that has a particular durability.

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<sup>37</sup> Burke (2006); Burke (2009) op. cit.

<sup>38</sup> [heritageboatassociation.ie/cms/index.php?option=com\\_content&task=section&id=4&Itemid=64](http://heritageboatassociation.ie/cms/index.php?option=com_content&task=section&id=4&Itemid=64)



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

Boats and barges that were specifically built for the Grand and Royal Canals are usually referred to as Canal Boats. *45M* (1928) is one of the few Canal Boats in its original condition, with the working layout of a cargo carrying boat: a large hold and small cuddy with bunks and stove. It also has its original working Bolinder engine. The owners have gone to considerable lengths to retain its features. The boat has a long history which is recounted in *Cool Metal – Clear Water*.<sup>39</sup> *45M* was used by Dick Warner in one of his RTÉ television series on the inland waterways and more recently in the BBC boating travelogue series *Three Men go to Ireland*.

A number of historic working barges that have been brought in from other jurisdictions and converted for the leisure industry were recorded. *J.D. McFaul*, built in 1952, was one of these later imports, recorded at Shannon Harbour in 2016.

Anecdotal sources suggest that the numbers of Dutch Barges on the Irish waterways have increased in recent years. This boat type was designed with a shallow draft for the canals of Holland and the Waddensee of Friesland. These barges were sailed for centuries, and many had lee boards attached to the sides which were lowered while sailing. They were also propelled by barge poles and hauled by humans and horses. After WWI, the barges were motorised, although many retained their sailing capability.

There are many designations for Dutch barges, some are known by their manufacturers' names, such as *Luxemotor*, originally built as large freight barges for the European river network. Other types are *Knotters*, *Botters*, *Westlanders*, *Tjalks*, *Friesch Tjalks* and *Skûtsje*. The latter is the Friesian word for barge. There is a registry of heritage barges kept in the Netherlands (Section 6.3.2).

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<sup>39</sup> Burke (2006); op. cit. p 32

Some fine examples of historic Dutch barges were found within the survey areas, such as *de Vrouwe Susanna* (1890s; recorded at St Mullins, River Barrow), *Anchor* (pre 1918; Grand Canal Dock) and *Nieuwe Zorgen* (1904; Moyvalley, Royal Canal). Some Dutch barges are still built as sailing craft for the leisure industry such as the Grundel Company's *Kaatje* (1972) recorded on the inner lakes of the Upper Shannon.

Recent additions to the Shannon fleet of heritage Dutch barges include *Spera in Deo* (1895) and *Delfini* (1888).

*Spera in Deo* has a long and varied history. Built as a Dutch clipper cargo boat it was converted to a mussel dredger in 1941 at Zierikzee and remained in the ownership of the same family for over 40 years, despite being commandeered by the Germans in WWII. The boat was sold and taken to Tralee in 1989 and registered as Irish fishing boat *T82* and worked on the River Foyle. In 2004 the boat was sold and converted to a luxury cruiser. An engine room fire led to it being sold to its current owner in 2013. After repairs, *Spera in Deo* was motored down the coast from Donegal to Limerick, and up through the locks at Ardnacrusha to Lough Derg.

*Delfini* is a Dutch *Tjalk*, built as a mussel dredger in 1888. The boat was called *Spereday* when purchased by its present owners in 2010. After a full refit they spent several years motoring the inland waterways of the Netherlands, Belgium and France before transporting *Delfini* overland to the Shannon at Meelick. At almost 130 years old *Delfini* is a beautiful vessel to look at with a black and red hull and cream superstructure.

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 encourage 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 the same intensive ongoing management and maintenance as the older heritage boats.

There is a considerable amount of heritage infrastructure and buildings along the river banks and harbours, recording them is outside the scope of this project. Much of this infrastructure was built to service what are now heritage Barges and Canal Boats, for instance the Killaloe slipways and dry-dock, which are largely intact. The weigh station for most of the industrial barges in the country was situated in Killaloe, and it is also where load lines for their tonnage were etched on the barges.

#### **4.2.1 Canal Boats and the Heritage Boat Association**

The information provided by the HBA on its website<sup>40</sup> and in its publications<sup>41</sup> 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 an essential supplement to this survey for the important classes of inland waterway craft that concern their

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<sup>40</sup> [www.heritageboatassociation.ie](http://www.heritageboatassociation.ie) op. cit.

<sup>41</sup> Burke (2006); Burke (2009) op. cit.

members and, equally importantly, for boats that may not have been recorded during the survey period because they were in transit or on another waterway.

The highly informative website, Irish Waterways History, operated by Brian Goggin,<sup>42</sup> is another invaluable source of information on these and other 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.



**DUKW *Thor* at Grand Canal Dock**

There are some very attractive boats on the inland waterways network which were designed as fast refuellers 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 of the RAF. *Sly Fox* (built 1943), another fast refueller, was most likely stationed in Plymouth, and was imported into Ireland long after the war. Both were recorded at Shannon Harbour in 2016. There were reports of at least one of the ‘Dunkirk Little Ships’ on the canals, but it was not identified during the survey.

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<sup>42</sup> [irishwaterwayshistory.com](http://irishwaterwayshistory.com)

Seaplane tender/refueller *Hawthorn*, from the same yard as *Blackthorn*, was recorded on Lough Derg in 2017. It was built in 1940 by Vosper's of Southampton and seems to have been in service in Lough Neagh. After the war most of the boats were cut up for scrap, but *Hawthorn* was converted for use as a suction dredger and ended up in Ballina in Mayo. Now converted to a Motor Cruiser she looks well with her fine lines and all white livery.

*Tubal*, a former Mk4 refueller used to serve RAF aircraft at Lough Neagh, was found at Terryglass. After WWII, *Tubal* was taken to England, returning to Ireland in 1992 where its uses included service as a clubhouse for a water ski club, a venue for corporate ski events, and now as an office and clubhouse for water activities in Terryglass.

*Frisia* (1934) on the Upper Shannon is another interesting boat. Formerly called *Zenith* the boat was used in the Netherlands by Philips BV at the beginning of WWII as a test-bed for electronics such as sonar and ASDIC. To avoid requisition by the Germans the boat was taken to the south coast of the UK in May 1940 to continue that work. The 1955 edition of Lloyds records *Frisia* as belonging to The Sperry Gyroscope Company, with twin petrol engines built by Kermath. The boat is now powered by Perkins S6M diesel engines, apparently installed around the time it was brought to the Shannon in 1961. *Frisia* has been based in Killaloe and Ringsend and has been in the Upper Shannon since 1995.



Former WW II flying boat refueller *Sly Fox* at Shannon Harbour

## **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 18<sup>th</sup> 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 width 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 a relatively good condition.

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. A single wooden narrow boat was recorded, but none were identified that could be classed as former working boats, with the exception of a 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.



**Narrowboat *Millicent* at Shannon Harbour**



**Narrowboats *Allanagh* and *Daghda* at Graiguenamanagh**

## 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 boatbuilding 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 71 Barges are included in the surveys.

## 4.6 Wooden Boats

A number of significant wooden boats were recorded on the Shannon in 2017, such as *Christine* (1906), *Seagull* (1911), *Vicki May* (1930), *Lady-Be-Good* (1934) and an Irish-built fishing boat from the 1960s found in Carnadoe.

*Christine* is a Linton Hope designed ketch built at Teddington on the Thames, in the UK. It belonged to Lord Altamont and family at Westport for 30 years then went to Galway and later on to the River Shannon. Built of Burmese teak with a recently fitted new deck house, *Christine* has a style of stern indicative of its vintage.

*Seagull* is a steam yacht of classic lines with a large funnel, and is a joy to behold on the Shannon. This boat has the same effect on people as a steam train on land. “Did you see *Seagull* go by earlier/yesterday?” was repeatedly heard while doing fieldwork. Long owned by the Shackleton family, *Seagull* continues to give pleasure to those who use it and see it travelling along the river.



Wooden Motor Cruiser, *Vicki May*



*Vicki May* was purchased by its current owners at Henley on the River Thames in 1999. A beautiful classic Broads wooden cruiser, the boat was originally part of a hire fleet. It has lovely lines, a classic white hull with blue band, blue decks, varnished timber superstructure, and blue tented wheelhouse sides and cockpit. Previous names include *Sea King* and *Rona*. The stern cabin was removed in the 1950s, but the rest of the interior is original with lovely patina woodwork and features such as Art Deco lights. The current owners have carried out extensive restoration and use *Vicki May* regularly for cruising throughout the Irish waterways.

*Lady-B-Good* was also built as a Broads motor cruiser, by Herbert Woods, and originally registered at Yarmouth in 1934. It is currently undergoing restoration at Rinn River Marina. The boat has a classic carvel-built white hull, varnished/brown painted superstructure and a white roof with sliding sunshine section. There are unusual vertically sliding sides on the wheelhouse/deck saloon which were a feature of Herbert Woods' boats. *Lady-B-Good* was brought to Ireland as one of six of these boats in 1965 by Ted Barrett of Lowtown for hire.

An unnamed Irish built wooden boat from the 1960s was recorded ashore at Carnadoe. It is important because it was built by Hickeys of Galway and is one of a very few boats left from a reasonably sized Irish boatbuilding company. Hickeys built boats for nearly 70 years of the 20<sup>th</sup> century but is now largely forgotten.

It was established as Hickey Boats by Con Hickey in 1912 at Wood Quay. Con had formerly worked with the famous Vickers boatyard at Barrow-in-Furness in England. Hickey Boats was later moved to Renmore where a wide range of boats were built, including angling boats, sailing boats, fishing boats for lobster and drift-netting and, later on, the Venture range of pleasure craft. The company closed in the 1980s.

Only 13 wooden heritage boats were found on the Grand and Royal Canals and River Barrow during the 2016 survey.

Brian Goggin's comprehensive blog at [www.irishwaterwayshistory.com](http://www.irishwaterwayshistory.com) contains an archive of many classic wooden boats photographed between 2010 and 2012.

#### **4.6.1 The AK Ilen School of Wooden Boatbuilding fleet**

At the southernmost end of the project area is the Waterways Ireland pontoon at Arthur's Quay at the old Limerick Custom House. A number of traditional wooden boats built by the A.K.Ilen School are kept afloat here. Although these boats are relatively recently built, they represent a living tradition of small boatbuilding and a number of them were recorded for the survey.

Since it was established in 2008 the AK Ilen School has built five 19-foot gandelows (5.8 metres), four 2-foot gandelows (7 metres), four currachs, a Fergus Estuary gandelow, and an assortment of other dories and dinghies. The School commissioned Theo Rye to design a new wooden dinghy, the *Limerick City One*, as an initiative of Limerick Capital of Culture in 2014, and went on to build four of them to a very high quality.

Details of the A.K. Ilen School is at Section 6.2.2.

## 4.7 Small Indigenous River and Estuary Boats

### 4.7.1 Cots

Ireland is home to a fleet of small flat-bottomed craft known as Cots, used to fish the upper reaches of 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 boats working together. Up-river Cots were used for trapping eels and hunting. A total of 7 Cots was recorded during the surveys; five on the River Barrow in 2016 and two at Belturbet on the Shannon-erne System in 2017.

While preserving traditional forms of fishing, the use of Cots is 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, boatbuilding 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 20<sup>th</sup> century, *The Green Diver*, were used to make a template for building a new 14 strong racing fleet. The three Barrow Cots recorded at Graiguenamanagh 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; i.e. 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 boat 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.

The Shannon River System had a number of small indigenous boat types used along its length. These include Lough Erne Cots at the upper end, Reed Boats or Cliath Thulca on the River Suck, and various Cots, Gandelows and Brocauns on the lower reaches. Around Limerick City angling Cots and sand Cots were used. An angling Cot was recorded at Plassey in the 2008 survey of County Clare<sup>43</sup> but none was identified in 2017.

The term *Shannon Cot* appears to be attributed quite loosely to a variety of boats. A large mid-20<sup>th</sup> century photograph in the Lough Derg Yacht Club shows a number of Shannon One Design dinghies alongside boats of not dissimilar dimensions which are referred to as Shannon Cots. There is a photograph on the Irish Waterways History blog<sup>44</sup> of a large clinker-built boat, referred to as a Cot, being used to carry a coffin along with 20 passengers from Drumlosh to Clonmacnoise in 1939.

### 4.7.2 Gandelows

Gandelows, flat bottomed boats with substantial rocker in the bottom flare and sheer in the gunnels, are found in the Shannon Estuary, and are unique to the area, found in no other part

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<sup>43</sup> Tully, D. (2008) op. cit.

<sup>44</sup> [www.irishwaterwayshistory.com](http://www.irishwaterwayshistory.com)

of Ireland. Gandelows are found from Plassey, in Limerick, down through the city and along the river bank to Glin. They are also present in Bunratty in Clare, and further along the Fergus estuary. Thomas Gilmer in his book on Working Watercraft,<sup>45</sup> noted the resemblance of the Gandelow to the North American Dorys.

The Gandelows have at least four distinct types and traditions:

- The Clare Castle fishery Gandelow
- The Fergus Estuary Gandelow, which traditionally is mainly focused on agriculture
- Those found at the fishery at Bunratty
- Those used by fishermen who are based in Limerick but who fish the whole estuary.

Four Gandelows were included in the 2017 survey, three from Limerick City and one found at O'Brien's Bridge.



**Wooden Gandelow**

### **4.7.3 Brocauns**

Brocauns (also known as “Brucaín” and “Brac”) are flat bottomed, double-ended boats, some built fore and aft with short crosswise timbers for the bottom instead of the conventional planking boards longitudinally. The craft, intended for use by two men, are propelled by paddles when going downstream, and, amazingly, poled in shallow water or in rapids going upstream.

A variety of boats including Brocauns were used on the Shannon from Doonas to Saint Thomas's Island in Limerick City. Fishing was exclusively for salmon, with a ‘snap net,’

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<sup>45</sup> Gilmer, T. (1994) *A History of Working Watercraft of the Western World*. International Marine, Camden, Maine, USA.

which is now no longer in use in Limerick. The net was suspended between two Brocauns, which were paddled downstream and, when a salmon struck the net, the ‘net men’ hauled the *buna* (bottom rope) which closed the net, trapping the fish. Whilst various depths and widths of net were used, a typical net for an average depth would be 13 feet wide (4 metres) and 12 feet deep (3.7 metres) with net stones on the bottom rope.

At Plassey there are presently a number of brocauns, two of which were recorded. The other boats were either moored too far away or are in various states of disrepair or dereliction. The brocauns are around 21 feet long by 3 feet wide (6.4 metres by 0.9 metres), and a hull depth (gunnel to keel) of only around 13 inches (0.3 metres).

In recent years the subject of Gandelows, Brocauns and the Abbey fishermen has received attention with a number of theses, books, folklore projects, and websites.<sup>46</sup>

#### **4.7.4 Currachs**

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. A single currach was recorded on the River Barrow in the 2016 survey. None was recorded in 2017, although they were used in the Shannon Estuary, and there are a number of active currach clubs in south and west Clare. The AK Ilen School has built a number of currachs.

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.<sup>47</sup> 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. The West Clare Currach Club operates from a number of locations in the Shannon estuary and further up the County Clare coast. Currach racing is a growing sport.

#### **4.7.5 Lighters and Fishing Boats**

Between Lough Derg, the Shannon Estuary and the rivers around Limerick City there were a number of working and fishing boat types. Alongside the barges and lighters, brocauns and gandelows, there were also turf boats, and the angling cots and sand cots mentioned above. The Black Islanders in Lough Ree used a clinker boat with a simple sprit sail to move around the lake.

Similarly, there was a tradition of the use of Lighters, Claruns and Gabbards on the River Barrow but none were located during the 2016 survey.

Very few fishing boats were found within the survey areas, 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. An outstanding example of a heritage fishing boat is the

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<sup>46</sup> Eg [limerickslife.com/abbey-fishermen](http://limerickslife.com/abbey-fishermen) [www.shannonrivercorbally.com/328891816](http://www.shannonrivercorbally.com/328891816)

<sup>47</sup> Established in 2013.

Yorkshire Coble *Medbh*, dating from 1912, which was also recorded at Lowtown. A fishing boat from Hickey's yard in Galway is detailed at Section 4.6.



Yorkshire Coble *Medbh* at Lowtown

## 4.8 Rowing Boats

Ireland has a long tradition of rowing. There are four rowing clubs within the 2016 survey area and nine on the River Shannon (Section 6.1.4). These clubs have some handsome examples of classic heritage rowing boats.

Athlone Boat Club was founded in 1835, one year earlier than the Pembroke Rowing Club at Ringsend, the oldest recorded in Ireland, according to T.F. Hall in his authoritative history published in 1939.<sup>48</sup> Carrick-on-Shannon Rowing Club was founded in 1836. Shannon Rowing Club (1866) and Limerick Boat Club (1870) are situated either side of Sarsfield's Bridge in Limerick and have a long history of rivalry.

The oldest club on the Barrow is Carlow Rowing Club, founded in 1859. Offaly Rowing Club at Tullamore, although relatively young, 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.

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<sup>48</sup> Hall, T. F. (1939) *A History of Boat Racing in Ireland* Irish Amateur Rowing Union. Hall makes no reference to rowing clubs on the inland waterways.

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

Traditionally, racing rowing boats were made from wood. The first boats were clinker built, followed by a move towards a lighter 'shell' construction. Boats were made of a thin veneered skin about 2mm thick, with internal support provided by a wooden framework, or the shells could be cold moulded and then strengthened.

From the mid-1970s reinforced plastic began to be used and is now all but universal. The plastic is strengthened with glass fibre, Kevlar or carbon fibre which gives a high weight-to-strength ratio. The structure is often of a sandwich construction with an internal honeycomb to add strength. These boats can also be put together with either hot or cold cure resins.<sup>49</sup>

*The Rolls*, an example of a carbon fibre strengthened plastic boat from the early 1980s, built by English company Carbocraft, was recorded for the survey. This boat was originally owned by the Irish Amateur Rowing Union (now known as Rowing Ireland) and used by the Irish Lightweight Men's coxless four that finished in fourth place in the 1982 World Rowing Championships. It now belongs to St. Michael's Rowing Club and has been completely refurbished and re-rigged as a quadruple sculling boat.

