

Appendices

Aguisíní

Appendix 1: Extract from Congested Districts Board List of Boats (1906)

RETURNS showing the Number of Fishing Boats Built for, and of New Fishing Boats Purchased by the Congested Districts Board, the Description, Tonnage, Price, where Built, and the Dates of their Construction.

Name of Boat.	Description.	Official Tonnage.	Price Paid. £	Where Built.	Year when Built.	Length. Feet.	Breadth. Feet.	Depth. Feet.
St. Aidan	Zulu	30	184	*Killybegs	1905	49 ¹ / ₂	14 ¹ / ₂	6 ¹ / ₂
St. Ambrose	do.	10	138	Scotland	1898	44	14 ⁴ / ₂	7 ¹ / ₂
St. Andrew I.	do.	10	96	do.	1896	39	12	5
St. Andrew II.	do.	16	143	*Killybegs	1900	39	13	7 ⁵ / ₁₆
St. Anna	do.	12	140	Scotland	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Anthony	do.	21	172	*Killybegs	1902	42	12 ⁶ / ₁₆	5 ¹ / ₂
St. Augustine	do.	28	307	*Kilronan	1904	47 ⁶ / ₁₆	14 ⁶ / ₁₆	8 ² / ₁₆
St. Aengus	do.	29	253	do.	1903	50	13 ³ / ₁₆	5 ¹ / ₂
St. Baithen	do.	10	113	Scotland	1896	38 ¹ / ₂	12	6
St. Bernard	do.	10	140	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Brendan	do.	9	96	do.	1896	38 ¹ / ₂	12	6
St. Cross	do.	On Stocks		Killybegs	1906	49	14	5 ⁷ / ₁₆
St. Cathac	do.	10	125	Scotland	1897	40	12	7
St. Catherine	do.	21	144	*Killybegs	1901	42	12 ⁶ / ₁₆	6 ⁶ / ₁₆
St. Columba II.	do.	15	123	Scotland	1897	41	13	6
St. Columba III.	do.	18	170	*Killybegs	1901	43	13 ¹ / ₁₆	6 ⁶ / ₁₆
St. Conneff	do.	19	137	Scotland	1898	42 ¹ / ₂	12 ¹ / ₂	5 ¹ / ₂
St. Colman	do.	30	270	*Kilronan	1905	49 ¹ / ₂	14 ¹ / ₂	6 ¹ / ₂
St. Dymphna	do.	26	202	*Killybegs	1903	46	14	8 ² / ₁₆
St. Dreastane	do.	—	Not yet paid for.	Scotland	1906	49 ⁶ / ₁₆	14	5 ⁷ / ₁₆
St. Eran	do.	10	112	do.	1897	42 ⁶ / ₁₆	14 ⁶ / ₁₆	6 ⁷ / ₁₆
St. Eunan I.	do.	10	101	do.	1896	Wrecked.		
St. Eunan II.	do.	30	184	*Killybegs	1905	49 ¹ / ₂	14 ¹ / ₂	6 ¹ / ₂
St. Finan	do.	10	136	Scotland	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Flodon	do.	10	97	do.	1896	Wrecked.		
St. Francis	do.	15	122	do.	1897	41	13	6
St. Ita	do.	—	Not yet delivered.	do.	1906	49	14 ¹ / ₂	5 ¹ / ₂
St. James	do.	10	134	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. John	do.	15	160	do.	1903	44 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Malachy	do.	10	137	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Mark	do.	10	132	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Mary	do.	26	154	*Kilronan	1903	43	13 ¹ / ₂	6 ¹ / ₂
