

Tagraítear don tionchar a bhí ag fir Chonamara a bhíodh ag obair ar na hoisrí sa gheimhreadh chun míniú a thabhairt ar an gcúis gur glacadh leis an mBÁD Iomartha agus leis an gCurach Adhmaid mar bháid le cur in oiriúint ag iascairí na n-oisrí. Cé go bhféadfadh sé sin a bheith ina fhachtóir, ba chóir smaoineamh go raibh eolas ag muintir Chinn Mhara agus na ceantair máguaird ar na Báid Seoil, a gcultúr agus ar na saoir bháid ó luath sa 19<sup>ú</sup> haois mar gheall ar ghnó na móna agus ar thráchtáil ar muir. Ba iad saoir bháid Chonamara agus na Gaillimhe a bhíodh ag déanamh na nGeoltaí agus iad ag déanamh na mbád de réir mar a bhí a gclaint i ngnó na n-oisrí á n-iarraidh. Ar an gcaoi chéanna, tríd is tríd, rachadh iascairí oisrí go dtí saoir bháid a dhéanann Curacha Adhmaid lena gcuracha a fháil. Cé nach raibh traidisiún mór saoirseacht bád riagh i gCinn Mhara, bhí saoir bháid áitiúla ann, leithéid Mick O'Toole as Cinn Mhara agus Bill Crampton a rinne Húicéirí agus báid níos mó don ghnó sliogéisc, ar Eide, sna 1970dí. Tá Geoltaí agus Curacha déanta ag Jackie Mons, as Uachtar Ard, saor báid ildánach a dhéanann báid locha, do na hiascairí oisrí.

### Cúrsáil Faoi Sheol ar an Domhain

Tá moladh tuillte ag beirt agus a mbáid agus oidhreacht mhuirí na Gaillimhe á plé, de dheasca a gcáil idirnáisúnta i saol na cúrsála faoi sheol. Is iad sin Bill King agus Paddy Barry agus na báid a mbeidh siad luaite leo go deo, Galway Blazer II agus St. Patrick faoi seach. Is díol suntais é gur bronnadh ceann de na gradaim is airde le haghaidh cúrsála faoi sheol orthu beirt, is é sin an Blue Water Medal of the Cruising Club of America.

## Deep-water Cruising Under Sail



Paddy Barry's *Bád Mór*, St. Patrick

*Bád Mór* Phaddy Barry, An St. Patrick

Two names and two boats deserve mention in the maritime heritage of Galway, for their international renown in the world of cruising under sail. These are Bill King and Paddy Barry and the boats with which they will always be associated, Galway Blazer II and St. Patrick respectively. It is notable that both are recipients of the Blue Water Medal of the Cruising Club of America, one of the highest awards for cruising under sail.

Commander Bill King, a hero of the Second World War, received the award for being the first Irish sailor to circumnavigate the globe single-handed in his yacht, Galway Blazer II, a 42ft. junk-rigged schooner. He succeeded in this only after several attempts, the first being the single-handed non-stop around the world yacht race the Sunday Times Golden Globe Race, in 1968, when his boat capsized off South Africa. Another attempt in 1970/71 had to be abandoned when he collided with a large sea creature (a whale or shark) and suffered severe damage. He finally succeeded in completing the circumnavigation in 1973<sup>44</sup>.

In that same year, 1973, Paddy Barry bought the *Bád Mór*, St. Patrick in Goleen, West Cork. She had been built in 1911<sup>45</sup> by Pat & Joe Casey of the famed Connemara boat-building family. They sold her after two years to the Conroys who used her for forty years to supply their shop and store in Ros Muc; she was known in Connemara as *Bád Chonraí*. Having re-built her Paddy plunged into the fray of competition in the fiercely-contested Galway Hooker regattas of Connemara, as well as cruising around the Irish coast. Not content with that he soon set his sights on the more distant shores of France and Spain; he sailed the St. Patrick across the Atlantic, by the trade-wind route, to attend the American bicentennial celebrations in New York harbour in 1986<sup>46</sup>. Further voyages followed to Iceland, Jan Mayen Land, Spitzbergen and Norway; then to Greenland and back. No Galway Hooker was ever so well travelled. The St. Patrick was lost from her mooring in Glandore, in a gale, in 2002. She is to be re-built from her shattered remains by Tom Keane of Roisín na Mainiach, not far from Maínis, where she first saw the light.