The survey records also include a clinker eight (*Eilis*) and a clinker four (*Naomh Mhuire*) formerly owned by Athlone Boat Club and now suspended from the ceiling in Pat's Bar, Athlone and the Lough Ree Inn at Coosan respectively. Both boats date from the 1960s and are likely to have been built by George Sims at Eel Pie Island on the River Thames by Twickenham. Writing in the 1950s, Ross<sup>50</sup> details the types of wood and other materials used in a Sims boat:

- Keel, seat-bearers and inwale - Canadian silver spruce
- Ribs - English sycamore
- Planking - British Honduras cedar
- Outriggers - steel tubing

Ross records that the capacity of the company in the 1930s was such that a boat for use in the 1934 Oxford-Cambridge Boat Race ordered at 2 pm on a Monday was afloat at 10am on the Friday of the same week. It was completed by five men and two boys.<sup>51</sup>

Limerick Boat Club records include a reference to the early adoption of canoeing by one of their members, Robert Gibson. Gibson had the club's first small boat win in Limerick Regatta in 1872 in a Rob Roy canoe.<sup>52</sup> John "Rob Roy" McGregor (1825 – 1872)<sup>53</sup> was a remarkable man credited with developing the first sailing canoes in the 1860s and popularising canoeing as a sport in Europe and the USA.

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<sup>49</sup> Mayglothling, R. (1990) *Rowing the skills of the game* The Crowood Press, Wiltshire; p 15

<sup>50</sup> Ross, G. (1954) *The Boat Race* Hodder & Stoughton

<sup>51</sup> Ross, G. (1956) *The Boat Race* The Sportsman's Book Club, London; p157-8.

<sup>52</sup> Brian Sheppard, pers. comm. C. Buchanan, September 2017

<sup>53</sup> en.wikipedia.org/wiki/John\_MacGregor\_(sportsman)



The blessing of the *Naomh Mhuire* at Marist College, Athlone in 1966<sup>54</sup>

#### 4.9 Sailing dinghies

A feature of both Lough Ree and Lough Derg are the Shannon One Design sailing dinghies, otherwise known as SODs. There is a long tradition of racing on these loughs, with large yachts and various lake boats taking part in regattas. In 1922 a group of representatives of local sailing clubs commissioned a one design sailing dinghy from designer F. C. Morgan-Giles, to be based on the local 18 foot lake boat. A full history of the Shannon One Design has been written by Goodbody and Delaney (2000).<sup>55</sup>

The SOD is of clinker construction, with a fairly narrow beam and a single large dipping lugsail. It is crewed by three people. The SODs have had only small modifications throughout the years and still retain their traditional origins. The fleet is quite portable, and SODs from Lough Derg Yacht Club (LDYC) and Lough Ree Yacht Club (LRYC) attend the others' regattas. The dinghies are also traileed by road: some go as far as West Cork for the biennial Glandore Classic Boat Regatta.

There are two SODs recorded in the database to represent each of the two fleets, one from LDYC and one from LRYC. A total of 22 boats were seen at LDYC in Dromineer and correspondence with the LRYC confirms that there are 28 to 32 boats in their fleet active at regattas. Taken together with boats that are known to be in storage there are approximately 60 SODs.

<sup>54</sup> Photograph from the collection of Athlone Boat Club

<sup>55</sup> Goodbody, L.M. & Delany Ruth (2000) *The Shannon One Design Class, 1922-1999* Dublin



Shannon One Designs (SODs) at Lough Derg Yacht Club

#### **4.10 Boats of the Hire Boat Industry**

GRP boats were not included in the terms of reference for the survey. However, 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 was recorded in Banagher (*Ferro-Lady*) during the 2017 survey, while another is reportedly based in Shannon Harbour, but was not picked up during either the 2016 or 2017 surveys. Otherwise much of the early hire fleet was sourced from the well-established boatbuilders on the Norfolk Broads, including Wyndboats.

A number of wooden boats built by the Norfolk Broads’ “Herbert Woods” hire company were imported into Ireland in 1965 by Ted Barrett, who ran a Lowtown-based hire company. One of these (now known as *Lady-Be-Good*) is currently being restored at Rinn River Marina.



The early GRP 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; two of which, *Antares* and *Atlas*, are still in use and recorded in the 2017 Survey. 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, has consolidated its operations, and is 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 has operated a hire base in Carrick on Shannon since the 1970s, followed by a base in Banagher and Knockninny. They used Elysian 27s, Seamaster 24s, Aquafibre boats and Haines craft, among others.

Silverline Cruisers, owned and run by the Smith family, is based in Banagher and has been in operation for the last 40 years. They also run river cruisers on a 50-seat boat, "*The River Queen*."

Currently, Riversdale Barge Holidays in Ballinamore both build and hire steel barges.

Many boats of the early hire fleet that were sold off have not been fortunate in private hands, with many of the boats found along the canals being classed as in poor condition while, subjectively at least, many of those on the Shannon seem to have been better maintained. A handful of good examples of ex-hire craft were recorded in the survey database.



**GRP Motor Cruiser *Rushmere* at Hazelhatch**



**Steel Motor Cruiser at Robertstown**

## **4.11 Dugout Boats**

There is a very comprehensive record of the tradition of Dugout Boats (also known as log boats) in Ireland so they have not been recorded in the survey database. The following information was provided by Dr Niall Gregory:<sup>56</sup>

“With regard to the current assessment area – River Shannon and Southern Erne catchment (from Limerick to Belturbet), the majority of dugout boats have been found or recovered from the northern aspect of the area. This is due to this region being the only part populated by the greater number of lakes with inter-connecting waterways. For the most part, the entirety of the remainder of the area is quite sparse in dugout boat discoveries; the exceptions being (from south) Lough Derg and Lough Ree. Lough Allen also has a number of dugout boat discoveries (but not listed here). A significant number of boats were also found in small lakes within the Shannon catchment, either with or without connectivity to the Shannon, but are discounted here as they are not directly associated with the river.

Only fourteen boats are recorded as found in the assessment area, of which five dugout boats are found in the Shannon, of which just one, from Meelick townland, was from the lower reaches (and within the assessment area). There is no doubt that more dugout boats await discovery along the River Shannon and within its lakes. While these discoveries will add to the knowledge of Irish dugout boats, they shall also serve as testament to the extent in which this waterway was served by other craft extending into prehistory.”

### **4.11.1 Clonmacnoise Dugout Boats**

Further information from Gregory reveals that work on the underwater excavation of Clonmacnoise medieval bridge in 1997 uncovered ten dugout boats:

“Limited access to their records was sufficient ... to ascertain that ... these boats were not made for use in the construction of the bridge. Most of them were not originally local to Clonmacnoise, but had been made for differing purposes elsewhere and were subsequently transported to Clonmacnoise for use in the bridge construction. Just a few of them could have previously functioned as ferries for access across the river to and from the abbey.”

The distribution of these Shannon Dugout Boats is summarised in Table 4.8.

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<sup>56</sup> D. Tully, pers comm.

Water body	Locality	Number of boats
Shannon Erne	Belturbet (2)	2
Upper Shannon	Carrick-on-Shannon (1); Tumna (1)	2
Lough Ree	Derrynabuntale (1), Drumnacor (2), Lanesborough (2), unspecified location (1)	6
Lough Derg	Dromineer (1), Garraunfadda (1), Red Island (1)	3
Lower Shannon	Clonmacnoise (10), Meelick	11
<b>TOTAL</b>		<b>24</b>

Table 4.8 Distribution of Dugout Boats, River Shannon (source: N. Gregory)

#### 4.12 Sunken & Wrecked Vessels of Interest



Motor Cruiser *Nadia* at Hazelhatch

The survey areas include an underwater heritage of shipwrecks. Many of these are known and listed on the National Sites and Monuments Register, although there are often new finds; for instance, in 2016 the boiler and parts of an old steam boat reappeared on the bank of the River Shannon near Drumsna.

The most important wreck in the survey areas is perhaps the *Lady Lansdowne* at Ballina/Killaloe. It was the first iron paddle steamer built by Camel Laird in Birkenhead in

1833 and is now lying beneath the water under a pontoon near the Lakeside Hotel. There has been concern about the boat recently as the marina was under refurbishment. The National Monuments Service (NMS) is actively engaged with developers and the Local Authority to ensure that the wreck, which is protected under the National Monuments Act, is not further damaged by ongoing development.<sup>57</sup>

In more recent times wooden, iron and steel barges, ferries and steamer services were used along the Shannon and the lakes. Many mills and landlords also had their own boats. While many of these were sold on or broken up when no longer required, quite a few met their end at the bottom of the river, and even more in the lakes.

Because of the physical restrictions of the canal system there are very few sunken or wrecked vessels left in situ for long within the 2016 survey area. Most hazards to navigation have been removed. However, some interesting vessels, in an abandoned state, were identified during the surveys. *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, NMS, kindly sourced a previous survey,<sup>58</sup> 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.<sup>59</sup> *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. 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 the 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 NMS before such vessels are interfered with or surveyed. If in doubt of the status of any vessel the Underwater Archaeology Unit of the NMS, Department of Culture, Heritage and the Gaeltacht should be consulted.

The Underwater Archaeology Unit is currently updating its records and adding to its database. The database is available for viewing by appointment at the Archive Unit within the NMS. It is intended that this additional data will be available online at the end of 2017.

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<sup>57</sup> Pers. comm. K. Brady, National Monuments Service, September 2017

<sup>58</sup> Dunne, G. (1993) *Survey of the Shannon Ferry at Shannon Harbour Co. Offaly* Marine Research Teoranta, Dublin

<sup>59</sup> Burke (2006) op. cit.

### 4.13 Ephemeral Heritage Boats

The most obvious difficulty in surveying boats is that they do not stay in one place. It is easy to miss 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 which has since rotted and disappeared.

At one time the Shannon and its lakes had a large number of indigenous boats carrying people and produce along the rivers, and a network of ferries at crossing points. Dugout boats, reed boats (Cliath Thulca) and skin boats were the earliest, and fortunately we know what many of them looked like from archaeological work, literary evidence and folk life records.

There is literary evidence for the use of skin boats on the River Shannon, including the building of large coracles. Other boats that have disappeared from use in living memory are the shallow draft sand and turf boats associated with the Limerick area. These boats were constructed like a large Brocaun, their bottom boards had an unusual crosswise timber construction. A replica turf boat, 28 feet by 6 feet (8.5 metres by 1.8 metres), with its hold for cargo, was recorded on display at Plassey in the 2008 Clare survey<sup>60</sup> but is now gone. A set of plans for these boats is in the National Folklore Collection at UCD.

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 be gained by fishing from a currach is no longer viable, and hundreds of these canvas boats have been left to perish. During the 2016 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.<sup>61</sup>

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 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.

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<sup>60</sup> Tully (2008); op. cit.

<sup>61</sup> 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* Volturra Press 1977



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

In a different category, there are a number of heritage boats or boats of heritage interest that are known to exist but have not been included on the database. These boats were off the water at the time of the survey, in storage or on display in museums. There is a Little Brosna River punt in a private house and a Dugout Boat in the Mountbellew museum. There is an interesting small clinker punt in private hands which was once used by politician Sean McBride when he was on the run. There are some wooden lake boats in the care of angling clubs which fieldworkers were unable to get access to, and an historic four-oared rowing gig on Lough Ree. There are various types of Cattle Boat on the islands and lakes, many of them documented on the Inland Waterways History blog.

In Moate Museum there is a *Cliath Thulca* or flood raft replica, of a type once used on the Galway-Roscommon side of the River Shannon and along the River Suck. Reed and Rush Boats would have been quite common in the area. The simplest form seemed to be of sheaves of rushes bound together with straw ropes. They could be made quickly for crossing shallow water or flooded ground. The National Museum had a replica of a *Cliath Thulca* made, based on living memory, in 1976. This is a general representative craft of the area, and is on display at the National Museum of Country Life at Turlough Park.

## 4.14 Boatbuilders and Boatyards

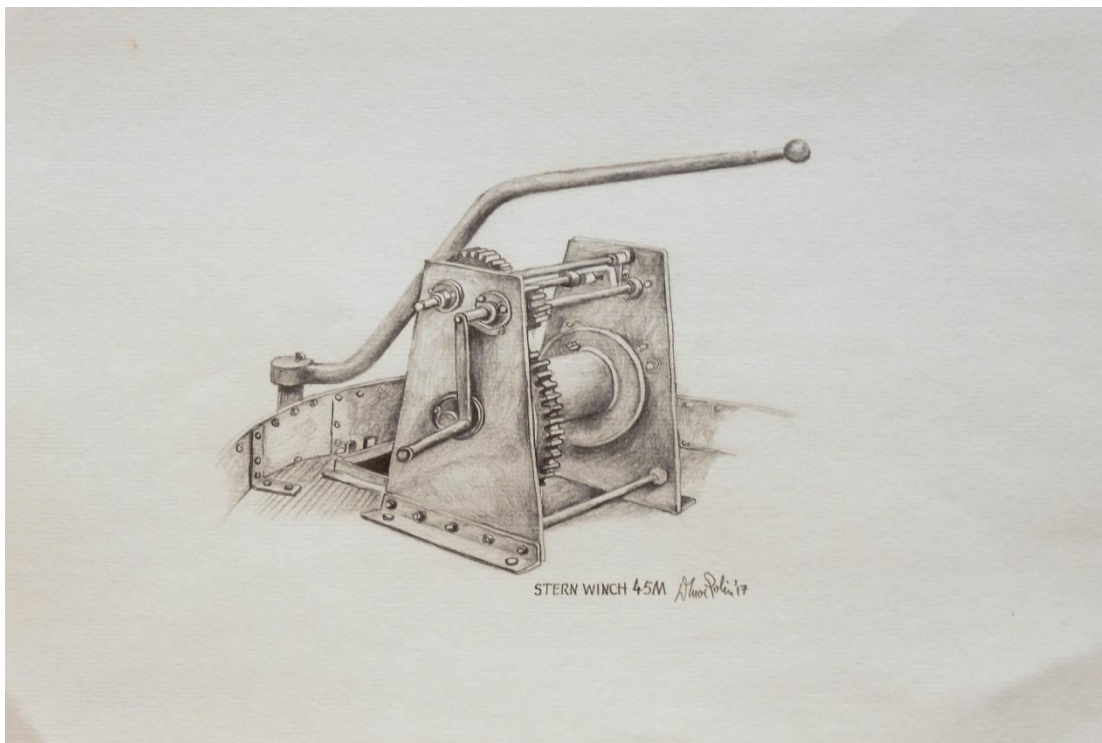
The older boats recorded in the survey were built in a number of boatyards and foundries. These businesses consolidated and amalgamated over the years and their history is complex.

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 4.9 contains a list of boat builders identified for boats recorded during the surveys.

The Hickey yard in Galway is detailed in Section 4.6.



Stern winch from Canal Boat *45M*



<b>Boatbuilders</b>	
A. G. Ward	John White Boatbuilders
Aldous Successors Ltd	Kooijman & de Vries
Altena Yachts	Liffey Dockyard
Aquafibre Ltd	Lochin Marine and Sea Cruisers, Rye
Aquamec Ltd	Marindus Engineering
Baron Van Hoevell	Marine Projects Ltd (now Princess Boats)
Bewley & Webb	McLeans Boatyard
Bill Colley, Richmond-on-Thames	Michael Barrett
Birchwood Boat Company	Mindon Marine
Bonikowski Engineering	Monty Leary
Brights Patent Pulley Co.	Mooney Boats
Broom Boats	MPC Boats, Newbridge
Carbocraft	Neptune Iron Works
Carl Douglas Racing Shells	Noel Ryan, Billy Kirwan & Volunteers
Colvic Craft (Hull)	Passage Dock Company
Croles Shipyard	Percy M. See
Cummins and Ellis	Peter Nicholls
Dagless	Philip and Sons
Dartline Boats	Pickwell & Arnold Boat Builders
DeGroot	Portadown Foundry
Dublin Dockyard Company	Rampart Boatbuilding Company Ltd.
Edwin H. Phelps, Racing Boat Builder	Ringsend Dockyard Company
Fairline Boats	Rowhedge Ironworks
Fi-Glass Developments	Saunders-Roe (Saro) Anglesey Ltd
Freeman Boats	Seamaster
General Motors	Shannon Craft Hire and Fabrication
George Simms, Eel Pie Island	South Holland Marine/Stoke on Trent Boatbuilders
Grendons Foundry	Springer Boats
Harding Lifeboats	Stampfli, Switzerland
Hawker Siddley	Stan Killeen
Hayes Boatyard	Teddington Launch & Motor Works
Herbert Wood	Thornycroft
Hickeys	Tough Brothers Ltd
Isaac Pimblott	Vickers Ireland
J. A Hepworth & Sons	Vickers Ireland Ltd.
J.H.Taylor	Viking Marine
Jack Tyrell	Vosper Ltd, Southampton
Jimmy Furey	W. J. Yarwood
John B Kearney	Walter Levigne
John Tyrell and Sons	Westlander
John White Boatbuilders	William Osborne Boatyard
Kooijman & de Vries	Windboats Marine
Liffey Dockyard	Ziegert

**Table 4.9 Boatbuilders and Boatyards associated with boats surveyed**

## 5 Comparison with heritage boat survey findings in Counties Clare and Galway

### 5.1 Numbers of boats recorded

Heritage boat surveys were carried out in 2008 in County Clare for Clare County Council<sup>62</sup> and in 2008 and 2009 in County Galway for the County Galway Heritage Forum.<sup>63</sup> Both surveys were supported with funding from the Heritage Council. The River Shannon defines sections of the boundaries of both these counties and the work of these earlier surveys overlaps with the 2017 Waterways Ireland survey.

The findings of the three surveys may be compared according to Boat Type and Location from Figure 5.1 and according to Boat Type and Survey Year from Table 5.1. There has been a reduction in the number of heritage boats surveyed between 2008-9 and 2017, from 83 boats to 71. A reduction of similar scale could easily happen between one month and the next in any single year as boats are moved from place to place.

