

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

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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.

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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.

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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, socioeconomic 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

Field Work and Consultation process

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

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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.

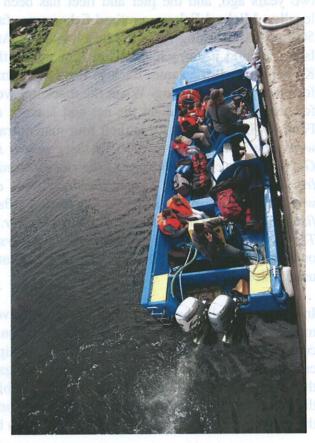
A comprehensive history of the currach in Clare is given by Mac Cárthaigh in the recent publication on Traditional Boats of Ireland (2008). It includes some excellent archive pictures of fishing from currachs. MacCárthaigh also details the currach builders of old, Sinon Blunnie of Kilrush, John Cully 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 9-4 Doolin Ferry Tender Aran or at Loop head.



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.





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		of			Number of
Station	Fishermen		Row Boats	Open Sailboats	Half-deckers
Dollywoughon	260		41	12	· 7
Ballyvaughan				12	,
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.

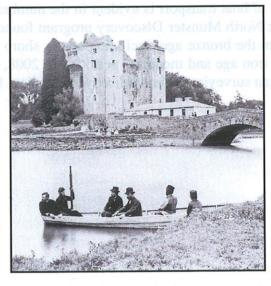
9.2 Gandelows

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.

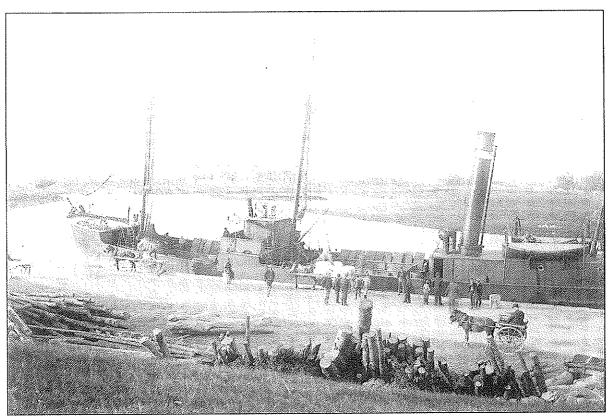
The gandelows have at least four distinct types and traditions - The Clarecastle fishery Gandelow, The Fergus Estuary Gandelow (of which the tradition is mainly focused on agriculture), those found at the fishery at Bunratty, and those of the fishermen who are based in Limerick but who fish the upper 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 gandelows, carvel clinker 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 pre-engined example of a gandelow exists. This also



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.







9-12 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"

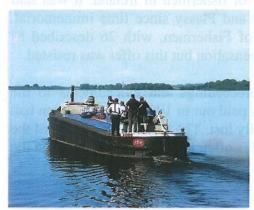
The East of the County of Clare is bordered by Lough Derg. Lough Derg covers over 117 sq km, and is roughly 35km long north to south and 14.5 km at its widest. County Galway straddles its northern border, and Tipperary its east. It forms part of the Shannon Navigation System of 215km, the longest river 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.

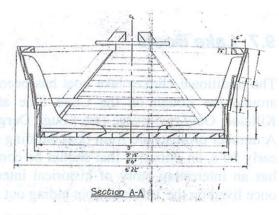
9-19 Excavation of the Turf Boat "Maggie May"



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

10.7The 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

10.10The 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

10.12The 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

10.13The 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



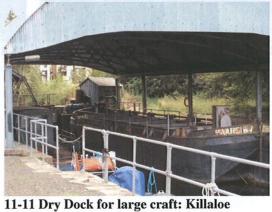
11-8 Traditional Tressels for Naomhóg, Liscannor



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



11-10 Reeds Cut using Gandelows: Coonagh





11-12 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

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



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.



13-1 Red List Gandalow Punt

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

13.1.2 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 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

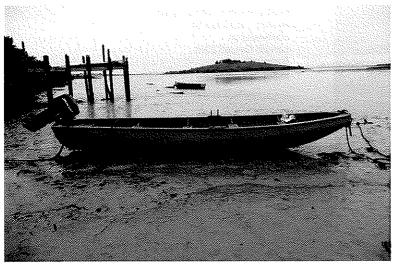
Record Number: 150 Boat Type: Trawler Location Name Kilrush Boatyard Age of Boat: Approx 45 yrs In Use: No Hull Type: Long Keel Hull Construction: Carvel Planked **Boat Condition: Poor** Storage Condition Outdoor Open Description: Canoe stern wooden carvel-built trawler. Still has some deck equipment 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 should 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.



13-7 Red List West Clare Blunnie Currach

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

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 for accord high importance to the raising of awareness of heritage generally. Both the plans and for acould 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.

Date of Record Boat Type	Hull Type	i Number:	Easting Northin OS Map Num	
Description:				I
		Bow Cet		Stern Details
Registration: Length Overall Beam	Draft	I	Longitudinal Pro	Tile
	Measured			
	ast Used 7	Old Photos Availat	%e7: Survey Pl	notograph Number:
Age of Boat In Use ?				
Sall Type: Car Type:	Anci Equi Engine:	mary pment		
Boat Condition Storage	Condition Functi	on: Contex	: Origir):
C beltitied ranwC	Owner Address:		Owner Contact 1	
Owner Name:			Owner Contact 2	<u> </u>
Comments:] [

15-1 Sample Data Capture Sheet

16 Appendices

16.1 Appendix I: Bibliography

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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 modern 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			Si de
Boat Type:	Currach (West Clare)				Riscord, Number
Location Name	Kilrush Station House	☐ In Use			Al Type:
Description:	Long low profile example	e with flat transome	stern and engine	well	Social Marie Marie
				working Cun	Desimplion
Age of Boat	> 25 yrs		C	omments:	Old model also on display at
Hull Type:	Round Bottom				junction. Good example of a Master Builders Boat. Badly
Hull Construction:	Canvas Skin	Length Overall	23Ft		twisted. Nominee for conservation.
Origin:	Local Indigenous	Beam:	51 ins		sull Construction: Convess St
Function:		Depth:	19 ins	61317	Mgm: Local In 19
Boat Condition	Poor				unction: Recreation
Storage Condition	Outdoor Open				oet Condition Exceller
Record Number:	2	✓ Flag	ano inservice contr	osanagoi émisiro	no fellusiamento proprintamento no costa espe.
Boat Type:	Currach (West Clare)	<u>.</u> g			
Location Name	Seafield, Quilty	✓ In Use			
Description:	Typical West Clare style	but built with Ash ri	bs	. Yai i	
				Dognood Co	强之。以周治国
Age of Boat	50		Co	omments:	The last working Currach in
Hull Type:	Round Bottom				Quilty. Built by present owner to the Cully Marren design.
Hull Construction:	Canvas Skin	Length Overall	19 ft		Owner has a lot of information on building and
Origin:	Local Indigenous	Beam:	44 ins		working the boat.
Function:	Fishing	Depth:	20 ins	3000	mom linear
Boat Condition	Excellent				unction: Racing
Storage Condition	Outdoor Open				oot Condition (Excellen
Record Number:	3	✓ Flag		demonstration of the second	
Boat Type:	Currach (Scattery)				- Lander Land
Location Name	Doonbeg Crossroads,	☐ In Use			Chapter and of mining
Description:	Short Currach with Flat	Fransom Stern, Only	/ known example	of this	CHESTER PROPERTY.
Description.	type.		arrach Club racin		
Age of Boat	> 50 yrs		Co	omments:	Small Currach with flat
Hull Type:	Round Bottom				transome, known to have been used by Scattery Island
Hull Construction:	Canvas Skin	Length Overall	15 ft 2 ins		farmers up to 1964. Although well supported on trestles and
	The state of the s	Beam:	44 ins	91	tied down, it is in a very
Origin:	Local Indigenous	beam.			vulnerable location Should
Origin: Function:	Local Indigenous Transport People	Depth:	msec (9000	vulnerable location. Should be removed to a local Heritage Centre or equivalent.
			Gaptin.		

Record Number:	4	☐ Flag		
Boat Type:	Currach (Aran)			
Location Name	Seafield, Quilty	✓ In Use		
Description:	Aran style working Cu	rrach		
				A own of Shart
Age of Boat	< 10 yrs]	Comments:	Last of 3 boats, built at a local
Hull Type:	Round Bottom	1965) Ber		summer school boat-building project, currently retained by
Hull Construction:	Canvas Skin	Length Overall	Suring Busine	the Doonbeg Club.
Origin:	Local Indigenous	Beam:	MUNICAL PROPERTY.	Lunctions
Function:	Recreational	Depth:		Loat Condition Poor
Boat Condition	Excellent			Storage Condition Outdoor Or
Storage Condition	Outdoor Open			many tradescription and charles (Extra Construction Cons
Record Number:	5	☐ Flag	est Clera)	Type: Cartes N
Boat Type:	Currach (West Clare)			ALL STATES
Location Name	Seafield, Quilty	✓ In Use		A TOTAL A
Description:	One of the Doonbeg C	Currach Club racing fle	et - Boat 1 of 3	
	-		- particular to the particular	Age of Boel
Age of Boat	< 10 yrs]	Comments:	Racing fleet from Doonbeg
Hull Type:	Round Bottom	1 8 97 Ber	savO'dlone.)	stored in Quilty
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	Crigin: Local Indice
Origin:	Local Indigenous	Beam:	45 ins	Junction: (Flahing
Function:	Racing	Depth:	Superior policies in contract management of the	Reat Condition Excellen
Boat Condition	Excellent			Sprage Condition Outdoor 3p
Storage Condition	Outdoor Open	e material programme and an area		
Record Number:	6	Flag	(Vi i i i i i i i i i i i i i i i i i i	and the second second
Boat Type:	Currach (West Clare)			
Location Name	Seafield, Quilty	✓ In Use		
Description:	One of the Doonbeg C	Currach Club racing fle	et - Boat 2 of 3	5
				and of South
Age of Boat	< 10 yrs		Comments:	Racing fleet from Doonbeg
Hull Type:	Round Bottom	eni S ft 8/1 ile:		stored in Quilty
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	Criain: [Local Incign
Origin:	Local Indigenous	Beam:	45 ins	Function: Transport
Function:	Racing	Depth:	(Activ) here (Activ) (Activ) (Activ) (Activ)	Bost Condition (Cood
Boat Condition	Excellent			o rockiuo) natiinan i aanaa s
Storage Condition	Outdoor Open			

Record Number:	7	Flag		The state of the
Boat Type:	Currach (West Clare)	and the second		
Location Name	Seafield, Quilty	✓ In Use		
Description:	One of the Doonbeg Cu		And the second s	₹
			Viest Clare Current Club ra	
Age of Boat	< 10 yrs	and the second second second second second	Comments:	Racing fleet from Doonbeg
Hull Type:	Round Bottom	b		stored in Quilty
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	Full Type: Round Bon
Origin:	Local Indigenous	Beam:	45 ins	Full Construction: Canvas Bi
Function:	Racing	Depth:	MACON CARACTER STATE	Urigan • (Local Indig
Boat Condition	Excellent			Lunction: [Fating
Storage Condition	Outdoor Open			Eost Condition Excellen
1	erosenduscum Representa		· · · · · · · · · · · · · · · · · · ·	A Company of the Comp
Record Number:	8	☐ Flag		
Boat Type:	Currach (West Clare)	✓ In Use		
Location Name	Seafield, Quilty	0.00	U of No.	0
Description:	One of the West Clare		And the second s	y
		a castanang tata berg	Si Currech Hybrid style adae	N. S.
Age of Boat	< 10 yrs		Comments:	One of the 6 boats owned by
Hull Type:	Round Bottom]		the West Clare Currach club, normally based in Kilkee, but
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	at time of survey they were stored in Seafield. (the other
Origin:	Local Indigenous	Beam:	45 ins	3 boats were in Kilkee). Copies of an original owned
Function:	Racing	Depth:	. (701819) attrib	by the Harte family.
Boat Condition	Excellent			Hunerion:
Storage Condition	Outdoor Open]		oat Condition Excellen
			La national services	processor and the second secon
Record Number:	9	☐ Flag		
Boat Type:	Currach (West Clare)	∫ In Use		
Location Name	Seafield, Quilty	68	Mint I	
Description:	One of the West Clare	Currach Club racing t	and the state of t	
	inon, ora	o di incigi in in in in a	of the court farm for the court	2016/21 /
Age of Boat	< 10 yrs		Comments:	One of the 6 boats owned by
Hull Type:	Round Bottom]		the West Clare Currach club, normally based in Kilkee, but
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	at time of survey they were stored in Seafield. (the other
Origin:	Local Indigenous	Beam:	45 ins	3 boats were in Kilkee). Copies of an original owned
Function:	Racing	Depth:	19800 8800	by the Harte family.
Boat Condition	Excellent	The same and the same and the same and		unction: Transpol P
Storage Condition	Outdoor Open]		pai Condition Carollet la
			The state of the s	The state of the s

Record Number:	10	☐ Flag			V/)
Boat Type:	Currach (West Clare)	☐ In Use			
Location Name	Seafield, Quilty	g fleet - Boat 3 of 3	ach Club racin	DoonSeg Cur	
Description:	One of the West Clare	e Currach Club racing	fleet - Boat 3 of	f 3	4
Age of Boat	< 10 yrs			Comments:	One of the 6 boats owned by
Hull Type:	Round Bottom	all [21 ft 6 ins			the West Clare Currach club, normally based in Kilkee, but
Hull Construction:	Canvas Skin	Length Overall	21 ft 6 ins	- Europi	at time of survey they were stored in Seafield. (the other
Origin:	Local Indigenous	Beam:	45 ins		3 boats were in Kilkee). Copies of an original owned
Function:	Racing	Depth:		president control	by the Harte family.
Boat Condition	Excellent				orstens Constition . IOutdoor Dro
Storage Condition	Outdoor Open			A STATE OF THE PARTY OF THE PAR	
Record Number:	11	☐ Flag	See a land	(esi Clare)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Boat Type:	Currach (Doonbeg)				
Location Name	Knock Pier	✓ In Use			
Description:	Fully planked Currach	. Hybrid style adapted	with guardrails	for fishing	
Age of Boat	nements : La Was Ch			Comments:	Hybrid built for local hobby
Hull Type:	Round Bottom	world a religion			fishing and recreation
Hull Construction:	Canvas Skin	Length Overall	19 ft	suo	nichm II. acsi includ
Origin:	Local Indigenous	Beam:	- Marie Ch	(enctions Recing
Function:	Fishing	Depth:		Parameter Species in	net Condition Nextelleri
Boat Condition	Excellent				A Toolings Cutdool R
Storage Condition	Mooring	el strongger artisaling some ander			A STANDARD SAMPLE SAMPL
Record Number:	12	☐ Flag	1897 C	est Clare)	A STATE OF THE PARTY OF THE PAR
Boat Type:	Gandalow (Fergus)	_			A Partial Part
Location Name	Crovraghan	In Use			of the second
Description:	Flat bottomed Clinker Islands	boat once used for fer	ry / transport to	and from	
Age of Boat	> 25 yrs]	(Comments:	One of three abandoned
Hull Type:	Flat Bottom	rell 21 it 6 ins			gandalows in a derelict state
Hull Construction:	Clinker Planked	Length Overall	THEAD	guois	more Local Ind g
Origin:	Local Indigenous	Beam:	·Plea(1		IRACION IRACIOS
Function:	Transport People	Depth:		ţ-	nat Condition Excellent
Boat Condition	Derelict Remains]		nbe	
Storage Condition	Outdoor Open	Entercontact consequences			carge Condition Ourscore Dr
		-			

