

TRADITIONAL HERITAGE BOAT SURVEYS

Shannon Navigation, Shannon Erne Waterway, Grand Canal, Royal Canal, Barrow Navigation, Lower Bann Navigation & Erne System



An Initiative of the Waterways Ireland Heritage Plan 2016-2020

In partnership with:

Carried out by:



Meitheal Mara
Crosses Green House
Cork

office@meithealmara.ie
www.meithealmara.ie



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The authors would particularly like to pay tribute to the contribution of Donal Lynch (1937 – 2018), avid sailor and maritime enthusiast, who did so much throughout his life to spread appreciation for the pleasures of traditional boats and boating.

Pictorial Acknowledgements

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The watercolours and pencil sketches in the report are by Project Artist, Dónal MacPólin.

Front cover illustrations by Dónal Mac Pólin (left to right, top to bottom):

Erne Cot, Belturbet, Lough Erne
Blackthorn Motor Cruiser on Lower Lough Erne
“The last barge”, Aghinver Marina, Lower Lough Erne
Dabu Canal Boat, Richmond Harbour, Royal Canal
Phoenix Motor Cruiser, Killaloe Canal, River Shannon
Zephyr Sailing Dinghy, Killadeas, Lough Erne
Vicki May Motor Cruiser, Lanesboro, River Shannon
Chang Sha Motor Cruiser, Lough Derg
31 B Canal Boat, Shannon Harbour, Grand Canal

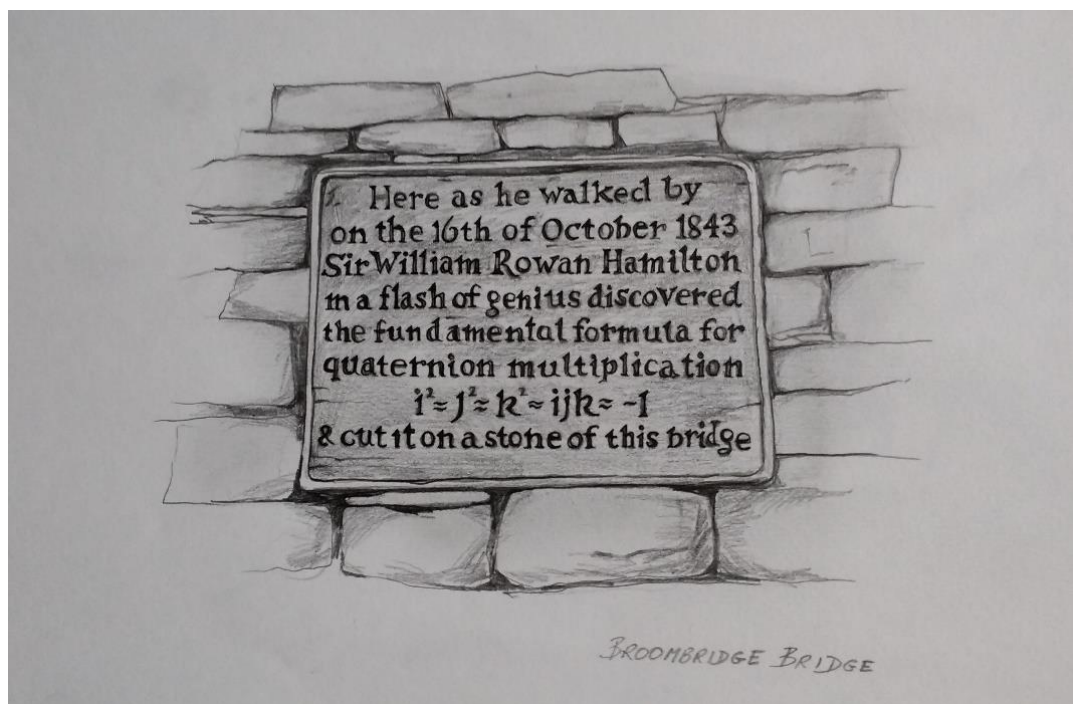


Figure I: Plaque on Broombridge Bridge, Royal Canal

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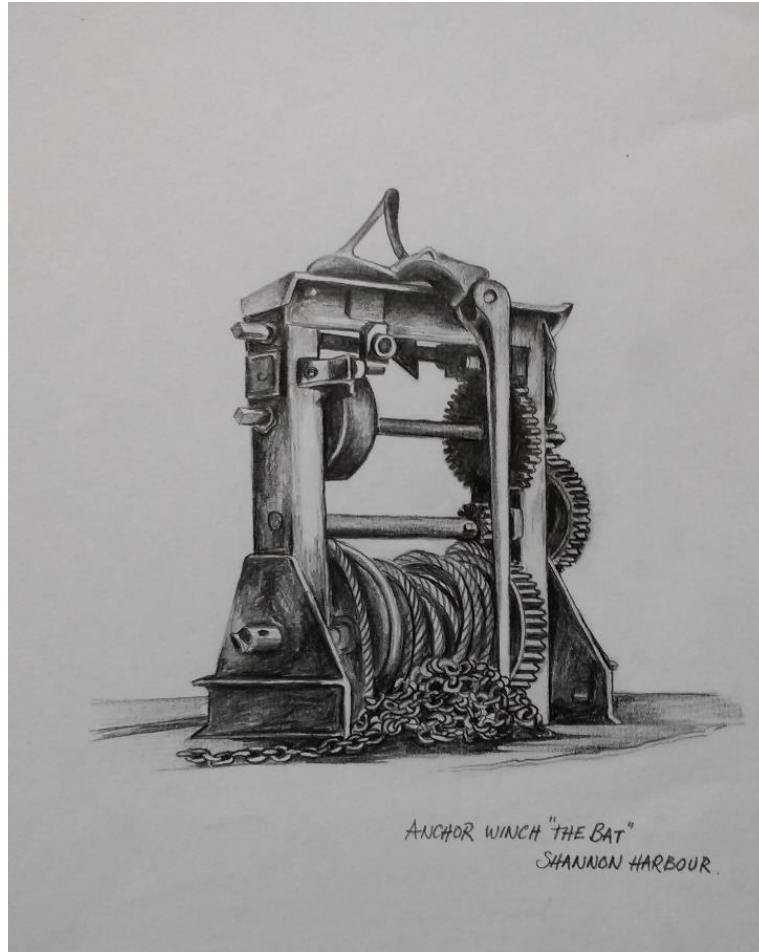


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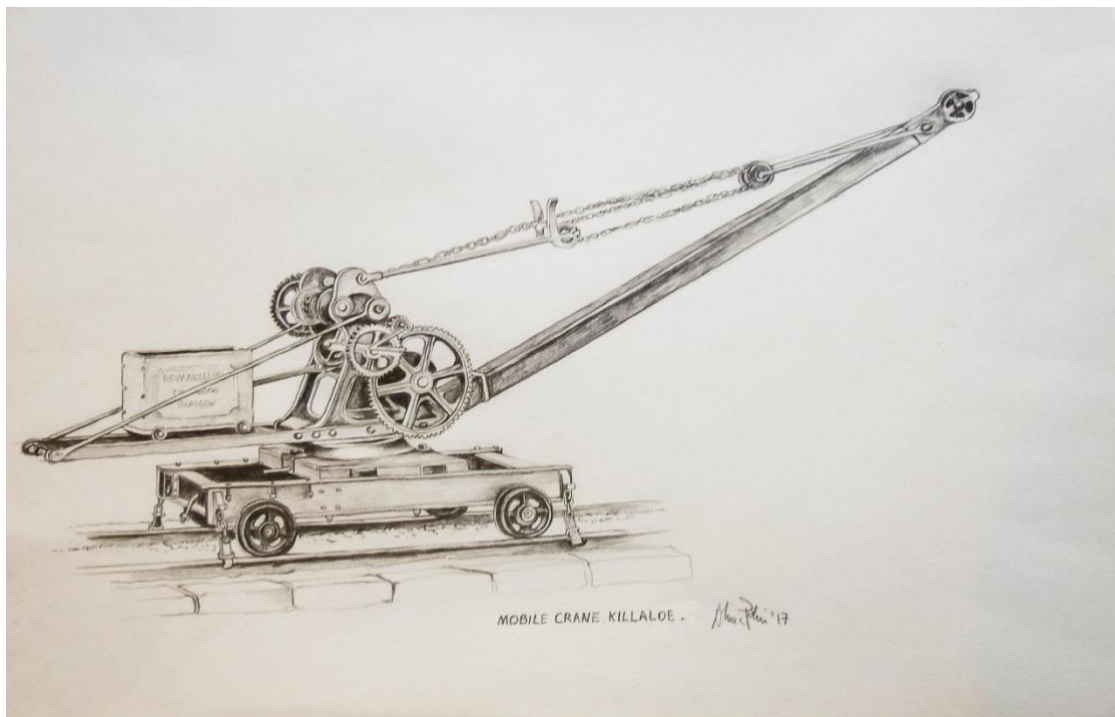


Figure III: Mobile crane, Killaloe

1 Executive Summary

Ireland's inland waterways provide sanctuary to a diversity of heritage boats. Diverse in size and shape, age, purpose, speed, capacity and condition, ranging from the Irish built Canal Boats and Barges, native to work on these waterways to narrow, fragile Canoes and Rowing Skiffs built purely for recreation. There are vessels associated with World War II, early 20th century Sailing Dinghies, English Narrow Boats, local fleets of Cots, a Norwegian Lifeboat and the bracauns and gandelows peculiar to Limerick. These heritage boats represent strands of Ireland's social, economic, industrial and political past. Their survival is a tribute to the allure of being afloat, of being connected to a boat with a story, and to the generous commitment of the people who embrace that attraction.

Auditing Ireland's waterways heritage is a core action in the Waterways Ireland Heritage Plan 2016-2020. Meitheal Mara, with Darina and John Tully, was appointed by Waterways Ireland in April 2019 to carry out a survey of traditional heritage boats on the Erne System and Lower Bann Navigation to fulfil part of this action. The 2019 survey follows on from similar work carried out on the Shannon Navigation and Shannon Erne Waterway in 2017¹; and the Grand Canal, Royal Canal and Barrow Navigation in 2016.^{2 3} The findings of the three surveys are combined in this report.

In comparison with the other waterways surveyed, relatively few heritage craft were located on the Erne and the Lower Bann. A total of 72 boats were identified to add to those previously recorded on the Grand and Royal Canals, Barrow and Shannon Navigations and the Shannon-Erne Waterway. There are now 439 heritage boats recorded in the Waterways Ireland database (at October, 2019).

Interest in Ireland's boating heritage has been sustained, 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. The formation of Lough Erne Heritage and Ulster Maritime Heritage in recent years are welcome additions.

Heritage boat surveys similar to the current Waterways Ireland series were carried out in 2008-9 in County Clare⁴ and County Galway⁵ 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.

¹ Meitheal Mara (2017) *Traditional Heritage Boat Surveys Grand Canal, Royal Canal, Barrow Navigation 2016 Shannon Navigation and Shannon-Erne System 2017* Waterways Ireland, Heritage Boat Association, Inland Waterways Association of Ireland

² Referred to collectively as the "Surveys" throughout this report.

³ Meitheal Mara (2016) *Traditional Heritage Boat Survey Grand Canal, Royal Canal, Barrow Navigation* Waterways Ireland, Heritage Boat Association, Inland Waterways Association of Ireland

⁴ 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

⁵ Lynch, Donal et al. (2011) *Glorious Galway: Hookers, Currachs, Lake and River-Boats Gaillimh na Seod, Gaillimh faoi Sheol*, Meitheal Mara

Despite the interest in heritage boats, there is still a risk that many examples will simply disappear. Several factors have had a negative effect on the traditional boat sector, such as: the virtual elimination since the 2000s of the traditional estuarine fisheries which supported a large number of boats; the critical lack of traditional boatbuilding and associated skills in Ireland; and the absence of direct grant systems for heritage boats. An initiative by the Heritage Council to support “Boats at Risk” was one of the many casualties of the economic collapse in 2008. This series of surveys commissioned 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. Floating heritage on the inland waterways has been recognised on Ireland’s first National Inventory of Intangible Cultural Heritage (Section 3).

This recognition is backed up by the findings of the Waterways Ireland surveys. Just over half of the heritage boats recorded were Barges, Canal Boats and Workboats which provide a direct link with the commercial and industrial origins of the inland 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). Ireland’s inland waterways are home to the second oldest sailing club in the world, and the oldest rowing clubs in Ireland.

Ireland (both north and south of the border) 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 have received EU programme funding for activities related to heritage boats, including boatbuilding. There are projects in Northern Ireland that have benefited from UK National Lottery grants. While there have been virtually no direct funding schemes to support heritage boats, there are examples of projects on both sides of the border which have received funding from sources intended to support community development or education initiatives (Section 7).

Through previous work and collaborations, Meitheal Mara has established heritage boating connections in other jurisdictions, including Norway, Brittany and Gironde in France, Cantabria and the Basque country in northern Spain, 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).

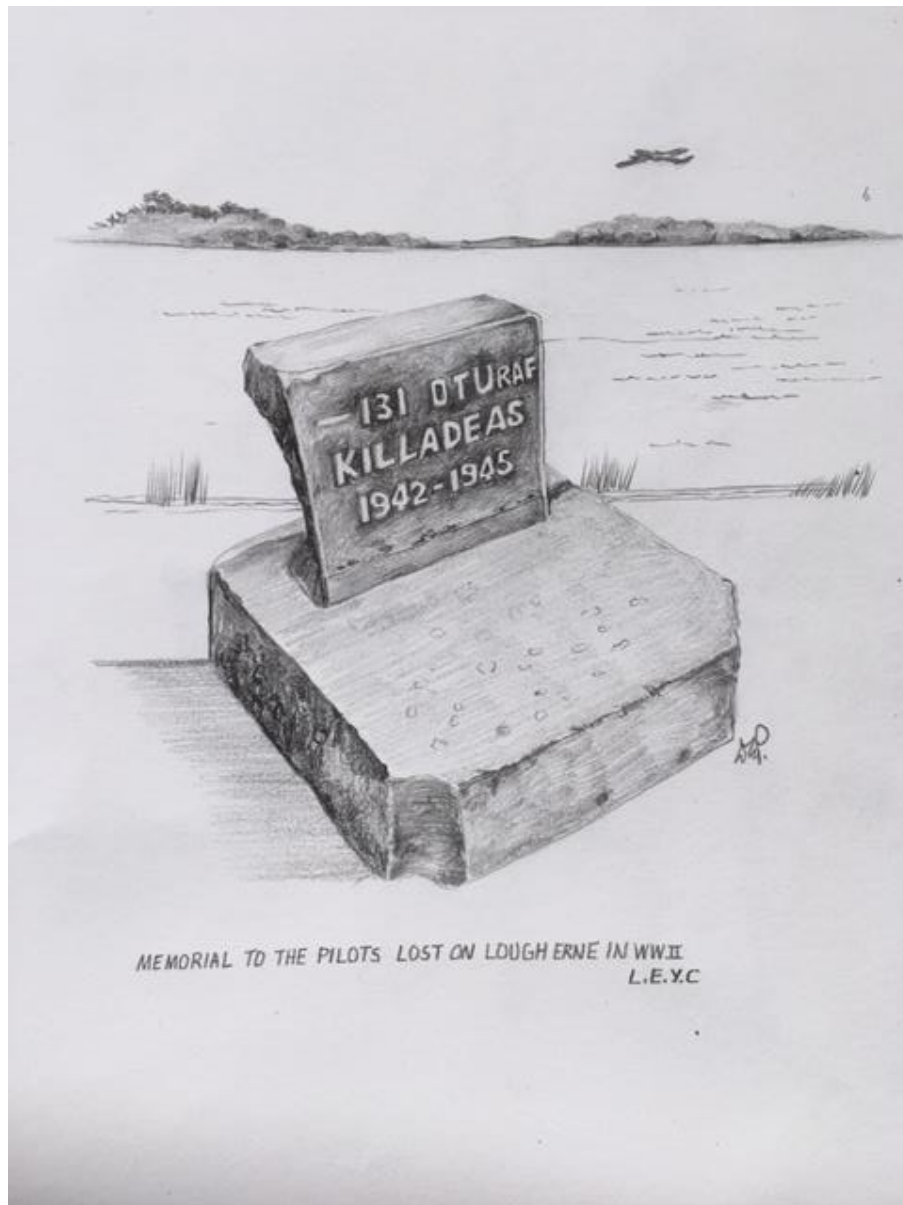


Figure 1.1: Memorial at Lough Erne Yacht Club to pilots lost on Lough Erne in World War II

2 Introduction

Auditing Ireland's waterways heritage resource is a core action in the Waterways Ireland Heritage Plan 2016-2020. Meitheal Mara, with Darina and John Tully, was appointed by Waterways Ireland in April 2019 to carry out a survey of traditional heritage boats on the Erne System and Lower Bann Navigation to fulfil part of this action. The survey follows on from similar work carried out by the same team on the Shannon Navigation and Shannon Erne System in 2017; and the Grand Canal, Royal Canal and Barrow Navigation in 2016.

This report contains the combined findings of all three surveys and gives a picture of the numbers, condition and distribution of traditional heritage boats throughout the seven Waterways Ireland navigations on the island of Ireland.

2.1 Team

Meitheal Mara worked in partnership with Darina and John Tully on the Waterways Ireland surveys. Darina and John carried out the field work and reporting. John created a unified database including the records of all three surveys and provided technical support. Cathy Buchanan provided overall account management and administration and edited and completed the project reports. Dónal Mac Pólin was the project artist. All members of the team contributed to report writing.

Mary Doran reviewed material for the 2017 report. Donal Lynch was team advisor in 2016 and 2017, providing expert insight and knowledge.

2.2 Steering Committee

Waterways Ireland set up a steering committee for the surveys. The members included representatives from the two voluntary organisations closely 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 membership includes:

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

The survey team would like to thank the members of the steering committee, whose help and knowledge of the inland waterways and heritage boats have been invaluable.

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 & Kearon⁶ 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 3. 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.

The two existing Microsoft Access survey databases were combined and the records for the 2019 survey added, to create a single database of traditional heritage boats on the inland waterways under the jurisdiction of Waterways Ireland.

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, waterway and region, boats by hull material, 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, mooring places and boat condition at a particular time.

It should be noted that many of the boats move around the waterways on a regular basis, and so some have been observed more than once at different locations, indeed sometimes on different waterways. In these cases, only the initial observation of the boats was recorded, so records would not be duplicated.



Figure 2.1: Old anchor, Belturbet

⁶ 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 has 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. In the north, Belfast was home to the largest ship building yard in the world in late 19th and early 20th centuries.

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*,⁷ *Traditional Boats of Ireland History, Folklore and Construction*⁸ and the HBA's *Cool Metal - Clear Water*⁹ and *Fine Lines - Clear Water*¹⁰ have highlighted and broadened the appreciation of the heritage boat sector. The heritage boat surveys¹¹ commissioned by Clare County Council in 2008 and the County Galway Heritage Forum in 2008 and 2009 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 1).

In 2019 the first step was taken towards an inscription for Ireland's *Floating Heritage* on the UNESCO Representative List of the Intangible Cultural Heritage of Humanity. Waterways Ireland and partners successfully submitted *Floating Heritage* as an item for inclusion on Ireland's National Inventory of Intangible Cultural Heritage. This inventory will be the basis for future Irish nominations to UNESCO.

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.¹² In Ireland, the 2019 Cork Harbour

⁷ The Heritage Council (2005) *Ireland's Boating Heritage - The Future* The Heritage Council

⁸ Mac Cárthaigh. C., ed. (2008) *Traditional Boats of Ireland History, Folklore and Construction*

⁹ Heritage Boat Association (2006; 2017) *Cool Metal Clear Water – Trading Boats of Ireland's Inland Waterways* Heritage Boat Association.

¹⁰ Heritage Boat Association (2009) *Fine Lines Clear Water – Heritage Boats of Ireland's Inland Waterways* Heritage Boat Association

¹¹ Tully, 2008; Lynch et al. 2011, op. cit.

¹² Henrick Boland, European Maritime Heritage, pers. comm. D. Tully

Festival, coordinated by Meitheal Mara, generated €2.57 million locally and attracted over 31,000 local and international visitors.¹³ Waterways Ireland and the IWAI hosted the World Canals Conference in Athlone in 2018 which was attended by over 300 delegates. Lough Ree Yacht Club is celebrating clinker-built racing boats by hosting Clinkerfest in 2020 as part of its 250th anniversary celebrations.

Significant investment has been put into marine and boating infrastructure throughout 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 Lottery Heritage Fund is a source of funding for heritage boat projects in Northern Ireland, with potential to provide significant investment for projects of impact.

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. The National Museum of Ireland's Folklife Collection includes 31 Irish vernacular rowing boats and one sailing gleoiteog.¹⁴ However, there is no national boat collection or fisheries museum in Ireland and no plans to make provision for the sector.

The Ulster Folk and Transport Museum was once at the forefront in preserving and recording Ulster's boating heritage and built up a substantial collection over the years. However few items in the boat collection are on display and most are currently in long term storage off-site. Plans for a regional maritime museum in Derry are welcome, but have been stalled in the absence of a functioning Northern Ireland Assembly.

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, 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.¹⁵ There have been many boat restoration and conservation projects in Scotland, often supported via National Lottery Heritage Fund grants, issued through the National Historic Ships (UK).¹⁶

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

¹³ Meitheal Mara Post-race report, September, 2019

¹⁴ www.museum.ie/The-Collections/Folklife/Folklife-Collections-List/Boats-Collection

¹⁵ conservation.historic-scotland.gov.uk/home/engine shed.htm; Project Manager, Conservation Directorate, Historic Environment Scotland, email to C. Buchanan, 6/9/2016

¹⁶ Ref D. Tully

contrast, heritage boats do not have a recognised place within Northern Ireland's public administration structures at present.

3.2 International Charters and Conventions

There are three international agreements of relevance to the Waterways Ireland surveys:

- The **Barcelona Charter** for the conservation and restoration of traditional ships in operation.¹⁷
- The **Burra Charter** or Australian ICOMOS Charter for Places of Cultural Significance.¹⁸
- The **UNESCO Convention for Intangible Cultural Heritage**¹⁹

The **Barcelona Charter** (Appendix 1) was agreed at the Congress of the European Maritime Heritage group (Section 6.4.3) in 2001. The charter was adapted from the 1964 Venice Charter for monuments and sites. It was inspired by the observation that traditional vessels that are in use are more likely to receive the funding and maintenance work needed to keep them in good condition so that they 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 of 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 – 2020.²⁰ 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 as 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*"²¹ 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

¹⁷ european-maritime-heritage.org/bc.aspx

¹⁸ Australia ICOMOS Incorporated (2013) *The Burra Charter* australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf 5/10/16

¹⁹ ich.unesco.org/en/what-is-intangible-heritage-00003

²⁰ Waterways Ireland (2016) *Heritage Plan 2016-2020* Waterways Ireland Environment & Heritage p28

²¹ Australia ICOMOS Incorporated (2013) op. cit. p3

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.

The UNESCO *Convention for Intangible Cultural Heritage* was adopted in Paris in 2003. It was ratified by Ireland in December, 2015; while the UK has yet to do so. The convention recognises that cultural heritage is expressed not just by monuments and collections of objects, but also in traditions and practices such as “oral traditions, performing arts, social practices, rituals, festive events, knowledge and practices concerning nature and the universe or the knowledge and skills to produce traditional crafts”.²² Its importance lies in the knowledge and skills that are passed down through generations.

Ireland is entitled to make one nomination annually for inscription on the UNESCO Representative List of the Intangible Cultural Heritage of Humanity. Uilleann Piping was inscribed in 2017, followed by Hurling in 2018. The National Inventory of Intangible Cultural Heritage established in 2019 will be the basis for future nominations. A total of 30 items have been included on the national inventory so far, five of which are associated with maritime culture and/or heritage boats:

- Floating Heritage
- Snap Net Fishing
- Sea Currach Making
- *Marcanna na Talaimh*
- Boyne Currach Making

The welcome inclusion of Floating Heritage on the National Inventory came about following a joint submission by Waterways Ireland, the HBA, the IWAI, Meitheal Mara, Darina and John Tully and Row the Erne. The submission highlighted the unique “living relationship” between the Floating Heritage community of users and waterway communities based on traditional boats that have been restored, adapted and/or preserved.

This relationship is built on a strong foundation of traditions, knowledge and skills, shared by the boat owners within the wider community and through outreach events. To continue in use the boats require maintenance and restoration. The knowledge and skills required to do that work are retained within the boating community and passed on to new members as well as inter-generationally. These intangible practices, inextricably linked to the tangible heritage boats, are what secured the place on the Inventory.

3.3 Policies and plans for heritage boats

The definition of a “heritage object” in the Heritage Act 1995 in Ireland provides a place for heritage boats within the national policy framework in the Republic of Ireland. In contrast, heritage boats do not have a recognised place within Northern Ireland's public administration structures. The role of Ireland's Heritage Council and Waterways Ireland with respect to

²² ich.unesco.org/en/what-is-intangible-heritage-00003; accessed 21/10/2019

heritage boats is described in this section, along with the work of the Historic Environment Division of the Department for Communities in Northern Ireland.

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).²³ 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.²⁴

“... 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*²⁵ 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:²⁶

60. Record surviving traditional/heritage boats, including technical details, using standardised procedures;
61. Record the recollections, knowledge and anecdotes of traditional boat builders and users as a means of placing the boats in their proper cultural and social context;
62. Establish an archive(s) for the storage and retrieval of documentation gathered on heritage boats, boat builders and users;
63. Where possible, examples of heritage boat types should be preserved afloat and in use but, in particular cases, they may need to be conserved. The principles of the Barcelona Convention on the conservation and restoration of traditional boats should be followed;
64. Promote access to the collection of traditional boats held by national institutions such as the National Museum;
65. Encourage continuity of existing regional and local maritime collections and greater communication and coordination between them;
66. Develop courses in traditional 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

²³ The Heritage Council (2005) *Integrating Policies for Ireland's Inland Waterways* The Heritage Council

²⁴ Ibid. p24

²⁵ The Heritage Council (2006) *Conserving Ireland's Maritime Heritage, Proposing Policies and Priorities for the National Heritage* The Heritage Council

²⁶ Ibid. pp 63 – 64

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 and progress has been achieved but in the main the resources needed have not been realised. Activities under these headings have taken place in relation to heritage boats on the inland waterways involving individuals and organisations such as Waterways Ireland, the IWAI and the HBA.