St. M'Breccan	do.	10	125	Scotland	1897	40	12	7
St. Michael	do.	10	141	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Molaise	do.	9	97	do.	1896	38 ¹ / ₂	12	6
St. Mura	do.	10	137	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Nial	do.	10	140	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Paul	do.	10	140	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
St. Peter	do.	9	96	do.	1896	38 ¹ / ₂	12	6
St. Rian	do.	19	Not yet delivered.	Arklow	1906	49	14 ¹ / ₂	8
St. Stephen	do.	27	186	Scotland	1904	49 ¹ / ₂	14	5 ¹ / ₂
St. Veronica	do.	21	170	*Killybegs	1902	43	13	5 ¹ / ₂
St. Winifred	do.	24	176	do.	1904	44 ¹ / ₂	13 ¹ / ₂	5 ¹ / ₂
St. Davoc	do.	10	137	Scotland	1898	Wrecked.		
Abetalner	do.	18	76	do.	1902	40	12 ¹ / ₂	5 ¹ / ₂
Baptist	do.	10	137	do.	1898	42 ¹ / ₂	12 ¹ / ₂	6 ¹ / ₂
Defender	do.	26	176	do.	1903	49	14	5 ¹ / ₂
Dunaff Head	do.	29	188	do.	1905	48 ¹ / ₂	13 ¹ / ₂	5 ¹ / ₂
Duncep Head	do.	—	Not yet delivered.	do.	1906	49	14 ¹ / ₂	5
Errigal	do.	11	143	do.	1903	38 ⁶ / ₁₆	12 ¹ / ₂	5
Fanad Head	do.	28	194	do.	1905	48 ¹ / ₂	14 ¹ / ₂	5 ¹ / ₂
Glen Head	do.	29	144	do.	1905	48 ¹ / ₂	14 ¹ / ₂	4 ¹ / ₂
Horn Head	do.	8	111	do.	1903	36 ⁷ / ₁₆	12 ⁷ / ₁₆	4
Leemane Head	do.	—	Not yet delivered.	do.	1906	49	14 ⁶ / ₁₆	5
Lily	do.	10	132	do.	1901	42	14 ⁵ / ₁₆	8
Lord Finross	do.	16	141	*Killybegs	1899	42	12 ⁵ / ₁₆	6 ⁶ / ₁₆
Malin Head	do.	22	174	do.	1908	43 ¹ / ₂	13	5 ¹ / ₂
Melmore Head	do.	22	250	*Kilronan	1903	43 ¹ / ₂	13 ¹ / ₂	5 ¹ / ₂
Sarah Davidson	do.	16	119	Scotland	1901	44 ³ / ₁₆	13 ¹ / ₁₆	5 ¹ / ₂
Sharrock	do.	16	171	*Killybegs	1902	43	13 ¹ / ₁₆	6 ⁶ / ₁₆
Sheveleague	do.	26	203	do.	1904	47 ¹ / ₂	14 ¹ / ₂	5 ¹ / ₂
Star of the Sea	do.	22	243	*Kilronan	1903	43	13	5 ¹ / ₂
Teelin Head	do.	—	Not yet delivered.	Scotland	1906	49	14 ⁶ / ₁₆	5
Violet	do.	10	98	do.	1901	39	11 ⁹ / ₁₆	4 ⁴ / ₁₆
Amethyst	Nobby	11	174	Peel	1898	37	11	4 ¹ / ₂
Bennete	do.	12	190	do.	1906	38	12	4 ¹ / ₂
Craughpatrick	do.	14	183	do.	1901	39 ¹ / ₂	11 ¹ / ₂	4 ¹ / ₂
Dolphin	do.	12	172	do.	1899	38	11 ¹ / ₂	4 ¹ / ₂
Doonalla	do.	13	170	*Mynish	1899	42	12 ¹ / ₂	4 ¹ / ₂
Fingula	do.	14	227	Peel	1901	40	13	4 ¹ / ₂
Inishogera	do.	11	162	Portavogie	1899	38	11	4 ¹ / ₂
St. Brendan	do.	18	243	Peel	1901	40	13	4 ¹ / ₂

