An Chomhairle Oidhreachta
The Heritage Council

Tionscadal Báid Thraidisiúnta agus Currachaí an Chláir

Clare Traditional Boat and Currach Project 2008



Darina Tully

An Action of the Clare Heritage Plan

This study was implemented under the Clare Heritage Plan by the Clare Heritage Section of Clare County Council in association with the Heritage Council. The study was carried out between June and October 2008.

1 Forward.

1.1 Clare Heritage Forum Address/Réamhrá Cathaoirligh Fóram Oidhreachta an Chláir

The Clare Heritage Forum heartily welcomes the completion of the *Clare Traditional Boats and Currachs Study.* From the commencement of the project, the project has received an immensely positive response. The formation of the Clare Traditional Boats and Currach Steering Group was pivotal to the success of the study. From this initial positive response, the study went from strength to strength. As Cathaoirleach of the Clare Heritage Forum, I welcome the production of a summary booklet and poster to accompany this substantive report. Reaching a broader audience is the ultimate challenge with any heritage project and this will undoubtedly help to achieve this goal. The Clare Heritage Forum appreciates and extends gratitude to all who contributed to this project, including the Clare Heritage Section of Clare County Council, the Heritage Council, the Clare Traditional Boats and Currach Steering Group and other individuals who helped in identifying boats and currachs across the county.

Cllr. Pat Hayes, Cathaoirleach, Clare Heritage Forum

1.2 Project Manager's Introduction/Réamhrá an Bhanisteóir

The completion of the ***Clare Traditional Boats and Currachs Study*** arrives at a time that witnesses an ever increasing interest in the traditional currachs and boats of county Clare and across the country. Currachs and boats, for centuries, have enabled Ireland's cultural and socio-economic contact with much of Western Europe and beyond. They featured prominently in the spread of Christianity. In the 6th century, Naomh Breandán, *"between the creatures of the deep and the birds of the air"* made one of the first transatlantic voyages, in a currach. Six hundred years later, the medieval clergyman and chronicler Giraldus Cambrensis described the use of small skin-covered currachs in Ireland. Irish history is thus peppered with recurrent references to locally made boats, which adapted to local environments and enabled the Irish to come to terms with the seas immense power. The latter is cogently illustrated in the rescue of the French sail ship LEON XIII on the Clare coast at Quilty in 1907. The rescue involved local fishermen, who in their currachs, broke through waves that had earlier conquered specifically designed rescue vessels and saved the lives of the stricken French sailors.

County Clare's maritime nature has been for millennia, inextricably connected to the daily lives of many Clare communities. Through geographical proximity to the water, interaction with boats has been both a necessary and fundamental part of Clare life. Latterly, this relationship has been reinforced by a conscious effort of groups and individuals across the county to re-engage the people of Clare with their maritime heritage. Together with this tangible renewal of interest across county Clare, the publication of the ***Clare Traditional***

Boats and Currachs Study will help explain, in a county Clare context, the distribution, diversity and structural intricacies of Clare's boats and currachs, as well as contextualising their profound role in Clare's history and culture.

By collating information on Clare's collection of traditional boats and currachs, we place ourselves in a better position to understand the cultural sensibility that has made, particularly the currach an icon of the Celtic world. The currachs iconic status has arguably framed the maritime experience more than any type of watercraft, particularly in the west coast. However, this study illustrates the nuanced variety that is to be found in Clare's boat and currach collection and informs us of the pivotal role played by many traditional boats within various Clare communities.

Although, the ***Clare Traditional Boats and Currachs Study*** placed an emphasis on the artefact, its greatest achievement will be to reveal the human dimensions of currachs and boats. The boat remains a conduit for understanding far reaching cultural meanings, customs and traditions. Their preservation should be associated with the safeguarding of the communities that used them. It is hoped that this study will contribute in some way to the renewed interest in our enduring maritime tradition.

Tomás Mac Conmara, Project Manager, Clare Traditional Boats and Currachs Study

1.3 Note from Clare Heritage Officer.

I'm delighted as Heritage Officer to welcome the completion of the Clare Traditional Boats and Currachs Study. Although not a defined objective of the Clare Heritage Plan, the study results from an increased interest in both the traditional boats and currachs of county Clare and illustrates the Clare Heritage Section's ability to adapt to and identify and addresses gaps in heritage awareness. The study represents the culmination of much effort by the project team, Darina and John Tully and the co-operation of many individuals and groups across county Clare. The initial steering group meeting organised in advance of the study's commencement, provided an opportunity for enthusiasts, and stakeholders to come together, in many cases for the first time. For example, stories and experiences were exchanged between boat builders from the Fegrus Estuary Islands and currach enthusiasts from Kilkee and between inland experts from East Clare and former fishermen in Doolin. The group and all others, who contributed to the study responded with immense enthusiasm and are deserving of our gratitude.

Clare has a significant currach and boat tradition, which is enhanced by its connections to its neighbouring counties. Clare's connection to Inis Oirr results in a mutual exchange of people and traditions. Each area in Clare also has its own boating heritage. For example, features of the boating heritage around the Liscannor area grew up around the ability to export shale flags and other raw material from the area by boat.

The beginning of our boating heritage relates to our Bronze Age landscape, which in many cases could only be manoeuvred by boat. Examination of the historical landscape helps to illustrate how important boating was during the Bronze Age and forms the beginning of our boating knowledge in Clare. The Vikings too left a mark on the language, typology and

traditions around boating in Clare, with many examples found in part of the county. The study is a welcome development for all heritage enthusiasts in Clare and, I hope that it will influence an increased engagement in our shared maritime heritage.

Congella McGuire, Clare Heritage Officer

2 Table of Contents

1 Forward 2
1.1 Clare Heritage Forum Address/Réamhrá Cathaoirligh Fóram Oidhreachta an Chláir 2
1.2 Project Manager's Introduction/Réamhrá an Bhanisteóir 2
1.3 Note from Clare Heritage Officer 3
2 Table of Contents 5
3 Glossary of Nautical Terms 7
4 List of Photographs 9
5 Executive Summary 12
6 Acknowledgements 13
7 Introduction 15
7.1 Reasons for Study 15
7.1.1 National Policy Initiatives. 15
7.1.2 What is a "Heritage Boat" 17
7.1.3 Other Factors. 17
7.1.4 Clare Traditional Boat and Currach Study. 17
7.2 Timeframe 17
7.3 Study Team 17
7.4 Methodology 18
7.4.1 Phase 1 18
7.4.2 Phase 2 18
7.4.3 Phase 3 19
8 Results of the Audit 20
8.1 Notes on the Audit Figures 21
9 History of Currachs and Boats of County Clare 23
9.1 Currachs 23
9.1.1 History of the Currach (General) 23
9.1.2 Clare Currachs 24
9.2 Gandelows 31
9.2.1 Clarecastle 32
9.3 Cattle Cots, Yawls and Gandelows of the Fergus Estuary 35
9.4 Limerick Boats 37
9.4.1 Fishing from Limerick 38
9.4.2 The Battle of the Tail Race 39
9.5 "Heavy Metal Boats" 41
9.6 Classic Yachts and Dinghies 42
9.7 Lake Boats 43
9.8 Other Boats 43
10 Close Up: Images of the Signature Boats of Clare 46
10.1 The West Clare Currach 46
10.2 The Aran Currach 47
10.3 The Doolin Currach 48
10.4 The Naomhóg 49
10.5 The Doonbeg Currach 50
10.6 The Fergus Gandelow 51
10.7 The Clarecastle Gandelow 52

10.8 The Yawl Gandelow 53
10.9 The Punt Gandelow 54
10.10 The Shannon Cot 55
10.11 The Bunratty Gandelow 56
10.12 The City Gandelow 57
10.13 The Brocaun 58
11 Ancillary Equipment 59
12 Conservation and Storage 62
13 The "Red List" 64
13.1 Boats Requiring Storage 64
13.1.1 The Gandelow Punt. 64
13.1.2 A Brocaun 64
13.1.3 The Scattery Island Currach 65
13.1.4 West Clare Currach, Kilkee 66
13.1.5 A Fifty Footer 66
13.2 Boats Requiring Documentation. 67
13.2.1 The Shannon Cot in Crovraghan. 67
13.2.2 The old Cattle Cots of the Fergus estuary 67
13.2.3 The Blunnie style Currach at Kilrush 67
14 Recommendations 69
15 Template for Conducting Traditional Boat Studies 71
16 Appendices 73
16.1 Appendix I: Bibliography 73
16.2 Appendix II: The Barcelona Charter 76
16.3 Appendix III: Survey Records 78

3 Glossary of Nautical Terms

For clarity of the text the main boat-related and technical terms are described below:

Aft	Towards the stern
Bow	Forward part of the boat
Caulking	Sealing between planks usually putty and lead mixture or oakum or fibrous material that swells when wet.
Flare	Increase in the width of the hull as it rises towards the topsides.
Freeboard	Height of gunwale above the waterline
Gunwale	The upper edge at the side of a hull.
Keel	The central outside longitudinal member of a hull
Keelson	Internal part of the keel
L.O.A.	Length overall of the boat.
L.W.L	Length of the waterline of the boat.
Paddle	Blade used for propulsion when facing forward.
Port	The left hand side facing forward.
Rake	The angle that the bow or stern makes with the water
Sheer	The curve of the upper edge of the hull
Starboard	Right side of boat looking forward.
Stem	The upright member at the forward end of a boat.
Stern	The aft end of the boat.
Stringer	Longitudinal member inside the hull.
Thwart	Transverse member used as a seat
Transom	The flat almost vertical member which forms the stern in a transom ended boat.
Tumblehome	Opposite of Flare, when hull narrows as it rises towards the topsides.
Hydrodynamics	The study of the interactions of hull and water, in particular regarding the forces exerted on and by the hull (buoyancy, drag, etc).
Fair	To render a set of lines pleasing to the eye and mutually true on a ships draught.
Lines	A set of scale drawings based on sections in different planes, which show the shape of a boats hull.

Rib	A simple form of frame, most appropriately used in describing small boats. Provides internal support and stiffening for the hull planking or skin, giving the hull it's cross sectional shape.
Thole Pin	A pin projecting upwards at sheer level to provide a pivot for an oar. Sometimes abbreviated to "thole".
Carvel built:	A frame first style boat with flush-laid planks or strakes giving the exterior a smooth finish.
Clinker built:	A form of boat building in which the strakes or planks are placed so that they partly overlap one another. Usually but not always the internal frames are inserted after the shell hull has been erected
Rocker:	fore-and-aft curvature of the keel or bottom of the vessel
Dished:	a term used locally on the Shannon to describe the transverse rounded or curved hull profile (from side to side)
Oakum :	tarred hemp or manila fibres, which are used for caulking the seams and decks of wooden boats to make them watertight.

4 List of Photographs

9-1 The Brendan Voyage - Tim Severin 23
9-2 Scattery Island Currachs around 1890. Courtesy of National Library of Ireland. 24
9-3 Michael O Connell examines the "Cully" Marrinan Currach 25
9-4 Doolin Ferry Tender 27
9-5 Michael Falsey and his currach. 28
9-6 Now and Then (Late 19th Century): Gandelows at Bunratty. 31
9-7 Clarecastle Quay 1890 Courtesy National Library of Ireland 33
9-8 Gandelows with nets, 2005 35
9-9 Ada Tuohy's Gandalow Punt 35
9-10 Michael Kelly's Shannon Cots 36
9-11 Old style Cattle Cot, Courtesy of the Clare Champion. 36
9-12 Cattle Lighter under construction (M. Kelly) 37
9-13 Modern Cattle Lighter (M. Kelly). 37
9-14 Tony Duhan and his City Gandelow 38
9-15 Tony Duhan points out dished frames 38
9-16 A Brocaun, the type of boat used by the Abbey Fishermen 40
9-17 Heritage Barge 62M 42
9-18 Heritage Barge 45M 42
9-19 Excavation of the Turf Boat "Maggie May" 44
9-20 Cross section of a Turf Boat 44
9-21 Turf Boat at Plassey 44
9-22 Brocaun "Poling the Rapids" circe 1950s. Courtesy D.I.F, UCD 45
10-1 West Clare Currach 46
10-2 West Clare Currach 46
10-3 West Clare Currach 46
10-4 West Clare Currach 46
10-5 West Clare Currach 46
10-6 West Clare Currach 46
10-6 Aran Currach 47
10-7 Aran Currach 47
10-8 Aran Currach 47
10-9 Aran Currach 47
10-10 Aran Currach 47
10-11 Aran Currach 47
10-13 Doolin Currach 48
10-14 Doolin Currach 48
10-15 Doolin Currach 48
10-16 Doolin Currach 48
10-17 Doolin Currach 48
10-18 Doolin Currach 48
10-19 Naomhóg 49
10-20 Naomhóg 49
10-21 Naomhóg 49
10-22 Naomhóg 49
10-23 Naomhóg 49
10-24 Naomhóg 49
10-25 Doonbeg Currach 50

10-26 Doonbeg Currach 50
10-27 Doonbeg Currach 50
10-28 Doonbeg Currach 50
10-29 Doonbeg Currach 50
10-30 Doonbeg Currachs 50
10-31 Fergus Gandelow 51
10-32 Fergus Gandelow 51
10-33 Fergus Gandelow 51
10-34 Fergus Gandelow 51
10-35 Fergus Gandelow 51
10-36 Fergus Gandelow 51
10-37 Clarecastle Gandelow 52
10-38 Clarecastle Gandelow 52
10-39 Clarecastle Gandelow 52
10-40 Clarecastle Gandelow 52
10-41 Clarecastle Gandelow 52
10-42 Clarecastle Gandelow 52
10-43 Gandelow Yawl 53
10-44 Gandelow Yawl 53
10-45 Gandelow Yawl 53
10-46 Gandelow Yawl 53
10-47 Gandelow Yawl 53
10-48 Gandelow Yawl 53
10-49 Gandelow Punt 54
10-50 Gandelow Punt 54
10-51 Gandelow Punt 54
10-52 Gandelow Punt 54
10-53 Gandelow Punt 54
10-54 Gandelow Punt 54
10-55 Shannon Cot 55
10-56 Shannon Cot 55
10-57 Shannon Cot 55
10-58 Shannon Cot 55
10-59 Shannon Cot 55
10-60 Shannon Cot 55
10-61 Bunratty Gandelow 56
10-62 Bunratty Gandelow 56
10-63 Bunratty Gandelow 56
10-64 Bunratty Gandelow 56
10-65 Bunratty Gandelow 56
10-66 Bunratty Gandelow 56
10-67 City Gandelow 57
10-68 City Gandelow 57
10-69 City Gandelow 57
10-70 City Gandelow 57
10-71 City Gandelow 57
10-72 City Gandelow 57
10-73 Brocaun 58
10-74 Brocaun 58
10-75 Brocaun 58

10-76 Brocaun 58
10-77 Brocaun 58
10-78 Brocaun 58
11-1 Inkwell Lobster Pots, Kilbaha 59
11-2 Bladeless Oars of a West Clare Currach 59
11-3 Dredges: Kilbaha 59
11-4 Lobster Pots: Kilbaha 59
11-5 Bell From the Shipwreck Leon: Quilty 59
11-6 Rescue Carriage: Kilrush Boat Yard 60
11-7 Assortment of fishing equipment, Liscannor 60
11-8 Traditional Tressels for Naomhóg, Liscannor 60
11-9 Painting of the fishing pools on the Shannon: Castleconnell Public House 60
11-10 Reeds Cut using Gandelows: Coonagh 60
11-11 Dry Dock for large craft: Killaloe 60
11-12 Hoists from the trading days: Killaloe 61
11-13 Kelp cutter & gaff: Bunratty Folk Park 61
11-14 Willow Inkwell Pots: Bunratty Folk Park 61
11-15 Bolinder Engines: Church Bay 61
11-16 Possible "Docking out arches" for turf boats: Blackwater Bridge 61
13-1 Red List Gandalow Punt 64
13-2 Red Lst Brocauns at Plassey 65
13-3 Red List Scattery Island Currach 65
13-4 Red List West Clare Currach 66
13-5 Red List 50 ft Trawler 66
13-6 Red Listed Shannon Cot 67
13-7 Red List West Clare Blunnie Currach 68
15-1 Sample Data Capture Sheet 72

5 Executive Summary

County Clare has three distinctive areas of water-based transport, and, from the dynamic West Coast through the Shannon Estuary to Lough Derg, one can find a wide variety of boats. Boats enrich our physical landscape and give pleasure to their users and the people who just like watching them. Heritage boats, as well as being useful objects within the cultural landscape, are the focus for the continuity of a whole host of traditions, from fishing techniques and knowledge of the local sea, to boat building, and the whole oral tradition, which in Clare is featured in both the Irish and English languages.

It is fitting that the Clare County Museum has 'water' as one of its major themes. The location of Clare surrounded by water on three sides has obviously had an influence one its history and heritage. The counties location on the west coast, and it's bordering of the Shannon and it's estuary, made it a frequent destination for seafaring travellers, including the Celts, as evidenced in the skinboat tradition, and the Vikings, who left behind a strong clinker boatbuilding tradition.

A wide variety of boats were recorded during this project, from the ancient skin boats in the form of currachs, to the flat bottomed gandelows and brocauns, half decked fishing boats, lake boats, heritage sailing boats, even to the large industrial barges of the Inland Waterways. 221 boats were identified, of these 15% are in need of repair or in derelict state.

Currachs and gandelows make up more than half of the heritage boats in Clare. A total of 70 currachs were found, displaying eight different styles. The most numerous styles are the West Clare currach, of which 39 boats were identified. The gandelow is a flat-bottomed wooden craft only found in the Shannon estuary. A total of 64 gandelows were identified as working in Clare waters displaying at least 6 regional styles.

The study has noted that the problems of the fishing sector need to be highlighted, as it will directly affect the numbers of working boats in the near future. Since 2006 only 21 licences remain of the 95 salmon net licences for the Shannon estuary. The remaining 12 drift and 9 draft licensees are presently not allowed to fish for conservation reasons. While the boats that operated with these licences are still in existence, and are represented in these figures, without an economic underpinning of the fishing sector many of the boats will fall into disuse, and be lost in the near future. A salutary example is the River Boyne boats that went from strength to decay in just ten years.

The traditional boating sector is under a number of pressures in the modern world, from lack of traditional skills and imposition of fishing restrictions, to land and property development encroaching on traditional maritime areas. Those involved in the traditional boating sector are be to commended on the work they have done. The members of the steering group for this project, the West Clare Currach Club, and the Heritage Boat Association, are all making considerable contributions to the future of heritage craft in the county, and should be consulted on any future initiatives and plans for their knowledge, views and expertise.

It is to be hoped that this report and the recommendations herein will contribute to the survival of currachs and other heritage boats in Clare.

6 Acknowledgements

We would like to thank all the people who gave us their valuable time and information to complete this project.

We would especially like to thank the following:

Michael O'Connell, who gave us a comprehensive overview of the maritime history of West Clare, and also helped to identify the Kilkee currachs at the start of the project.

Gerry Burke for the extensive information on the boating heritage of Lough Derg and the use of the Heritage Boat Association photographs.

Brian Goggin, Michael Falsey, Michael Kelly and Tony Duhan, for their help with valuable information, and for permission to copy their private collections.

Peter Beirne of the local studies department of Clare County Library for help sourcing references, and for permission for use of the Library's photographic collection.

The editor of the Clare Champion for use of the old cattle cot photograph. and Vincent Carmody for use of the old Shannon Cot photograph for this report.

Ms Sandra McDermott, The National Library of Ireland, for permission to use The Lawrence Collection and topographical prints in this report.

Grateful appreciation is also extended to the following for their support and contributions during the course of this project.

Cllr. Pat Hayes, Feakle
Martin Shanahan, Tromroe West
Richard Collins, Kilkee
Finbar Harte, Kilkee
Pádraig de Barra, Cill Chaoi
Rita McCarthy, Kilrush
Adrian O'Connell, Kilrush Boatyard
Jack MacCormaic, Ennistymon
Jimmy Garrihy, Doolin
Micheal Griffin, Ballynacally
Cllr. Oliver Garry, Kildysert
Kevin Moloney, Kildysert
PJ Guinnane, Kildysert
Peter McInerney, Kildysert
Richard Sharp, Quilty
Pat Doran, Meelick
Eric Shaw, Clare Castle
Patrick 'Barney' Considine, Liscannor

Criostóir MacCárthaigh, UCD
Gary McMahon, Limerick
David & Joy Coote, Killaloe
Reggie Goodbody, Nenagh
Willie O'Callaghan, Lisdoonvarna
Sean Glennon, Mountshannon
Angus Levis, Williamstown
Liam Moore, Clare County Council
Tomás Mac Conmara, Clare County Council.
Congella Maguire, Clare County Council
Pádraig Mac Manus, Clare County Council

Darina Tully
October 2008.

7 Introduction

7.1 Reasons for Study

The forces of change in the modern world, and the imposition of fisheries conservation measures, has had a hugely negative impact on our traditional craft and fishing heritage. The value of waterfront land and property is displacing traditional maritime usage. Areas that once had storage and moorings for local boats are now being replaced by commercial developments and expensive marinas. This is very evident on Lough Derg and in particular in Kilrush, where one of the last large boatyards on the West Coast is shortly to be demolished.

7.1.1 National Policy Initiatives.

Boats and the usage thereof have a non-renewable heritage value, and this is now being recognised at a national level, as evidenced in The Heritage Council's policy document on "Conserving Irelands Maritime Heritage" (2006), from which the following extracts are taken:

> *Human pressures on Ireland's coastal areas, amenities and resources are immense and increasing. Around 80% of Ireland's population resides in the 15 coastal counties, almost half of these within 10 km of the coast. At present there is a general lack of awareness of Ireland's maritime heritage, including its cultural, socio-economic and environmental significance. As a consequence, there is an insidious loss of maritime heritage features due to poorly informed planning and development, as well as simple neglect.*
>
> *Over the centuries a rich variety of boats has been used in Ireland both on the sea and inland waters. New vessels have been built periodically based on well-tested traditional designs. There are also considerable numbers of boats that, although not categorized as traditional, have nevertheless played important roles in Ireland's maritime history. Various examples of both traditional and historically important boats survive and are well worth preserving, as are accounts of the building and use of traditional boats by older and experienced members of the boating community. The origin, construction and use of old vessels hold a particular fascination for people of all generations including overseas visitors eager to explore Ireland's cultural background. Thus, they are of considerable value for research, education, recreation and tourism.*
>
> *AWARENESS RAISING AND EDUCATION*
>
> *There is a general need for the public, and especially young people, to be better informed about the importance of the sea in the contexts of recreation, employment, food supply and the economy as a whole. Greater understanding of the importance of*

the sea will help to increase support for measures to protect the marine environment under the WFD and other legal instruments.
County heritage plans drawn up through the county heritage fora accord high importance to the raising of awareness of heritage generally. Both the plans and fora could be used to improve understanding of maritime heritage at local and regional levels.