Looking within boat types, the number of Barges and Canal Boats increased from 17 to 27. There was a Heritage Boat Association event in Lough Derg during the 2017 survey and a number of boats may have been recorded while in transit to attend it from other parts of the inland waterways system. The numbers of Sailing Dinghies appear to have decreased markedly from 15 to 1, but this may be explained by a change in approach. In 2008 all the older SOD dinghies identified were recorded, whereas in 2017 only two of these dinghies were included, one each to represent the fleets in Lough Derg and Lough Ree. It is estimated that there are around 60 SODs in total in existence so numbers remain healthy.

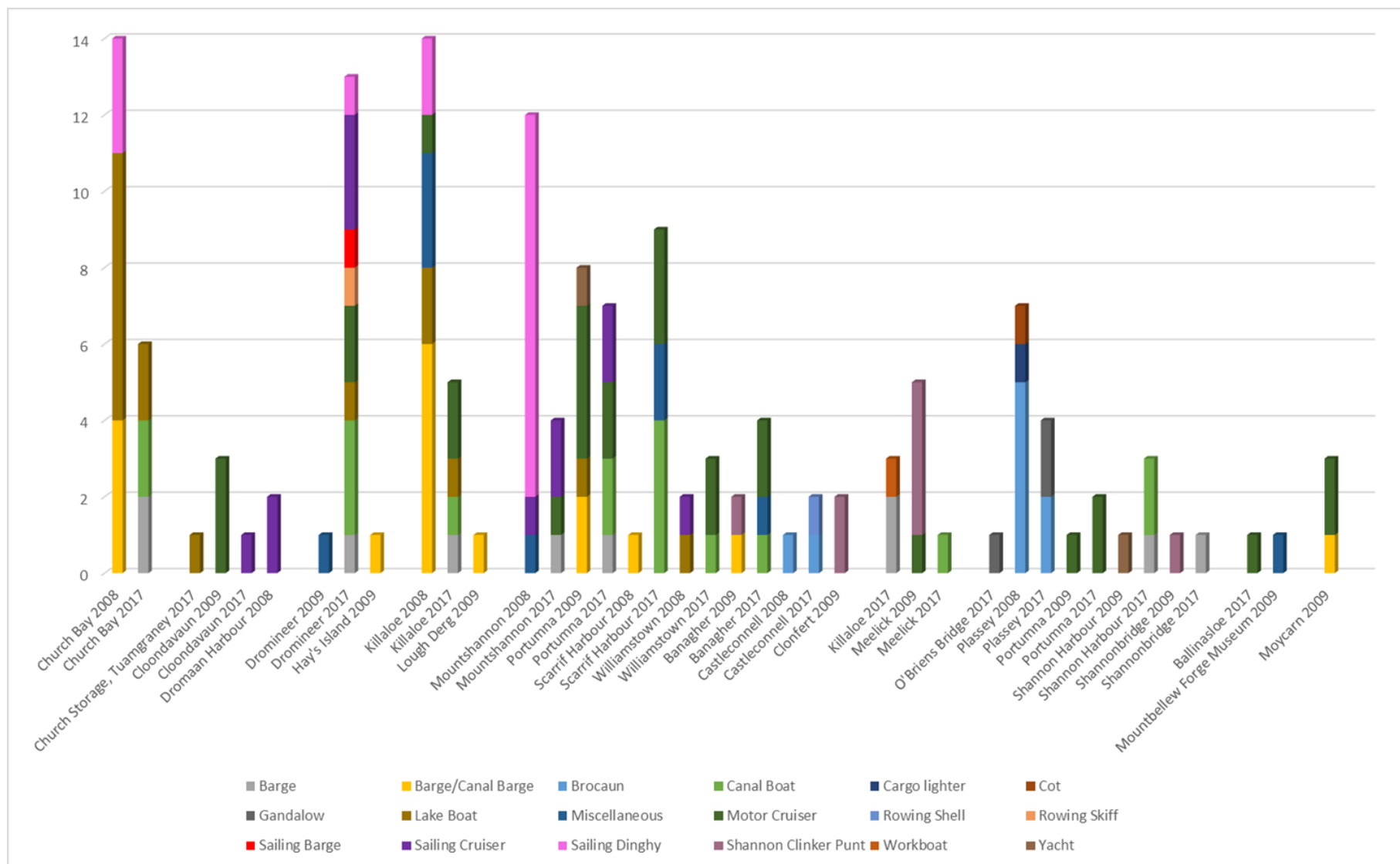
The apparent disappearance of the Shannon Clinker Punt is notable. These 18-foot general purpose rowing boats were once common in the Shannon Callows, and were described as rare in 2009 when 8 were recorded. It was recommended then that the lines of these punts should be recorded and that an example should be stored. No such action appears to have been taken in the intervening years. There may still be an example in existence and if so it is important that at least the lines should be taken. Acquisition for storage and/or future display would be ideal.

Number of boats	Barges & Canal Boats	Sailing Barge	Workboat	Cargo lighter	Brocaun	Cot	Gandalow	Lake Boat	Shannon Clinker Punt	Motor Cruiser	Sailing Cruiser	Rowing Shell	Rowing Skiff	Sailing Dinghy	Yacht	Miscellaneous	Grand Total
Total 2008 & 9	17			1	6	1		11	8	12	4			15	2	6	83
Total 2017	27	1	1		3		3	5		17	8	1	1	1		3	71
Difference in numbers of boats	10	1	1	-1	-3	-1	3	-6	-8	5	4	1	1	-14	-2	-3	-12

Table 5.1 Numbers of boats by Boat Type by Survey Year

<sup>62</sup> Tully, D. (2008) *op. cit.*

<sup>63</sup> Lynch, D. *et al.* (2011) *op. cit.*



**Figure 5.1 Comparison of 2008-2009 and 2017 heritage boat surveys by Boat Type and Location. (Locations are grouped into Lough Derg, Lower Shannon and River Suck).**

## 5.2 Action on recommendations

There has been limited follow-up action on the recommendations made in the reports of the Clare and Galway surveys. A number of boats have been digitally recorded with plans of their lines generated in a number of instances. This work has been arranged by Pat Tanner of Traditional Boats of Ireland (TBI) with support from Meitheal Mara, and by Darina Tully also working with Pat Tanner. The West Clare Currach Club took the initiative to build a number of currachs for their members using the lines from a traditional boat.

Priority/Red List Boats	Recommendation 2008/9	Action taken
County Clare Heritage Boat Survey		
Kildysert Gandelow Punt	Protection and display	Not known
Brocaun, Plassey	Secure storage for an example	Not known. Newly built brocauns found at Plassey in 2017 suggest the skills to build them remain
Scattery Island Currach	Rare example recorded in 2008 should be removed and displayed in a local heritage centre	Boat digitally recorded in 2014; arranged by Darina Tully and supported under the Heritage Council community grant scheme
West Clare Currach, Kilkee	Secure storage for an example	Not known. Boat used as a model by West Clare Currach Club for a fleet of currachs which are in regular use. Skills to build these boats remain
Irish 50-foot trawler, Kilrush boatyard	Restore an example and display	Not known
Shannon cot, Covraghan	Last known example. Commission lines plan	Not known
Cattle cots, Fergus estuary	Record in full; commission lines plan	Not known
Blunnie-style currach, Kilrush	Built by a celebrated boat builder. Record in full	Not known
County Galway Heritage Boat Survey		
Category A boats, particularly Bád Iomartha	Where boats are beyond repair, a record of lines should be taken	Not known
Category B boats with distinctive heritage characteristics	Deserve special consideration for maintenance grants or preservation in storage	Nobbies <i>Topaz</i> and <i>Aigh Vie</i> have been digitally recorded, as have examples of a <i>Bád Mór</i> and a <i>gleoiteog</i> . Follow-up on maintenance grants and storage not known.
Category C boats – important or endangered boat types, examples of which should be recorded and stored	Boat types in this category include <i>Curach Chanbháis</i> , <i>Curach Adhmaid</i> , <i>Lake Boats</i> , <i>Shannon Clinker Punt</i> , <i>Shannon Cot</i> , <i>Galway Bay Flat</i> , <i>Oyster Dredging Yawl</i> , <i>Oyster Dredging Punt</i> , a number of BIM and other <i>fishing boat</i> types	Digital records have been made of a <i>Curach Adhmaid</i> , and two Walter Levinge <i>Lake Boats</i> under the Traditional Boats of Ireland project with the involvement of Meitheal Mara and support from the Heritage Council Community Grant Scheme. The last known example of a Galway Bay Flat has been taken into storage at the National Museum Collection Centre. An Oyster Dredging Yawl was acquired for storage but arrangements fell through and its fate is not known.

Table 5.2 Summary of recommendations from surveys in Clare and Galway

In an environment with limited public resources there has been no strategic approach taken by the bodies which commissioned the surveys to follow up on the recommendations. Instead, committed individuals and community organisations have taken the lead. Support from the Heritage Council's Community Grant Scheme (Section 7.3.2) has been vital to their achievements.

The individuals behind the Traditional Boats of Ireland project (Section 6.2.1) have between them provided the skills and structure needed to ensure that digital records have been taken of a number of significant traditional heritage boats. In some cases the records have been used to develop lines plans, an exercise that requires another level of resourcing. Financial support has been provided privately and through the Heritage Council's Community Grant Scheme. The results can be seen on the TBI website.

Of particular interest to the current surveys are two large scale and striking scans of the boatbuilding workshops of Jimmy Furey at Mountplunkett and Walter Levinge at Coosan, both on the shores of Lough Derg. The scan of Jimmy Furey's workshop includes a record of SOD number 108, the first of these dinghies that he built, and a rowing boat built by his father.

Walter Levinge also built SODs, at least 58 of them. He was well-known too for his Lake Boats, two of which were scanned along with his workshop where they were *in situ*, completed but never launched. One is clinker, the other carvel. A 12-foot punt was also scanned.

The Traditional Boats of Ireland has also investigated potential storage for heritage boats but to date no permanent arrangement has been possible. The storage of the last known Galway Bay Flat by the National Museum is welcome. This boat is of a basic but functional design and has been documented – a significant factor in swaying the positive decision to provide storage space for the boat.

## **6 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.

### ***6.1 Organisations operating within the survey area***

#### **6.1.1 The Heritage Boat Association (HBA)<sup>64</sup>**

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.

#### **6.1.2 The Inland Waterways Association of Ireland (IWAI)<sup>65</sup>**

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, among others.

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.

#### **6.1.3 Royal Canal Amenity Group (RCAG)<sup>66</sup>**

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

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<sup>64</sup> [www.heritageboatassociation.ie](http://www.heritageboatassociation.ie)

<sup>65</sup> [www.iwai.ie](http://www.iwai.ie)

<sup>66</sup> [www.royalcanal.ie](http://www.royalcanal.ie)

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.

#### 6.1.4 Rowing Ireland<sup>67</sup>

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 with eleven affiliated clubs, of which six are in Limerick.

- **Athlone Boat Club** is the oldest recorded club in the country, founded in 1835. The earliest members are thought to have been officers from the local garrison and professionals in the town.
- **Athlunkard Boat Club** on the Abbey River in Limerick City was founded by Shannon and Garryowen rugby players who built the club's boathouse themselves. It opened in 1898.
- **Carlow Rowing Club** is also long-established. The first recorded regatta in the town dates from 1859.<sup>68</sup> 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.
- **Carrick-on-Shannon Rowing Club** was founded in 1836 just one year later than Athlone. The club has a rare tradition of women's rowing with records of a women's eight competing in 1944. Their great sculler, Frances Cryan, won the inaugural Irish Women's Sculling Championship in 1976 and retained the title for 11 years. She was Ireland's first Olympic oarswoman, competing in Moscow in 1980 where she came 7.<sup>th</sup>
- **Castleconnell Boat Club** was formed by two former members of Limerick Boat Club in 1983 and supports a large and active youth rowing section.
- **Graigenamanagh Rowing Club** was set up in 2001<sup>69</sup> although cot racing on this part of the River Barrow dates back to the 1880s. The facilities of the club and its boathouse are being used to develop Graigenamanagh as a centre for tour rowing on the Barrow, using custom built sliding seat boats, and attracting overseas visitors.
- **Limerick Boat Club** began in 1870 and organised the first Limerick Regatta the same year. It is associated with a number of notable historical figures, including Sir Thomas Myles who (amongst other things) is known for landing rifles in Wicklow in 1914 along with Erskine Childers, and Conor O'Brien, the designer of the AK Ilen.
- **Offaly Rowing Club** is situated on the Grand Canal by Tullamore, at the 23<sup>rd</sup> 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.
- **Saint Michael's Rowing Club** (1901) has had notable competitive success in recent years. The club has won 37 championships at all grades from Junior to

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<sup>67</sup> [www.rowingireland.ie](http://www.rowingireland.ie)

<sup>68</sup> *Carlow Rowing Club 125<sup>th</sup> Anniversary Souvenir Booklet* 1984 Denieffe, Greg (Ed)

<sup>69</sup> [www.cklp.ie/rowing-in-together-in-graigenamanagh](http://www.cklp.ie/rowing-in-together-in-graigenamanagh)

Senior. Club members Sam Lynch and Sinead Jennings won gold medals at the 2001 World Rowing Championships in Lightweight Men's and Lightweight Women's single sculls respectively. Sam Lynch repeated that feat in 2002. Sinead represented Ireland in the Lightweight Women's double sculls at the Olympics in Rio in 2016, finishing 7.<sup>th</sup>

- **Shannon Rowing Club** is the oldest in Limerick, founded in 1866 at the docks. The club has a magnificent clubhouse upstream of Limerick Boat Club on Wellesley Pier at Sarsfield Bridge.
- **University of Limerick Rowing Club** is a relative newcomer, founded in 1990. The club has a state-of-the-art boathouse on campus at Plassey and a number of successful crews in recent years.

There are two other rowing clubs in the survey areas, Curraghour Boat Club in Limerick (founded in 1877) and the relatively recently formed Athy Rowing and Canoeing Club.

### 6.1.5 Irish Sailing Association (ISA)

The ISA is the national governing body for sailing, motor-boating and windsurfing in Ireland. It operates across the island of Ireland with approximately 180 affiliated clubs and centres. The aim of the association is to develop, support and promote sailing.

There are 11 member organisations of the ISA in the survey areas, all on the Shannon:

- Baysports, Hodson Bay, Lough Ree
- Garrykennedy Sailing Club, Lough Derg
- Iniscealtra Sailing Club, Lough Derg
- Killaloe Sailing Club, Tinerana Bay, Killaloe
- Lough Allen Adventure Centre, Dowra
- Lough Derg Yacht Club, Dromineer, Lough Derg
- Lough Ree Yacht Club, Coosan, Lough Ree
- Nevsail Watersports, Limerick
- North Shannon Yacht Club, Lough Boderg, Upper Shannon
- Shannon Sailing Ltd, Dromineer, Lough Derg
- University of Limerick Adventure Centre, Killaloe

There is a great tradition of sailing on the Shannon. Lough Ree Yacht Club, founded in Athlone in 1770, lays claim to be the second oldest sailing club in the world (after the Royal Cork Yacht Club). Lough Derg Yacht Club at Dromineer was founded in 1835 and is said to be the eleventh oldest club.



## **6.2 Other Irish organisations of inland waterways interest**

### **6.2.1 Traditional Boats of Ireland<sup>70</sup>**

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 book<sup>71</sup> 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 their 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 Bhéalóideas Éireann* (The Folklore of Ireland Council) and *Údarás na Gaeltachta*.

### **6.2.2 AK Ilen School of Wooden Boat Building<sup>72</sup>**

The AK Ilen School is a wooden boatbuilding 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.

### **6.2.3 Atlantic Challenge Northern Ireland,<sup>73</sup> *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 18<sup>th</sup> 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. It is recorded as a heritage boat in the 2017 survey.

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<sup>70</sup> [www.tradboats.ie](http://www.tradboats.ie)

<sup>71</sup> Mac Cárthaigh ed. (2008) op. cit.

<sup>72</sup> [www.ilen.ie](http://www.ilen.ie). “AK” stands for “Auxiliary Ketch” – a 2-masted sailing boat with an auxiliary engine.

<sup>73</sup> [www.atlanticchallengenorthernireland.co.uk](http://www.atlanticchallengenorthernireland.co.uk)

## 6.2.4 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.

## 6.2.5 The “One-Design” Class Associations

There are class associations linked with many of the heritage One Design<sup>74</sup> 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.

## 6.2.6 *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 boatbuilding, 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 7.3.1) for hookers and other local boat types (such as *Curacháí Adhmaid* and Achill yawls).

## 6.2.7 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.

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<sup>74</sup> In theory, one design boats are identical, allowing fair competition between them.

## **6.3 International and overseas organisations**

### **6.3.1 European Maritime Heritage<sup>75</sup>**

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 co-operation 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 6.3.1; Appendix 1), a statement of principles for the conservation and restoration of maritime heritage afloat.

### **6.3.2 DBA – The Barge Association<sup>76</sup>**

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.

### **6.3.3 The Vintage Wooden Boat Association<sup>77</sup>**

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.

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<sup>75</sup> [european-maritime-heritage.org](http://european-maritime-heritage.org)

<sup>76</sup> [www.barges.org](http://www.barges.org)

<sup>77</sup> [www.vwba.org](http://www.vwba.org)

### 6.3.4 The Maritime Trust<sup>78</sup>

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.



**Motor Cruiser *Phoenix***

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<sup>78</sup> [www.maritimeheritage.org.uk](http://www.maritimeheritage.org.uk)

## 7 Resources - Funding

### 7.1 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 the restoration of heritage boats in Ireland was operated by *Údarás 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 bodies.

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.

### 7.2 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.<sup>79</sup> As illustrated in Section 6, 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

- **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 7.1 Europe 2020 Policy Priorities<sup>80</sup>

recommended reading for anyone with an interest in EU funding.

<sup>79</sup> 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](http://www.wheel.ie/sites/default/files/Accessing%20EU%20Funds%20-%202015-2020%20Prof.%20H.%20Quigley.pdf)

<sup>80</sup> 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 7.1.

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 working in a number of 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.
- 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 7.3.3).<sup>81</sup> The building of the *San Juan*, a replica 16<sup>th</sup> century whaling ship, was part of the 2016 Capital of Culture programme in San Sebastian.<sup>82</sup>

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<sup>81</sup> Galway achieved the designation ahead of the “Three Sisters” of Waterford, Wexford and Kilkenny, an area including a portion of the Barrow navigation.