10.122

* NOTE.—In these cases the Board incurred further expense by providing instructions to boat-building.

**Aguisín 1:
Sliocht as Liosta Bád
Bhord na gCeantar
Cúng (1906)**

Name of Boat.	Description.	Official Tonnage.	Price Paid, £	Where Built.	Year when Built.	Length, Feet.	Breadth, Feet.	Depth, Feet.
	Forward,	...	10,228					
St. Derible ...	Nobby ...	12	212	Portavogie ...	1899	40 1/2	11 1/2	5 1/2
Silverspray ...	do. ...	12	219	do. ...	1899	41 6/8	11 3/8	7 9/16
Silvermore ...	do. ...	14	185	do. ...	1899	38	11 1/2	7 1/2
Star of the Sea ...	do. ...	12	167	Peel ...	1900	38	11 1/2	7 1/2
Sundah ...	do. ...	12	168	Portavogie ...	1900	38	11 1/2	7 1/2
Sapphire ...	do. ...	13	239	Baltimore ...	1901	42 6"	12 1 7/8	7 4"
Olive Branch ...	do. ...	12	213	*Mynish ...	1899	43 1/2	12 3/4	6 1/2
Dun Connor ...	do. ...	19	326	do. ...	1902	46 1/2	14 1/2	6 1/2
Pearl ...	do. ...	11	160	Baltimore ...	1899	37	11 1/2	7 1/2
Star of Cleggan ...	do. ...	12	167	Peel ...	1899	40 8"	11 6/8	6 10/16
Opal (Gem) ...	do. ...	17	838	Baltimore ...	1902	46	13 1/2	6 1/2
Gaston ...	do. ...	18	255	Arklow ...	1905	45	14	7 10/16
Conger ...	do. ...	26	240	Portavogie ...	1905	45	14	7 10/16
Emerald ...	do. ...	10	187	Galway ...	1898	35 1/2	11	6 1/2
Goblucker ...	do. ...	12	196	Portavogie ...	1894	41	11 1/2	5 1/2
Diamond ...	do. ...	8	142	do. ...	1898	32 1/2	11 1/2	5 1/2
Ruby ...	do. ...	8	155	Peel ...	1898	33	10 7/8	5 1/2
Topaz ...	do. ...	11	180	Baltimore ...	1899	37	11	7 4"
Hermon ...	do. ...	13	147	Portavogie ...	1899	36	10 1/2	6 1/2
Enterprise ...	Zulu ...	13	116	Scotland ...	1896	40	12 1/2	5 6"
Benbawn ...	do. ...	15	172	do. ...	1897	47 1/2	14 1/2	5 1/2
Derryclare ...	do. ...	16	190	*Roundstone ...	1898	46 6/8	12 7/8	5 3/4
Bencor ...	do. ...	15	190	*Mynish ...	1898	46 1/2	13 1/2	5 1/2
Erribeg ...	do. ...	17	172	Scotland ...	1897	47	14 1/2	6 1/2
Meening Star ...	Nobby ...	11	156	Peel ...	1897	37	11 1/2	5 1/2
St. Patrick ...	do. ...	8	120	do. ...	1897	32 1/2	10 1/2	5 1/2
Elide ...	Zulu ...	17	172	*Mynish ...	1898	45	12 7/8	5 8"
Connemara Lass ...	Nobby ...	20	228	Peel ...	1899	36	13 1/2	8
St. Joseph ...	do. ...	11	167	do. ...	1898	38 6"	11 4/8	6 1 1/2
St. Enda ...	do. ...	18	236	Arklow ...	1899	44 1/2	13 1/2	7 1/2
Bencullagh ...	do. ...	16	180	*Mynish ...	1899	41 1/2	12 1/2	7
St. M'Darra ...	do. ...	12	167	Portavogie ...	1899	38 1/2	12 1/2	5 1/2
Garnet ...	do. ...	12	163	do. ...	1898	38 1/2	11 1/2	5 1/2
St. Peter ...	do. ...	13	160	Peel ...	1899	37 1/2	11 1/2	6 1/2
Bengower ...	do. ...	15	170	*Mynish ...	1899	30	12	7 4"
Pride of Mace ...	do. ...	13	170	Peel ...	1899	38	12	7 4"
St. Fastus ...	do. ...	13	170	*Lettermullen ...	1899	37 11"	12	7 4"