Record Number:	13	☐ Flag		
Boat Type:	Currach (Aran)] _		A CONTRACTOR OF THE PARTY OF TH
Location Name	Liscannor Quay	☐ In Use		
Description:	Round hulled keeless canvas.	craft. Light lathe cons	truction, covered in tarred	A American Company
Age of Boat	>25 yrs		Comments:	Unusual example of a sailing
Hull Type:	Round Bottom			Aran Currach
Hull Construction:	Canvas Skin	Length Overall	Lawrence Committee	uli Type: Round Epti
Origin:	Irish	Beam:	nev 2 milyteka mily	uli Censtruction: Pilotegia s
Function:	Fishing	Depth:	.mosed .	rigin; Local ini ig
Boat Condition	Derelict Remains	[22 ins		unction: Winning
Storage Condition	Outdoor Open]	Annual Control of the	oat Condition Poet
Record Number:	14	Flag		
Boat Type:	Currach (Doolin)			redgrau/A bnobe
Location Name	Liscannor Quay	In Use		19GV 1 180
Description:	Modernised / customis keeless craft. Fully boa Wooden foredeck with pipes. Aluminium "che	arded carvel hull with gunnels on both side	s protected by plastic	omenum Name
Age of Boat	>10 yrs		Comments:	
Hull Type:	Round Bottom	3		eny 65 <
Hull Construction:	Fibreglass Skin	Length Overall		al Type: [Long Kall
Origin:	Local Indigenous	Beam:	19V D. FORESTEIN STATES	all Construction: Carvel Plan
Function:	Fishing	Depth:	.018.00	rient migh
Boat Condition	Excellent]		paidel 3 notions
Storage Condition	Mooring]		sat Condition Good
Record Number:	15	✓ Flag		
Boat Type:	Currach (Kerry Naomh			Populary Prices
Location Name	Liscannor Quay	In Use		790,01 100
Description:	Hybrid model, basically currach. Transom repa		stern of a West Clare	amisia nollisor
	Curraon. Transom repe	area with foit.	e cruit light latine traine, san	Descriptions of the second sec
Age of Boat	>10 yrs		Comments:	This is an unusual graft as it
Hull Type:	Round Bottom	į.	· ·	This is an unusual craft as it once belonged to a Blasket
Hull Construction:	Fibreglass Skin	Length Overall	20 ft 6 ins	Islander. It was discovered damaged, and was repaired with a Wost Clara style storn
Origin:	Local Indigenous	Beam:	51 ins	with a West Clare style stern by the present owner.
Function:	Fishing	Depth:	20 ins	zieni) ;nico
Boat Condition	Excellent		of Geptine	notion
Storage Condition	Mooring	1		nat Contition Excellen
Juliago Ooridition	9	_		

				٨
Record Number:	16	☐ Flag		
Boat Type:	Currach (Doolin)	مدا ما اسا		
Location Name	Liscannor Quay	In Use		
Description:	Fully planked carvel hull bow.	I covered with a skin o	of fibreglass. High raked	
Age of Boat	20 yrs		Comments:	
Hull Type:	Round Bottom		Comments.	Good example (but deteriorating) of a Doolin type
Hull Construction:	Fibreglass Skin	Length Overall	16 ft 5 ins	currach, albeit with the modern skin fibreglass
Origin:	Local Indigenous	Beam:	50 ins	modification. It is thought to be abandoned and could be a suitable candidate for a
Function:	Fishing	Depth:	22 ins	heritage centre.
Boat Condition	Poor			
Storage Condition	Outdoor Open			
Record Number:	17	Flag		
Boat Type:	Half-Decker	(TOTAL)		
Location Name	Liscannor Quay	In Use		
Description:	Local carvel built half de condition and well equip			
	contaition and went equip	pod (modding reddi)	, rotriduici.	
Age of Boat	> 25 yrs		Comments:	
Hull Type:	Long Keel		Comments.	One of the few remaining examples of the "Pride Of"
Hull Construction:	Carvel Planked	Length Overall		series built by BIM to support the local fishing industry in
Origin:	Irish	Beam:		the Post War expansion. This boat originated in Waterford.
Function:	Fishing	Depth:		
Boat Condition	Good	_ _	[
Storage Condition	Mooring			
Storage Condition	Mooning			
Record Number:	18	Flag		. **
Boat Type:	Currach (Kerry Naomh			
Location Name	Liscannor Quay	✓ In Use		
Description:	Round hulled craft, light	lathe frame, tarred ca	anvas skin, 3 thwarts.	The sales of the sales
		•		
Age of Boat	< 10 yrs		Comments:	
Hull Type:	Round Bottom		Comments.	Excellent example of a Kerry Naomhog style currach. It is
Hull Construction:	Canvas Skin	Length Overall	20 ft 8 ins	interesting to note that of all the local currachs, only the
Origin:	Irish	Beam:	50 nins	two Naomhogs are kept on trestles.
Function:	Recreational	Depth:		THE STATE OF THE S
Boat Condition	Excellent	20pm	<u> </u>	
Storage Condition	Outdoor Open			

Record Number:	19	Flag		A CONTRACTOR OF THE PARTY OF TH
Boat Type:	Currach (Doolin)			
Location Name	Liscannor Quay	☐ In Use		
Description:	Round hulled craft, lightipreglass.		arded and covered with	
Age of Boat	>10 yrs		Comments:	and the same of th
Hull Type:	Round Bottom	0		ge of Boat
Hull Construction:	Fibreglass Skin	Length Overall	· Landjungsansansansansansansansansansansansansans	ull Type: Flat Bottom
Origin:	Local Indigenous	Beam:	REAL Length Cya	ull Construction Carvet Plan
Function:	Fishing	Depth:	mass Book	high! (Local Insign
Boat Condition	Fair			unction: Transport
Storage Condition	Outdoor Open] .		eat Condition Poor
Record Number:	20	✓ Flag		
Boat Type:	Currach (Aran)		Flag	
Location Name	Doolin	✓ In Use		ALANYA MININGS
Description:	3 man Aran Currach, I sheered bow.		rred canvas skin, highly	
Age of Boat	< 10 yrs	X1	Comments:	This currach was rowed from
Hull Type:	Round Bottom	a)		Holyhead to Howth in a record 17.5 hours in 2006.
Hull Construction:	Canvas Skin	Length Overall		Excellent example of a classic Aran style currach
Origin:	Local Indigenous	Beam:	Level Length Cver	which was actually built on the islands.
Function:	Recreational	Depth:	THEOS	rient cope
Boat Condition	Excellent			unction: [Fishing
Storage Condition	Outdoor Open			cat Condition Dentilict (e
Record Number:	21	☐ Flag		
Boat Type:	Currach (Connemara)			nodmuli brooss
Location Name	Doolin	✓ In Use		Roat Type:
Description:	Small fully boarded cu	rrach in the Connema	ra or Galway style.	O omela materia.
			sins of a Carvel built half de	ne neillon.
Age of Boat	> 10 yrs	1	Comments:	
Hull Type:	Round Bottom	3		ge of Boat
Hull Construction:	Canvas Skin	Length Overall		oil Type: [Long Keik
Origin:	Local Indigenous	Beam:	Op Cangill Cver	of Construction Carvel Plan
Function:	Recreational	Depth:	napha	ergin linkh
Boat Condition	Good		Depth	unction Pishing
Storage Condition	Outdoor Open			cal Condition Detailed to

Record Number:	22	☐ Flag	(Doolin)	-
Boat Type:	Gandalow (Fergus)	est) of [(Cuay)	STEP CAMPAGE
Location Name	Lackannashinagh	✓ In Use	was filed craft, light lathe from	
Description:	Clinker flat bottom boa	at with wide transom		
Age of Boat	ednactics :		Comments:	07H 201/1 N
Hull Type:	Flat Bottom	llerovQ r	nois and a	
Hull Construction:	Carvel Planked	Length Overall	auct ag four la Beam	
Origin:	Local Indigenous	Beam:	rling Death	
Function:	Transport People	Depth:		
Boat Condition	Poor		Idoor 2pen	
Storage Condition	Mooring			sod
Record Number:	23	☐ Flag	(nenA)	
Boat Type:	Half-Decker	In Use		The same
Location Name	Seafield, Quilty	bluction, tained cenves still	an Curach, Lathe Cons	
Description:	Derelict remains of a c	linker half decker with pot h	auler	
Age of Boat	to sedyiori]	Comments:	IN Type: Pro
Hull Type:	Long Keel	listevO r	tions I long I tonne	
Hull Construction:	Clinker Planked	Length Overall	cal for geneus . Beneu	ingin: Lo
Origin:	Irish	Beam:	riner) Englishers	
Function:	Fishing	Depth:	nollec	
Boat Condition	Derelict Remains]	tdoor Door	
Storage Condition	Outdoor Open		Antonio de la companio del la companio de la companio de la companio de la companio de la companio del la companio de la companio del la companio	
Record Number:	24	Flag	esemenno)	at Type
Boat Type:	Half-Decker	In Use		
Location Name	Seafield, Quilty	In Use	boarded currech in the	
Description:	Derelict remains of a C	Carvel built half decker.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Age of Boat	atmoore		Comments:	of type:
Hull Type:	Long Keel	flatevOrr	nyas ikin Lengii	
Hull Construction:	Carvel Planked	Length Overall	mass sucregion le	
Origin:	Irish	Beam:	oltoni) en lisero	
Function:	Fishing	Depth:	bo	
Boat Condition	Derelict Remains		door Span	
Storage Condition	Outdoor Open	a dia pada and an ang an ang an ang an ang ang ang ang		

Record Number:	25	Flag		
Boat Type:	Currach (Doolin)]		
Location Name	Doolin	✓ In Use		
Description:	Fully boarded carvel b small cuddy at the bov	uilt Doolin style currac v. Console remote stee	h with a high sheer and a ering.	
Age of Boat]	Comments:	in Andrews
Hull Type:	Round Bottom			2 ge of Boat 25 yrs
Hull Construction:	Fibreglass Skin	Length Overall		t uit Type: Flat Bott sa
Origin:		Beam:	DEST	Full Construction. Carvet P no
Function:	Fishing	Depth:	THE RESERVE	Origin: Look Indig
Boat Condition	Good			(unotion) (franspa):
Storage Condition	Outdoor Open			Loss Concillon
Record Number:	26	✓ Flag		
Boat Type:	Shannon Cot	✓ In Use		
Location Name	Crovraghan		unite	
Description:	Pram bow round hulled	d boat, using twin thole	e pins for each oar	d martoney
Age of Boat	> 10 yrs		Comments:	Important example of a pram
Hull Type:	Round Bottom	3		style boat once found in the estuary. A larger version was
Hull Construction:	Carvel Planked	Length Overall	18 ft 11 ins	used to transport cattle. Lines plans of boat should be
Origin:	Local Indigenous	Beam:	63 ins	taken to preserve the design.
Function:	Transport People	Depth:	23 ins	(Ingin: Lacel Indig
Boat Condition	Excellent	ant E it Ej		1 notion
Storage Condition	Mooring		snion	notition (Board Condition
Record Number:	27	☐ Flag		
Boat Type:	Lighter (Cattle)			
Location Name	Crovraghan	✓ In Use		
Description:	Large rectangular woo and farm type (5-barre typically draws only 9	d) gates to contain ca	tructure with metal cage ttle. Flat plakked sides, by Island farmers.	
Age of Boat	> 25 yrs		Comments:	New style cattle lighter that
Hull Type:	Flat Bottom	7.	· Lancata and a	replaced the older pram style cattle cots
Hull Construction:	Carvel Planked	Length Overall	27 ft 6 ins	all Type: Round Sills
Origin:	Local Indigenous	Beam:	12 ft	Idi Construction Canvas M
Function:	Transport Cattle	Depth:	3 ft 3 ins	Crigin Local Int gr
Boat Condition	Good			Sunding Recreation
Storage Condition	Outdoor Open]		Stati Condition (Fair

Record Number:	28	☐ Flag		
Boat Type:	Lighter (Cattle)			
Location Name	Crovraghan	✓ In Use		434
Description:	Smaller rectangular woo and farm type (5-barred typically draws only 9 in) gates to contain ca	structure with metal cage ttle. Flat plakked sides, by Island farmers.	
Age of Boat	> 25 yrs		Comments:	New style cattle lighter that
Hull Type:	Flat Bottom			replaced the older pram style cattle cots
Hull Construction:	Carvel Planked	Length Overail		
Origin:	Local Indigenous	Beam:		
Function:	Transport Cattle	Depth:		
Boat Condition	Good			
Storage Condition	Outdoor Open			
Record Number:	29	∏ Flag		
Boat Type:	Lighter (Cattle)			
Location Name	Crovraghan	🗹 In Use		
Description:	Large rectangular wood and farm type (5-barred typically draws only 9 in) gates to contain ca	ttle. Flat planked sides,	
Age of Boat	> 25 yrs		Comments:	New style cattle lighter that
Hull Type:	Flat Bottom			replaced the older pram style cattle cots
Hull Construction:	Carvel Planked	Length Overall	27 ft 6 ins	
Origin:	Local Indigenous	Beam:	12 ft	
Function:	Transport Cattle	Depth:	3 ft 3 ins	
Boat Condition	Derelict Remains			
Storage Condition	Outdoor Open			
Record Number:	30	Flag		
Boat Type:	Currach (West Clare)			
Location Name	Kilrush Station House	✓ In Use		
Description:				
				- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Age of Boat	> 25 yrs		Comments:	1
Hull Type:	Round Bottom		Comments.	Important example of Blunnie style West Clare Currach.
Hull Construction:	Canvas Skin	Length Overall		Frame in good order but needs re-canvassing
Origin:	Local Indigenous	Beam:		
Function:	Recreational	Depth:		
Boat Condition	Fair	·		
Storage Condition	Outdoor Open			

Record Number:	31	☐ Flag		
Boat Type:	Lighter (Cattle)			
Location Name	Rosscliff	☐ In Úse		
Description:	cage and farm type (5	i-barred) gates to conta	ke structure with metal ain cattle. Flat plakked n use by Island farmers.	AT ACONTENSM
Age of Boat			Comments:	Used to transport cattle to
Hull Type:	Flat Bottom	0 2		and from the islands
Hull Construction:	Carvel Planked	Length Overall	35 ft	ull Type. Plat Bottom
Origin:	Local Indigenous	Beam:	approx 12 ft	un Construction: Steel
Function:	Transport Cattle	Depth:	1876056	dent inklat
Boat Condition	Good		in Depter	unction: [Recreations
Storage Condition	Mooring			ost Condition Excellen
Record Number:	32	☐ Flag		The state of the s
Boat Type:	Lighter (Cattle)			All Property lies
Location Name	Rosscliff	✓ In Use		
Description:	and farm type gates t	oden box or punt like sto to contain cattle. Flat p ty. Still in use by Island		and the state of t
Age of Boat			Comments:	EL ESCHIEL OF
Hull Type:	Flat Bottom	30)		ga of Boat (132
Hull Construction:	Carvel Planked	Length Overall	Approx 27 ft	di Type: Plat Bott m
Origin:	Local Indigenous	Beam:	approx 12 ft	ull Construction [Steel
Function:	Transport Cattle	Depth:	approx 3 ft 3 ins	rigio. oigar
Boat Condition	Good			unction: Recreate na
Storage Condition	Mooring			Recording Exceller
Record Number:	33	☐ Flag		
Boat Type:	Motor Cruiser		Flag	scord Number: [36]
Location Name	Killaloe	✓ In Use	u al Si	epheli coyT tee
Description:	Francis Spaight of De	rry Castle on lough der	motor cruiser in 1872 for rg, has changed hands been re-engined at least	Un o To
Age of Boat	Approx 136 years		Comments:	One of the oldest pleasure
Hull Type:	minerils: [Imported ex	(a)		boats on the Lloyds Register. Excellent example of a
Hull Construction:	Steel	Length Overall	58 ft 6 ins	gentlemens yacht from the Victorian era.
Origin:	Irish	Beam:	10 ft 6 ins	Il Construction
Function:	Recreational	Depth:	THE OCI	rigin: Intest
Boat Condition	revises the larger of the page of the larger		Dopth	unction. Redreatt on
Storage Condition	Mooring	٦		sel Condition {Excellent