<sup>82</sup> [www.albaola.com/en/site/capital-of-culture](http://www.albaola.com/en/site/capital-of-culture)

## 7.3 Heritage Boat Grant Schemes in Ireland

### 7.3.1 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 had to be Irish speaking and residing within the Gaeltacht area.
- The boats grant aided had to be built or restored within the Gaeltacht area.

There were four schemes within the programme, as detailed in Table 7.1.

<p><b><i>Scéim do Bháid Seoil Traidisiúnta</i></b></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"> <li>• <i>Bád Mór</i> (over 31 feet) – up to €40,000</li> <li>• <i>Leathbhád</i> (28 to 31 feet) – up to €25,000</li> <li>• <i>Gleoitog</i> and <i>Pucáin</i> (under 28 feet) – up to €15,000</li> <li>• Inboard engines – up to €10,000</li> <li>• Outboard engines – up to €2,500</li> </ul>
<p><b><i>Scéim Chúnaimh do Phobail Chois Cósta</i></b></p>	<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 <i>Achill Currach</i> in the Mayo area.<sup>83</sup> Up to 50% of the costs were funded up to the maximum limits shown.</p> <ul style="list-style-type: none"> <li>• A new boat build, to include the cost of basic safety equipment – up to €5,000</li> <li>• Restoring a boat – up to €1,000</li> <li>• Outboard engine – up to €3,000</li> </ul>
<p><b><i>Scéim Na Giollaí Bád</i></b></p>	<p>The purchase of a Ferry or Gilley boat operating within the <i>Gaeltacht</i> area - up to €6,350 or 50% of the cost</p>
<p><b><i>Scéim Athbheochana na Yawltaí</i></b></p>	<p>For restoration or new builds of an <i>Achill Yawl</i> - €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 7.1: Details of *Údarás na Gaeltachta* heritage boat funding programmes**

<sup>83</sup> 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.

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.**

### **7.3.2 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 7.2, 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 (Section 5.2).<sup>84</sup>

Other projects of interest supported by a Heritage Council Community Grant in the last four years include:

- Restoration of Leixlip Castle Boat House (Leixlip Tidy Towns) (2017)
- Cataloguing, preservation and repacking of the archives of Shannon Rowing Club (Shannon Rowing Club) (2016)

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<sup>84</sup> [tradboats.ie/projects/inland-waterways.php](http://tradboats.ie/projects/inland-waterways.php)



- 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)

Applicant	Project Title	Grant
2017		
AK ILEN Company, Ltd	Re-Rigging of the Historic Irish Sailing Vessel, <i>AK Ilen</i>	€10,000
Southend Family Resource Centre	Collate, record and make available the Maritime Heritage of the Southend area of Wexford Town	€4,000
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	<i>Bovinda</i> 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 <sup>85</sup>		
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 7.2: Heritage Council community grant funding for boat projects**<sup>86</sup>

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.

### 7.3.3 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 *Údarás 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 to be European Capital of Culture in 2020.

<sup>85</sup> NB the grant scheme did not operate in 2013

<sup>86</sup> Source: [www.heritagecouncil.ie/grants](http://www.heritagecouncil.ie/grants) October, 2016

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*.

### 7.3.4 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 Grants<sup>87</sup> 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 watersports clubs were awarded Sports Capital Grants ranging from €3,500 to €110,000, including five clubs within the survey area.

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.<sup>88</sup>

### 7.3.5 The Ireland Funds

The Ireland Funds<sup>89</sup> 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.

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<sup>87</sup> [www.dttas.ie/sport/english/sports-capital-programme](http://www.dttas.ie/sport/english/sports-capital-programme)

<sup>88</sup> Ref. D. Tully

<sup>89</sup> [www.theirelandfunds.org/ireland](http://www.theirelandfunds.org/ireland)

### 7.3.6 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, Fáilte Ireland 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.

## 7.4 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.

### 7.4.1 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.

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.

## 7.4.2 The United Kingdom

The role of National Historic Ships (NHS) in maintaining the UK National Register of Historic Ships is described in Section 8.2 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, but which can lead to more deterioration of the vessel if not attended to; eg, re-caulking of a deck to make the boat waterproof. The grants range from £1,000 to £5,000, distributed in three tranches per year from a budget which was £100,000 in 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 *JD McFaul* at Shannon Harbour**

## 8 A Heritage Boat Register

### 8.1 Examples of Boat Registers in other countries

A register of historic vessels is one of the requirements of these surveys. The heritage boats identified allow the resource to be quantified. The records could be the basis of a register for the inland waterways, particularly if used alongside the prodigious work of the HBA in their publications<sup>90</sup> *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.<sup>91</sup> These are from countries throughout Europe, Australia and two international registers (Table 7.1). Some of these are operated on a national basis (e.g. the traditional boats of Norway), some cover boats in a particular region (e.g. the Adriatic coast of Romagna, Italy), and some are for specific fleets (e.g. 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.

<sup>90</sup> Burke (2006) (2009) op.cit.

<sup>91</sup> [european-maritime-heritage.org/links.aspx#Registers](http://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 7.4).

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.

## **8.2 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),<sup>92</sup> 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, e.g. 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.<sup>93</sup>
- Acting as statutory adviser in determining the order of priority for the 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.

<sup>92</sup> [www.nationalhistoricships.org.uk](http://www.nationalhistoricships.org.uk)

<sup>93</sup> [www.nationalhistoricships.org.uk/data/files/Grants\\_awarded/granst\\_awarded\\_Jan14.doc](http://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.

### **8.3 UK National Small Boat Register<sup>94</sup>**

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,<sup>95</sup> 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.<sup>96</sup>

### **8.4 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.

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<sup>94</sup> [nmmc.co.uk/explore/databases/national-small-boat-register/](http://nmmc.co.uk/explore/databases/national-small-boat-register/)

<sup>95</sup> [nmmc.co.uk](http://nmmc.co.uk)

<sup>96</sup> Darina Tully, pers comm.

It could be 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** (107 boats) – Boats considered of national importance, usually defined as being 80 years or older (pre-1937), but also including one-off boats that were innovative, have some particular achievement or historical significance.
- **Category B, Heritage Boats** (47 boats) – Boats over 50 years old (pre-1967) considered regionally important or are designated because of some particular importance or design.
- **Category C, Heritage Boats** (119 boats) – Boats over 25 years old (pre-1992) that meet the criteria in the Heritage Council guidelines.<sup>97</sup> 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** (83 boats) - more recently built boats and replica boats which are of a heritage style or are built by boatbuilders of traditional standing.

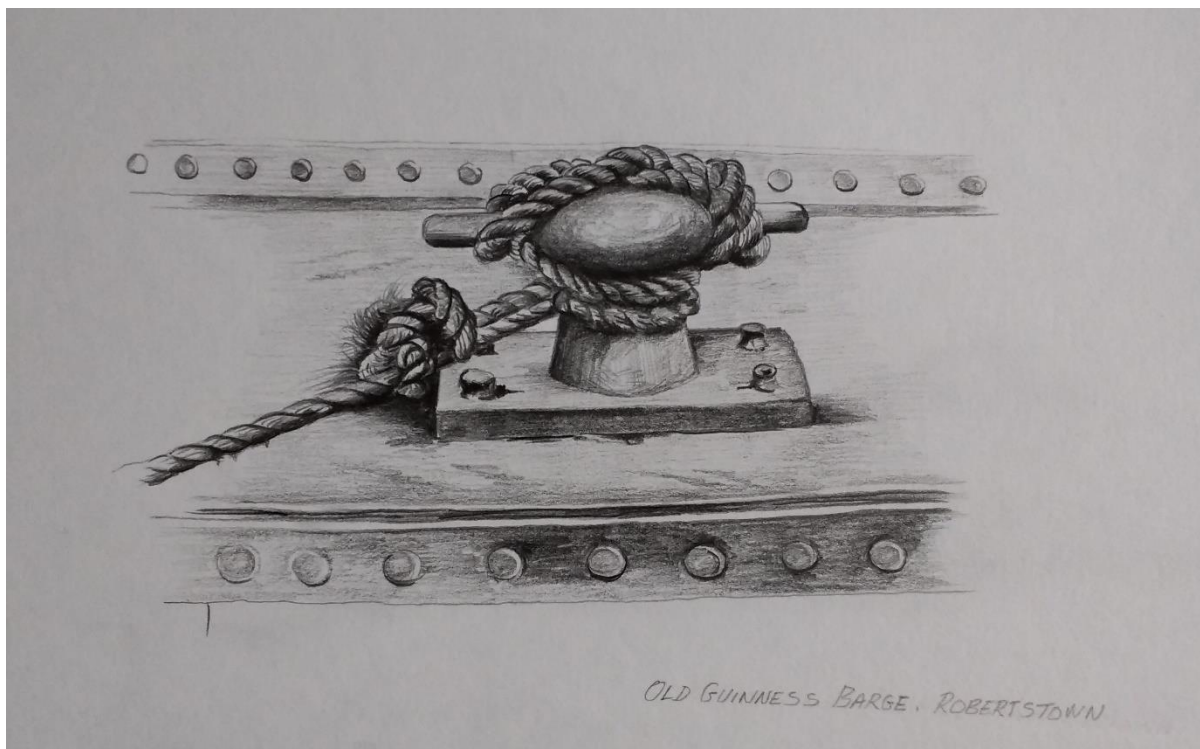
In addition, the status of certain heritage boats in poor condition has been identified in the database as follows:

- **Vessels at Risk** (35 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 cost of stabilisation/conservation/restoration.
- **Priority list for conservation** (c.57 boats) – A list of heritage boats recommended as priorities for conservation has been identified and the individual boats noted in the database.

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<sup>97</sup> Mac Cárthaigh et al. (2006) op.cit.





**Cleat on M Boat, Robertstown**

## **9 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.

Waterways Ireland, the Heritage Council and other stakeholders should investigate developing a strategic approach for Boats at Risk, including an archive for records and lines plans of such boats and adequate storage facilities. The findings of the Waterways Ireland, County Clare and County Galway traditional heritage boat surveys should be taken into account. The need to take full records of boat types that are on the verge of disappearing, such as the Shannon Clinker Punt, is urgent.

### **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 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.

### **C. The establishment of an official Register of Boatbuilders**

The form and procedure for setting up an official Register of Boatbuilders, or Boatbuilding Services, should be considered as part of the brief for the umbrella body described at Recommendation B. Those with relevant skills should 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 7.4.1 and 7.4.2), 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.

### **F. Stakeholder groups – networking and events**

The variety of heritage boat organisations in Ireland at Section 6 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 around the coast and overseas. 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, the Barrow Navigation and Limerick City in particular. There is scope to highlight and promote such use via events such as rowing and sailing Raids<sup>98</sup> for small heritage boats along the length of a canal or

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<sup>98</sup> 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

navigation. 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.

In similar vein, there may be scope to develop a new bi-annual wooden boat rally/regatta in a central location on the Shannon such as Athlone or Lough Ree to highlight that waterway's long and varied tradition of boating for recreation and leisure. It could act as an incentive to boat owners to restore or refurbish their boats to take part. The Glandore Classic Regatta organised every second year by Glandore Harbour Yacht Club provides a model. A link with the relevant local authority, arts organisations and/or local and boating businesses with onshore exhibitions and trade stands could help ensure sustainability.

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. Waterways Ireland Heritage Boat Awards**

The introduction of annual or bi-annual heritage boat awards sponsored by relevant Government Departments and/or State Agencies could be used to publicise the value of heritage boats and to recognise the efforts of boat owners. Awards could be used to celebrate wooden boats and/or iron and steel boats in categories such as the best boat without an engine (e.g. sailing dinghy, rowing boat, lake boat) and the best boat with an engine (e.g. steam launch, classic motor cruiser, sailing cruiser).

### **H. 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. Entire heritage harbours can be found in the Netherlands.

Moorings and facilities within these structures can provide a direct support to owners of registered heritage boats. Heritage harbours could be developed in areas of the inland waterways navigation which already have good infrastructure, currently underused.

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and Meitheal Mara have organised the Rebel Raid annually since 2012 in Cork Harbour and in Roaring Water Bay.



Heritage Harbour facilities at Greetsiel, Germany

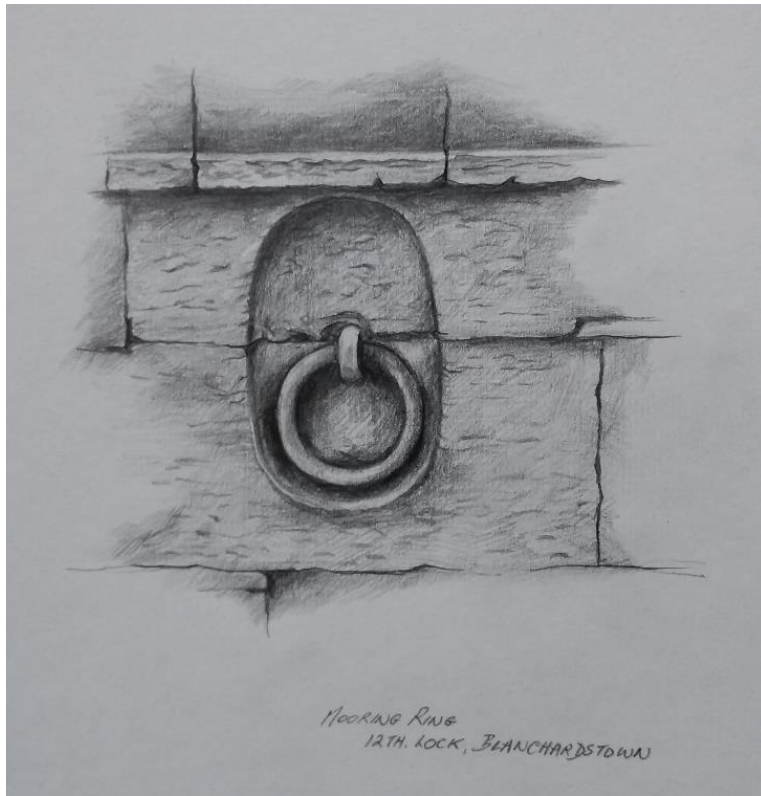
## I. Recommendations from Stakeholders

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.

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 (e.g. 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 with the use of shared resources:

- **Security** - security at moorings on the canals 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 canals 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 along the canals 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. There is less pressure on moorings on the Shannon Navigation.
- **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.
- **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, 12<sup>th</sup> 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 region 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 2016

### 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

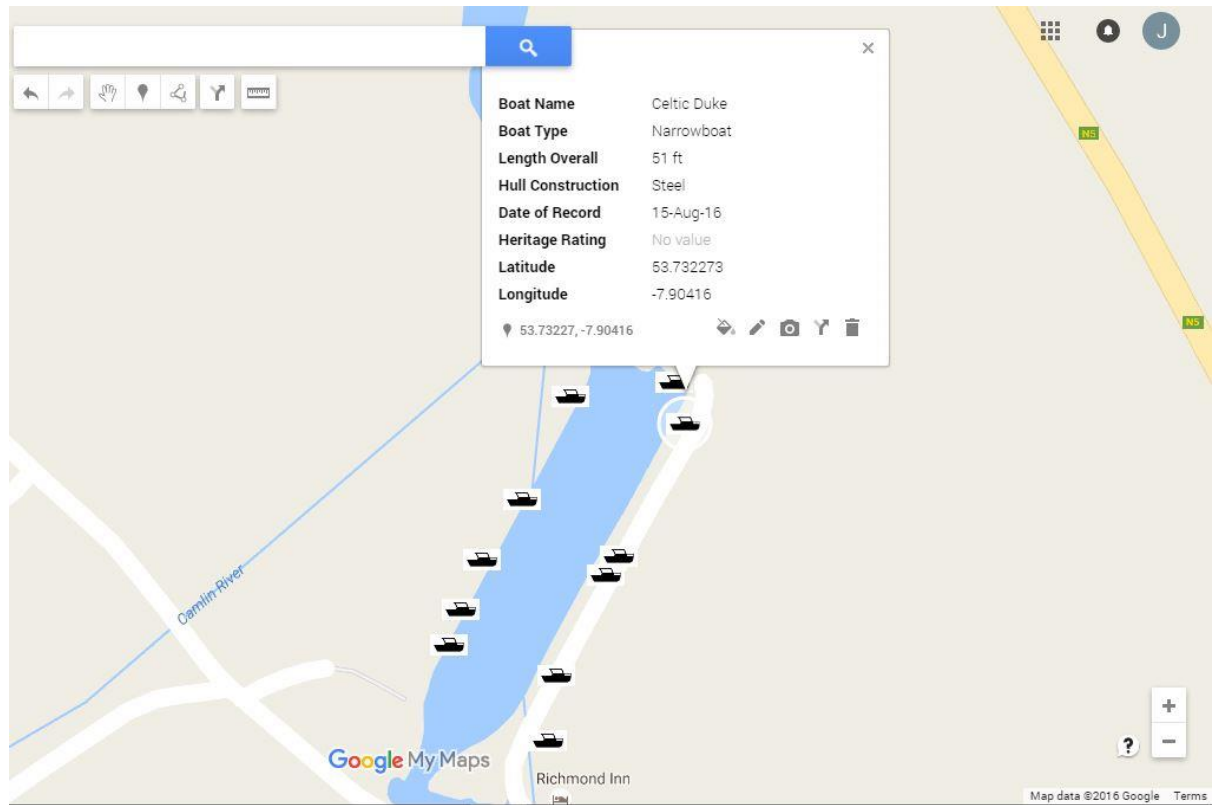
Waterways Ireland Boat Survey 2016				Data View / Edit Form	
<b>Field Worker</b> Danna Tully	<b>Record Number:</b> 174	<b>Date of Record</b>	15-Aug-16		
<b>Waterway:</b> Grand Canal	<b>Location:</b> Shannon Harbour	<b>Boat Name:</b> Otille	<b>Location Detail</b> Shannon Harbour	<b>Wpt id:</b> Et 131	<b>In Use ?</b> <input type="checkbox"/>
<b>Description:</b> Lovely wooden narrowboat, carvel planked, varnished hull and superstructure, hinged roof section with tented sides over centre cockpit, tented aft deck.			<b>Picture:</b> 	<b>Boat Type</b> Narrowboat	<b>At Risk ?</b> <input type="checkbox"/>
<b>Length Overall</b> 10 metres			<b>Beam</b> 2 metres	<b>Draft</b>	<b>Primary Propulsion</b> Diesel Inboard
<b>Engine:</b>			<b>Ancillary Equipment</b>	<b>Origin:</b> UK	<b>Secondary Propulsion</b>
<b>Function:</b> Recreational			<b>Hull Type</b> Round Bottom		
<b>Place of Construction</b> Chester			<b>Builder</b> J.H.Taylor	<b>Hull Construction</b> Carvel Planked	<b>Age of Boat</b> 1957
<b>Boat Condition</b> Fair		<b>Storage Condition</b> Mooring			
<b>Owner Identified ?</b> <input checked="" type="checkbox"/>	<b>Owner Address:</b>		<b>Owner Contact 1:</b>		
<b>Owner Name:</b>					
			<b>Owner Contact 2:</b>		
<b>Comments:</b> 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 - Overview of 2016 Survey of the Grand Canal, Royal Canal and Barrow Navigation

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 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 Sailor	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
<b>Grand Total</b>	<b>31</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>43</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>183</b>	
<b>Grand Canal Total</b>	<b>19</b>	<b>27</b>			<b>1</b>	<b>2</b>	<b>13</b>	<b>28</b>	<b>1</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>122</b>	
<b>River Barrow Total</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>1</b>		<b>1</b>	<b>2</b>	<b>6</b>		<b>11</b>			<b>2</b>	<b>37</b>	
<b>Royal Canal Total</b>	<b>4</b>	<b>5</b>				<b>1</b>		<b>9</b>		<b>4</b>	<b>1</b>	<b>1</b>		<b>24</b>	

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.