Mayflower ...	do. ...	19	237	Peel ...	1900	45	13 5"	7 8"
Shamrock ...	do. ...	20	231	do. ...	1900	45	14	7 10/16
St. Leo ...	do. ...	13	163	do. ...	1899	38	12	7 3/4
St. Columbkille ...	do. ...	13	170	*Lettermullen ...	1899	40 1/2	12 1/2	6 1/2
Columbia ...	do. ...	19	284	*Mynish ...	1899	47	14	7
Independent ...	do. ...	20	290	do. ...	1901	47	13 1/2	7 1/2
St. Coleman ...	do. ...	11	194	Arklow ...	1900	38 1/2	12 1/2	3 1/2
Errismore ...	do. ...	7	70	*Killybegs ...	1899	29	9	5 1/2
St. Kalleen ...	do. ...	7	70	* do. ...	1899	29	9	5 1/2
Lady Betty ...	do. ...	21	310	Peel ...	1900	44 1/2	14 1/2	7 1/2
Father Murtagh ...	do. ...	20	241	do. ...	1901	46	14	7 1/2
St. Kerin ...	do. ...	18	255	Arklow ...	1901	34 6"	13 6"	7 6"
Colleen Bawn ...	do. ...	13	200	Mynish ...	1901	31	12 5"	7 4"
St. Ronan ...	do. ...	14	200	Lettermullen ...	1901	39 1/2	13 1/2	6 1/2
Evening Star ...	do. ...	19	251	Peel ...	1901	46	13 6/8	7 1/2
St. Mary ...	do. ...	13	175	*Killybegs ...	1901	30	12	7 4"
Aran Lass ...	do. ...	15	165	*Kilronan ...	1901	40 1/2	12 1/2	6 1/2
Coquette Grosvenor ...	do. ...	20	275	* do. ...	1901	45	13 6/8	7 10/16
Bonnie Maggie ...	do. ...	20	263	Peel ...	1901	44 6"	14 2"	7 4"
Western Star ...	do. ...	20	273	do. ...	1901	45 9"	14 2"	6 9/16
Faugh-a-ballagh ...	do. ...	12	177	do. ...	1902	39 6"	11 5"	6
Lettermore ...	do. ...	18	287	Lettermullen ...	1902	46	13 2"	7 9/16
Dun Aengus ...	do. ...	18	323	Mynish ...	1902	47	13 1/2	6 3/4
Enterprise ...	do. ...	19	347	*Kilronan ...	1902	47 8"	14	8 10/16
St. Teresa ...	do. ...	18	276	* do. ...	1904	45	13 1/2	6 1/2
Mary Joseph ...	do. ...	18	297	Mynish ...	1904	47 1/2	13 1/2	6 1/2
St. Keelin ...	do. ...	20	294	*Killybegs ...	1904	44 1/2	14 1/2	6 1/2
Pretty Polly ...	do. ...	19	291	Mynish ...	1905	47 4/8	13	6 5/8
Delia ...	do. ...	19	282	Arklow ...	1906	47 1/2	14	6 1/2
St. Crohane ...	do. ...	11	209	Portavogie ...	1900	40	11	5 1/2
Maris ...	do. ...	16	152	Peel ...	1899	40	11 1/2	19 1/2
Greenjacket ...	do. ...	12	174	do. ...	1900	30	12 1"	5 9/16
St. Attracta ...	do. ...	12	165	do. ...	1900	40 1/2	12	7 1/2
Majestic ...	do. ...	14	166	do. ...	1904	42 1/2	13 1/2	6 1/2
St. Brendan ...	do. ...	14	153	do. ...	1904	41 1/2	13	7 3/4
Water Lily ...	do. ...	9	100	Baltimore ...	1904	32	9 4"	5 6"
Ocean Star ...	do. ...	13	200	do. ...	1905	30 2"	12	6 4"
Sophia ...	Hooker ...	13	100	Galway ...	1893	40 1"	6 8"	11 4"
Star of Murrisk ...	do. ...	13	100	do. ...	1893	40 1"	6 8"	11 4"
St. Gerard Majella ...	Nobby ...	15	175	Port St. Mary ...	1905	40	12 1/2	6 1/2
Catch-me-if-you-can ...	do. ...	12	175	do. ...	1905	41 1"	12 4/8	6 4"

£23,799

* NOTE—In these cases the Board incurred further expense by providing instruction in boat-building.