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<sup>44</sup> See Reference 31

<sup>45</sup> See Reference 1

<sup>46</sup> See Reference 32

Fuair an Ceannasaí Bill King, laoch sa Dara Cogadh Domhanda, an gradam as é a bheith ar an gcéad mhairnéalach Éireannach a sheol timpeall an domhain as a stuaim féin ina luamh Galway Blazer II, scúnar 42 troigh le rige siunca. Ní ar a chéad iarracht ná go deimhin ar a dhara iarracht féin a d'éirigh leis. Ghlac sé páirt sa Golden Globe Race de chuid an Sunday Times in 1968 – rás timpeall an domhain do bhádóirí aonair gan stad, nuair a d'iompaigh a bhád béal fúithi amach ó chósta na hAfraice Theas. B'éigean dó eirí as iarracht eile in 1970/71 nuair a bhuaile a bhád faoi ainmhí mór farraige (míol mór nó siorc) agus a rinneadh damáiste go leor don bhád. D'éirigh leis an domhan a thimpeallú ar deireadh in 1973<sup>44</sup>.

Sa blhain chéanna, in 1973, cheannaigh Paddy Barry an Báid Mór, St. Patrick sa Ghóilín in iarthar Chorcaí. Thóg Padraig & Seosamh Ó Cathasaigh í in 1911<sup>45</sup>, beirt de chlann iomráiteach na saor báid as Carna. Dhíol siad í tar éis dhá blhain le muintir Chonraí a bhain leas aisti ar feadh dhá scór bliain le soláthar a dhéanamh ar a siopa agus a stór i Ros Muc; is mar Bháid Chonraí a raibh aithne uirthi i gConamara. Tar éis í a atógáil, chuaigh Paddy i mbun rásáiochta inti i ngeallta géara Húicéirí Chonamara, chomh maith len í a úsáid le haghaidh cúrsála thar timpeall chósta na hÉireann. Níorbh fhéidir é a shásamh leis an méid sin agus níorbh fhada gur dhírigh sé ar chóstaí cianda na Fraince agus na Spáinne; sheol sé trasna an Atlantaigh í, ar chúrsa na dtrádghaoth, chun páirt a ghlaicadh i gceiliúradh an dá chéad bliain i gcuán Nua Eabhrac in 1986<sup>46</sup>; ina dhiaidh sin rinne sé turais eile go dtí an Íoslainn, Talamh Jan Mayen, Spitzbergen agus an Iorua; ansin go dtí an Ghraonlainn agus ar ais. Ní dhearna aon Húicéir as Gaillimh a leithéid de thaisteal riamh. Cailleadh an St. Patrick agus í feistithe i gCuan Dor nuair a shéid gála sa blhain 2002. Tá sé ar intinn ag Tomás Ó Catháin as Roisín na Mainiach, gar do Mhaínis, áit ar tháinig sí ar an saol an chéad lá riamh, í a thógáil arís as smionagar a conablaigh.

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<sup>44</sup> Féach Tagairt 31

<sup>45</sup> Féach Tagairt 1

<sup>46</sup> Féach Tagairt 32



Báid Seoil racing at Cuan Chaisín

Báid Seoil ag rásáiocht i gCuan Chaisín

# Chapter 3

**Myriads Of Boats**

The Audit of Boats: Which, Where & How Many?

Báid gan Chuntas

Iniúchadh na mBád: Cineál, Áit & Líon

## Myriads Of Boats



*Curachaí Adhmaid*

Galway has an incomparable wealth of heritage boats; beyond compare on the island of Ireland and significant in the wider European context. The findings of the audit which captured 506 boats in total, confirms this. Appendix 2: Findings of Audit, gives a breakdown of this figure with tables, distribution charts and commentary.

As expected, the greatest concentration of boats is in South Connemara, with almost half of the total. So important is this region, indeed, that it is divided into six Areas, most of which have high boat numbers. One of these alone, Iorras Aithneach, with 76 boats, has a higher count of boats than the whole of North Connemara and is exceeded only by the Kinvara – Oranmore Area with 81. In contrast the River Suck has only four boats and none at all were found in North Galway [Area 10].

When we come to the boats the *Báid Seoil*, comprising the *Báid Mhóra*, *Leathbháid*, *Gleoiteoga* and *Piúcáin*, are the most numerous with 106 examples. If the surprisingly high number of 44 *Báid Iomartha* – members of the larger Galway Hooker family – is added, the total comes to 150. The *Gleoiteog* on its own, with 67 examples, is the equal of the next most numerous type, the *Curach Adhmaid*, with 67 boats also. The traditional wooden Lake-boats are in third place for numbers, with 56. This demonstrates clearly the importance of the Galway Hookers and reinforces their position as the signature boat for Galway

The *Curachaí Adhmaid*, because of their numbers and anonymity, were difficult to identify positively as heritage boats, more than 25 years old. In their case some boats less than 25 years were included, to compensate for those that were undoubtedly missed. The total of *Curachaí Adhmaid* in County Galway is in the hundreds, many of them recently built.

Likewise, for the curachs, more recent craft were included in acknowledgement that continuity of tradition has an equal claim to heritage value as the age of the individual artefact.