CURRENT STATUS

The success of traditional-style boats in terms of performance and suitability of use in small-scale fishing and local transport is evident. Boats have survived for economic, functional, environmental and socio-cultural reasons. Fishermen still demonstrate a preference for indigenous craft, as modern regattas demonstrate, but changing patterns in fishing has led to a decline in their use and official policy in relation to traditional fishing methods has led to the disappearance of many of the smaller types. While a significant number of traditional boats have remained in use, they are steadily disappearing and others are likely to follow. Likewise, the builders and users of traditional boats are diminishing in number; their memories and anecdotes are as important as the boats themselves. As the majority of traditional boats were built of wood, it has to be assumed that their survival in active use for more than c.100 years is unlikely. Sails and other accessories are unlikely to survive as long as this. Wrecks of traditional boats, however, may date back several centuries and can show evidence of much earlier boat types. There has been some movement of working boats into the recreational sector, which will help to preserve them, but many of the larger fishing boats are not suited to such a change in use. Modern safety requirements are an added problem particularly where passengers are involved.

RECOMMENDATIONS ACTIONS (Indexed as per H.C. Policy Document)

60. Record surviving traditional/heritage boats, including technical details, using standardized 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 co-ordination between them;
66. Develop courses in traditional boat building and ancillary skills such as caulking and sail making; introduce appropriate grant support schemes within existing education/training systems (e.g., Institutes of Technology) to enable the requisite skills to be passed on to future generations; and
67. Facilitate access to information on heritage boats through a central managed archive and raise awareness of heritage boating traditions at events such as rallies & regattas."

7.1.2 What is a "Heritage Boat"

Even while the above Policy document was being prepared, debate was ongoing as to what defined a "Heritage Boat", or indeed any "Heritage Artefact". However, in keeping with the definition of heritage under The Heritage Act 1995, Heritage boats will be defined, for the purposes of the study, as vessels over 25 years old. The Heritage Boat Association, a key participatory group in the area, also recognises this 25 year criterion.

7.1.3 Other Factors.

As well as being important physical cultural artefacts, traditional boats are strong symbols of local identity. Investment in maritime heritage can have a direct contribution to local communities not only in a continuance of its heritage, but also in monitory terms. The experience in other countries, as outlined by the European Maritime Heritage, is that small investments in restoring traditional craft, dissemination of information, regattas etc have a direct return in increased numbers of visitors and tourists, and consequent contribution to the local economies. The 500 traditional boat regattas and open days held yearly in the EU attract 25 million visitors and generate around €500 million in revenue.

7.1.4 Clare Traditional Boat and Currach Study.

Following on from the above recommendations, and as part of the implementation of the Clare Heritage Plan 2008, Clare County Council decided to conduct a traditional boats study in the County. The project proposed "an audit and inventory of traditional boats and currachs in County Clare, and the establishment of a priority list for their future conservation. The study will also examine the local variations in traditional boat and currach building, associated customs, usage and typology, with the ultimate aim of generating increased awareness of our boat and currach and general traditional boat heritage in County Clare"

This report, and its associated database and photographic archive, sets out the results of this project.

7.2 Timeframe

The Project commenced in June 2008, with a nominal timescale of three months. It was acknowledged by all parties at an early stage that the timescale was very short, but all efforts would be made to make the study as comprehensive as possible.

7.3 Study Team

Team Leader Darina Tully (DT)
Data Collation and IT Support John Tully (JT)
Assistant researcher: Tom Moran BA, Archaeologist and Surveyor, (TM)

7.4 Methodology

7.4.1 Phase 1

Documentation Research & Desktop Survey.

Relevant publications on the subject were reviewed, including:

- Material and reports published previously by the Heritage Council and Dúchas on relevant subjects.
- Literature generated by the Traditional Boats of Ireland Book Project.
- Primary data in the National Folklore Collections.
- Local history and periodicals held by the county Clare Library service

Guidelines on procedures and data recorded, where appropriate, were derived from documents produced by the National Historic Ships Committee (UK), English Heritage, and the Nautical Archaeology Society. Guidelines and standards for Vessel Preservation were taken from those published by the US Secretary of the Interior.

A cross section of vernacular and traditional boat owners, builders and users were consulted, including fishermen, rowers and sailors. Other experts such as local historians and fishery officers and those involved in the heritage sector in Clare were also consulted. In many cases face-to-face interviews were carried out.

A preliminary introductory meeting to initiate the project was organised in the County Council Offices by the Project Leader, which was attended by the most significant stakeholders and active participants in the County Clare Maritime Heritage area. This group was then formalised as the Clare Traditional Boats and Currach Steering Group. The formation of this group was representative of the growing movement of currach and boat interest and usage in Clare and was of significant benefit to the development of this project.

A meeting was also held with the County Council GIS Officer, to ascertain the most efficient data format for submission of location coordinates for the GIS system. It was decided that coordinates recorded in the Irish Ordinance Survey Grid format would be most suitable, and that the data, when compiled, could be submitted in an Excel spreadsheet (or series thereof).

In order to maximise the possible sources of information, a publicity campaign was carried out by Project Leader, including publication of newspaper articles and conducting radio interviews with the author. A dedicated e-mail address for the project team was publicised, and submissions invited.

7.4.2 Phase 2

<u>Field Work and Consultation process</u>

Field work consisted of site visits, visual inspections, on-site surveys and face to face interviews with contacts previously identified, and indeed with knowledgeable individuals introduced on-site.

The county was divided into a number of manageable sectors as follows:

Sector	Area
1	Lough Derg
2	Lough Derg to Limerick
3	Limerick to Ballynacally
4	Ballynacally to Kilrush
5	Kilrush to Kilkee
6	Kilkee to Doolin
7	Doolin to Ballyvaghan Bay

All identified sites or points of interest were visited, accessed where appropriate by foot, car or boat. Site locations were logged using GPS, and coordinates recorded, as agreed, using the Irish Ordinance Survey Grid System, to ensure compatibility with the County Council mapping and GIS plotting system.

A number of high resolution photographs of each boat were taken, where possible. Where a number of craft were moored and were inaccessible, these were divided into types, counted, condition identified, with details of an example of each type recorded.

7.4.3 Phase 3

The information collected was documented and collated. A Microsoft Access database was designed and constructed, into which the details for each boat could be entered. Data entry forms and output reports were included, as well as a facility to output the GPS coordinates in the required Excel format.

The individual records were then entered into the database.

In a parallel process the other aspects of the study were documented in Microsoft Word, including

- A written, pictorial and interpretive assessment of traditional boats and currachs in the county.
- Priority listing of boats and currachs that merit conservation
- Recommendations for the sustainable conservation of traditional boats and currachs in the county.
- An historical outline of boat and currach usage, regional variations, and comparative analysis over the centuries.

The digital photographs taken on site were organised and archived for submission on CD.

The final report was submitted in printed format, along with an electronic copy of the report, photographs and database on CD-ROM.

8 Results of the Audit

Since the Currachs and Gandelows found during the survey were indigenous to County Clare, all Currachs and Gandelows identified were recorded, regardless of their age. The age of each boat, where it was possible to identify, is recorded in the database. In the case of all other boat types, the defining criterion for a Heritage Boat, (ie) 25 years, was used, and only boats known or estimated to be over 25 years old were recorded.

For the purposes of this study, the county boundary approaching Limerick was difficult to define, and so all Gandelows up to the city limits were included. Most of these boats fish downstream in Clare County waters.

The following spreadsheet gives overall results for the numbers of each type of boat identified in each area. It should be noted that approximately 15% of these boats are in a derelict or abandoned state, the condition of each boat being identified in the survey results database.

Clare Boat Survey 2008

Distribution of Boats

	Currach: West Clare	Curach: Aran	Curach: Naomhóg	Curach: Doonbeg	Curach: Doolin	Curach: Adhmaid	Currach: Scattery	Currach Connemara	Shannon Cot	Shannon Cattle Cot	Cattle Lighter	Gandalow: City	Gandalow: Bunratty	Gandalow: Clarecastle	Gandalow: Fergus Estuary	Gandalow: Yawl	Gandalow: Punt	Angling Cot	Bruchain	Cargo Lighter	Turf Boat	Barge	Half Decker	Trawler	Sailing Cruiser	Motor Cruiser	Sailing Dinghy	Galway Hooker	Lake Boat	Misc	Total
Church Bay																						4				3		7			14
Williamstown																								1				1			2
Dromaan Harbour																								2							2
Mountshannon																								1		10			1		12
Scarriff																						1									1
Killaloe																						6				1	2		2	3	14
Castleconnell																		1													1
Plassey																	1	5	1												7
Shannon: City											10						2														12
Shannon: Coonagh											5																				5
Shannon: Newtown											6																				6
Shannon: Berry glen											3																				3
Shannon: Bunratty												3																			3
Ennis	1																														1
Clarecastle													17																		17
Rosscliff										2				5	2																9
Crovraghan								1		3				6	4	1														1	16
Lackannashinagh														1									1								2
Killadysert															1																1
Inishmurray																					1								1	2	
Knock				1																											1
Moneypoint	3																														3
Alverroo	1																														1
Moyne Court	1		1				2																								4
Cappagh	1																														1
Kilrush: Yard																						2	5	2			1		1		11
Kilrush: Marina																															0
Kilrush: Environs	6					1	1																								8
Blackweir Bridge																				1											1
Carrigaholt	4																														4
Kilbaha	2																					2									4
Kilkee	8		1																				1								10
Doonbeg	2			3	1																		1								7
Seafield / Quilty	7	1																				2									10
Liscannor	1	3	2		3																	1									10
Doolin		2			4			1																							7
Ballyvaughan																															0
Muckinish					1			1																						1	3
New Quay						1																1									2
Craggenowen																														1	1
Finavarra							1																								1
Bunratty Folk Park							1					1																			2
Clare Museum, Ennis	1																														1
Total	38	6	4	4	9	1	1	7	1	0	5	24	4	17	12	7	1	3	6	1	1	12	9	7	6	1	15	1	10	9	222

8.1 Notes on the Audit Figures

All currachs and gandelows found in Clare were entered on the spreadsheet. All other boat types had to meet the criteria of a heritage boat (25 years old or over) to be entered on the spreadsheet. The overall total of currachs in the county of Clare identified as being over 25 years old is 21; this includes 17 where data is entered on the sheets in the appendix and 4 currachs in Carrigaholt, which could not be accessed. Of the total number of gandelow type boats, 10 were confirmed as being more than 25 years old.

Some of the boats entered on this spreadsheet were in private storage and were inaccessible. Where the existence of these boats was confirmed, they were entered on the spreadsheet to give an accurate overall total, but they do not have a data sheet contained in the database. In cases where there were large numbers of identical boats, such as the wooden mirror dinghy's, the total number of boats (10 in the case of the Mirrors) was included on the spreadsheet, but only a few examples are detailed in the data sheets.

The category "miscellaneous" includes one-off boats that do not fit into the other categories, such as converted lifeboats, work platforms and industrial dredgers.

The total number of existing West Clare Currachs, at 39, includes 9 relatively new racing models and around 8 currachs abandoned or in derelict condition. This gives only a population of around 22 West Clare working types in various states of repair.

For a comparative analysis, we have numbers from surveys done on all currachs between 1994 (O Dunnín) and 1996 (Tully). These give us figures of around 14 working currachs (all types) in the Estuary area and 22 working along the West Coast.

While the Shannon One Design's are technically based in Tipperary, three that have been credited to Clare residents are included in the database. There are probably more lake boats lying up in storage but were not recorded during the short time span of this audit.

9 History of Currachs and Boats of County Clare

9.1 Currachs

9.1.1 History of the Currach (General)

'Currach or Curragh, a boat peculiar to Ireland, especially its western coast, used for local traffic, it is of great antiquity'. (Kemp 1976). Other forms of the name found are curach, corach and coracle.Along the Dingle peninsula the light lath currach is called a 'Naomhóg' or a 'canoe'. The West Clare currach is also called a canoe locally, pronounced 'kan-oh'.

The currach or skin boat is regarded as one of histories earliest craft, along with floats and log craft, constituting some of the earliest technologies, probably used from the Palaeolithic era, and in Ireland from Mesolithic times (7,000BC – 5,000BC). The use of skin boats has been documented in the classical world of the 6th Century B.C. Joined skin covered boats are referred to in Iberia in the 5th Century B.C. Herodotus, the Greek historian, remarked on skin boat use on the Euphrates, while in Galicia the distribution of rock carvings and hill forts, indicates the potential of longer voyages to Ireland.

The first possible physical evidence of skin boats is the Broighter Boat, a small golden model boat on display National Museum of Ireland. Studies indicate the potential full size boat would have been up to 14m long, and the model possibly represents a hide boat similar to a currach.

Mythological reference to currach voyages are contained in Imrámha (Old Irish for 'rowing about' or 'voyaging') of voyages to lands usually across the western seas, and refer to skin boats use to journey to the lands of Atlantis and Hi Brazil. Dating of stories is difficult, but sagas are retained into the early Christian period of the Christian Monks.

The 'Voyage of Bran' and the 'Voyage of Mail Dúin' describe currach constructions, typically of length of about 5m. The early Irish monks documented journeys to Scotland by St Columba, and by St Brendan to the New World. Voyages to establish monasteries were made by St Colmcille from Derry to Iona in 563 AD. St Brendan in the 6th Century AD has an account of voyages to what we call in the modern day The Hebrides Islands. In the 6th Century descriptions of 'raiding parties' across the Irish sea using currachs is given by the Saxon monk Gildas.



9-1 The Brendan Voyage - Tim Severin

Depictions of a boat on the pillar stone at the ecclesiastical site of Kilnaruane, near Bantry Bay, Co Cork depict a currach type boat with helmsman and steering oar and oarsmen.

A post-medieval description of building large currachs, directly relating to Clare, comes from Diarmaid O'Suilleabháin's great march north. Pursued by the Earl of Thomond, they hurriedly constructed large hide boats to cross the Shannon. Twelve horses were killed for their hides. Osiers, fixed in the earth by their thicker ends and bent back towards one another, were bound in place with cords, and these formed the hull of the vessel. To this, stout wooden gunwales and thwarts were added. Oars and thole pins were fitted and the bottom was flat. This occurred crossing the Shannon, and as Ó Suilleabháin and his followers were from the South West Coast, they had instinctive knowledge to build skin boats.

9.1.2 Clare Currachs



9-2 Scattery Island Currachs around 1890. Courtesy of National Library of Ireland.

As to date no currachs have been found (anywhere) in an archaeological context, we have to rely on the literary evidence. From the account of Giraldus Cambresis in 1183 up to travellers' accounts into the early 1800,s currachs are generally reported to be small portable wicker craft, often small enough to be carried by one person. MacCárthaigh (2008), in his extensive research into currachs, has found that the present West Clare currach developed in the first 20 years of the 1800's. Over these two decades the traditional hide covering was replaced by tarred canvas, and a double gunnel was developed. The stronger gunnels allowed the currach to be built longer, and the availability of canvas, imported from the cotton mills in England, allowed for cheaper and easier skinning material.

The late 19th Century Lawrence Collection photographs show double gunnel currachs in the style of the present day West Clare Currach, although somewhat smaller.

The original research on currachs in Ireland was done James Hornell in the 1930's. Hornell met John "Cully" Marrinan, and measured one of his currachs. MacCárthaigh has compared

the dimensions of Hornell's 'Kilkee' example, and found that the 1957 Cully Marrinan currach (presently on the slipway at Kilkee), which represents the present tradition in West Clare, is three feet longer, two inches wider and two inches deeper. Within thirty years the West Clare type had evolved to the slightly bigger boat that we have today.

An account from an 1822 *Clare Journal* by a Captain Frazer gives us a description of the currachs in Clare " *[I] had no idea that men could be found to venture themselves in so frail a bark amidst tremendous waves of the Atlantic Ocean. These singular vessels are framed of very rude wickerwork, covered with tarred canvas, made of flax of their own growth, and spun by the females of their families. Some carry three but many only two persons. A canoe for three rowers is 16 feet long, 3 feet 9inches wide, 2 feet deep, rising at the head and stern, carries one ton, and is worth about 6 guineas complete".*

Another account from the *Clare Journal* in 1824 gives us information on proposed intervention by the fisheries authorities who placed the following add

'CONTRACT FOR CANVAS BOATS'
'The Commissioners of Fisheries have directed, that £400 shall be expended in building and fitting out a larger and better description of Canvas Boats, than that now used by the Fishermen on the County of Clare, under the following regulations:-
The boats to be built by contract and to be handed over to such fishermen as may apply for them, on the following terms:- viz. One fourth of the cost to be paid on delivery of the Boat, and the remaining three fourths by yearly instalments, that is to say one fourth in each succeeding year. Such persons as are willing to contract for the building of those Boats are required to send estimates with specification to the Irish Fishery Office, Kilrush.'

The Kerry Naomhóg probably owes its origins to the west Clare currach. It is generally accepted that the innovation of covering the frame with canvas, sealed with some form of tar, was introduced from Co Clare into the Maharees Islands in the mid 19th Century, when a boat builder from Clare, named Hartney, married into the Island. Also there is evidence of a naval officer, stationed in the Shannon, recommending the 'Dutch' style stern around the same time, bringing about the developed currach that we see to day. This coincided with tar becoming available, as residue from coal burning furnaces, which supplied the new gas powered lighthouse illuminations.



9-3 Michael O Connell examines the "Cully" Marrinan Currach

A number of currach variations are found in Clare. In the south west of County Clare the main currach type is the Kilkee type, or West Clare lath style, (constructed using light, thin strips of wood, or "laths", to form the curved shape of the hull). Towards the north of the County the Aran style and heavy boarded Doolin style are more common. At the extreme north some Galway style currachs used to be found, but by 2008, only one working wooden currach and two derelict Galway styles were in evidence. Liscannor, on the west coast, seems to be the main transitional point where west Clare, Aran, Doolin and Naomhóga are all found in the one harbour.

The West Clare currach and the Naomhóg are built in a similar style. They are both built from light laths, with a gentle sheer in the bow and 'bluff', or gently curved sides. The main difference is in the stern where and the West Clare has a wider sternboard, while the Naomhóg hull is more tapered towards the stern, with a higher, but narrower, stern board. The Aran style, although built with similar materials, has an unmistakeable hard upward angle to give sheer at the bow, a wider but shallower sternboard, and straighter sides.

The West Clare currachs and the Naomhógs are usually kept on trestles to keep their shape. The Aran is often just held up at the shoulders with stones, blocks or lately metal beer kegs, which seem to be just the right size. The heavy boarded Doolin, Doonbeg and Currach Adhmaid boats are usually treated more like a conventional craft and stored upright, launched from trailers.

The styles have likely been influenced by the environment in which they are used. Boats such as the Aran Currachs have a more apparent sheer in the bows which could be indicative of having to be launched from exposed beaches. Similarly, the Doolin Currachs evolved to operate in rolling surf near the cliffs. The weight of the Doolin Currach is not such a negative factor, as they are more likely to be kept on moorings or trailers. Naomhógs and West Clare Currachs, on the other hand, evolved for launching and retrieving in more sheltered locations, and were kept light enough to be lifted clear of the water.

It has been found in other studies that the type of sea conditions, function or type of fishing can influence the boat shape. It is interesting to note that the currachs commissioned for Doonbeg have the heavy boarded construction like the Doolin currachs, which makes them suitable to be launched from trailers but have no sheer as they are kept and used in a relatively sheltered area.

A comprehensive history of the currach in Clare is given by Mac Cárthaigh in the recent publication on Traditional Boats of Ireland (2008). It includes some excellent archive pictures of fishing from currachs. MacCárthaigh also details the currach builders of old, Sinon Blunnie of Kilrush, John Cully Marrinan of Coosheen, and Mike Siunerara of Inis Oirr.

In recent years currach racing has had a huge revival. This has been led by the West Clare Currach Club, based in Kilkee. In 2004 the Club organised the building of a new fleet of six currachs. The boat chosen as the prototype was the fifty year old example built by John 'Cully' Marrinan. The lines were taken from the craft, premises were found, and with Leader (Rural Resource Development) funds six boats were built. There is a huge demand for the boats and after each regatta the fleet is split up and individual boats are sent to Kilbaha, Carrighaolt, Cappagh and along the coast for training. Such is the demand that at least two more fleets are required.

The West Clare currach-building project has had a very positive effect in bringing the community together and still attracts a lot of goodwill. It has supported continuity in the boat building traditions in the area, with James Madigan, grandson of Sinon Blunnie, now very involved in the building for the West Clare Currach Club.

Kilkee was once a stronghold of the currach tradition. On the beach there is an area still known as 'leaba na currach' (Bed of the Currach). In many cases, local placenames can reveal much about the currach and boating heritage of the area. Although today the currach numbers locally are down to single figures, the revival of racing and an interest in maritime heritage can only have a positive effect.

Doolin once had a substantial fishery, mainly operated with the use of currachs. The 1901 census lists over fifty fishery men in Fishery Street alone. There is no full time fishermen left operating from Doolin, though some families operate half deckers from Liscannor. There are a few currachs used on a part time basis and for leisure. In 2006 Eugene Garrihy rowed an Aran style currach across the Irish Sea, from Holyhead to Howth, in a record 17 hours. Those locally are very aware of the traditions of boat usage. Gerry Flanagan recalled the change from the willow style round pots to the French style pots. And also how from placing single pots they progressed to slings of 4 to 10 pots, though in a currach one had to be careful of the risk factor with all the ropes The Garrihy family explained the instinctive and intuitive skills that one learns from using a currach. The most important factor was to know the limitations, and sometimes with certain winds it was necessary to decide whether or not to pull for home or run with the wind for shelter in Aran or at Loop head.