Initiatives sponsored by the Heritage Council in support of the heritage boating sector include:

- 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*.²⁷
- Commissioning an audit of maritime collections²⁸ in 2005, followed by a conference leading to the publication of *The Future of Maritime and Inland Waterways Collections*²⁹ 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 Boat Builders
 - Provision of Floating Exhibitions.
- The audit of maritime collections has been made available on-line at the Heritage Council's HeritageMaps.ie site, which provides access to a number of national heritage data sets in map form.³⁰
- A conference on the use of towpaths and publication of proceedings, 2007, *Towpaths for the Future - Seminar Proceedings*.³¹
- 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*.³² 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*.³³
- 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.

²⁷ The Heritage Council (2005) *Ireland's Boating Heritage – The Future* The Heritage Council

²⁸ Tully, D. (2006) *An Audit of Maritime Collections* The Heritage Council

²⁹ Flegg, E. ed. (2006) *The Future of Maritime and Inland Waterways Collections* The Heritage Council

³⁰ heritagemaps.ie/WebApps/HeritageMaps/index.html

³¹ Flegg, E. ed. (2007) *Towpaths for the Future - Seminar Proceedings* The Heritage Council

³² Kelly, B. & Stack, M. eds. (2009) *Climate Change, Heritage & Tourism: Implications for Ireland's Coast & Inland Waterways* The Heritage Council and Fáilte Ireland

³³ Lynch et al. (2011), op. cit.

3.3.2 Waterways Ireland

Waterways Ireland is a cross-border navigational authority and the largest of six North/South Implementation Bodies established under the British Irish Agreement of 10 April 1998. The organisation is responsible for the management, maintenance, development and restoration of the inland navigable waterway system throughout the island, principally for recreation.³⁴ The combined expanse of the seven Waterways Ireland navigations stretches to around 1,000 kms and amounts to the largest outdoor public recreational space on the island of Ireland.

Since it was set up the organisation has invested more than €50 million in infrastructural works, including the notable achievement of restoring the Royal Canal as a navigation connecting Dublin to the River Shannon. Access to Boyle and Ballinasloe has been opened up for cruising on the Shannon Navigation, the navigation from Upper Lough Erne to the Castle Saunderson International Scout Centre has been completed, and Blueway construction continues on the Shannon and the Royal Canal.³⁵

The cultural significance of inland waterways is bound up with their original purpose, facilitating the transport of goods. The act of maintaining and restoring the waterways as navigations, when done with respect for conserving their “*existing fabric, use, associations and meanings*”³⁶ 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 an integral component of “*Floating Heritage*”³⁷ in the Waterways Ireland Heritage Plan, and make up one amongst the 16 heritage elements covered. The current Waterways Ireland 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 Submissions³⁸ for the plan. Waterways Ireland’s appreciation of the value of heritage boats is clear, together with an understanding of the need for collaboration in promoting and sustaining heritage.

Internationally, Waterways Ireland has gained recognition for Ireland’s floating heritage winning the Guardian Award at the 2016 World Canals Conference for *the first-ever systematic audit of traditional heritage boats on Ireland’s inland waterways*. The Guardian Award celebrates outstanding work to safeguard the heritage of the world’s waterways.³⁹ The inclusion of floating heritage on Ireland’s National Inventory of Intangible Cultural

³⁴ Waterways Ireland (2016) op. cit. p7

³⁵ 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

³⁶ Australia ICOMOS Incorporated, op. cit. p3

³⁷ Waterways Ireland (2016) op. cit. p12

³⁸ Ibid. pp31-32

³⁹ wccscotland.com/awards/

Heritage (Section 3.2) was another important step taken, involving Waterways Ireland, the HBA and the IWAI.

3.3.3 Historic Environment Division, Northern Ireland

Similar efforts may be needed by Waterways Ireland and partners to help raise the profile of floating heritage on the inland waterways in Northern Ireland, where heritage boats do not appear to have a place within the existing statutory and public policy framework. The responsibilities of the Historic Environment Division of the Department for Communities include maritime heritage but within the context of the Division's remit for historic monuments and buildings, parks and gardens; industrial and defence heritage; and archaeology⁴⁰.

In the 2019 position statement *Conserving the Marine Heritage*⁴¹ heritage assets are identified as: wrecks of ships, boats and aircraft; submerged prehistory resulting from human activities on land; and coastal and intertidal archaeology. The legislation behind the Division's operations provides for a range of land-based heritage, and for archaeological artefacts and wrecks underwater, leaving heritage boats that are afloat above water and in use in a policy limbo.

In the words of Rory McNeary, (Maritime Archaeologist, Historic Environment Division, Department for Communities):

*This type of heritage has had an arms-length relationship with Government and has never fitted neatly with existing patterns of administration or governance, e.g., historic ships and boats have never been aligned to statutory duties in relation to historic monuments. In fact policy responsibility has nominally sat with National Museums.*⁴²

A series of valuable area-based Heritage Asset Audits carried out for Historic Environment Division was published in 2018.⁴³ The Bellaghy audit extended to the shores of the Lower Bann and a second audit covered six wards adjoining Upper Lough Erne. The methodology included local consultation and appears thorough, yet little of the material revealed relates to boats or other uses of either waterway. The eel fishery as a site of significance on the Bann was noted; and references are made to exhibits in Fermanagh County Museum on the history of local waterways encompassing traditional boats and island living; the boathouse at Crom; and the Lough Erne Heritage Society with its focus on local boat building.

Historic Environment Division is responsible for HERoNI, the Historic Environment Record of Northern Ireland which includes databases, written records, maps, photographic, drawn and digital material. They host on-line map viewers of records including archaeological sites, historic monuments, and buildings of architectural or historic interest.⁴⁴

⁴⁰ www.communities-ni.gov.uk/topics/historic-environment

⁴¹ *Conserving the Marine Heritage A Historic Environment Division Position Statement* May, 2019 Historic Environment Division, Department for Communities Northern Ireland

⁴² R. McNeary (2019) pers. comm.D. Tully, 23rd October

⁴³ www.communities-ni.gov.uk/publications/heritage-asset-audit. Accessed 12/09/2019.

⁴⁴ www.communities-ni.gov.uk/topics/historic-environment/historic-environment-record-northern-ireland-heroni

What is a “Heritage Boat”?

The definition of a heritage boat set out in the terms of reference for the Waterways Ireland surveys is based on Ireland’s Heritage Act 1995 and the Heritage Council’s guidelines for surveying heritage boats.⁴⁵ 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 boat⁴⁶ is worth repeating in this context:

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

⁴⁵ Mac Cárthaigh, Becker, Kearon, op. cit.

⁴⁶ The Heritage Council (2005) op. cit. p27



Figure 3.1 Bishop's Stone, Killadeas Graveyard, Lower Lough Erne

4 Findings

4.1 Findings

An overview of the distribution and characteristics of heritage boats throughout the seven inland waterways within the Waterways Ireland remit is presented in this section. The overview is based on the combined data recorded over three separate years (2016, 2017 and 2019). In reading this section, it should be recognised that certain features of the boats may have changed in the time since a particular record was taken (e.g. observed condition). The findings of the 2016 and 2017 surveys are in the previous survey reports.⁴⁷

The details of 439 heritage boats were recorded: 185 on the Grand Canal, Royal Canal and Barrow Navigation (2016 survey); 182 on the Shannon Navigation and Shannon-Erne System (2017 survey); and 72 on the Lower Bann and Erne (2019 survey).⁴⁸

The boats were classified into 20 different boat types between the three surveys, of which 13 types were recorded in 2016, 17 types in 2017 and 14 in 2019 (Table 4.1). In the tables throughout this section the boat types have been ordered according to their original purpose.

Original purpose	Boat type	2019	2017	2016
Commercial working boats & lifeboats	Barge	Y	Y	y
	Canal Boat	Y	Y	y
	Narrowboat		Y	y
	Sailing Barge		Y	y
	Workboat	Y	Y	y
	Lifeboat	Y		y
	Half-Decker			y
	Trawler	Y	Y	
Small, indigenous working boats (SI)	SI - Cot	Y	Y	y
	SI - Brocaun		Y	
	SI - Gandelow		Y	
	SI - Currach	Y		y
Leisure boats	Lake Boat		Y	
	Motor Cruiser	Y	Y	y
	Motor Sailor	Y	Y	y
	Sailing Cruiser	Y	Y	y
	Rowing Skiff	Y	Y	
	Rowing Shell	Y	Y	
	Sailing Dinghy	Y	Y	
Miscellaneous	Misc/Other	Y	Y	y

Table 4.1: Boat Type Classifications

⁴⁷ Meitheal Mara (2016), (2017) op. cit..

⁴⁸ Boats from the previous survey areas were recorded in 2019 and added to the database; two from the Barrow Navigation and five from the Shannon Navigation.

4.1.1 Where are the boats?

The distribution of heritage boat types across the seven navigations is indicated in Tables 4.2 and 4.3 and Figure 4.1.

The information confirms how important the Shannon Navigation and Grand Canal are for heritage boats. Nearly three-quarters of the boats recorded were found on these two waterways: 179 (41%) on the Shannon and 122 (31%) on the Grand. Barges and Motor Cruisers on the Shannon make up 21% of all heritage boats.

Boat types by location	Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Trawler/Half Decker	SI - Brocaun	SI - Cot	SI - Currach	SI - Gandalow	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Sailing Dinghy	Rowing Shell	Rowing Skiff	Miscellaneous	Grand Total
Lower Bann Navigation		1			1	4	1		4	1			2	1	3		4		1	23
Erne System	15				5	1			7	2			7			8		2	2	49
Shannon Erne Waterway	1	1											1							3
Shannon Navigation	41	28	2	2	4		1	5			4	8	52	2	11	3	9	1	6	179
Royal Canal	4	5	4	1		1							9		1					25
Grand Canal	21	27	17	1	4	2	1		1				28	1	6		1		12	122
Barrow Navigation	8	1	11		2	1			4	1			6			2	1	1		38
Grand Total	90	63	34	4	16	9	3	5	16	4	4	8	105	4	21	13	15	4	21	439

Table 4.2 Distribution of heritage boat types by navigation

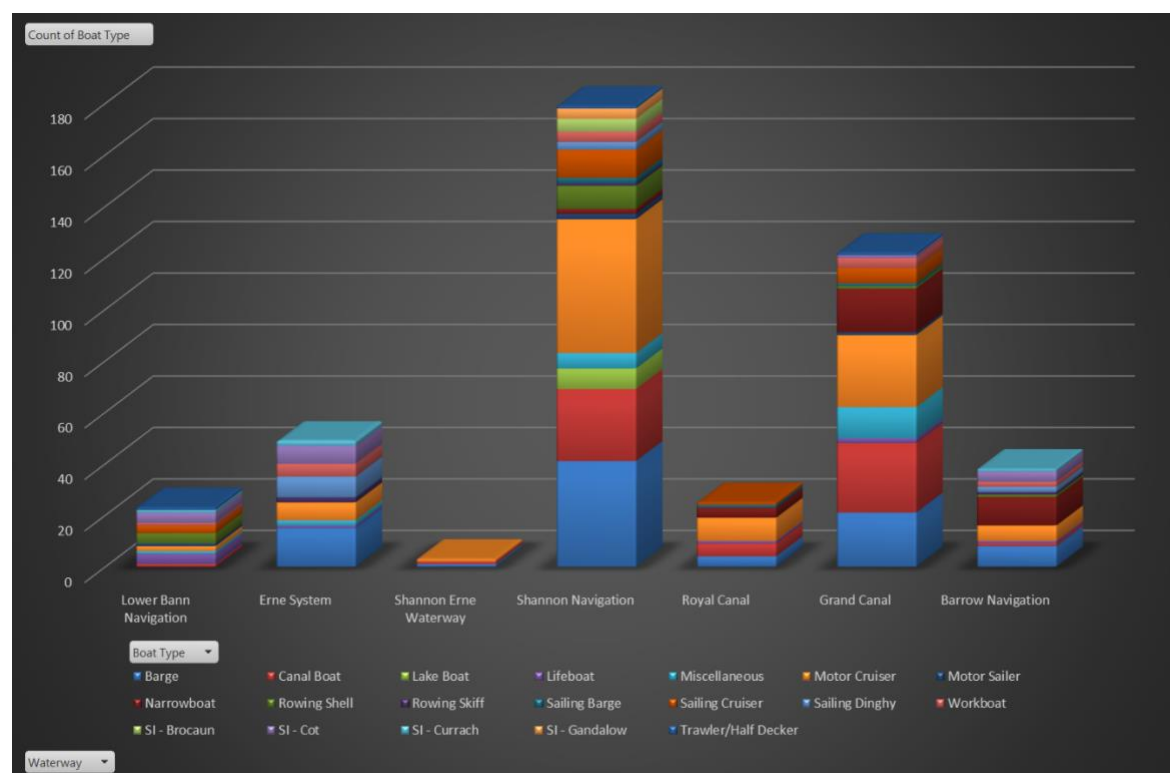


Figure 4.1: Distribution of heritage boat types by location

Boat type by Location		Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Trawler, Half Decker	SI - Brocaun	SI - Cot	SI - Curradh	SI - Gandalow	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Sailing Dinghy	Rowing Shell	Rowing Skiff	Miscellaneous	Grand Total
Lower Bann Navigation	North of Portna						4	1			1			1	1	3		4			15
	Portna and South		1			1				4				1						1	8
Erne System	Lower Lough Erne	7				1								1			4				13
	River Erne	1								2	1										4
	Upper Lough Erne	7				4	1			5	1			6			4		2	2	32
Shannon Erne Waterway	Woodford River	1	1											1							3
Shannon Navigation	Upper Shannon	15	5	1		1		1					2	18	2	1		1		1	48
	Lough Ree	13	2	1	1	2								10		1	1	3		2	36
	River Suck													1							1
	Lough Derg	8	18		1								6	19		9	1		1	2	65
	Lower Shannon	5	3			1			5			4		4			1	5		1	29
Royal Canal	Mullingar and East	4	1	2	1		1							3							12
	West of Mullingar		4	2										6		1					13
Grand Canal	Lowtown and East	12	12	15	1	2	1	1						15	1	4				10	74
	West of Lowtown	6	14	2		2	1							6		1		1		2	35
	Barrow Line	3	1							1				7		1					13
Barrow Navigation	Barrow River	8	1	11		2	1			4	1			6			2	1	1		38
Grand Total		90	63	34	4	16	9	3	5	16	4	4	8	105	4	21	13	15	4	21	439

Table 4.3 Distribution of heritage boat types by and within water bodies

The eastern end of the Grand Canal, from Lowtown to the River Liffey, is where 74 heritage boats were recorded, equivalent to 17% of the total identified. On Lough Derg 65 boats were found, 15% of the total, with clusters at Scariff (9) and Terryglass (9). The next most numerous location was the Upper Shannon with 48 boats (11%) of which 10 were at the Rinn River Marina. The River Barrow yielded 38 heritage boats or 9% of the total, with a cluster at Graiguenamanagh (18 boats). There were 36 boats recorded on Lough Ree, 29 on the Lower Shannon and 25 on the Royal Canal. On the Shannon-Erne system only three boats were recorded, a Dutch Barge, a Canal Boat, and a Motor Cruiser; and a single heritage boat (a Motor Cruiser) was recorded on the River Suck.

There was a total of 72 heritage boats recorded during the 2019 survey of the two northern navigations, equivalent to 16% of all boats on the seven Waterways Ireland navigations. The Lower Bann is home for 23 of these boats, including four former lifeboats (Section 4.7). Upper Lough Erne provides for 32, the Lower Lough for 13 and the River Erne is home to four heritage boats.

Not surprisingly, the pattern of distribution throughout the survey area shows clusters of boats at locations where facilities are concentrated, while groups of boats in single figures are more widely dispersed. The distribution of heritage boats at the top 12 mooring/storage locations is shown in Table 4.4 where a combined total of 162 of the 439 heritage boats was recorded (37%). 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 110 heritage boats recorded at these locations in 2016, equivalent to one quarter of the total boats recorded over the three survey years.

Navigation	Region	Location	No. heritage boats recorded
Grand Canal	West of Lowtown	Shannon Harbour	26
Grand Canal	Lowtown and East	Lowtown	21
Barrow Navigation	Barrow River	Graiguenamanagh	18
Grand Canal	Lowtown and East	Hazelhatch	18
Grand Canal	Lowtown and East	Grand Canal Inner Basin	15
Grand Canal	Lowtown and East	Grand Canal Dock	12
Royal Canal	West of Mullingar	Richmond Harbour	12
Shannon Navigation	Upper Shannon	Rinn River Marina	10
Shannon Navigation	Lough Derg	Scarriff Harbour	9
Shannon Navigation	Lough Derg	Terryglass	9
Shannon Navigation	Lough Derg	Church Bay	6
Shannon Navigation	Lough Derg	Dromineer	6
Total			162

Table 4.4 Most popular locations for heritage boats

4.1.2 How are boat types distributed?

There were more Motor Cruisers recorded than any other boat type, with 105 boats or 24% of the total (Figure 4.2 and Table 4.3). The largest numbers of this type were found on the Grand Canal (28), Lough Derg (19) and the Upper Shannon (18). Considered together with the Sailing Cruisers (21 recorded, nine of which were on Lough Derg), Motor Sailors (four), Lake Boats (eight) and Rowing Skiffs (four), just under one third of all the boats recorded are of a type intended for participative recreation and leisure pursuits.

The sporting activities of dinghy sailing and competitive rowing are represented by the boat types Sailing Dinghies (13 recorded) and Rowing Shells (15 recorded). Loughs Ree and Derg are home to two active fleets of the heritage dinghy, the Shannon One Design (Section 4.11). There are 14 Rowing Ireland affiliate clubs in the Waterways Ireland survey area, on the Rivers Bann, Barrow, and Erne; the Grand Canal, and the Upper and Lower Shannon (Section 4.10 & 6.2.4).

Boat types specifically designed for the canals (Barges, Canal Boats, Narrowboats, Sailing Barges and Workboats) together made up 47% of the total recorded (207 boats). There were 77 of these found distributed throughout the Shannon Navigation and 70 on the Grand Canal.

Barges (90 examples) and Canal Boats (63 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 19th 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 59 of are known to have been built on the island of Ireland. A total of 55 of these locally built boats have been classified as Category A, Core Collection Heritage Boats.

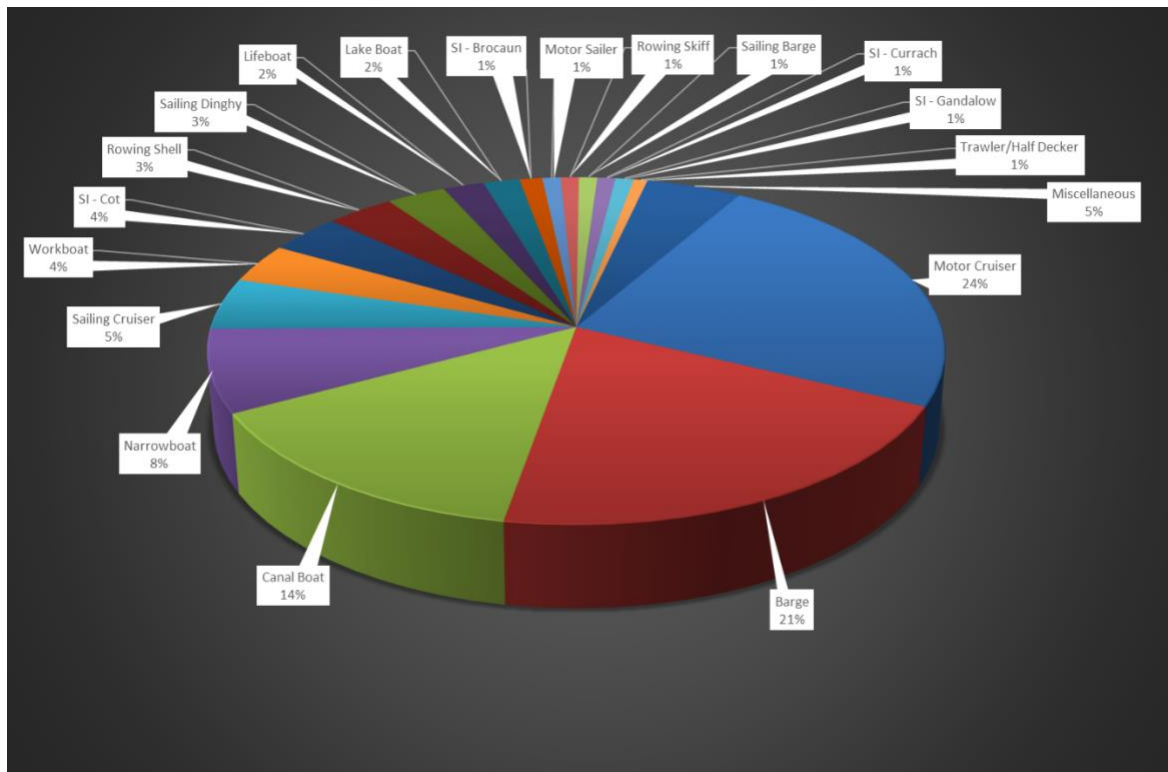


Figure 4.2: Heritage boats by boat type

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 16 Workboats and four Sailing Barges.

At the other end of the size scale, a total of 16 Cots was recorded. These are important indigenous heritage boats (Section 0). Examples were found on the Rivers Bann, Barrow and Erne; Lower and Upper Lough Erne and on the Shannon-Erne system. There were four Currachs, one each on the Rivers Barrow and Bann and two on the Erne. The remaining examples of small indigenous boats found were five Brocauns and four Gandelows located on the Lower River Shannon.

Other heritage boats recorded include a number of Miscellaneous craft (21), Lifeboats (nine), Trawlers (two), and a Half Decker (one). A total of 12 of these remaining boats was 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, along with the following selection of vessels:

- Wooden approximate replica of a Viking Knarr
- Two sail-and-oar wooden replica Bantry longboat gigs
- 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
- Welded steel cattle transporter in the style of a traditional Erne Cot
- A Rob Roy-style wooden Canadian canoe

4.1.3 What are the Heritage Boat designations?

The boats surveyed 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 (125 boats) - boats considered to be of national/all-island importance; including boats more than 80 years old and those of particular heritage significance.
- Category B Heritage Boats (58 boats) – important heritage boats more than 50 years old and/or of regional importance.
- Category C Heritage Boats (131 boats) – heritage boats more than 25 years old.
- Category D, Boats of Heritage Interest (104 boats) - more recently built boats and replica boats of heritage interest.
- Non-category (21 boats) – boats that may be categorised as of Heritage Interest in coming years, including e.g. four Workboats owned by Waterways Ireland.

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

The boats in the first two designations, Category A (Core Collection) and Category B Heritage Boats considered together make up a group of 183 on the seven navigations. These two groups represent 42% of the total surveyed and their existence provides much to celebrate.

Number of boats	Barge	Canal Boat	Narrowboat	Sailing Barge	Workboat	Lifeboat	Trawler, Half Decker	SI - Brocaun	SI - Cot	SI - Currach	SI - Gandalow	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Sailing Dinghy	Rowing Shell	Rowing Skiff	Miscellaneous	Grand Total
Category A Core Collection	31	62		3	1				3			1	8	1	2	5		4	4	125
Category B Heritage Boat	6	1	1			4							20	2	7	2	5		10	58
Category C Heritage Boat	21		23	1		4	1		4	1			55		8	4	8		1	131
Category D Heritage Interest	27		10		3	1	2	5	8	3	4	7	22	1	4	1	2		4	104
Non-Category	5				12				1							1			2	21
Grand Total	90	63	34	4	16	9	3	5	16	4	4	8	##	4	21	13	15	4	21	439

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 are Canal Boats, all save one of which (62) fall within this designation. Along with

Barges (31), Sailing Barges (three) and one Workboat, 78% of the Category A designated boats identified were originally destined for use as working boats on inland waterways.

Recreational boats in Category A total 16, including Motor Cruisers (eight), Rowing Skiffs (four), Sailing Cruisers (two), a Motor Sailor and a Lake Boat. There are also five Category A Sailing Dinghies, three Cots, and four examples from the Miscellaneous boat type, namely the *Viking*, the replica Knarr based at Athlone; the remains of the former Shannon ferry by Shannon Harbour; Yorkshire Coble *Medbh* and the Rob Roy-style wooden canoe.

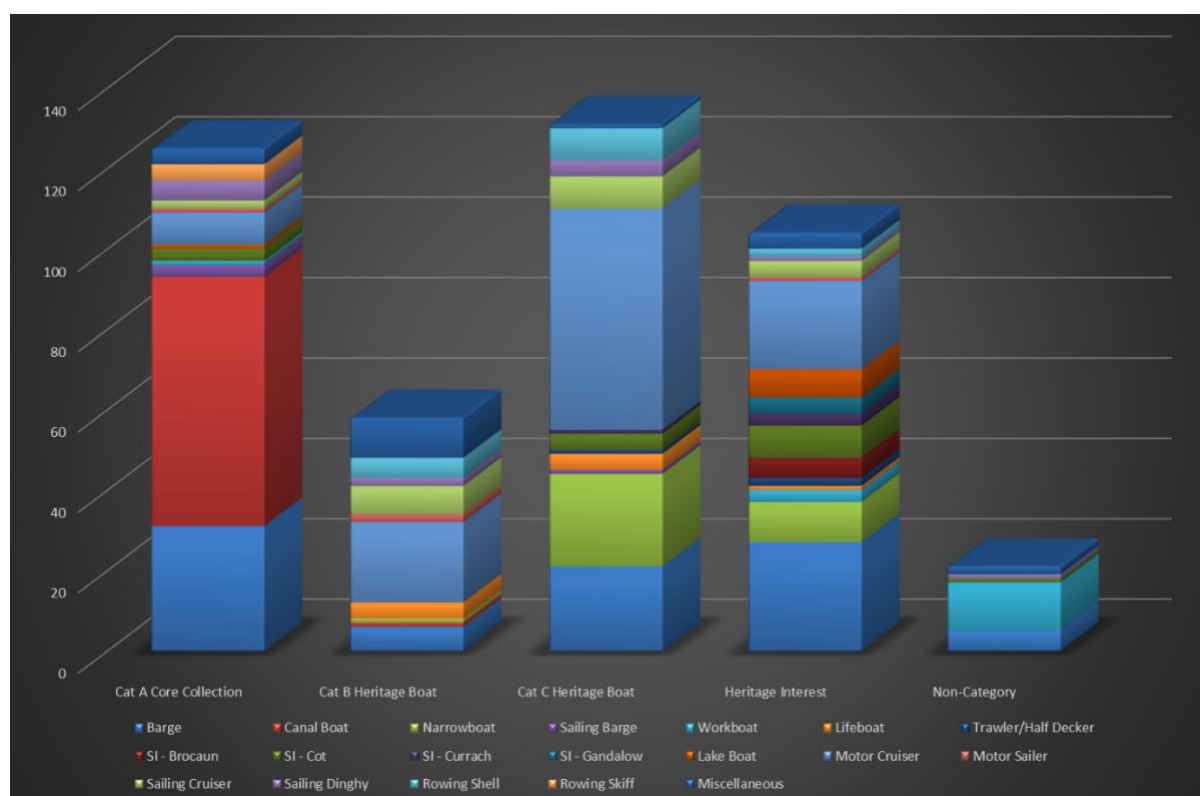


Figure 4.3: Distribution of heritage boat types by designation

The Category B boats include Motor Cruisers (20), Sailing Cruisers (seven), Barges (six), Rowing Shells (five), Lifeboats (four), Motor Sailors (two) Sailing Dinghies (two) a Canal Boat and a Narrowboat; plus 10 boats within the Miscellaneous category (the DUKW (seven), the remains of what is possibly a Scottish fishing boat at Lowtown, and two small aluminium boats at Scariff Harbour).