## Líon Do-áirithe Bád

Tá saibhreas as cuimse de bháid oidhreachta i nGaillimh; níl a shárú ar oiléan na hÉireann agus tá sé suntasach sa chomhthéacs leathan Eorpach. Dearbhaíonn torthaí an iniúchta é sin, nuair a taifeadadh 506 bád. Tugtar briseadh síos ar an bhfigír sin le táblaí, cairteanna dálite agus tráchtairreacht in Aguisín 2: Tortaí an Iniúchta.

Mar a bhíothas ag síil leis, is i gConamara Theas atá an dlús is mó bád agus beagnach leath den iomlán ann. Go deimhin, tá an réigiún sin chomh tábhachtach sin go bhfuil sé roinnte ina sé cheantar agus líon mór bád sa chuid is mó díobh. Tá 76 bád i gceantar amháin díobh sin, is é sin Iorras Aithneach, áit a bhfuil níos mó ná mar atá i gConamara Thuaidh uile agus níl ann ach ceantar Chinn Mhara - Órán Mór a bhfuil níos mó bád ann (81). Níl ach ceithre bhád i gceantar Abhainn na Suca agus ní bhfuarthas bád ar bith i gceantar Tuaisceart na Gaillimhe [Ceantar 10]

Maidir leis na báid, is iad na báid seoil, na Báid Mhóra, Leathbháid, Gleoteoga agus Púcáin is líonmhaire agus 106 sampla díobh ann. Má chuirtear an líon mór – i bhfad níos mó ná mar a bheadh coinne leis – de Bháid Iomartha, ar baill de chineál Húicéirí na Gaillimhe iad, leis an méid atá lúaite, tá iomlán de 150 i gceist. Tá an ghleoiteog leis féin chomh líonmhar leis an gcurach adhmaid agus 67 sampla de gach aon cheann ann. Sa tríú háit tá na báid locha traidisiúnta agus 56 díobh ann. Léiríonn sé seo go sonrach tábhacht Húicéirí na Gaillimhe agus treisíonn sé a n-íomhá mar bháid aitheantaí na Gaillimhe.

Bhí sé deacair na curacha adhmaid a aithint go cinnte mar bháid oidhreachta os cionn 25 bliain d'aois, de bharr a líonmhaireachta agus iad gan ainm. Ina gcás siúd cuireadh roinnt bheag bád a bhí níos lú ná 25 bliain d'aois san áireamh, mar chuíteamh orthu siúd nár thángthas orthu. Tá na céadta curach adhmaid i gContae na Gaillimhe, cuid mhaith acu tógha le gairid.

Mar an gcéanna leis an gcurach, cuireadh báid a tógadh níos lú ná 25 bliain ó shin san áireamh le hadmháil go bhfuil an tábhacht chéanna ag baint le leanúnachas an traidisiúin is atá le haois an déantáin. Tá cuma fholláin ar líon na gcurach, 57 díobh, ach nuair a dhéantar scrúdú ar an dáileadh de réir réigiúin, cineáil agus aoise, tagann pictiúr eile chun cinn.



Lake Boats at Eanach Dhúin

Báid locha in Eanach Dhúin

The total number of curachs, at 57 looks healthy, but when the distribution by region, type and age is examined a different picture emerges.

In North Connemara the GRP curach is relatively strong and still widely used for fishing. The examples of the *Curach Chanbháis* found here were in poor repair and neglected. A survey of Irish curachs, carried out by Meitheal Mara in 1995<sup>47</sup>, on behalf of the Heritage Council, showed a total of 79 *Curachaí Canbháis* on the North Connemara coast compared with the present number of 15. On Inis Meáin and Inis Oírr an even more dramatic picture emerges, with the traditional *Curach Chanbháis* having virtually disappeared and the GRP Curach becoming dominant.

In South Connemara only 7 curachs (*Curach Chanbháis* or GRP) were found, compared with the Meitheal Mara 1995 survey<sup>47</sup>, which found 13 working curachs, of which 5 were GRP.

The numbers of traditional *Curachaí Canbháis* is everywhere in decline. In contrast the new, streamlined *Curach Rásá* is everywhere to be seen, continuing the tradition of building and use into a new era.

An analysis of the database shows a concentration on the 18 – 19 foot length for open boats and in the 25 – 35ft. range for decked and half-decked fishing boats. An analysis of condition was reasonably encouraging, with the majority of boats in good condition, considering that the audit was limited to boats more than 25 years old.

The audit database of 506 boats is a resource which can be of value to students, researchers and the traditional boating community in a number of different ways: it can help students to get an overview of the heritage boat scene in Co. Galway at the beginning of the 21st century; it can allow researchers to analyse particular aspects of that heritage; for the traditional boat community it will be a benchmark against which to measure progress or decline for the future; for future historians it will provide a record of parts of our boating heritage that may have disappeared.