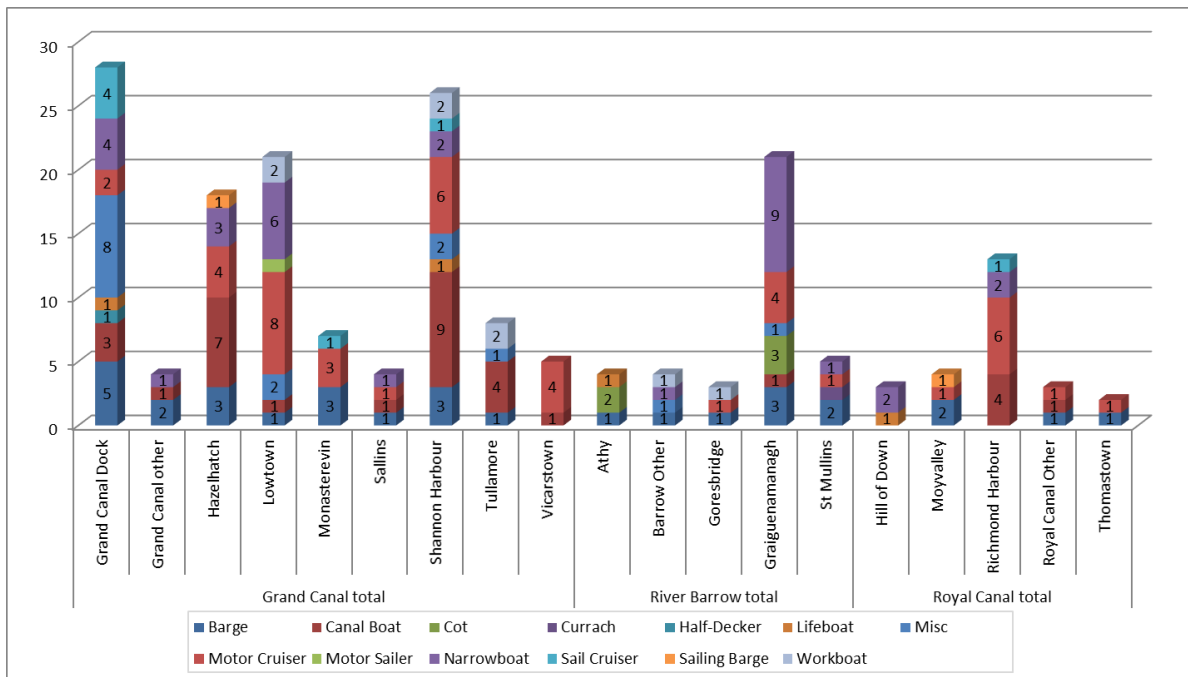


Figure 4.1: Distribution of heritage boat types by location

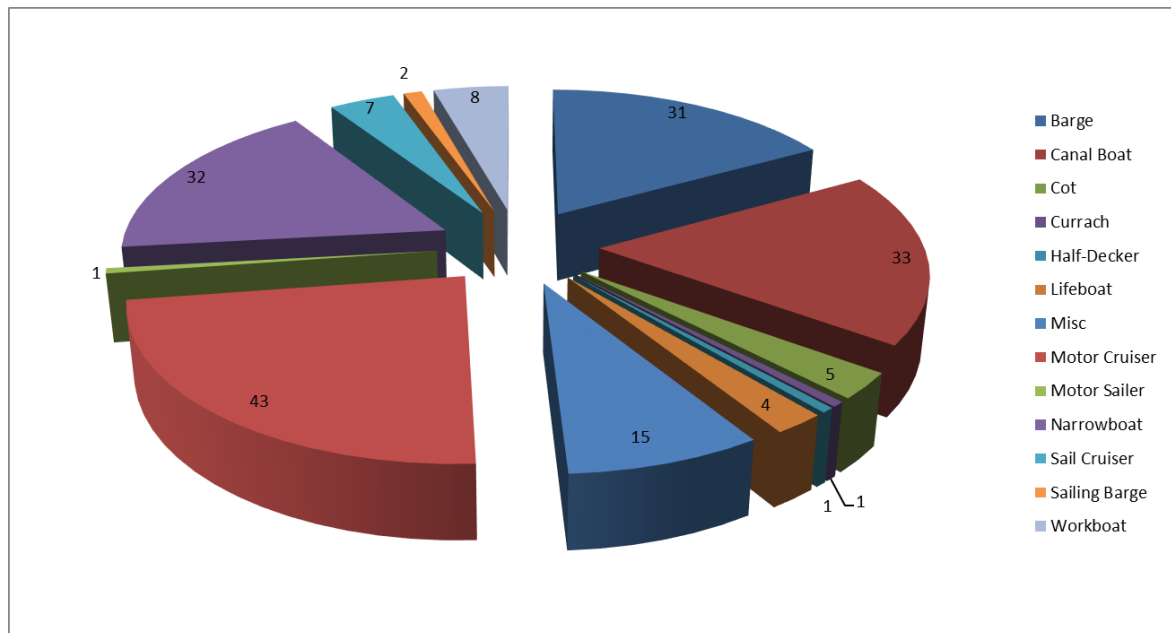
Not surprisingly, the pattern of distribution throughout the survey area shows significant clusters of boats at a small number of locations, generally canal harbours where facilities are concentrated, with boat numbers in single figures at other scattered locations. These boat clusters comprise 127 heritage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

#### 4.2 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 19<sup>th</sup> 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 an 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 Sailor (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.

### **4.3 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 7). 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 and/or of regional importance.
- 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.



<b>Number of boats</b>	<b>Barge</b>	<b>Canal Boat</b>	<b>Cot</b>	<b>Currach</b>	<b>Half-Decker</b>	<b>Lifeboat</b>	<b>Misc</b>	<b>Motor Cruiser</b>	<b>Motor Sailor</b>	<b>Narrowboat</b>	<b>Sail Cruiser</b>	<b>Sailing Barge</b>	<b>Workboat</b>	<b>Grand Total</b>
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
<b>Grand Total</b>	<b>31</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>43</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>183</b>

**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 Sailor, 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 Sailors. 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 identified 13 boats to be at risk of disintegration, including those in Category A (7), Category B (2) and Category C (4).

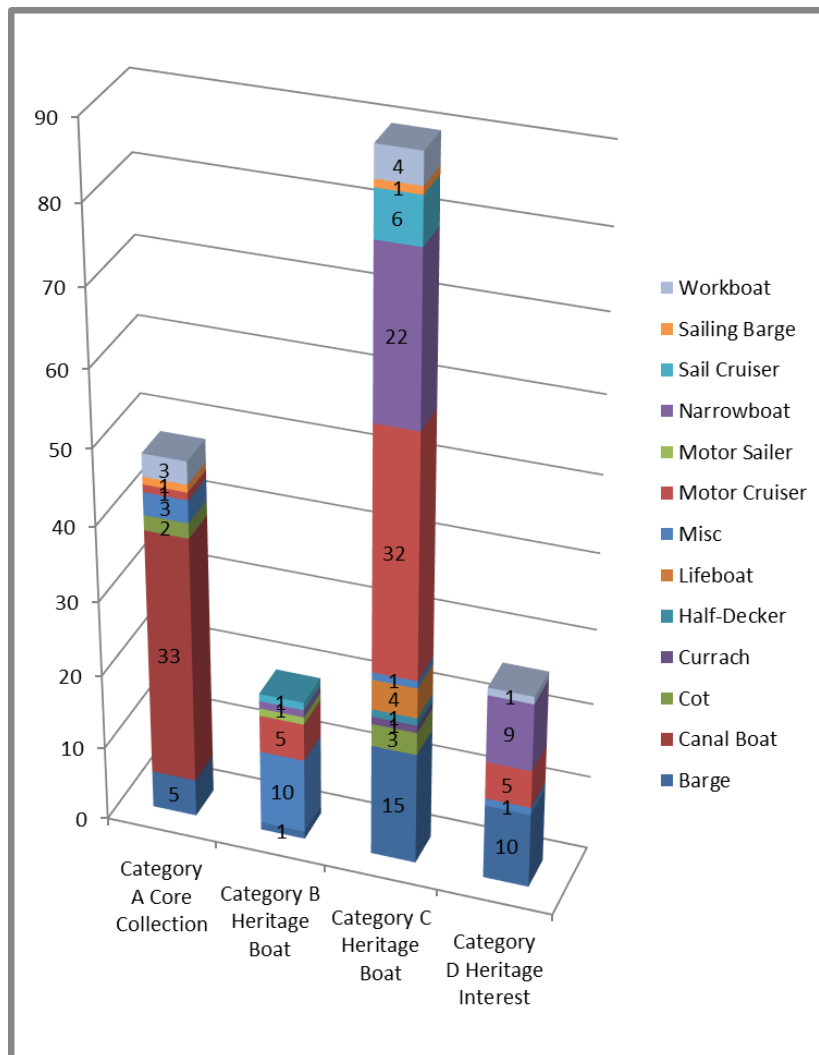


Figure 4.3: Distribution of heritage boat types by designation

Also added were “Boats that could not be identified or dated/have little or no identifiers such as a name or Shannon navigation number, but had obvious heritage attributes, and are classed as of heritage interest.” Some of these designations may need to be adjusted in the future as more information becomes available and records are updated.

#### 4.4 Canal Boats and the Heritage Boat Association

The information provided by the HBA on its website<sup>99</sup> and in its publications<sup>100</sup> 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.

<sup>99</sup> [www.heritageboatassociation.ie](http://www.heritageboatassociation.ie) op. cit.

<sup>100</sup> Burke (2006); Burke (2009) op. cit.

The highly informative website, Irish Waterways History, operated by Brian Goggin,<sup>101</sup> is another invaluable source of information on heritage boats.

#### 4.5 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 19<sup>th</sup> 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 Sailor	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 (Riveted)	2	13												15
Iron (Riveted)	1	6											3	10
Clinker Planked			2				1		1					4
Aluminium						3								3
Other							2							2
Canvas Skin				1										1
<b>Grand Total</b>	<b>31</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>43</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>183</b>

Table 4.3: Heritage boat types by hull material

<sup>101</sup> irishwaterwayshistory.com

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.

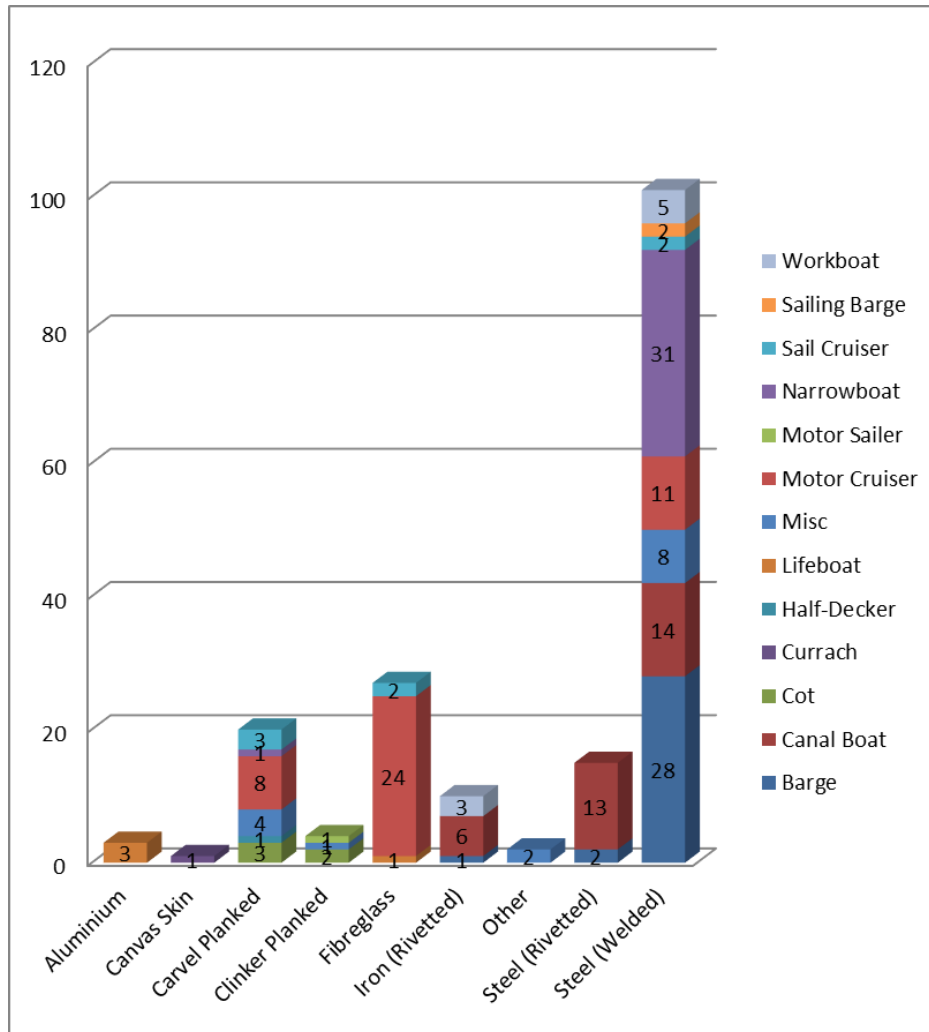


Figure 4.4: Heritage boat types by designation and hull material

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 Sailor (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).<sup>102</sup> The canals and waterways - with only

<sup>102</sup> Tully, 2008; Lynch et al. 2011, op. cit.

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.

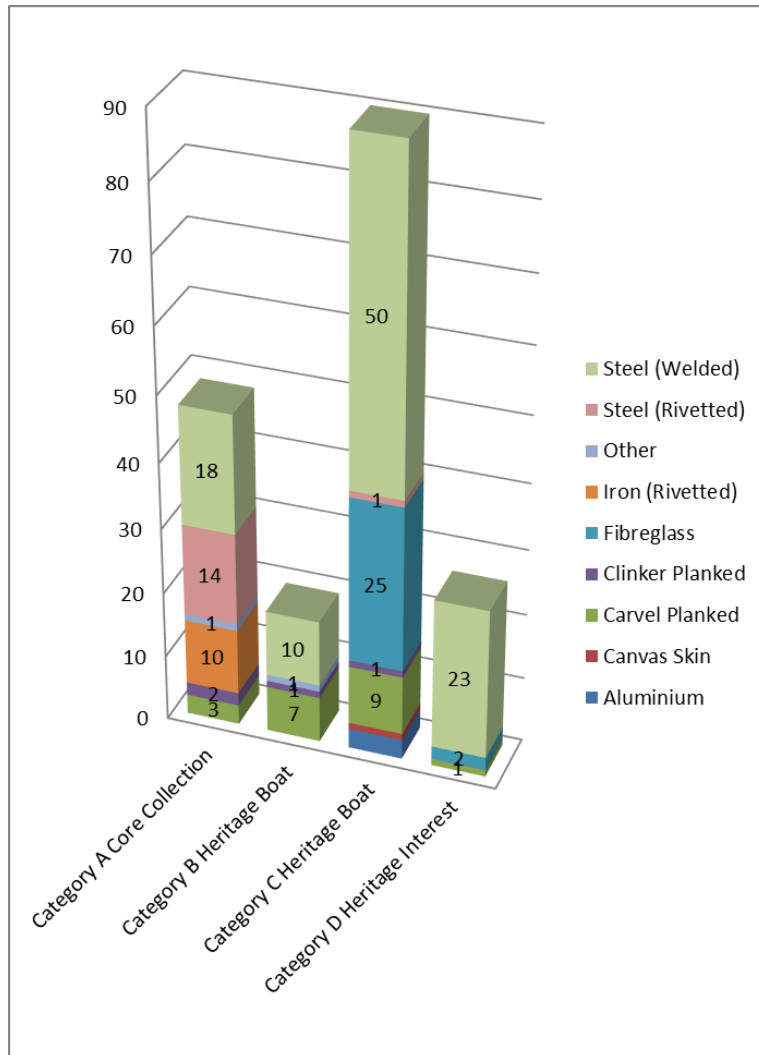


Figure 4.5: Heritage boat types by designation and hull material

#### 4.6 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) 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
<b>Grand Total</b>	<b>31</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>43</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>183</b>