The Category C designated Heritage Boats includes the majority of the Motor Cruisers (55 of 105), Narrowboats (23 of 34) and Rowing Shells (eight of 15). The 83 boats designated as Category D, of heritage interest, include Barges (27), Motor Cruisers (22), the small indigenous boat types (20), Narrowboats (10) and Lake Boats (seven), amongst others.

It is pleasing to see from Table 4.6 that the observed condition of 81% of all heritage boats is regarded as Excellent, Good or Fair. A further 2.5% are reported as “Works in Progress”. The 25 boats noted as sunk or derelict are of concern.

Number of boats	Excellent	Good	Fair	Work in Progress	Poor	Derelict Remains	Sunk	Grand Total
Category A Core Collection	26	45	26	6	13	8	1	125
Category B Heritage Boat	10	31	10	2	3	1	1	58
Category C Heritage Boat	14	52	38	2	18	2	2	127
Category D Heritage Interest	21	41	23	1	8	6	1	99
Non-Category	1	3	9		4	2	1	21
Grand Total	72	172	106	11	46	19	6	432

Table 4.6: Condition of heritage boat types

Across all designations, the project team identified 43 boats to be at risk of disintegration, including examples in all the heritage category designations. A total of 19 of these boats have been identified as priorities for conservation, 13 during the 2016 survey and 6 during the 2017 one. It is possible that work has been carried out to secure a number of these boats in the time since.

Number of boats	Ferry	Fishing	Goods	Livestock	Maintenance	Tours	Liveaboard	Racing	Recreational	Unknown	Grand Total
Category A Core Collection	1		3		5	2	11	5	50	48	125
Category B Heritage Boat					2	3	1	5	28	19	58
Category C Heritage Boat		1	1		1	2		11	28	87	131
Category D Heritage Interest	1	23	2		4	1	1	10	34	28	104
Non-Category			1	6	7	1			1	5	21
Grand Total	2	24	7	6	19	9	13	31	141	187	439

Table 4.7: Heritage boat types by current use

While 47% of the boats recorded were of a type originally intended for working on the inland waterways (Section 4.1.2), most are now used for recreation. The distribution in Table 4.7 illustrates the current usage ascertained for 252 of the boats surveyed. Of this sub-set, 185 boats (73%) are used as homes or are enjoyed for recreation or competition, while 67 boats (27%) are used to provide a livelihood.

4.1.4 What materials were used?

The information in Table 4.8 and Figure 4.4 shows the construction methods and materials used in the hulls of the heritage boats surveyed according to boat type. In Figure 4.5 the same information is shown for the four heritage categories.

There is a caveat to these categorisations as the materials were identified on the basis of visual examination. Where possible, further research was undertaken (via literature and the

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	Trawler, Half Decker	SI - Brocaun	SI - Cot	SI - Currach	SI - Gandalow	Lake Boat	Motor Cruiser	Motor Sailer	Sailing Cruiser	Sailing Dinghy	Rowing Shell	Rowing Skiff	Miscellaneous	Grand Total
Aluminium	Rivettted													1						2	3
	Welded						1														1
	Not confirmed						1														1
Canvas Skin	Skin										4										4
Ferrocement	Moulded													1		1					2
GRP	Moulded						1							35		4		1			41
Iron	Rivettted	15	6		2	1								1							25
Steel	Rivettted	24	42			1								2							69
	Welded	46	13	33	2	14	2			4				25		4				10	153
	Not confirmed	4																			4
Wood	Carvel Planked			1				1		3				33	2	9	3	1		6	59
	Clinker Planked							2	5	9		4	8	3	1	1	6	3	3	2	47
	Moulded															1		10	1		12
	Ply Sheeted													4	1	1	3				9
	Not confirmed						1										1			1	3
Not known		1	2				3														6
Grand Total		90	63	34	4	16	9	3	5	16	4	4	8	105	4	21	13	15	4	21	439

Table 4.8: Heritage boat types by hull material and construction method

Iron or steel has historically provided robust and durable hulls for workboats on the canals. This characteristic is vividly illustrated by the predominance of these materials in the construction of 57% (251 out of 439) of the heritage boats surveyed. Wrought iron with riveted plates can be seen in the Barges (15), Canal Boats (six), Sailing Barges (two), a Workboat (*Rosbeg*) and a Motor Cruiser (*Phoenix*). These boats date from between 1845 to 1934, with 11 built in the 19th century.

The other Barges, Canal Boats and Workboats are of riveted steel (66 boats) and welded steel (73 boats); the remaining Sailing Barges (two), four Cots and two of the Lifeboats are also of welded steel.

Steel has endured as a popular choice for boats intended purely for leisure. Steel construction was found in the Narrowboats (33), Motor Cruisers (25), Sailing Cruisers (four), and Miscellaneous category (10).

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)⁴⁹.

⁴⁹ Tully (2008); Lynch et al. (2011) op. cit.

In the current surveys, wooden carvel or clinker built hulls were found in 106 boats or 24% of the total, with examples in every boat type classified except for the large working boats of the inland waterways (Barges, Canal Boats, Sailing Barges and Workboats) and the Lifeboats and Currachs.

Figure 4.4: Heritage boat types by hull material and construction method

Fibreglass (GRP) is the next most prevalent material for heritage boat hull construction with 41 examples (9%). These include Motor Cruisers (35), Sailing Cruisers (four), one Rowing Shell and one Lifeboat. Aluminium is used in the hulls of two Lifeboats in the survey along with one Motor Cruiser and two boats in the Miscellaneous category.

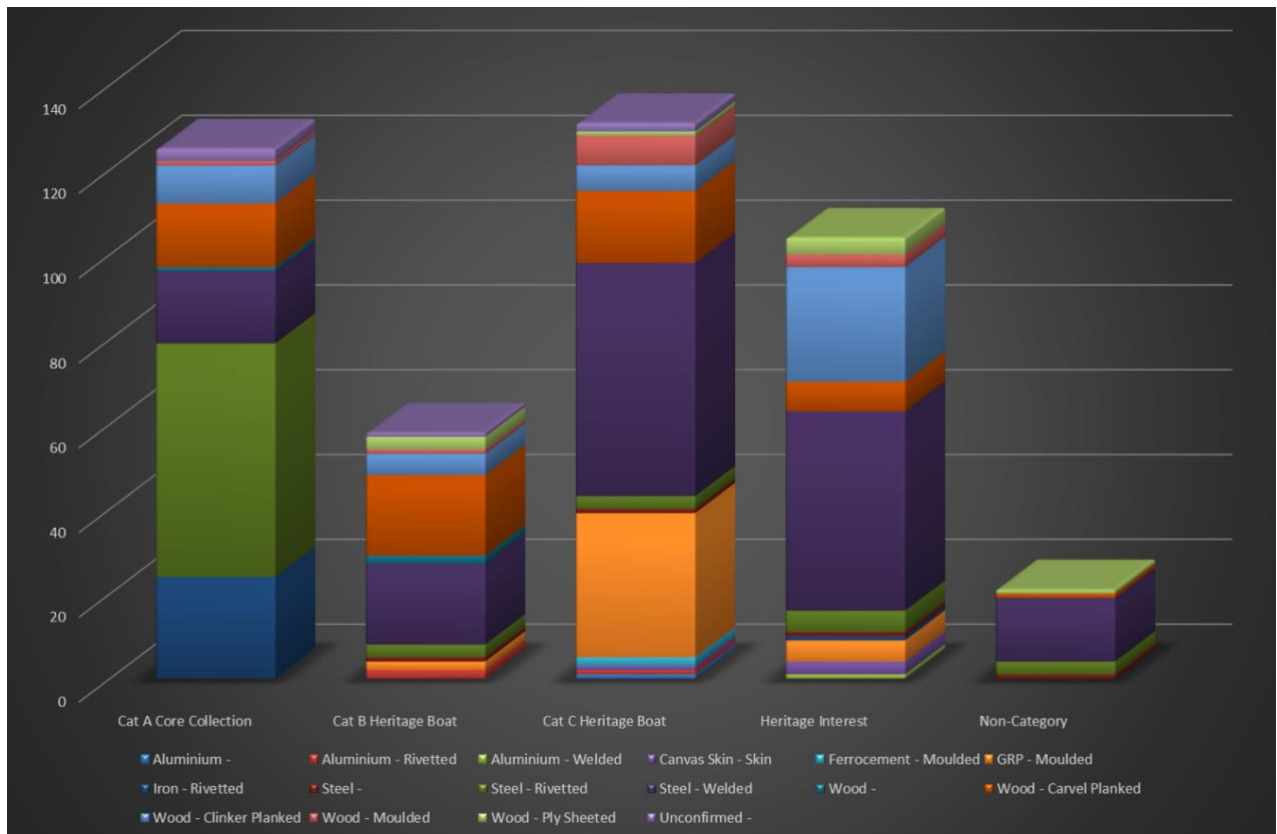


Figure 4.5: Heritage boats by designation and hull material

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 but one of the iron boats are included in this category, as are 55 of the riveted steel boats.

4.1.5 Where were they built?

Table 4.9 indicates the places of construction for 230 of the boats surveyed, over half of the total, including 78% of the Category A and B boats (142 of 183). 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 95 boats was built on the island of Ireland, including 16 in Northern Ireland and 48 in Dublin. The database shows that the latter includes 41 of the 61 Canal Boats in the survey, 39 of which were built at the Vickers (Ireland) and Ringsend Dockyard boatyards. The remaining 135 boat-build locations are predominantly in Britain, which accounts for 90 boats, and the Netherlands (30 boats). Elsewhere in Europe, Germany accounts for three 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 and one boat was built in Canada.

		Number of boats																		Grand Total	
		Barge	Canal Boat	Lake Boat	Lifeboat	Miscellaneous	Motor Cruiser	Motor Sailer	Narrowboat	Rowing Shell	Rowing Skiff	Sailing Barge	Sailing Cruiser	Sailing Dinghy	SI - Brocaun	SI - Cot	SI - Currach	SI - Gandalow	Trawler/Half Decker		Workboat
Ireland	Arklow						2						1								3
	Bannagher					1															1
	Belturbet															4					4
	Cork		2																		2
	Drogheda	2																			2
	Dublin	2	43			1								1						1	48
	Galway						1														1
	Glasson	1																			1
	Greencastle																		1		1
	Ireland													1							1
	Kerry																2				2
	Killybegs																			1	1
	Kilmore Quay																			1	1
	Limerick												1		3			2			6
	Lough Ree													1							1
	Mullingar						1														1
	Robertstown	1																			1
	Rooskey						1														1
	Waterford						1														1
	Northern Ireland	Belfast						1													
Carrickfergus													3								3
Coleraine		1																			1
Enniskillen		1								1											2
Lisburn			1																		1
Lough Neagh																	1				1
Northern Ireland						1															1
Portadown		1	4																	1	6
GB	England	9	1		3	2	29	1	8	12			5								70
	Scotland		2		1	1	3	1			1		1	2							12
	Wales	2				1															3
	UK	1							2					1						1	5
Europe	Finland (Säkylä, Satakunta)																			1	1
	Germany	2											1								3
	Italy												1								1
	Netherlands	21					5					3	1								30
	Norway				1																1
	Switzerland									1											1
Rest of world	Canada	1																			1
	USA					7															7
	Not identified	45	10	8	4	7	61	2	24	2	2	1	10	4	2	12	1	2	2	10	209
Grand Total		90	63	8	9	21	105	4	34	15	4	4	21	13	5	16	4	4	3	16	439

Table 4.9: Heritage boat types by place of construction



Figure 4.6: Barge Aggie at Belturbet, River Erne



Figure 4.7: Canal Boat 31B at Shannon Harbour

4.2 Barges and Canal Boats

The inland waterways are a huge repository of Ireland's 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 publications⁵⁰ and website⁵¹ 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.

⁵⁰ Heritage Boat Association (2006, 2017); Heritage Boat Association (2009) op. cit.

⁵¹ heritageboatassociation.ie/cms/index.php?option=com_content&task=section&id=4&Itemid=64 Accessed 13/11/2019.



Figure 4.8: 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*.⁵² *45M* was used by the late 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, and observed again on the Woodford River at Aghalane in 2019.

Lough Neagh has had a long history of sand dredging and extraction, and has an eclectic collection of assorted large craft associated with the industry. Several examples of old Guinness Liffey barges, which were repurposed for the sand industry, were found in various stages of dereliction, close to the entrance to the Lower Bann from Lough Neagh.

⁵² Heritage Boat Association (2006); op. cit. p 32



Figure 4.9: The most complete of the Guinness Liffey Barges used as a breakwater close to the River Bann Sluice Gates

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 Waddenzee of Friesland. There 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 6.4.4 **Error! Reference source not found.**).

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), *Heart and Soul* (1904, Castle Archdale Marina) 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.



Figure 4.10: Barge *Delfini* - a Dutch *Tjalk* from 1888

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 website⁵³ and in its publications⁵⁴ 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 members and, equally importantly, for boats that may not have been recorded during the Waterways Ireland survey periods because they were in transit or on another waterway.

The highly informative website, Irish Waterways History, operated by Brian Goggin,⁵⁵ is another invaluable source of information on these and other heritage boats.



Figure 4.11: “The Last Barge” Lower Lough Erne

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.

⁵³ www.heritageboatassociation.ie op. cit.

⁵⁴ Heritage Boat Association (2006, 2017); Heritage Boat Association (2009) op. cit.

⁵⁵ irishwaterwayshistory.com



Figure 4.12: 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.

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.



Figure 4.13: Former WW II flying boat refueller *Sly Fox* at Shannon Harbour

4.3.1 World War II and Lough Erne

Lough Erne was an important area for military training and flying operations during WWII. The UK's Royal Air Force (RAF) established seaplane bases at Castle Archdale and Killadeas. Rossahilly Aerodrome, renamed St Angelo, close to the Lower Lough at Trory, also became an important RAF station for flying boats. As the most westerly operational station in the UK, seaplanes worked through the secret "Donegal Western Corridor" on reconnaissance, convoy protection and anti-submarine patrols in the Atlantic. The Belfast-built Shorts Sunderland and the long-range Consolidated PBY Catalinas, which became available from America under the Lend-Lease scheme, were the main craft flown on the Lower Lough.⁵⁶

This wartime activity and associated built heritage has left a legacy for heritage boats locally. Parts of the infrastructure put in for the flying boats at Castle Archdale and Killadeas, including the harbours, are still in use, and have been developed to provide the main areas for boating on Lower Lough Erne. At Killadeas the one remaining hangar along with a wide slipway designed for the aircraft are the home of the Lough Erne Yacht Club. The remains of another seaplane maintenance area with a wide slipway nearby, at the particularly sheltered end of Gublusk Bay, have been closed off for the last few decades awaiting redevelopment.

⁵⁶ Along with several detailed published histories on WWII in Northern Ireland, there is a comprehensive website at ww2ni.com, which includes information on County Fermanagh Airfields and the RAF at Castle Archdale with interesting photographs of the bases at Castle Archdale and Killadeas at operational strength during the war.

A pier and some Nissen huts remain at Rock Bay on Boa Island which was developed as a satellite to Killadeas. The lake frontage at Killadeas Manor, formally Rockfield, which was developed to house seaplanes, now forms part of the Manor House Hotel and Marina.

A moorings yard was developed at Rossclare, where sheds, slipways, piers and cranes were built. The barges, *Rossinan* and *Rossclare*, used in salvage of damaged and wrecked seaplanes, were built there.⁵⁷ Some seaplane mooring blocks can still be seen in the vicinity.

Many of the large estates around the lake, such as Castle Coole, Crom, Ely Lodge and Necarne, were requisitioned for military activities, including for training leading up to D Day. As well as a strong presence of Commonwealth personnel, in particular the Royal Canadian Air Force, over two dozen locations around the lakes were requisitioned for the United States forces after they joined the Allies in December 1941. Features dating from this time around the Loughs are barges and work platforms now in use as pontoons; large mooring blocks and mooring rings along with corrugated steel Nissen-style huts. Examples of fast refuelling boats that supported the seaplane operations and now in use as leisure craft on the inland waterways are mentioned above.

Castle Archdale estate is now a public park with a mobile home and camping amenity, and a marina developed around the remaining interesting WWII structures. The large harbour has public and private marina berths. The wide seaplane slipway, the old refuelling jetty and the 'Shetland harbour' maintenance and bomb loading dock are still extant. The latter is a particularly interesting relic. Seaplanes, while still afloat, were towed into the middle of the dock where the wings hung over two steel arms. The engines could then be worked on and bombs and depth charges could be loaded while the plane was still afloat, giving a short turnaround time.

Lough Erne was described as "...the most beautiful runway in the world" by Leonard 'Tuck' Smith, American co-pilot of the Catalina 2, 209 Squadron.⁵⁸ Tuck Smith was one of the pilots who spotted and shadowed the Bismarck Battleship, reporting its position and facilitating her eventual demise.

At the end of the war some planes were dismantled, and others were scuttled in the Lough. The numbers have been difficult to ascertain. There were also several accidents and seaplane crashes on Lower Lough Erne, which are remembered locally on memorials around the area. The Lough Erne Yacht Club houses a roll of honour commemorating and listing the names of 336 personnel who served at Lough Erne and lost their lives in WW II. The list includes Canadians, New Zealanders, and Australians along with Royal Air Force members.

⁵⁷ McCusker, Breege (1993): *Castle Archdale and Fermanagh in World War II* Necarne Press, Irvinestown p93

⁵⁸ enniskillencastle.co.uk/history-heritage/world-war-two Accessed 13/11/2019.



Figure 4.14: Roll of Honour in the LEYC

One particular memorial reads - Catalina AH536 of 240 Squadron RAF, Killadeas crashed near Gay Island 7th May 1941 with the loss of ten crew. Catalina FP193 of 131 Operational Training Unit, RAF crashed near Boa Island on 9th January 1944. As recently as 2018 the remains of a Consolidated PBV Catalina seaplane were found in around 45m depth of water⁵⁹ by a survey team from IWAI Charts Special Interest Group (CSIG) working with staff from Department of Agriculture, Environment and Rural Affairs (DAERA).

There have been many commemorations over the years. In 2011 some operational Catalinas returned to the lake as part of a Waterways Ireland festival.

Lough Neagh, the River Bann and the Port of Coleraine were also important locations during WWII. The remains of an airfield that operated from 1942 -1959 are still visible at Toomebridge. It was at this time that the double lock at Portna was modified.

⁵⁹ Saunders, Les (2019) *CSIG Finds Lost World War 11 Plane*. Inland Waterways News Vol 46, No2 p20



Figure 4.15: Consolidated PBY Catalina seaplane over Lough Erne Yacht Club, Gublusk Bay, courtesy of Fred Crampton

4.4 *Narrow Boats and Narrowboats*

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

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

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

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

Narrow boats usually had a traditional guard-less counter stern where the tillerman stood. Many new builds have a larger outdoor space with semi-traditional or cruiser sterns. As the 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 was 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 (T/A Barrowline Cruisers). Some of the ex-hire fleet make up the numbers of narrowboats on the network, along with mainly British imports.



Figure 4.16: Narrowboat *Millicent* at Shannon Harbour



Figure 4.17: Narrowboats *Allanagh* and *Daghdha* 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.

4.6 Ferries on the Erne System and the Lower Bann

The Bann once carried commercial steamboat through-traffic from Lough Neagh to the port of Coleraine, and also had passenger traffic. The best known of these steamers was the *Kitty of Coleraine* built by Harland and Wolff in 1863. In more recent times there have been several initiatives for passenger tour boats on the River Bann. In 1965 Rainey Enterprises Ltd ran *The Maid of Bann*, *The Maid of Antrim* and *Maid of Coleraine*⁶⁰ but the project was short lived, ceasing in 1966. In 1986, Bann Cruises ran the *Cygnets* out of Coleraine. Currently, Abhainn Cruise Boat Tours run tours using rigid hulled inflatables (RIBs), offering a variety of trips from Lough Neagh, along the River Bann and around the Causeway Coast.

The *Maid of Antrim* wooden heritage boat, although laid up on Lough Neagh, was recorded for the survey as an important passenger craft which frequented the Lower Bann.

⁶⁰ Hammond, Fred (2013) *Built Heritage Survey of the Lower Bann Waterway I*. For Waterways Ireland (waterwaysireland.org) p131

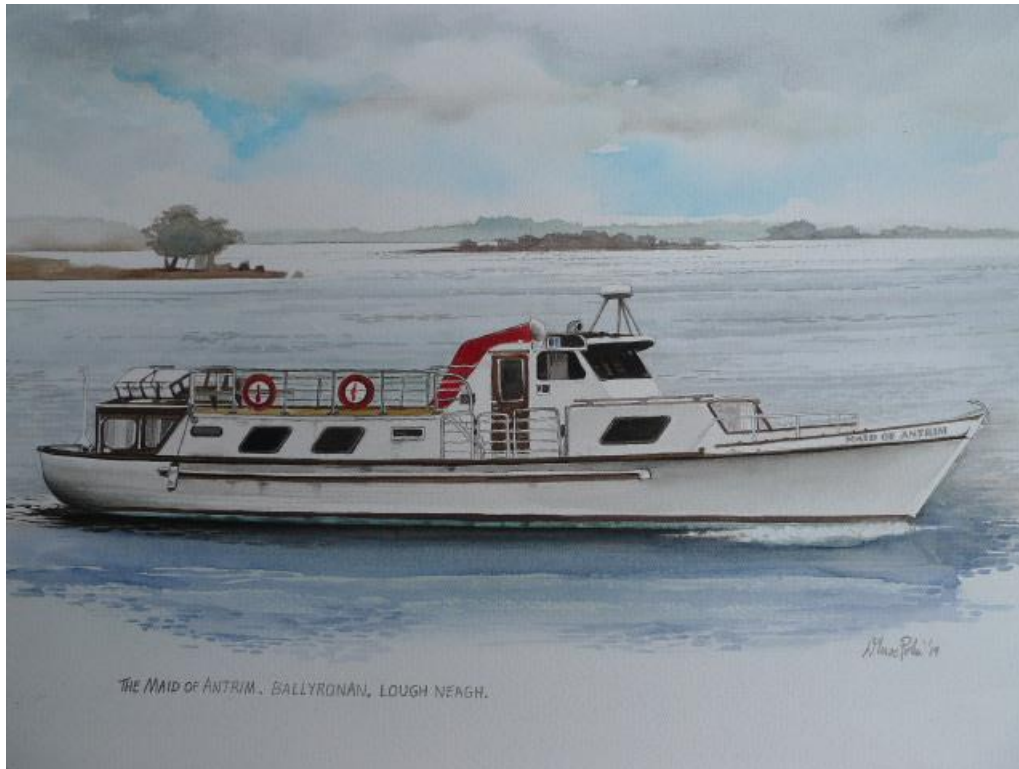


Figure 4.18: The *Maid of Antrim* passenger ferry

In the 19th Century there were many freight and passenger boats connecting quays and towns along the Erne System too, with boats like the *Countess of Erne*, *Countess of Milan* and the *Shamrock*. In 1851 William Dargan began a weekly freight service from Belleek to Newry. Hampered by the state of the Ulster Canal and competition from the railways, Dargan sold his inland navigation interests in 1858.⁶¹

While the days of large passenger traffic and ferries on Lough Erne are long gone, small craft are still used to ferry people and livestock to the Islands. A small ferry boat runs from Trory to Devenish, and a ferry runs from Castle Archdale to White Island. The owners of Inish Rath run their own steel ferry. A small ferry is run from Crom to Derryvore as part of the southern loop of the Kingfisher cycle trail. The Resort Hotel at Lusty Beg runs a small car ferry from Boa Island for its guests.

The Lady of the Lake is a popular name for Erne steamers, taken from an Arthurian-type legend of the ghost of a lady in a cloak associated with the islands of Inish Doney, Inishclare and Inishmacsaint. In Victorian times one *Lady of the Lake* was an impressive paddle steamer. A modern *Lady of the Lake* is owned by Manor House Hotel and based at Castle Archdale Harbour. The *Kestrel* is another large tour boat that runs from Enniskillen to the Lower Lough and Devenish Island. Although there are many photographic records of large boats and steamers on the Loughs, the derelict remains of the *Wideawake* in the back lough at Enniskillen is now the only tangible remnant from the steamer era.

⁶¹ Rogers, Mary (1968) *The Navigation of Lough Erne in the 18th, 19th and 20th Centuries* The Clogher Record Vol. 6 No.3 p 611



Figure 4.19: Lusty Beg Ferry, Boa Island, Lower Lough Erne

4.7 Lifeboats

A lifeboat enthusiast in the Port of Coleraine, Bernard Condon, has developed a reputation for high quality restoration of ex-RNLI Lifeboats,⁶² with three craft in excellent condition and work in progress on a fourth. The latter, the Barnett Class *Ethel Mary* served in Ballycotton for 26 years from 1959 -1985, and in Baltimore for one year. It is on the UK National Register of Historic Vessels (NRHV).

The *James and Mariska Joicey* is a Solent Class dating from 1968, and also on the UK NRHV; as is the 1962 wooden Watson Class vessel, *Joseph Soar*. The fourth boat, *Grace Ritchie* dates from 1966 and is one of only three Clyde Class lifeboats built. It was designed by Jack Tyrell of Arklow and served in Kirkwall and Reykjavik.

There were four non-RNLI former ships lifeboats, between 7 and 10 metres in length, recorded during the 2016 survey, three of which had been converted into recreational motor cruisers, and the fourth left as an open boat (sunk in the Royal Canal at Hill of Down).

⁶² lifeboatenthusiasts.com/featured-story-5/ Accessed 21/10/2019



Figure 4.20: The Cutts, River Bann

4.8 Wooden Boats

A number of significant wooden boats was 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. Another Linton Hope design located in storage in Coleraine Harbour is the sloop *Kitty of Coleraine*. The song *Red Sails in the Sunset* penned by Jimmy Kennedy was inspired by the red sails of the *Kitty*, seen sailing off Portstewart on the north coast.