Record Number:	34	☐ Flag		
Boat Type:	Barge			100 A
Location Name	Killaloe	✓ In Use		Alemini Nose
Description:	One of a number of ba waterways. Boat number			TOWER.
Age of Boat	113 Years (1895)		Comments:	Important example of the
Hull Type:	Flat Bottom	W SE How		Horse Boat, rescued from the Royal Canal in 1970. Has had
Hull Construction:	Steel	Length Overall	60 ft 8 ins	several lives, including as a Horse Boat, before being
Origin:	Irish	Beam:	13	converted to recreational use. Hull was completely re-plated
Function:	Recreational	Depth:	processing and the second	in 2002.
Boat Condition	Excellent			lorane Condition (Mooring
Storage Condition	Mooring			
Record Number:	35	✓ Flag	(al)	n Name of the second of the se
Boat Type:	Barge			State of the second business
Location Name	Killaloe	✓ In Use		- LA MAN
Description:	One of a number of ba waterways. Boat number to leisure use.	arges built for commer per 45M, rivetted steel	ce on the inland construction. Converted	ind.
Age of Boat	90 yrs (1928)]	Comments:	Important example of the
Hull Type:	Flat Bottom	MACONINA 27 II		county's industrial past. Worked for 17 years and
Hull Construction:	Steel	Length Overall	61 ft 6 ns	sank in Lough Derg in 1946. Salvaged in 1975. Still has
Origin:	Irish	Beam:	13 ft 2 ins	characteristics of a working barge.
Function:	Recreational	Depth:	The control of the co	pat Condition (13000)
Boat Condition	Excellent			ecion Candition Mooning
Storage Condition	Mooring			AND A CONTROL OF THE STATE OF T
Record Number:	36	☐ Flag	19	a Color and a second
Boat Type:	Barge			
Location Name	Church Bay, Lough De	✓ In Use		The second second
Description:	One of a number of ba waterways. Boat numb		ce on the inland	Stranger (1987)
Age of Boat	72 yrs (1936)	Î	Comments:	Important example of the
Hull Type:	Flat Bottom	ent 8 8 8 ms		county's industrial past. Used as a maintenance boat by
Hull Construction:	Steel	Length Overall	61 ft 6 ins	CIE from the mid 1960,s to the 1980's. Sank at her
Origin:	Irish	Beam:	13 ft 1.5 ins	mooring around 1981, and was raised in 1993. Has been
Function:	Recreational	Depth:		extensively refurbished ofer the years since then, and is
Boat Condition	Excellent			active participant at HBA and Inland Waterways
Storage Condition	Mooring	Manufacture of the second		Association rallies around the country.

Record Number:	37	✓ Flag		C Shingles
Boat Type:	Barge		Flac	
Location Name	Church Bay, Lough De	☐ In Use		
Description:	One of a number of bar- waterways. Boat number		ce on the inland	-
Age of Boat	80 years (1928)		Comments:	Important example of the
Hull Type:	Flat Bottom	9		county's industrial past, including Bolindar "Hot Bulb"
Hull Construction:	Steel	Length Overall	61 ft 6 ins	engine. Boat awaiting renovation.
Origin:	Irish	Beam:	13 ft 2 ins	ull Construction: Steel
Function:	Recreational	Depth:	mases	inight:
Boat Condition	Fair	a management of the contract of		D Togener 1 motoriu
Storage Condition	Mooring	P 1	Annahi santa salah dalah	pat Condition Poor
Record Number:	38	☐ Flag		
Boat Type:	Barge			
Location Name	Killaloe	✓ In Use		
Description:	One of a two barges bu Barrow. "Jarra, (22M ?	ilt for Odlums in 1895)	5, for use primarily on the	The same of
Age of Boat	113 years (1895)		Comments:	Important example of the
Hull Type:	Flat Bottom	· .		county's industrial past. Originally called "The Naas".
Hull Construction:	Steel	Length Overall	Laurence transport	Worked between Waterford and St Mullins for Odlums for
Origin:	UK	Beam:	rend 7 mgmg.)	50 years up to 1947.Was scuttled in 1947 to support a
Function:	Recreational	Depth:	TIMEBO (weir near Carlow. Was raised in 1975 and restored over a 9
Boat Condition	Excellent			year period
Storage Condition	Mooring		A series of the	ost Cendition
Record Number:	39	Flag		
Boat Type:	Barge	✓ In Use		Dall
Location Name	Killaloe	98	Uni []	
Description:	One of a number of bar number 62M	ges built for The Gra	nd Canal Company Boat	
Age of Boat	79 years (1929)		Comments:	Important example of the
Hull Type:	Flat Bottom	Ď		county's industrial past. Still a working barge. Partly
Hull Construction:	Steel	Length Overall	61 ft 9 ins	refurbished. Used for maintenance on the head
Origin:	Irish	Beam:	13 ft 2 ins	race for Ardnacrusha power station.
				nearOl men
Function:	Transport Goods	Depth:	Appropriate the spread Aprox	Secretary Secretary Secretary Secretary
Function: Boat Condition	Transport Goods Good	Depth:	riseod	notion Recest leg

Record Number:	40	[Flag		I was
Boat Type:	Barge	ponesses a designation of the second		
Location Name	South Canal, Killaloe	✓ In Use		
Description:	Steel plated Barge platfo	orm. Box like constru	ction with internal hopper.	
Age of Boat			Comments:	Used for maintenance on the
Hull Type:	Flat Bottom			Power Station Head Race
Hull Construction:	Steel	Length Overall		
Origin:		Beam:		
Function:	Transport Goods	Depth:		
Boat Condition	Poor		·	
Storage Condition	Mooring			
Record Number:	41	☐ Flag		
Boat Type:	Barge	· · •••		
Location Name	South Canal, Killaloe,	🗹 In Use		
Description:	ESB Working Barge			
2000, p.1011,			:	
Age of Boat			Comments:	
Hull Type:	Flat Bottom			
Hull Construction:	Steel	Length Overall		
Origin:		Beam:		
Function:		Depth:		
Boat Condition				
Storage Condition				
Record Number:	42	☐ Flag		
Boat Type:	Barge			
Location Name	Church Bay, Lough De	In Use		
Description:	One of several barges of Wooden floors	wned by Gerry Burke	. Steel plated on	
Age of Boat	> 60 Yrs		Comments:	Built by Siemens for use in
Hull Type:	Flat Bottom			construction of Ardnacrusha. Used by ESB for many years.
Hull Construction:	Steel	Length Overall		This boat partially restored. Part of the counties industrial
Origin:	Other	Beam:		heritage.
Function:	Recreational	Depth:		
Boat Condition	Good			
Storage Condition	Mooring			

Record Number:	43	☐ Flag		al town	
Boat Type:	Barge	[80		Ser all the seal of	
Location Name	Church Bay, Lough De	☐ In Use			1
Description:	One of two barges owne floors	d by Gerry Burke. Ste	eel plated on Wooden		- 4
Age of Boat	> 60 Yrs		Comments:	Built by Siemens for	use in
Hull Type:	Flat Bottom			construction of Ardna Used by ESB for mar	crusha.
Hull Construction:	Steel	Length Overall	The second secon	This boat in need of restoration. Part of th	i kuil Typie:
Origin:	Other	Beam:	VD 707000 London Complete	counties industrial he	
Function:	Recreational	Depth:	:01864/55 Experience	yi ni taoo.ij	:mighC
Boat Condition	Fair		isi Doptin	is the world	unollanu ¹
Storage Condition	Mooring			ition (Fair	lost Cond
Record Number:	44	☐ Flag	Francisco de constituir de la constituir		A. W.
Boat Type:	Gandalow (Clarecastle			(E130)	
Location Name	Clarecastle	☐ In Use			5
Description:	Clinker craft with older s	tyle hourglass stern		220	
Age of Boat	> 25 yrs		Comments:	Boat laid up	
Hull Type:	Flat Bottom				s08 to 00.1
Hull Construction:	Clinker Planked	Length Overall	20 ft 6 ins	nc log seril	Hull Type;
Origin:	Local Indigenous	Beam:	kees keeses keergen v. v.	uction: Cluster Ha	Juli Constr
Function:	Recreational	Depth:	TYRESES NAME OF THE PARTY OF TH	01101380031	rigini
Boat Condition	Fair			activismosti.	:dalloun)
Storage Condition	Outdoor Open			Overship) nos	lost Condi
Record Number:	45	☐ Flag			escriberos
Boat Type:	Gandalow (Clarecastle				
Location Name	Clarecastle	✓ In Use	ni ly	MI WATER	1 24
Description:	Dory Style Craft. Stemp	ost extends 10 ins be	yond bottom of boat.		
			14 11 1 and 1	Marie Marie L. 20	
Age of Boat	> 25 yrs		Comments:	Formerly used for dri	ft net
Hull Type:	Flat Bottom			fishing.	soa lo agil
Hull Construction:	Clinker Planked	Length Overall	21 ft 3 ins	notice telli	racry T Suff
Origin:	Local Indigenous	Beam:	n/ 0.00g/18.0	chon: Cinker lia	ntenoO (lul)
Function:	Recreational	Depth:	21 ins	plant lead I	pright
Boat Condition	Good			Recreation	stodonu)
Storage Condition	Outdoor Open			bonO] ner	est Candi

Record Number:	46	Flag		& ,
Boat Type:	Gandalow (Clarecastle	(707)		
Location Name	Clarecastle	✓ In Use		
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		t.
Boat Type:	Gandalow (Clarecastle			
Location Name	Clarecastle	In Use		
Description:				
				ar a
Age of Boat			Comments:	
Hull Type:	Flat Bottom		Odininonia.	
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	,g		
Location Name	Clarecastle	🗸 In Use		
Description:				
,				
Age of Boat	>25 yrs		Comments:	<u> </u>
Hull Type:	Flat Bottom		33111131131	
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	positioning		
Location Name	Clarecastle	In Use		
Description:				
Age of Boat			Comments:	
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall		
Origin:		Beam:		
Function:	Fishing	Depth:		
Boat Condition				
Storage Condition		Y		
Record Number:	50	Flag		
Boat Type:	Gandalow (Clarecastle	[] In Use		
Location Name	Clarecastle	[] III Ose		
Description:		· · · · · · · · · · · · · · · · · · ·		
Age of Boat			Comments:	· · · · · · · · · · · · · · · · · · ·
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overali		
Origin:		Beam:		
Function:	Fishing	Depth:		
Boat Condition				TE TO THE TOTAL PROPERTY OF THE TOTAL PROPER
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				

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	Record Number:	52	Flag		
	Boat Type:	Gandalow (Clarecastle	(- }		
	Location Name	Clarecastle	In Use		
	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	111 036		
	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				WASHINGTON TO THE PROPERTY OF
	Storage Condition				

Record Number:	55	Flag		
Boat Type:	Gandalow (Clarecastle			
Location Name	Clarecastle	🗌 In Use		
Description:				
				·
Age of Boat			Comments:	
Hull Type:	Flat Bottom		•	
Hull Construction:	Clinker Planked	Length Overall		
Origin:		Beam:		and the same of th
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				1

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Record Number:	58	Flag		
Boat Type:	Gandalow (Clarecastle			
Location Name	Clarecastle	in Use		
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:	59	Flag		
Boat Type:	Gandalow (Clarecastle	In Use		
Location Name	Ciarecastle	III 03e		
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:	60	Flag		
Boat Type:	Gandalow (Clarecastle	🔲 In Use		
Location Name	Clarecastle	Const		
Description:				
Age of Boat			Comments:	
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall		
Origin:		Beam:		
Function:	Fishing	Depth:		
Boat Condition				1
				,

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Record Number:	61	✓ Flag		· ·
Boat Type:	Lake Boat			
Location Name	Tuamgraney	☐ In Use		Scat Type (Candalow)
Description:				
	e	de. Germals and plank outboard	or condition, 4 plants per si Lansom "Wedged" to take i	Description: Laid up. Po Idamagod.
Age of Boat	More than 50		Comments:	Important example of early
Hull Type:	Round Bottom	<u> </u>		20th century local lake boat. Unable to gain access to
Hull Construction:	Clinker Planked	Length Overall		centre.
Origin:	Local Indigenous	Beam:	95 3 TIGITES Learning to the	us Construction: Clinker Hai
Function:	- International Contraction	Depth:	(114)CSC Consequence (114)CSC	ingel
Boat Condition	Good	18 kms		опскоп: Пення
Storage Condition	Indoors			cat Condition Paper
Record Number:	62	✓ Flag	spanished the manufacture of the manufacture of the second	
Boat Type:	Barge			
Location Name	Scarrif	✓ In Use		MEN
Description:	Rivetted steel boat co	nverted to a floating Th	neatre	The state of the s
Age of Boat	96v yrs (1922)		Comments:	Travels around the inland
Hull Type:	Flat Bottom	100		waterways to local events. Happened to be in Scarrif
Hull Construction:	Steel	Length Overall	61 ft 3 ins	during the survey. Restored with funds from Heritage
Origin:	Irish	Beam:	13 ft 3 ins	Council, OPW, Bord Failte and the Arts Council.
Function:	Recreational	Depth:	, FFEDERG	mont suc. I
Boat Condition	Good	em 81)		unction: [Fishing
Storage Condition	Mooring			not Consider (Poer
Record Number:	63	Flag	nglosuus sanua og korkka tatrang 16-44 grand bry	
Boat Type:	Gandalow (City)			A STATE OF THE STA
Location Name	Coonagh	☐ In Use		
Description:	New / recently refurble on barrels.	shed boat, stored unde	r canvas, upside down	
Age of Boat		to a state to a construction of the cut of the commission of the con-	Comments:	TOTAL CONTRACTOR OF THE STATE O
Hull Type:	Flat Bottom	D.		teof loop
Hull Construction:	Clinker Planked	Length Overall	19 ft 11.5 ins	m Type: Fall Bolt m
Origin:	Local Indigenous	Beam:	55 ins	ut Construction: Clinker Page
Function:	Fishing	Depth:	19 ins	rigin (Local Inc.ge
Boat Condition	Excellent	[18 ins	atigeG	uncilon. [Fishing]
Storage Condition	Outdoor Covered	1		pat Condition [Good.