**Table 4.4: Heritage boat types by place of construction**

## 5 Appendix V – Extract from the 2016 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; and note that all members of the survey team are boat owners. 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	<i>Saoirse ar an Uisce</i>	D	Barge	Athy	Steel (Welded)	Excellent
28	<i>Fin Mac Cool</i>	D	Barge	Barrow Other	Steel (Welded)	Good
30	<i>B0042</i>	C	Barge	Goresbridge	Steel (Welded)	Fair
5	<i>Barrow Haven</i>	D	Barge	Graiguenamanagh	Steel (Welded)	Good
20	<i>Five Leaves</i>	C	Barge	Graiguenamanagh	Steel (Welded)	Good
23	<i>Dutch Courage II</i>	C	Barge	Graiguenamanagh	Steel (Welded)	Good
150	N/A	C	Barge	Grand Canal Dock	Steel (Welded)	Fair
151	<i>Libertje, Rotterdam</i>	C	Barge	Grand Canal Dock	Steel (Rivettted)	Good
154	<i>Anchor</i>	A	Barge	Grand Canal Dock	Steel (Welded)	Good

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



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

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

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
131	<i>Freya</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
132	<i>Loki</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
133	<i>Odin</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
134	<i>Thor</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
135	<i>Tyr</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
136	<i>Valkyrie</i>	B	Misc	Grand Canal Dock	Steel (Welded)	Good
137	<i>Naomh Eanna</i>	C	Misc	Grand Canal Dock	Steel (Welded)	Poor
97	<i>Medbh</i>	A	Misc	Lowtown	Clinker Planked	Good
110	N/A	B	Misc	Lowtown	Carvel Planked	Sunk
176	<i>Shannon Ferry</i>	A	Misc	Shannon Harbour	Carvel Planked	Derelict Remains
185	<i>Maggie</i>	D	Misc	Shannon Harbour	Carvel Planked	Excellent
196	<i>The Carl Douglas</i>	B	Misc	Tullamore	Carvel Planked	Good
26	N/A	C	Motor Cruiser	Goresbridge	Steel (Welded)	Good
8	<i>Morning Mist II</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Fair
11	N/A	D	Motor Cruiser	Graiguenamanagh	Steel (Welded)	Good
17	<i>Mary G</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Good
24	<i>Sea Gull</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass	Fair
146	<i>Starfish Enterprise</i>	C	Motor Cruiser	Grand Canal Dock	Fibreglass	Good
153	<i>Wilmiranda (Ballyronan)</i>	B	Motor Cruiser	Grand Canal Dock	Carvel Planked	Fair
117	N/A	C	Motor Cruiser	Hazelhatch	Steel (Welded)	Fair
124	<i>Nadia</i>	A	Motor Cruiser	Hazelhatch	Carvel Planked	Derelict Remains
127	<i>Bella Maria</i>	C	Motor Cruiser	Hazelhatch	Steel (Welded)	Good
129	<i>Rushmere</i>	C	Motor Cruiser	Hazelhatch	Fibreglass	Good
95	<i>Macy Gray</i>	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	<i>Gunther</i>	C	Motor Cruiser	Lowtown	Steel (Welded)	Poor
102	<i>Tonnu</i>	C	Motor Cruiser	Lowtown	Fibreglass	Good
103	<i>Rosa Penna</i>	C	Motor Cruiser	Lowtown	Carvel Planked	Poor
107	<i>Arctic Tern</i>	C	Motor Cruiser	Lowtown	Fibreglass	Good
113	<i>Gypsy Rover II</i>	C	Motor Cruiser	Lowtown	Fibreglass	Fair
114	N/A	C	Motor Cruiser	Lowtown	Fibreglass	Good
42	<i>My Lily</i>	C	Motor Cruiser	Monasterevin	Fibreglass	Good
43	<i>Tara II</i>	C	Motor Cruiser	Monasterevin	Fibreglass	Good
46	<i>Sweet Caroline</i>	C	Motor Cruiser	Monasterevin	Fibreglass	Good
86	N/A	C	Motor Cruiser	Moyvalley	Carvel Planked	Undergoing restoration
53	<i>Easy Street</i>	C	Motor Cruiser	Richmond Harbour	Fibreglass	Good
55	<i>Beccles</i>	C	Motor Cruiser	Richmond Harbour	Steel (Welded)	Excellent
56	<i>Philomena</i>	C	Motor Cruiser	Richmond Harbour	Steel (Welded)	Good
58	<i>Seldom Sober</i>	D	Motor Cruiser	Richmond Harbour	Fibreglass	Good
59	<i>Hard Times</i>	C	Motor Cruiser	Richmond Harbour	Fibreglass	Fair
61	<i>Ida</i>	D	Motor Cruiser	Richmond Harbour	Steel (Welded)	Excellent
159	<i>Spirit of</i>	D	Motor Cruiser	Royal Canal Other	Steel (Welded)	Poor
163	<i>Fortuna</i>	B	Motor Cruiser	Sallins	Carvel Planked	Good
67	<i>Blackthorn</i>	B	Motor Cruiser	Shannon Harbour	Steel (Welded)	Good
177	N/A	C	Motor Cruiser	Shannon Harbour	Fibreglass	Fair
178	N/A	C	Motor Cruiser	Shannon Harbour	Fibreglass	Good
184	<i>Sly Fox</i>	B	Motor Cruiser	Shannon Harbour	Steel (Welded)	Good
188	<i>Valhalla</i>	C	Motor Cruiser	Shannon Harbour	Fibreglass	Good
189	N/A	B	Motor Cruiser	Shannon Harbour	Carvel Planked	Fair
204	N/A	C	Motor Cruiser	St Mullins	Carvel Planked	Poor

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

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction	Observed Boat Condition
126	<i>Samhlaiocht</i>	C	Narrowboat	Hazelhatch	Steel (Welded)	Fair
89	<i>Flossy Fluke</i>	C	Narrowboat	Hill of Down	Steel (Welded)	Excellent
91	<i>My Way</i>	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	<i>Joey</i>	C	Narrowboat	Lowtown	Steel (Welded)	Excellent
108	<i>Lily</i>	D	Narrowboat	Lowtown	Steel (Welded)	Good
111	<i>Rowan</i>	D	Narrowboat	Lowtown	Steel (Welded)	Fair
112	<i>Peacock</i>	D	Narrowboat	Lowtown	Steel (Welded)	Excellent
54	<i>Celtic Duke</i>	C	Narrowboat	Richmond Harbour	Steel (Welded)	Good
65	<i>Sally</i>	C	Narrowboat	Richmond Harbour	Steel (Welded)	Fair
162	N/A	D	Narrowboat	Sallins	Steel (Welded)	Derelict Remains
174	<i>Otilie</i>	B	Narrowboat	Shannon Harbour	Carvel Planked	Fair
187	<i>Millicent</i>	C	Narrowboat	Shannon Harbour	Steel (Welded)	Fair
205	<i>HB - Heather Breeze</i>	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	<i>Tjaldur</i>	B	Sail Cruiser	Grand Canal Dock	Carvel Planked	Fair
41	<i>Swallow</i>	C	Sail Cruiser	Monasterevin	Fibreglass	Good
52	<i>Glory B II</i>	C	Sail Cruiser	Richmond Harbour	Carvel Planked	Good
179	<i>Granuaile</i>	C	Sail Cruiser	Shannon Harbour	Steel (Welded)	Good
128	<i>Marina</i>	C	Sailing Barge	Hazelhatch	Steel (Welded)	Good
85	<i>Nieuwe Zorgan</i>	A	Sailing Barge	Moyvalley	Steel (Welded)	Good
191	<i>B0042</i>	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	<i>B0031</i>	C	Workboat	Lowtown	Steel (Welded)	Poor
109	<i>Rosbeg, (Formerly Erin)</i>	A	Workboat	Lowtown	Iron (Riveted)	Derelict Remains
74	<i>Fox</i>	A	Workboat	Shannon Harbour	Iron (Riveted)	Poor
77	<i>The Bat</i>	A	Workboat	Shannon Harbour	Iron (Riveted)	Fair
170	<i>B0091</i>	C	Workboat	Tullamore	Steel (Welded)	Poor
171	N/A	C	Workboat	Tullamore	Steel (Welded)	Sunk

## 6 Appendix VI – Extract from the 2017 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
- Brocaun
- Canal Boat
- Cot
- Gandalow
- Lake Boat
- Miscellaneous
- Motor Cruiser
- Motor Sailor
- Narrowboat
- Rowing Shell
- Rowing Skiff
- Sailing Barge
- Sailing Cruiser
- Sailing Dinghy
- Trawler
- Workboat

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

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
218	<i>Walvis</i>	A	Barge	Athlone, below bridge, east bank	Steel	Rivettted	Fair
212	<i>Selkie</i>	D	Barge	Athlone, below bridge, west bank	Steel	Welded	Excellent
289	<i>Linquenda</i>	A	Barge	Athlone, Lough Ree Yacht Club	Steel	Rivettted	Good
211	<i>Coill An Eo</i>	B	Barge	Athlone, near Athlone lock	Steel	Welded	Good



ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
217	<i>Tigh na Mara</i>	D	Barge	Athlone, under railway bridge, east bank	Steel	Welded	Fair
330	" <i>Deo Volente</i> " or " <i>Bona Fide</i> "	B	Barge	Below bridge at Killaloe	Steel	Riveted	Poor
264	<i>Johanna</i>	A	Barge	Carrick on Shannon	Iron	Riveted	Good
269	<i>Bona Spes</i>	A	Barge	Carrick on Shannon	Iron	Riveted	Fair
270	<i>Tristan (formerly Gillaroo)</i>	A	Barge	Carrick on Shannon	Iron	Riveted	Good
268	<i>Anabell</i>	D	Barge	Carrick on Shannon	Steel	Welded	Poor
284	<i>De Ark, (Enkhuizen)</i>	D	Barge	Carrick on Shannon	Steel	Welded	Good
306	<i>ESB Number 1</i>	A	Barge	Church Bay	Steel	Riveted	Poor
307	<i>ESB Number 2</i>	A	Barge	Church Bay	Steel	Riveted	Poor
332	<i>Kaatje</i>	C	Barge	Conlans Marina, Carnadoe	Steel	Welded	Excellent
347	<i>M. V. Sarah</i>	A	Barge	Cootehall Quay	Iron	Riveted	Good
266	<i>Samson</i>	A	Barge	Dromad	Iron	Riveted	Excellent
223	<i>St Molua</i>	A	Barge	Dry Dock, Lakeside Marina, Athlone	Steel	Riveted	Excellent
344	N/A	D	Barge	ESB Depot, Killaloe Canal, below the bridge	Steel	Welded	Fair
295	<i>Laura James III</i>	D	Barge	Kilgarvan	Steel	Riveted	Good
345	N/A	B	Barge	Killaloe, in main river, ESB depot below bridge	Steel		Fair
328	<i>St James</i>	A	Barge	Killenure Lough	Steel	Riveted	Poor
329	" <i>Deo Volente</i> " or " <i>Bona Fide</i> "	B	Barge	Killenure Lough	Steel	Riveted	Poor
219	<i>No Worries</i>	A	Barge	Lakeside Marina, Athlone	Steel	Riveted	Good
224	N/A	C	Barge	Lakeside Marina, Athlone	Steel	Welded	
221	<i>Mille D. Rumba</i>	D	Barge	Lakeside Marina, Athlone	Steel	Welded	Excellent

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
288	<i>St Brigid</i>	A	Barge	Lough Corry	Steel	Rivettted	Derelict remains
362	<i>Papillon</i>	C	Barge	Lough Key, Moorings Marina	Steel	Rivettted	Fair
363	<i>Hoop.op.W elvaart</i>	D	Barge	Lough Key, Moorings Marina	Steel	Welded	Good
361	<i>Westerduin</i>	C	Barge	Lough Key, Moorings Marina	Steel		Good
346	<i>Argo Sneek</i>	A	Barge	Mountshannon	Steel	Rivettted	Excellent
303	<i>Luctor et Emergo</i>	A	Barge	Portumna, Castle Harbour Marina	Iron	Rivettted	Excellent
228	<i>Shannon Princess</i>	D	Barge	Quigley's Marina, Killenure	Steel	Welded	Excellent
263	<i>Delfini</i>	A	Barge	Rooskey	Iron	Rivettted	Excellent
326	<i>St Patrick</i>	A	Barge	Shannon Harbour	Steel	Rivettted	Fair
260	<i>Knocknago w ("Little Knocknago w")</i>	A	Barge	Shannon Sailing Marina, Dromineer	Steel	Rivettted	Good
290	<i>Crabbelcatt e</i>	B	Barge	Shannonbridge	Steel	Welded	Good
291	<i>Beppe Antje (Grandmother Anna)</i>	D	Barge	Shannonside Marina, Lusmagh	Steel	Welded	Good
368	<i>Rupanco</i>	D	Barge	Tara Marina, Boyle River, Knockvicar	Steel	Welded	Good
252	<i>De Eems</i>	A	Barge	Terryglass	Iron	Rivettted	Excellent
299	<i>N/A</i>	D	Barge	Wineport Lodge Marina	Steel		
377	<i>N/A</i>	D	Brocaun	Arthur's Quay, Limerick	Wood	Clinker Planked	Good
380	<i>N/A</i>	D	Brocaun	Castleconnell	Wood	Clinker Planked	Good
379	<i>N/A</i>	D	Brocaun	Curraghgour Boat Club, Merchants Quay	Wood	Clinker Planked	Good
375	<i>N/A</i>	D	Brocaun	Plassey, Limerick	Wood	Clinker Planked	Fair
385	<i>N/A</i>	D	Brocaun	Plassey, Limerick	Wood	Clinker Planked	Excellent
215	<i>63M</i>	A	Canal Boat	Athlone, below bridge, east bank	Steel	Rivettted	Poor

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
304	45M	A	Canal Boat	Church Bay	Steel	Rivettted	Fair
305	77M	A	Canal Boat	Church Bay	Steel	Rivettted	Good
267	49M "Ye Iron Lung"	A	Canal Boat	Dromad	Steel	Rivettted	Good
259	50M / "Venus"	A	Canal Boat	Dromineer	Steel	Rivettted	Good
331	75M	A	Canal Boat	Gailey Bay	Steel	Rivettted	Derelict Remains
296	71M	A	Canal Boat	Gortmore Harbour	Steel	Rivettted	Good
315	62M	A	Canal Boat	Killaloe	Steel	Rivettted	Fair
276	113B The Fox	A	Canal Boat	Lanesboro	Steel	Rivettted	Excellent
279	102B "The Harp"	A	Canal Boat	Lanesboro, Hanley's Marina	Steel	Rivettted	Good
281	108B, "The Bowler"	A	Canal Boat	Lanesboro Hanley's Marina	Steel	Rivettted	Good
316	61M - An Murrough	A	Canal Boat	Lough Derg Yacht Club, Dromineer	Steel	Rivettted	Fair
317	66M - The Bishop Whelan	A	Canal Boat	Lough Derg Yacht Club, Dromineer	Steel	Rivettted	Good
301	The James and Mary	B	Canal Boat	Meelick Quay	Steel	Rivettted	Excellent
308	35M	A	Canal Boat	Nutgrove Harbour	Steel	Rivettted	Good
245	79M	A	Canal Boat	Portumna Bridge	Steel	Rivettted	Fair
247	70M	A	Canal Boat	Portumna Bridge	Steel	Rivettted	Good
233	74 M	A	Canal Boat	Rooskey Lock	Steel	Rivettted	Good
229	41M	A	Canal Boat	Scarrif Harbour	Steel	Rivettted	Good
230	76M	A	Canal Boat	Scarrif Harbour	Steel	Rivettted	Excellent
231	69M	A	Canal Boat	Scarrif Harbour	Steel	Rivettted	Good
232	47M, Palo Alto	A	Canal Boat	Scarrif Harbour	Steel	Rivettted	Fair

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
321	<i>103B - The Snipe</i>	A	Canal Boat	Shamrock Marina, Banagher	Iron	Riveted	Good
323	<i>42B - The Snark</i>	A	Canal Boat	Shannon Harbour	Steel	Riveted	Fair
324	<i>34M - Whistler</i>	A	Canal Boat	Shannon Harbour	Steel	Riveted	Good
248	<i>33M - "Eve"</i>	A	Canal Boat	Terryglass	Steel	Riveted	Good
249	<i>40M, "Sequoia"</i>	A	Canal Boat	Terryglass	Steel	Riveted	Excellent
250	<i>72M</i>	A	Canal Boat	Terryglass	Steel	Riveted	Excellent
364	<i>N/A</i>	D	Cot	Belturbet	Wood	Clinker Planked	Fair
365	<i>N/A</i>	D	Cot	Belturbet	Wood	Clinker Planked	Fair
378	<i>N/A</i>	D	Gandalow	Arthur's Quay, Limerick	Wood	Clinker Planked	Excellent
342	<i>N/A</i>	D	Gandalow	O'Briens Bridge	Wood	Clinker Planked	Good
383	<i>N/A</i>	D	Gandalow	Plassey, Limerick	Wood	Clinker Planked	Fair
384	<i>N/A</i>	D	Gandalow	Plassey, Limerick	Wood	Clinker Planked	Fair
311	<i>N/A</i>	D	Lake Boat	Church Bay	Wood	Clinker Planked	Fair
312	<i>N/A</i>	D	Lake Boat	Church Bay	Wood	Clinker Planked	Fair
241	<i>N/A</i>	A	Lake Boat	Church Museum	Wood	Clinker Planked	Good
349	<i>N/A</i>	D	Lake Boat	Dromineer, Nenagh Boat Club	Wood	Clinker Planked	Good
343	<i>N/A</i>	D	Lake Boat	Garrykennedy	Wood	Clinker Planked	Good
351	<i>N/A</i>	D	Lake Boat	Killaloe, Lakeshore Hotel	Wood	Clinker Planked	Excellent
340	<i>N/A</i>	D	Lake Boat	Rinn River Marina	Wood	Clinker Planked	Derelict remains
341	<i>N/A</i>	D	Lake Boat	Rinn River Marina	Wood	Clinker Planked	Poor
213	<i>Viking</i>	A	Miscellaneous	Athlone, below bridge, west bank	Wood	Carvel Planked	Excellent
356	<i>Sionn Mhara</i>	D	Miscellaneous	Banagher	Wood	Carvel Planked	Excellent