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.



Figure 4.21: 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 20th 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.

Seaton's traditional boat yard, which can offer skilled workmanship, had the largest concentration of Heritage Boats on the River Bann, all wooden. The 35 foot yawl *Wild Goose*, was designed by and built for yacht designer Maurice Griffiths in 1936. This boat has completed many long distance cruises, including a 3,200 km Arctic journey undertaken by the son of the previous owner, yachtsman and writer, Wallace Clark.



Figure 4.22: Former fishing boat *MV Ailsa* at Seaton's Marina, River Bann

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 contains an archive of many classic wooden boats photographed between 2010 and 2012.

4.8.1 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 22-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.

Detail of the A.K. Ilen School is at Section 6.3.2 **Error! Reference source not found..**

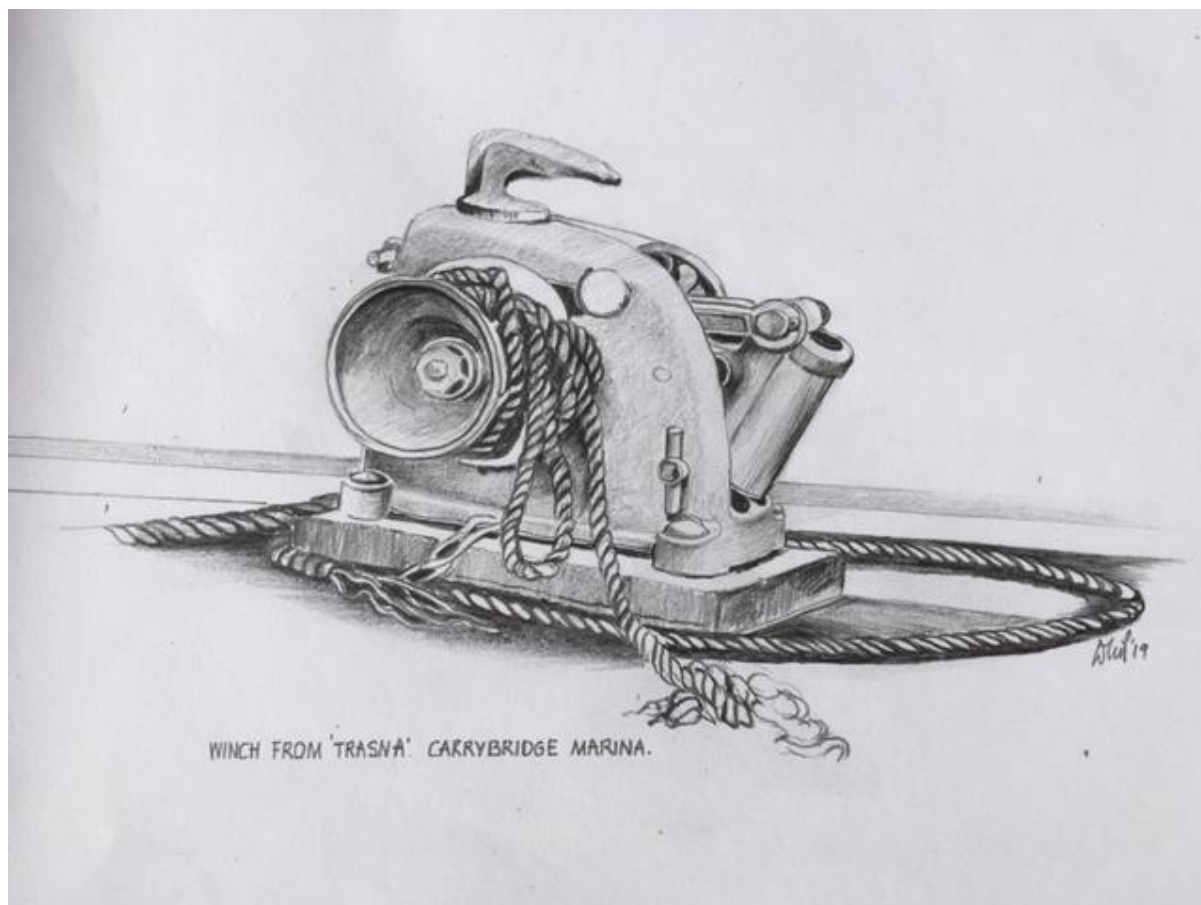


Figure 4.23: Winch from *Trasna*, Carrybridge Marina

4.9 Small Indigenous River and Estuary Boats

4.9.1 Cots

Ireland is home to a fleet of small flat-bottomed craft known as Cots, used to fish the upper reaches of tidal estuaries and inland on Lough Erne. 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 16 Cots was recorded during the surveys; four on the River Barrow and one on the Barrow line of the Grand Canal; two on the River Erne at Belturbet; five on Upper Lough Erne and four at Toome where the Lower Bann enters Lough Neagh.

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 20th 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.

Lough Erne Cots are a particularly distinctive vernacular boat, once found in large numbers. The narrow flat-bottomed boat with long sloping double transom ends evolved for operating in the shallows, loading and unloading supplies and animals onto the numerous islands within the Lough. A form of dugout similar to the shape of the Erne Cot is shown in the illustrated map of the siege of Enniskillen in 1594.

Indigenous larger wooden ferries in the style of the Erne Cots, up to 40ft long, were also used to transport herds of cattle and move horses, carriages and farm machinery. These have been replaced in more modern times by a similar shape of craft built in steel, some of which can still be seen around the Loughs today and one of which was recorded in the survey. A large wooden Cot has survived in use for over 100 years at Crom Castle, the seat of the Earls of Erne. It was used originally to bring the estate residents to Crom church, situated across the lake at Derryvore, and to bring the estate children to school. In recent years the Cot was used as a feature of the Castle's wedding events, ferrying wedding parties across the lake to the church. While the castle remains private, the main estate is now managed by the National Trust for Northern Ireland.

The original Cot was restored in 2015, and the opportunity taken to make a replica. The original boat continues to be a focus for the continuity of traditions in the environs of Upper Lough Erne. It was used to row the coffin of Lord Erne across the lake to Derryvore graveyard in 1st January 2016.⁶³

The last decade has seen a revival in Cot building and racing on the Erne. Under a five-year National Lottery Heritage Grant funded project, two new Cots were built in 2016 and are now used for racing regattas and events in various locations around the Loughs. A third racing Cot was built privately.

The Ulster Folk and Transport Museum has an Erne Cot in storage built by Patrick Gunn from Upper Lough Erne and commissioned as a museum specimen in 1969.⁶⁴ The Fermanagh and Omagh District Council Museum service also have a similar Cot in storage commissioned at the same time.

⁶³ <https://www.belfasttelegraph.co.uk/news/northern-ireland/his-coffin-borne-across-the-lough-on-a-rowing-boat-lord-erne-pageboy-at-the-queens-coronation-and-her-most-loyal-lieutenant-is-laid-to-rest-in-the-surrounds-of-his-beloved-crom-estate-34327498.html>

⁶⁴ This is a particularly long, narrow boat (length 6.04 m; maximum beam 1.09 m; depth 0.44 m).

The Shannon River System had a number of small indigenous boat types used along its length. As well as Lough Erne Cots at the upper end, Reed Boats or *Cliath Thulca* were used 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 Clare⁶⁵ but none was identified in 2017.

The term *Shannon Cot* appears to be attributed quite loosely to a variety of boats. A large mid-20th 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 blog⁶⁶ 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.

4.9.2 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 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,⁶⁷ 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.

⁶⁵ Tully, D. (2008) op. cit.

⁶⁶ www.irishwaterwayshistory.com

⁶⁷ Gilmer, T. (1994) *A History of Working Watercraft of the Western World*. International Marine, Camden, Maine, USA.



Figure 4.24: Wooden *Gandelow*

4.9.3 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,’ 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.⁶⁸

⁶⁸ Eg limerickslife.com/abbey-fishermen www.shannonrivercorbally.com/328891816

4.9.4 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.

Northern Ireland is home to three exceptionally large currachs, two of which were recorded during the 2019 survey. The 12 metre *Colmcille* is owned by the Causeway Coast Maritime Heritage Group, and based in Rathlin Island but logged on the Lower Bann at Coleraine Marina. Row the Erne built and rows the 10 metre *Menapian* from its mooring at the Waterways Ireland pontoon in Enniskillen on the Erne.(Section 6.1.3).

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.⁶⁹ 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.

4.9.5 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 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.

Lough Neagh is an important freshwater fishing ground once associated with a large vernacular fishing fleet composed of Lough Neagh clinker Fishing Boats and Lough Neagh Cots, some of which worked the fishery into Lough Beg on the Lower Bann. A small eel fishing boat is on display at the Garvagh Museum.⁷⁰

⁶⁹ Established in 2013.

⁷⁰ www.nimc.co.uk/find-a-museum/museum/profile/garvagh-museum/ Accessed 21/10/2019



Figure 4.25: Yorkshire Coble *Medbh* at Lowtown

4.10 Rowing Boats

Ireland has a long tradition of rowing. There are four Rowing Ireland affiliated rowing clubs within the 2016 survey area; as well as nine on the River Shannon, two on the Lower Bann and one on the Erne (Section 6.2.4). 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, mistakenly identified as the oldest recorded in Ireland by T.F. Hall in his authoritative history published in 1939.⁷¹ 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.

Bann Rowing Club was founded not long after Athlone and Carrick-on-Shannon, in 1842. The club is housed in an attractive traditional Victorian club house in Coleraine and has an illustrious history, and a fleet of modern GRP boats.

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.

⁷¹ 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 strength-to-weight 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.⁷²

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, Ross⁷³ 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.⁷⁴

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.⁷⁵ John "Rob Roy" McGregor (1825 – 1872)⁷⁶ 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. A Rob Roy style canoe was recorded at Crom on the Erne in the 2019 survey.

⁷² Mayglothling, R. (1990) *Rowing the skills of the game* The Crowood Press, Wiltshire; p 15

⁷³ Ross, G. (1954) *The Boat Race* Hodder & Stoughton

⁷⁴ Ross, G. (1956) *The Boat Race* The Sportsman's Book Club, London; p157-8.

⁷⁵ Brian Sheppard, pers. comm. C. Buchanan, September 2017

⁷⁶ [en.wikipedia.org/wiki/John_McGregor_\(sportsman\)](https://en.wikipedia.org/wiki/John_McGregor_(sportsman))



Figure 4.26: The blessing of the *Naomh Mhuire* at Marist College, Athlone in 1966⁷⁷

4.11 Sailing Boats

Ruth Delaney gives a lively account of sailing on the Shannon's many loughs from 1770 onwards, describing the activities of the "gentry" and the "country"; large yachts and smaller craft; regattas and events.⁷⁸ While many of the yachts and clubs she mentions are long gone, the spirit and tradition is carried on in the Shannon One Design sailing dinghies (SOD) that are such a feature of Lough Ree and Lough Derg.

The SODs came about when in 1922 a group of representatives of local sailing clubs commissioned a one design dinghy from designer F. C. Morgan-Giles, to be based on the local 18 foot lake boat. 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 each others' regattas. The dinghies are also trailed by road: some go as far as West Cork for the biennial Glandore Classic Boat Regatta. A full history of the Shannon One Design has been written by Goodbody and Delaney (2000).⁷⁹

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

⁷⁷ Photograph from the collection of Athlone Boat Club

⁷⁸ Delaney, Ruth ((2008) *The Shannon* Navigation Lilliput Press pp 193 – 212.

⁷⁹ Goodbody, L.M. & Delaney Ruth (2000) *The Shannon One Design Class, 1922-1999* Dublin

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.



Figure 4.27: Shannon One Designs (SODs) at Lough Derg Yacht Club

Boats have been sailed on Lough Erne for centuries too⁸⁰ but organised sailing for sport was inextricably linked to the local landed gentry. Lough Erne Yacht Club's origins go back to 1818 with formal racing recorded as far back as an event that took place over three days in August 1822, the earliest surviving full record of a sailing competition on the lough. Sailing boats came from Crom Castle (the Earls of Erne), Ely lodge (the Duke of Westminster), Castle Irvine (the Irvine family), Castle Saunderson, Riversdale, Rossfad, Dromard and Magheramena.

Events and regattas are recorded in newspapers throughout the 19th Century. Lough Erne Yacht Club's first headquarters was the Boat house at Crom, built in 1842, a year before the Royal St George Yacht Club in Dublin. It was possibly the first purpose built yacht club premises in Ireland.

In 1905 Enniskillen Yacht Club (EYC) was set up by merchants from the town merchants. At first they sailed the 22 foot Colleen Class keelboats popular in Dublin Bay at the time.⁸¹ They later commissioned a fleet of the new 16 foot Fairy keelboats from the Hilditch Yard in Carrickfergus. The first Fairy race took place in 1906.⁸² The Fairy Class was originally designed in 1902 by Linton Hope for the Royal North of Ireland Yacht Club at Cultra. They had a classic Edwardian Gunter rig, which has been retained on the LEYC boats. The EYC closed in the 1980s leaving the Fairy class to the LEYC, which celebrated the centenary of the fleet in 2006. The boats were racing up to a few years ago but presently only three Fairies

⁸⁰ Clarke, Michael (2005) *The Sailing History of Lough Erne* Clogher Record, Vol.18 No. 3 (2005) p.501

⁸¹ [en.wikipedia.org/wiki/Colleen_\(keelboat\)](http://en.wikipedia.org/wiki/Colleen_(keelboat))

⁸² Clarke, Michael (2005) Ibid.

are by the Lough, in varying states of repair; but at least four others are reported to be elsewhere in storage and in good repair.



Figure 4.28: Fairy Zephyr

4.12 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 boat builders 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 designing 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 at Banagher on the Shannon and Knockninny on Upper Lough Erne. 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 cruises on a 50-seat boat, "*The River Queen*." Riversdale Barge Holidays in Ballinamore both build and hire steel barges. Barrowline Cruisers still operate rental narrowboats out of Vicarstown.

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.



Figure 4.29: GRP Motor Cruiser *Rushmere* at Hazelhatch



Figure 4.30: Steel Motor Cruiser at Robertstown

4.13 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:⁸³

“With regard to the 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.”

Dugout Boats dating to various eras, are recorded as having been found in Lower Lough Erne, close to Castle Caldwell, Kesh, Rossfad, Tully and Crevenish, and in the Upper Lough near Tamlagh Bay, Dernish and Lady Craigavon Bridge.⁸⁴

4.13.1 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.

⁸³ D. Tully, pers. comm.

⁸⁴ RSK (Ireland) Ltd (2009) *Built Heritage Survey of the Erne Waterway* 1.Pre-1700 Sites, for Waterways Ireland. (waterwaysireland.org) p 3

The distribution of these Shannon Dugout Boats is summarised in Table 4.10.

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
TOTAL		24

Table 4.10 Distribution of Dugout Boats, River Shannon (source: N. Gregory)



Figure 4.31: Janus, Dreenan, Boa Island. Lower Lough Erne

4.14 Sunken & Wrecked Vessels of Interest



Figure 4.32: 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.⁸⁵

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, was

⁸⁵ Pers. comm. K. Brady, National Monuments Service, September 2017

recorded in 2016 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,⁸⁶ 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.⁸⁷ *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.

4.15 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.

⁸⁶ Dunne, G. (1993) *Survey of the Shannon Ferry at Shannon Harbour Co. Offaly* Marine Research Teoranta, Dublin

⁸⁷ Heritage Boat Association (2006, 2017) op. cit.

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 survey⁸⁸ 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.⁸⁹

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.

⁸⁸ Tully (2008); op. cit.

⁸⁹ Goggin, Brian S. (undated) *The Y axis* Unpublished paper given by author to D. Lynch, 2009. Citations: Rolt, L.T.C. (1949) *Green and Silver* The Canal Bookshop, 2015 and Hartford, D.M. *Arrow II Explores: An Irish Adventure* Volturna Press 1977



Figure 4.33: 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.

4.16 Boat Builders 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 4.11 contains a list of 183 boat builders and yards identified for boats recorded during the surveys.

The Hickey yard in Galway is detailed in Section 4.6.

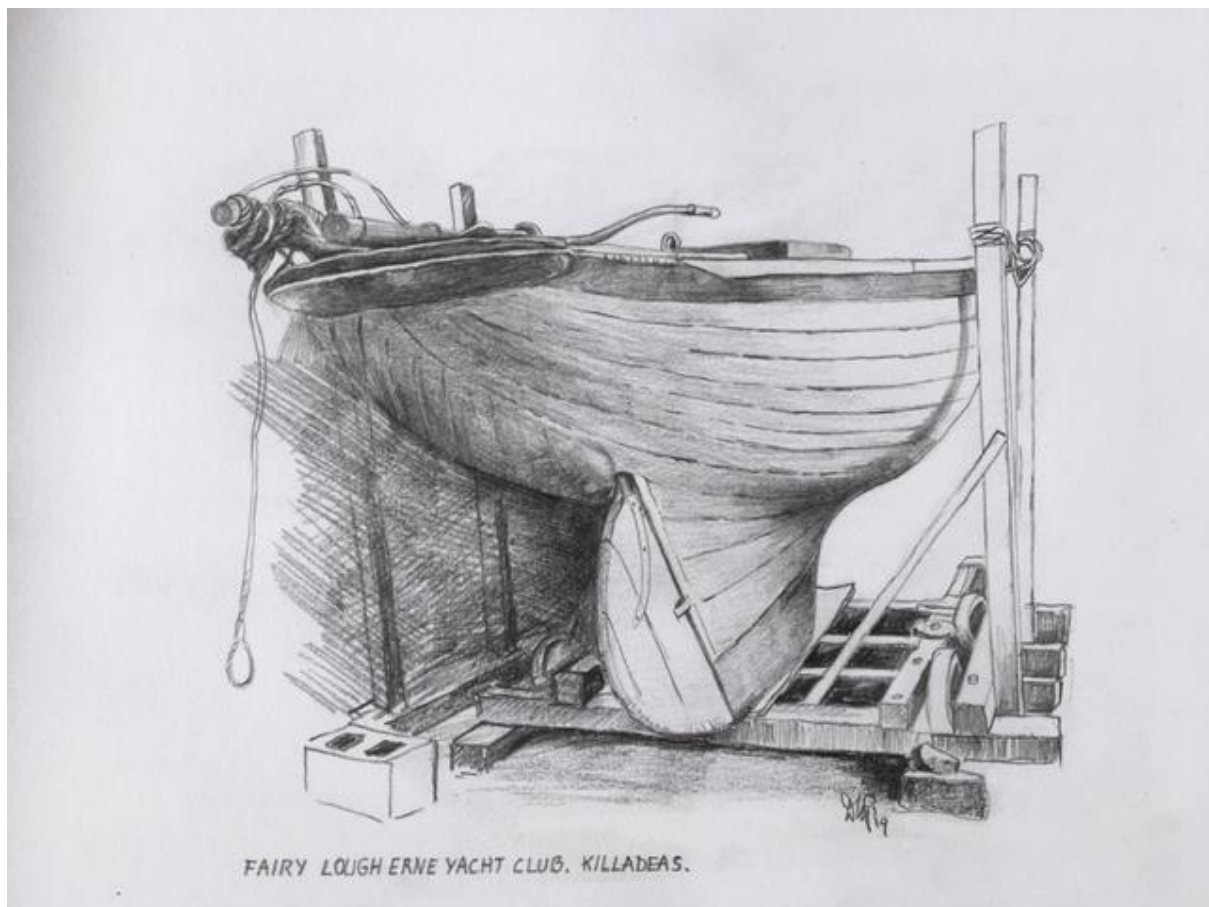


Figure 4.34: Fairy, Lough Erne Yacht Club, Killadeas

Boat Builders	
A. G. Ward	John Hilditch
Aldous Successors Ltd	John Tyrell and Sons
Altena Yachts	John White Boat Builders
Appleyard Lincoln	Kooijman & de Vries
Aquafibre Ltd	Liffey Dockyard
Aquamec Ltd	Lochin Marine, Rye & Sea Cruisers, Rye
Baron Van Hoevell	Lough Neagh Heritage Boat Association
Belturbet Men's Shed	Marindus Engineering
Bewley & Webb	Marine Projects Ltd (now Princess Boats)
Bill Colley, Richmond-on-Thames	McLean's Boatyard
Birchwood Boat Company Ltd	Michael Barrett
Bonikowski Engineering	Mick Sivewrights, Kings Lock Boatyard
Brights Patent Pulley Co	Mindon Marine
Broom Boats	Monty Leary
Cambridge Racing Boats and Equipment	Mooney Boats
Carbocraft	MPC Boats, Newbridge
Carl Douglas Racing Shells	Neptune Iron Works
Colvic Craft (Hull)	Noel Ryan, Billy Kirwan & volunteers
Croles Shipyard	Passage Dock Company
Cummins and Ellis	Percy M. See
Dagless	Peter Nicholls
Darke Engineering	Philip and Sons
Dartline	Pickwell & Arnold Boat Builders
De Bock en Meijer	Portadown Foundry
De Groot	Possibly Abeking and Rasmussen
Dublin Dockyard Company	Possibly Fletcher Boats
E. F. Elkins Ltd	Possibly Freeman
Eddie Hutch	Possibly McDonald's Boatyard
Edwin H. Phelps, Racing Boat Builder	Possibly Springer
Enniskillen Government Training Centre	R. Richardson
Fairline Boats	Rampart Boatbuilding Company Ltd.
Fi-Glass Developments	Ringsend Dockyard Company (McMillan)
Freeman Boats	Rowhedge Ironworks
G. L. Watson & Co	Saunders-Roe (Saro) Anglesey Ltd
General Motors	Seamaster
George Harris	Shannon Craft Hire and Fabrication
George Sims, Eel Pie Island	South Holland Marine/Stoke on Trent Boat Builders
Grendons Foundry	Springer Boats
Grimston Astor	Stampfli
Groves & Gutteridge Ltd	Stan Killeen
Harding Lifeboats	Staniland Boat Builders
Harland and Wolff	Teddington Launch & Motor Works
Harry King and Sons	Thornycroft, UK
Hawker Siddley	Tough Brothers Ltd
Herbert Wood	Tyrells of Arklow
Hickeys	Vickers Ireland Ltd
Irvines	Viking Marine
Isaac Pimblott	Vosper Ltd Southampton
J. A Hepworth & Sons	W. J. Yarwood
J. Samuel White	Walter Levigne
J.H. Taylor	Westlander
Jack Tyrell	Windboats Marine
Jimmy Furey	Yarrow & Co Ltd
John B. Kearney	Ziegert

Table 4.11 Boat Builders 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 Council⁹⁰ and in 2008 and 2009 in County Galway for the County Galway Heritage Forum.⁹¹ 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 which would have given rise to increased numbers. 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

⁹⁰ Tully, D. (2008) *op. cit.*

⁹¹ Lynch, D. *et al.* (2011) *op. cit.*

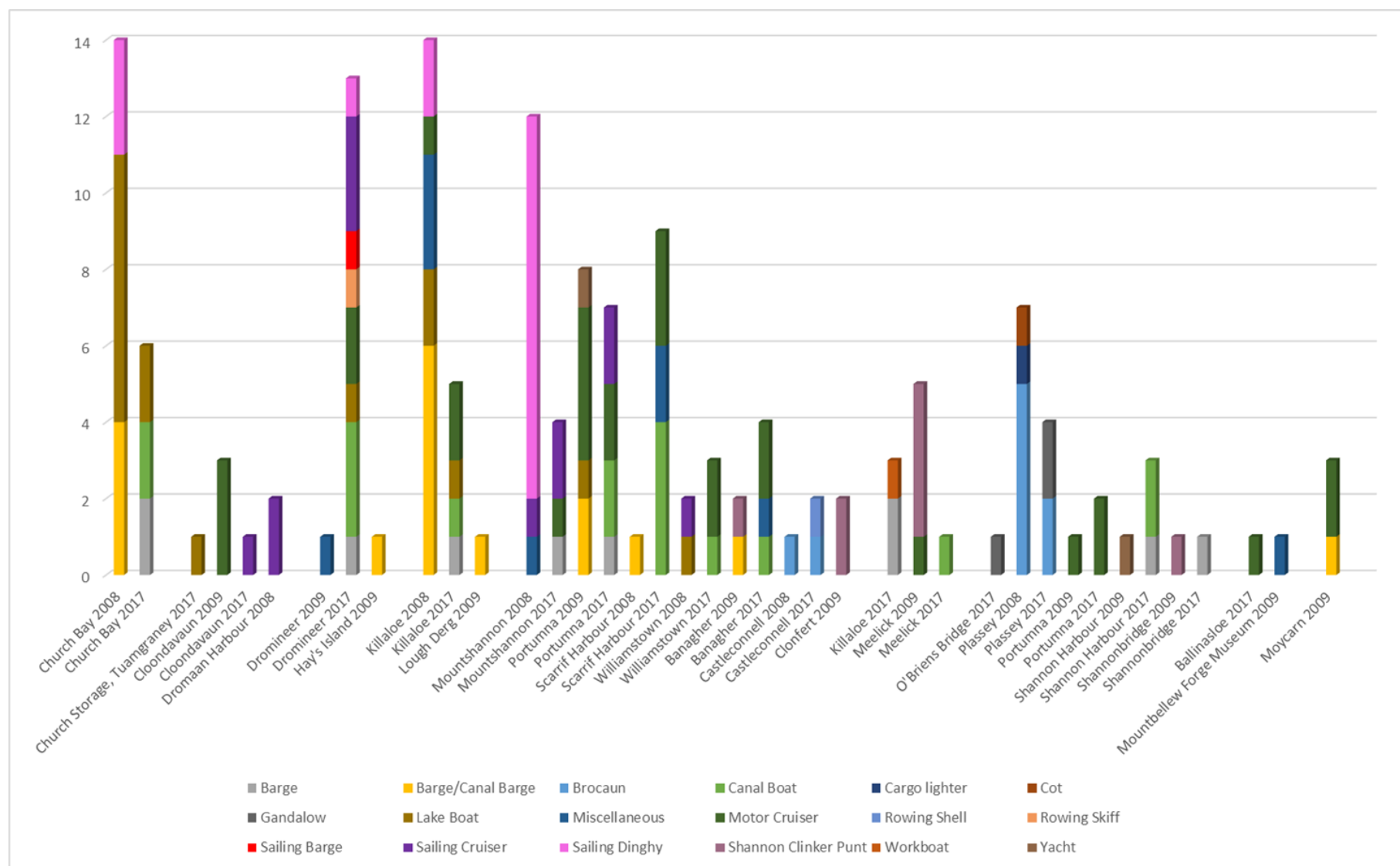


Figure 5.1 Comparison of 2008-2009 and 2017 heritage boat surveys by Boat Type and Location.
(Locations are grouped into Lough Derg, Lower Shannon and River Suck).