Boat Condition Poor Storage Condition Outdoor Open Record Number: 65 Flag Boat Type: Gandalow (City) In Use	to get the
Location Name Description: Laid up. Poor condition. 4 planks per side. Gunnels and planks damaged. Transom "Wedged" to take outboard Age of Boat Age of Boat Hull Type: Flat Bottom Hull Construction: Origin: Local Indigenous Beam: Function: Fishing Depth: Boat Condition Poor Storage Condition Conagh Description: Older boat. Fair condition, laid up ashore. Age of Boat Age of Boat Pescription: Older boat. Fair condition, laid up ashore. Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to, some distance from road. Fishermans huts. Condition fair. Possibly recent use / occasional No engine present. Site difficult to, some distance from road. Fishermans huts. Condition fair. Possibly recent use / occasional No engine present. Site difficult to, some distance from road. Fishermans huts on site fisherman	to get the on site.
Age of Boat P 25 yrs Comments: Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from road. Fishermans huts. Condition very poor, po derelict. Site is difficult to, some distance from the road. Fishermans huts. Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site fishermans huts.	to get the on site.
Hull Type: Flat Bottom Hull Construction: Clinker Planked Length Overall 19 ft 11.5 ins Origin: Local Indigenous Beam: 57 ins Function: Fishing Depth: 18 ins Boat Condition Poor Storage Condition Outdoor Open Record Number: 65 Flag Boat Type: Gandalow (City) In Use Location Name Coonagh Description: Older boat. Fair condition, laid up ashore. Age of Boat P25 yrs Comments: Condition fair. Possibly recent use / occasional occas	to get the on site.
Hull Type: Hull Type: Hull Construction: Clinker Planked Length Overall Depth: Fishing Depth: Boat Condition Condition Description: Age of Boat Poscription: Clinker Planked Length Overall Depth: Flat Bottom Age of Boat Poscription: Clinker Planked Length Overall Depth: Flat Bottom Condition Description: Clinker Planked Length Overall Depth: Flat Bottom Clinker Planked Length Overall Depth: Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to to, some distance from road. Fishermans huts. Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site function: Fishing Depth: Boat Condition Poor	to get the on site.
Hull Construction: Clinker Planked Length Overall 19 ft 11.5 ins road. Fishermans huts road. Fishermans huts Fishing Depth: Beam: Fishing Depth: Boat Condition Record Number: Gandalow (City) Location Name Description: Conagh Description: Condition Age of Boat Post Flat Bottom Hull Construction: Clinker Planked Length Overall 19 ft 3 ins Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts Function: Fishing Depth: Boat Condition Poor	notion
Function: Fishing Depth: 18 ins Boat Condition Poor Storage Condition Outdoor Open 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 Comments: Condition feath. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site Fishing Depth: 18 ins Boat Condition Poor	onage C
Boat Condition Poor Storage Condition Outdoor Open Record Number: 65	onage C
Boat Condition Storage Condition Qutdoor Open Record Number: Boat Type: Gandalow (City) Location Name Description: Older boat. Fair condition, laid up ashore. Comments: Hull Type: Hull Type: Hull Construction: Clinker Planked Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site fishermans huts	onage C
Record Number: 65	manue v manue manue v 30at Typ 30at Typ
Boat Type: Coonagh Description: Older boat. Fair condition, laid up ashore. Age of Boat Hull Type: Hull Construction: Clinker Planked Condition Depth: Depth: Depth: Description: In Use Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site process. Function: Fishing Depth: Depth: Description: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site process. Function: Fishing Depth: Depth: Description: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site process.	Boat Typ
Location Name Description: Older boat. Fair condition, laid up ashore. Older boat. Fair condition, laid up ashore. Comments: Condition fair. Possibly recent use / occasional No engine present. Site distance from the road. Fishermans huts on site function: Clinker Planked Length Overall Depth: 19 ft 3 ins Condition fair. Possibly recent use / occasional No engine present. Site distance from the road. Fishermans huts on site for the possion of	
Location Name Description: Older boat. Fair condition, laid up ashore. Older boat. Fair condition, laid up ashore. Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site frunction: Function: Fishing Depth: epth: D	
Age of Boat Age of Boat Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site Function: Fishing Depth: 18 ins Comments: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site in the poor in the road. Fishermans huts on site in the poor in the road is a site in the poor in the road. Fishermans huts on site in the poor in the road is a site in the	
Hull Type: Hull Construction: Clinker Planked Clinker Planked Clinker Planked Length Overall Depth: Function: Fishing Depth: Condition Fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site Fishermans huts on site	
Hull Type: Hull Construction: Clinker Planked Clinker Planked Clinker Planked Length Overall Depth: Function: Fishing Depth: Condition fair. Possibly recent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site Fishermans huts on site	
Hull Type: Hull Construction: Clinker Planked Length Overall Drigin: Local Indigenous Beam: Function: Fishing Depth: Depth: Trecent use / occasional No engine present. Site difficult to get to, some distance from the road. Fishermans huts on site of the properties of the	in
Hull Construction: Clinker Planked Length Overall 19 ft 3 ins difficult to get to, some distance from the road. Fishermans huts on site Function: Fishing Depth: 18 ins difficult to get to, some distance from the road. Fishermans huts on site Poor	use.
Origin: Local Indigenous Beam: Function: Fishing Depth: Depth: Boat Condition Poor Fishermans huts on site	nimin i
Boat Condition Poor mollibrook mollibrook).
gnicotti nellibros	noO test
Language and the same and the s	
	A edelos
Record Number: 66 Flag	
Boat Type: Gandalow (City)	
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 Comments: Very good condition. Po	is to op
Hull Type: Flat Bottom in regular use. Wedged outboard and evidence	ceibly
Hull Construction: Clinker Planked Length Overall 17 ft 10 ins outboard and evidence but none present. Site is difficult to get to, some	for
Origin: Local Indigenous Beam: 58 ins distance from the road. Fishermans huts on site	for of use
Function: Fishing Depth: 18 ins	for of use s
Boat Condition Good	for of use s
Storage Condition Outdoor Open	for of use s

Record Number:	67	Flag		0
Boat Type:	Gandalow (City)			TOTAL SHAP
Location Name	Barrack Lane Boat Clu	✓ In Use		
Description:				Control of the contro
	e Stored		ition Partly repaired / reforbits	salisani ngi
Age of Boat	< 25 years		Comments:	
Hull Type:	Flat Bottom			ge of Boat
Hull Construction:	Clinker Planked	Length Overall	18 ft 5 ins	ull Type: [Flet Bot bi
Origin:	Local Indigenous	Beam:	56.5 ins	Ituli Construction: Clinicer I iii
Function:	Fishing	Depth:	21 ins	Angin: Local In in
Boat Condition	Good			unation: Fishing
Storage Condition	Outdoor Open			lost Condition Poor
Record Number:	68	☐ Flag		
Boat Type:	Gandalow (City)			
Location Name	Barrack Lane Boat Clu	✓ In Use		A CONTRACTOR OF THE PARTY OF TH
Description:	Built and owned by Tony		condition. Stored in yard	F
	of boat club. Butterfly st	ern.	m to all the obliquitous Mirror birty satting to the masses.	er sout mi
Age of Boat	< 25 yrs	* .	Comments:	
Hull Type:	Flat Bottom			ge of Boat 2 40 yrs
Hull Construction:	Clinker Planked	Length Overall	17 ft 8 ins	ruil Type: Flat Botton
Origin:	Local Indigenous	Beam:	59 ins	ult Construction Plywood
Function:	Fishing	Depth:	19.5 ins	Origin: UK
Boat Condition	Excellent	27 5 ins	orliqui les	unction: Recriative
Storage Condition	Outdoor Open			oal Condition Good
Record Number:	69	☐ Flag		
Boat Type:	Gandalow (Bunratty)			
Location Name	Bunratty	_ In Use		
Description:	4 planks per side, 1 inch	n planed timber, 2 th	warts, one with hole for	
Boodinpalorii	mast. Filler piece for our		dy. Stillett & Glad plywood o	
Age of Boat	< 25 yrs	State Annual Company (Consumer of the Consumer	Comments:	Good condition, stored upside
Hull Type:	Flat Bottom			down on trestles
Hull Construction:	Clinker Planked	Length Overall	19 ft 5 ins	ult Type. [Flat Bolton
Origin:	Local Indigenous	Beam:	60 ins	sali Construction: Plywood
Function:	Fishing	Depth:	17 ins	Origin: UK
Boat Condition	Good	27.5 ins		gribafil nedotu
Storage Condition	Outdoor Open	9		cat Considen Good

Record Number:	70	☐ Flag		market Commence
Boat Type:	Gandalow (Bunratty)			Section 1
Location Name	Bunratty	☐ In Use		
Description:	Poor condition. Partly on trestles.	repaired / refurbished	, in need of more. Stored	Market Street
	Off tresties.			The state of the s
Age of Boat			Comments:	i i vee
Hull Type:	Flat Bottom	ant 2 ft 8 ft the		Construction: Clinker Isrn
Hull Construction:	Clinker Planked	Length Overall	19 ft 5 ins	igin: Local Indige
Origin:	Local Indigenous	Beam:	60 ins	metion: Fishing
Function:	Fishing	Depth:	17 ins	ost Condition Good
Boat Condition	Poor			orage Condition Outdoor Open
Storage Condition	Outdoor Open			
Decard Number	71		Bert ()	Townson Union
Record Number:	Sailing Dinghy	✓ Flag		Set Type:
Boat Type:		In Use		scation Home
Location Name	Church Bay, Lough Do		ned by Teny Doohan, Exce	secription: : : : : : : : : : : : : : : : : : :
Description:	in 1962 to bring sailing		ny, designed by Jack Holt	
Age of Boat	> 40 yrs		Comments:	One of two mirrors at this site.
Hull Type:	Flat Bottom	ani 8 ft VIII dies		The of two minors at this site.
Hull Construction:	Plywood	Length Overall	10 ft 10 ins	ngin: Local indige
Origin:	UK	Beam:	53 ins	metion: Fishing
Function:	Recreational	Depth:	27.5 ins	sat Condition (Excellen
Boat Condition	Good			orage Condition Outdoor Jo
Storage Condition	Indoors	to with a product of the same with		
Record Number:	72	☐ Flag	Somethyl	Bullion Discon
Boat Type:	Sailing Dinghy	. 00		
_ocation Name	Mountshannon	✓ In Use		
Description:	Mirror Dinghy, Stitch &	Glue plywood constru	uction.	
	almana.	40		e of Boat < 25 yrs
Age of Boat	ent no nwob		Comments:	One of around 70,000 Mirrors
Hull Type:	Flat Bottom	ani 8 R S ins		built Worldwide since 1962. Approximately 10 in
Hull Construction:	Plywood	Length Overall	10 ft 10 ins	Mountshannon.
Origin:	UK	Beam:	4 ft 5 ins	inction: Fishing
Function:	Racing	Depth:	27.5 ins	Set Condition Cood
Boat Condition	Good]		Toolstool mailings of the control of
Storage Condition	Outdoor Open	ELANGERHALION EN LONG CALLEY (AND		And the second s
	CONTRACTOR OF THE PARTY OF THE			

Record Number:	73	Flag		and the state of t
Boat Type:	Misc	Flag		
Location Name	Mountshannon	In Use		951
Description:	What appears to be a Cleisure activities. Double superstructure.	Converted lifeboat, more rec e ended, steel construction.	ently used for Plywood	A A
Age of Boat	> 25 yrs		Comments:	Poor condition, still afloat but
Hull Type:	Long Keel]		appeared not to be used recently.
Hull Construction:	Steel	Length Overall	le contraction of the	Null Type:
Origin:	Relation are large to consensus	Beam:	e eu Leng	(iul) Construction: [Clinker I tal
Function:	Recreational	Depth:	reside Comment	Impire: [Local Indig
Boat Condition	Poor	22 ins		Unction: [Transpot
Storage Condition	Mooring]		trait Condition Good
Record Number:	74	☐ Flag		N. C.
Boat Type:	Sail Cruiser	Flag		
Location Name	Mountshannon	✓ In Use	(Bunratty)	
Description:	Scandinavian Folkboat		tsed bit	
Age of Boat	> 25 yrs	1	Comments:	
Hull Type:	Long Keel		Comments.	Appeared to be in recent use. Very popular international
Hull Construction:	Clinker Planked	Length Overall	The second secon	classic boat design.
Origin:	Other	Beam:	gaser L beat	Holl Construction: Clinker Ha
Function:	Recreational	Depth:	meet L. step a	Kigan Local Indig
Boat Condition	Fair	(22 frs	BgeG	'neitonu'
Storage Condition	Mooring]		Ost Condition Europlan
Record Number:	75	☐ Flag	en de santante de la receptor de la calenda	
Boat Type:	Galway Hooker	P100		- American
Location Name	Holy Island Pier	✓ In Use		
Description:	Appears to be a Galwa	y hooker type hull with no m	ast or rigging.	
Age of Boat	> 25 yrs		Comments:	Holy Island Ferry and Coffin
Hull Type:	Long Keel]		Boat. Photo courtesy of Brian Goggin.
Hull Construction:	Carvel Planked	Length Overall	1	required freeze graphs and
Origin:	Irish	Beam:	[KR9.] [Iuli Construction Cerves 1kg
Function:	Transport People	Depth:	Troots Laurence	namij night
Boat Condition	Good			unction linearing
Storage Condition	Mooring]		oal Condition

Record Number:	76	✓ Flag				
Boat Type:	Gandalow (Punt)		Uni i			2
Location Name	Crovraghan	☐ In Use				
Description:	Dory style rowing boat	with hourglass stern	o node, order o	usa. Duoule u re		
1 183						
Age of Boat	> 25 yrs]		· Comments:	Boat belonged	to last resident
Hull Type:	Flat Bottom	New York			of Deer Island.	Good example
Hull Construction:	Clinker Planked	Length Overall	16 ft 10 in	ns		
Origin:	Local Indigenous	Beam:	60 ins		and Heuroeffi	
Function:	Transport People	Depth:	22 ins		1009	
Boat Condition	Good]			gnicoM	
Storage Condition	Outdoor Open		Independent of the		And the contraction of the contr	noiltonoc, spero.
Record Number:	77	☐ Flag	MEN STOP			acora ryampus, oat Type:
Boat Type:	Gandalow (Bunratty)	92				
Location Name	Bunratty Folk Park	☐ In Use				inoitarose
Description:	Double ended boat		-			1
				-		
Age of Boat	< 25 yrs	1		Comments:	[Translanta a	ge of Boat
Hull Type:	Flat Bottom				Example of a recutting boat	owed reed-
Hull Construction:	Clinker Planked	Length Overall	18 ft	1000	nar#Ol	usi Gonstruction irioin:
Origin:	Local Indigenous	Beam:	52 ins	·	in beaned	
Function:		Depth:	22 ins			
Boat Condition	Excellent				onhooM	
Storage Condition	Outdoor Open				to Marking Survey	torage Condition
Record Number:	78	☐ Flag	KN THE STATE OF	- Toolo	LVIII	Hedron page
Boat Type:	Currach (Connemara)				LENK	7
Location Name	Bunratty Folk Park	☐ In Use		d vswiis) a ed	E MANUEL STREET	
Description:						
Age of Boat	> 25 yrs			Comments:	any os sq	ge of Book
Hull Type:	Round Bottom					
Hull Construction:	Canvas Skin	Length Overall	Length Over	DEN	(lab.)	
Origin:	Irish	Beam:		also s	Topenenti	
Function:	Fishing	Depth:		V-Market Company	tonal	
Boat Condition	Poor					
Storage Condition	Outdoor Open				gnhooMj	