TOTAL NUMBER OF BOATS ... 150				£
AVERAGE PRICE ...	...	...	...	173
Do. do. ...	SCOTLAND ...	...	...	132
Do. do. ...	IRELAND ...	...	...	203
Do. do. ...	ISLE OF MAN ...	...	...	189

Appendix 2: Findings of Audit

Myriads of Boats – Commentary On Findings

Galway has an incomparable wealth of heritage boats; in number, variety and quality they eclipse every other county. The audit has captured some 506 heritage boats and the breakdown and distribution of these, by number, is shown in Table 1 ‘Distribution of Boat Types by Areas & Ports’ below. Tables 2 & 3 give a graphical breakdown, by percentages, of ‘Distribution By Area’ and ‘Distribution By Boat Types’ respectively. An analysis of some of the information contained in the database is shown graphically, under the headings of ‘Length’ and ‘Condition’, in Tables 5, 6 & 7. There are a number of features worthy of comment.

Areas

The county is divided into thirteen [13] principal **Areas** for the purpose of the audit and these are further subdivided into **Local Areas**. Cultural significance and boat population were the principal factors which determined the Area boundaries. Thus South Connemara, which stretches from Galway city to Slyne Head, is divided into six [6] Areas (Cois Fharráige to Cashel /Roundstone) while the geographically equivalent coastline of North Connemara (Clifden – Killary) is just one [1] Area. Oileáin Árann, Lough Corrib, the River Shannon and Kinvara-Oranmore, at the inner end of Galway Bay were Areas that defined themselves by reason of their geography and distinctive boat culture.

Total Numbers

While 506 boats are included in the audit, in the opinion of the survey team it is likely that no more than 75% of some fleets were captured. Some boats are laid up or hidden away – buried in the landscape. The Lake Boats and *Curachaí Canbháis* present particular difficulties in this regard. Others, on the move between ports, like some *Gleoiteoga*, may not have been picked up in the survey. In contrast, some of the smaller and better-known fleets, like the *Baid Mhóra* and *Leathbháid*,

probably have up to 100% representation. Others, like the *Curachaí Adhmaid*, because of their numbers and anonymity, were difficult to identify positively as heritage boats. In their case some boats that may be younger than 25 years were included, to compensate for those that were undoubtedly missed. 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.

Distribution by Area

When Table 1 is examined the most striking aspect is the concentration of boats in South Connemara (South of Slyne Head) with 235 boats, or 46% of the total in this small region. These are predominantly the *Báid Seoil*, *Curachaí Adhmaid* & *Báid Iomartha* with some lesser numbers of fishing boats and others. A further breakdown of this region shows Iorras Aithneach (Carna/Cill Chiaráin) being the most populated with boats, at 76, followed at 52 by Ceantar na nOileán (Béal an Daingin, Leitir Móir, Garmna, Leitir Mealláin). By contrast North Connemara has 71 boats [14%], mainly Curachs, *Báid Iascaigh*, Half-Deckers and other fishing boats. Kinvara/Oranmore is the individual area with the highest number of boats at 81 [16%], spread fairly evenly between *Báid Seoil*, Oyster Dredgers and Yachts. Lough Corrib/ Lough Rea has 52 boats [10%], almost all of them lake angling boats. The Shannon & Suck basins, with 30 boats [6%] have relatively low numbers, as have the Aran Islands with 33 [6.5%].