5.2 Action on recommendations

Follow-up action on the recommendations made in the reports of the Clare and Galway surveys include digital recording of a number of boats, with plans of their lines generated in some cases. 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 6.3.1 **Error! Reference source not found.**) 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.⁹²

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 Ree. 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 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.

⁹² www.tradboats.ie/

6 Resources – Organisations, Networks and Supports

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

- Organisations associated with particular waterways in the survey areas;
- Cross-border, national and other organisations of interest for heritage boats on the inland waterways;
- International and overseas organisations.

6.1 Waterway-specific organisations

6.1.1 Lough Erne Heritage⁹³

Lough Erne Heritage was formed in early 2015 by Fermanagh people with a direct connection to the boat building families from the Lough Erne area. Amongst its aims are:

- To encourage local heritage research and develop an archive about Lough Erne, its traditional boats and the people who built and used them;
- To host meetings, exhibitions, lectures and a website with a virtual heritage trail;
- To encourage and preserve the skills involved in building the traditional wooden boats of Lough Erne;
- To promote their use.

So far, Lough Erne Heritage has hosted a series of talks, exhibitions and cot regattas each year. They have built two community racing cots, and plan to build more.

6.1.2 River Bann and Lough Neagh Association

The River Bann and Lough Neagh Association (RBLNA) was established in 1964 to promote the amenities of the Bann and Lough Neagh, their tributaries and associated waterways⁹⁴. Its first campaign was to prevent the closure of the Lower Bann Navigation from Toomebridge to Coleraine.

In 2000 the RBLNA became a branch of the Inland Waterways Association of Ireland (Section 6.2.2). The RBLNA works to promote usage and development of Lough Neagh and The River Bann. It also supports the re-opening of the Ulster Canal, which would enable boats to travel from the north coast to Limerick, Dublin and Waterford via Upper Lough Erne and the Shannon-Erne Waterway through to the Shannon Navigation and the Royal and Grand Canals.

⁹³ www.nienvironmentlink.org/members/lougherne.php

⁹⁴ Savage, B. Michael (2009) *River Bann and Lough Neagh Pilot, A Boating guide to the River Bann, Lough Neagh and the River Blackwater* River Bann and Lough Neagh Association, Printed by Graham & Heslip Ltd. p 7

6.1.3 Row the Erne⁹⁵

Row the Erne began in 2014 with the building of a 33 foot, 10-oared currach, *The Menapian*. The name signifies the Bronze Age Menapi tribe who settled by the Erne. *The Menapian* was built by a team of volunteers with assistance from the Lough Neagh Heritage Boat Association, amongst others.

The boat is based in Enniskillen and used by Row the Erne for a variety of community excursions and events, including picnics and day trips, and longer overnight expeditions throughout the Erne system and Ireland. In the summer of 2018, *The Menapian* joined the two other big currachs in the north (*Mamach Mor* from the Lagan and the *Colmcille* now based in Rathlin Island) and rowed to Islay, Jura and Gigha in Scotland.

In 2015 Row the Erne was presented with the Living Waterways National award for Best Community and Volunteering project on the Inland Waterways and Canals of the UK.

6.1.4 Royal Canal Amenity Group (RCAG)⁹⁶

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

6.2 Cross-border, national or regional organisations

6.2.1 The Heritage Boat Association (HBA)⁹⁷

The HBA was founded in 2001 and operates throughout the island of Ireland. 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 events afloat and ashore, along with various promotional and educational 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. Representatives of the HBA are on the steering committee for the current surveys.

⁹⁵ rowtheerne.com

⁹⁶ www.royalcanal.ie

⁹⁷ www.heritageboatassociation.ie

6.2.2 The Inland Waterways Association of Ireland (IWAI)⁹⁸

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. A member of the IWAI is a representative on the steering committee for the current surveys.

6.2.3 Ulster Maritime Heritage

A new grouping in the north of the country, Ulster Maritime Heritage, is being formed. Its aim is to be a representative maritime voice which facilitates a co-ordinated programme of events, training and support; whilst building a record of heritage assets. Both coastal and inland waters will be embraced across the nine counties of the province of Ulster.

It has a number of themes:

- Supporting the sector by providing a regional forum and a voice,
- Celebrating and promoting maritime heritage,
- Identifying, recording and preserving maritime heritage,
- Encouraging preservation and boat-building skills,
- Engaging with government, the public and other bodies under an identifiable brand.

A number of specific actions have been identified in relation to each of these themes, for the next few years.

6.2.4 Rowing Ireland⁹⁹

Rowing Ireland is the governing body for the sport of rowing on the island of Ireland. It represents over 100 clubs. Rowing is well-established throughout the inland waterways with 14 Rowing Ireland affiliated clubs, of which six are in Limerick.

Athlone Boat Club, founded in 1835, is the oldest rowing club in Ireland; followed by Carrick-on-Shannon Rowing Club in 1836. Bann Rowing Club was formed in 1842.

The boats favoured by competitive rowing clubs are designed for speed. They are pared to the basics for maximum efficiency, light, fragile and tend to be new, so few are of heritage status. Space in club houses is at a premium and there is little allowance for sentiment when it comes to using, storing or appreciating the qualities of older boats.

⁹⁸ www.iwai.ie

⁹⁹ www.rowingireland.ie

The clubs are listed here in recognition of their long tradition as active users of the waterways. Competitive rowers train every day, likely twice a day at weekends, for at least ten months of the year. The clubs also support small but growing numbers of recreational rowers.

- **Athlone Boat Club** is the oldest recorded club in the island of Ireland, 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.
- **Bann Rowing Club** was founded not long after Athlone, in 1842. The club has an illustrious history and has won more Irish championships than any other club in Ulster, save for Enniskillen Royal Boat Club. Former Bann oarsmen did the town proud by winning medals on the GB team at the London 2012 Olympics. Alan Campbell won a bronze medal in the Men's Single Sculls, while Richard and Peter Chambers were part of the silver medal winning Lightweight Men's Four.
- **Carlow Rowing Club** is also long-established. The first recorded regatta in the town dates from 1859.¹⁰⁰ 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.th
- **Castleconnell Boat Club** was formed by two former members of Limerick Boat Club in 1983 and supports a large and active youth rowing section.
- **Coleraine Grammar School Rowing Club** continues a tradition of over 80 years of schools' rowing on the River Bann, and has also nurtured Olympic oarsmen, most recently Alan Campbell and the Chambers brothers in 2012 (see entry for Bann above).
- **Enniskillen Royal Boat Club** (incorporating Enniskillen Rowing Club and Portora Boat Club) is thriving and has won more Irish Rowing Championships than any other club in Ulster. It holds 41 titles, including three from 2019.
- **Graiguenamanagh Rowing Club** was set up in 2001¹⁰¹ 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 Graiguenamanagh 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.

¹⁰⁰ *Carlow Rowing Club 125th Anniversary Souvenir Booklet* 1984 Denieffe, Greg (Ed)

¹⁰¹ www.cklp.ie/rowing-in-together-in-graiguenamanagh

- **Offaly Rowing Club** is situated on the Grand Canal by Tullamore, at the 23rd lock. The club was established in 1985 and has contributed significantly to Irish rowing over the years, particularly in promoting sculling, where each individual uses two oars rather than one. Crews and scullers from Offaly have won 48 national championship titles to date – a remarkable number for a small club - and have represented Ireland internationally.
- **Saint Michael's Rowing Club** (1901) has had notable competitive success in recent years. The club has won 57 championships at all grades from Junior to 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.th
- **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 also rowing clubs on the inland waterways that are not affiliated to Rowing Ireland, including the relatively recently formed Athy Rowing and Canoeing Club; Belturbet Rowing Boat Club which offers canoeing and rowing courses to young people; Curraghaur Boat Club in Limerick (founded in 1877); Portora Boat Club in Enniskillen, for former school members and parents of children attending Fermanagh schools; and University of Ulster Rowing Club on the River Bann.

6.2.5 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. A number of ISA clubs are home to active fleets of heritage boats, such as the Water Wags in Dun Laoghaire, Howth 17 keelboats, the Mermaid dinghies in Dublin Bay and Shannon Estuary and the Shannon One Designs on Loughs Derg and Ree.

There are 13 member organisations of the ISA in the survey areas, 11 on the Shannon, one on the Lower Bann and one on the Erne:

- Baysports, Hodson Bay, Lough Ree
- Coleraine Yacht Club, River Bann
- Garrykennedy Sailing Club, Lough Derg
- Iniscealtra Sailing Club, Lough Derg
- Killaloe Sailing Club, Tinerana Bay, Killaloe
- Lough Allen Adventure Centre, Ballinaglera
- Lough Derg Yacht Club, Dromineer, Lough Derg
- Lough Erne Yacht Club, Lower Lough Erne
- 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



Figure 6.1: Crom Boat House built in 1842 was one of the first purpose-built yacht club buildings in Ireland.

There is a great tradition of sailing on the Shannon. Lough Ree Yacht Club was founded in Athlone in 1770 and 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.

Lough Erne too has a long history of sailing for pleasure. Lough Erne Yacht Club's distinction is as Ireland's oldest "racing" yacht club, with sailing regattas organised at least as early as 1820. The club is reputed also to have occupied Ireland's first yacht club building in the boat house at Crom, built in 1842. Its current premises are in the former WW2 RAF site at Gublusk built in 1941 for Catalina Flying boats¹⁰².

Coleraine Yacht Club on the River Bann and Nevsail Watersports on the River Shannon operate on intertidal waters where the inland waterways meet the Atlantic at the northern and southern ends of the Waterways Ireland jurisdiction respectively.

¹⁰² Clarke, Michael (2005) Ibid.

6.3 Other Irish organisations of inland waterways interest

6.3.1 Traditional Boats of Ireland¹⁰³

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 book¹⁰⁴ 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 received from the Heritage Council of Ireland and “generous individuals” along with Bord Iascaigh Mhara, the Marine Institute, *Comhairle Bhéaloideas Éireann* (The Folklore of Ireland Council) and *Údarás na Gaeltachta*.

6.3.2 AK Ilen School of Wooden Boat Building¹⁰⁵

The AK Ilen School is a wooden boatbuilding school and network, based in Limerick. Its genesis and growth centres on the *AK Ilen*, the last of Ireland’s traditional wooden sailing ships, designed by Limerick man Conor O’Brien, and built in Baltimore in 1926. The *AK Ilen* was relaunched in 2018 some 20 years after being brought back to Ireland for restoration. The boat is being used for educational and sailing programmes. The AK Ilen School has built an impressive fleet of traditional wooden boats to high standards since it was established in 2008.

6.3.3 Atlantic Challenge Northern Ireland;¹⁰⁶ *Sionn Mhara*

Atlantic Challenge Northern Ireland (ACNI) in Antrim and the crew of *Sionn Mhara* in Westmeath are two of five groups on the island of Ireland teaching traditional boat handling, sailing and seamanship skills based on the 38-foot Bantry longboat. Their boats are replicas of the 18th century original on display in the National Museum of Ireland at Collins Barracks, Dublin. They are the only two of these 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. *Cwch John Kerr* was recorded on the Sixmilewater in the 2019 survey.

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.

¹⁰³ www.tradboats.ie

¹⁰⁴ Mac Cárthaigh ed. (2008) op. cit.

¹⁰⁵ www.ilen.ie. “AK” stands for “Auxiliary Ketch” – a 2-masted sailing boat with an auxiliary engine.

¹⁰⁶ www.atlanticchallengenorthernireland.co.uk

6.3.4 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. The group started in 2005 with the aim of making traditional Irish boats, keeping old skills alive, and promoting an awareness of boating history. Their members have proved to be a valuable source of support and advice for boat building projects throughout the north and further.

They have a particular interest in flat-bottomed boats and have built a number of Lough Neagh Cots, a Foyle cot and eel boats as well as a variety of currachs and other small wooden boats. Their boat builders assisted in making Row the Erne's *The Menapian* in 2014.

6.3.5 The “One-Design” Class Associations

There are class associations linked with many of the heritage One Design¹⁰⁷ 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.

6.3.6 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*, *Gleoitheog* 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 *Curachai* *Adhmaid* and Achill yawls).

6.3.7 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 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.

¹⁰⁷ In theory, one design boats are identical, allowing fair competition between them.

6.4 GB, international and overseas organisations

6.4.1 Canal & River Trust National Waterways Museum, Ellesmere Port¹⁰⁸

The National Waterways Museum in the UK has become a focus for the preservation of inland waterways craft, providing conservation and restoration programs with indoor and outdoor floating display areas and warehouse-style exhibition space at its headquarters in Ellesmere Port. In the 1970s a number of craft was identified for preservation. The Museum was an initiative of a group of enthusiasts known as *The Boat Museum Society*. It has had several name changes since, and largely depends on volunteers.

In 2012 the current Canal & River Trust Charity was formed to take responsibility for British waterways, along with the management of the Museum. Professional museum staff now work alongside the volunteers of the Waterways Museum Society¹⁰⁹.

6.4.2 The Maritime Trust¹¹⁰

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.

6.4.3 European Maritime Heritage¹¹¹

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 3.2, Appendix 1), a statement of principles for the conservation and restoration of maritime heritage afloat.

¹⁰⁸ canalrivertrust.org.uk/places-to-visit/national-waterways-museum

¹⁰⁹ waterwaysmuseumsociety.org.uk

¹¹⁰ www.maritimeheritage.org.uk

¹¹¹ european-maritime-heritage.org

6.4.4 DBA – The Barge Association¹¹²

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.

6.4.5 The Vintage Wooden Boat Association¹¹³

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.



Figure 6.2: Motor Cruiser *Phoenix*

¹¹² www.barges.org

¹¹³ www.vwba.org

7 Resources – Funding

7.1 Overview

Funding to support heritage boats has not been a government priority in Ireland or Northern Ireland. The Heritage Council's Community Grant Scheme is one of the few regular sources available from public funds on either side of the border that has been used in this way. Unfortunately, the scheme was not active in 2019. The only direct programme for the restoration of heritage boats that seems to have applied anywhere in Ireland was operated by *Údarás na Gaeltachta* during the 2000s.

National Lottery funding via the Sports Capital Grant Scheme has provided support to heritage boat projects in the Republic of Ireland as has the UK National Lottery in Northern Ireland. Local authorities have been a source of funding on both sides of the border.

However, most restoration projects have been personally financed by boat owners, or by groups who have been resourceful in accessing grants by tailoring their projects to suit the differing criteria demanded by various funding bodies.

In this section potential sources of funding within the EU and the island of Ireland are considered. Schemes that operate in Norway and projects that have had success in other parts of the UK are outlined for comparison.

7.2 Northern Ireland

7.2.1 Historic Environment Fund¹¹⁴

The Historic Environment Division of the Department for Communities Northern Ireland (Section 3.3.3) provides financial assistance through the Historic Environment Fund, which is to support works and activity aimed at, “conserving heritage assets and increasing ... knowledge and public awareness of the historic environment”. While heritage boats do not fall directly under the terms of the fund, it may provide a source for a heritage boat/boats as an element of a wider project or scheme. There are four funding streams: Research, Repair, Regeneration and Revival.

7.2.2 Local authorities and partnerships

Local authorities in Northern Ireland offer a variety of grants, such as capital, cultural, community development and festival funding. The nature and scale of the grant and the terms and conditions vary by council to suit local circumstances, and could well provide a source for a suitable local heritage boat project or organisation. A number of council schemes relevant to inland waterways are highlighted below.

The Lower River Bann passes through or alongside four local authority areas:

¹¹⁴ www.communities-ni.gov.uk/articles/historic-environment-financial-support

- **Antrim and Newtownabbey Borough Council** has a funding hub on its website¹¹⁵ with applications invited for Leisure grants and Community grants in November and December 2019. The Council supports Atlantic Challenge Northern Ireland (Section 6.3.3).
- **Mid and East Antrim Borough Council** operates a grant scheme on a rolling basis for community organisations and voluntary groups¹¹⁶ for items including equipment, community and international events and setting up new groups.
- **Mid-Ulster District Council** operates a rolling grant scheme for festivals, and a variety of annual grant schemes including events; arts, culture, heritage and community; sports capital and sports development.¹¹⁷
- **Causeway Coast and Glens Borough Council** offers grants to not-for-profit groups for activities and projects including culture arts and heritage, community development, enterprise and capital grants.¹¹⁸

The Erne system falls within the **Fermanagh and Omagh District Council** area where grants are available to voluntary clubs, societies, community and sporting organisations and organisers of events for activities including arts, community, culture and heritage, sport and project development.¹¹⁹ Another of the Council's initiatives is the *Links Across the Lough* funded via the EU Peace IV programme. As part of the programme, local communities marked the journey of the 6th Century Saint Ninnidh from Knockninny Hill to Inishmacsaint in Lower Lough Erne with a re-enactment by three Lough Erne Cots.¹²⁰

There are examples of local authority and local partnership initiatives in support of inland waterway and coastal heritage boats elsewhere in Northern Ireland.

- In 2014 **Castlereagh Borough Council**¹²¹ purchased the *Industry*, a steel Lagan lighter barge built in 1871 for transporting coal. It was modified in 1920 by Portadown Foundry¹²². This vessel is now moored on a section of the Lagan canal by the Lock Keeper's house in south Belfast, retrofitted with a restored 15 HP Bolinder Engine (sourced by the HBA). It houses an interpretive exhibition. The project was supported by the Lagan Rural Partnership through the Northern Ireland Rural Development Programme.
- **Craigavon District Council**¹²³ purchased a Lagan lighter in 2010 for a dry land exhibit at their museum service at the Oxford Island Discovery Centre on Lough Neagh. The 60 foot *Enterprise* was built by Portadown Foundry as a sand boat in riveted iron in the 1890s¹²⁴. She was restored with the addition of

¹¹⁵ antrimnewtownabbey.eformz.info/

¹¹⁶ www.midandeantrim.gov.uk/resident/grants

¹¹⁷ [www.midulstercouncil.org/resident-\(1\)/grants/rolling-grants](http://www.midulstercouncil.org/resident-(1)/grants/rolling-grants)

¹¹⁸ www.causewaycoastandglens.gov.uk/grantsandfunding

¹¹⁹ www.fermanaghomagh.com/services/funding-and-grants/

¹²⁰ www.fermanaghomagh.com/article/links-to-the-lough-peace-iv-project/

¹²¹ Subsumed into Lisburn and Castlereagh City Council in 2015.

¹²² www.belfasttelegraph.co.uk/news/northern-ireland/industry-makes-return-to-lagan-canal-as-an-old-friend-barges-in-30517410.html

¹²³ Subsumed into Armagh City, Banbridge & Craigavon Borough Council in 2015.

¹²⁴ heritageboatassociation.ie/cms/index.php?option=com_content&task=view&id=402&Itemid=64

access doors through the hull and has been repurposed as an interpretive centre.

- An initiative by the **Strangford Lough and Lecale Partnership**¹²⁵ and the Police Service of Northern Ireland has worked to revive boatbuilding and coastal rowing as part of a wider effort to regenerate communities through maritime heritage. The boats are Saint Ayle's Skiffs, a contemporary design based on traditional lines and constructed using plywood kits.

Initially nine skiffs were built by local communities culminating in racing at the inaugural Narrows Challenges in 2014.¹²⁶ The overall project was approved by the Down Rural Area Partnership (DRAP) as part of the European Agricultural Fund for Rural Development with support from the Northern Ireland Environment Agency, and Down District and Ards Borough Councils.¹²⁷ The initiative has proved very successful, with a number of the clubs building second boats and Down Coastal Rowing hosting the Skiffie World Championships on Strangford Lough in 2016.

7.2.3 Other sources of information on funding in NI

Supporting Communities is a charity that supports active citizenship and community development in Northern Ireland. It manages a useful section on funding open to community organisations, clubs and societies on its website.¹²⁸

Invest NI, the economic development agency for Northern Ireland, provides the web-based service nibusinessinfo.co.uk which includes a searchable database of publicly-funded and not-for-profit sources of financial assistance and advice¹²⁹. It has a business focus and could be a useful resource for the restoration of a heritage boat within, e.g., a tourism enterprise.

7.2.4 UK National Lottery: Community Fund and Heritage Fund¹³⁰

The National Lottery Funds are a significant source of funding for projects in the arts, sport, heritage, charity, voluntary, health, education and environmental sectors in the UK. Projects supported include, e.g., the Blyth Tall Ship in Northumberland; the conservation of the HMS Caroline at Alexandra Dock in Belfast's Titanic Quarter, now a floating museum; and the East Anglican Sailing Trust programme for children with disabilities.¹³¹

¹²⁵ SLLP is based on an advisory committee made up of 20 stakeholder and local interests organisations linked to the Strangford and Lecale Area of Outstanding Natural Beauty. It includes representatives of central and local government, public agencies, recreational, enterprise, community and environmental organisations.

¹²⁶ www.strangfordlough.org/other/the-narrows-challenge-event-programme-2014.html

¹²⁷ <http://www.strangfordlough.org/projects/coastal-rowing.html>

¹²⁸ supportingcommunities.org/funding-news-1; accessed October 2019

¹²⁹ www.nibusinessinfo.co.uk/content/northern-ireland-business-support-finder

¹³⁰ <https://www.lotterygoodcauses.org.uk/funding>

¹³¹ www.lotterygoodcauses.org.uk/projects/view/

There are sources of funding specific to regions, and others such as the Heritage Fund that apply throughout the UK. The following funds are available specifically in Northern Ireland:

- **Awards for All Northern Ireland** – 12 month project funding of amounts from £300 - £10,000 for voluntary or community organisations and public sector organisations to support people to bring about positive changes in their community.
- The **National Lottery Community Fund - Empowering Young People**. Grants from £10,000 - £50,000 are available for projects for young people facing challenges.
- The **National Lottery Community Fund - People and Communities**. Grants from £10,000 - £50,000 for communities of area or interest working to supporting positive change in the community.

The Belfast-based Lagan Currachs received National Lottery Community Fund support for the building of their 33 foot currach, *Mamach Mor*, in 2016.

The **National Lottery Heritage Fund** is for all types of project that focus on heritage in the UK. Grant awards range from £3,000 - £5,000,000 - and above in the case of the Heritage Horizon Fund. Industrial, maritime and transport is one of six headings identified, for “the innovative buildings, transport and technology that helped to shape the modern world”. More than £520 million has been provided to assist thousands of industrial heritage projects (including historic ships) across the UK since the National Lottery started in 1994.

Heritage Fund support was one source the mix of funding sources identified for the £11.2 million **Regional Maritime Museum**, proposed for the site of the former **Ebrington Barracks in Derry**.¹³² The port was a major embarkation point for emigration from Ireland during the eighteen and nineteenth centuries, and the Ebrington base served US troops during the WW II and the Royal Navy up to 2003. Planning permission for the museum was granted in November 2017 and plans are at an advanced design stage. However further progress is dependent on funding approval by the Northern Ireland Assembly, which has not met since January, 2017.

Lough Erne Heritage (Section 6.1.1) was awarded £56,400 in December 2018 for the **ERNE Programme**, which runs until 2020, by the National Lottery Heritage Fund.¹³³ This funding will help establish a network of groups around Lough Erne, publish interactive educational materials for schools, host rowing regattas and an exhibition in June 2020 to showcase the heritage from around the inland waterway.

The **Boats without Boundaries** project’ managed by Féile an Phobail, West Belfast Festival, was funded by the Heritage Fund in 2014 through the *Young Roots* programme. A cross-community group of young people was involved in building a number of small currachs and cots, with the help of the Lough Neagh Heritage Boat Association (Section 6.3.4).

¹³² www.bbc.com/news/uk-northern-ireland-foyle-west-48589371

¹³³ afloat.ie/inland/inland-waterways/item/41742-lough-erne-heritage-wins-uk-national-lottery-support-for-programme-to-preserve-area-s-boat-building-history

An example provided by the **National Waterways Museum at Ellesmere Port** (Section 6.4.1) is an award of £110,000 under the Heritage Fund's **Skills for the Future** programme to the museum's boatyard to train more people in the skills needed to conserve the historic collection of inland waterways boats. Young trainees and volunteers work alongside each other to learn how to restore and repair craft from the British inland waterways. Skills for the Future is a partnership between the National Waterways Museum, the Boat Museum Society, National Historic Ships, The Waterways Trust and West Cheshire College.

The **Lough Erne Landscape Partnership** was awarded £2.6 million from the Heritage Fund. The group plans to deliver 23 individual projects to improve access, protect habitats and species, and engage communities with the heritage of the Erne System. While no projects deal directly with heritage boats, the projects include developing a **Spiritual and Great Island Monastery Trail**, a **Heritage Skills and Training Program**, and opening up access to the lake with a **Paddling on the Lake** project. This Partnership is led by the Royal Society for the Protection of Birds, Northern Ireland, in partnership with Fermanagh and Omagh District Council, Fermanagh Rural Community Network, Lough Erne Heritage, National Trust Upper Lough Erne Region, and Waterways Ireland.

7.2.5 The Honourable The Irish Society¹³⁴

The Honourable The Irish Society owns extensive fishing rights in Northern Ireland, particularly on the River Bann. The Society manages these rights in a sustainable way that allows for local and visiting anglers to enjoy reasonably priced fishing, in return for the income being reinvested in fishery protection and development as well as The Society's charitable grant programme.

Grants are provided on a cross-community basis to groups in the voluntary sector and individuals in County Londonderry, and to charitable organisations elsewhere in Northern Ireland. Awards are made entirely on the basis of need. Amounts of up to £250 are considered for individuals and up to £1,000 for community groups, clubs, and associations from County Londonderry. Charitable organisations elsewhere in Northern Ireland with an operating income below £250,000 can apply for grants between £1,000 and £2,000.

7.2.6 Association of Industrial Archaeology¹³⁵

Heritage Craft in the UK can apply for grants to the Association of Industrial Archaeology (AIA). In 2017 AIA provided £122,000 to eight projects, three of which were maritime.¹³⁶ Work supported included the restoration of the steam launch *Elizabeth* for the Windermere Jetty Museum; the 1915, 60 foot gaff cutter *Britannia* from Kings Lynn; and a dock maintenance yard machine shop in Bristol.

¹³⁴ <https://www.honourableirishsociety.org.uk/charitable-grants/guidelines> Accessed 10/12/2019.