Record Number:	79	☐ Flag			Maria
Boat Type:	Half-Decker				
Location Name	Kilbaha	✓ In Use		sysiC) fasW	
Description:		decker in excellent con		The second secon	
	penet i			anyes.	R
Age of Boat	> 25 yrs		Com	ments: Nice ex	xample of Greencastle
Hull Type:	Long Keel	16D		type fis	shing yawl
Hull Construction:	Clinker Planked	Length Overall	26 ft 3 ins	otic (i brigo	Fig. Sagy7 fluid
Origin:	Irish	Beam:	iay Dingrio, I	nixii eevrin	tuil Construction:
Function:	Fishing	Depth:	11680	see ag int ison	Origins
Boat Condition	Excellent		Ospth:	gning	Tunction:
Storage Condition	Outdoor Open			· 100	lost Condition (Po
Record Number:	80	✓ Flag	Notice The state of the state o		
Boat Type:	Currach (West Clare)		Flog		
Location Name	Kilbaha	✓ In Use		v (Buncalty)	STATE STATE OF THE
Description:	Round hulled keelless	s craft.		No.	MS-HOLDER TO
	, mo	er outboard on transc	thwars, Filler piece	per side, 2 l	
Age of Boat			Com	ments: Good e	example of a working
Hull Type:	Round Bottom	IC D		curract	ge of Boet
Hull Construction:	Canvas Skin	Length Overall	21 ft	at Bottum	us Type: [Fi
Origin:	Local Indigenous	Beam:	reviringeed [insi 9 navid	ult Construction:
Function:	Fishing	Depth:	THE WORLD	eson agroni taba	n.ll might)
Boat Condition	Good	177 ins		gaide	inotional
Storage Condition	Outdoor Open			bed.	ost Condition Os
Record Number:	81	☐ Flag		not with many in the control	
Boat Type:	Half-Decker				Rocerd Number
Location Name	Kilbaha	✓ In Use		Connamate	Boat Type:
Description:	Carvel Hulled Half De	cker		10,1	emski nodeso.
	banet,			allo kontea	Osacnpilco:
Age of Boat	30 yrs		Com	ments: Very n	ice example of a
Hull Type:	Long Keel	8 D		traditio	onal wooden half decker
Hull Construction:	Carvel Planked	Length Overall		and a bride	all Type:
Origin:	Irish	Beam:	Length Chec	soves lkir	ull Construction.
Function:	Fishing	Depth:	metro	eat Inc. se and Inc.	n.J
Boat Condition	Good			grink	Unction
Storage Condition	Mooring			bod	oát Cohóltion

Record Number:	82	✓ Flag		
Boat Type:	Currach (West Clare)	pastery		
Location Name	Aylevarroo	In Use		
Description:	Round hulled keeless co canvas.	raft. Light lathe const	ruction covered in tarred	The state of the s
Age of Boat			Comments:	West Clare Currach Formerly
Hull Type:	Round Bottom			used in the drift net fishery. In need of Restoration
Huli Construction:	Canvas Skin	Length Overall	21 ft	
Origin:	Local Indigenous	Beam:		***************************************
Function:	Fishing	Depth:		- The state of the
Boat Condition	Poor			
Storage Condition	Outdoor Open			
Record Number:	83	[] Flag		
Boat Type:	Gandalow (Bunratty)			
Location Name	Bunratty	In Use		
Description:	4 planks per side, 2 thw	arts. Filler piece for o	outboard on transom	
Age of Boat	< 25 yrs		Comments:	Local gandalow, likely
Hull Type:	Flat Bottom			engaged in eel fishing. Good condition, afloat on a mooring
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:	84	☐ Flag		
Boat Type:	Currach (Connemara)	1 10g		
Location Name	Kilrush, near Marina	🗹 In Use		
Description:	<u> </u>	aft. Light lathe const	ruction covered in tarred	15.000
	canvas.			
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	Good			
Storage Condition	Outdoor Open			

Record Number:	85	Flag		6
Boat Type:	Currach (West Clare)	Fieg		
Location Name	Lissycasey	✓ In Use		Tol,
Description:	AND STREET STREET, STREET STREET, STRE	ach covered, unusually, in	and the second s	
Age of Boat	< 10 yrs	1	Commenter	Is mostlett
Hull Type:	Round Bottom	1)	Comments:	ge of Bowl
legol e	Canvas Skin	J	1	and Type Print Botton
Hull Construction: Origin:	Local Indigenous	Length Overall Beam:	orbola 1 - I	Hill Construction . Plywood
Function:	Recreational	Depth:	7056-8 E-500	Origins Local Integ
Boat Condition	Excellent	Deptil.	People Depart:	Transport Transport
				oat Condition Good
Storage Condition	Outdoor Open	J		network!
Record Number:	86	☐ Flag		
Boat Type:	Currach (Connemara)	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐		edmyly blobsis
Location Name	Moyne Court] wattrat		Boat Type:
Description:		craft, tarred canvas on lath ent to the West Clare Curr		Beschofton:
Age of Boat	< 25 yrs		Comments:	One of two Galway Racing
Hull Type:	Round Bottom]		Currachs kept for practice for regattas when Connemara
Hull Construction:	Canvas Skin	Length Overall		teams take part.
Origin:	Irish	Beam:	n (as)	uli Construction: Clinker II is
Function:	Racing	Depth:	MANUEL SHOW O	gipal lead.if night
Boat Condition	Excellent	[23.5 lns		RiogananTj inolosu
Storage Condition	Outdoor Open]	<u> </u>	Books and Manual Control of the Manual Control of the Manual Control of the Contr
Record Number:	87	✓ Flag	Equipped Charles and Charles a	N. C.
Boat Type:	Galway Hooker	Flag		
Location Name	Kilrush Boatyard	In Use		
Description:	Lovely carvel built class classic hooker lines, ra spars and rigging.	sic Gleoteog (small hooker ked stern and tumblehome	r) boat, built with e. Complete with	
Age of Boat	72 yrs		Comments:	Excellent example of an early
Hull Type:	Round Bottom]		Galway Hooker. Full history of boat is known. 85% of boat is
	o in attractive.	Length Overall 2	3 ft	original. A very good
Hull Construction:	Carvel Planked		3 11	candidate for preservation of
Hull Construction: Origin:	Irish	Beam:	mgma : tra	a traditional boat. In danger of disappearing due to closure
	growing days	1 10 6 10 1 10 6 100 1	10000	a traditional boat. In danger of disappearing due to closure of yard.
Origin:	Irish	Beam:	muna I barda la sanga	a traditional boat. In danger of disappearing due to closure

Record Number:	88	☐ Flag			W Market Control of the Control of t
Boat Type:	Gandalow (Yawl)	and the second s			- Carrier -
Location Name	Crovraghan	✓ In Use			A.
Description:	Flat bottom with round transom stern	led uppersides, plywoo	od constructio	n with wide	10 10
Age of Boat	> 10 yrs]		Comments:	The yawl type Gandalow
Hull Type:	Flat Bottom	no.			seems to be a local adaptation of the traditional
Hull Construction:	Plywood	Length Overall	21 ft	E RIO	clinker dory type.
Origin:	Local Indigenous	Beam:	60 ins	-	notion:
Function:	Transport People	Depth:	23 ins		al Condition Excellen
Boat Condition	Good				Condition Outdoor 20
Storage Condition	Mooring		konta a Mariant na ka	EUROLE SPORENCE STATE	The state of the s
Record Number:	89	✓ Flag	DEFT 1	. (Éverionne	Authorities (1907) (1907) (1907)
Boat Type:	Gandalow (Fergus)	☐ ✓ In Use			The state of the s
Location Name	Crovraghan	III Ose	t, terred canvi	ed kaeless craf	460
Description:	Built with 5 planks eac	h side, clinker style	2 100 f. 210 m	monn, carrendard	
Age of Boat	Currachi ka]		Comments:	Belongs to a former resident
Hull Type:	Flat Bottom	line line			of the islands.
Hull Construction:	Clinker Planked	Length Overall	19 ft 1 in	PASIAN NAME OF	riant) nip
Origin:	Local Indigenous	Beam:	60.5 ins	-	gnicesti inollori
Function:	Transport People	Depth:	23.5 ins	-	ot Condition Excellen
Boat Condition	Good				rema Condition Outdoor Con
Storage Condition	Mooring	a odsen var orapus este unavare	and the second and the second or the	SANCERS OF MONEY	and property sections of the property and the property of the
Record Number:	90	✓ Flag	gun g	a sala	sol
Boat Type:	Gandalow (Yawl)	☐ In Use			vo de la companya de
ocation Name	Crovraghan] In Ose			· ·
Description:	Round upper hull with oak frames.	flat bottom, carvel pla	nked, Colomb	ian Pine on	
Age of Boat	32 yrs (1976)]		Comments:	Good example of a local
Hull Type:	Flat Bottom	123 0 ES			typology in original condition.
Hull Construction:	Carvel Planked	Length Overall	21 ft 6 ins		Hens Mich
Origin:	Local Indigenous	Beam:	73 ins		an discosff another
Function:	Transport People	Depth:	23ins		ti Condition
Boat Condition	Good				England American
Storage Condition	Outdoor Open	1	K.,		nonionoto agai

Record Number:	91	☐ Flag		
Boat Type:	Gandalow (Fergus)			
Location Name	Crovraghan	☐ In Use		
Description:	Clinker Gandalow built of position with double tho	with 3 wide boards ead le pins.	ch side, Single rowing	
Age of Boat			Comments:	Engine not present
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall	***************************************	
Origin:	Local Indigenous	Beam:		
Function:	Transport People	Depth:		
Boat Condition	Fair			
Storage Condition	Mooring			
Record Number:	92	Flag		
Boat Type:	Gandalow (Fergus)			
Location Name	Crovraghan	In Use		
Description:	Clinker dory style boat.	Single rowing position	with double thole pins	
Age of Boat	> 25 yrs		Comments:	
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall		
Origin:	Local Indigenous	Beam:		
Function:	Transport People	Depth:		
Boat Condition	Good			
Storage Condition	Mooring			
Record Number:	93	☐ Flag		
Boat Type:	Gandalow (Fergus)	,,,,,,		
Location Name	Crovraghan	☐ In Use		
Description:	Built clinker style with 3	wide boards each sid	е	
	\.			
Age of Boat			Comments:	No engine present
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall		
Origin:	Local Indigenous	Beam:		
Function:	Transport People	Depth:		
Boat Condition	Fair			
Storage Condition	Mooring			

Record Number:	94	Flag		De soprimer
Boat Type:	Gandalow (Fergus)	egU n		-
Location Name	Crovraghan	✓ In Use		
Description:	Dory style flat bottome	ed craft built from plywood		110
	The state of the s	m()		go of Bost
Age of Boat			Comments:	Boat belonged to last resident
Hull Type:	Flat Bottom	Rejevi		of Deer Island. Good example of pre-engined Gandelow
Hull Construction:	Plywood	Length Overall	18 ft 6 ins	rigin: Local lini gr
Origin:	Local Indigenous	Beam:	ricent Davie	anction: Transpol P
Function:	Transport People	Depth:	Service of the servic	sal Condition Fair
Boat Condition	Good			terage Condition (Mooding
Storage Condition	Mooring	ele filosoficiones com el proceso de el proc		
Record Number:	95	☐ Flag	Fergus) village and the second secon
Boat Type:	Misc	neU n		Disch Land
Location Name	Crovraghan	✓ In Use		De Maria
Description:	Clinker built pilot boat	. Hardwood deckhouse		
				owes a west to se
Age of Boat	> 50 yrs		Comments:	Frequent visitor but moored
Hull Type:	Long Keel	- Keryayi	sked Length C	elsewhere in the estuary. Former pilot boat for
Hull Construction:	Clinker Planked	Length Overall	mace Page	Rineanna Airport
Origin:	Irish	Beam:	orang Danah	notion:
Function:	Transport People	Depth:		sat Condition Good
Boat Condition	Good			erage Condition (Mooting
Storage Condition	Mooring			
Record Number:	96	☐ Flag	(auous)	tany lank
Boat Type:	Angling Cot	n Use		
Location Name	Barrack Lane Boat Clu	✓ In Use		io anolograpsi
Description:	Clinker planked boat v	vith flat bottom		
	L			Total No. sec
Age of Boat®	9 9		Comments:	in light self from the
Hull Type:	Flat Bottom	Was and		Clinkar Par
Hull Construction:	Clinker Planked	Length Overall	O nigna) Saw	Rocal ind pr
Origin:	Local Indigenous	Beam:	other of the street	notion: [Transport P
Function:	Fishing	Depth:	part view view view view view view view view	est Condition Fair
Boat Condition	Excellent			
Storage Condition	Mooring	Secretaria de Companya de Caractería de Cara		prage Condition (Mooring

Record Number:	97	☐ Flag		
Boat Type:	Angling Cot	1 Fisq.		
Location Name	Barrack Lane Boat Clu	✓ In Use		-
Description:	Clinker planked boat w	ith flat bottom		
	COLD RESIDENCE CONTROL OF THE COLD CONTROL CONTROL OF THE COLD CONTROL CON	Osolin Currach, with much m designed to shuttle passenger		S HVDG , ENGLERS
Age of Boat	> 10 yrs	ne) richen et macheig politisc	Comments:	COOP EN FACT
Hull Type:	Flat Bottom			ge of Soat Soat
Hull Construction:	Clinker Planked	Length Overall		ull Type: Placend Rat
Origin:	Local Indigenous	Beam:	MALI Laurencement of	uli Construction. Fribrigleis
Function:	Fishing	Depth:	HUC LOUIS	plant labout night
Boat Condition	Good			t logenar'l lengonu'
Storage Condition	Mooring]		oat Condition (Excision)
Record Number:	98	☐ Flag		
Boat Type:	Brocaun	Flag		
Location Name	" Worlds End", Castled	☐ In Use		10
Description:	Clinker built flat bottom	boat with breasthooks at bo	th bow and stern	
				authorized and the second
Age of Boat	> 25 yrs		Comments:	This is probably a "Brocaun"
Hull Type:	Flat Bottom]		used for angling, moored at "Worlds End", on the
Hull Construction:	Clinker Planked	Length Overall	him and a second of	Shannon, From a distance the boat appears as a cot
Origin:	Local Indigenous	Beam:	(b) Leve	moored in the centre of the river.
Function:	Fishing	Depth:	eest .	rient) inight
Boat Condition	Excellent	(n) [22 ins		unotion: Friening
Storage Condition	Mooring]	Paris Constant Consta	oal Cendilion Fair
Record Number:	99	☐ Flag		The same
Boat Type:	Currach (Aran)	gaf3.		
Location Name	Liscannor Quay	✓ In Use		
Description:		craft. Light lathe construction, ilt into the bow. Naturally grov		way round
Age of Boat	> 25 yrs	nel doser at mobilita grittina	Comments:	A STO CO YEAR.
Hull Type:	Round Bottom]) .		je al Boet Sppiox 1)
Hull Construction:	Canvas Skin	Length Overall	- (ult Type: [Round Bull
Origin:	Irish	Beam:	200.1 Luce suppose of the	al Construction: [Fibresland
Function:	Fishing	Depth:	ISOS CONTRACTOR	rigin [Local Indig
Boat Condition	Good		decide . Gebra	Andebon. Transport P
Storage Condition	Outdoor Open	1		sat Condition Excellent

Record Number:	100	☐ Flag		I Property of the second
Boat Type:	Currach (Doolin)			O book one some Book C
Location Name	Doolin	✓ In Use		Isod beans
Description:	Hybrid boat based on s beam, giving a stable p out to the Aran Island l outboards and built in s	platform designed to s Ferries in the harbour	shuttle passengers . Equipped with two	in and
Age of Boat	approx 10 yrs]{	Con	nments: First of two boats that could
Hull Type:	Round Bottom]		be described as hybrid currachs, in this case a
Hull Construction:	Fibreglass	Length Overall	man l	specialised design modified as ferry tenders and intended
Origin:	Local Indigenous	Beam:	intercer's point	to operate in changing conditions.
Function:	Transport People	Depth:		book notions and
Boat Condition	Excellent			
Storage Condition	Mooring	antiques passing excess		reade Condition Jectioning
Record Number:	101	Flag		cost Pype:
Boat Type:	Currach (Aran)]		tent to the second
Location Name	Liscannor Quay	✓ In Use		SHOOL REAL PROPERTY.
Description:	Round hulled keeless of fibreglass. Naturally grand mast thwart.	craft. Light lathe const own curved timber "cr	truction, covered in rooks" for knees. C	n black cleats
Age of Boat	> 25 yrs]	Con	nments: Unusual example of a sailing
Hull Type:	Round Bottom	No.		Aran Currach
Hull Construction:	Fibreglass Skin	Length Overall	18 ft	rigin: R. coal Indications
Origin:	Irish	Beam:	44 ins	anction: Flahang
Function:	Fishing	Depth:	22 ins	net Cendition Receiber
Boat Condition	Fair]		orman Condition Months
Storage Condition	Outdoor Open			Sandard HODIGES STORY
Record Number:	102	Flag	Self C	PrestA Programmer Dispos
Boat Type:	Currach (Doolin)			VIDIO :
Location Name	Doolin	✓ In Use		Hod keeles
Description:	Hybrid boat based on s beam, giving a stable p out to the Aran Island f outboards and built in s	platform designed to seerries in the harbour.	huttle passengers Equipped with two	in and
Age of Boat	approx 10 yrs		Con	nments: Second of two boats that
Hull Type:	Round Bottom	- the	Length Over	could be described as hybrid currachs, in this case a
		The second second second second		specialised design modified
Hull Construction:	Fibreglass	Length Overall	Acres and the	
Hull Construction: Origin:	Fibreglass Local Indigenous	Length Overall Beam:	amaid In	as ferry tenders and intended to operate in changing
			CHECKET PRO	as ferry tenders and intended
	Local Indigenous	Beam:		as ferry tenders and intended to operate in changing conditions.