Aguisín 2: Torthaí an Iniúchta

Tráchttaireacht ar na Torthaí

Tá saibhreas dosháraithe de bháid oidhreachta i nGaillimh; tá siad níos fearr ná aon chontae eile ó thaobh líonmhaireachta, éagsúlachta agus cáilíochta de. Tiomsaíodh tuairim is 506 bád oidhreachta san iniúchadh agus léirítear briseadh síos agus dáileadh na mbád ó thaobh líonmhaireachta de, i dTábla 1 ‘Dáileadh na gCineálacha Báid de réir na gCeantar agus na gCalaí’ thíos. Tugtar briseadh síos geografach, i dTáblaí 2 agus 3, i gcéatadáin, den ‘Dáileadh de réir na gCeantar’ agus ‘Dáileadh de réir na gCineálacha Báid’ faoi seach. Léirítear anailís ar roinnt den eolas atá sa bhunachar sonraí go grafach faoi na ceanteidil ‘Fad’ agus ‘Ríocht’ i dTáblaí 5, 6 agus 7. Tá roinnt gnéithe ann ar fiú trácht a dhéanamh orthu.

Ceantair

Tá an contae roinnte in trí **Phríomh-Cheantar** déag [13] chun críche an iniúchta agus tá siad sin fo-roinnte ina **gCeantair Áitiúla**. Bhí tábhacht chultúrtha agus líon na mbád ar na príomhfhachtóirí lenar leagadh amach teorainneacha na gCeantar. Dá bhrí sin, tá Conamara Theas, a shíneann ó chathair na Gaillimhe go Ceann Léime, roinnte i sé [6] Cheantar (Cois Fharraige go Caiseal / Cloch na Rón) ach níl sa píosa cósta de Chonamara Thuaidh (an Clochán - an Caoláire Rua), atá mar a chéile ó thaobh na geografaíochta de, ach Ceantar amháin [1]. Is Ceantair iad Oileáin Árann, Loch Coirib, an tSionainn agus Cinn Mhara-Órán Mór, i gCuan na Gaillimhe Laistigh, a sainíodh mar cheantair iontu féin mar gheall ar a dtíreolaíocht agus a gcultúr bád ar leith.

Líon Iomlán

Cé go bhfuil 506 bád san áireamh san iniúchadh, is é tuairim fhoireann an tsuirbhé nach bhfuil níos mó ná 75% de roinnt flíteanna san áireamh ansin. Níl roinnt bád ar snámh nó tá roinnt nach bhfuil le feiceáil - iad faoi cheilt ag an tírdhreach. Baineann na deacrachtaí seo go mórmhór leis na Báid Locha agus na Curacha Canbháis. Bíonn báid eile ag imeacht idir calaí, ar nós roinnt Gleoiteog agus d’fhéadfadh sé tarlú nár piocadh suas iad sa suirbhé. I gcodarsnacht

leis sin, is dócha go bhfuil suas le 100% de na flíteanna beaga agus na flíteanna is fearr a bhfuil aithne orthu, mar na Báid Mhóra agus na Leathbháid, léirithe san iniúchadh. Bhí sé deacair cinn eile, mar na Curacha Adhmaid, mar gheall ar an méid díobh atá ann agus mar gheall iad a bheith gan ainm den chuid is mó, a aithint go sainiúil mar bháid oidhreachta. Sa chás sin, cuireadh roinnt bád a d’fhéadfadh a bheadh níos óige ná 25 bliain d’aois san áireamh, mar chúiteamh do na cinn, gan amhras, nár éiríodh teacht orthu. Ar an dóigh chéanna, i gcás na gcurach, cuireadh báid níos óige san áireamh mar aitheantas go bhfuil an teideal céanna ag leanúnachas traidisiúin ar luach oidhreachta is atá ag aois an déantúsáin aonair féin.