¹³⁵ www.industrial-archaeology.org/aia-awards/restoration-grants/

¹³⁶ Maritime Heritage Trust News, Summer 2018, maritimeheritage.org.uk

7.2.7 Arts Council England - Museum Resilience Fund

Arts Council England set up the Resilience Fund to enable museums to become more sustainable and resilient. At Ellesmere Port, part of the Heritage Boatyards plan was to move boats in need of recording, care and repair to offsite storage. Arts Council England funded the project and October 2017 saw the start of the 'Big Lift', to transport a number of large craft from Ellesmere Port dock to a warehouse in Rossfield Road.¹³⁷

7.3 Heritage Boat Grant Schemes in the Republic of 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 grant aided boats had to be built or restored within the Gaeltacht area.

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



Figure 7.1 Connemara has the healthiest population of traditional boats.

¹³⁷ Green, Barry 2017, *The Big Lift* Waterways Journal Vol 20, 2018; The Waterways Museum Society Ltd, National Waterways Museum, Ellesmere Port, Cheshire; p70-73

<i>Scéim do Bháid Seoil Traidisiúnta</i>	<p>For restoration or new builds of Galway Hooker type boats as listed. The boat builder was subject to approval by the Galway Hooker Association, and the work was subject to inspection by an independent naval architect appointed by <i>Údarás na Gaeltachta</i>. Up to 50% of the costs were funded up to the maximum limits shown.</p> <ul style="list-style-type: none"> • <i>Bád Mór</i> (over 31 feet) – up to €40,000 • <i>Leathbhád</i> (28 to 31 feet) – up to €25,000 • <i>Gleoiteog</i> and <i>Pucáin</i> (under 28 feet) – up to €15,000 • Inboard engines – up to €10,000 • Outboard engines – up to €2,500
<i>Scéim Chúinimh do Phobail Chois Cósta</i>	<p>For boats up to 23 feet in length engaged in the seaweed harvesting industry in the Galway and Mayo Gaeltacht areas. The boats were either the heavy wooden open <i>currachaí adhmaid</i> used in the Galway area, or the heavy boarded type <i>Achill Currach</i> in the Mayo area.¹³⁸ Up to 50% of the costs were funded up to the maximum limits shown.</p> <ul style="list-style-type: none"> • A new boat build, to include the cost of basic safety equipment – up to €5,000 • Restoring a boat – up to €1,000 • Outboard engine – up to €3,000
<i>Scéim Na Giollaí Bád</i>	<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>
<i>Scéim Athbheochana na Yawltaí</i>	<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

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.

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

¹³⁸ 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.

Boats of Ireland website. A number of lake boats and a Shannon One Design from inland waterways are included (Section 5.2).¹³⁹

To mark the European Year of Cultural Heritage in 2018 the Heritage Council offered organisations and individuals a grant scheme with the theme *Make a Connection*. In 2019, the Heritage Council prioritised achieving objectives in its new Strategic Plan, and did not offer a community grant scheme.

Other projects of interest supported by a Heritage Council Community Grant in recent 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)
- The conservation of notebooks of McCann Boat Builders, 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
2018 – European Year of Cultural Heritage – Make a Connection		
Meitheal Mara	Making a Connection through Currachs	€5,500
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 ¹⁴⁰		
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 projects¹⁴¹

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.

¹³⁹ tradboats.ie/projects/inland-waterways.php

¹⁴⁰ NB the grant scheme did not operate in 2013

¹⁴¹ Source: www.heritagecouncil.ie/grants October, 2016

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 wishing to restore a number of heritage Galway Hookers. These boats would have qualified for funding via the *Údarás na Gaeltachta* scheme had the Claddagh been in the adjacent *Gaeltacht* area. Galway City Council was persuaded of the importance of the boats, and stepped in to provide support.

This initiative has 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.

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 Grants¹⁴² 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.¹⁴³ The completed boat was launched at Kilrush in the summer of 2019.

7.3.5 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

¹⁴² www.dttas.ie/sport/english/sports-capital-programme

¹⁴³ Ref. D. Tully

members in 2015.¹⁴⁴ 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 recommended reading for anyone with an interest in EU funding.

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

Box 7.1 Europe 2020 Policy Priorities¹⁴⁵

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.

¹⁴⁴ 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

¹⁴⁵ Ibid. p4

- **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 **Error! Reference source not found.**).¹⁴⁶ The building of the *San Juan*, a replica 16th century whaling ship, was part of the 2016 Capital of Culture programme in San Sebastian.¹⁴⁷

7.4 Heritage Boat Grant Schemes on the island of Ireland

7.4.1 The Ireland Funds

The Ireland Funds¹⁴⁸ 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.

7.4.2 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

¹⁴⁶ Galway achieved the designation ahead of the “Three Sisters” of Waterford, Wexford and Kilkenny, an area including a portion of the Barrow navigation.

¹⁴⁷ www.albaola.com/en/site/capital-of-culture

¹⁴⁸ www.theirelandfunds.org/ireland

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.

7.5 Heritage Boat Funding Linked to National Registers

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

7.5.1 Norway

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

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.

7.5.2 The United Kingdom

The role of National Historic Ships (NHS) in maintaining the UK National Register of Historic Vessels (NRHV) 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. Shipshape Heritage Training offers a total of sixteen, bursary funded, twelve-month training placements, in eight partnership sites around the UK between 2018 and 2020. The programme provides training, skills and experience in the historic ships sector. The National Lottery Heritage Fund awarded a grant of £409,000 towards the total cost of £424,900.

In its role as statutory advisor to the UK National Lottery Heritage 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).



Figure 7.2 Barge *J D 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 the Waterways Ireland 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 publications¹⁴⁹ *Cool Metal - Clear Water* and *Fine Lines - Clear Water*. However, there are considerations in setting up a formal register that are beyond the scope of a research survey.

For comparison, the European Maritime Heritage (EMH) website includes a list of links to 46 boat registers.¹⁵⁰ These are from countries throughout Europe, Australia and two international registers (Table 8.1). 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 8.1 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.

¹⁴⁹ Heritage Boat Association (2006, 2017) (2009) op.cit.

¹⁵⁰ european-maritime-heritage.org/links.aspx#Registers – accessed September, 2016.

- 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 7.5).

Elements of the approach adopted in the UK, where there are two national registers, have much to recommend them when considering an Irish register. In 2019, there were around 1,300 boats and ships on the National Register of Historic Vessels. Smaller boats (less than 33 feet in length) are on National Small Boat Register (NSBR), which lists some 700 vessels. Entries to the registers are submitted voluntarily by boat owners.

Both UK registers include boats from Ireland (of UK interest) and Northern Ireland, but only about two dozen boats, mainly marine, have been submitted. Only three of these craft are on the Inland Waterways. This may be a resource that needs to be highlighted among heritage boat owners locally.

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),¹⁵¹ 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 2014-2015.¹⁵²

¹⁵¹ www.nationalhistoricships.org.uk

¹⁵² www.nationalhistoricships.org.uk/data/files/Grants_awarded/granst_awarded_Jan14.doc
10/10/2016

- 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.

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 Register¹⁵³

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,¹⁵⁴ 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.¹⁵⁵

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 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, as well as providing a home for significant numbers of recreational and indigenous heritage craft. 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

¹⁵³ nmmc.co.uk/explore/databases/national-small-boat-register/

¹⁵⁴ nmmc.co.uk

¹⁵⁵ D. Tully, pers. comm.

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, it would be beneficial if an umbrella body from these groups was 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 all-Ireland 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** (125 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** (58 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** (131 boats) – Boats over 25 years old (pre-1992) that meet the criteria in the Heritage Council guidelines.¹⁵⁶ 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** (104 boats) - more recently built boats and replica boats which are of a heritage style or are built by boat builders of traditional standing.

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

- **Vessels at Risk** (43 boats) – heritage boats, regardless of category, that are in danger of being lost, broken up or destroyed. The risk factors vary from

¹⁵⁶ Mac Cárthaigh et al. (2006) op.cit.

neglect to ownership issues, abandonment or bereavement, to the cost of stabilisation/conservation/restoration.

- **Priority list for conservation** (60 boats) – A list of heritage boats recommended as priorities for conservation has been identified and the individual boats noted in the database.

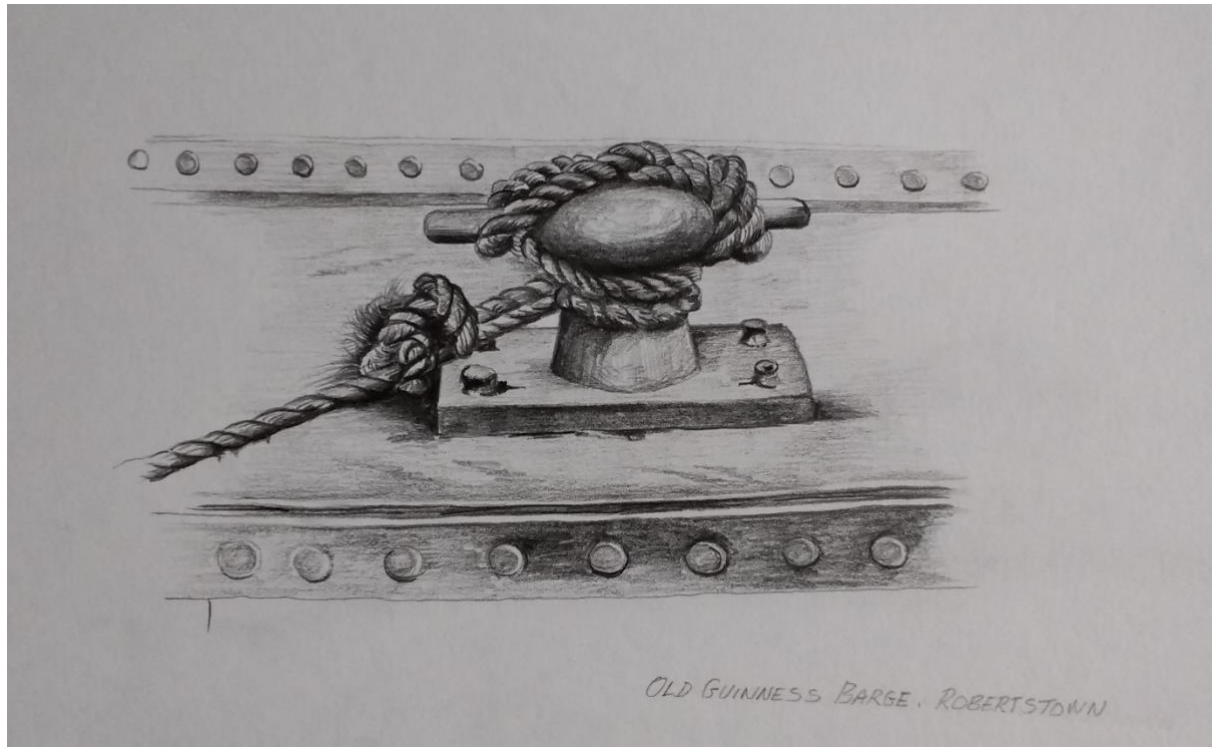


Figure 8.1: Cleat on M Boat, Robertstown

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 within their remit that can assist in promoting 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 within their remit 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, as well as providing a home for significant numbers of recreational and indigenous heritage craft.

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, Historic Environment Division in Northern Ireland 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, it would be beneficial if an umbrella body from these groups was 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 all-Ireland 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 Boat Builders

The form and procedure for setting up an official Register of Boat Builders, or Boatbuilding Services, should be considered as part of the brief for the umbrella body. 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 (Section 7.5) 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, Lough Erne and Limerick City in particular. There is scope to highlight and promote such use via events such as rowing and sailing Raids¹⁵⁷ for small heritage boats along the length of a canal or

¹⁵⁷ 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

navigation. In the longer term, the provision of both 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. Lough Ree Yacht Club's forthcoming Clinkerfest to celebrate clinker-built racing boats is welcome in this regard. 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. 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.

Inland Waterways Ireland Sailing Raid from Lough Erne to Lough Derg in 2012. Naomhóga Chorcaí and Meitheal Mara have organised the Rebel Raid annually since 2012 in various harbours and bays around Ireland.

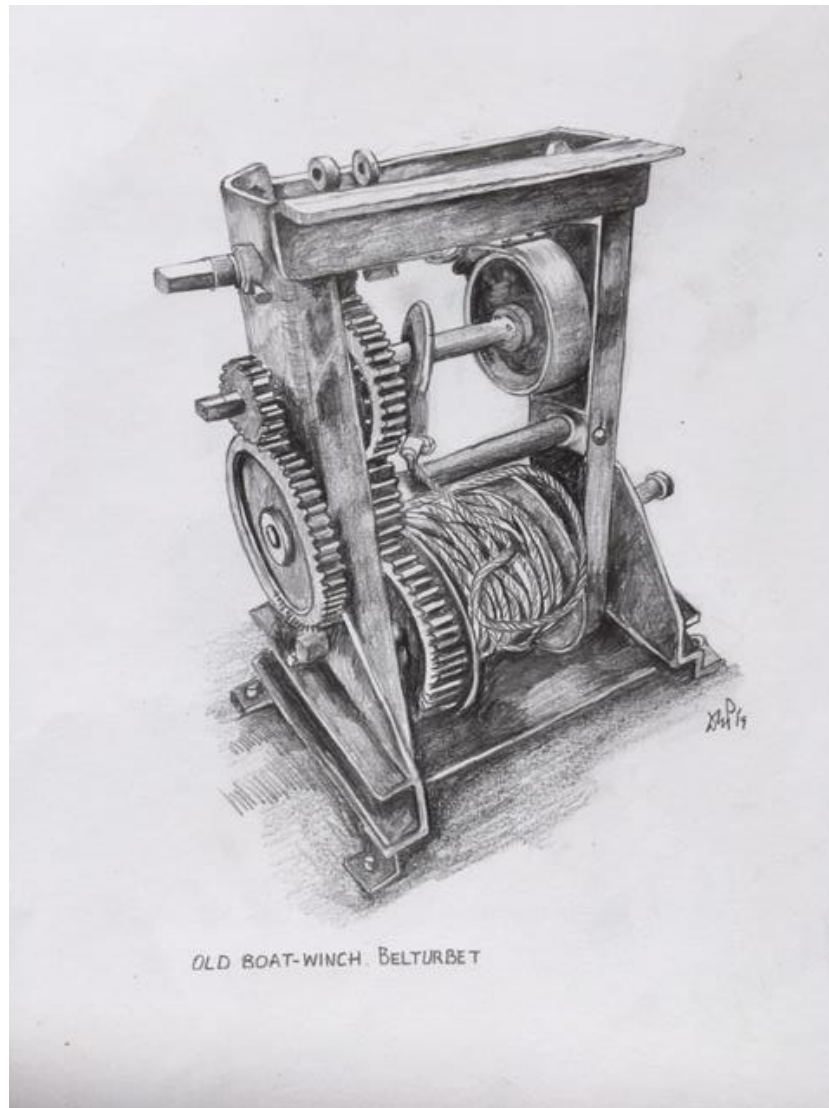


Figure 9.1: Boat winch, Belturbet

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 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.
- Waterways Ireland has limited resources to undertake **hedge and tree cutting along the banks of narrow waterways** such as eg the Woodford River. Navigation difficulties for large vessels with limited manoeuvrability are most pointed at the bends in such waterways where trees can obscure the view of on-coming vessels. HBA members have suggested that focusing tree-cutting resources on clearing the sight-lines around corners (rather than along straight sections) would provide the greatest benefit to the navigation.

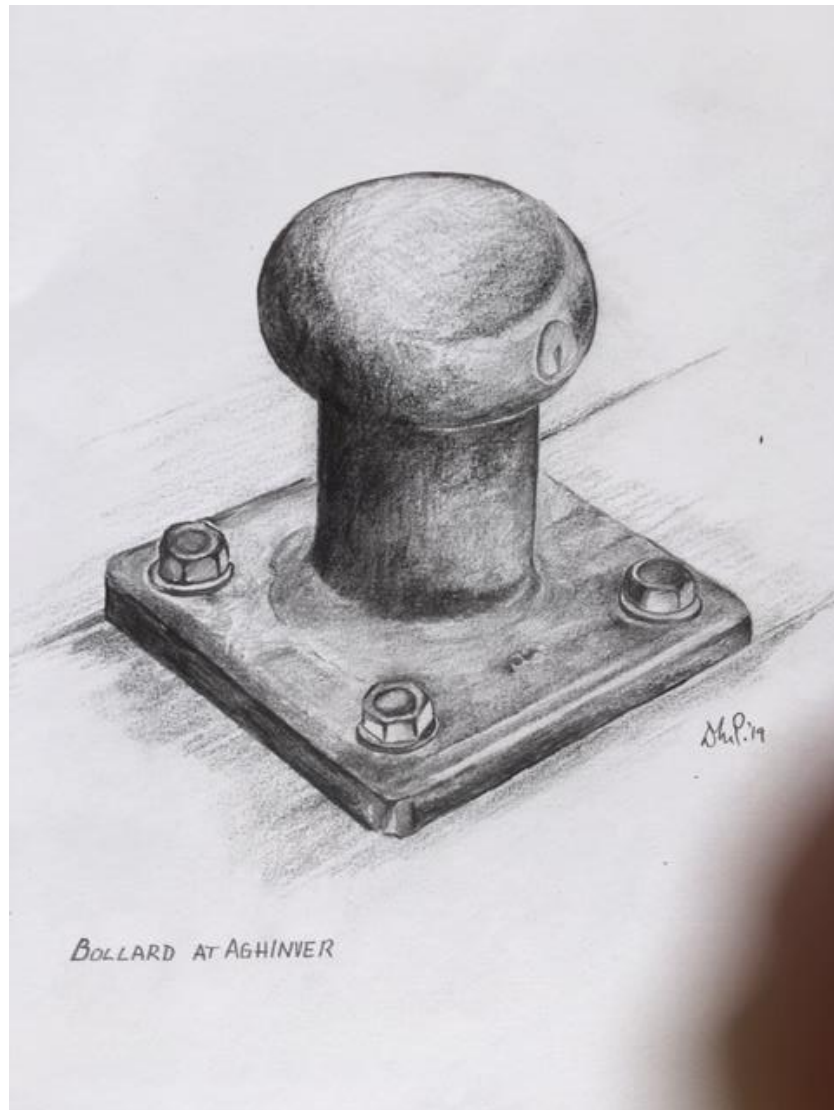


Figure 9.2: Bollard at Aghinver

1 Appendix I – Acknowledgements

The authors wish to recognise and thank the following organisations and individuals for assistance in completing the surveys and this report

1.1 Organisations

AK Ilen Company	Gary Mac Mahon
Athlone Boat Club	Des Campbell, Benny Dunne
Athlunkard Boat Club	Maxine Murphy
Bann Rowing Club	Geoff Bones, Keith Leighton
Belturbet Row Boat Club	Tommy McMahon
Boat Builders	Jimmy Furey, Dougal McMahon
Boat owners on all Waterways Ireland navigations	
British Ship Registry	Louise-Anne Harries
Carrick Craft	Doris McLaughlin
Carrick-on-Shannon Rowing Club	Frances Cryan, Roisin Guihan, John Lowe
Causeway Coast Maritime Heritage Group	Robin Ruddock
Emerald Star	John Beirne, Frank Costelloe
Enniskillen Library	Sean Corr
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Inland Waterways Association of Ireland	Brian Goggin
Irish Waterways History	Reidar Solgvik
KonTiki Museum, Oslo	Librarians and members of staff
Libraries in Athlone, Banagher, Carrick on Shannon, Killaloe, Nenagh, and Portumna	
Lough Erne Yacht Club	Gareth Doherty
Limerick Boat Club	Hanna Fitch and Brian Sheppard
Lough Erne Heritage	Gabriel Fitzpatrick, Imelda McGuire
Lough Neagh Heritage Boat Association	Kieran Breen, Pat Hughes
Meitheal Mara	Members of staff and Board
National Folklore Collection	Criostóir Mac Cárthaigh and members of staff
National Monuments Service	Karl Brady
National Historic Ships, UK	Martyn Heighten RIP
National Museums NI	Clare Ablett
National Small Boat Register, UK	Captain George Hogg
Norwegian Ship Preservation Society	Hedda Lombardo
Offaly Rowing Club	Frank Durkin
Old Gaffers Association	Tim McGuinness
Quivvy Marina	David Cole
Richmond Harbour	Cathy Hickey & Hugh Hickey
Riversdale Marina	Graham Thomas
Saint Michael's Rowing Club	Niall Aherne, Dermot Henihan
Share Discovery Village	Dr. Peter McEvoy

Shannon Harbour

The Maritime Trust

The Portaneena Company

The Waterways Archive, Ellesmere Port

Traditional Boats of Ireland

Údarás na Gaeltachta

Ulster Maritime Heritage

University of Ulster Boat Club

Waterways Ireland Centres

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McKinley, David Morris and all members of
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1.2 *Individuals*

Bill Ahern, Donal Boland, Gerry Brennan (Silvery Light), Aoife Burke, Colm Burke, Robert Byrne, Larry De Cleir, Ciaran Clinton, Donie Conlan (Carnadoe), Susie Coote, John Duffy (J. D. McFaul), Tommy Egan, Vinnie Fennell, Reggie Goodbody (Dromineer), Liam Hannigan, Virginia Hardy, Melanie Harkin, Cormac Kenny, John Leech, David Lefroy, John Lefroy, Gerard Madden, Mark Maguire, Cathy McAleavey, Robert McGrath, Brendan Nevin, Michael Redmond (57M), Rob Robinson (Saint Mullins), Les Saunders, Jonathan Shackleton, Sharon Slater, Joe Treacy.

2 Appendix II – 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.

3 Appendix III - Data Extracts 2019

3.1 Switchboard forms

The screenshot shows the 'Main Menu' of the Waterways Ireland Traditional Heritage Boats Survey 2016-2019. The header includes the Waterways Ireland logo and the survey title. The main menu is a teal box with the text 'Main Menu'. Below the menu, there is a list of options with green square icons: 'Generate full Report (All Records)', 'Generate Report for a Boat Type', 'Generate Report for a Location', 'Generate Report for a Region', 'Report Priority List', 'At Risk Report', 'View / Edit / Add Records', and 'Exit Database'. At the bottom, there are three logos: 'maicheál mara', 'HBA Heritage Boat Association', and 'IWAI'.

Waterways Ireland
Úiscebhéalai Éireann - Waterways Airlann

Waterways Ireland
Traditional Heritage Boats Survey 2016-2019
Main Menu

- Generate full Report (All Records)
- Generate Report for a Boat Type
- Generate Report for a Location
- Generate Report for a Region
- Report Priority List
- At Risk Report
- View / Edit / Add Records
- Exit Database

maicheál mara

HBA
Heritage Boat Association
An Cumann Boit Oidhreachtaí

IWAI

The screenshot shows the 'View / Edit Menu' of the Waterways Ireland Traditional Heritage Boats Survey 2016-2019. The header includes the Waterways Ireland logo and the survey title. The main menu is a teal box with the text 'View / Edit Menu'. Below the menu, there is a list of options with green square icons: 'View / Edit Data', 'Add New Record', 'View / Edit Boat by Name', and 'Go back to Main Menu'. At the bottom, there are three logos: 'maicheál mara', 'HBA Heritage Boat Association', and 'IWAI'.

Waterways Ireland
Úiscebhéalai Éireann - Waterways Airlann

Waterways Ireland
Traditional Heritage Boats Survey 2016-2019
View / Edit Menu

- View / Edit Data
- Add New Record
- View / Edit Boat by Name
- Go back to Main Menu

maicheál mara


HBA
Heritage Boat Association
An Cumann Boit Oidhreachtaí

IWAI

3.2 New Record Entry Screen 2019

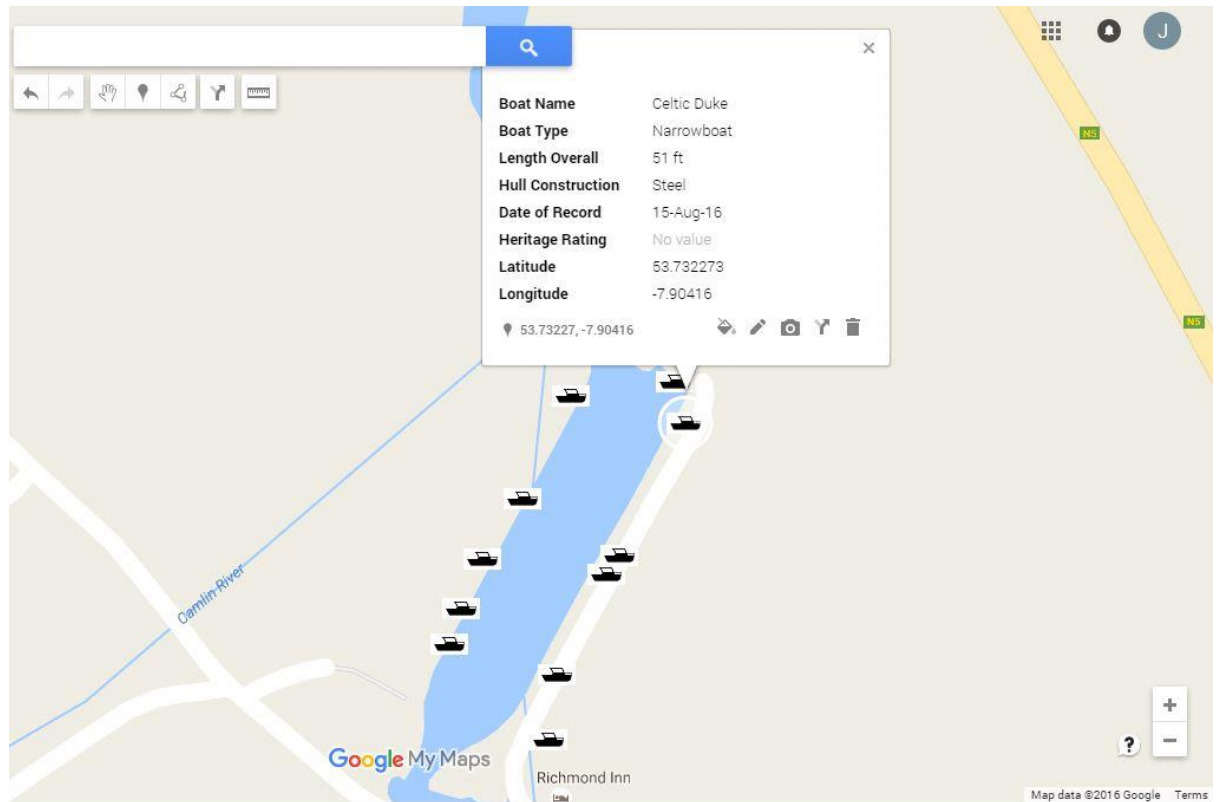
New Record			
Boat Name	<input type="text"/>	Boat Condition	<input type="text"/>
Boat Type	<input type="text"/>	Storage Type	<input type="text"/>
Length	<input type="text"/>	CMP	<input type="text"/>
Beam	<input type="text"/>	Sh Nav	<input type="text"/>
Draught	<input type="text"/>	EMP	<input type="text"/>
Description	<input type="text"/>	Owner Name	<input type="text"/>
Hull Material	<input type="text"/>	Owner Address	<input type="text"/>
Hull Construction	<input type="text"/>	Owner Phone	<input type="text"/>
Primary Propulsion	<input type="text"/>	Owner Email	<input type="text"/>
Secondary Propulsion	<input type="text"/>	Usage	<input type="text"/>
Engine Detail	<input type="text"/>	Ancillary Equipment	<input type="text"/>
At Risk ?	<input type="checkbox"/>	Priority ?	<input type="checkbox"/>
Place of Construction	<input type="text"/>	Category	<input type="text"/>
Builder	<input type="text"/>	Comments	<input type="text"/>
Origin	<input type="text"/>	Field Worker	<input type="text"/>
Date of Recording	<input type="text"/>	Latitude	<input type="text"/>
Waterway	<input type="text"/>	Longitude	<input type="text"/>
Region	<input type="text"/>	ITM Easting	<input type="text"/>
Location Detail	<input type="text"/>	ITM Northing	<input type="text"/>
In Use ?	<input type="checkbox"/>	Age ?	<input type="text"/>
Record ID	<input type="text" value="0"/>	Thumbnail	<input type="text"/>

3.3 View Boat Data Form 2019

ID	465	Boat Name	Cuanna	Boat Type	Motor Cruiser
Description	Beautiful classic wooden motor cruiser, white hull, varnished wooden superstructure. Centre cockpit, dorade vents on roof.				
Age ?	1948				
Length	10.7 metres	Age ?	1948		
Beam	2.9 metres	Hull Material	Wood		
Draught	1.1 metres	Hull Construction	Carvel Planked		
Primary Propulsion	Diesel Inboard	Boat Condition	Excellent		
Secondary Propulsion		Storage Type	Mooring		
Engine Detail	2 x Mitsubishi 45HP.	Ancillary Equipment			
Place of Construction	Thorne, South Yorkshire	Usage	Recreational		
Builder	Staniland Boatbuilders	CMP		At Risk ?	<input type="checkbox"/>
Origin	UK	Sh Nav		Priority ?	<input type="checkbox"/>
Category	Cat B Heritage Boat	EMP		In Use ?	<input checked="" type="checkbox"/>
Picture Filename	DSC_7364.jpg				
Comments	<p>Built as "S.E.A.C.", was brought to Ireland in the late 50's. Originally Gardiner engines. Owned by Lester Anderson, then Duncan Bayne. Went to Cobh (via the Barrow). Lost her deckhouse at Carlow Bridge. Owned by the current owners since 1988.</p>				
Waterway	Erne System	Latitude	54.135785		
Region	Upper Lough Erne	Longitude	-7.392474		
Location Detail	Quivvy Marina	ITM Easting	639701.85		
		ITM Northing	820921.73		
Owner Name	Kelvin and Phyllis Pitcher Bolt	Owner Phone	086 8772335		
Owner Address		Owner Email	kelvinboltmill@gmail.com		
Date of Recording	02/09/2019	Field Worker	JT		

4 Appendix IV - Map Extract

Royal Canal – Richmond Harbour.