Record Number:	103	✓ Flag		- Trong
Boat Type:	Turfboat			Tally a
Location Name	Blackweir Bridge	☐ In Use		
Description:	Buried remains of a larg frames. Boat was used	to transport turf.	built with heavy wooden	
Age of Boat	95 yrs		Comments:	Remains of an old turf boat
Hull Type:	Flat Bottom]		currently being excavated with a view to a restoration or
Hull Construction:	Carvel Planked	Length Overall	30 ft	replication project
Origin:	Local Indigenous	Beam:	14 ft 5 ins	Full Construction: Canter I lan
Function:	Transport Goods	Depth:	5 ft	danl raps)
Boat Condition	Derelict Remains			snedience Placement
Storage Condition				Loat Octobion Fair
Record Number:	104	Flag		
Boat Type:	Lake Boat]		de la
Location Name	Church Bay, Lough De	☐ In Use		
Description:	Clinker built boat design	ned for lake fishing.	Tod wheet	
		med bemeels no pro	boer built with diarker plank exp.	I and parties
Age of Boat	30 yrs		Comments:	One of two abandoned lake
Hull Type:	Round Bottom			boats that were built during boatbuilding classes in the
Hull Construction:	Clinker Planked	Length Overall	18 ft	1980's.
Origin:	Local Indigenous	Beam:	56 ins	Hull Consideration: Clinker F Inc.
Function:	Recreational	Depth:	76368 - 1 6368	(argin: Local Indige
Boat Condition	Poor			gridat il molano il
Storage Condition	Outdoor Open	1		Sust Conqition (Good
Record Number:	105	✓ Flag	And the second s	
Boat Type:	Lake Boat			
Location Name	Church Bay, Lough De	☐ In Use		1 0
Description:		ooat . Larch with Oak	frames Single Thole pins.	No. of the last of
Age of Boat	> 25 yrs		Comments:	Two Lough Derg Punts. Were
Hull Type:	Round Bottom	o ,		raced up to 15 years ago. Very few examples left.
Hull Construction:	Clinker Planked	Length Overall	18 ft 6 ins	Hound Band
Origin:	Local Indigenous	Beam:	57 ins	tus Construction (Clinker Pan
Function:	Recreational	Depth:	Angles Angles	sport feasil more
Boat Condition	Fair	Angles that an investment to the first		Sunction: Fighing
Storage Condition	Indoors]		Det Condition Excellers

Record Number:	106	Flag			Formaco (Section 1)
Boat Type:	Sailing Dinghy	98			7 63
Location Name	Church Bay, Lough De	In Use			
Description:	Clinker built racing din	ghy. Spruce planking	with oak ribs.	i ,ut to au pour j a	NA STATE OF
	Pari Respondence				TOV SOLD TO SOLD SOLD SOLD SOLD SOLD SOLD SOLD SOL
Age of Boat	> 25 yrs			Comments:	"Shannon One Design" class
Hull Type:	Round Bottom	n (re) no			racing dinghy in need of restoration.
Hull Construction:	Clinker Planked	Length Overall	18 ft	Euoris	o mi lavo /i
Origin:	Irish	Beam:	57 ins	T abo	anction: Teansport
Function:	Recreational	Depth:		pole i	pat Condition Descript Le
Boat Condition	Fair				nears Condition
Storage Condition	Indoors				THE STANFORM OF STANFORM STANFORM
Depard Number	107		yor't juri		
Record Number:	Lake Boat	☐ Flag	U al Cini		Sout Type:
Boat Type:		☐ In Use			erne/A notisco.
Location Name	Church Bay, Lough De	with clinker planking of	on stoomed fr	mas designed	Description: A V
Description:	Wineglass stern	with clinker planking t	on steamed in	ames.	
Age of Boat	> 25 yrs			Comments:	de of Boal in Tropies
Hull Type:	Round Bottom	0.871			uli Construction: [Clinker I] au
Hull Construction:	Clinker Planked	Length Overall	18 ft	euoi s	Ingin Local Indig
Origin:	Local Indigenous	Beam:	56 ins	- Mary Shared Color	anction: Recreate no
Function:	Fishing	Depth:		Turking the property of the party of the par	pat Condition Poor
Boat Condition	Good]			orage Condition Ovideer Op
Storage Condition	Indoors .				so period a recognition and a second and a s
Record Number:	108	☐ Flag	Rest A L. 43	I	
Boat Type:	Lake Boat	68			Jan 1997
Location Name	Church Bay, Lough De	☐ In Use			
Description:	Blue hulled lake fishing frames. Wineglass ste		r planking on	steamed	
	the state of the s	60			ge of Bost × 28 yrs
Age of Boat	> 25 yrs			Comments:	Excellent example of a
Hull Type:	Round Bottom	eni 8 ft 6 ft			traditional lake boat.
Hull Construction:	Clinker Planked	Length Overall	18 ft	E auto e	ngin: 1.ocal Indig
Origin:	Local Indigenous	Beam:	56 ins		metien: Recreation
Function:	Fishing	Depth:		of the section of the	nat Condition (Fair
Boat Condition	Excellent]			craga Condition Indoors
Storage Condition	Indoors				

Record Number:	109	Flag		
Boat Type:	Currach (West Clare)			
Location Name	Doonbeg	✓ In Use		
Description:	2 Lathe built currachs wi	ith no sheer in the b	ows. Boat 1 of 2.	
	ed the		Carvel cusquen in Doolin st iss skin.	
Age of Boat	> 10 yrs		Comments:	Unusual style of currach
Hull Type:	Round Bottom			probably based on the West Clare type.
Hull Construction:	Canvas Skin	Length Overall	15 ft 6 ins	Full Type: Plound Bulk
Origin:	Local Indigenous	Beam:	4 ft	Luit Construction: Fibregians 5
Function:	Fishing	Depth:	THE DEED CONTRACTOR	Origin: [Local Indige
Boat Condition	Poor			lunchan (Fishing
Storage Condition	Outdoor Open			feat Condition [Fair
			100	und vinithing
Record Number:	110	Flag		1 1 -
Boat Type:	Currach (West Clare)	✓ In Use		Rost Type:
Location Name	Doonbeg	8.8	Unity programme	
Description:	Lathe built currach in Do Boat 2 of 2.	onbeg style but with	many transport of the party of	Localion Nem
			iss slon. High transom with	De a la constitución de la const
Age of Boat	> 10 yrs		Comments:	2nd of 2 small currachs
Hull Type:	Round Bottom			based on the West Clare style
Hull Construction:	Canvas Skin	Length Overall	18 ft 6 ins	Holi Type: Round Butte
Origin:	Local Indigenous	Beam:	5 ft	Hull Construction: (Ribregiule S
Function:	Fishing	Depth:	27 ins	pg oni (soo.)
Boat Condition	Fair	801 353		Business and another state of the state of t
Storage Condition	Outdoor Open			lost Condition (Fair
Record Number:	111			
Boat Type:	Currach (Doonbeg)	Flag		
Location Name	Doonbeg	✓ In Use		
Description:	Full boarded Carvel curra	ach in Doolin style b	out with no sheer at the	
Description.	bow. Fibreglass skin.	Dis.	hoom no selvest mets thus	
*Age of Boat	> 10 yrs		Comments:	A se of Boat P 25 yes
Hull Type:	Round Bottom			Hall Type Roll
Hull Construction:	Fibreglass Skin	Length Overall	18 ft	Marchandina Cawal Plans
Origin:	Local Indigenous	Beam:	57 ins	Original Proportion
Function:	Transport People	Depth:	27 ins	printed (Fishing
Boat Condition	Fair			
	Outdoor Open			Foat Combition 13opd

Record Number:	112	☐ Flag			A second	Type: II I
Boat Type:	Currach (Doonbeg)					
Location Name	Doonbeg	✓ In Use			1:-	- V
Description:	Full boarded Carvel cobow. Fibreglass skin.	urrach in Doolin style b	out with no sh	eer at the		
Age of Boat	> 10 yrs			Comments:	в (В разоя)	agyT lis
Hull Type:	Round Bottom	and 8 0 811 Have	Length Over		Cenves	
Hull Construction:	Fibreglass Skin	Length Overall	21 ft	· Parameter s	Local Incigi	
Origin:	Local Indigenous	Beam:	57 ins		[Flahing	
Function:	Fishing	Depth:	26 ins		1000	
Boat Condition	Fair				Outdoor Dr	
Storage Condition	Outdoor Open	ud Walantinan seed of change		mentary a remarks based	por months and order	negonoco egenc
Record Number:	113	Flag	081-1 L	est Clare)	V 100	sect type:
Boat Type:	Currach (Doonbeg)	☐ In Use			1	
Location Name	Doonbeg	▼ in ose			da	$-\lambda_{-\lambda}$
Description:		urrach in Doolin style b High transom with cuto				1
Age of Boat	> 10 yrs		0	Comments:	Hound Ent	
Hull Type:	Round Bottom	eni 8 ft St1 - the			Carves 1 to	
Hull Construction:	Fibreglass Skin	Length Overall	20 ft	31100	Local Inc gi	
Origin:	Local Indigenous	Beam:	52 ins	-	(Fishing	
Function:	Fishing	Depth:	22 ins		Tio 1	
Boat Condition	Fair				Cutdoor	
Storage Condition	Outdoor Open				ak Sergalakkans	nombnow agase
Record Number:	114	☐ Flag		(pednéc	Lan	Contraction (Contraction)
Boat Type:	Trawler					
ocation Name	Doonbeg	✓ In Use			(4)	
Description:	Small carvel built ster	n trawler on mooring		The second		
Age of Boat	> 25 yrs			Comments:	m & bruoRl	Il Type:
Hull Type:	Long Keel	3 B1 00			[Fibregles :	
Hull Construction:	Carvel Planked	Length Overall	20 ft	1 300	Local Indige	nioi
Origin:	Irish	Beam:	52 ins	I Calai	Transport P	
Function:	Fishing	Depth:	22 ins		nie il	
Boat Condition	Good				n santual	
Storage Condition	Mooring		970		and the second	

Record Number:	115	☐ Flag		
Boat Type:	Currach (Doolin)	[] Flag		
Location Name	Doonbeg	✓ In Use		
Description:	Typical Doolin style cu	urrach with high sheered bow		
			e I keeless craft, tor	
Age of Boat	> 25 yrs		Comments:	and an analysis of the second
Hull Type:	Round Bottom			go of Boat - 25 yrs
Hull Construction:	Fibreglass Skin	Length Overall	Lawrence and the	ted broodly tagy i for
Origin:	Local Indigenous	Beam:	18.1	uli Construction . [Canvas lit
Function:	Fishing	Depth:	SSE - Incorporations of	theil) mgin
Boat Condition	Good	dis		unction: [Racing
Storage Condition	Mooring			ost Condition Excellen
Record Number:	116	☐ Flag	La Ancie webber distribution	
Boat Type:	Currach (Connemara)			
Location Name	Moyne Court	✓ In Use		
Description:		craft, tarred canvas on lathe fra rent to the West Clare Currach.		
Age of Boat	< 25 yrs	7	Comments:	One of two Galway Racing
Hull Type:	Round Bottom	X D		Currachs kept for practice for regattas when Connemara
Hull Construction:	Canvas Skin	Length Overall	Bayer and American	teams take part.
Origin:	Irish	Beam:	re.l	uli Construction: Stewl
Function:	Racing	Depth:	(94) L	wight offers
Boat Condition	Excellent	ide.		unction: [Transpot]
Storage Condition	Outdoor Open			oat Condition Pour
Record Number:	117	☐ Flag		
Boat Type:	Currach (West Clare)	per 7		The second second
Location Name	Moyne Court	✓ In Use		
Description:	Round hulled keeless	craft, tarred canvas on lathe fra	ame.	
Age of Boat	< 25 yrs		Comments:	
Hull Type:	Round Bottom	D		ge of Soat P 26 yrs
Hull Construction:	Canvas Skin	Length Overall	Transcon and the second	all Type (Flat Boltum
Origin:	Irish	Beam:	19.1	ill Constantion (Steel
Function:	Racing	Depth:		sartiO) nigh
Boat Condition	Excellent	ris	Soods Dep	motion (Transport)
Storage Condition	Outdoor Open			pat Condition (Fps)

Record Number:	118	☐ Flag			
Boat Type:	Currach (Kerry Naom	<u></u>		THE STATE OF	
Location Name	Moyne Court	✓ In Use		00	
Description:	Round hulled keeless	craft, tarred canvas or	n lathe frame.	1	
	at a control of the control			av 22 c	teoS to so
Age of Boat	< 25 yrs		Comments:	one or one or o	ar type:
Hull Type:	Round Bottom	r des		Coreglers S	ull Construction:
Hull Construction:	Canvas Skin	Length Overall	19 ft 8 ins	Local Incige	right
Origin:	Irish	Beam:	Classific	pradavij	Rollons
Function:	Racing	Depth:		boods	get Condition
Boat Condition	Excellent			phiooM	notibnoù spero
Storage Condition	Outdoor Open	Elitarian On R.K. Alic Vistorykan			security and a security of the
Record Number:	119	Flag	nnemera)	LECTION (Co	Terry T. John
Boat Type:	Misc			190	a toler
Location Name	Inishmurray Quay	☐ In Use		eth eth	
Description:	Dredger	- 1 tool - toomed - crast	3-poolst-out-or translitio-princ	os de	
			·	Total Sales	
Age of Boat	> 25 yrs		Comments:	AN PERSONAL	1805 10 90
Hull Type:	Flat Bottom		Length Over	Coover Bir	Type.
Hull Construction:	Steel	Length Overall	cosefi	field	0807
Origin:	Other	Beam:	photos propositions	Recitg	nations
Function:	Transport Goods	Depth:		ingliasx3	notification
Boat Condition	Poor			Outdoor Des	prese Condition
Storage Condition	Mooring	gar Bayanaga ya maranga marang Maranga maranga marang	No. of the second secon		
Record Number:	120	☐ Flag	(ond) is	Curacin (V/V)	poyT bee
Boat Type:	Barge			194	E P
Location Name	Inishmurray Quay	✓ In Use			
Description:	Sand Boat				
Age of Boat	> 25 yrs		Comments:	oth B Found	sout in
Hull Type:	Flat Bottom	-	and there I	na Essyne 1	Total Company of the
Hull Construction:	Steel	Length Overall	nand .	distrib	ninh
Origin:	Other	Beam:		gnise(3)	nedani
Function:	Transport Goods	Depth:		- mollowed	hat Condition
Boat Condition	Poor] .		of foods Do	noisheaft same
Storage Condition	Mooring				are not an experience of