9-4 Doolin Ferry Tender

Doolin and Liscannor were very close to the Islanders of Inis Oirr. The Aran Islanders still land their catch twice a week at Doolin. Most of the boats used in the area came from Aran, until in the 1980's, a fully boarded currach with a high sheer was built locally. These 'Doolin' style currachs filled a need for a larger boat as the quay was inadequate at low tide. Today two hybrids of the Doolin currach serve as tenders for the ferries to Aran at low tide.

Lewis, writing in 1837, tells us that Liscannor has a pier for small craft employed in Fishing and gravel trading. The Lawrence Collection Pictures of the late 19th Century show substantial trading ships loading Liscannor stone, with a sizable fleet of currachs in and around the harbour. The early 19th Century had an expansion of the fishery, with curing and pickling taken place locally and the produce exported from the pier. The fishery at Liscannor still exists, and currach numbers in the area have stayed reasonably static over the last 20

years. Liscannor has had a long history of sea angling, and was once a popular place for taking shark by rod. Small numbers of porbeagle sharks have returned in recent years. Liscannor Bay is the only relatively sheltered area along this stretch of coastline. But at its mouth is a low lying reef called "The Monastery" that needs to be avoided. The area of the monastery is thought to be haunted by some. As an aside, one of Clare's noteworthy sons, John Philip Holland from Liscannor, became known as *"The Father of the Submarine"*, another example of the counties strong maritime connections.

While only a small fishery is carried out at Seafield Pier, Quilty, the area was once a stronghold of the currach. Most of the old wooden boats were wrecked in a storm just over two years ago, and the pier and fleet has been rebuilt. There is a strong interest in racing locally. Michael Falsey, a retired fisherman - farmer, recalls the days when there were over 50 currachs working from the beach nearby. At one time cattle were swum out to Mutton Island behind a currach. Michael remembers that the boats used in Quilty, Doonbeg and Kilkee were all the same. Back in the 1940's, many currachs were used for drift net fishing for mackerel and herring. When the mackerel were around they would fish continuously, but for herring they would set the net and leave it out all night. Michael remembers men from Fenit rowing up to Quilty in their four man currachs. *"The Fenit men wore navy ganseys and were line fishing. In the 1960's there was a seaweed factory in Kilrush, and another in Galway. They cut and harvested the ribbon weed locally called 'larach'. There was an agent from Galway who used to take the dried rods, called 'slateen mhara'. The wall at Seafield was always covered in seaweed left to dry. After that the shoals moved out to sea and the fishermen needed half deckers to go out further. There was potting for lobster and crayfish. The crayfish were called 'phiobaira', the pipers, because of the noise they made"*. Michael owns a currach nearly 50 years old, in excellent condition, which is unusual as it was built using ash ribs.

In1907 the local fishermen and currachs were evolved in a dramatic rescue. The French three masted ship, the **Leon XIII**, was driven up on the rocky reefs in the Bay. Although the coastguard was unable to reach the stricken ship, the local fishermen put out to sea in their currachs. They fought through an equinoctial gale to save the crew. The small church with the round tower was built with funds from a public collection as a memorial to the bravery of the currach men. Within the church are some mementoes of the rescue including a picture of the currach men, along with the bell of the Leon that was presented to the village in 1949.



9-5 Michael Falsey and his currach.

The late Mike Siúnérara of Inis Oirr was one of the best known currach builders of more recent times, and while the skills base for building has become critical there are those like the Madigan family who are instrumental in the continuity of the building traditions.

Ballyvaughan has two piers. One is mainly used for recreation, and the other has a modern inshore fishery. The 1836 fishery report shows us that Ballyvaughan had one of the largest fisheries in Clare, and the only one with decked vessels. These were probably of the Galway hooker style. Lewis, reporting around the same time, tells us that there was a small quay of little use and larger boats anchored off Finevarra point. A modern fishery now operates from New Quay. Currachs and currach racing were popular in the area in times gone by, but in 2008 only 2 working currachs were identified.

In the late 1950's a red bank oyster boat, overloaded with school children was hit by a wave, and water came in through the scuppers. The children all moved to the other side of the boat in panic and it capsized. About nine of the children drowned as a result. There is a memorial for them in the church on the road from bell harbour to new quay.

In 1837 Lewis reported that 20 hookers employing 200 men were engaged in the fishery at Kilrush. Recollections from post WW11 (Riley, 2003) tell us *"In Kilrush, one could see lines of them [currachs] down by the Custom House on the quay, over at the boat house and out at Cappagh. This little craft could be seen everywhere around the waters edge and they were the lifeline of the islanders and the poor people of the town"*. Riley recalls the currach builders of the time Marty Blunnie and Mike O'Brien.

Within living memory over 30 fishing currachs were based at the quays, but even in the last decade the population of currachs in use in Kilrush has declined considerably. Kilrush harbour is now home to a commercial yacht marina, but once it was an important port for Clare with considerable traffic. The quay was first built in 1806 and improved in 1849. Substantial warehousing facilities can still be found near the quay and old railway station. In 1991 the creek was dammed and lock gates installed to provide marina facilities.

Kilrush has one of the last big boat yards left in the country, with substantial covered workshops and snchyro-lift facilities. Sadly the yard has been sold to a developer, and quite a few of the old heritage boats remaining in the yard will probably be destroyed in the near future. Kilrush has good graphic and information panels around the quay detailing its history.

9.1.2.1 The 1836 Fishing Report.

The 1836 Report of the Government appointed "Commissioners of Inquiry" into the State of the Irish Fisheries [Clare], gives an insight into the state of the use of currachs in County Clare.

Coast Guard Station	Number of Fishermen	Number of Row Boats	Number of Open Sailboats	Number of Half-deckers
Ballyvaughan	260	41	12	7
Liscanor	122	42	-	-
Freagh	150	30	-	-
Seafield	240	80	-	-
Doonbeg	61	20	-	-
Kilkee	190	44	-	-
Kilcredane	308	77	-	-
Kilrush	81	-	27	-

The report details the state of the fishery in Co Clare in 8 pages, from which the following extracts are taken.

There is a considerable take of Herrings within the Shannon, and on the coast of Seafield. The fishery in the Shannon begins in the first week of July, and ends at the close of November; and the Herrings are taken in sail and row-boats, with drift-nets. In the fishery on the Seafield coast, the nets are moored, left for the night, and taken up in the morning. The Herrings taken in the Seafield fishery, are considerably larger than those taken in the Heads, but are much inferior in quality. There is also considerable take of Mackerel along the Malbay coast.

At Doonbeg, the Mackerel fishery, from the middle of July to the end of October, is the most productive of the fisheries, and gives most employment. The Mackerel are taken with nets.

The Herring fishery is the only one which the fishermen at Kilrush are engaged.

The Shannon, from its mouth to the island of Scattery, was formerly remarkable for its Herring fishery. There is also in it an abundance of Cod, Ling, Haddock, Turbot, Sole, Plaice, Ray, Thornback Dorees etc..

The whole of the Shannon, from Carrigaholt Bay to Tarbert Point, an extent of twenty miles in length, and three in breadth, is a natural Oyster bed, so that wherever the bottom is sufficiently clear for dredging. Oysters are taken ; but the best beds are so foul that they cannot be dredged.

Curing-houses should be erected in places as central as possible, and convenient to the fishing grounds, both on the Shannon shores, and on the Malbay coast.

The fishermen of the Shannon complain of the use of row-boats in the Herring fishery. It is now believed that the use of canoes (curraghs) in the Herring fishery, has been the cause of its decline, as the oars agitate the water, and scare the fish.

On the Kilkee coast, the canoes and fishing gear, have been much improved, in consequence of loans made by the late Fishery Board; the number of nets has been increased from the same cause, and the result has been a very great increase in the take of Mackerel. The canoes here cost about £4 each. Boats of fifteen tons, to go to the best fishing grounds, would give confidence to the fishermen, and lead to improvement in the fisheries.

Some improvement has taken place in the fishing vessels used in the Shannon, which is ascribable to a trifling encouragement held to them, at regattas. They are built like hookers, decked fore and aft, but open in the centre or hold, and have one mast and three sails. Every vessel has eight nets, each forty yards long and 140 inches deep. The canoes have smaller nets with similar meshes.

The fishermen on the Clare coast are a very hardy and hard-working race of men, generally speaking of sober habits. For many years, there was a considerable smuggling trade in brandy, geneva, tobacco, &c ; and this trade being more profitable than fishing, the latter being totally neglected; but smuggling having

stopped, about 1823, by the Coast Guard, the fishermen and shore population have become miserably poor.

The report contains detail of fishery areas, craft use and numbers, fishing techniques and equipment and much social commentary, some of which may not be impartial.

9.1.2.2 Pilot boats

Currachs were used as pilot boats, working from Kilbaha, the nearest harbour to the mouth of the estuary. There were around 20 official pilots and some 'hobblers'. After a tragedy in 1873, the currach pilots were relocated to Scattery, further up the River. There is a well-known Lawrence collection photograph showing a number of currachs, including some large 5 man pilot currachs, lined up on Scattery Island.

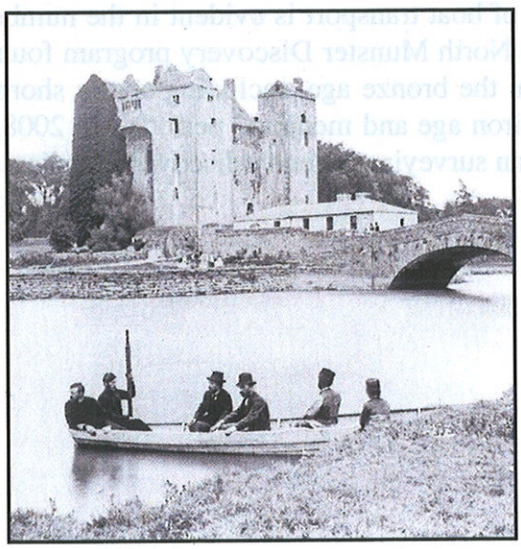
A full account of life on Scattery Island can be found in *"Memories of an Islander"*, Scanlan (2003). Scanlan recalls that there were 32 currachs on the island. It details life on the island, including agriculture, gathering seaweed and history of the Shannon Estuary Pilots.

9.2 Gandelows

The Gandelows are flat bottomed boats with flared sides and substantial rocker in the bottom and sheer in the gunnels. They are found in the Shannon Estuary, are unique to the area, and are found in no other part of Ireland. Gandelows are found from Plassey, in Limerick, down through the city, and along the Clare river bank as far as Bunratty. They are also in use in the Fergus Estuary. Thomas Gillmer (1972) in his book on Working Watercraft noted the resemblance of the Gandelow to the North American Dory's.

McInerney (2008) feels that there are too many similarities between the Shannon gandelow and the North American dory for mere coincidence of design, but Mathew Benn, a builder in Bunratty, feels that the origins go back much further, to the Vikings. What we do know is that, except for slight additions to the stern to take an outboard engine, they have changed very little in nearly 200 years. Tony Duhan maintains that the style of building has not changed in 150 years. The only place the gandelow seems to have evolved is in the Island area of the Fergus Estuary, where the sterns seem to have been altered radically to take engines.





9-6 Now and Then (Late 19th Century): Gandelows at Bunratty.

(B&W Bunratty Picture Courtesy of National Library)

The name 'gandelow' is a matter for much speculation. The Harbour Commissioners always referred to the boat type as a 'gondola' (of the Venetian type), and other records from the 19th Century, such as the regatta days held by the RWYC at Kilrush, refer to 'gondolas'. The title of gondola, given to the boat, is in an un-referenced article attributed to an early C19th Century coastguard *'an old coastguard, when he first saw them, likened them to the gondolas he had seen in Venice'* (O'Sé, 1995). At some stage the word evolved locally and became gandelow, the spelling found in most of the 20th Century references.

The gandelows typically operate in a tidal river of large mud banks. The gandelow is built with a flat bottom which is shaped to give quite an amount of rocker (fore and aft curvature of the keel or bottom of the boat) The bottom is also 'dished' (curved side to side). Therefore at low tide only a small area of the bottom of the boat is in contact with the mud. In consequence the gandelow does not get stuck in the mud and can be launched easily at all stages of the tide. The gandelow is a boat perfectly evolved for it's function and environment.

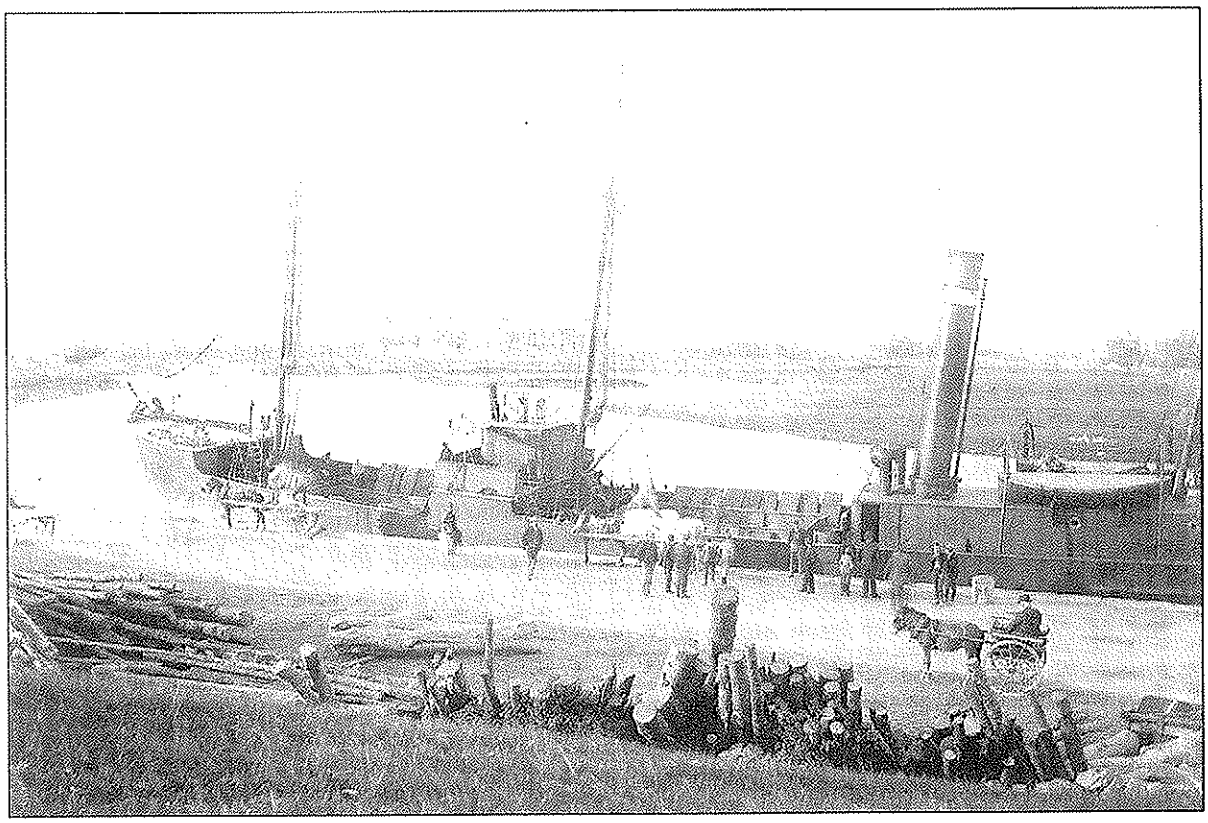
The gandelows have at least four distinct types and traditions - The Clarecastle fishery Gandelow, The Fergus Estuary Gandelow (of which the tradition is mainly focused on agriculture), those found at the fishery at Bunratty, and those of the fishermen who are based in Limerick but who fish the upper estuary. The numbers of gandelows that were engaged in fishing up to 2006 are 6 at Newtown, 3 at Bunratty, 2 at Mungret, 5 at Coonagh, 5 at Barrack Lane, 1 at Plassey, and 17 at Clarecastle. Many of these boats are now lying up with an uncertain future.

In some areas of the upper estuary, mainly from Clonmacken to Cratloe, the gandelows are stored in "cuts" in the river bank, sometimes known as "Boat Beds.

In recent years the subject of gandelows has received quite a bit of attention. A number of books have been written about the Gandelows including those by Jim McInerney (2005), Pat Doran (2007), and William Lysaght (1968).

9.2.1 Clarecastle

Clarecastle has a substantial quay and was the trading port for Ennis. The long history of the use of boat transport is evident in the number of Abbeys and Castles along the River Fergus. The North Munster Discovery program found a variety of evidence for habitation in this area from the bronze age, including wattle shore structures, numerous fish traps, and weirs from the iron age and medieval periods. In 2008, archaeologists from University College Galway began surveying recently discovered ancient fish traps.



9-7 Clarecastle Quay 1890 Courtesy National Library of Ireland

There were steam boat services connecting the area to Limerick and a substantial wood and coal trade up the river. Local historian Eric Shaw's great-great-grandfather owned a ship, the 'Ellen Forrestal', and brought timber in from Quebec. In the 1850,s emigrants were brought to the New World on the returning boats, The following is an abstract from an article about the Ellen Forrestal by Eric Shaw (used with his permission), which indicates the significance of Clarecastle to the county, and the extent of trade carried out through the port to Ennis and the surrounding area:

"The Port of Clare was the principal point of entry of trade from abroad and in the 1840s it had a thriving business. Its closeness to Ennis was deemed to be a great attraction and there were plans afoot to link the Port with the town of Ennis by a canal and a series of locks to get past the portion of the Fergus that was not navigable round the area of Clare Island. These plans never came to fruition due to the arrival of the railway in the 1850s.

Building products such as timber, slate and iron had to be imported, as well as coal, flour etc. All of these were brought in through the Port of Clare by ship and shipping played a vital role in the commercial life of that part of Clare.

Michael McNamara was a timber merchant and builder in Jail Street; Ennis and he imported most of his timber from Canada. It made economic sense for him to own the ship that carried the timber for him and so in 1844, he purchased a ship named the Ellen Forrestal.

The Ellen Forrestal was launched from a small shipyard in New Glasgow, Prince Edward Island on 31 August 1843. Her owner, Daniel Brenan and her builder, James Lawson watched the launching, both from New Glasgow. She was a brig, a two-

masted vessel, square-rigged on both masts with a gaff sail on the after mast. The measurements of the brig was 83 feet in length, 20 feet wide in mid-ships and her depth in hold at mid-ships was 13 feet. She was carvel-built, rigged with a slanting bowsprit and she weighted 189 tons.

McNamara sailed her to Limerick and she was registered there on 18 May, 1844. Michael McNamara Senior and Junior are shown to own 32 shares each in the ship. She was sailed up the Fergus for the first time to Clare, with Thomas Bowler as Master.

The records of Clare Castle Harbour Board, prior to 1918, no longer exist but the movements of the ship can be plotted from the shipping intelligence in the local papers and it can be seen that she was an industrious ship."

All of these voyages would have come through the Port of Limerick en route to Clare Castle and she usually carried ballast on the outward trip.

There is some evidence that William Carroll chartered the Ellen Forrestal on occasions to bring timber from Canada to his yards in Ennis. His relationship with the McNamaras would have made this possible. His daughter, Mary, remembered being on board the ship in Clare Castle in the mid-1850s and there were blocks and various pieces of rigging from the ship in the rafters of the coach-house at Abbeyview well in to the 1920s.

Apart from being an interesting insight in to the commercial life of Ennis at the time, the voyages of the Ellen Forrestal where she carried passengers during the Famine years are fascinating. The advertisement that appeared in the Limerick Chronicle on 22 March 1848 illustrates the way that the ship was adapted to another use by her owners. The ship began to carry passengers from June 1847 to October 1851 to New York and as can seen in the table below, she also carried passengers to Quebec and Boston in those years. Advertisements of her availability to carry passengers first appeared in the Limerick Chronicle on 21 April 1847.

The Ellen Forrestal was a relatively new ship and obviously totally sea-worthy at the time that she carried passengers but it was a ship designed to carry cargo and not passengers. In The Famine Immigrants Arriving at the Port of New York, 1846 - 1851, edited by Ira Glazier, one can find the lists of passengers that the Ellen Forrestal carried from Clare and Limerick to New York in those years."

In 2005 there were around 20 Gandelows based at Clare castle with 14 holding drift net licences. A visit to the quay now will find only about half a dozen boats, as all but one fisherman has surrendered their licences and nets. Fishing and the quays were always part of life at the village. Boats, nets and oars were made locally, and the ceasing of the salmon fishing sees a whole way of life sadly coming to an end. In recent years the main builder of the boats was Flan Considine, while others were made by Johnny Considine

The importance of the traditional fishery in Clarecastle was considered of sufficient significance to be included in the Heritage Councils recent policy document on Irelands Maritime Heritage. A photograph taken by the author in 2005, of two Gandelows, with their nets ready to go out on the tide, was used in the publication.



9-8 Gandelows with nets, 2005

The estuary is a haven for wild fowl and some of the Gandelows were and are still used for wild fowling. In former days "Gun Punts" (sometimes referred to as floats) were used. Gun punts are of a generic design introduced to Ireland in the 18th Century from estates in Norfolk and Kent, and are of a similar style from Wexford to Derry, wherever they were used. These low flat craft usually had a large blunderbuss type shot gun mounted on the bow. Two huge punt guns are on display in Navan's Public House in Clarecastle. The shot was made locally. In more recent times gandelows replaced gun punts for this hunting activity.

9.3 Cattle Cots, Yawls and Gandelows of the Fergus Estuary

The Fergus estuary is interesting in that the boating tradition is based around the agricultural activity of the Island farms, and not fishing. The boats used are clinker gandelows, carvel gandelows (referred to as yawls) and cattle lighters. Formerly a pram style carvel boat called a punt was used in the Shannon, of which one example is still working from Crovraghan. An example of a pre-engined gandelow also exists. This



9-9 Ada Tuohy's Gandalow Punt

gandelow (referred to as a punt) has a small wine glass stern and is reminiscent of the grand banks staking dories. This punt belonged to the last resident of Deer Island, a lady named Ada Touhy, who rowed herself to and from the Island.

The main areas of activity are Kildysert, Crovraghan, Lackannashinnagh and Rosscliff. Formerly most boats worked out of Kildysert as it brought the Islanders closer to facilities and the shops. As the Islanders moved to the mainland and with the use of the motorcar the boats are worked now from the piers and landing places closest to the Islands.





9-10 Michael Kelly's Shannon Cots.