5 Appendix V – Extract from the 2016 database records

The following information has been extracted from the database for each boat on the Grand Canal, Royal Canal and Barrow Navigation: 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
29	<i>Saoirse ar an Uisce</i>	D	Barge	Athy	Steel (Welded)
28	<i>Fin Mac Cool</i>	D	Barge	Barrow Other	Steel (Welded)
30	<i>B0042</i>	C	Barge	Goresbridge	Steel (Welded)
5	<i>Barrow Haven</i>	D	Barge	Graiguenamanagh	Steel (Welded)
20	<i>Five Leaves</i>	C	Barge	Graiguenamanagh	Steel (Welded)
23	<i>Dutch Courage II</i>	C	Barge	Graiguenamanagh	Steel (Welded)
150	N/A	C	Barge	Grand Canal Dock	Steel (Welded)
151	<i>Libertje, Rotterdam</i>	C	Barge	Grand Canal Dock	Steel (Riveted)
154	<i>Anchor</i>	A	Barge	Grand Canal Dock	Steel (Welded)

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
155	<i>Isolde</i>	C	Barge	Grand Canal Dock	Steel (Welded)
192	<i>80M</i>	D	Barge	Grand Canal Dock	Steel (Welded)
156	<i>Cadhla</i>	D	Barge	Grand Canal Other	Steel (Welded)
157	<i>Riasc</i>	D	Barge	Grand Canal Other	Steel (Welded)
118	<i>Marie C.</i>	C	Barge	Hazelhatch	Steel (Welded)
119	<i>"Spirit of Freedom"/ Ruinsearc</i>	C	Barge	Hazelhatch	Steel (Welded)
122	<i>Saoirse</i>	D	Barge	Hazelhatch	Steel (Welded)
96	Formerly <i>"Iron Maiden"</i>	D	Barge	Lowtown	Steel (Welded)
44	N/A	C	Barge	Monasterevin	Steel (Welded)
45	<i>St Ledger</i>	C	Barge	Monasterevin	Steel (Welded)
47	N/A	C	Barge	Monasterevin	Steel (Welded)
87	<i>Celtic Starr</i>	C	Barge	Moyvalley	Steel (Welded)
88	<i>Steelaway</i>	C	Barge	Moyvalley	Steel (Welded)
158	<i>Vazon B</i>	C	Barge	Royal Canal Other	Steel (Welded)
164	<i>Thin Lizzy</i>	C	Barge	Sallins	Steel (Welded)
66	<i>J. D. McFaul</i>	B	Barge	Shannon Harbour	Steel (Welded)
79	<i>Jarra</i> (formerly the <i>"Naas"</i>)	A	Barge	Shannon Harbour	Steel (Welded)
175	<i>MV Burscough II</i>	A	Barge	Shannon Harbour	Iron (Rivetted)
172	<i>St Ciaran</i>	A	Barge	St Mullins	Steel (Welded)
203	<i>de Vrouwe Suzanna</i>	A	Barge	St Mullins	Steel (Rivetted)
93	<i>Lady Cecelia</i>	D	Barge	Thomastown	Steel (Welded)
166	<i>Leo Eile</i>	D	Barge	Tullamore	Steel (Welded)
201	<i>Aiseiri (54M)</i>	A	Canal Boat	Richmond Harbour	Steel (Rivetted)
190	<i>78M</i>	A	Canal Boat	Graiguenamanagh	Steel (Rivetted)
144	<i>53M</i> (in window)	A	Canal Boat	Grand Canal Dock	Steel (Rivetted)
148	<i>73M</i>	A	Canal Boat	Grand Canal Dock	Steel (Rivetted)
152	<i>The Owl</i> (17B)	A	Canal Boat	Grand Canal Dock	Iron (Rivetted)
173	<i>95B</i>	A	Canal Boat	Grand Canal Other	Steel (Rivetted)
68	<i>The Enterprise</i> (Was <i>98B / 53M / 96E</i>)	A	Canal Boat	Hazelhatch	Steel (Welded)
69	<i>58M</i>	A	Canal Boat	Hazelhatch	Steel (Welded)
70	<i>Misneach / No. 1.</i>	A	Canal Boat	Hazelhatch	Iron (Rivetted)
71	<i>1B / Peter Farrell</i>	A	Canal Boat	Hazelhatch	Steel (Welded)
72	<i>67M</i>	A	Canal Boat	Hazelhatch	Steel (Rivetted)
73	<i>36M</i>	A	Canal Boat	Hazelhatch	Steel (Welded)
115	<i>56M</i>	A	Canal Boat	Hazelhatch	Steel (Rivetted)
106	<i>52M</i>	A	Canal Boat	Lowtown	Steel (Welded)

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
49	<i>Chang Sha</i>	A	Canal Boat	Richmond Harbour	Iron (Rivetted)
51	<i>Dabu</i>	A	Canal Boat	Richmond Harbour	Iron (Rivetted)
60	<i>Rambler</i>	A	Canal Boat	Richmond Harbour	Steel (Welded)
84	<i>Float No 3</i> (Killucan Project Barge)	A	Canal Boat	Royal Canal Other	Steel (Welded)
161	<i>107B</i>	A	Canal Boat	Sallins	Steel (Rivetted)
75	<i>4E</i>	A	Canal Boat	Shannon Harbour	Steel (Welded)
76	<i>92E</i>	A	Canal Boat	Shannon Harbour	Iron (Rivetted)
78	<i>Miranda / 36B</i>	A	Canal Boat	Shannon Harbour	Steel (Welded)
80	<i>42M</i>	A	Canal Boat	Shannon Harbour	Steel (Welded)
81	<i>57M</i>	A	Canal Boat	Shannon Harbour	Steel (Welded)
82	<i>118B</i>	A	Canal Boat	Shannon Harbour	Steel (Welded)
181	<i>29B</i>	A	Canal Boat	Shannon Harbour	Steel (Rivetted)
182	<i>95E</i>	A	Canal Boat	Shannon Harbour	Steel (Rivetted)
183	<i>31B</i>	A	Canal Boat	Shannon Harbour	Steel (Rivetted)
116	<i>Terrapin</i> (Heritage Boat <i>112B</i>)	A	Canal Boat	Tullamore	Steel (Rivetted)
167	<i>Float Number 1.</i>	A	Canal Boat	Tullamore	Iron (Rivetted)
168	<i>51M</i>	A	Canal Boat	Tullamore	Steel (Rivetted)
169	<i>48M / Cluaine Uaine Bheag</i>	A	Canal Boat	Tullamore	Steel (Rivetted)
32	<i>31M</i>	A	Canal Boat	Vicarstown	Steel (Welded)
198	N/A	A	Cot	Athy	Clinker Planked
199	N/A	C	Cot	Athy	Clinker Planked
14	N/A	C	Cot	Graiguenamanagh	Carvel Planked
15	N/A	C	Cot	Graiguenamanagh	Carvel Planked
16	<i>The Green Diver</i>	A	Cot	Graiguenamanagh	Carvel Planked
202	N/A	C	Currach	St Mullins	Canvas Skin
140	<i>Sea Wolf</i>	C	Half-Decker	Grand Canal Dock	Carvel Planked
200	<i>Alamo</i>	C	Lifeboat	Athy	Aluminium
145	N/A	C	Lifeboat	Grand Canal Dock	Fibreglass
90	N/A	C	Lifeboat	Hill of Down	Aluminium
186	<i>An Seanachai</i>	C	Lifeboat	Shannon Harbour	Aluminium
195	N/A	A	Misc	Barrow Other	Other
194	N/A	B	Misc	Graiguenamanagh	Other
130	<i>Balder</i>	B	Misc	Grand Canal Dock	Steel (Welded)
131	<i>Freya</i>	B	Misc	Grand Canal Dock	Steel (Welded)
132	<i>Loki</i>	B	Misc	Grand Canal Dock	Steel (Welded)
133	<i>Odin</i>	B	Misc	Grand Canal Dock	Steel (Welded)
134	<i>Thor</i>	B	Misc	Grand Canal Dock	Steel (Welded)

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
135	<i>Tyr</i>	B	Misc	Grand Canal Dock	Steel (Welded)
136	<i>Valkyrie</i>	B	Misc	Grand Canal Dock	Steel (Welded)
137	<i>Naomh Eanna</i>	C	Misc	Grand Canal Dock	Steel (Welded)
97	<i>Medbh</i>	A	Misc	Lowtown	Clinker Planked
110	N/A	B	Misc	Lowtown	Carvel Planked
176	<i>Shannon Ferry</i>	A	Misc	Shannon Harbour	Carvel Planked
185	<i>Maggie</i>	D	Misc	Shannon Harbour	Carvel Planked
196	<i>The Carl Douglas</i>	B	Misc	Tullamore	Carvel Planked
26	N/A	C	Motor Cruiser	Goresbridge	Steel (Welded)
8	<i>Morning Mist II</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass
11	N/A	D	Motor Cruiser	Graiguenamanagh	Steel (Welded)
17	<i>Mary G</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass
24	<i>Sea Gull</i>	C	Motor Cruiser	Graiguenamanagh	Fibreglass
146	<i>Starfish Enterprise</i>	C	Motor Cruiser	Grand Canal Dock	Fibreglass
153	<i>Wilmiranda (Ballyronan)</i>	B	Motor Cruiser	Grand Canal Dock	Carvel Planked
117	N/A	C	Motor Cruiser	Hazelhatch	Steel (Welded)
124	<i>Nadia</i>	A	Motor Cruiser	Hazelhatch	Carvel Planked
127	<i>Bella Maria</i>	C	Motor Cruiser	Hazelhatch	Steel (Welded)
129	<i>Rushmere</i>	C	Motor Cruiser	Hazelhatch	Fibreglass
95	<i>Macy Gray</i>	C	Motor Cruiser	Lowtown	Fibreglass
99	N/A	C	Motor Cruiser	Lowtown	Carvel Planked
101	<i>Gunther</i>	C	Motor Cruiser	Lowtown	Steel (Welded)
102	<i>Tonnu</i>	C	Motor Cruiser	Lowtown	Fibreglass
103	<i>Rosa Penna</i>	C	Motor Cruiser	Lowtown	Carvel Planked
107	<i>Arctic Tern</i>	C	Motor Cruiser	Lowtown	Fibreglass
113	<i>Gypsy Rover II</i>	C	Motor Cruiser	Lowtown	Fibreglass
114	N/A	C	Motor Cruiser	Lowtown	Fibreglass
42	<i>My Lily</i>	C	Motor Cruiser	Monasterevin	Fibreglass

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
43	<i>Tara II</i>	C	Motor Cruiser	Monasterevin	Fibreglass
46	<i>Sweet Caroline</i>	C	Motor Cruiser	Monasterevin	Fibreglass
86	N/A	C	Motor Cruiser	Moyvalley	Carvel Planked
53	<i>Easy Street</i>	C	Motor Cruiser	Richmond Harbour	Fibreglass
55	<i>Beccles</i>	C	Motor Cruiser	Richmond Harbour	Steel (Welded)
56	<i>Philomena</i>	C	Motor Cruiser	Richmond Harbour	Steel (Welded)
58	<i>Seldom Sober</i>	D	Motor Cruiser	Richmond Harbour	Fibreglass
59	<i>Hard Times</i>	C	Motor Cruiser	Richmond Harbour	Fibreglass
61	<i>Ida</i>	D	Motor Cruiser	Richmond Harbour	Steel (Welded)
159	<i>Spirit of</i>	D	Motor Cruiser	Royal Canal Other	Steel (Welded)
163	<i>Fortuna</i>	B	Motor Cruiser	Sallins	Carvel Planked
67	<i>Blackthorn</i>	B	Motor Cruiser	Shannon Harbour	Steel (Welded)
177	N/A	C	Motor Cruiser	Shannon Harbour	Fibreglass
178	N/A	C	Motor Cruiser	Shannon Harbour	Fibreglass
184	<i>Sly Fox</i>	B	Motor Cruiser	Shannon Harbour	Steel (Welded)
188	<i>Valhalla</i>	C	Motor Cruiser	Shannon Harbour	Fibreglass
189	N/A	B	Motor Cruiser	Shannon Harbour	Carvel Planked
204	N/A	C	Motor Cruiser	St Mullins	Carvel Planked
92	<i>Still Waters</i>	D	Motor Cruiser	Thomastown	Fibreglass
33	<i>Kathleen C</i>	C	Motor Cruiser	Vicarstown	Fibreglass
34	<i>Lautrec</i>	C	Motor Cruiser	Vicarstown	Fibreglass
38	<i>Andrea</i>	C	Motor Cruiser	Vicarstown	Fibreglass
40	<i>Cill Dara</i>	C	Motor Cruiser	Vicarstown	Fibreglass
104	N/A	B	Motor Sailor	Lowtown	Clinker Planked
27	<i>Cloydagh</i>	D	Narrowboat	Barrow Other	Steel (Welded)
1	N/A	C	Narrowboat	Graiguenamanagh	Steel (Welded)
2	<i>Tir-Na-nOg</i>	C	Narrowboat	Graiguenamanagh	Steel (Welded)

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
6	<i>Daghda</i>	C	Narrowboat	Graiguenamanagh	Steel (Welded)
7	<i>Allanagh</i>	C	Narrowboat	Graiguenamanagh	Steel (Welded)
9	<i>Celtic Earl II</i>	C	Narrowboat	Graiguenamanagh	Steel (Welded)
10	N/A	D	Narrowboat	Graiguenamanagh	Steel (Welded)
12	N/A	C	Narrowboat	Graiguenamanagh	Steel (Welded)
18	<i>Kayla Marie</i>	C	Narrowboat	Graiguenamanagh	Steel (Welded)
22	<i>Wanganui</i>	D	Narrowboat	Graiguenamanagh	Steel (Welded)
139	<i>May.B.58</i>	C	Narrowboat	Grand Canal Dock	Steel (Welded)
142	<i>Endeavour (Dimmingsdale Wharf)</i>	C	Narrowboat	Grand Canal Dock	Steel (Welded)
147	<i>Let's Get Lost</i>	C	Narrowboat	Grand Canal Dock	Steel (Welded)
149	<i>An Dobharchu (Leixlip)</i>	C	Narrowboat	Grand Canal Dock	Steel (Welded)
165	<i>Netherfields</i>	C	Narrowboat	Grand Canal Other	Steel (Welded)
121	<i>Barrow Otter</i>	C	Narrowboat	Hazelhatch	Steel (Welded)
125	<i>Little Freedom (formerly Mallard)</i>	D	Narrowboat	Hazelhatch	Steel (Welded)
126	<i>Samhlaiocht</i>	C	Narrowboat	Hazelhatch	Steel (Welded)
89	<i>Flossy Fluke</i>	C	Narrowboat	Hill of Down	Steel (Welded)
91	<i>My Way</i>	C	Narrowboat	Hill of Down	Steel (Welded)
94	N/A	D	Narrowboat	Lowtown	Steel (Welded)
98	N/A	C	Narrowboat	Lowtown	Steel (Welded)
105	<i>Joey</i>	C	Narrowboat	Lowtown	Steel (Welded)
108	<i>Lily</i>	D	Narrowboat	Lowtown	Steel (Welded)
111	<i>Rowan</i>	D	Narrowboat	Lowtown	Steel (Welded)
112	<i>Peacock</i>	D	Narrowboat	Lowtown	Steel (Welded)
54	<i>Celtic Duke</i>	C	Narrowboat	Richmond Harbour	Steel (Welded)
65	<i>Sally</i>	C	Narrowboat	Richmond Harbour	Steel (Welded)
162	N/A	D	Narrowboat	Sallins	Steel (Welded)
174	<i>Ottilie</i>	B	Narrowboat	Shannon Harbour	Carvel Planked
187	<i>Millicent</i>	C	Narrowboat	Shannon Harbour	Steel (Welded)
205	<i>HB - Heather Breeze</i>	C	Narrowboat	St Mullins	Steel (Welded)
138	N/A	C	Sail Cruiser	Grand Canal Dock	Fibreglass
141	N/A	C	Sail Cruiser	Grand Canal Dock	Steel (Welded)
143	N/A	C	Sail Cruiser	Grand Canal Dock	Carvel Planked
160	<i>Tjaldur</i>	B	Sail Cruiser	Grand Canal Dock	Carvel Planked
41	<i>Swallow</i>	C	Sail Cruiser	Monasterevin	Fibreglass
52	<i>Glory B II</i>	C	Sail Cruiser	Richmond Harbour	Carvel Planked
179	<i>Granuaile</i>	C	Sail Cruiser	Shannon Harbour	Steel (Welded)

Record Number	Boat Name	Category	Boat Type	Location Detail	Hull Construction
128	<i>Marina</i>	C	Sailing Barge	Hazelhatch	Steel (Welded)
85	<i>Nieuwe Zorgan</i>	A	Sailing Barge	Moyvalley	Steel (Welded)
191	<i>B0042</i>	C	Workboat	Barrow Other	Steel (Welded)
31	N/A	D	Workboat	Goresbridge	Steel (Welded)
100	<i>B0031</i>	C	Workboat	Lowtown	Steel (Welded)
109	<i>Rosbeg</i> , (Formerly <i>Erin</i>)	A	Workboat	Lowtown	Iron (Rivetted)
74	<i>Fox</i>	A	Workboat	Shannon Harbour	Iron (Rivetted)
77	<i>The Bat</i>	A	Workboat	Shannon Harbour	Iron (Rivetted)
170	<i>B0091</i>	C	Workboat	Tullamore	Steel (Welded)
171	N/A	C	Workboat	Tullamore	Steel (Welded)

6 Appendix VI – Extract from the 2017 database records

The following information has been extracted from the database for each boat on the Shannon Navigation and Shannon-Erne System: 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
218	<i>Walvis</i>	A	Barge	Athlone, below bridge, east bank	Steel	Rivetted
212	<i>Selkie</i>	D	Barge	Athlone, below bridge, west bank	Steel	Welded
289	<i>Linquenda</i>	A	Barge	Athlone, Lough Ree Yacht Club	Steel	Rivetted
211	<i>Coill An Eo</i>	B	Barge	Athlone, near Athlone lock	Steel	Welded

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

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

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

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

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

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

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

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

ID	Boat Name	Category	Boat Type	Location Detail	Hull Material	Hull Construction
376	<i>Kilmoon</i>	B	Sailing Dinghy	Arthur's Quay, Limerick	Wood	Clinker Planked
319	<i>N/A</i>	C	Sailing Dinghy	Lough Derg Yacht Club, Dromineer	Wood	Clinker Planked
382	<i>N/A</i>	C	Sailing Dinghy	Lough Ree Yacht Club, Ballyglass, Athlone	Wood	Clinker Planked
360	<i>Girl Catriona</i>	D	Trawler	The Moorings Marina, Lough Key	Wood	Clinker Planked
348	<i>B0032</i>	NC	Workboat	Killaloe, ESB Depot below bridge	Steel	Welded
313	<i>N/A</i>	NC	Workboat	Lecarrow	Steel	Welded
358	<i>B0160</i>	NC	Workboat	Lecarrow Canal	Steel	Welded
357	<i>Inis Cealtra</i>	NC	Workboat	Mid river, Derryhanee Co. Roscommon	Steel	Welded

7 Appendix VII – Extract from unified database - 2019 records

The following information has been extracted from the database for each boat on the Erne System and Lower Bann Navigation: 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
- Lake Boat
- Lifeboat
- Miscellaneous
- Motor Cruiser
- Motor Sailor
- Rowing Shell
- Rowing Skiff
- 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	Boat Type	Category	Location Detail	Hull Material	Hull Construction
415	Heart and Soul	Barge	A	Castle Archdale Marina	Iron	Rivettted
448	N/A	Barge	D	Hay Island, Killadeas Bay	Steel	Welded
413	Fermate	Barge	A	Lough Erne Yacht Club	Iron	Rivettted
414	Shadowfax	Sailing Dinghy	D	Lough Erne Yacht Club	Wood	Ply Sheeted
424	N/A	Sailing Dinghy	A	Lough Erne Yacht Club, Killadeas Rd, Enniskillen	Wood	Carvel Planked

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
425	N/A	Sailing Dinghy	A	Lough Erne Yacht Club, Killadeas Rd, Enniskillen	Wood	Carvel Planked
423	Snipe	Sailing Dinghy	A	Lough Erne Yacht Club, Killadeas Rd, Enniskillen	Wood	Carvel Planked
447	Poolbeg	Motor Cruiser	D	Rossclare Bay	Wood	Carvel Planked
416	The New Forge	Barge	A	Shetland Dock, Castle Archdale	Iron	Rivetted
417	N/A	Workboat	D	Shetland Harbour, Castle Archdale	Steel	Rivetted
444	N/A	Barge	NC	White Island	Steel	Rivetted
445	N/A	Barge	NC	White Island	Steel	Rivetted
446	N/A	Barge	D	White Island Pontoon	Steel	Rivetted
474	"Belturbet Row Boat Club"	Currach	D	Belturbet	Canvas Skin	Skin
364	N/A	Cot	D	Belturbet	Wood	Clinker Planked
365	N/A	Cot	D	Belturbet	Wood	Clinker Planked
469	N/A	Barge	NC	Trasna Island	Steel	
402	N/A	Miscellaneous	NC	Belle Isle Bay, Lisbellaw	Steel	Welded
441	N/A	Rowing Skiff	A	Broadmeadows, Enniskillen	Wood	Clinker Planked
450	N/A	Barge	C	Broadmeadows, Enniskillen	Steel	Rivetted
439	N/A	Cot	D	Broadmeadows, Enniskillen	Wood	Clinker Planked

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
440	N/A	Cot	D	Broadmeadows, Enniskillen	Wood	Clinker Planked
407	Wet Dreams	Motor Cruiser	D	Carrybridge	GRP	Moulded
401	M. V. Trasna	Motor Cruiser	C	Carrybridge Marina	Wood	Carvel Planked
449	N/A	Lifeboat	D	Cherry Island, Enniskillen	Aluminium	Welded
451	N/A	Cot	NC	Cloonatrig, Inishmore, Fermanagh	Steel	Welded
405	N/A	Workboat	NC	Corratistune Quay	Steel	Welded
404	Upper Erne Islander	Workboat	NC	Corratistune Rd, Derryad	Steel	Welded
455	N/A	Miscellaneous	A	Crom Estate Boat House	Wood	
454	N/A	Rowing Skiff	A	Crom Estate Boat House	Wood	Clinker Planked
453	N/A	Sailing Dinghy	C	Crom Estate Boat House	Wood	Ply Sheeted
412	Crom Cot 2	Cot	A	Crom Jetty	Wood	Clinker Planked
411	Crom Cot 1	Cot	D	Crom Jetty	Wood	Clinker Planked
408	Rojo (Isle of Inishmore)	Barge	D	Dixons Marina, Carrybridge	Steel	Welded
406	N/A	Barge	NC	Eastern Shore, Trannish Island	Steel	Rivettted

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
409	N/A	Workboat	NC	Inishmore landing place. Around corner from WI Jetty	Steel	Welded
410	N/A	Workboat	NC	Inishmore landing place. Around corner from WI Jetty	Steel	Welded
456	N/A	Sailing Dinghy	C	Near Bunn Jetty, Crom Estate	Wood	Clinker Planked
459	Nancy J.	Motor Cruiser	C	New Derrykerrib Bridge	GRP	Moulded
458	Sonas	Barge	D	New Derrykerrib Bridge	Steel	Welded
465	Cuanna	Motor Cruiser	B	Quivvy Marina	Wood	Carvel Planked
462	N/A	Motor Cruiser	B	Quivvy Marina	Wood	Carvel Planked
464	Anona II	Motor Cruiser	C	Quivvy Marina	Wood	Carvel Planked
468	N/A	Sailing Dinghy	C	Quivvy Marina	Wood	Ply Sheeted
463	Claire Elizabeth	Barge	C	Quivvy Marina	Steel	Welded
442	N/A	Sailing Dinghy	B	Reilly Woods, Derrylin	Wood	
461	White Lightening	Barge	NC	Share Holiday Village, Lisnaskea	Steel	Welded
443	The Wide Awake	Barge	D	The Back Lough, Portera, Enniskillen	Iron	Rivettted

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
452	Menapian	Currach	D	Waterways Ireland HQ Moorings, Enniskillen	Canvas Skin	Skin
438	The Ethel Mary	Lifeboat	B	Bernard Condons Workshop, Coleraine	Wood	
436	The Grace Ritchie 70-002	Lifeboat	B	Coleraine (below the bridge)	Steel	Welded
429	Silence	Sailing Cruiser	B	Coleraine (below the bridge)	Wood	Carvel Planked
435	Joseph Soar	Lifeboat	B	Coleraine (below the bridge)		
437	The James and Mariska Joicey	Lifeboat	B	Coleraine Harbour	Steel	Welded
457	Colmcille	Currach	D	Coleraine Marina	Canvas Skin	Skin
421	N/A	Trawler	D	Seatons Boatyard, Coleraine (below the bridge)	Wood	Clinker Planked
422	M.V. Ailsa (Ballycastle).	Motor Sailer	B	Seatons Marina, Coleraine (below the bridge)	Wood	Carvel Planked
418	S.G.Martin	Motor Cruiser	B	Seatons Marina, Coleraine	Wood	Carvel Planked

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
420	Wild Goose	Sailing Cruiser	A	Seatons Marina, Coleraine (below the bridge)	Wood	Carvel Planked
419	Glenoe	Sailing Cruiser	B	Seatons Marina, Coleraine (Below the bridge)	Wood	Carvel Planked
470	Cappagh More	Rowing Shell	C	University of Ulster Boat House, Coleraine	Wood	Moulded
471	Dundooan	Rowing Shell	C	University of Ulster Boat House, Coleraine	Wood	Moulded
472	Island Tasserty	Rowing Shell	C	University of Ulster Boat House, Coleraine	Wood	Moulded
473	Slieve-na-Mara	Rowing Shell	C	University of Ulster Boat House, Coleraine	Wood	Moulded
428	"Maid of Antrim"	Motor Cruiser	C	Ballyronan Marina, Lough Neagh	Wood	Carvel Planked
430	N/A	Cot	D	Eel Wiers at Toome	Steel	Welded
431	N/A	Cot	D	Eel Wiers at Toome	Steel	Welded
432	N/A	Cot	D	Eel Wiers at Toome	Steel	Welded

ID	Boat Name	Boat Type	Category	Location Detail	Hull Material	Hull Construction
434	44M	Canal Boat	A	Engineering Works Yard on A6 outside Toomebridge (BT41 3TG)	Steel	Rivetted
433	Yarrow ? (Possibly the Builder)	Workboat	NC	Portna Lock	Steel	Welded
426	CWCH John Kerr	Miscellaneous	D	Sixmilewater, Antrim	Wood	Carvel Planked
427	N/A	Cot	C	Toome canal cut	Wood	Clinker Planked

8 Appendix VIII Floating Heritage - watercolours and pencil sketches

Artist Dónal MacPólin provided 64 illustrations for the Waterways Ireland surveys, including pen and ink drawings with watercolour and pencil sketches. The titles and subjects are listed below.