Record Number:	121	✓ Flag		
Boat Type:	Currach (Kerry Naomh	PROPERTY SECTION		
Location Name	Kilkee Slipway	☐ In Use		
Description:	Frame of small Lathe of	currach, without canva	s.	
	at 1 of 3		al kenleşs craft, tarred canv	
Age of Boat	> 25 yrs		Comments:	2-man naomhog under
Hull Type:	Round Bottom			restoration.
Hull Construction:	Canvas Skin	Length Overall	hanne appear to	Found Both
Origin:	Irish	Beam:	Length Cve	198 Construction Canyas 3X
Function:	Recreational	Depth:	meast	Ingin Local in ig
Boat Condition	Fair	PA INS		unction: Piching
Storage Condition	Outdoor Open			lost Candillon (Excellent
Record Number:	122	✓ Flag	Bangangan menangan dalam salah garangan salah salah garangan salah salah garangan salah salah garangan salah s	File for the
Boat Type:	Currach (West Clare)] · · · · · · · · · · · · · · · · · · ·		Pandmul4 triocafi
Location Name	Kilkee Slipway	☐ In Use		Boot Types
Description:	Round hulled keeless	craft, tarred canvas or	lathe frame.	Location Name
	12013		I keeless cist, tarred cenve	Description: F Subscription:
Age of Boat	> 25 yrs		Comments:	
Hull Type:	Round Bottom			Age of Book 5 yrs
Hull Construction:	Canvas Skin	Length Overall		Hull Type: Round from
Origin:	Local Indigenous	Beam:	Langun Cve	Lud Construction: Canvas Bo
Function:	Fishing	Depth:	CIVISARI SUUF	Ingin. [Local Ini Igi
Boat Condition	Fair	14 ins		unction: [Fishing
Storage Condition	Outdoor Open]		loat Condition (Excellen
Record Number:	123	✓ Flag		
Boat Type:	Currach (West Clare)		Fla	
Location Name	Kilkee Slipway	✓ In Use	est Clore)	
Description:	Round hulled keeless	craft, tarred canvas or	n lathe frame.	
	0.10 6.1		l keeless craft, larred cenv	
Age of Boat	> 25 yrs	1	Comments:	The last working currach in
Hull Type:	Round Bottom	o j		Kilkee. Documented by McCarthaigh in 2008 (p551)
Hull Construction:	Canvas Skin	Length Overall	21 ft	Full Type: Province Sale
Origin:	Irish	Beam:	47 ins	Full Construction: [Carves Kil
Function:	Fishing	Depth:	23 ins	Piolin. (Lecal Image
Boat Condition	Excellent	an Fi	Deper	duasial suggest
Storage Condition	Outdoor Open			Logi Condition [53/ceilon]

Record Number:	124	Flag		
Boat Type:	Currach (West Clare)	rma		A PROPERTY OF
Location Name	Kilkee Slipway	🗹 In Use		
Description:	Round hulled keeless cr	raft, tarred canvas on	lathe frame. Boat 1 of 3	
Age of Boat	5 yrs		Comments:	One of the 6 boats built by
Hull Type:	Round Bottom			the club, based on the Harte Family example, for the new
Hull Construction:	Canvas Skin	Length Overall	21 ft 10 ins	currach racing fleet. At time of survey, three of the boats
Origin:	Local Indigenous	Beam:	48 ins	were stored nearby in Kilkee, while the other three were in
Function:	Fishing	Depth:	14 ins	Seafield, Quilty (see separate records).
Boat Condition	Excellent			
Storage Condition	Outdoor Open			
Record Number:	125	☐ Flag		
Boat Type:	Currach (West Clare)			E minus
Location Name	Kilkee Slipway	✓ In Use		
Description:	Round hulled keeless cr	aft, tarred canvas on	lathe frame.Boat 2 of 3	
Age of Boat	5 yrs		Comments:	One of the 6 boats built by
Hull Type:	Round Bottom			the club, based on the Harte Family example, for the new
Hull Construction:	Canvas Skin	Length Overall	21 ft 10 ins	currach racing fleet. At time of survey, three of the boats
Origin:	Local Indigenous	Beam:	48 ins	were stored nearby in Kilkee, while the other three were in
Function:	Fishing	Depth:	14 ins	Seafield, Quilty (see separate records).
Boat Condition	Excellent			
Storage Condition	Outdoor Open			
Record Number:	126	Flag		
Boat Type:	Currach (West Clare)			A THE STATE OF THE
Location Name	Kilkee Slipway	✓ In Use		
Description:	Round hulled keeless cr	aft, tarred canvas on	lathe frame.Boat 3 of 3	
Age of Boat	5 yrs	***************************************	Comments:	One of the 6 boats built by
Hull Type:	Round Bottom			the club, based on the Harte Family example, for the new
Hull Construction:	Canvas Skin	Length Overall	21 ft 10 ins	currach racing fleet. At time of survey, three of the boats
Origin:	Local Indigenous	Beam:	48 ins	were stored nearby in Kilkee, while the other three were in
Function:	Fishing	Depth:	14 ins	Seafield, Quilty (see separate records).
Boat Condition	Excellent	•		
Storage Condition	Outdoor Open			

Record Number:	127	Flag		
Boat Type:	Trawler			1 miles
Location Name	Kilkee Slipway	✓ In Use		
Description:	Carvel planked woode	n stern trawler with sn	nall wheelhouse	
			the / Seiling Cruteer bulk in	
Age of Boat	> 25 yrs		Comments:	No. of Assistant Control
Hull Type:	Long Keel	10.00		ge of Boat 25 yrs
Hull Construction:	Carvel Planked	Length Overall	Lancard Control of the Control of th	if ult Type: Long Kent
Origin:	Irish	Beam:	ev 7 mg/m 1 1 tengm Cve	Itali Construction: Carvel Fish
Function:	Fishing	Depth:	116.63	NU ngrit
Boat Condition	Good			lunction; (Racreat in
Storage Condition	Outdoor Open]		lost Condition Cood
Record Number:	128	✓ Flag		
Boat Type:	Currach (West Clare)		Place	The same of the sa
Location Name	Kilkee Slipway	In Use		The state of the s
Description:	Round hulled keeless	craft, tarred canvas or	n lathe frame.	
			Boost with distinctive sheer of	A STATE OF THE STA
Age of Boat	1957		Comments:	This boat was chosen as the
Hull Type:	Round Bottom]		model for the fleet of racing currachs built for the new
Hull Construction:	Canvas Skin	Length Overall	21 ft 10 ins	racing fleet
Origin:	Local Indigenous	Beam:	48 ins	Luli Construcțion:
Function:	Fishing	Depth:	14 ins	trigin; (UK
Boat Condition	Fair		inged ' Depth:	Recreation:
Storage Condition	Outdoor Open]		Lost Condition (Good
Record Number:	129	☐ Flag		ATT CAME AND THE STATE OF THE S
Boat Type:	Motor Cruiser			
Location Name	Dromaan Harbour	In Use		The state of the s
Description:	Wooden Motor / Sailing	g Cruiser built in the c	lassic style	Control Control
			(bost principally designed for	A Company of the Comp
Age of Boat	> 25 yrs		Comments:	
Hull Type:	Long Keel	j .		Age of Boot 28 yrs
Hull Construction:	Carvel Planked	Length Overall	28 ft	Hull Type Round Batt
Origin:	UK	Beam:	8 ft	Full Construction: Clinker Flan
	OI.			and the state of t
Function:	Recreational	Depth:	5 ft	(lard) night)
Function: Boat Condition		Depth:	5 ft House skyles	Figure Irish Franspoi Pranspoi Prans

Record Number:	130	Flag				
Boat Type:	Motor Cruiser				5.40	Market Market
Location Name	Dromaan Harbour	✓ In Use			A COLD	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW
Description:	Wooden Motor / Sailir	ng Cruiser built in the o	classic style			
	- Apparen				= 25 yrs	feó8 to op
Age of Boat	> 25 yrs		a	Comments:	Key Buon	un Type
Hull Type:	Long Keel	lien			a 9 leviso .	ull Construction:
Hull Construction:	Carvel Planked	Length Overall	Beam;		rien	
Origin:	UK	Beam:	-diam'l		gnideiR	
Function:	Recreational	Depth:		-	Good	eat Condition
Boat Condition	Good				Quidoqr D	lorage Condition
Storage Condition	Mooring				mas Participation of growth	month with the transfer and
Record Number:	131	☐ Flag	and the	(melQ les	LEE, LEE, LAND (1A)	Type
Boat Type:	Misc	Decree of the second			All Property	-
Location Name	Williamstown Harbour	In Use			1	
Description:	Clinker built boat with	distinctive sheer of Sh	etland style b	oats		
				7	7/017	loof to an
Age of Boat	44 yrs			Comments:	nt B binsoli	Servi in
Hull Type:	in it count is the fact that t	and Of Hitch . Her	eve i engin Over		Canvas Iki	
Hull Construction:		Length Overall	30 ft	aueu e	A ocel line le	reply
Origin:	UK	Beam:	12 ft	1	politari	mollonu
Function:	Recreational	Depth:			Telk	nedfonsO les
Boat Condition	Good				oc reebtiOl	record Contillan
Storage Condition	Outdoor Open					market to be a consideration.
Record Number:	132	☐ Flag	ane 1	1 10	L	AND THE REAL PROPERTY.
Boat Type:	Lake Boat					() ·
Location Name	Williamstown Harbour	✓ In Use			To the same	Tol
Description:	Clinker built boat princ	ipally designed for lake	e angling			
		-0			any 85 s	on of Boat
Age of Boat	> 25 yrs		60	Comments:	(Long Kerl	ili Type:
Hull Type:	Round Bottom	len [26 n			ns 9 leveo	al Construction
Hull Construction:	Clinker Planked	Length Overall	18 ft	Productive or a series	JUK	nigin.
Origin:	Irish	Beam:	- Haracet		Recreation	
Function:	Transport People	Depth:		f	76.97	sat Condition
Boat Condition	Good				IMporing	stace Condition
Storage Condition	Indoors					

Record Number:	133	✓ Flag		
Boat Type:	Currach (West Clare)	Plag		Record Number
Location Name	Clare County Museum,	☐ In Use		say T toos
Description:	Round hulled keeless cra	aft, tarred canvas on lathe fra	nme.	. ems/ richesou
			ned Clinker Bult Boar .)	Description.
Age of Boat	68 yrs		Comments:	Important example of a mid
Hull Type:	Round Bottom			20th century of the type Hornell would have studied.
Hull Construction:	Canvas Skin	Length Overall	- Landerson C	Presented to the museum by Jack Garrihy, Doolin.
Origin:	Local Indigenous	Beam:	1927 Landermanning	I suli Construction: [Clinton I s
Function:	Fishing	Depth:	(50) (ale-70)	argin: Local India
Boat Condition	Good			unction: [Transpol
Storage Condition	Indoors		pr-1000000000000000000000000000000000000	last Condition Good
Record Number:	134	☐ Flag		
Boat Type:	Gandalow (Fergus)	Flag		-
Location Name	Rosscliff	✓ In Use		
Description:	Flat bottomed Clinker Bu	uilt Boat. Boat 1 of 5		
		d to h teed to	n d Clinker Buitt Bar	
Age of Boat	Lasternoon		Comments:	The second secon
Hull Type:	Flat Bottom			/ ge of Bout
Hull Construction:	Clinker Planked	Length Overall		Hull Typo: [First Botton
Origin:	Local Indigenous	Beam:	10.3	Hull Construction: [Citivitor 1 la
Function:	Transport People	Depth:	- Management (According to	original (state of the state of
Boat Condition	Good			12 oganin 1] inostanus
Storage Condition	Mooring		Francisco de compagne	Lost Condition . [Good
Record Number:	135	☐ Flag	SUCCESSION OF THE RESIDENCE	
Boat Type:	Gandalow (Fergus)	polit Ne		
Location Name	Rosscliff	✓ In Use		M Committee of the Comm
Description:	Flat bottomed Clinker Bu	uilt Boat. Boat 2 of 5		
	liew b		gaessysthoa, cover	
Age of Boat			Comments:	
Hull Type:	Flat Bottom			ge of Boat > 25 yrs
Hull Construction:	Clinker Planked	Length Overall	(20)	M. Fype
Origin:	Local Indigenous	Beam:	Tey 1	tall Construction Canvae Mc
Function:	Transport People	Depth:	1 100	Origin: [Local Inc)g
Boat Condition	Good			Surgery (negative)
Storage Condition	Mooring			ed foliación (Dentifoliación de la contraction d

Record Number:	136	Flag		
Boat Type:	Gandalow (Fergus)			
Location Name	Rosscliff	✓ In Use		
Description:	Flat bottomed Clinker Bu	uilt Boat. Boat 3 of 5		
				Without House a Short
Age of Boat			Comments:	
Hull Type:	Flat Bottom			
Hull Construction:	Clinker Planked	Length Overall		
Origin:	Local Indigenous	Beam:		
Function:	Transport People	Depth:		
Boat Condition	Good			
Storage Condition	Mooring			
Record Number:	137	Flag		
Boat Type:	Gandalow (Fergus)	✓ In Use		
Location Name	Rosscliff ,	<u>▼</u> ; iii ose		
Description:	Flat bottomed Clinker Bo	uilt Boat. Boat 4 of 5		
	Particular (1997)		;	
Age of Boat			Comments:	
Hull Type:	Flat Bottom			,
Hull Construction:	Clinker Planked	Length Overall		
Origin:	Local Indigenous	Beam:		
Function:	Transport People	Depth:		
Boat Condition	Good			
Storage Condition	Mooring			
Record Number:	138	⊘ Flag		
Boat Type:	Currach (West Clare)	[] In Use		
Location Name	Finnevara			
Description:	Light Lathe construction,	, covered in tarred car	nvas. Outboard well.	
Age of Boat	> 25 yrs		Comments:	In an area known as "The
Hull Type:	Round Bottom			Lobster Trap". Reportedly the first currach in the area to
Hull Construction:	Canvas Skin	Length Overall		have been fitted with an outboard well. Seems to have
Origin:	Local Indigenous	Beam:		been extensively restored at some stage.
Function:	Fishing	Depth:		
Boat Condition	Derelict Remains			
Storage Condition	Outdoor Open			

.