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
225	<i>Apollo Duck</i>	D	Miscellaneous	Lakeside Marina, Athlone	Steel	Welded	Good
339	N/A	D	Miscellaneous	Rinn River Marina	Wood	Clinker Planked	Fair
236	N/A	B	Miscellaneous	Scarrif Harbour	Aluminium	Rivettted	Good
237	N/A	B	Miscellaneous	Scarrif Harbour	Aluminium	Rivettted	Good
286	<i>King Fisher</i>	D	Motor Cruiser	Acres Lake	GRP	Moulded	Good
214	<i>Romaris</i>	B	Motor Cruiser	Athlone, below bridge, west bank	Wood	Carvel Planked	Excellent
210	<i>Barracuda</i>	C	Motor Cruiser	Athlone, below bridge, west bank	GRP	Moulded	Good
294	<i>Thalassa</i>	B	Motor Cruiser	Ballinasloe	Steel	Welded	Good
359	N/A	D	Motor Cruiser	Banagher	Wood	Carvel Planked	Work in progress
272	<i>The Lady B</i>	B	Motor Cruiser	Carnadoe, Conlan's Boatyard	Wood	Ply Sheeted	Good
274	<i>Marita</i>	B	Motor Cruiser	Carnadoe, Conlan's Boatyard	Steel	Welded	Fair
273	N/A	C	Motor Cruiser	Carnadoe, Conlan's Boatyard	Wood	Carvel Planked	Poor
271	N/A	C	Motor Cruiser	Carnadoe, Conlan's Boatyard	Wood	Clinker Planked	Poor
275	<i>Lady of Dublin</i>	B	Motor Cruiser	Clooncommon, Lough Boderg (Conlan's land), Co Roscommon	Wood	Carvel Planked	Derelict remains
265	<i>Cosmea</i>	C	Motor Cruiser	Dromad	Steel	Welded	Good
258	<i>Carpe Diem</i>	C	Motor Cruiser	Dromineer	Steel	Welded	Good
310	N/A	D	Motor Cruiser	Drumsna, bank opposite the quay	Steel	Rivettted	Derelict remains
327	<i>Winter Solstice</i>	C	Motor Cruiser	Hollands Steam Station, Williamstown Quay	Wood	Carvel Planked	Excellent
287	<i>Illyria II</i>	D	Motor Cruiser	Hudson Bay	Steel	Welded	Fair
293	<i>Antares</i>	C	Motor Cruiser	Kilgarvan	GRP	Moulded	Good

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
314	<i>Pheonix</i>	A	Motor Cruiser	Killaloe Canal	Iron	Rivetted	Good
367	<i>Kittywake, NYC</i>	C	Motor Cruiser	Killaloe, The Killaloe Hotel Marina	Wood	Carvel Planked	Fair
220	<i>Marlou</i>	A	Motor Cruiser	Lakeside Marina	Wood	Carvel Planked	Good
277	<i>Vicki May</i>	A	Motor Cruiser	Lanesboro	Wood	Carvel Planked	Excellent
282	<i>N/A</i>	D	Motor Cruiser	Lanesboro, Hanley's Boatyard	Wood	Carvel Planked	Poor
278	<i>Seagull</i>	A	Motor Cruiser	Lanesboro, Hanley's Marina	Wood	Carvel Planked	Excellent
280	<i>N/A</i>	D	Motor Cruiser	Lanesboro, Hanley's Marina	Wood	Clinker Planked	Good
242	<i>Scaramouche</i>	D	Motor Cruiser	Mountshannon Harbour	Steel	Welded	Good
309	<i>Janny</i>	D	Motor Cruiser	Nutgrove Harbour	Steel	Rivetted	Poor
297	<i>Raki (Tadhg's Dream)</i>	C	Motor Cruiser	Portaneena Marina	Wood	Carvel Planked	Good
246	<i>Mallard</i>	C	Motor Cruiser	Portumna Bridge	GRP	Moulded	Good
355	<i>Seachranai</i>	D	Motor Cruiser	Portumna, Bridge	Steel	Welded	Good
366	<i>Tricia of Bute</i>	B	Motor Cruiser	Portumna, Castle Harbour Marina	GRP	Moulded	Good
354	<i>Francesca</i>	D	Motor Cruiser	Portumna, Connought Marina	Wood	Clinker Planked	Excellent
227	<i>Cuanna</i>	B	Motor Cruiser	Quigley's Marina, Killenure	Wood	Carvel Planked	Excellent
300	<i>Harklow</i>	B	Motor Cruiser	Quigley's Marina, Killenure	Wood	Ply Sheeted	Good
226	<i>N/A</i>	D	Motor Cruiser	Quigley's Marina, Killenure	Wood	Carvel Planked	Derelict remains
335	<i>Lady-B-Good</i>	A	Motor Cruiser	Rinn River Marina	Wood	Carvel Planked	Work in progress
337	<i>Frisia (Formerly Zenith)</i>	A	Motor Cruiser	Rinn River Marina	Steel	Welded	Poor
333	<i>Lady Inez, Poole</i>	B	Motor Cruiser	Rinn River Marina	Wood	Carvel Planked	Good

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
336	<i>Clorina</i>	B	Motor Cruiser	Rinn River Marina	Wood	Carvel Planked	Fair
334	N/A	D	Motor Cruiser	Rinn River Marina	Wood	Ply Sheeted	Good
338	<i>Vieira Ri</i>	D	Motor Cruiser	Rinn River Marina	Wood	Ply Sheeted	Fair
234	<i>Lady Muriel, Swansea</i>	C	Motor Cruiser	Scarrif harbour	Steel	Welded	Fair
235	<i>Morning Mist</i>	C	Motor Cruiser	Scarrif Harbour	Steel	Welded	Good
238	<i>Early Dawn</i>	C	Motor Cruiser	Scarrif Harbour	Steel	Welded	Good
322	<i>Ferro Lady</i>	C	Motor Cruiser	Shamrock Marina, Banagher	Ferrocement	Moulded	Fair
261	<i>Cormorant</i>	C	Motor Cruiser	Shannon Sailing Marina, Dromineer	GRP	Moulded	Good
251	<i>Tubal</i>	B	Motor Cruiser	Terryglass	Steel	Welded	Good
255	<i>Atlas</i>	C	Motor Cruiser	Terryglass	GRP	Moulded	Good
253	<i>Seacat</i>	D	Motor Cruiser	Terryglass	GRP	Moulded	Good
257	N/A	D	Motor Cruiser	Terryglass	Steel	Welded	Fair
256	<i>Hawthorn</i>	B	Motor Cruiser	Terryglass	Steel	Welded	Excellent
285	<i>Nisha</i>	D	Motor Sailer	Acres Lake	Wood	Ply Sheeted	Good
302	<i>Cirrus</i>	A	Motor Sailer	Rinn River Marina	Wood	Carvel Planked	Work in progress
353	<i>Glenvara</i>	D	Narrowboat	Albert Marina	Steel	Welded	Good
222	<i>Rainbow II</i>	C	Narrowboat	Lakeside Marina, Athlone	Steel	Welded	Good
381	N/A	D	Rowing Shell	Castleconnell	Wood	Moulded	Fair
370	<i>The Patrick</i>	B	Rowing Shell	Gertie Browns's, Costume Place, Athlone	Wood	Clinker Planked	Good
386	N/A	C	Rowing Shell	Limerick Boat Club, Wellesley Pier, Sarsfield Bridge, Limerick	Wood	Moulded	Poor

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
387	N/A	C	Rowing Shell	Limerick Boat Club, Wellesley Pier, Sarsfield Bridge, Limerick	Wood	Moulded	Poor
369	<i>Naomh Mhuire</i>	B	Rowing Shell	Lough Ree Inn, Coosan Point	Wood	Clinker Planked	Good
371	<i>The Eilis</i>	B	Rowing Shell	Sean's Bar, Athlone	Wood	Clinker Planked	Good
373	<i>The Rolls</i>	C	Rowing Shell	St Michaels Rowing Club, Limerick	GRP	Moulded	Excellent
374	N/A	D	Rowing Shell	St Michael's Rowing Club, Limerick	Wood	Moulded	Excellent
372	<i>The J.T. Murray</i>	C	Rowing Shell	The Bush Hotel, Carrick on Shannon	Wood	Moulded	Good
320	N/A	A	Rowing Skiff	Dromineer	Wood	Clinker Planked	Good
216	<i>Ebenhaezer</i>	A	Sailing Barge	Athlone, above bridge, east bank	Iron	Riveted	Good
262	<i>Spera in Deo - T82</i>	A	Sailing Barge	Dromineer	Iron	Riveted	Excellent
244	<i>Christine</i>	A	Sailing Cruiser	Castle Harbour, Portumna	Wood	Carvel Planked	Good
243	<i>Fec</i>	B	Sailing Cruiser	Castle Harbour, Portumna	GRP	Moulded	Fair
292	N/A	C	Sailing Cruiser	Cloondavaun, O'Sullivan's Marina	Ferrocement	Moulded	Poor
352	<i>Amaryilis</i>	B	Sailing Cruiser	Dromineer	Wood	Carvel Planked	Good
350	<i>Roma</i>	D	Sailing Cruiser	Dromineer	Wood	Carvel Planked	Good
283	<i>Sheenagh (KYC)</i>	D	Sailing Cruiser	Lanesboro, Hanleys Boatyard	Wood	Moulded	Fair
318	<i>Shindilla</i>	B	Sailing Cruiser	Lough Derg Yacht Club, Dromineer	Steel	Welded	Good
239	N/A	D	Sailing Cruiser	Mountshannon	Wood	Clinker Planked	Poor
240	<i>Imraan</i>	D	Sailing Cruiser	Mountshannon Harbour	Steel	Welded	Fair
298	<i>Snocat</i>	B	Sailing Cruiser	Portrunny	Wood	Ply Sheeted	Good
254	<i>Sasta</i>	C	Sailing Cruiser	Terryglass	GRP	Moulded	Excellent



ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction	Boat Condition
376	<i>Kilmoon</i>	B	Sailing Dinghy	Arthur's Quay, Limerick	Wood	Clinker Planked	Good
319	<i>N/A</i>	C	Sailing Dinghy	Lough Derg Yacht Club, Dromineer	Wood	Clinker Planked	Excellent
382	<i>N/A</i>	C	Sailing Dinghy	Lough Ree Yacht Club, Ballyglass, Athlone	Wood	Clinker Planked	Good
360	<i>Girl Catriona</i>	D	Trawler	The Moorings Marina, Lough Key	Wood	Clinker Planked	Fair
348	<i>B0032</i>	No n-Cat ego ry	Workboat	Killaloe, ESB Depot below bridge	Steel	Welded	Fair
313	<i>N/A</i>	No n-Cat ego ry	Workboat	Lecarrow	Steel	Welded	Good
358	<i>B0160</i>	No n-Cat ego ry	Workboat	Lecarrow Canal	Steel	Welded	Good
357	<i>Inis Cealtra</i>	No n-Cat ego ry	Workboat	Mid river, Derryhane Co. Roscommon	Steel	Welded	Good

## 7 Appendix VII – Boatbuilders

The list of boatbuilders below was taken from the Golden Pages. It is not exhaustive but is publicly available. Heritage boat organisations and local boat owners may be able to suggest skilled boatbuilders and repairers 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
Muiráis 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

## **8 Appendix VIII – Dugout Boats of the River Shannon (Niall Gregory)**

Ireland is unique in comparison to Britain and Continental Europe when the environmental distribution of its dugout boats is considered. The trend in Europe tends towards the greater proportion of its dugout boats being sited in rivers – at least 70%. Whereas in Ireland 70% of the dugout boats are from lakes, 25% rivers, with the remainder being estuaries or unrecorded locations. This different distribution in Ireland can be accounted for by the use of the Continent's boats being either for travelling along rivers as arterial routes or as ferries to overcome the barrier presented by the rivers – whereas in Ireland it is more complex and varied.

Irish dugout boats are more diverse than those in Britain and Continental Europe, with greater varieties in sizes and hull shapes. This reflects a combination of multiple uses and environments. An examination of recent discoveries by Dr. Niall Gregory revealed new types of dugout boat in Ireland, which have no known parallels elsewhere. This has led to on-going work on reclassification of both Irish and European dugout boats.

In general, the reason that the majority of Ireland's dugout boats are found in lakes reflects the quantity and relatively sizeable aspect of lakes with inter-connecting waterways. The greater number of lakes relative to the size of the country gave rise to greater numbers of boats. However, given that the total number of dugout boat discoveries – at approximately 500 – far exceeds the number of discoveries in any other European country does not satisfactorily account for the sheer number of dugout boats. How the lakes were utilised through human activity and their diverse environments must in part account for the number of boats. Yet this is still an incomplete explanation. It is no coincidence that the manner in which Ireland's lake environment is inter-connected by its rivers, in particular in counties Fermanagh, Tyrone, Sligo, Leitrim, Cavan, Longford, Roscommon and Westmeath, also reflects the greater proportion of dugout boat discoveries nationally. Recent discoveries by Capt. Trevor Northage has added to this trend. Before then, just two dugout boats had been discovered in Lough Corrib. His work in discovering a large number of boats has significantly added to this corpus and brought the lakes with interconnecting rivers in Galway and Mayo into this grouping or environmental distribution.

Irish dugout boats have a long tradition of use, great variety in sizes, methods of propulsion and design uses. They range from about 7,000 BC to 1793 AD. They died out first in the south east of the country as a direct result of deforestation during the 16<sup>th</sup> and 17<sup>th</sup> centuries by the English, formerly for their navy's shipbuilding industry and latterly, and for charcoal making during the Industrial Revolution. Construction of dugout boats is a highly wasteful activity – just one boat (or perhaps two) could be made from one tree trunk. Much of the timber of the trunk was hacked out in small pieces to hollow the trunk into a boat. The south east of Ireland also saw the birth of the cot boat tradition – a direct descendant of the dugout boat. The cot retains significant similarities to the dugout boat, being of a very slender hull and flat bottomed. More cots could be made per tree trunk than dugout boats. With deforestation spreading throughout the country the use of cots through sourcing of the raw materials to make them became much more efficient.

Ireland's dugout boats, similar to in other European countries, were usually paddled. However, Irish dugout boats were also rowed, punted and even sailed. Eight and possibly nine discovered by Capt. Northage show evidence of having been sailed. No other European dugout boat displays such definitive evidence. Attersee in Austria does have a 19<sup>th</sup> century tradition of dugout fishing boats being sailed. However, these are not dugout boats in the strictest sense as three tree trunks were used in the construction of each boat. More recently Dr. Niall Gregory's work on dugout boats in the River Finn and Foyle area of the Derry–Donegal border has found a new dugout boat type, a large cargo-carrying version which used a bow-mounted rowing position combined with stern-end punting. To date nothing similar has been found anywhere else in the world.

Ireland also displays the greatest range in the size of these boats, from 2m in length to the 15.24m long Iron Age Lurgan Boat (Go. Galway) on display in the National Museum of Ireland. There is an account of a mid-19<sup>th</sup> century discovery from Lower Lough Erne measuring 16.19m in length. Miran Eric in Slovenia recently excavated a 15m long Roman dugout boat; and a possible 16m long dugout boat was recently discovered in Malaysia.

A unique aspect of the method of construction of dugout boats, in contrast with other boat types, is that the single piece of timber from which the entire craft was fashioned enabled a significant variety of designs. In contrast, a plank built boat has to follow certain rules or principles of construction for it to function as a boat. This leads to some extent to a conformity of construction and thus a rigidity of hull design and shape. Whereas dugout boats can break almost all of these rules, so is much more fluid in the size, shape and lines of the hull. The one restricting element is the size of the parent tree trunk from which the boat is made, which restricts its size. Certain sizes and hull shapes of dugout boats have leant themselves more readily to certain design considerations or intended use, which range from the personal, to fishing, ferries, cargo-carrying, reed gathering, animal transport, war or raiding. Different sizes and shapes are found in all periods.

Dugout boats are the most common type of boat found in Ireland's archaeological and historical record. This is as a direct result of how they are manufactured from a single large piece of timber, being sufficiently sturdy to survive for a long period of time. Most survive with their bases bearing testament to their original shape and size. Their number is not a recognition of their popularity over other boat forms. Rather it is a reflection of the extent to which Ireland's waterways were utilised by all forms of boats – a pre-historic tradition that continues to this day.

## 9 Appendix IX - Conservation Stabilisation, Storage, Recording, Restoration

This section is a brief overview and general explanation of the conservation, stabilisation, storage, recording and restoration of historic boats and ships in Ireland and is by no means comprehensive. The formation of a statutory policy 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.

### 9.1 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 the further deterioration of a vessel.

## **9.2 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*,<sup>103</sup> 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.

## **9.3 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.<sup>104</sup>

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 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 are 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.

## **9.4 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

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<sup>103</sup> [www.irishwaterwayshistory.com](http://www.irishwaterwayshistory.com) op. cit.

<sup>104</sup> 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.

### **9.5 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.



## 10 Appendix X - Annotated Bibliography

Publication	Notes
Beautement, Patrick (2014) “Building a River Shannon Gandelow – A Basic Step-by-Step Guide” <a href="mailto:boats@beautement.com">boats@beautement.com</a>	This guide records the measurements and ‘quirks’ of rejuvenated Gandelows and provides guidance to boat-builders who wish to recreate these elegant and functional craft.
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 <a href="http://www.irishrowingarchives.com">www.irishrowingarchives.com</a>
Bielenberg, A., ed., (2002) <i>The Shannon Scheme – An Inspirational Milestone</i> Lilliput, Dublin	A collection of essays on what the Shannon Scheme involved, how it worked and who was responsible for it.
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.
Colin Buchanan and Partners; John Cronin & Associates; Hamond, F. & Browne A. (2004) <i>Waterways Corridor Study A study of the area surrounding Lanesborough to Shannonbridge</i> The Heritage Council	Two of a series of four studies along stretches of the River Shannon and connected navigations; see Cunnane Stratton Reynolds et al. below.
Colin Buchanan and Partners; John Cronin & Associates; Roche, N. (2005) <i>Waterways Corridor Study A study of the area surrounding the Upper Shannon navigation down to Roosky including the Boyle River, Lough Allen, Lough Key and the Carnadoe waters</i> The Heritage Council	Aims to identify ways to manage the waterways corridor environment to the benefit of all, i.e. heritage, land and water-based users; and to improve understanding of the area, in order to ensure retention of the distinctiveness of a place, while allowing for development and evolution of use for the future.
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	Regeneration, habitats, safety, recreation, planning, tourism and management are among the issues discussed. Case studies from England, Scotland, Belgium and Germany are included.