Michael Kelly supplied a number of photographs and information on the boat building in the area. Michael is the retired postman for the Kildysert area and has a wonderful knowledge of the boats and local boat building. Michael kindly identified many of the boats in the photographs taken for this project. Michael recalls the old 'Cattle cots' that transported the cattle, but also took stone from the Islands to Kilrush up to the 1960's.The Walshe family also ran a 40 ton boat that brought cattle to the fairs in Foynes and Limerick. Turf boats came from Kilrush and returned with kelp harvested by the Islanders. The kelp cutting plots were spread out around the Islands and the plots might not necessarily be close to where the farmers had the land. He also remembered the ships trading up to Clarecastle, and the coal boats bringing coal in from England. Michael is also an accomplished boat builder, and in recent years has built the old style 'Shannon cot' which is a smaller version of the cattle cots. He also explained how the new cattle lighters were built, by laying down a large rectangular platform and then attaching the side boards.



9-11 Old style Cattle Cot, Courtesy of the Clare Champion.

Jack Flynn another former Islander recalled the days when he used to go to school by boat. He went to school on Horse Island until it closed down, and then travelled to Coney Island, and then had to commute to the mainland school. A tradition that has been revived is the annual mass in late summer to Canon Island. Many of the original Islanders and their extended families meet at Crovraghan, and a procession of boats goes out to the old Abbey.



9-13 Modern Cattle Lighter (M. Kelly).



9-12 Cattle Lighter under construction (M. Kelly)

Lackannashinnagh near Crovraghan is an interesting harbour. Once a private harbour of the local estate, you can still make out some interesting infrastructure. The estate, which was owned by Carlo Bianconi, grandson of the stagecoach entrepreneur, had a sawmill, a flourmill and a foundry. In 1909 the estate installed a private train line with a branch line to service the pier. The family also owned a Clyde Puffer called the SS Turk, and two other ships, of which one, the 'Shamrock', was built at the pier. The quay is used by a half dozen or so craft including two Gandelows. The Pier can only be used for 3 hours either side of the high tide, similar to Kildysert.

Labasheeda quay is a quiet place, now empty of boats, but not too long ago, within living memory, was home to a number of working currachs. The quay once played an important part in the local economy, with regular ferry and cargo services to the rest of the estuary. To the south other quiet areas like Red Gap and Colmanstown had ferry services to the Limerick side of the estuary, and at one time tenders embarked from these slips to take passengers to emigrant ships in the bay leaving for America. The area also had substantial fishing weirs. These were taken over by the ESB, who stopped working them in the 1970s.

The entire area seemed to be involved in the turf trade, with Lewis (1837) recording that Poulanishary been the main turf cutting area.

9.4 Limerick Boats

Between Lough Derg and the Shannon Estuary the River around the Limerick city has a number of boat types that work the waters of both counties. Up to recently, a number of fisheries have continued alongside the industrial traffic on the River. Along side the barges and lighters were turf boats, angling cots, brocauns and gandelows.

The fishermen have been stopped drift net fishing since 2006 and most have surrendered their licences. Only a handful have held on to the licence, hoping for some return in the future. While a few gandelows cut reeds in winter, it is the end of thousands of years of fishing on

the River. Some of the city based fishermen now have their boats stored at the Barrack Lane club, while others lie rotting along the banks of the Shannon.



9-15 Tony Duhan points out dished frames.



9-14 Tony Duhan and his City Gandelow

9.4.1 Fishing from Limerick

The following is a contemporary account of Drift Netting for Salmon by Tony Duhan:

"Drift netting for salmon has been going on for generations. The Shannon and its tributaries had such an abundance of fish that there was a need for a cull. Tens of thousands of salmon would converge on the spawning grounds causing chaos by digging up each others eggs to cover their own.

Poverty was rife in the nineteenth century and it was decided to issue licences to fish for salmon with nets to provide people with a chance to earn much needed income. It was mostly people who lived close to the river which took up this kind of life. In Limerick most people lived along the North Strand with some coming across the river at Crosby Sow, where the Town Hall and District Court now stand. These fishermen would make their own boats and row them down to the fishing grounds in the estuary. As there were no outboard motors until fairly recent times it was a long journey, so fishermen built huts on the first island you meet going down the estuary. This is called Graig, and is situated some six miles from Limerick Docks, right into the heart of the fishing ground. In their huts they had bunks and stoves. Spending a night on the island enabled them to fish an extra tide without going home. They could also shelter in bad weather. Indeed if the wind was in an easterly direction it was almost impossible to row home to Limerick.

The Wallace family, who lived in Barrack Lane, in Thomondgate, were the furthest from the fishing ground. Further down the river was the village of Coonagh, with some twenty houses. Most of the original Coonagh men were fishermen and reed cutters. Some two miles down from Coonagh, on the opposite side shore, lay another fishing port called Newtown Clarina, with about nine fishing crews. Coonagh had ten. Several other crews operated from different creeks along the fishing ground.

In the past the fishing grounds opened in March and closed in July. Crews fished five days a week with closed season at weekends. Some years ago, due to concern for the stocks, the season was shortened to just June and July, with a four day week, Monday to Thursday, with Friday, Saturday and Sunday closed. This change would have been

enough to save stocks had it been implemented properly. However the Government in its 'wisdom' legalised deadly monofilament nets which cannot be seen in the water. Offshore fishermen then plucked the stocks from the water with little regard for the closed season. As a result fewer fish got through to spawn. Widespread poaching upstream also had a devastating effect on the salmon stocks.

When the state stopped operating the fishery at Thomond Weir in the late seventies, they laid off a lot of fishery protection officers resulting in increased poaching. All this led directly to the current situation where all drift netting has been banned. In places like Donegal and Kerry this will be deeply felt as there is little work except fishing. Here on the Shannon Estuary it will be greatly missed by fishermen who don't have jobs. "What will we do in the summer months having been used to rising early and fishing long, twelve hour days?". The few thousand Euros earned will be impossible to replace.

So it seems another way of life is gone due to very bad management by government bodies. When June '07 comes around the river will be deserted. For the first time in well over a hundred years moving around at first light, four o'clock in the morning. No more tying onto navigational lights waiting for a drift.

It will be a sad time indeed."

9.4.2 The Battle of the Tail Race

The Shannon Electric Power Scheme began to generate current for the Free State (26 counties) on October 24th 1929. The locating of the ESB power station at Ardnacrusha had far reaching repercussion for fishing on the Shannon. In the winter of 1929 and the spring of 1930, salmon making the journey upstream to the spawning beds, were confronted with a new river called the Tail Race.

The Shannon's water was diverted into the Head Race at O'Brien's Bridge and on through the Power House into the Tail Race which rejoins the Shannon just below the old Lax Weir. The strong current from the Tail Race attracted salmon away from the main river. The fish went up the one and a half miles of new river but then found that the Power House had blocked the way. The trapped fish died in their thousands. Fish which had by-passed the Tail Race and found their way up the main river were then trapped about the Power House, when they attempted to return via the Head Race. Salmon fry trying to make their way to the sea also found themselves landlocked. They could be seen in shoals above the Power House.

The building of the power station had a devastating effect on the livelihood of the Abbey fishermen. In 1932 there were hopes that the new Fianna Fail government would prove more supportive to the Fishermen's dilemma. Fishing in the Tail Race with rod or net was prohibited at this time but the fishermen put in a request to the Department of Industry and Commerce for permission to protest against these restrictions on the right to fish in the Tail Race. And so began the "Battle of the Tail Race"

During the first of a series of night confrontations between fishermen, members of the public and opposing bailiffs and Gardaí, over forty two men's names were taken but three boats succeeded in evading capture. A bailiff received minor injuries.

The disturbances on the second night were more orchestrated. It was said that thousands of people lined the banks of the tail race in addition to the armed military that were brought in as reinforcements. As the boats entered the river the bailiffs pounced, using grappling irons from their launches. Several boats were forced ashore and the names of the crews were taken. Other boats made their escape upstream and commenced to fish. Some of the catch was tossed ashore to the public.
When the bailiffs who had apprehended the first boats made off after the others, the captured boats were retaken by the fishermen much to the delight of the crowd. The renowned republican Peadar O'Donnell covered the event as a reporter for An Phoblacht. "The splendid fight of the Abbey Fishermen has been stemmed by methods which disgrace those who employ them." (Lysaght, 1968.)

By the time of the fourth night of confrontations, there was only one boat available to make the protest by entering the Tail Race. Still, the fishermen were determined to continue the protest to the bitter end. A half boat was resurrected from somewhere and this was called into action. A representative from each family was selected to enter the Tail Race. There were J. Clancy (Diddles), P. Hayes (Randy), P. Mc Namara (Baila) and P. McNamara (Boar). Only J. Clancy managed to evade capture.



9-16 A Brocaun, the type of boat used by the Abbey Fishermen

An indication of the public feeling aroused at this time can be gathered from the resolution passed by Limerick Corporation. *"We the members of the Limerick Corporation, protest most emphatically against the treatment meted out to the Abbey fishermen, by the past and present Minister for Industry and Commerce. These men, the fathers of families, are depending of the fisheries for their living. Since the inauguration of the Shannon Scheme their fishing grounds are rendered useless, as the fish cannot get through to the Upper Shannon. Thousands of fish have been killed by the turbines trying to get through, and those that cannot, remain in the Tail Race and millions of spawn are lost. We endorse the action taken by the fishermen in the protest they are making. We call on the minister responsible to deal promptly and remedy this grave injustice, and so avoid bloodshed and possibly loss of life."* (Lysaght, 1968.)

A compromise was suggested, that if the turbines were turned off for 17 hours at the weekends then the salmon would be enticed into the main river rather than the Tail Race. The

fishermen were not satisfied by this offer. In January 1933 fines of £3 were imposed on each defendant with £1 cost on about forty summonses arising from the Tail Race "battles". The fishermen decided not to pay the fines and planned to go to jail en masse. The minister for Justice backed down and the warrants for their arrests were quashed. In 1935 the Shannon Fisheries Act was passed. In July 1936 a public enquiry was held to examine the compensation claims in relation to fishermen and the ESB. In the outline of the case for the fishermen, it was stated that they were the oldest body of fishermen in Ireland. It was said that they fished the stretch of water between Corbally and Plassy since time immemorial. There were 48 active members of The Abbey Guild of Fishermen, with 26 described as casual. The ESB made them an offer of £40,000 in compensation but this offer was resisted.

It took another four years of public inquiry, court proceedings and amendments to the Shannon Fisheries Act before the full compensation was paid out in 1938. The fishermen had battled for ten years to save their livelihood but eventually lost. The saga of the 'Battle of the Tail Race' has gone down in the folklore of the city and is often referred to, and has been the subject of a number of publications.

9.5 "Heavy Metal Boats"

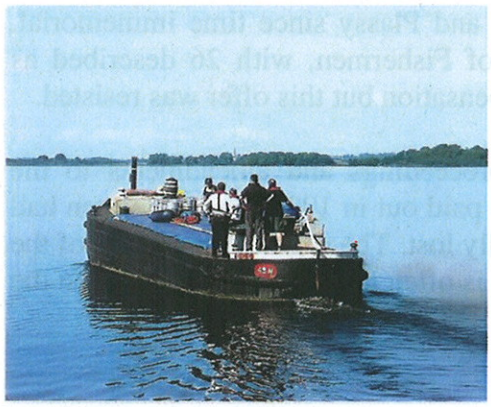
The East of the County of Clare is bordered by Lough Derg. Lough Derg covers over 117 sq km, and is roughly 35km long north to south and 14.5 km at its widest. County Galway straddles its northern border, and Tipperary its east. It forms part of the Shannon Navigation System of 215km, the longest river navigation route in Ireland or Britain. Formerly the Shannon, from Limerick via Killaloe through Lough Derg via the Grand Canal to Dublin, was the main artery for moving goods of all sorts through the centre of Ireland. A comprehensive study titled *"The Shannon Navigation"* (Delaney 2008) has recently been published. The lough now provides a huge leisure resource, and is home to a number of heritage boats of different types. These include ex working craft, traditional open fishing lake boats, one design racing dinghy's such as the Shannon One Design and wooden Mirror dinghy's, and an eclectic mix of one off sailing and motor yachts.

A network of ferries and steamer services also used the lake, and there are numerous Victorian pictures of the craft. One of the best known is the 'Lady Landsdown' which was the first iron paddle steamer built by Camel Laird in Birkenhead in 1833. (Bourke 2000). Because of its size it was shipped from Birkenhead in sections and assembled in Killaloe. The Lady Landsdown now lies beneath the water close to one of the new marinas. She was the subject of research by a unit from Liverpool University in 1967, and some items from the wreck are on exhibition in the Merseyside Museum.

The areas industrial heritage has left some interesting infrastructure, such as the dry docks at Killaloe. In the old canal there are smartly painted hoists and cranes which give an idea of the industrial past of the area. The large slipways are still intact along the canal at Killaloe. The weigh station for most barges in the country was situated in Killaloe, and it is also where their load lines for their tonnage were etched on the barges.

A sample of the industrial past can still be seen at Killaloe, with some of The ESB and Waterways Ireland working barges, platforms and other machinery based around the old canal.

The types of working craft that would have used the Lough are Horse barges, Sand Barges, M boats, B Boats, E Boats, G Boats, Royal Canal Boats, Steam Boats, Flying Boat tenders, Liffey Ferries, Guinness Fleet barges, ESB work boats and Shannon Tugs. Around a dozen of these craft that survive in use were identified (via Gerry Burke) as based along the Clare side of the Lake or at Killaloe.



9-18 Heritage Barge 45M



9-17 Heritage Barge 62M

(Photographs above courtesy of The Heritage Boat Association.)

The Heritage boat Association (HBA) has been playing a pivotal role in supporting the heritage boat sector on the Inland Waterways. The HBA believes that increased knowledge of the pleasures and benefits available from the inland waterways system will lead to greater use. This in turn will help to ensure a level of conservation, and so insure that future generations will also be able to enjoy the wide range of activates the waterway system provides.

They have an excellent publication on the old trading boats entitled *"Cool metal Clear Water"* (2006). Published with the support of Waterways Ireland, it covers the history of 72 of its heritage boats belonging to members of the association.. The HBA has followed up with *"Floating Heritage on the Barrow - Carlow through the waters of time"* (2008) detailing more heritage craft.

The HBA supports the "Boatmen's Reunion", a gathering of former owners and boatmen of the workboats. The last reunion took place in Garrykennedy (on the Tipperary side of Lough Derg) in May of this year. The HBA has been instrumental in encouraging the use of the Limerick Navigation, that joins the valuable inland waterways amenity of the Shannon to the Sea. This year the HBA ran a rally from Louth Derg as far as Kilrush in the Estuary, creating awareness and excitement as they went.

9.6 Classic Yachts and Dinghies

The Shannon One Design (SOD) was designed in 1922 by famous boat designer Morgan Giles. There had been a tradition of racing the local 18 foot lake boats, and the Lough Ree, Lough Derg and North Shannon Yacht Clubs commissioned a one design. It is of clinker construction with a large dipping lugsail and is crewed by three people. The SOD's has been

an active fleet with a resurgence since 1992. The craft has only had small modifications throughout the years, still retaining its traditional origins. A full history of the Shannon One Design was written by Goodbody and Delaney (2000). The fleet is quite portable, and sometimes goes as far as West Cork for the bi-annual classic boat regatta. This year a very successful high profile Classic Boat Regatta was held in mid September. Although the fleet of SOD's is based at Domineer, on the Tipperary side of the lake, a number are owned by Clare residents and three of these are included in the data base.

Based around the Clare side of Lough Derg is an interesting if somewhat eclectic mix of craft, including motor sailors, classic yachts, converted lifeboats, an Orkney Island Lighthouse Tender, and the grand old lady of the Lake the yacht 'Phoenix'.

The yacht Phoenix, based at Killaloe, is one of the most important heritage boats in Ireland, due to her age, and the rarity of iron vessels of her vintage. The Phoenix was built in 1872 at the Neptune Iron Works in Waterford, for Francis Spaight of Derry Castle, Lough Derg. She was built of quarter inch lowmoor iron plates, which is a type of high quality iron that has a particular durability. The Phoenix has had a number of owners and spent a few years in the 1930s at Howth, but has been closely associated with Lough Derg and the local Lefroy family. The boat was bought by the Lefroy family in the early 20th Century, had a number of owners after that, and returned to the family in the 1960s. She has been part of the boating life of Lough Derg for most of her 136 years and has been present at many of the regattas, often used as a support vessel. The Phoenix is also one of the oldest yachts on the international Lloyds register.

Kilrush is also home to one of the oldest yacht clubs in the Country, The Royal Western Yacht Club, founded in 1827. Among the founder members were the local landowners the Vandeleurs, The Knight of Glin, and Maurice O'Connell, son of the Liberator. The 1932 regatta held in Kilrush had races for yachts and vessels owned by gentlemen, alongside races for currachs, ' briccawnes' (brocauns), 'gondolas' (gandelows), turf boats and hookers. Two members of the Royal Western Yacht Club were contenders for the famous Americas cup race, the Earl of Dunraven (with his yacht 'Valkerie') and Lt Penn of Paradise Estate, (whose yacht was kept on a mooring in the pool in the Fergus).

9.7 Lake Boats

The traditional clinker lake boat has been in decline but quite a few examples were found around the Lough on the Clare Side at Church Bay, Mountshannon, Tuamgraney and Killaloe. Only two of the rare Lough Derg Punt, which was used for racing, were identified. A number of boats are from boat building schemes / evening classes held in the late 70's and early 80's, an initiative that should be considered again. One lake boat in private ownership has an interesting story of historical interest. Sean McBride, lawyer and political activist, once lived on the 18ft lake boat hiding out around Lough Derg, while on the run.

9.8 Other Boats

There was considerable traffic across the Shannon Estuary between Clare, Kerry and Limerick City. As well as most goods being moved around by sea, there was a ferry and steamer service linking the areas. Locals have recounted that they thought nothing of rowing

or sailing to a fair or dance across the estuary. The cargo boat 'The Alzina' traded in the estuary until 1952.

The long forgotten turf trade is an example of the movement of boats and cargo around the estuary. The area west of Kilrush, around Black Weir Bridge was where one of the major bogs was situated. Many people were employed in the trade, with around 20 boats trading during the 1900,s. The turf boats were also built locally, and a project has been initiated with volunteers to excavate and record one of the last known turf boats. This wreck of the 'Maggie May' will yield important information on a local boat type.

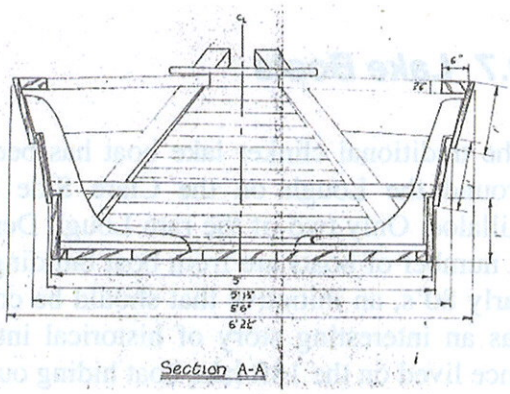
9-19 Excavation of the Turf Boat "Maggie May"



The city turf boats and lighters were double enders, built with short crosswise timbers for the bottom instead of the conventional long boards longitudinally. A number of years ago a FAS boat building scheme was instigated to build a replica of the once numerous lighter or turf boat of the Shannon. The replica of the turf boat is on display at Plassey, along with an information panel. The boat measures 28 feet by 6 feet. A full set of plans for the turf boat were found in the manuscripts of the UCD Delargy Centre for Irish Folklore.



9-21 Turf Boat at Plassey



9-20 Cross section of a Turf Boat

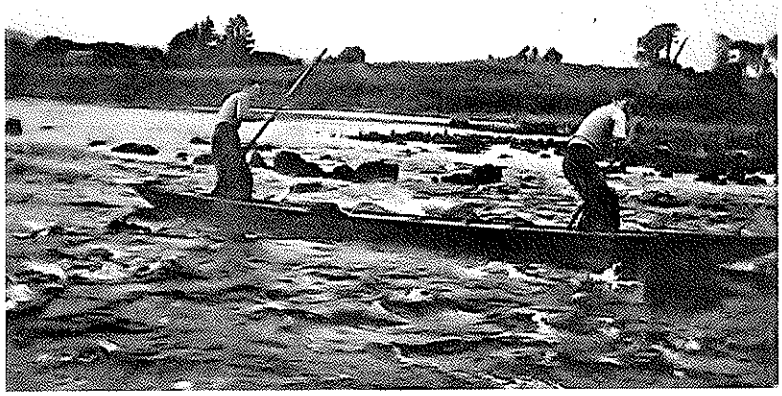
The Brocaun boats are another light 'cot type' boat found on the Shannon, from Castleconnel to the City. Various spellings of the name were found including Brecaun, Brucain, Briccawnes. At Plassey there are presently five brocauns, two of which are in use and three in

a derelict state. The brocauns are long narrow boats and measure 21ft by 3ft, with a depth of only 13 inches. There shallow draft allowed them to operate in the shoals in the river that are other wise not navigable to boats. The Brocauns were poled and paddled. At one time brocaun racing was very popular

The brocauns are double enders and constructed in a similar fashion to the local turf boats with short crosswise timbers for the bottom. The side planks are forced into position, on the two transom ends, and secured by nailing without the use of steam. The internal floor (in nautical terms strictly 'ceiling') is made up of two planks, with a gap between, which run the length of the bottom, resting on cross members The seams were sealed with oakum and the bottom rendered waterproof externally by application of several coats of pitch and tar which was boiled, applied and ironed over to penetrate the wood. Painting traditionally comprised red lead powder and boiled oil on the inside to waterproof the wood, but if penetrated by water this would lift from the wood. Gradually this method was replaced by ordinary paint.

The craft, which were propelled by paddles when going down stream and poles in shallow water or in rapids going upstream, were intended for use by two men. Storage of the boats in water was via tether to fixed buoy. When not in use in the winter, boats were stored upside down on trestles.

Boats were used on the Shannon from Doonas to St Thomas's Island in Limerick which is mostly tidal. Fishing was exclusively for salmon, with a 'snap net' which is now no longer in practice in Limerick. The net was suspended between two Brocauns, which paddled downstream, and when a salmon struck the net the 'netmen' 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 and 12 deep with net stones on the bottom rope.



9-22 Brocaun "Poling the Rapids" circe 1950s. Courtesy D.I.F, UCD.