Year illustrated	Boat type/feature	Illustration title	Location	Illustration
2019	Barge	"The last Barge"	Aghinver Marina, Lower Lough Erne	Pen & ink with watercolour
2017	Barge	Anam Cara		Pen & ink with watercolour
2019	Barge	Barge Aggie	Belturbet	Pen & ink with watercolour
2019	Barge	Barge Fermate	Lough Erne Boat Club, Killadeas	Pen & ink with watercolour
2017	Barge	Delfini	Rooskey	Pen & ink with watercolour
2016	Barge	J D Mc Faul	Shannon Harbour	Pen & ink with watercolour
2016	Barge	Jarra	Shannon Harbour	Pen & ink with watercolour
2016	Barge	MV Burscough II	Shannon Harbour	Pen & ink with watercolour
2017	Barge	Tigh na Mara, Athlone	Athlone	Pen & ink with watercolour
2016	Barge	Vazon B	12th Lock, Blanchardstown	Pen & ink with watercolour
2016	Canal Boat	31B, Williams and Wood	Shannon Harbour	Pen & ink with watercolour
2017	Canal Boat	41M	Scarriff Harbour	Pen & ink with watercolour
2017	Canal Boat	45M	Church Bay, Lough Derg	Pen & ink with watercolour
2017	Canal Boat	49M (Ye Iron Lung)	Dromod	Pen & ink with watercolour
2016	Canal Boat	Chang Sha	Lough Derg	Pen & ink with watercolour
2017	Canal Boat	Dabu	Richmond Harbour	Pen & ink with watercolour
2019	Cot	"The last Cot"	Belturbet	Pen & ink with watercolour
2019	Ferry	Lusty Beg Ferry	Lusty Beg Island, Lower Lough Erne	Pen & ink with watercolour

Year illustrated	Boat type/feature	Illustration title	Location	Illustration
2017	Gandelow	Gandelow, Limerick	Limerick	Pen & ink with watercolour
2019	Motor Cruiser	Blackthorn	Castle Archdale, Lough Erne	Pen & ink with watercolour
2019	Motor Cruiser	Maid of Antrim	Ballyronan Marina, Lough Neagh	Pen & ink with watercolour
2017	Motor Cruiser	Marita	Carnadoe	Pen & ink with watercolour
2017	Motor Cruiser	Phoenix	Killaloe Canal	Pen & ink with watercolour
2016	Motor Cruiser	Rushmere	Hazelhatch	Pen & ink with watercolour
2016	Motor Cruiser	Sly Fox	Shannon Harbour	Pen & ink with watercolour
2016	Motor Cruiser	Steel cruiser	Robertstown	Pen & ink with watercolour
2019	Motor Cruiser	Trasna, Belle Isle	Carrybridge Marina, River Erne	Pen & ink with watercolour
2017	Motor Cruiser	Vicki May	Lanesboro	Pen & ink with watercolour
2019	Motor Sailor	MV Ailsa	Seatons Marina, River Bann	Pen & ink with watercolour
2016	Narrow Boat	Millicent	Shannon Harbour	Pen & ink with watercolour
2016	Narrow Boat	Narrowboats at Graiguenamanagh	Graiguenamanagh	Pen & ink with watercolour
2019	Sailing Dinghy	Fairy Zephyr	Lough Erne Boat Club, Killadeas	Pen & ink with watercolour
2019	Sailing Dinghy	Fairy, LEYC, Killadeas	Lough Erne Boat Club, Killadeas	Small pencil
2016	Workboat	Hull of Rosbeg	Robertstown	Pen & ink with watercolour
2016	Anchor	Anchor and line	Hazelhatch	Small pencil
2019	Anchor	Anchor, Belturbet	Belturbet	Small pencil
2017	Bollard	19th C steel bollard, Banagher	Banagher	Small pencil
2019	Bollard	Bollard at Aghinver	Aghinver, Lower Lough Erne	Small pencil
2017	Bollard	Old mooring bollard, Shannonbridge	Shannonbridge	Small pencil
2016	Bollard	Stone bollard with cable grooves from horse-drawn canal boats	Graiguenamanagh	Small pencil
2016	Cleat	Cleat, former Guinness barge	Robertstown	Small pencil
2016	Crane	19th C crane at Robertstown	Robertstown	Small pencil
2017	Crane	Mobile crane, Killaloe	Killaloe	Large pencil

Year illustrated	Boat type/feature	Illustration title	Location	Illustration
2017	Historic building	19th C fort, Shannonbridge	Shannonbridge	Small colour
2017	Historic building	19th C Martello tower, Banagher	Banagher	Small colour
2019	Historic building	Enniskillen Castle	Enniskillen	Small colour
2017	Hook	Turning hook, 'Timmys', Killaloe	Killaloe	Small pencil
2019	Lock gate	The Cutts, Coleraine	The Cutts, River Bann	Pen & ink with watercolour
2016	Lock gate detail	Detail of lock gate lifting mechanism		Small pencil
2019	Monument/feature	Bishop's Stone, Killadeas	Killadeas, Lower Lough Erne	Small pencil
2016	Monument/feature	Formula for quaternion multiplication	Broombridge Bridge, Royal Canal	Small pencil
2019	Monument/feature	Janus at Boa Island	Boa Island, Lower Lough Erne	Small pencil
2019	Monument/feature	Memorial, Killadeas	Killadeas, Lower Lough Erne	Small pencil
2016	Mooring ring	Mooring ring	12th Lock, Blanchardstown	Small pencil
2017	Mooring ring	Mooring ring, Killaloe	Killaloe	Small pencil
2016	Pulley	19th C cable pulley and iron stone ties	Huband Bridge	Small pencil
2017	Pump	Oil pump, 45M	45M	Small pencil
2016	Searchlight	WW II searchlight, Fox	Shannon Harbour	Small pencil
2016	Scene	Grand Canal Dock	Grand Canal Dock	Colour
2016	Winch	Anchor winch, The Bat	Shannon Harbour	Small pencil
2017	Winch	Stern winch, 77M	77M	Small pencil
2019	Winch	Winch, Belturbet	Belturbet	Small pencil
2017	Winch	Winch, Carrick-on-Shannon	Carrick-on-Shannon	Small pencil
2016	Winch	Winch, Jarra	Shannon Harbour	Small pencil
2019	Winch	Winch, Trasna	Carrybridge Marina	Small pencil

9 Appendix IX – Boat Builders

The list of boat builders below was taken from the Golden Pages in 2016. It is not exhaustive but is publicly available. Heritage boat organisations and local boat owners may be able to suggest skilled boat builders 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
Muiráís 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

10 Appendix X – 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 16th and 17th 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 19th 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-19th 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.

11 Appendix XI - 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.

11.1 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.

11.2 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*,¹⁵⁸ 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.

11.3 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.¹⁵⁹

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.

11.4 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

¹⁵⁸ www.irishwaterwayshistory.com op. cit.

¹⁵⁹ 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.

11.5 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.

12 Appendix XII - Annotated Bibliography

Publication	Notes
Anderson, Robert, (2000) <i>A Century of Ships, 100 Years of Shipping on the River Bann</i> , Impact Printing, Coleraine and Ballycastle.	An overview of the ships and shipping on the River Bann, spanning the 20th Century. A special collection of archive photographs including sailing ships, fishing boats, steamboats and busy quay scenes of times long gone.
Beautement, Patrick (2014) <i>Building a River Shannon Gandelow – A Basic Step-by-Step Guide</i> boats@beautement.com	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 www.irishrowingarchives.com
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.
Heritage Boat Association (2006 & 2017) <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. The 2nd Edition has been fully revised and enlarged.
Heritage Boat Association (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.
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.

Publication	Notes
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.
Clarke, Michael (2005) <i>The Sailing History of Lough Erne</i> Clogher Record, Vol.18 No. 3 (2005) pp.501-540.	Clarke is the historian of the Lough Erne Yacht Club. The paper covers the early history of sailing on the Erne from the time of the McGuires through the 19th Century yacht racing of the landed gentry to the background to what is now the LEYC. www.jstor.org/stable/27699526
Clarke, Wallace (1976) <i>Sailing around Ireland</i> Batsford 1976 1st edition	Account of Clarke's 1954 voyage around Ireland in wooden yawl <i>Wild Goose</i> (recorded in 2019 Waterways Ireland survey).
Clarke, Wallace (ed) (1999) <i>Sailing Round Russia: Miles Clark's Epic Voyage from Ireland to the White Sea and Across a Continent to the Black Sea and Mediterranean</i> , Wallace Clarke Booksales	Account of the journey in wooden yawl <i>Wild Goose</i> (recorded in 2019 Waterways Ireland survey) by Miles Clarke around North Cape, Norway; through Russian waterways to the Black Sea, and on through the Mediterranean back to Northern Ireland.
Coffey, I., Camon B. and Robinson, J. eds. (1988) <i>A History of Cloghan Parish</i> , Irish Countrywomen's Association's Cloghan Guild and Cloghan History Group	Chapter on the history of bringing the Grand Canal to West Offaly. Contains four good archive photographs of Shannon Harbour.
Colin Buchanan and Partners, John Cronin & Associates, Dr. Niamh Roche (2005) <i>Waterway Corridor Study of the Shannon from Roosky to Lanesborough & the Royal Canal between Clondara to Thomastown</i> , The Heritage Council	Summary at www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2004b/2004_WCS_Study_roosky_lanesborough.pdf
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.

Publication	Notes
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 th 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.
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 & the Royal Canal between Cloondara and Thomastown</i> The Heritage Council	Summary at www.heritagecouncil.ie/fileadmin/user_upload/Publications/Inland_Waterways/WCS2002/2002_WCS_Study.pdf
Cunningham, Bernadette & 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 www.librarything.com/work/16367026/book/121140568
Danaher, K., (1964) <i>Ireland Long Ago</i> , Mercier Press, Dublin	Kevin Danaher was one of Ireland's foremost folklorists. In this Folklife study there is a chapter on travel by water which describes, with some details, the changes that the canal system made to life in Ireland
D'Arcy, Gerard (1969) <i>Portrait of the Grand Canal System</i> , Transport Research Associates	Reprinted by IWA

Publication	Notes
Delany, R(1995) <i>The Grand Canal of Ireland</i> , 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>125th Anniversary 1859 – 1984, Souvenir Booklet</i> , Carlow Rowing Club www.irishrowingarchives.com	A celebration of 125 years of rowing in Carlow
Donnelly, Daniel, S., (1986) <i>On Lough Neagh Shores</i> , Published privately by the Donnelly Family, Co Tyrone.	Definitive account of the traditional boats of Lough Neagh.
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
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	
Fry, Malcolm. (2000) <i>Coití, Logboats from Northern Ireland</i> NI Archaeological Monographs 4, W&G Baird, Antrim.	
Gardiner, Raymond (1977) <i>Land of Time Enough, A Journey Through the Waterways of Ireland</i> Hodder, London	Recollecting voyages on the waterways, This became a classic book for enthusiasts of Irish inland waterways.

Publication	Notes
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
Gladwin. D.D. (1992) <i>Victorian and Edwardian Canals from Old Photographs</i> .	A collection of photographs from public and private collections The author states that the subject is the waterways themselves with photographs of boats, buildings, trade along with some very evocative scenes of canal life.
Goggin, Brian J. (2014) <i>The Royal under the Railway: Ireland's Royal Canal 1830–1899</i> The Railway and Canal Historical Society	Draws on online archives and information resources to supplement existing histories of the Royal Canal. It provides new information about engineering works, canal carrying and a surprising source of finance. www.rchs.org.uk
Goggin, Brian S. (undated) <i>The Y axis</i> Unpublished paper given by author to D. Lynch	A paper contrasting the role of watercourses as a barrier or a link between communities on opposite banks – the y-axis – with particular reference to the Royal Canal, the River Shannon and Lough Erne
Goodbody, 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 & 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.
Gormley, Sarah, (2017) <i>Built Heritage Audit and Opportunities Report</i> , Centre for Archaeological Field Work, Queen's University Belfast lelp.org.uk	Comprehensive desktop survey of industrial heritage features commissioned by the Lough Erne Landscape Partnership (LELP). Includes data from Hamond's 2009 report on Waterways Ireland undesignated sites. Good distribution maps.
Griffith, Sir John Purser (1925) <i>Notes on the Siemens-Schuckert Shannon Power Scheme</i> Dublin	
Hadfield, Charles (1986) <i>World Canals, Inland Navigation Past and Present</i> , David & Charles Publishers plc, Devon.	This book became the classic comprehensive overview of the Canals of the World. There is only a short entry for Ireland. Hadfield along with L.T.C. Rolt and others were founder members of the Inland Waterways Association. Hadfield amassed a huge archive of material on canals which is now housed at the National Waterways Museum, Ellesmere Port.
Hammond, Fred (2013) <i>Built Heritage Survey of the Lower Bann Waterway 1</i> . For Waterways Ireland (waterwaysireland.org)	Survey identifying heritage structures and buildings on the Lower Bann River in Northern Ireland. Contains extensive Bibliography on the Lower Bann area.
Hamond, Fred (2009) <i>Built Heritage Survey of the Erne Waterway 2. Post-1700 Sites</i> , Commissioned by Waterways Ireland	Survey identifying heritage structures and buildings around the Lough. It includes the WWII structures and a number of boat wrecks.

Publication	Notes
Harbison, Peter (tbc) <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	
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 th Class pupils of St Rynagh's National School Banagher.	It celebrates the 10 th Anniversary of the HBA at a gathering in Banagher with contributions and illustrations largely from the 6 th 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 & Tourism: Implications for Ireland's Coast & Inland Waterways</i> , The Heritage Council	Review of the implications of climate change for Ireland's coastal and inland waterway heritage by the Heritage Council
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 Customhouse 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
<i>Joint Oireachtas Committee on Environment, Culture and the Gaeltacht 25th April 2014</i> Waterways Ireland.	See 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.

Publication	Notes
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).
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 (tbc) <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., (undated) <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 nd 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 (undated) <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</i> , Co. Clare 1742-1992, 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	
McCutcheon, W.A. (1965) <i>The Canals of the North of Ireland</i> David & Charles: Dawlish MacDonal, London	Covers the Newry Navigation, Lagan Navigation, Tyrone Navigation, Strabane and Boharris Canals, Ulster Canal, Lower and Upper Bann, Lough Neagh and a number of other projects.

Publication	Notes
McCusker, Breege (1993): <i>Castle Archdale and Fermanagh in World War 11</i> Necarne Press, Irvinestown	Comprehensive history of the seaplane base in Lough Erne during WWII, includes interesting photographs of the operations and infrastructure around The Castle Archdale estate.
McMeekin, Donal, (1992), <i>Fairy Class</i> , Published privately, Cultra.	Official History of the Fairy Class one design boats.
McNeil, D, B. (1969) <i>Irish Passenger Steamship Services, Vol. 1: North of Ireland</i> , Newtown Abbot, David and Charles.	
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.
Mitchel, N.C (1965) <i>The Lower Bann Fisheries</i> Ulster Folklife 11 (1965) p 1-32	Comprehensive study of the history of the Salmon and Eel fisheries on the River Bann.
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
Morrissey, George (2009) <i>The Lough Erne Cot: A History</i>	A 10-page article written by a cot builder with anecdotes on local cots and cot owners, plus construction details. www.cavanarts.ie/file/Belturbet%20Art%20Commission/Local%20Insights_The%20Erne%20Cot%20by%20George%20Morrissey.pdf
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>
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

Publication	Notes
O’Kane, William ed. (1996) <i>The Derrykerrib Story, Island Memories from Derrykerrib, Upper Lough Erne, County Fermanagh</i> Irish World Publications, Dungannon	Personal recollections of the islanders from the first half of the 20th Century. Includes descriptions of using and building cots.
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.
Rogers, Mary (1968) <i>The Navigation of Lough Erne in the 18th, 19th and 20th Centuries</i> The Clogher Record Vol. 6 No.3 p 606-617	Overview of the history of navigation of Lough Erne. Includes background to the Ulster Canal and information on some of the former large steam boats and leisure yachts.
Rolt, L.T.C. (1944) <i>Narrow Boat</i> , The History Press 2014	Based on a memoir of voyages on canals in the English Midlands, this book has been described as almost single-handedly generating interest in the then decaying inland waterways.
Rolt, L.T.C. (1949) <i>Green and Silver</i> , The Canal Bookshop, 2015	First published in 1949. A beautiful written account of a boat journey from Leitrim to Lough Derg and 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
RSK (Ireland) Ltd (2009) <i>Built Heritage Survey of the Erne Waterway 1.Pre-1700 Sites</i> , for Waterways Ireland. (waterwaysireland.org)	Survey identifying pre-1700 archaeological sites, heritage structures and built environment on the Lower and Upper Lough Erne. Includes overview of the logboats in the Loughs.
Sandsuckers.blogspot.com	A history of the UK’s marine aggregate dredging industry including articles on the Sand boats of Lough Neagh.
Saunders, Les (2019) <i>CSIG Finds Lost World War 11 Plane</i> . Inland Waterways News Vol 46, No2	The story of the discovery of a sunken seaplane in Lower Lough Erne.

Publication	Notes
Savage, B. Michael (2009) <i>River Bann and Lough Neagh Pilot, A Boating guide to the River Bann, Lough Neagh and the River Blackwater</i> River Bann and Lough Neagh Association, Printed by Graham & Heslip Ltd.	Extensive Guide to Lough Neagh and the Lower Bann navigations furnished liberally with charts maps and colour photographs.
Scott Wilson and Countryside Consultancy (2010) <i>Dublin City Canals - Recreational Tourism & Commercial Product Identification Study and Development of an Investment and Maintenance Framework</i> , Waterways Ireland, Fáilte Ireland, Dublin Docklands Development Authority and Dublin City Council	18 month study prepared by Scott Wilson and Countryside Consultancy on behalf of a partnership between Waterways Ireland, Dublin City Council, Dublin Docklands Authority and Fáilte Ireland, to identify and develop and deliver the next phase of infrastructural investment as well as recreational and tourism projects on or adjacent to the Dublin City canals. Full report only on CD but video of proceedings and comments on www.iwai.ie
Scott, Wg Cdr T., Hammond, Flt Lt D., Haining, Fg Off C. (eds) (2018) <i>100 years of the Royal Air force in Northern Ireland</i> , United Kingdom Ministry of Defence	The official history of the RAF in Northern Ireland. It maps out RAF bases in Northern Ireland since its inception. Of the 29 bases 26 were active during WW11.
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. http://www.carrickrowingclub.com/history.htm
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

Publication	Notes
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.
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. www.clarelibrary.ie/.../coclare/heritage/.../clare_traditional_boat_and_currach_project
Unattributed (2010) <i>Stories of a River – a celebration of 50 years of the Shannon Boat Rally</i> IWAI	Available from the IWAI
Various (1994 to date) <i>The Bann Disc Journal of the Coleraine Historical Society</i> , Coleraine Historical Society	The Journal of the Coleraine Historical Society contains a number of articles on maritime subjects and ships and boats of the Lower Bann and Coleraine Harbour. colerainehistoricalsociety.co.uk
Walsh, Kieran, ed. (1996) <i>25th 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 www.irishrowingarchives.com
Waterways Ireland (2014) <i>Opening Statement to the Joint Oireachtas Committee on Environment, Culture and the Gaeltacht 25th April 2014</i>	Review of the activities of Waterways Ireland by members of this Joint Oireachtas Committee. Available at oireachtas.ie/parliament/oireachtasbusiness/committees_list
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.
Waterways Museum Society (2018): <i>Waterways Journal Vol 20</i> , The Waterways Museum Society Ltd, National waterways Museum, Ellesmere Port, Cheshire.	Journal of the Waterways Museum Society covering articles on the Nationalisation of Inland Waterways, British Waterways' early involvement in leisure craft, and The Development of the Waterways Archive at Ellesmere Port.
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

Publication	Notes
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.
ww2ni.com	Website covering the Second World War in Northern Ireland including County Fermanagh airfields and RAF Castle Archdale. The site includes very interesting photographic archive on Lough Erne.

13 Appendix XIII - Glossaries

13.1 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	A permanent covering over a compartment or a hull of a boat.	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
Rabbet (Rebate)	Step (depth as plank thickness) along upper edge of keel, across fore deadwood and vertically at aft edge of stem; similarly at aft deadwood and sternpost, into which garboard strake and planks fit.	MT
Rake	Inclination of bow or stern to the vertical.	G
Randing	System of weaving (in curach) where one weaving rod crosses an upright rod each time.	MT
Rib	Curved, usually steam bent, small section timber, forming a frame to which strakes are fastened. Ribs are fitted transversely from gunwale to gunwale across keel or hog.	MT
Riband	Long, narrow flexible battens nailed on the outside of timbers, from stem to stern of a vessel so as to hold the timbers together while the vessel is being framed.	MT
Rigging	The standing rigging of a boat supports the mast. The running rigging of a boat hoists, lowers and controls the set of the sails.	G
Rocker	Amount of curve in bottom of keel, fore and aft.	MT

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

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

13.2 Glossary of Barges

Source: Glossary of Barges as used in Ireland;¹⁶⁰ ©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> .
Float	Similar to E Boats on the Grand Canal, Floats were the maintenance boats on the Royal Canal. As engines were banned on the Royal Canal (except for steam driven tugs), cargo boats and maintenance boats (Floats) were horse drawn or pulled by hand. Like E Boats, Floats were generally ex cargo boats that were replaced. Example Float 1
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.

¹⁶⁰ Burke, G. (2008) *Glossary of Barges as used in Ireland* Heritage Boat Association heritageboatassociation.ie/cms/index.php?option=com_content&task=view&id=130&Itemid=42 14/11/2016. Additional information on Horse Boats, Floats, Steam Tugs and Lighters supplied by HBA members of Steering Committee, pers.comm. C. Buchanan 2/12/2019.

Term	Description
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.
Horse Boat	Initially the boats on the canals were horse drawn and made of wood, then iron and finally steel. In the early days on the Grand Canal 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. Examples of Lighters include Industry (restored on the Ulster Canal), New Forge (in Castle Archdale), The Enterprise (Craigavon Boat Museum)
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> .
Steam Tug	Similar to Tug Boats, Steam Tugs operated on both the Royal and Grand Canals before the combustion engine replaced steam. They generally had a large slow turning propeller and operated on the long levels of the canals where they were more efficient than horses, steam tugs were generally replaced by 1910. Example The Bat (Grand Canal), Rambler (Royal Canal)
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> .

13.4 Glossary of Rowing Terms

Source: Amateur Rowing Association (ARA).¹⁶¹ 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.
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.

¹⁶¹ ARA (undated) *Glossary of Rowing Terms*

www.britishrowing.org/upload/files/CoachingTraining/rowing-glossary.pdf 30/10/2016

Term	Description
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.
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.

Glossary of Boat Types

Source:

National Historic Ships¹⁶²

MCG: UK Maritime Curators Group, Manual of Curatorship

NMR: UK National Monuments Record, Maritime Craft Type Thesaurus

MDA: Waterways Object Name Thesaurus

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

¹⁶² www.nationalhistoricalships.org.uk/glossary.php

Word	Description	Source
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
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

Word	Description	Source
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