Publication	Notes
Byford, Giles (2015) <i>Reedbound, A Year on Ireland's Waterways</i> , Matador-an imprint of Troubadour Publishing Ltd.	With their experience of English and European waterways Jill Parkinson and Giles Byford give a philosophical account of the quiet Irish Canals and the River Shannon, with lovely illustrations by Jill.
Cahill, S., O'Brien G., & Casey, J., (2006) <i>Lough Ree and its Island</i> . Three Counties Press Athlone	An important guide to Lough Ree, including the ecclesiastical, civil and social history of its islands.
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. Includes details of the passenger boats that once plied the canals.
Cassells Brian (2014) <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 &amp; the Royal Canal between Clondara to Thomastown</i> , The Heritage Council	Summary at <a href="http://www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2004b/2004_WCS_Study_roosky_lanesborough.pdf">www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2004b/2004_WCS_Study_roosky_lanesborough.pdf</a>
Condit, C.; O'Sullivan, A. (1999) <i>Landscapes of Movement and Control: Interpreting Prehistoric Hillforts and Fording Places on the River Shannon</i> . Discovery Programme Reports V. pp:25-29 Royal Irish Academy, Dublin	Academic paper on the strategic importance of hillforts and fording points on the River Shannon
Conwell, John, J. (2017) <i>Portumna - A Galway Parish by the Shannon</i> , published privately.	Large publication which covers all aspects of Portumna. Chapter two covers Lough Derg and the River Shannon which includes stories about the early Regatta days, Bellisle House and the early days of hire craft in the area.
Cooper, Aiveen (2012) <i>The River Shannon, A Journey Down Ireland's Longest River</i> , The Collins Press, Cork.	A travelogue of a journey by boat from the Cuilcagh Mountains to the Shannon Estuary. Good photographs throughout. Discusses the concept of 'Shannon Land'
Corlett, Chris (2012) <i>Jane W. Shackleton's Ireland</i> , The Collins Press	Excellent late 19 <sup>th</sup> 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	Two of a series of four studies along stretches of the River Shannon and connected navigations; see Colin Buchanan and Partners et al. above.

Publication	Notes
Cunnane Stratton Reynolds; Cultural Resource Development Services; KT Cullen White Young Green; DIT Tourism Research Centre (2004) <i>Waterways Corridor Study A study of the area surrounding the Shannon River between Roosky and Lanesborough &amp; the Royal Canal between Cloondara and Thomastown</i> The Heritage Council	Summary at <a href="http://www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2002/2002_WCS_Study.pdf">www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2002/2002_WCS_Study.pdf</a>
Cunningham, Bernadette and Murtagh, Harman (2015) <i>Lough Ree Historic Lakeland Settlement</i> , Forecourts Press, Dublin.	Multi-disciplinary essays on the history, geography, archaeology and social history of Lough Ree and the Islands. The publication originated from a conference held on Lough Ree by the Old Athlone Society in 2012.
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 <a href="http://www.librarything.com/work/16367026/book/121140568">www.librarything.com/work/16367026/book/121140568</a>
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.
Delany, Ruth (1999) <i>The Grand Canal of Ireland</i> , The Lilliput Press, Dublin	
Delany, Ruth (2007) <i>Ireland's Inland Waterways</i> , Appletree Press, Belfast	
Delany, Ruth (2007) <i>Ireland's Waterways : Map and Directory</i> , Euromapping	
Delany, 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 extensive bibliography.
Delany, Ruth and Addis, Jeremy (1977) <i>Guide to the Barrow : Lowtown to St.Mullins</i> , Inland Waterways Association of Ireland, Dublin	Early guide to the Barrow from Lowtown to St Mullins, including maps by Vincent Delaney
Delany, V.T.H. (1956) <i>The Lough Derg Yacht Club, A Memoir</i> Athlone	
Denieffe, Greg, ed. (1984) <i>125<sup>th</sup> Anniversary 1859 – 1984, Souvenir Booklet</i> , Carlow Rowing Club <a href="http://www.irishrowingarchives.com">www.irishrowingarchives.com</a>	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

Publication	Notes
English, N.W., (1970) <i>The Lough Ree Yacht Club</i> Athlone	History of Lough Ree Yacht Club, the second oldest sailing club in the world. Founded in 1770.
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.
FAS (1992) <i>Killaloe, A Guide and Historical References</i>	Variety of articles on Killaloe including passenger services and flotels Also covered are the impact of the Shannon scheme works along with the closure of canal operations.
Feehan, John M., (1980) <i>The Magic of the Shannon</i> Mercier, Cork	An account of the author's time cruising the River Shannon, from Killaloe to Lough Key, calling at all the harbours along the way.
Fitzpatrick, M. J., (undated) <i>Shannon Lake Steamers, A guide to the Shannon Lakes</i> The Duke of York Route Crossley Publishing, Co Dublin	
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.
Gilmer, T. (1994) <i>A History of Working Watercraft of the Western World</i> . International Marine, Camden, Maine, USA. ISBN: 007023616	Includes a 45 page section entitled 'Traditional Working Boats of the British Isles ' and refers to currachs, hookers, Shannon dories and Tyrell boats;with photographs
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. <a href="http://www.rchs.org.uk">www.rchs.org.uk</a>
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, L.M. & Delany Ruth (2000) <i>The Shannon One Design Class, 1922-1999</i> Dublin	
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.
Goodbody, R. (2015) <i>Water, Wind &amp; Wood: A Memoir</i> Guardian Print, Nenagh	A memoir including stories of old boats and characters on the Shannon, amongst other things, based on a lifetime sailing on the Shannon's lakes and at sea.
Griffith, Sir John Purser (1925) <i>Notes on the Siemens-Schuckert Shannon Power Scheme</i> Dublin	
Harbison, Peter, <i>The Shannon River</i> , Ireland of the Welcomes Bord Failte - Irish Tourist Board, Dublin.	Supplement for Ireland of the Welcomes, an overview of the River Shannon largely aimed at the overseas visitor.
Harvey, R. (1896) <i>The Shannon and its Lakes</i> Hodges Figgis, Dublin	
Heery, Stephen (1993) <i>The Shannon Floodlands</i> Tír Eolas, Kinvara	

Publication	Notes
Heery, Stephen (1993 ) <i>A Rambler's Guide and Map - The Shannon Valley</i> . Tir Eolas, Kinvara, Co Galway.	A guide which covers the geology, habitats, archaeology and history of the area from Athlone to Portumna.
Heritage Boat Association (2011) <i>HBA 10 @ Banagher</i> , Heritage Boat Association Published in conjunction with Waterways Ireland, Offaly Co. Council and the 6 <sup>th</sup> Class pupils of St Rynagh's National School Banagher.	It celebrates the 10 <sup>th</sup> Anniversary of the HBA at a gathering in Banagher with contributions and illustrations largely from the 6 <sup>th</sup> year students.
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 &amp; Tourism: Implications for Ireland's Coast &amp; 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
Hill, Judith (1991) <i>The Building of Limerick</i> , The Mercier Press, Cork.	The text traces the history of the building of Limerick on the Shannon. The city walls, bridges and Customouse are covered, incorporating good archive photographs of the Shannon at Limerick.
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
Joint Oireachtas Committee on Environment, Culture and the Gaeltacht 25 <sup>th</sup> April 2014 Waterways Ireland. oireachtas.ie	
Joyce, J. (1993) "Graiguenamanagh: A Town and Its People" <i>Graigue Publications</i>	Details some of the early boats on the Barrow including the lighters and Clarauns that were built in the dock at Graiguenamanagh
Keaney, Marian (1982) <i>Westmeath Local Studies, A Guide to Sources</i> , Longford-Westmeath Joint Library Committee.	Lists sources for the River Shannon including books by Harvey, Hayward, Rice, Gardner and Delany.
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.
Kerr, Kieran (2016) <i>Band of Gold History of St Michael's Rowing Club and its Temperance origins</i> Yellow Hedgehog Publishing	History of St. Michael's Rowing Club, Limerick (founded 1899).

Publication	Notes
Kiely, M. & O'Shaughnessy, D. (2012) <i>The Story of Athlunkard Boat Club</i> . Athlunkard Boat Club	History of Athlunkard Boat Club, Limerick (founded 1898).
Kierse, Sean (1995) <i>Portraits of Killaloe</i> Boru Books, Killaloe	
Kierse, Sean (2001) <i>The Killaloe Anthology</i> Boru Books, Killaloe	
Killaloe Development Association, <i>Welcome to Killaloe</i> , Killaloe (Lough Derg) Development Association.	A comprehensive guide to the towns of Killaloe and Ballina. Articles included on the fishing, hydro-electric scheme, passenger cruisers and steamers including the wreck of Lady Lansdowne
Levinge, R.A., (n.d.) <i>A Sportsman's Guide to the Shannon</i> Athlone Printing Works, Athlone	
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.
Lysaght, William (1964, 2 <sup>nd</sup> edition 1999) <i>The Abbey fishermen- a Short History</i> Limerick	
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.
MacLaughlin, Thomas (n.d.) <i>The Shannon Scheme Considered in its National Economic Aspect</i> Sackville Press, Dublin	
Madden, Gerard, (1993) <i>For God or King, the History of Mountshannon, Co. Clare 1742-1992</i> , East Clare Heritage, Tuamgraney.	An overview of the history of Mountshannon.
Madden, Gerard and Creamer, Shane (2016) <i>Lough Derg and its Islands: A Journey of discovery by Road and Water</i> . Croi Publishing, Ardfinnan Co. Tipperary.	Detailed description and history of places and Islands around Lough Derg. Good maps with local place names.
Maher, Tom et al (2000) <i>Kiltoghert, Towards The Millennium</i> , Kiltoghert Millennium Action Committee	Essays on Carrick-on-Shannon rowing club and regatta day. Also, an account of the early years, 1954-1969, of the Inland Waterways Association of Ireland
Martin, Michael ed.(1970) <i>IWAI Silver Jubilee 1954-79</i> IWAI, Athlone	
McCarthy, Michael (2004) <i>High Tension – Life on the Shannon Scheme</i> Lilliput, Dublin	
McInerney, Jim (2005) <i>The Gandelow: a Shannon Estuary Fishing Boat</i> A.K. Ilen Company Ltd	A history of these 23-foot traditional boats of the Shannon estuary.
Moran, R. (1982) <i>The Wildfowler : a tale of the Shannon Estuary</i> Blackstaff Press, Dundonald	Description of wild fowling and gun punting on the Shannon and Deel estuaries
Moran, William (1962, 1989) <i>Early History of Tullamore</i> , Esker Press	Short piece on the Grand Canal and the brewing industry at Tullamore
Murdoch, Henry (2014) <i>A Nostalgic Tour of Heritage Towns Killaloe/Ballina</i> , The Liffey Press Ltd, Dublin.	Provides a personal tour of c. 100 locations in and around Ballina. Contains good archive photographs of the Shannon steamers <i>The Countess of Mayo</i> and the <i>Countess Cadogan</i>

Publication	Notes
Murphy, Reverend Ignatius (1973-74) <i>Pre-Famine Passenger Services on the Lower Shannon</i> , The Clare Archaeological and Historical Society (Reprinted from The North Munster Antiquarian Journal, Vol, XVI).	Very detailed historical accounts of the passenger services and vessels on the Lower Shannon. It also notes that, rather than being a barrier, the River Shannon and water transport enabled travel prior to the development of the railways
Murphy, Sean (undated) <i>The Shannon Skipper, One Man's View of the River, Its Harbours, Locks and Bridges</i> .	A practical guide to the navigation written from experience. There is a paragraph on each of the main locks, bridges and towns along the south to north route of the River Shannon.
Murtagh, Harman (2017) <i>Lough Ree -A Short Historical Tour</i> ,	Good overview to the historical sites around Lough Ree with user friendly maps.
Nash, W.J. (1949) <i>Lough Ree and Around it</i> Athlone Printing Works, Athlone	
Nowlan, David, ed. (1985) <i>Silver River, A Celebration of 25 Years of the Shannon Boat Rally</i> IWAI, Dublin	
O'Brien Gearoid (2008) <i>Athlone – On The Shannon</i> , Cottage Publications and Ballyhay Books, Donaghadee, Co. Down.	Lavishly illustrated by Leila Canny, this book gives an overview of the history and culture of Athlone,. Athlone at the centre of Ireland on one of the pivotal crossings of the Shannon River.
O'Farrell, Padraic (1983) <i>Shannon through her literature</i> Mercier Press, Cork	Describes literature and folklore associated with the River Shannon
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, Aidan (2001) <i>Foragers, Farmers and Fishers in a Coastal Landscape – an intertidal archaeological survey of the Shannon Estuary</i> Wordwell, Dublin	Findings of an intertidal archaeological survey of the Shannon estuary.
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.
Rice, Harry (2002) <i>Thanks for the Memories</i> , Athlone Branch of the IWAI, Athlone. Originally published in 1952	Contains reminiscences and navigational details on the Shannon from one of the early campaigners for the preservation and development of the Inland Waterways. Illustrated with beautiful maps and charts.
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.

Publication	Notes
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 down the Grand Canal to Dublin and back to the Shannon via the Royal Canal. The Circumnavigation from the Shannon 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 &amp; 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 <a href="http://www.iwai.ie">www.iwai.ie</a>
Scully, James (1985) <i>Looking Around, Aspects of the Local Environment</i> . Birr-Banagher I.N.T.O., Birr.	A chapter on the Inland waterways with particularly good archive photographs
Shell BP, (1963) <i>The Shell Guide to the Shannon, A Navigational Pilot, Fishing and Touring Guide</i> , Shell BP, Eire	The first of several guides to the Shannon by the Shell BP petroleum company. Notes and guides to the Shannon navigation along with angling information.
Smyth, Des (1988) <i>Shannonside, A Parochial Magazine</i> , Pub. Unknown, Carrick-on -Shannon.	A wide variety of articles on Carrick-on-Shannon, Leitrim Village, Jamestown and Gowel including Carrick Rowing Club and Regatta.
Smyth, Des (ed) (1994) <i>Carrick-on-Shannon Rowing Club. Down All The Days. The Story of Rowing in Carrick-on-Shannon</i> Carrick-on-Shannon Rowing Club	History of Carrick-on-Shannon Rowing Club, founded in 1836 and one of the oldest recorded rowing clubs in Ireland. Part published on the internet. <a href="http://www.carrickrowingclub.com/history.htm">http://www.carrickrowingclub.com/history.htm</a>
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.
Tourism Development International (Undated; c. 2012) <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; c. 2012) <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.
Trodd, Valentine (1985) <i>Banagher on the Shannon</i> Published privately, Banagher, Co Offaly.	Historical Guide to the town of Banagher
Trodd, Valentine (1998) <i>Clonmacnoise and Offaly</i> , Cherrytree House, Banagher.	Chapters on all aspects of the mid Shannon region. Chapter on the pioneering work of Donal Boland and his work in finding and recording the ancient bridge at Clonmacnoise, which also highlighted the archaeology resources on the Shannon.



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. <a href="http://www.clarelibrary.ie/.../coclare/heritage/.../clare_traditional_boat_and_currach_project">www.clarelibrary.ie/.../coclare/heritage/.../clare_traditional_boat_and_currach_project</a>
Unattributed (2010) <i>Stories of a River – a celebration of 50 years of the Shannon Boat Rally</i> IWAI	Available from the IWAI
Walsh, Kieran, ed. (1996) <i>25<sup>th</sup> Shannon Boat Rally</i> Shannon Harbour Canal Boat Rally Committee	
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 <a href="http://www.irishrowingarchives.com">www.irishrowingarchives.com</a>
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 <a href="http://oireachtas.ie/parliament/oireachtasbusiness/committees_list">oireachtas.ie/parliament/oireachtasbusiness/committees_list</a>
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.
Went, A. E. J. (1981) <i>Historical Notes on the fisheries of the estuary of the River Shannon</i> . Journal of the Royal Society of Antiquaries of Ireland. Vol: 111 pp:107-119	An account of salmon, herring and oyster fisheries from the sixteenth century and the methods used
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.

# 11 Appendix XI - Glossaries

## 11.1 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 stern 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 around 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 *stern 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 *stern, *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 stern 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
Rabbit (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



## 11.2 Glossary of Barges

**Source:** Glossary of Barges as used in Ireland;<sup>105</sup> ©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.

<sup>105</sup> 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](http://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> .

### 11.3 Glossary of Rowing Terms

**Source:** Amateur Rowing Association (ARA).<sup>106</sup> 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.

<sup>106</sup> ARA (undated) *Glossary of Rowing Terms*  
[www.britishrowing.org/upload/files/CoachingTraining/rowing-glossary.pdf](http://www.britishrowing.org/upload/files/CoachingTraining/rowing-glossary.pdf) 30/10/2016

<b>Term</b>	<b>Description</b>
Bow Ball	Ball shaped safety cap that sits over the bow end of the boat. Compulsory on all rowing boats for the 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 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 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's 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.

<b>Term</b>	<b>Description</b>
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.

## **11.4 Glossary of Boat Types**

### **Source:**

National Historic Ships<sup>107</sup>

MCG: UK Maritime Curators Group, Manual of Curatorship

NMR: UK National Monuments Record, Maritime Craft Type Thesaurus

MDA: Waterways Object Name Thesaurus

<b>Word</b>	<b>Description</b>	<b>Source</b>
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	A boat or barge towed by another boat.	MCG
Cruise Boat	Open decked vessel used for sight-seeing or pleasure voyages	NMR

<sup>107</sup> [www.nationalhistoricalships.org.uk/glossary.php](http://www.nationalhistoricalships.org.uk/glossary.php)

<b>Word</b>	<b>Description</b>	<b>Source</b>
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 watercourses.	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
Pinnace	Small two masted craft, with oars as well as sails.	NMR
Pontoon	Flat bottomed boat or hollow float, a number are used to support a temporary bridge over a river.	NMR
Prison Hulk	De-masted old ship used as a floating prison.	NMR
Racing Craft	Any vessel designed for speed or endurance racing.	NMR

<b>Word</b>	<b>Description</b>	<b>Source</b>
Rescue Tug	A tug equipped to care for survivors from torpedoed vessels; 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