Angling cot seems to be applied as a generic name indicating function as opposed to type. Angling cots are either a shortened gandelow style or a brocaun style but the majority nowadays are modern fibreglass boats.

10 Close Up: Images of the Signature Boats of Clare

10.1 The West Clare Currach



10-1 West Clare Currach



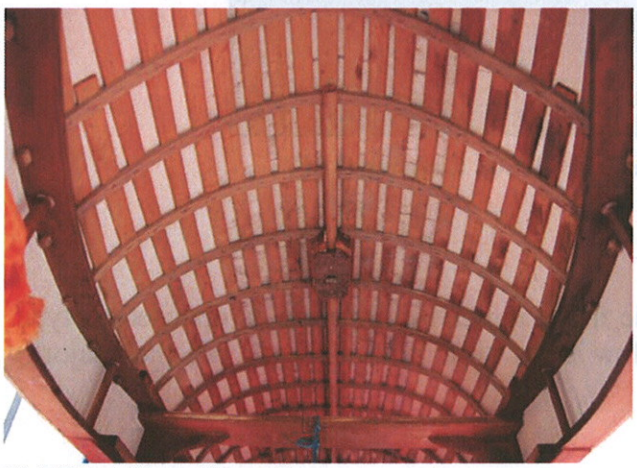
10-2 West Clare Currach



10-3 West Clare Currach



10-4 West Clare Currach



10-5 West Clare Currach



10-6 West Clare Currach

10.2 The Aran Currach



10-6 Aran Currach



10-7 Aran Currach



10-8 Aran Currach



10-9 Aran Currach



10-10 Aran Currach



10-11 Aran Currach

10.3 The Doolin Currach



10-13 Doolin Currach



10-14 Doolin Currach



10-15 Doolin Currach



10-16 Doolin Currach



10-17 Doolin Currach



10-18 Doolin Currach

10.4 The Naomhóg



10-19 Naomhóg



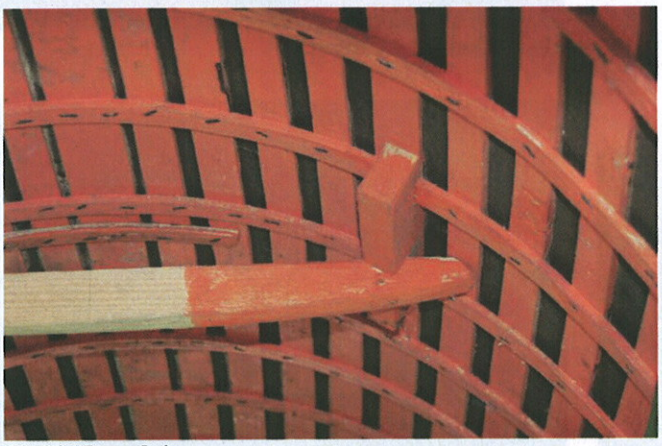
10-20 Naomhóg



10-21 Naomhóg



10-22 Naomhóg



10-23 Naomhóg



10-24 Naomhóg

10.5 The Doonbeg Currach



10-25 Doonbeg Currach



10-26 Doonbeg Currach



10-27 Doonbeg Currach



10-28 Doonbeg Currach



10-29 Doonbeg Currach



10-30 Doonbeg Currachs

10.6 The Fergus Gandelow



10-31 Fergus Gandelow



10-32 Fergus Gandelow



10-33 Fergus Gandelow



10-34 Fergus Gandelow



10-35 Fergus Gandelow



10-36 Fergus Gandelow

10.7 The Clarecastle Gandelow



10-37 Clarecastle Gandelow



10-38 Clarecastle Gandelow



10-39 Clarecastle Gandelow



10-40 Clarecastle Gandelow



10-41 Clarecastle Gandelow



10-42 Clarecastle Gandelow

10.8 The Yawl Gandelow



10-43 Gandelow Yawl



10-44 Gandelow Yawl



10-45 Gandelow Yawl



10-46 Gandelow Yawl



10-47 Gandelow Yawl



10-48 Gandelow Yawl

10.9 The Punt Gandelow



10-49 Gandelow Punt



10-50 Gandelow Punt



10-51 Gandelow Punt



10-52 Gandelow Punt



10-53 Gandelow Punt



10-54 Gandelow Punt

10.10 The Shannon Cot



10-55 Shannon Cot



10-56 Shannon Cot



10-57 Shannon Cot



10-58 Shannon Cot



10-59 Shannon Cot



10-60 Shannon Cot

10.11 The Bunratty Gandelow



10-61 Bunratty Gandelow



10-62 Bunratty Gandelow



10-63 Bunratty Gandelow



10-64 Bunratty Gandelow



10-65 Bunratty Gandelow



10-66 Bunratty Gandelow

10.12 The City Gandelow



10-67 City Gandelow



10-68 City Gandelow



10-69 City Gandelow



10-70 City Gandelow



10-71 City Gandelow



10-72 City Gandelow

10.13 The Brocaun



10-73 Brocaun



10-74 Brocaun



10-75 Brocaun



10-76 Brocaun



10-77 Brocaun



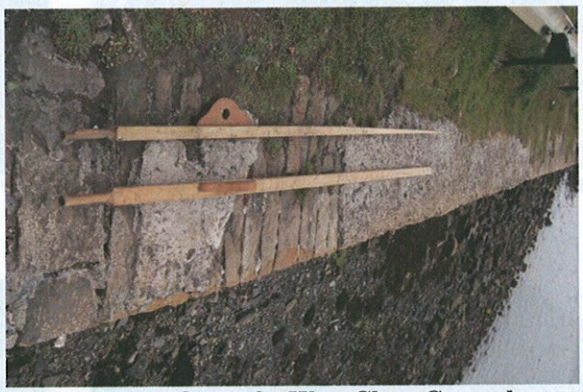
10-78 Brocaun

11 Ancillary Equipment

There are a number of buildings, infrastructure and items of equipment associated with the fishery. Many of the buildings are listed in the report "Clare Coastal Architecture Survey 2007-2008". The latter can be obtained from Clare County Council's Heritage or Conservation Sections.



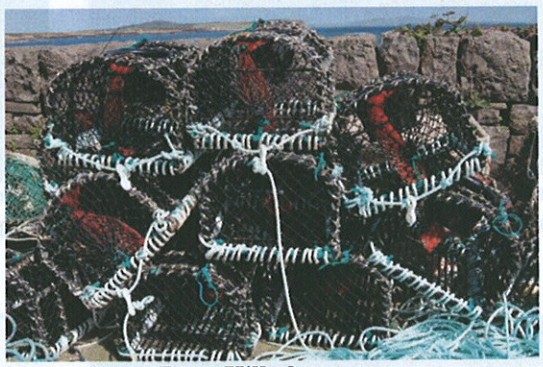
11-1 Inkwell Lobster Pots, Kilbaha



11-2 Bladeless Oars of a West Clare Currach



11-3 Dredges: Kilbaha



11-4 Lobster Pots: Kilbaha



11-5 Bell From the Shipwreck Leon: Quilty



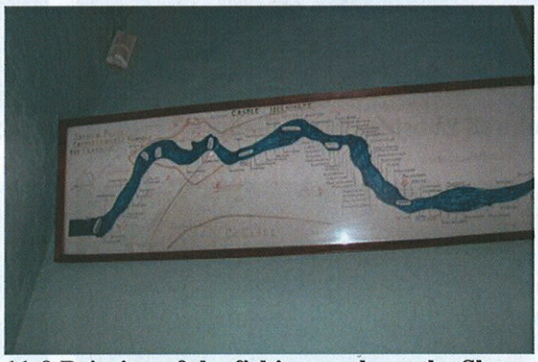
11-6 Rescue Carriage: Kilrush Boat Yard



11-7 Assortment of fishing equipment, Liscannor



11-8 Traditional Tressels for Naomhóg, Liscannor



11-9 Painting of the fishing pools on the Shannon: Castleconnell Public House



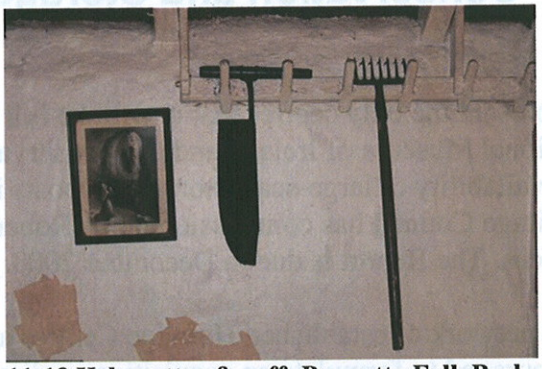
11-10 Reeds Cut using Gandelows: Coonagh



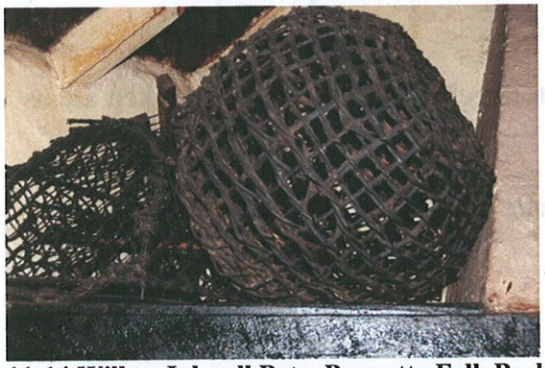
11-11 Dry Dock for large craft: Killaloe



11-12 Hoists from the trading days: Killaloe



11-13 Kelp cutter & gaff: Bunratty Folk Park



11-14 Willow Inkwell Pots: Bunratty Folk Park



11-15 Bolinder Engines: Church Bay



11-16 Possible "Docking out areas" for turf boats: Blackwater Bridge

12 Conservation and Storage

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. The unavailability of large-scale storage for boats in Ireland has become an issue, and the Heritage Council has commissioned Mr Robert Taylor of Brighton to evaluate and suggest polices. The Report is due in December 2008.

The network of established Heritage Centres and Museums within County Clare should be encouraged to formulate an acquisitions policy laying out the type of boats they should take an active part in supporting. The boats and recommendations in this report could form a baseline for this exercise.

When a boat is identified as being of heritage interest, the choices of action to be taken are as follows:

- To leave them where they are and let nature take its course.
- Record the boat with full lines plans
- Send to safe dry storage
- Conservation of the boat if required
- Restore the boat back to use

To document the boats that have been identified as worthy of conservation or recording, a competent navel architect with experience of recording traditional craft should be employed to survey the listed craft. This would result in the information being recorded for posterity.

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. Space is usually the main problem, but it should be noted that many of Clares Heritage Centres are on substantial sites. It might be a question of goodwill and liaison with the relevant personnel and prompting their interest and goodwill on the subject.

Full Conservation facilities in Ireland are a scarce resource but fortunately most boats do not require full conservation. Often careful cleaning, pest eradication and stabilisation are all that is necessary as remedial action to stop further deterioration of a vessel.

The main documents that deal with the subject of boat conservation are:

- *"The Standards in the Museum Care of Larger and Working objects – A guide to their preservation and care"*. (1997) The Museum Association.
- The United States Sectary of the Interior's *"Standards for Historic Vessel Preservation Projects"*(1984)

The National Historic Ships (UK) *"Conserving Historic Vessels"*, (forthcoming publication spring 2009), will be a major contribution to this subject with the experienced gathered from their work over the last 12 years.

These documents could be recommended to the relevant curators of the counties heritage, if they are not already familiar with them.

It is recognised international that the majority of heritage boats afloat rely on the generosity of individual owners, often acting in the common good, to keep boats afloat. The County Council should encourage and support individuals to restore and continue to use older vessels by providing them with premises, moorings and grants.

As part of the project, all of the museums and Heritage Centres in Clare were written to, explaining the purpose of the project, and asking if storage could be provided for any of the heritage boats. In the end, only one recipient replied, Clare County Museum, who advised that they had no storage available, and that the project team should contact the Council regarding the availability of space in County Council Depots.

If possible, boats should be kept and displayed within their context area. A number of options are as follows:

- A local heritage centre
- The foyer of a local community or council building
- Other public access building (eg a station, ferry terminal)
- County Museum
- National Museum if a boat is deemed of National Importance

Another option has recently been made available, as a private initiative has been established to rescue boats at risk. At present storage is available at Bantry and Watergrasshill Co Cork. Contact Diarmaid Murphy 087 9291009

The European Maritime Heritage Council has issued guidelines on the Conservation and restoration of Heritage Ships. Although the focus of the guidelines is on Heritage Ships, the principles can still be applied to smaller Heritage Boats. The guidelines were agreed in the Barcelona Charter, 2002, and the text is included in Appendix II of this report.

13 The "Red List"

13.1 Boats Requiring Storage

Boats that should be provided with secure storage or display, with consideration to the recommendations in this document (see above). Clearly dialogue with and the consent of the identified owners will be required.

13.1.1 The Gandelow Punt.

Kevin Maloney of Kildysert has been taking care of one of the last Islanders rowing boats. This is a lovely example of a pre-engine Gandelow. The history of the boat and its previous owner is known, and it really should be protected and displayed Ideally the Punt should be displayed locally with an information panel. If a heritage centre is not available, other relevant local public areas such as the foyer of a school, library or other public building could be considered.



Record Number: **76**
Boat Type: Gandalow (Punt)
Location Name Crovraghan
Age of Boat: > 25 yrs
In Use: No
Hull Type: Flat Bottom
Hull Construction: Clinker Planked
Boat Condition: Good
Storage Condition Outdoor Open
Description: Dory style rowing boat with hourglass stern
Function: Transport People
Origin: Local Indigenous
Flag: No
Comments: Boat belonged to last resident of Deer Island. Good example of pre-engined Gandelow
Length Overall 16 ft 10 ins
Beam: 60 ins
Depth: 22 ins

13-1 Red List Gandalow Punt

13.1.2 A Brocaun

A number of Brocauns are abandoned near Plassey. These boats have been part of Clare's boating heritage, and in the early 19th Century were used down the Shannon as far as Kilrush. They are of a very unusual design, double ended, with the floors made from crosswise short planks. The crosswise flooring is unusual in European boating technology



13-2 Red Lst Brocauns at Plassey

13.1.3 The Scattery Island Currach

This rare example of a Scattery Island Currach is over sixty years old and is in a vulnerable position on the roundabout for Doonbeg, near Kilrush. It is the only example of a Scattery Island Currach identified on the survey.



13-3 Red List Scattery Island Currach

Record Number: **3**
Boat Type: Currach (Scattery)
Location Name Doonbeg Crossroads,
Age of Boat: > 50 yrs
In Use: No
Hull Type: Round Bottom
Hull Construction: Canvas Skin
Boat Condition: Good
Storage Condition Outdoor Open
Description: Short Currach with Flat Transom Stern. Only known example of this type.
Function: Transport People
Origin: Local Indigenous
Flag: Yes
Comments: Small Currach with flat transome, known to have been used by Scattery Island farmers up to 1964. Although well supported on trestles and tied down, it is in a very vulnerable location. Should be removed to a local Heritage Centre or equivalent.
Length Overall 15 ft 2 ins
Beam: 44 ins

13.1.4 West Clare Currach, Kilkee

The West Clare Curach on the slipway at Kilkee was the prototype for the new West Clare racing Currachs, as it was considered one of the best examples in the county.



13-4 Red List West Clare Currach

Record Number: **128**
Boat Type: Currach (West Clare)
Location Name Kilkee Slipway
Age of Boat: 1957
In Use - No
Hull Type: Round Bottom
Hull Construction: Canvas Skin
Boat Condition: Fair
Storage Condition Outdoor Open
Description: Round hulled keeless craft, tarred canvas on lathe frame.
Function: Fishing
Origin: Local Indigenous
Flag: Yes
Comments: This boat was chosen as the model for the fleet of currachs built by the West Clare Currach Club

Length Overall 21 ft 10 ins
Beam: 48 ins
Depth: 14 ins

13.1.5 A Fifty Footer

Although there was a time when wooden 50 foot trawlers abounded around the Irish coastline, sadly those days are long gone. As such a strong icon in Irelands Maritime Heritage, the restoration and display of one of the fifty footers currently in Kilrush boat yard would be an excellent marker in the maritime heritage timeline, with strong potential in the education and public interest arenas, although the size of these vessels will always make them difficult to store. It should however be noted that some of the heritage centres in Clare are on extensive grounds. There are examples, in other jurisdictions, of such boats being modified to a "cutaway" form allowing the bridge and other internal spaces to be put on view and accessed by the public as part of a large display.



13-5 Red List 50 ft Trawler

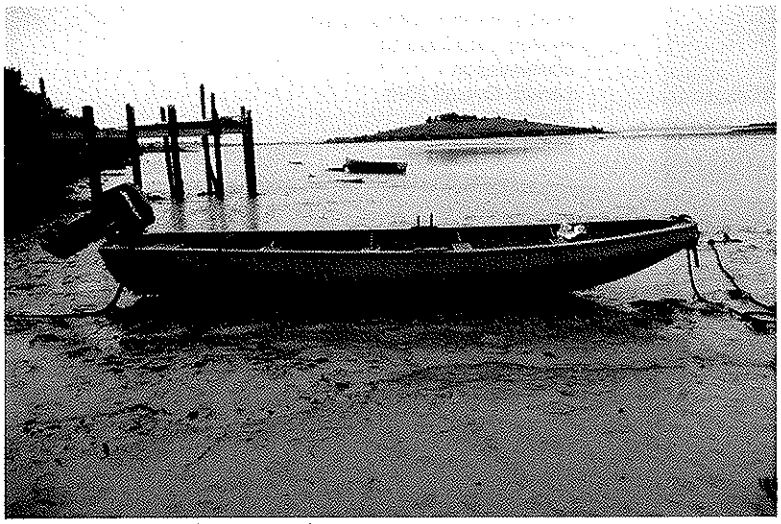
Record Number: **150**
Boat Type: Trawler
Location Name Kilrush Boatyard
Age of Boat: Approx 45 yrs
In Use: No
Hull Type: Long Keel
Hull Construction: Carvel Planked
Boat Condition: Poor
Storage Condition Outdoor Open
Description: Canoe stern wooden carvel-built trawler. Still has some deck equipment
Function: Fishing
Origin: Irish
Flag: Yes
Comments: Good specimen of a 50 footer. Efforts should be made to save at least one of the 50 footers on the Kilrush Boatyard, which is reportedly in imminent danger of redevelopment.
Length Overall 50 ft
Beam:
Depth:

13.2 Boats Requiring Documentation.

Boats that should be recorded with a full lines plan are:

13.2.1 The Shannon Cot in Crovraghan.

This boat is in use but the last known complete example of a type once numerous. The owner has furnished this project with a number of photographs of the construction of the boat, but a full lines plan should be commissioned.



13-6 Red Listed Shannon Cot

Record Number: **26**
Boat Type: Shannon Cot
Location Name Crovraghan
Age of Boat: > 10 yrs
In Use: Yes
Hull Type: Round Bottom
Hull Construction: Carvel Planked
Boat Condition: Excellent
Storage Condition Mooring
Description: Pram bow round hulled boat, using twin thole pins for each oar
Function: Transport People
Origin: Local Indigenous
Flag: Yes
Comments: Important example of a pram style boat once found in the estuary. A larger version was used to transport cattle. Lines plans of boat shoukd be taken to preserve the design.
Length Overall 18 ft 11 ins
Beam: 63 ins
Depth: 23 ins

13.2.2 The old Cattle Cots of the Fergus estuary

This unusual Scandinavian style boat has now been replaced with rectangular cattle lighters. While no examples survive intact, Kevin Maloney, of Kildysert, who is also connected with Coney Island, has identified the remains of a cattle cot on Deer Island.

Michael Kelly, of Kildysert, who is connected with Inis Lua has also identified the remains of a cattle cot. These remains should be inspected and recorded with a full lines plan if possible.

It was not possible to survey the remains of the cattle cots on the Islands during the survey.

13.2.3 The Blunnie style Currach at Kilrush

This boat has been on display for many years in the open and is possibly beyond saving. The maker was considered one of the finest builders in the county, and this specimen should be recorded in full.



Record Number: **1**
Boat Type: Currach (West Clare)
Location Name Kilrush Station House
Age of Boat: > 25 yrs
In Use: No
Hull Type: Round Bottom
Hull Construction: Canvas Skin
Boat Condition: Poor
Storage Condition Outdoor Open
Description: Long low profile example with flat transome stern and engine well
Function:
Origin: Local Indigenous
Flag: Yes
Comments: Old model also on display at junction. Good example of a Master Builders Boat. Badly twisted. Nominee for conservation
Length Overall 23Ft .
Beam: 51 ins
Depth: 19 ins

13-7 Red List West Clare Blunnie Currach

14 Recommendations

1. Boats and associated equipment and information could be displayed in context locally by aligning them with already established public buildings. Precedence for this exists in the County, such as in the Brian Boru Centre in Killaloe, where a small but comprehensive exhibition of industrial maritime heritage is displayed within the library building, which is also staffed as a tourist office, giving staffing and security with a comparatively low overhead cost.

2. A policy should be drawn up on action for the future of maritime and inland waterways boats in the county, Which should include the following

   - Provision of secure storage for boats that require it
   - Incorporating elements of County Clare's boating heritage into the established network of Heritage Centres and Museums. Note: New initiatives and funding may have to be created to achieve this
   - Initiatives from the community for boat building, restoration and conservation should be supported as far as possible.

3. The success of the West Clare Racing currach club should be built on. The fleet of six Currachs are now used by over 100 people on regatta days with many more involved in training leading to the continuity of skills. At least one or two more fleets of Currachs should be grant aided in the immediate future.

4. Moorings for Heritage boats should be provided at preferential or subsidised rates. This is especially needed for the large barges on the Inland waterways, but also needs to be taken into consideration as more commercial marinas are developed all over the county. The council could consider providing moorings adjacent to its land around the county specifically for heritage boats to act as tourist attractions. There are precedents for this in Stockholm, Copenhagen, Roskilde and Lowestoft to name but a few.

5. The time available for this study was of necessity limited, and it is possible that with the right encouragement further investigations by those close to the community in Clare may bring to light other heritage boats currently in private storage.

6. A number of groups are already contributing to the continuity of County Clare's boating heritage. Boatbuilding and associated skills groups should receive assistance in local community projects.