Record Number:	139	Flag		
Boat Type:	Gandalow (Fergus)	6614		
Location Name	Rosscliff	✓ In Use	· · · (IweY) v	
Description:	Flat bottomed Clinker I	Built Boat. Boat 5 of 5	Variable	
			the alow year with a single	
Age of Boat			Comments:	
Hull Type:	Flat Bottom		**************************************	ge of Boat
Hull Construction:	Clinker Planked	Length Overall	Flat Bottom	uš Type:
Origin:	Local Indigenous	Beam:	Carvel Plan ad Leng	full Construction:
Function:	Transport People	Depth:	Local Indigenous Local	ngire
Boat Condition	Good	31	Transpol People Dept	unction
Storage Condition	Mooring]	Good	cet Condition
Record Number:	140	Flag		
Boat Type:	Gandalow (Yawl)	Flag	-	The state of the s
Location Name	Rosscliff	✓ In Use		
Description:		ed boat. One of the "Signatur	e" boats of Clare.	
	Boat 1 of 2.			
Age of Boat		1	Comments	
Hull Type:	Flat Bottom		Comments:	ge of Boat
Hull Construction:	Carvel Planked	Length Overall	Long Ke it	off Types
Origin:	Local Indigenous	Beam:	Carvel Planted Leng	uti Construction:
Function:	Transport People	Depth:	nsee dein	riigist
Boat Condition	Good	Contract and administrative of the contract of	Flahing	uncöqnı
Storage Condition	Mooring	1	1009	oat Condition
		1	mean available	
Record Number:	141	Flag	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	
Boat Type:	Gandalow (Yawl)	gef3 [7]	The second second second	
Location Name	Rosscliff	✓ In Use	The state of the s	and .
Description:	Carvel built flat bottome Boat 2 of 2.	ed boat. One of the "Signatur		
			seven newb - retwee the	
Age of Boat	ANY CONTRACTOR OF THE PROPERTY		Comments:	
Hull Type:	Flat Bottom	o ·	> 25 ym	tac8 to ag
Hull Construction:	Carvel Planked	Length Overall	Les pag ke	ull Type:
Origin:	Local Indigenous	Beam:	Covai Panied Leng	ull Construction
Function:	Transport People	Depth:	lised deni	idight
Boat Condition	Good		Piehing Loop	unction:
Storage Condition	Mooring]	Danslich Temaine	ast Condition

Record Number:	142	☐ Flag			1	
Boat Type:	Gandalow (Yawl)				200	
Location Name	Killadysert Quay	✓ In Use				
Description:	A neat Gandalow yaw	l with a small deck ho	use	1 11		
Age of Boat	<25 yrs	1		Commenter		teod to er
Hull Type:	Flat Bottom			Comments:	THE PROPERTY OF THE PROPERTY O	
Hull Construction:	Carvel Planked	Length Overall	ength Over	Messa susualista de Vicini	TELL TENNING	di Construction:
Origin:	Local Indigenous	Beam:	meer	alone	Transport	
Function:	Transport People	Depth:		Annual Control of the	Good	
Boat Condition	Good	7	<u> </u>	parameters.		
Storage Condition	Mooring				Bulookii	orage Condition
Record Number:	143	☐ Flag	gent of	(liveY) visiting D	:seqVT-se
Boat Type:	Trawler				SELEC	
Location Name	Kilrush Boatyard	☐ In Use			M	
Description:		9			Les	The same
					THE RE	
Age of Boat	> 25 yrs			Comments:	Euturo of bo	at is uncertain
Hull Type:	Long Keel					nent closure of
Hull Construction:	Carvel Planked	Length Overall	50 ft	I euoli	yard for rede	velopinent.
Origin:	Irish	Beam:	attend	1 Protestations	9 jegenerTi	
Function:	Fishing	Depth:		-	Good	
Boat Condition	Poor			E-part - Annual - Ann	philophil	
Storage Condition	Outdoor Open	TO SECURE A PROPERTY OF THE PR			AND DETECTION OF THE PARTY OF T	Kapitungan perangan
Record Number:	144	Flag	Sra T	(lwe)	Veringe)	
Boat Type:	Trawler				K	over a constant no and
ocation Name	Kilrush Boatyard	☐ In Use			Constant of	
Description:	Carvel built trawler - d	ech house missing				
Age of Boat	> 25 yrs	7				e of Boat
Hull Type:	Long Keel			Comments:	Mind Bill	
Hull Construction:	Carvel Planked	Length Overall	50 ft	j best	Carvel Plan	
Origin:	Irish	Beam:	0010	8 1 8000	H.OCSI PIO go	
Function:	Fishing	Depth:			Para Cal	
Boat Condition	Derelict Remains	<u> </u>		- 1	nood	
Storage Condition	Outdoor Open	_	ie.		galtooMj	

Record Number:	145	☐ Flag			
Boat Type:	Trawler	gal-1		Table of	nacimiul4 buolo
Location Name	Kilrush Boatyard	☐ In Use		THE REAL PROPERTY.	-
Description:	Carvel built trawler co	mplete with deckhouse	A DYSS Test	A	1.1.15
			itt lyster fishing boek with		
Age of Boat	> 25 yrs		Comments:	a consequence of the consequence	
Hull Type:	Long Keel	0)		> 75 y/s	Jeoff To sy
Hull Construction:	Carvel Planked	Length Overall	•	Long Ke	uli Type
Origin:	Irish	Beam:	nighan na ma	Carvel P	lufi Construction
Function:	Fishing	Depth:	T08383	dones 3	ingin. '.
Boat Condition	Poor			Pishing	mollom
Storage Condition	Outdoor Open			1009	neithread fac
Record Number:	146	☐ Flag		11	1 1/2
Boat Type:	Trawler	Fing		400	Tana Anace
Location Name	Kilrush Boatyard	☐ In Use		-	
Description:	Clinker built stern traw	vler of UK design	UWA BO	1	
			s to style etc of several files		Mr. Commission
Age of Boat	Approx 45 yrs		Comments:	-	
Hull Type:	Long Keel			ery 03 <	Iso8 to sig
Hull Construction:	Clinker Planked	Length Overall 50) ft	Long Ke	ish Type
Origin:	UK	Beam:	agas Leagus	n Clinker Pl	kill Construction
Function:	Fishing	Depth:	1/85945	-risht]	triigini .
Boat Condition	Poor			Grantai 3	unctions
Storage Condition	Outdoor Open			Feir	oat Condition
Record Number:	147	Flag	MARKET AND A SECURITY OF THE S		
Boat Type:	Sail Cruiser	Flag		-	ALL LA
Location Name	Kilrush Boatyard	☐ In Use		1000	
Description:	Clinker Folkboat		000 180		
			n) feud-fourisa nebogar fru 1		
Age of Boat	Approx 50 yrs		Comments:	and on your sound	
Hull Type:	Long Keel			(b knadd)	ge of Boat
Hull Construction:	Clinker Planked	Length Overall		en geo.ij	ul Type:
Origin:	Other	Beam:	organ j verigin	r (Carvet P	ull Construction
Function:	Recreational	Depth:	nesse (rians	reignat
Boat Condition	Poor	-		Fishing	nedanu
Storage Condition	Outdoor Open	7		· [Poor	cal Condison

Record Number:	148	✓ Flag		
Boat Type:	Half-Decker	000		0.4
Location Name	Kilrush Boatyard	☐ In Use		
Description:	Carvel built oyster fish	hing boat with shallow	draft. French origin	是是出
	and the second second	<u>~</u>		ge of Boat . 25 yrs
Age of Boat	> 25 yrs	_	Comments:	Good example of a fishing
Hull Type:	Long Keel	116		boat built for a specific catch. In need of restoration.
Hull Construction:	Carvel Planked	Length Overall	rezoR	denf
Origin:	French	Beam:	- Manual Lancas	unctions (Fishing
Function:	Fishing	Depth:		noisbno) tae
Boat Condition	Poor			orage Condition . Outdoor Open
Storage Condition	Outdoor Open		Control of the contro	
Record Number:	149	☐ Flag	Bei a Cil	Table H. Salvi Ab
Boat Type:	Half-Decker	aa		the later
Location Name	Kilrush Boatyard	☐ In Use		
Description:	Clinker half decker in	the style of a Greenca	stle Yawl	ALL STREET
				The state of the s
Age of Boat	> 25 yrs		Comments:	ge of Bosin Francisco
Hull Type:	Long Keel	11 Očl 160	ked Langth Over	on 2 residence in the contract of the
Hull Construction:	Clinker Planked	Length Overall	approx 39 ft	MDI CONSTRUCTION
Origin:	Irish	Beam:	adhant)	poide/91 coatton
Function:	Fishing	Depth:		Sat Condition Poor
Boat Condition	Fair			
Storage Condition	Outdoor Open			Prese Canasian Canasian Present
Record Number:	150	✓ Flag	D81.4) ,	y 1903 September 1900 Property
Boat Type:	Trawler	. 00	NO DE LA COMPANIA	
Location Name	Kilrush Boatyard	☐ In Use		
Description:	Canoe stern wooden equipment	carvel-built trawler. Stil	Il has some deck	Armin Lawren
	Approx 45 yrs			ge of Boat, Approx 50 y
Age of Boat	Approx 45 yrs	-	Comments:	Good specimen of a 50 footer. Efforts should be
Hull Type:	Long Keel	ing	sed Longill Oven	made to save at least one of the 50 footers on the Kilrush
Hull Construction:	Carvel Planked	Length Overall	50 ft	Boatyard, which is reportedly in imminent danger of re-
Origin:	ļrish Fishing	Beam:	alter)	development.
Function:	Fishing	Depth:		sat Condition Poor
Boat Condition	Poor	_		oraga Condition Disdoor Ipo
Storage Condition	Outdoor Open	Mary Loth, and the lot of the control of the contro		un emmerkurun smeri yeng panusus

Record Number:	151	Flag		
Boat Type:	Sail Cruiser			
Location Name	Kilrush Boatyard	☐ In Use		
Description:	Carvel built heavy displa	cement yacht		
Age of Boat	Approx 30 yrs		Comments:	Schooner, believed to be of
Hull Type:	Long Keel			Portugese origin.
Hull Construction:	Carvel Planked	Length Overall		
Origin:	Other	Beam:		
Function:	Recreational	Depth:		
Boat Condition	Fair			
Storage Condition	Outdoor Open			
Record Number:	152	✓ Flag		
Boat Type:	Misc	v i ag		**
Location Name	Kilrush Boatyard	🗌 In Use		
Description:	Converted lifeboat cons	tructed using the extre	emely strong but	PP. Talker
Description.	lightweight double diago		and, eveng and	is desired.
Ago of Pont	approx 100 yrs			
Age of Boat Hull Type:	Round Bottom		Comments:	Very nice example of double diagonal planked early
	Carvel Planked	Lawreth Owerell		lifeboat. Due to it's origins and construction method, this
Hull Construction: Origin:	UK	Length Overall Beam:		boat would be a good candidate for rescue /
Function:	Recreational	Depth:		restoration / conservation, especially in view of the
Boat Condition	Fair	ъериі.		boatyards imminent closure, which is likely to result in the
		•		boats destruction.
Storage Condition	Outdoor Open			
Record Number:	153	☐ Flag		
Boat Type:	Currach (Connemara)			
Location Name	Muckinish	☐ In Use		
Description:	Derelict 3 man boarded	currach. High sheer a	nd semi-circular	
	transom.		***************************************	
Age of Boat	> 25 yrs		Comments:	Custom built locally in
Hull Type:	Round Bottom			boarded style with high sheer for waves and rough weather.
Hull Construction:	Canvas Skin	Length Overall	19 ft	2.0.22.30
Origin:	Local Indigenous	Beam:		
Function:	Fishing	Depth:		
Boat Condition	Derelict Remains			
Storage Condition	Outdoor Open			

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Record Number:	154	☐ Flag		ockno field common to
Boat Type:	Misc	In Use	inayh	
Location Name	Muckinish	In Use		100
Description:		appears to be based on currach out with full clinker planking for s		
age of Boat	> 25 yrs		Comments:	Clinker boat, never used an
full Type:	Round Bottom	listevO (tor		enging. Probably built by Lake Boat builders in Clare o
Hull Construction:	Clinker Planked	Length Overall	nas - I	Kerry or Galway, as local boatbuilding traditional
Origin:	Irish	Beam:	19/1	technique would be carvel.
unction:	Fishing	Depth:	Paradore Entered agency and a	at Condition Froir
Boat Condition	Derelict Remains		riss	Condition Distance Condition
Storage Condition	Outdoor Open			
Record Number:	155	☐ Flag		
Boat Type:	Currach (Doolin)	osUni ()		SO CANADA SOLUTION
ocation Name	Muckinish Bay	✓ In Use		
Description:	Large Doolin style cur	rach with high raked stern		
ge of Boat	> 10 yrs]	Comments:	Location seems to be an
Iull Type:	Round Bottom	RanavO ritor		ancient quay with granite bollards.
Hull Construction:	Fibreglass Skin	Length Overall	as I . I	July in the control of the control o
Origin:	Local Indigenous	Beam:	part E	relien: Recreati na
Function:	Fishing	Depth:		it Condition [Fair
Boat Condition	Good			age Condition Outdoor Op
Storage Condition	Mooring	se halisting also mercia in established portional		
Record Number:	156	☐ Flag	(enemena)	O processor to the control of
Boat Type:	Half-Decker	oaU ni		TO NO.
ocation Name	New Quay	In Use		
Description:	Carvel built double en	der with small wheelhouse		(10) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1
ge of Boat	lip bebised ky		Comments:	Nice example of a double
ull Type:	Round Bottom	figh Overall [1978	ned F n	ended half decker. Not accessible close up.
Iull Construction:	Carvel Planked	Length Overall	sail audik	pin Local Indige
Origin:	Irish	Beam:	anti d	otion Fishing
Function:	Fishing	Depth:	I grad	t Condition Derelict Lea
Soat Condition	Good		. 76	was Condition Quidadir Op
storage Condition	Outdoor Open	na pari i nagrija produm ov svoje v prakovani i kranski stva odbove kilo		en anderstanden bestellt in der state bestel

Record Number:	157	Flag		
Boat Type:	Currach (Adhmaid)			
Location Name	New Quay	☐ In Use		
Description:	Carvel built open boat.			
Age of Boat			Comments:	Nice example of a double
Hull Type:	Round Bottom		,	ended half decker. Not accessible close up.
Hull Construction:	Carvel Planked	Length Overall		accessione close up.
Origin:	Irish	Beam:		
Function:	Fishing	Depth:		
Boat Condition	Good			
Storage Condition	Mooring			
				•
Record Number:	158	⊘ Flag		
Record Number: Boat Type:	158 Misc			
		☑ Flag		
Boat Type:	Misc Cragganowen Based on the design of th	in Use . he Kerry Naomog, bu		
Boat Type: Location Name	Misc Cragganowen	in Use . he Kerry Naomog, bu		
Boat Type: Location Name	Misc Cragganowen Based on the design of th	in Use . he Kerry Naomog, bu		Large leather currach built for
Boat Type: Location Name Description:	Misc Cragganowen Based on the design of the frame, tanned hide cover	in Use . he Kerry Naomog, bu	vith leather thongs.	Large leather currach built for 1976 re-enactment of St Brendan's transatlantic
Boat Type: Location Name Description: Age of Boat	Misc Cragganowen Based on the design of the frame, tanned hide covered and the covered are the covered and the covered are t	in Use . he Kerry Naomog, bu	vith leather thongs.	1976 re-enactment of St
Boat Type: Location Name Description: Age of Boat Hull Type:	Misc Cragganowen Based on the design of t frame, tanned hide cover 37 yrs Round Bottom	in Use he Kerry Naomog, bu ring and assembled w	vith leather thongs.	1976 re-enactment of St Brendan's transatlantic
Boat Type: Location Name Description: Age of Boat Hull Type: Hull Construction:	Misc Cragganowen Based on the design of the frame, tanned hide covered and the second states of the second state	In Use he Kerry Naomog, bu ing and assembled w Length Overall	vith leather thongs.	1976 re-enactment of St Brendan's transatlantic
Boat Type: Location Name Description: Age of Boat Hull Type: Hull Construction: Origin:	Misc Cragganowen Based on the design of trame, tanned hide cover 37 yrs Round Bottom Leather Skin	In Use he Kerry Naomog, bu ring and assembled w Length Overall Beam:	vith leather thongs.	1976 re-enactment of St Brendan's transatlantic

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