7. A local maritime history project to record the wealth of information held within the communities in Clare

8. Some form of education exercises could be initiated in the form of information panels on the boats, and maritime history at strategic locations. There is a good example of this approach at Labasheeda and Kilrush. The story boards, displaying the history of a particular boat, are used by the Heritage Boat Association on the barges during rallies,

and have been particularly successful. Possibly some information on the boating heritage of each area could be included in the tourist type leaflets information that are given out at the established information points around the county.

9. The County Council should work closely with the Heritage Boat Association, who are playing a pivotal role in preserving the heritage and industrial boat sector on the Inland waterways. The County Council should also work closely with the IWAI, as they have been working long term towards the restoration and preservation of the waterways, and have a large membership of heritage boat owners

10. A collection or acquisition policy for traditional boats in the county should be developed, working with the counties heritage stakeholders.

11. County heritage plans drawn up through the county heritage fora accord high importance to the raising of awareness of heritage generally. Both the plans and fora could be used to improve understanding of maritime heritage at local and regional levels.

15 Template for Conducting Traditional Boat Studies.

As part of this project, the consultancy team was asked to provide an effective template for conducting traditional boat studies in other counties.

The lead consultant has developed methods of studying traditional boats from the experience gained from previous projects and found the methodology as outlined in the methodology section of this document to be effective. In deciding the data to be captured and the design of the data base for this study, due regard was given to the work of Taylor (1992), Keron, Becker and MacCarthaigh (2007), and previous studies by Michael McCaughan of the Ulster folk and Transport Museum and Bernard Cadoret of Chasse Mareé

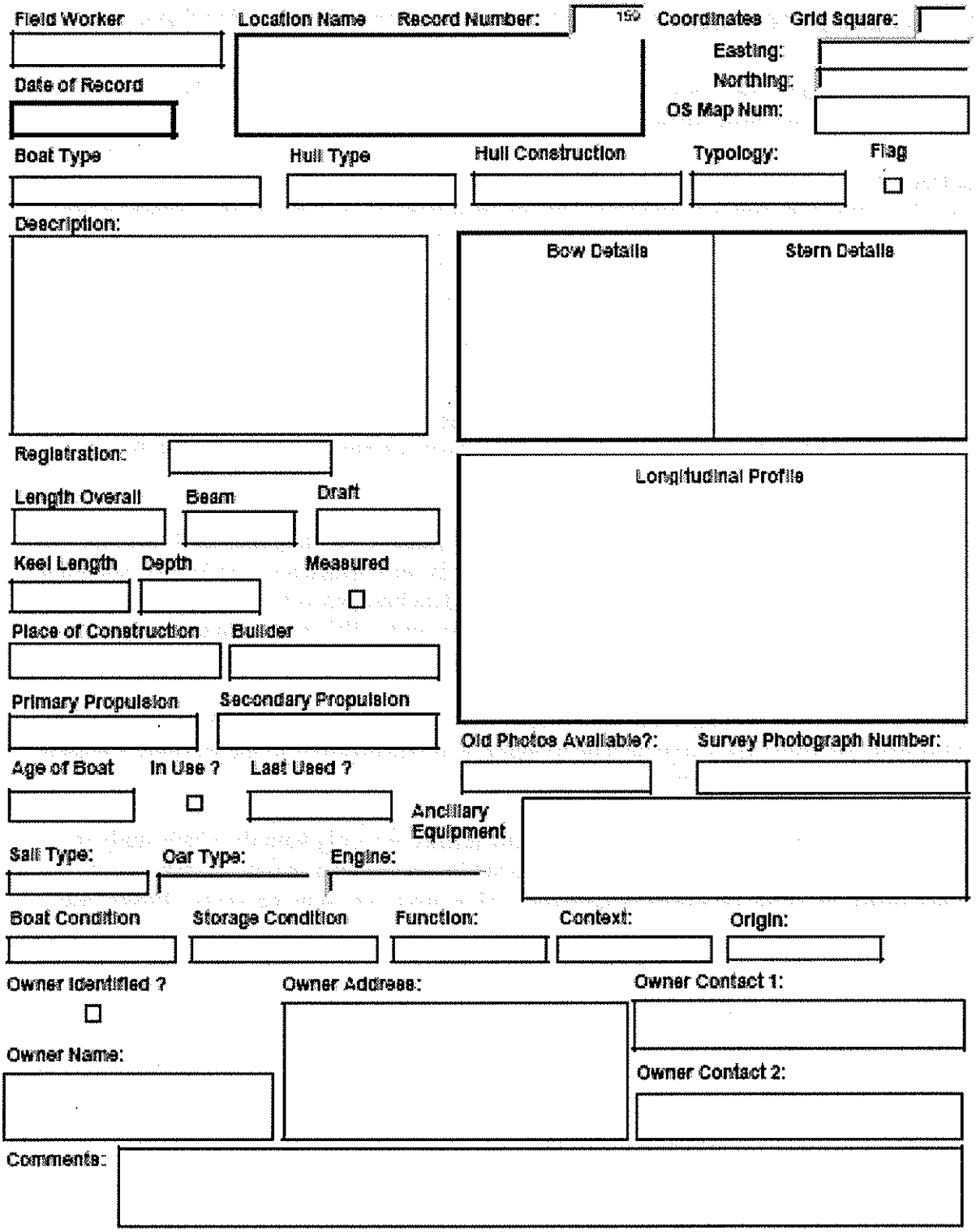
Information on the data to be captured, and information categories, were shared with Meitheal Mara of Cork, which has been commissioned to do the Galway Audit of Heritage Boats. Meitheal Mara has developed its own data sheets on similar lines but with fewer fields.

Meitheal Mara was instructed to only log boats confirmed to be more than 25 years old. We felt that all the indigenous boats of the County, mainly the currach and gandelows, should be counted and logged, with the ages delineated in the data base, so as to give an overview of the health / continuity of these traditions within the community. This may help decisions of policy makers for any action or intervention that might be instigated on foot of this report.

The Clare Audit team will have the opportunity to compare notes and results in the coming months with Meitheal Mara, and be able to make recommendations to the Heritage Council on the operation of further boat audits.

The data sheet included below was designed and refined not only with the Clare study in mind, but the future for comparative quantities studies on national bases. i.e. how many heritage boats are based on Lakes or Estuaries? How many are skin, carvel or clinker? etc.

.



15-1 Sample Data Capture Sheet

16 Appendices

16.1 Appendix I: Bibliography

Bibliography (Select)

Bourke, E.J., Shipwrecks of the Irish Coast, Volume 3 (Dublin 2000)

Goodbody, L.M., and Delaney, R., The Shannon One Design Class 1922-1999

Carmody, V., *North Kerry Camera, Listowel and its Surroundings 1860-1960,(Naas, 1989)*

De Courcy Ireland, Dr. J., *Ireland And the Irish in Maritime History*. Glendale Press, (Dublin 1986)

Delany, R., *Irelands Inland Waterways*, Appletree Press Ltd. (Belfast, 1988)

Delany, R., The Shannon Navigation, (Dubin 2008)

Donnelly, B., "Recollections of a Pilot from Scattery Island", Irish Archives, *Journal of the Irish Society for Archives*, Vol. 2, No.1 (Summer 1992).

Eogan, G. (Chair.), *Discovery Programme Reports: 5*, the Royal Irish Academy, (Dublin 1999)

Evans, E., *Irish Folkways* (London 1957)

First Report of the Commisioners of Inquiry into the State of the Irish Fisheries 1836 [Clare].

Gailey, A., *The Use of Tradition.* Ulster Folk and Transport Museum, (Cultra 1998)

Gillmer, T.C., *A History of Working Watercraft of the Western World*, (Maine 1972)

Glennon, S., *Boating on the Shannon,* The Iniscealtra Review.

Griffin, K.A., *A Brief Account of passenger Transport on the River Shannon in the 18th and 19th centuries*. In East Clare Heritage Journal No. 6, (1995)

Heenan, E. *Afloat & Waterways Ireland: City Cruising: Navigating the Killaloe – Limerick Waterway (2001)*

Heritage Council, *Policy Paper on Conserving Ireland's Maritime Heritage*, (April 2006)

Holdsworth, E., *Deep Sea Fishing and Fishing Boats : of Great Britain and Ireland* (London, 1874)

Hornell, J., 1938, *British Coracles and Irish Curraghs* (London,1938)

Knott, M J, *Two Months at Kilkee* (Dublin 1836)

Lewis, S., *A Topographical dictionary of Ireland* (London 1837)

Lloyd, J., *Lloyd's Tour of Clare*, 1780 (reprinted Whitegate, Clare 1986)

Lysaght, W., *The Abbey Fishermen*, The Treaty Press Ltd. (Limerick, 1968)

Marmion, A., *The Ancient and Maritime History of the Maritime Ports of Ireland* (London 1855)

MacCárthaigh, C., *Traditional Boats of Ireland*, (Cork 2008)

MacCárthaigh, C., Currachs of the Clare Coast in *Traditional Boats of Ireland*, (Cork 2008)

McCaughan, M., Irish Vernacular boats and their European Connections, *Ulster Folklife*. (1978, p.17)

McCaughan, M., Enthnology and Irish Boatbuilding Traditions, *Fourth International Symposium of Boat and Ship Archeology*, (Porto, 1985) BAR I.S 438

McInerney, J., The Gandelow in *Traditional Boats of Ireland*, (Cork 2008)

McInerney, J., *The Gandelow: A Shannon Estuary Fishing Boat* (Limerick 2005)

Murphy, I., "Canoes and Fishermen in West Clare in the first half of the 19th Century" *Dal gCais*, No. 6 (1982).

O'Dálaigh, B., *The Strangers Gaze: travels in County Clare* 1534-1950

O'Reily, S., *Cool Metal Clear Water* (2006)

O'Sé, C., Gangloes: A North Kerry Wooden Boat Type, Meitheal Mara Volume 1:2 (Cork 1995)

O'Sullivan, A., *Foragers, Farmers and Fishers in a Coastal Landscape: An intertidal archeological survey of the Shannon estuary*, The Royal Irish Academy, (Dublin 2001)

Reley, J., *Ghosts of Kilrush*, (Kilrush,2003)

Scanlan, D., *Memories of an Islander: a life on Scattery and beyond* (Ennis, 2003)

Scott, R.J., *The Galway Hookers*, Ward River Press. (Dublin, 1983)

Taylor, D.A., Documenting Maritime Folklife (Washington, 1992)

Tully, D. The History of Small Boats in Ireland, unpublished thesis Saor-Ollscoil Na hEireann, 1996.

Tully, D., The Use and Tradition of Currachs on the Dingle Peninsula, unpublished thesis University of Ulster, 2003

Tully, D., The Boyne Canoes: From Strength to Decay in a Decade, Inshore Ireland (June 2008)

16.2 Appendix II: The Barcelona Charter

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 study and safeguarding of the maritime heritage afloat.

Aim

ARTICLE 3.

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

PRESERVATION

ARTICLE 4.

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

ARTICLE 5.

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

ARTICLE 6.

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

RESTORATION

ARTICLE 7.

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

ARTICLE 8.

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

16.3 Appendix III: Survey Records

Record Number: 1 ☑ Flag

Boat Type: Currach (West Clare)

☐ In Use

Location Name: Kilrush Station House

Description: Long low profile example with flat transome stern and engine well



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function:

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 23Ft

Beam: 51 ins

Depth: 19 ins

Comments: Old model also on display at junction. Good example of a Master Builders Boat. Badly twisted. Nominee for conservation.

Record Number: 2 ☑ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Seafield, Quilty

Description: Typical West Clare style but built with Ash ribs



Age of Boat: 50

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 19 ft

Beam: 44 ins

Depth: 20 ins

Comments: The last working Currach in Quilty. Built by present owner to the Cully Marren design. Owner has a lot of information on building and working the boat.

Record Number: 3 ☑ Flag

Boat Type: Currach (Scattery)

☐ In Use

Location Name: Doonbeg Crossroads,

Description: Short Currach with Flat Transom Stern. Only known example of this type.



Age of Boat: > 50 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 15 ft 2 ins

Beam: 44 ins

Depth:

Comments: Small Currach with flat transome, known to have been used by Scattery Island farmers up to 1964. Although well supported on trestles and tied down, it is in a very vulnerable location. Should be removed to a local Heritage Centre or equivalent.

Record Number: 4 ☐ Flag

Boat Type: Currach (Aran)

☑ In Use

Location Name: Seafield, Quilty

Description: Aran style working Currach



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Recreational

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Last of 3 boats, built at a local summer school boat-building project, currently retained by the Doonbeg Club.

Record Number: 5 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Seafield, Quilty

Description: One of the Doonbeg Currach Club racing fleet - Boat 1 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: Racing fleet from Doonbeg stored in Quilty

Record Number: 6 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Seafield, Quilty

Description: One of the Doonbeg Currach Club racing fleet - Boat 2 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: Racing fleet from Doonbeg stored in Quilty

Record Number: 7 ☐ Flag

Boat Type: Currach (West Clare) ☑ In Use

Location Name: Seafield, Quilty

Description: One of the Doonbeg Currach Club racing fleet - Boat 3 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: Racing fleet from Doonbeg stored in Quilty

Record Number: 8 ☐ Flag

Boat Type: Currach (West Clare) ☑ In Use

Location Name: Seafield, Quilty

Description: One of the West Clare Currach Club racing fleet - Boat 1 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: One of the 6 boats owned by the West Clare Currach club, normally based in Kilkee, but at time of survey they were stored in Seafield. (the other 3 boats were in Kilkee). Copies of an original owned by the Harte family.

Record Number: 9 ☐ Flag

Boat Type: Currach (West Clare) ☑ In Use

Location Name: Seafield, Quilty

Description: One of the West Clare Currach Club racing fleet - Boat 2 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: One of the 6 boats owned by the West Clare Currach club, normally based in Kilkee, but at time of survey they were stored in Seafield. (the other 3 boats were in Kilkee). Copies of an original owned by the Harte family.

Record Number: 10 ☐ Flag

Boat Type: Currach (West Clare)

Location Name: Seafield, Quilty ☑ In Use

Description: One of the West Clare Currach Club racing fleet - Boat 3 of 3



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 45 ins

Depth:

Comments: One of the 6 boats owned by the West Clare Currach club, normally based in Kilkee, but at time of survey they were stored in Seafield. (the other 3 boats were in Kilkee). Copies of an original owned by the Harte family.

Record Number: 11 ☐ Flag

Boat Type: Currach (Doonbeg)

Location Name: Knock Pier ☑ In Use

Description: Fully planked Currach. Hybrid style adapted with guardrails for fishing



Age of Boat:

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 19 ft

Beam:

Depth:

Comments: Hybrid built for local hobby fishing and recreation

---

Record Number: 12 ☐ Flag

Boat Type: Gandalow (Fergus)

Location Name: Crovraghan ☐ In Use

Description: Flat bottomed Clinker boat once used for ferry / transport to and from Islands



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: One of three abandoned gandalows in a derelict state

---

Record Number: 13 ☐ Flag

Boat Type: Currach (Aran)

☐ In Use

Location Name: Liscannor Quay

Description: Round hulled keeless craft. Light lathe construction, covered in tarred canvas.



Age of Boat: >25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Fishing

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Unusual example of a sailing Aran Currach

Record Number: 14 ☐ Flag

Boat Type: Currach (Doolin)

☑ In Use

Location Name: Liscannor Quay

Description: Modernised / customised version of a traditional boat. Round hulled keeless craft. Fully boarded carvel hull with Fibreglass covering. Wooden foredeck with gunnels on both sides protected by plastic pipes. Aluminium "chequerplate" on transom for protection.



Age of Boat: >10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 15 ☑ Flag

Boat Type: Currach (Kerry Naomh

☑ In Use

Location Name: Liscannor Quay

Description: Hybrid model, basically a Naomhog with the stern of a West Clare currach. Transom repaired with felt.



Age of Boat: >10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 20 ft 6 ins

Beam: 51 ins

Depth: 20 ins

Comments: This is an unusual craft as it once belonged to a Blasket Islander. It was discovered damaged, and was repaired with a West Clare style stern by the present owner.

Record Number: 16 ☐ Flag

Boat Type: Currach (Doolin)

Location Name: Liscannor Quay ☐ In Use

Description: Fully planked carvel hull covered with a skin of fibreglass. High raked bow.



Age of Boat: 20 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 16 ft 5 ins

Beam: 50 ins

Depth: 22 ins

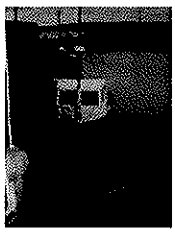
Comments: Good example (but deteriorating) of a Doolin type currach, albeit with the modern skin fibreglass modification. It is thought to be abandoned and could be a suitable candidate for a heritage centre.

Record Number: 17 ☐ Flag

Boat Type: Half-Decker

Location Name: Liscannor Quay ☑ In Use

Description: Local carvel built half decker fishing boat, wooden cuddy, very good condition and well equipped (including Radar). Pot Hauler.



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

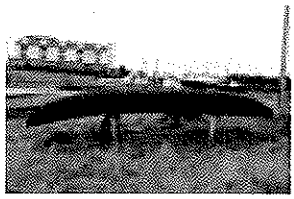
Comments: One of the few remaining examples of the "Pride Of" series built by BIM to support the local fishing industry in the Post War expansion. This boat originated in Waterford.

Record Number: 18 ☐ Flag

Boat Type: Currach (Kerry Naomh

Location Name: Liscannor Quay ☑ In Use

Description: Round hulled craft, light lathe frame, tarred canvas skin, 3 thwarts.



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Recreational

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 20 ft 8 ins

Beam: 50 nins

Depth:

Comments: Excellent example of a Kerry Naomhog style currach. It is interesting to note that of all the local currachs, only the two Naomhogs are kept on trestles.

Record Number: 19 ☐ Flag

Boat Type: Currach (Doolin)

☐ In Use

Location Name: Liscannor Quay

Description: Round hulled craft, light lathe frame, fully boarded and covered with fibreglass.



Age of Boat: >10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 20 ☑ Flag

Boat Type: Currach (Aran)

☑ In Use

Location Name: Doolin

Description: 3 man Aran Currach, Lathe Construction, tarred canvas skin, highly sheered bow.



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Recreational

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: This currach was rowed from Holyhead to Howth in a record 17.5 hours in 2006. Excellent example of a classic Aran style currach which was actually built on the islands.

Record Number: 21 ☐ Flag

Boat Type: Currach (Connemara)

☑ In Use

Location Name: Doolin

Description: Small fully boarded currach in the Connemara or Galway style.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Recreational

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth: napha

Comments:

Record Number: 22 ☐ Flag

Boat Type: Gandalow (Fergus)

☑ In Use

Location Name: Lackannashinagh

Description: Clinker flat bottom boat with wide transom



Age of Boat:

Comments:

Hull Type: Flat Bottom

Hull Construction: Carvel Planked — Length Overall:

Origin: Local Indigenous — Beam:

Function: Transport People — Depth:

Boat Condition: Poor

Storage Condition: Mooring

Record Number: 23 ☐ Flag

Boat Type: Half-Decker

☐ In Use

Location Name: Seafield, Quilty

Description: Derelict remains of a clinker half decker with pot hauler



Age of Boat:

Comments:

Hull Type: Long Keel

Hull Construction: Clinker Planked — Length Overall:

Origin: Irish — Beam:

Function: Fishing — Depth:

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Record Number: 24 ☐ Flag

Boat Type: Half-Decker

☐ In Use

Location Name: Seafield, Quilty

Description: Derelict remains of a Carvel built half decker.



Age of Boat:

Comments:

Hull Type: Long Keel

Hull Construction: Carvel Planked — Length Overall:

Origin: Irish — Beam:

Function: Fishing — Depth:

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Record Number: 25 ☐ Flag

Boat Type: Currach (Doolin)

☑ In Use

Location Name: Doolin

Description: Fully boarded carvel built Doolin style currach with a high sheer and a small cuddy at the bow. Console remote steering.



Age of Boat:

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin:

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 26 ☑ Flag

Boat Type: Shannon Cot

☑ In Use

Location Name: Crovraghan

Description: Pram bow round hulled boat, using twin thole pins for each oar



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 18 ft 11 ins

Beam: 63 ins

Depth: 23 ins

Comments: Important example of a pram style boat once found in the estuary. A larger version was used to transport cattle. Lines plans of boat shoukd be taken to preserve the design.

Record Number: 27 ☐ Flag

Boat Type: Lighter (Cattle)

☑ In Use

Location Name: Crovraghan

Description: Large rectangular wooden box or punt like structure with metal cage and farm type (5-barred) gates to contain cattle. Flat plakked sides, typically draws only 9 ins empty. Still in use by Island farmers.



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Cattle

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 27 ft 6 ins

Beam: 12 ft

Depth: 3 ft 3 ins

Comments: New style cattle lighter that replaced the older pram style cattle cots

---

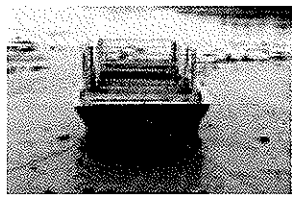
Record Number: 28 ☐ Flag

Boat Type: Lighter (Cattle)

☑ In Use

Location Name: Crovraghan

Description: Smaller rectangular wooden box or punt like structure with metal cage and farm type (5-barred) gates to contain cattle. Flat plakked sides, typically draws only 9 ins empty. Still in use by Island farmers.



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Cattle

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: New style cattle lighter that replaced the older pram style cattle cots

---

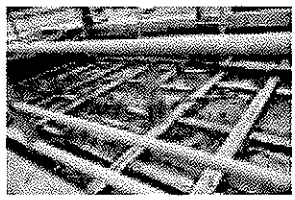
Record Number: 29 ☐ Flag

Boat Type: Lighter (Cattle)

☑ In Use

Location Name: Crovraghan

Description: Large rectangular wooden box or punt like structure with metal cage and farm type (5-barred) gates to contain cattle. Flat planked sides, typically draws only 9 ins empty. Abandoned



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Cattle

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall: 27 ft 6 ins

Beam: 12 ft

Depth: 3 ft 3 ins

Comments: New style cattle lighter that replaced the older pram style cattle cots

---

Record Number: 30 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Kilrush Station House

Description:



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Recreational

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Important example of Blunnie style West Clare Currach. Frame in good order but needs re-canvassing

Record Number: 31 ☐ Flag

Boat Type: Lighter (Cattle)

Location Name: Rosscliff ☐ In Use

Description: Very large rectangular wooden box or punt like structure with metal cage and farm type (5-barred) gates to contain cattle. Flat plakked sides, typically draws only 9 ins empty. Still in use by Island farmers.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Cattle

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 35 ft

Beam: approx 12 ft

Depth:

Comments: Used to transport cattle to and from the islands

Record Number: 32 ☐ Flag

Boat Type: Lighter (Cattle)

Location Name: Rosscliff ☑ In Use

Description: Large rectangular wooden box or punt like structure with metal cage and farm type gates to contain cattle. Flat planked sides, typically draws only 9 ins empty. Still in use by Island farmers.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Cattle

Boat Condition: Good

Storage Condition: Mooring

Length Overall: Approx 27 ft

Beam: approx 12 ft

Depth: approx 3 ft 3 ins

Comments:

Record Number: 33 ☐ Flag

Boat Type: Motor Cruiser

Location Name: Killaloe ☑ In Use

Description: Iron plated on steel frames, built as a steam motor cruiser in 1872 for Francis Spaight of Derry Castle on lough derg, has changed hands several times, had several renovations and been re-engined at least twice.



Age of Boat: Approx 136 years

Hull Type:

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition:

Storage Condition: Mooring

Length Overall: 58 ft 6 ins

Beam: 10 ft 6 ins

Depth:

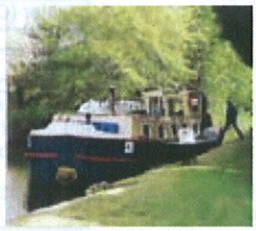
Comments: One of the oldest pleasure boats on the Lloyds Register. Excellent example of a gentlemens yacht from the Victorian era.

Record Number: 34 ☐ Flag

Boat Type: Barge

Location Name: Killaloe ☑ In Use

Description: One of a number of barges built for commerce on the inland waterways. Boat number 4E. Iron hull and wooden decks.



Age of Boat: 113 Years (1895)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 60 ft 8 ins

Beam: 13

Depth:

Comments: Important example of the Horse Boat, rescued from the Royal Canal in 1970. Has had several lives, including as a Horse Boat, before being converted to recreational use. Hull was completely re-plated in 2002.

Record Number: 35 ☑ Flag

Boat Type: Barge

Location Name: Killaloe ☑ In Use

Description: One of a number of barges built for commerce on the inland waterways. Boat number 45M, rivetted steel construction. Converted to leisure use.



Age of Boat: 90 yrs (1928)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 61 ft 6 ns

Beam: 13 ft 2 ins

Depth:

Comments: Important example of the county's industrial past. Worked for 17 years and sank in Lough Derg in 1946. Salvaged in 1975. Still has characteristics of a working barge.

Record Number: 36 ☐ Flag

Boat Type: Barge

Location Name: Church Bay, Lough De ☑ In Use

Description: One of a number of barges built cor commerce on the inland waterways. Boat number 68M



Age of Boat: 72 yrs (1936)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall: 61 ft 6 ins

Beam: 13 ft 1.5 ins

Depth:

Comments: Important example of the county's industrial past. Used as a maintenance boat by CIE from the mid 1960,s to the 1980's. Sank at her mooring around 1981, and was raised in 1993. Has been extensively refurbished ofer the years since then, and is active participant at HBA and Inland Waterways Association rallies around the country.

Record Number: 37 ☑ Flag

Boat Type: Barge

☐ In Use

Location Name: Church Bay, Lough De

Description: One of a number of barges built cor commerce on the inland waterways. Boat number 50M



Age of Boat: 80 years (1928)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition: Fair

Storage Condition: Mooring

Length Overall: 61 ft 6 ins

Beam: 13 ft 2 ins

Depth:

Comments: Important example of the county's industrial past, including Bolindar "Hot Bulb" engine. Boat awaiting renovation.

Record Number: 38 ☐ Flag

Boat Type: Barge

☑ In Use

Location Name: Killaloe

Description: One of a two barges built for Odlums in 1895, for use primarily on the Barrow. "Jarra, (22M ?)



Age of Boat: 113 years (1895)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: UK

Function: Recreational

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Important example of the county's industrial past. Originally called "The Naas". Worked between Waterford and St Mullins for Odlums for 50 years up to 1947.Was scuttled in 1947 to support a weir near Carlow. Was raised in 1975 and restored over a 9 year period

---

Record Number: 39 ☐ Flag

Boat Type: Barge

☑ In Use

Location Name: Killaloe

Description: One of a number of barges built for The Grand Canal Company Boat number 62M



Age of Boat: 79 years (1929)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Transport Goods

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 61 ft 9 ins

Beam: 13 ft 2 ins

Depth:

Comments: Important example of the county's industrial past. Still a working barge. Partly refurbished. Used for maintenance on the head race for Ardnacrusha power station.

Record Number: 40 ☐ Flag

Boat Type: Barge

Location Name: South Canal, Killaloe ☑ In Use

Description: Steel plated Barge platform. Box like construction with internal hopper.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Steel

Origin:

Function: Transport Goods

Boat Condition: Poor

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Used for maintenance on the Power Station Head Race

---

Record Number: 41 ☐ Flag

Boat Type: Barge

Location Name: South Canal, Killaloe, ☑ In Use

Description: ESB Working Barge



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Steel

Origin:

Function:

Boat Condition:

Storage Condition:

Length Overall:

Beam:

Depth:

Comments:

Record Number: 42 ☐ Flag

Boat Type: Barge

Location Name: Church Bay, Lough De ☐ In Use

Description: One of several barges owned by Gerry Burke. Steel plated on Wooden floors



Age of Boat: > 60 Yrs

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Other

Function: Recreational

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Built by Siemens for use in construction of Ardnacrusha. Used by ESB for many years. This boat partially restored. Part of the counties industrial heritage.

Record Number: 43 ☐ Flag

Boat Type: Barge

☐ In Use

Location Name: Church Bay, Lough De

Description: One of two barges owned by Gerry Burke. Steel plated on Wooden floors



Age of Boat: > 60 Yrs

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Other

Function: Recreational

Boat Condition: Fair

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Built by Siemens for use in construction of Ardnacrusha. Used by ESB for many years. This boat in need of restoration. Part of the counties industrial heritage.

Record Number: 44 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description: Clinker craft with older style hourglass stern



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Recreational

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 20 ft 6 ins

Beam:

Depth:

Comments: Boat laid up

Record Number: 45 ☐ Flag

Boat Type: Gandalow (Clarecastle

☑ In Use

Location Name: Clarecastle

Description: Dory Style Craft. Stempost extends 10 ins beyond bottom of boat.



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Recreational

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 21 ft 3 ins

Beam:

Depth: 21 ins

Comments: Formerly used for drift net fishing.

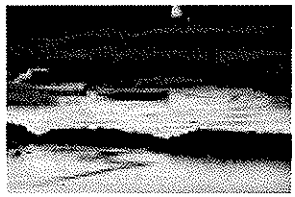
Record Number: 46 ☐ Flag

Boat Type: Gandalow (Clarecastle

☑ In Use

Location Name: Clarecastle

Description:



Age of Boat: > 25 yrs

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 21 ft 3 ins

Origin: Local Indigenous — Beam:

Function: Recreational — Depth: 21 ins

Boat Condition: Fair

Storage Condition: Mooring

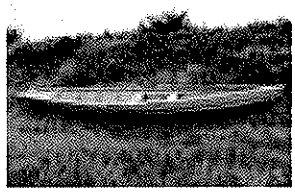
Record Number: 47 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:



Age of Boat:

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 21 ft 3 ins

Origin: Local Indigenous — Beam:

Function: Recreational — Depth: 21 ins

Boat Condition: Fair

Storage Condition: Outdoor Open

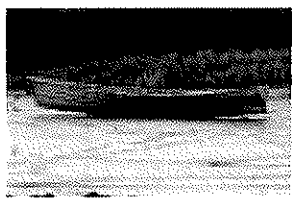
Record Number: 48 ☐ Flag

Boat Type: Gandalow (Clarecastle

☑ In Use

Location Name: Clarecastle

Description:



Age of Boat: >25 yrs

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 20 ft 6 ins

Origin: Local Indigenous — Beam:

Function: Recreational — Depth: 21 ins

Boat Condition: Good

Storage Condition: Mooring

Record Number: 49 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 50 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 51 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 52 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 53 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 54 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 55 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 56 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 57 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall

Origin: — Beam:

Function: Fishing — Depth:

Boat Condition

Storage Condition

Record Number: 58 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin:

Function: Fishing

Boat Condition:

Storage Condition:

Length Overall:

Beam:

Depth:

Comments:

Record Number: 59 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin:

Function: Fishing

Boat Condition:

Storage Condition:

Length Overall:

Beam:

Depth:

Comments:

Record Number: 60 ☐ Flag

Boat Type: Gandalow (Clarecastle

☐ In Use

Location Name: Clarecastle

Description:

Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin:

Function: Fishing

Boat Condition:

Storage Condition:

Length Overall:

Beam:

Depth:

Comments:

Record Number: 61 ☑ Flag

Boat Type: Lake Boat ☐ In Use

Location Name: Tuamgraney

Description:

Age of Boat: More than 50

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function:

Boat Condition: Good

Storage Condition: Indoors

Length Overall:

Beam:

Depth:

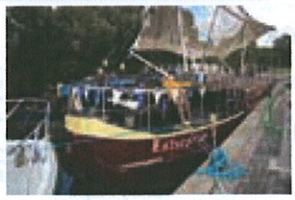
Comments: Important example of early 20th century local lake boat. Unable to gain access to centre.

Record Number: 62 ☑ Flag

Boat Type: Barge ☑ In Use

Location Name: Scarrif

Description: Rivetted steel boat converted to a floating Theatre



Age of Boat: 96v yrs (1922)

Hull Type: Flat Bottom

Hull Construction: Steel

Origin: Irish

Function: Recreational

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 61 ft 3 ins

Beam: 13 ft 3 ins

Depth:

Comments: Travels around the inland waterways to local events. Happened to be in Scarrif during the survey. Restored with funds from Heritage Council, OPW, Bord Failte and the Arts Council.

Record Number: 63 ☐ Flag

Boat Type: Gandalow (City) ☐ In Use

Location Name: Coonagh

Description: New / recently refurbished boat, stored under canvas, upside down on barrels.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Covered

Length Overall: 19 ft 11.5 ins

Beam: 55 ins

Depth: 19 ins

Comments:

Record Number: 64 ☐ Flag

Boat Type: Gandalow (City)

☐ In Use

Location Name: Coonagh

Description: Laid up. Poor condition. 4 planks per side. Gunnels and planks damaged. Transom "Wedged" to take outboard



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 19 ft 11.5 ins

Beam: 57 ins

Depth: 18 ins

Comments: Condition very poor, possibly derelict. Site is difficult to get to, some distance from the road. Fishermans huts on site.

Record Number: 65 ☐ Flag

Boat Type: Gandalow (City)

☐ In Use

Location Name: Coonagh

Description: Older boat. Fair condition, laid up ashore.



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 19 ft 3 ins

Beam: 59 ins

Depth: 18 ins

Comments: Condition fair. Possibly in recent use / occasional use. No engine present. Site is difficult to get to, some distance from the road. Fishermans huts on site.

Record Number: 66 ☐ Flag

Boat Type: Gandalow (City)

☑ In Use

Location Name: Coonagh

Description: Good condition, stored upside down on crates and tied down. Transom more curved than other (hard chine) models at this location. 4 planks per side plus 4 in the bottom.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 17 ft 10 ins

Beam: 58 ins

Depth: 18 ins

Comments: Very good condition. Possibly in regular use. Wedged for outboard and evidence of use but none present. Site is difficult to get to, some distance from the road. Fishermans huts on site.

Record Number: 67 ☐ Flag

Boat Type: Gandalow (City)

☑ In Use

Location Name: Barrack Lane Boat Clu

Description:



Age of Boat: < 25 years

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 18 ft 5 ins

Origin: Local Indigenous — Beam: 56.5 ins

Function: Fishing — Depth: 21 ins

Boat Condition: Good

Storage Condition: Outdoor Open

Record Number: 68 ☐ Flag

Boat Type: Gandalow (City)

☑ In Use

Location Name: Barrack Lane Boat Clu

Description: Built and owned by Tony Doohan. Excellent condition. Stored in yard of boat club. Butterfly stern.



Age of Boat: < 25 yrs

Comments:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 17 ft 8 ins

Origin: Local Indigenous — Beam: 59 ins

Function: Fishing — Depth: 19.5 ins

Boat Condition: Excellent

Storage Condition: Outdoor Open

Record Number: 69 ☐ Flag

Boat Type: Gandalow (Bunratty)

☐ In Use

Location Name: Bunratty

Description: 4 planks per side, 1 inch planed timber, 2 thwarts, one with hole for mast. Filler piece for outboard on transom



Age of Boat: < 25 yrs

Comments: Good condition, stored upside down on trestles

Hull Type: Flat Bottom

Hull Construction: Clinker Planked — Length Overall: 19 ft 5 ins

Origin: Local Indigenous — Beam: 60 ins

Function: Fishing — Depth: 17 ins

Boat Condition: Good

Storage Condition: Outdoor Open

Record Number: 70 ☐ Flag

Boat Type: Gandalow (Bunratty)

☐ In Use

Location Name: Bunratty

Description: Poor condition. Partly repaired / refurbished, in need of more. Stored on trestles.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 19 ft 5 ins

Beam: 60 ins

Depth: 17 ins

Comments:

Record Number: 71 ☑ Flag

Boat Type: Sailing Dinghy

☐ In Use

Location Name: Church Bay, Lough De

Description: Early example of the ubiquitous Mirror Dinghy, designed by Jack Holt in 1962 to bring sailing to the masses.



Age of Boat: > 40 yrs

Hull Type: Flat Bottom

Hull Construction: Plywood

Origin: UK

Function: Recreational

Boat Condition: Good

Storage Condition: Indoors

Length Overall: 10 ft 10 ins

Beam: 53 ins

Depth: 27.5 ins

Comments: One of two mirrors at this site.

Record Number: 72 ☐ Flag

Boat Type: Sailing Dinghy

☑ In Use

Location Name: Mountshannon

Description: Mirror Dinghy, Stitch & Glue plywood construction.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Plywood

Origin: UK

Function: Racing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 10 ft 10 ins

Beam: 4 ft 5 ins

Depth: 27.5 ins

Comments: One of around 70,000 Mirrors built Worldwide since 1962. Approximately 10 in Mountshannon.

Record Number: 73 ☐ Flag

Boat Type: Misc

☐ In Use

Location Name: Mountshannon

Description: What appears to be a Converted lifeboat, more recently used for leisure activities. Double ended, steel construction. Plywood superstructure.



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Steel

Origin:

Function: Recreational

Boat Condition: Poor

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Poor condition, still afloat but appeared not to be used recently.

Record Number: 74 ☐ Flag

Boat Type: Sail Cruiser

☑ In Use

Location Name: Mountshannon

Description: Scandinavian Folkboat



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: Other

Function: Recreational

Boat Condition: Fair

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Appeared to be in recent use. Very popular international classic boat design.

Record Number: 75 ☐ Flag

Boat Type: Galway Hooker

☑ In Use

Location Name: Holy Island Pier

Description: Appears to be a Galway hooker type hull with no mast or rigging.



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Holy Island Ferry and Coffin Boat. Photo courtesy of Brian Goggin.

Record Number: 76 ☑ Flag

Boat Type: Gandalow (Punt)

☐ In Use

Location Name: Crovraghan

Description: Dory style rowing boat with hourglass stern



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 16 ft 10 ins

Beam: 60 ins

Depth: 22 ins

Comments: Boat belonged to last resident of Deer Island. Good example of pre-engined Gandelow

---

Record Number: 77 ☐ Flag

Boat Type: Gandalow (Bunratty)

☐ In Use

Location Name: Bunratty Folk Park

Description: Double ended boat



Age of Boat: < 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function:

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 18 ft

Beam: 52 ins

Depth: 22 ins

Comments: Example of a rowed reed-cutting boat

Record Number: 78 ☐ Flag

Boat Type: Currach (Connemara)

☐ In Use

Location Name: Bunratty Folk Park

Description:



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 79 ☐ Flag

Boat Type: Half-Decker

☑ In Use

Location Name: Kilbaha

Description: Nice clinker built half decker in excellent condition



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: Irish

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 26 ft 3 ins

Beam:

Depth:

Comments: Nice example of Greencastle type fishing yawl

Record Number: 80 ☑ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Kilbaha

Description: Round hulled keelless craft.



Age of Boat:

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 21 ft

Beam:

Depth:

Comments: Good example of a working currach

Record Number: 81 ☐ Flag

Boat Type: Half-Decker

☑ In Use

Location Name: Kilbaha

Description: Carvel Hulled Half Decker



Age of Boat: 30 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Very nice example of a traditional wooden half decker

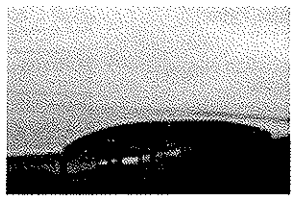
Record Number: 82 ☑ Flag

Boat Type: Currach (West Clare)

☐ In Use

Location Name: Aylevarroo

Description: Round hulled keeless craft. Light lathe construction covered in tarred canvas.



Age of Boat:

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 21 ft

Beam:

Depth:

Comments: West Clare Currach Formerly used in the drift net fishery. In need of Restoration

---

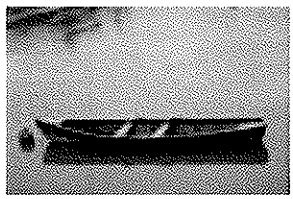
Record Number: 83 ☐ Flag

Boat Type: Gandalow (Bunratty)

☐ In Use

Location Name: Bunratty

Description: 4 planks per side, 2 thwarts. Filler piece for outboard on transom



Age of Boat: < 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 19 ft 5 ins

Beam: 60 ins

Depth: 17 ins

Comments: Local gandalow, likely engaged in eel fishing. Good condition, afloat on a mooring

---

Record Number: 84 ☐ Flag

Boat Type: Currach (Connemara)

☑ In Use

Location Name: Kilrush, near Marina

Description: Round hulled keeless craft. Light lathe construction covered in tarred canvas.



Age of Boat: < 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 85 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Lissycasey

Description: Small West Clare Currach covered, unusually, in white painted canvas



Age of Boat: < 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Recreational

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 86 ☐ Flag

Boat Type: Currach (Connemara)

☑ In Use

Location Name: Moyne Court

Description: Round hulled keeless craft, tarred canvas on lathe frame, with "U" shaped transom, different to the West Clare Currach. Boat 1 of 2.



Age of Boat: < 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: One of two Galway Racing Currachs kept for practice for regattas when Connemara teams take part.

Record Number: 87 ☑ Flag

Boat Type: Galway Hooker

☐ In Use

Location Name: Kilrush Boatyard

Description: Lovely carvel built classic Gleoteog (small hooker) boat, built with classic hooker lines, raked stern and tumblehome. Complete with spars and rigging.



Age of Boat: 72 yrs

Hull Type: Round Bottom

Hull Construction: Carvel Planked

Origin: Irish

Function: Recreational

Boat Condition: Good

Storage Condition: Indoors

Length Overall: 23 ft

Beam:

Depth:

Comments: Excellent example of an early Galway Hooker. Full history of boat is known. 85% of boat is original. A very good candidate for preservation of a traditional boat. In danger of disappearing due to closure of yard.

Record Number: 88 ☐ Flag

Boat Type: Gandalow (Yawl)

☑ In Use

Location Name: Crovraghan

Description: Flat bottom with rounded uppersides, plywood construction with wide transom stern



Age of Boat: > 10 yrs

Hull Type: Flat Bottom

Hull Construction: Plywood

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 21 ft

Beam: 60 ins

Depth: 23 ins

Comments: The yawl type Gandalow seems to be a local adaptation of the traditional clinker dory type.

Record Number: 89 ☑ Flag

Boat Type: Gandalow (Fergus)

☑ In Use

Location Name: Crovraghan

Description: Built with 5 planks each side, clinker style



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 19 ft 1 in

Beam: 60.5 ins

Depth: 23.5 ins

Comments: Belongs to a former resident of the islands.

Record Number: 90 ☑ Flag

Boat Type: Gandalow (Yawl)

☑ In Use

Location Name: Crovraghan

Description: Round upper hull with flat bottom, carvel planked, Colombian Pine on oak frames.



Age of Boat: 32 yrs (1976)

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 21 ft 6 ins

Beam: 73 ins

Depth: 23ins

Comments: Good example of a local typology in original condition.

Record Number: 91 ☐ Flag

Boat Type: Gandalow (Fergus)

☐ In Use

Location Name: Crovraghan

Description: Clinker Gandalow built with 3 wide boards each side, Single rowing position with double thole pins.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Fair

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Engine not present

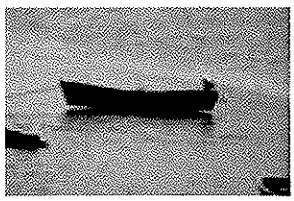
Record Number: 92 ☐ Flag

Boat Type: Gandalow (Fergus)

☐ In Use

Location Name: Crovraghan

Description: Clinker dory style boat. Single rowing position with double thole pins



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

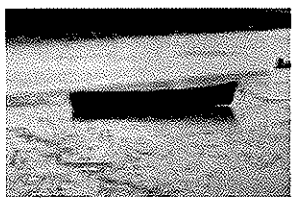
Record Number: 93 ☐ Flag

Boat Type: Gandalow (Fergus)

☐ In Use

Location Name: Crovraghan

Description: Built clinker style with 3 wide boards each side



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Fair

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: No engine present

Record Number: 94 ☐ Flag

Boat Type: Gandalow (Fergus)

Location Name: Crovraghan ☑ In Use

Description: Dory style flat bottomed craft built from plywood



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Plywood

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 18 ft 6 ins

Beam:

Depth:

Comments: Boat belonged to last resident of Deer Island. Good example of pre-engined Gandelow

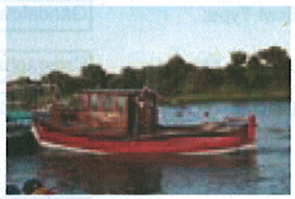
---

Record Number: 95 ☐ Flag

Boat Type: Misc

Location Name: Crovraghan ☑ In Use

Description: Clinker built pilot boat. Hardwood deckhouse



Age of Boat: > 50 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: Irish

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Frequent visitor but moored elsewhere in the estuary. Former pilot boat for Rineanna Airport

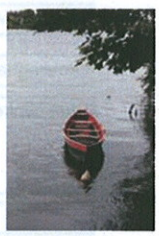
---

Record Number: 96 ☐ Flag

Boat Type: Angling Cot

Location Name: Barrack Lane Boat Clu ☑ In Use

Description: Clinker planked boat with flat bottom



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 97 ☐ Flag

Boat Type: Angling Cot

☑ In Use

Location Name: Barrack Lane Boat Clu

Description: Clinker planked boat with flat bottom



Age of Boat: > 10 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 98 ☐ Flag

Boat Type: Brocaun

☐ In Use

Location Name: " Worlds End", Castlec

Description: Clinker built flat bottom boat with breasthooks at both bow and stern



Age of Boat: > 25 yrs

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: This is probably a "Brocaun" used for angling, moored at "Worlds End", on the Shannon, From a distance the boat appears as a cot moored in the centre of the river.

Record Number: 99 ☐ Flag

Boat Type: Currach (Aran)

☑ In Use

Location Name: Liscannor Quay

Description: Round hulled keeless craft. Light lathe construction, covered in tarred canvas. "Keep" box built into the bow. Naturally grown curved timber "crooks" for knees.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 100 ☐ Flag

Boat Type: Currach (Doolin)

☑ In Use

Location Name: Doolin

Description: Hybrid boat based on style of a Doolin Currach, with much more beam, giving a stable platform designed to shuttle passengers in and out to the Aran Island Ferries in the harbour. Equipped with two outboards and built in steps / boarding platform to reach ferry



Age of Boat: approx 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass

Origin: Local Indigenous

Function: Transport People

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: First of two boats that could be described as hybrid currachs, in this case a specialised design modified as ferry tenders and intended to operate in changing conditions.

Record Number: 101 ☐ Flag

Boat Type: Currach (Aran)

☑ In Use

Location Name: Liscannor Quay

Description: Round hulled keeless craft. Light lathe construction, covered in black fibreglass. Naturally grown curved timber "crooks" for knees. Cleats and mast thwart.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Irish

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 18 ft

Beam: 44 ins

Depth: 22 ins

Comments: Unusual example of a sailing Aran Currach

Record Number: 102 ☐ Flag

Boat Type: Currach (Doolin)

☑ In Use

Location Name: Doolin

Description: Hybrid boat based on style of a Doolin Currach, with much more beam, giving a stable platform designed to shuttle passengers in and out to the Aran Island Ferries in the harbour. Equipped with two outboards and built in steps / boarding platform to reach ferry



Age of Boat: approx 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass

Origin: Local Indigenous

Function: Transport People

Boat Condition: Excellent

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Second of two boats that could be described as hybrid currachs, in this case a specialised design modified as ferry tenders and intended to operate in changing conditions.

Record Number: 103 ☑ Flag

Boat Type: Turfboat

☐ In Use

Location Name: Blackweir Bridge

Description: Buried remains of a large flat bottomed boat built with heavy wooden frames. Boat was used to transport turf.



Age of Boat: 95 yrs

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport Goods

Boat Condition: Derelict Remains

Storage Condition:

Length Overall: 30 ft

Beam: 14 ft 5 ins

Depth: 5 ft

Comments: Remains of an old turf boat currently being excavated with a view to a restoration or replication project

---

Record Number: 104 ☐ Flag

Boat Type: Lake Boat

☐ In Use

Location Name: Church Bay, Lough De

Description: Clinker built boat designed for lake fishing.



Age of Boat: 30 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Recreational

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 18 ft

Beam: 56 ins

Depth:

Comments: One of two abandoned lake boats that were built during boatbuilding classes in the 1980's.

Record Number: 105 ☑ Flag

Boat Type: Lake Boat

☐ In Use

Location Name: Church Bay, Lough De

Description: Clinker built local lake boat . Larch with Oak frames Single Thole pins.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Recreational

Boat Condition: Fair

Storage Condition: Indoors

Length Overall: 18 ft 6 ins

Beam: 57 ins

Depth:

Comments: Two Lough Derg Punts. Were raced up to 15 years ago. Very few examples left.

Record Number: 106 ☐ Flag

Boat Type: Sailing Dinghy

☐ In Use

Location Name: Church Bay, Lough De

Description: Clinker built racing dinghy. Spruce planking with oak ribs.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Irish

Function: Recreational

Boat Condition: Fair

Storage Condition: Indoors

Length Overall: 18 ft

Beam: 57 ins

Depth:

Comments: "Shannon One Design" class racing dinghy in need of restoration.

Record Number: 107 ☐ Flag

Boat Type: Lake Boat

☐ In Use

Location Name: Church Bay, Lough De

Description: Lake fishing boat built with clinker planking on steamed frames. Wineglass stern



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Indoors

Length Overall: 18 ft

Beam: 56 ins

Depth:

Comments:

Record Number: 108 ☐ Flag

Boat Type: Lake Boat

☐ In Use

Location Name: Church Bay, Lough De

Description: Blue hulled lake fishing boat built with clinker planking on steamed frames. Wineglass stern



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Indoors

Length Overall: 18 ft

Beam: 56 ins

Depth:

Comments: Excellent example of a traditional lake boat.

Record Number: 109 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Doonbeg

Description: 2 Lathe built currachs with no sheer in the bows. Boat 1 of 2.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 15 ft 6 ins

Beam: 4 ft

Depth:

Comments: Unusual style of currach probably based on the West Clare type.

Record Number: 110 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Doonbeg

Description: Lathe built currach in Doonbeg style but with no sheer in the bows. Boat 2 of 2.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 18 ft 6 ins

Beam: 5 ft

Depth: 27 ins

Comments: 2nd of 2 small currachs based on the West Clare style

---

Record Number: 111 ☐ Flag

Boat Type: Currach (Doonbeg)

☑ In Use

Location Name: Doonbeg

Description: Full boarded Carvel currach in Doolin style but with no sheer at the bow. Fibreglass skin.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Transport People

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 18 ft

Beam: 57 ins

Depth: 27 ins

Comments:

Record Number: 112 ☐ Flag

Boat Type: Currach (Doonbeg)

☑ In Use

Location Name: Doonbeg

Description: Full boarded Carvel currach in Doolin style but with no sheer at the bow. Fibreglass skin.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 21 ft

Beam: 57 ins

Depth: 26 ins

Comments:

Record Number: 113 ☐ Flag

Boat Type: Currach (Doonbeg)

☑ In Use

Location Name: Doonbeg

Description: Full boarded Carvel currach in Doolin style but with no sheer at the bow. Fibreglass skin. High transom with cutout for the outboard.



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 20 ft

Beam: 52 ins

Depth: 22 ins

Comments:

Record Number: 114 ☐ Flag

Boat Type: Trawler

☑ In Use

Location Name: Doonbeg

Description: Small carvel built stern trawler on mooring



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall: 20 ft

Beam: 52 ins

Depth: 22 ins

Comments:

Record Number: 115 ☐ Flag

Boat Type: Currach (Doolin)

☑ In Use

Location Name: Doonbeg

Description: Typical Doolin style currach with high sheered bow



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 116 ☐ Flag

Boat Type: Currach (Connemara)

☑ In Use

Location Name: Moyne Court

Description: Round hulled keeless craft, tarred canvas on lathe frame, with "U" shaped transom, different to the West Clare Currach. Boat 2 of 2.



Age of Boat: < 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: One of two Galway Racing Currachs kept for practice for regattas when Connemara teams take part.

Record Number: 117 ☐ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Moyne Court

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: < 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Irish

Function: Racing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 118 ☐ Flag

Boat Type: Currach (Kerry Naomh

☑ In Use

Location Name: Moyne Court

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: < 25 yrs

Comments:

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Length Overall: 19 ft 8 ins

Origin: Irish

Beam:

Function: Racing

Depth:

Boat Condition: Excellent

Storage Condition: Outdoor Open

Record Number: 119 ☐ Flag

Boat Type: Misc

☐ In Use

Location Name: Inishmurray Quay

Description: Dredger



Age of Boat: > 25 yrs

Comments:

Hull Type: Flat Bottom

Hull Construction: Steel

Length Overall:

Origin: Other

Beam:

Function: Transport Goods

Depth:

Boat Condition: Poor

Storage Condition: Mooring

Record Number: 120 ☐ Flag

Boat Type: Barge

☑ In Use

Location Name: Inishmurray Quay

Description: Sand Boat



Age of Boat: > 25 yrs

Comments:

Hull Type: Flat Bottom

Hull Construction: Steel

Length Overall:

Origin: Other

Beam:

Function: Transport Goods

Depth:

Boat Condition: Poor

Storage Condition: Mooring

Record Number: 121 ☑ Flag

Boat Type: Currach (Kerry Naomh

☐ In Use

Location Name: Kilkee Slipway

Description: Frame of small Lathe currach, without canvas.



Age of Boat: > 25 yrs

Comments: 2-man naomhog under restoration.

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Length Overall:

Origin: Irish

Beam:

Function: Recreational

Depth:

Boat Condition: Fair

Storage Condition: Outdoor Open

Record Number: 122 ☑ Flag

Boat Type: Currach (West Clare)

☐ In Use

Location Name: Kilkee Slipway

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: > 25 yrs

Comments:

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Length Overall:

Origin: Local Indigenous

Beam:

Function: Fishing

Depth:

Boat Condition: Fair

Storage Condition: Outdoor Open

Record Number: 123 ☑ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Kilkee Slipway

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: > 25 yrs

Comments: The last working currach in Kilkee. Documented by McCarthaigh in 2008 (p551)

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Length Overall: 21 ft

Origin: Irish

Beam: 47 ins

Function: Fishing

Depth: 23 ins

Boat Condition: Excellent

Storage Condition: Outdoor Open

Record Number: 124 ☐ Flag

Boat Type: Currach (West Clare)

Location Name: Kilkee Slipway ☑ In Use

Description: Round hulled keeless craft, tarred canvas on lathe frame. Boat 1 of 3



Age of Boat: 5 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 10 ins

Beam: 48 ins

Depth: 14 ins

Comments: One of the 6 boats built by the club, based on the Harte Family example, for the new currach racing fleet. At time of survey, three of the boats were stored nearby in Kilkee, while the other three were in Seafield, Quilty (see separate records).

Record Number: 125 ☐ Flag

Boat Type: Currach (West Clare)

Location Name: Kilkee Slipway ☑ In Use

Description: Round hulled keeless craft, tarred canvas on lathe frame.Boat 2 of 3



Age of Boat: 5 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 10 ins

Beam: 48 ins

Depth: 14 ins

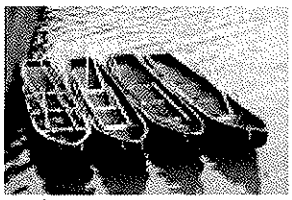
Comments: One of the 6 boats built by the club, based on the Harte Family example, for the new currach racing fleet. At time of survey, three of the boats were stored nearby in Kilkee, while the other three were in Seafield, Quilty (see separate records).

Record Number: 126 ☐ Flag

Boat Type: Currach (West Clare)

Location Name: Kilkee Slipway ☑ In Use

Description: Round hulled keeless craft, tarred canvas on lathe frame.Boat 3 of 3



Age of Boat: 5 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Excellent

Storage Condition: Outdoor Open

Length Overall: 21 ft 10 ins

Beam: 48 ins

Depth: 14 ins

Comments: One of the 6 boats built by the club, based on the Harte Family example, for the new currach racing fleet. At time of survey, three of the boats were stored nearby in Kilkee, while the other three were in Seafield, Quilty (see separate records).

Record Number: 127 ☐ Flag

Boat Type: Trawler

☑ In Use

Location Name: Kilkee Slipway

Description: Carvel planked wooden stern trawler with small wheelhouse



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 128 ☑ Flag

Boat Type: Currach (West Clare)

☑ In Use

Location Name: Kilkee Slipway

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: 1957

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: 21 ft 10 ins

Beam: 48 ins

Depth: 14 ins

Comments: This boat was chosen as the model for the fleet of racing currachs built for the new racing fleet

---

Record Number: 129 ☐ Flag

Boat Type: Motor Cruiser

☐ In Use

Location Name: Dromaan Harbour

Description: Wooden Motor / Sailing Cruiser built in the classic style



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: UK

Function: Recreational

Boat Condition: Fair

Storage Condition: Mooring

Length Overall: 28 ft

Beam: 8 ft

Depth: 5 ft

Comments:

Record Number: 130 ☐ Flag

Boat Type: Motor Cruiser

Location Name: Dromaan Harbour ☑ In Use

Description: Wooden Motor / Sailing Cruiser built in the classic style



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: UK

Function: Recreational

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 131 ☐ Flag

Boat Type: Misc

Location Name: Williamstown Harbour ☑ In Use

Description: Clinker built boat with distinctive sheer of Shetland style boats



Age of Boat: 44 yrs

Hull Type:

Hull Construction:

Origin: UK

Function: Recreational

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall: 30 ft

Beam: 12 ft

Depth:

Comments:

Record Number: 132 ☐ Flag

Boat Type: Lake Boat

Location Name: Williamstown Harbour ☑ In Use

Description: Clinker built boat principally designed for lake angling



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Irish

Function: Transport People

Boat Condition: Good

Storage Condition: Indoors

Length Overall: 18 ft

Beam:

Depth:

Comments:

Record Number: 133 ☑ Flag

Boat Type: Currach (West Clare)

☐ In Use

Location Name: Clare County Museum,

Description: Round hulled keeless craft, tarred canvas on lathe frame.



Age of Boat: 68 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Indoors

Length Overall:

Beam:

Depth:

Comments: Important example of a mid 20th century of the type Hornell would have studied. Presented to the museum by Jack Garrihy, Doolin.

Record Number: 134 ☐ Flag

Boat Type: Gandalow (Fergus)

☑ In Use

Location Name: Rosscliff

Description: Flat bottomed Clinker Built Boat. Boat 1 of 5



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 135 ☐ Flag

Boat Type: Gandalow (Fergus)

☑ In Use

Location Name: Rosscliff

Description: Flat bottomed Clinker Built Boat. Boat 2 of 5



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

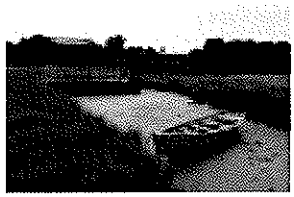
Comments:

Record Number: 136 ☐ Flag

Boat Type: Gandalow (Fergus)

Location Name: Rosscliff ☑ In Use

Description: Flat bottomed Clinker Built Boat. Boat 3 of 5



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

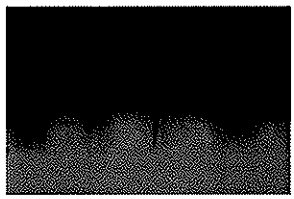
Comments:

Record Number: 137 ☐ Flag

Boat Type: Gandalow (Fergus)

Location Name: Rosscliff ☑ In Use

Description: Flat bottomed Clinker Built Boat. Boat 4 of 5



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 138 ☑ Flag

Boat Type: Currach (West Clare)

Location Name: Finnevara ☐ In Use

Description: Light Lathe construction, covered in tarred canvas. Outboard well.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: In an area known as "The Lobster Trap". Reportedly the first currach in the area to have been fitted with an outboard well. Seems to have been extensively restored at some stage.

Record Number: 139 ☐ Flag

Boat Type: Gandalow (Fergus)

☑ In Use

Location Name: Rosscliff

Description: Flat bottomed Clinker Built Boat. Boat 5 of 5



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Clinker Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 140 ☐ Flag

Boat Type: Gandalow (Yawl)

☑ In Use

Location Name: Rosscliff

Description: Carvel built flat bottomed boat. One of the "Signature" boats of Clare. Boat 1 of 2.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 141 ☐ Flag

Boat Type: Gandalow (Yawl)

☑ In Use

Location Name: Rosscliff

Description: Carvel built flat bottomed boat. One of the "Signature" boats of Clare. Boat 2 of 2.



Age of Boat:

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 142 ☐ Flag

Boat Type: Gandalow (Yawl)

☑ In Use

Location Name: Killadysert Quay

Description: A neat Gandalow yawl with a small deck house



Age of Boat: <25 yrs

Hull Type: Flat Bottom

Hull Construction: Carvel Planked

Origin: Local Indigenous

Function: Transport People

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments:

Record Number: 143 ☐ Flag

Boat Type: Trawler

☐ In Use

Location Name: Kilrush Boatyard

Description:



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 50 ft

Beam:

Depth:

Comments: Future of boat is uncertain due to imminent closure of yard for redevelopment.

Record Number: 144 ☐ Flag

Boat Type: Trawler

☐ In Use

Location Name: Kilrush Boatyard

Description: Carvel built trawler - dech house missing



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall: 50 ft

Beam:

Depth:

Comments:

Record Number: 145 ☐ Flag

Boat Type: Trawler

Location Name: Kilrush Boatyard ☐ In Use

Description: Carvel built trawler complete with deckhouse



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 146 ☐ Flag

Boat Type: Trawler

Location Name: Kilrush Boatyard ☐ In Use

Description: Clinker built stern trawler of UK design



Age of Boat: Approx 45 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: UK

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 50 ft

Beam:

Depth:

Comments:

Record Number: 147 ☐ Flag

Boat Type: Sail Cruiser

Location Name: Kilrush Boatyard ☐ In Use

Description: Clinker Folkboat



Age of Boat: Approx 50 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: Other

Function: Recreational

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments:

Record Number: 148 ☑ Flag

Boat Type: Half-Decker

☐ In Use

Location Name: Kilrush Boatyard

Description: Carvel built oyster fishing boat with shallow draft. French origin



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: French

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Good example of a fishing boat built for a specific catch. In need of restoration.

Record Number: 149 ☐ Flag

Boat Type: Half-Decker

☐ In Use

Location Name: Kilrush Boatyard

Description: Clinker half decker in the style of a Greencastle Yawl



Age of Boat: > 25 yrs

Hull Type: Long Keel

Hull Construction: Clinker Planked

Origin: Irish

Function: Fishing

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall: approx 39 ft

Beam:

Depth:

Comments:

Record Number: 150 ☑ Flag

Boat Type: Trawler

☐ In Use

Location Name: Kilrush Boatyard

Description: Canoe stern wooden carvel-built trawler. Still has some deck equipment



Age of Boat: Approx 45 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Poor

Storage Condition: Outdoor Open

Length Overall: 50 ft

Beam:

Depth:

Comments: Good specimen of a 50 footer. Efforts should be made to save at least one of the 50 footers on the Kilrush Boatyard, which is reportedly in imminent danger of re-development.

Record Number: 151 ☐ Flag

Boat Type: Sail Cruiser

☐ In Use

Location Name: Kilrush Boatyard

Description: Carvel built heavy displacement yacht



Age of Boat: Approx 30 yrs

Hull Type: Long Keel

Hull Construction: Carvel Planked

Origin: Other

Function: Recreational

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Schooner, believed to be of Portugese origin.

Record Number: 152 ☑ Flag

Boat Type: Misc

☐ In Use

Location Name: Kilrush Boatyard

Description: Converted lifeboat constructed using the extremely strong but lightweight double diagonal planking method.



Age of Boat: approx 100 yrs

Hull Type: Round Bottom

Hull Construction: Carvel Planked

Origin: UK

Function: Recreational

Boat Condition: Fair

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Very nice example of double diagonal planked early lifeboat. Due to it's origins and construction method, this boat would be a good candidate for rescue / restoration / conservation, especially in view of the boatyards imminent closure, which is likely to result in the boats destruction.

Record Number: 153 ☐ Flag

Boat Type: Currach (Connemara)

☐ In Use

Location Name: Muckinish

Description: Derelict 3 man boarded currach. High sheer and semi-circular transom.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Canvas Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall: 19 ft

Beam:

Depth:

Comments: Custom built locally in boarded style with high sheer for waves and rough weather.

Record Number: 154 ☐ Flag

Boat Type: Misc

Location Name: Muckinish ☐ In Use

Description: Derelict ckinker boat appears to be based on currach type double gunnel construction, but with full clinker planking for skin.



Age of Boat: > 25 yrs

Hull Type: Round Bottom

Hull Construction: Clinker Planked

Origin: Irish

Function: Fishing

Boat Condition: Derelict Remains

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Clinker boat, never used an enging. Probably built by Lake Boat builders in Clare or Kerry or Galway, as local boatbuilding traditional technique would be carvel.

Record Number: 155 ☐ Flag

Boat Type: Currach (Doolin)

Location Name: Muckinish Bay ☑ In Use

Description: Large Doolin style currach with high raked stern



Age of Boat: > 10 yrs

Hull Type: Round Bottom

Hull Construction: Fibreglass Skin

Origin: Local Indigenous

Function: Fishing

Boat Condition: Good

Storage Condition: Mooring

Length Overall:

Beam:

Depth:

Comments: Location seems to be an ancient quay with granite bollards.

Record Number: 156 ☐ Flag

Boat Type: Half-Decker

Location Name: New Quay ☐ In Use

Description: Carvel built double ender with small wheelhouse



Age of Boat:

Hull Type: Round Bottom

Hull Construction: Carvel Planked

Origin: Irish

Function: Fishing

Boat Condition: Good

Storage Condition: Outdoor Open

Length Overall:

Beam:

Depth:

Comments: Nice example of a double ended half decker. Not accessible close up.

Record Number: 157

Flag

Boat Type: Currach (Adhmaid)

In Use

Location Name: New Quay

Description: Carvel built open boat.



Age of Boat:

Comments: Nice example of a double ended half decker. Not accessible close up.

Hull Type: Round Bottom

Hull Construction: Carvel Planked

Length Overall:

Origin: Irish

Beam:

Function: Fishing

Depth:

Boat Condition: Good

Storage Condition: Mooring

Record Number: 158

Flag

Boat Type: Misc

In Use

Location Name: Cragganowen

Description: Based on the design of the Kerry Naomog, but built with a heavier frame, tanned hide covering and assembled with leather thongs.



Age of Boat: 37 yrs

Comments: Large leather currach built for 1976 re-enactment of St Brendan's transatlantic voyage from Ireland.

Hull Type: Round Bottom

Hull Construction: Leather Skin

Length Overall:

Origin: Irish

Beam:

Function: Recreational

Depth:

Boat Condition: Good

Storage Condition: Indoors