Dáileadh de réir na gCeantar

Nuair a scrúdaítear Tábla 1, is í an ghné is suimiúla ná líon na mbád i gConamara Theas (ó Dheas de Cheann Léime) agus 235 bád, nó 46% de líon iomlán na mbád sa réigiún beag seo. Is Báid Seoil, Curacha Adhmaid agus Báid Iomartha den chuid is mó iad sin le roinnt bheag bád iascaireachta agus eile. Má dhéantar briseadh síos níos doimhne ar an réigiún sin, léirítear gur in Iorras Aithneach atá an líon is mó bád le 76 agus 52 bád i gCeantar na nOileán (Béal an Daingin, Leitir Móir, Garmna, Leitir Mealláin). I gcodarsnacht leis sin, níl ach 71 bád [14%] i gConamara Thuaidh, deánta suas den chuid is mó de Churacha, Báid Iascaigh, Báid Leathdheice agus báid iascaireachta eile. Is é ceantar Chinn Mhara/Órán Mór an ceantar aonair a bhfuil an líon is mó bád ann le 81 [16%] bád, agus iad scaipthe go réasúnta cothrom idir Bháid Seoil, Dhreidirí Oisrí agus Luaimh. Tá 52 bád [10%] ar Loch Coirib / Loch Riach, agus is báid slatiascaireachta locha beagnach gach ceann díobh. Tá líonmhaireacht na mbád réasúnta íseal ar abhantracha na Sionainne agus na Suca le 30 bád [6%], agus is é sin an scéal céanna le hOileáin Árann le 33 [6.5%].

Table 1: Distribution of Boat Types by Areas & Ports**Tábla 1:** Dáileadh na gCineálacha Báid de réir na gCeantar agus na gCalaí

Number of boats by area		Boat type, Cineál báid																					
Area	Local Area	Curach Chanbháis	Curach GRP	Bád Mór	Leathbhád	Gleiteog	Picáin	Bád Iomartha	Curach Adhmaid	Bád Iascaigh	Trawler	Half-Decker	Nobby/Zulu	Oyster Dredger	Lake Boat	Shannon Clinker	Canal Barge	Motor Cruiser	Yacht	Miscellaneous	Local area totals	Area totals	
1. Oileáin Árann	Inis Meáin	1	15																			16	33
	Inis Mór					1					4	2									1	7	
	Inis Óírr		7									2										10	
	Total Area 1	1	22			1					4	4									1		
2. Cois Fharraige	An Spidéal			1		4			1			1									1	8	
	Bearna							1		1											1	3	
	Cois Fharraige					3		1	3													7	
	Ros an Mhíl										2											2	
	Total Area 2			1		7		2	4	1	2	1									2	20	
3. An Cheathrú Rua	An Cheathrú Rua	7		3	3	10		4	1													28	
	Total Area 3	7		3	3	10		4	1													28	
4. Ceantar na nOileán	Béal an Daingin								2													2	
	Garmna			1		12	2	2	1	1												19	
	Leitir Mealláin					2	3	3	1	1		1										11	
	Leitir Móir			1	1	4	3	7	3			1										20	
	Total Area 4			2	1	18	8	12	7	2		2											52
5. Camas - Ros Muc	Camas					1																1	
	Ros Muc					1	2	5														8	
	Scrib							1							1							2	
	Total Area 5					2	2	6							1							11	
6. Iorras Aithneach	Carna				2	8	2	11	24	1		6			1						2	57	
	Cill Chiaráin			1		4	5	2		2		4	1									19	
	Total Area 6			1	2	12	7	13	24	3		10	1		1						2	76	
7. Roundstone - Ballyconneely	Ballyconneely					1			3	1		2										7	
	An Caiseal					2		1														3	
	Inis Ní					1																1	
	Roundstone			1	1	3	1	1	22	4		4										37	
	Total Area 7			1	1	7	1	2	25	5		6										48	
8. Clifden - Killary	Ballynakill										3	1						1		1		6	
	Cleggan		2				1		1			6										10	
	Clifden		1			3		1	1	1		3										10	
	Fahy/Kingstown	2	6						1			1										10	
	Inishbofin	2				1	3		1	1		3										11	
	Killary	5	3							3		2										13	
	Leitir Móir								1													1	
	Renvyle	6	1						1				2									10	
	Total Area 8	15	13			4	4	1	6	5	3	16	2					1		1		71	
13. Kinvara - Oranmore	Kinvara			1	1	4		3		1		1	2	1						4	1	19	
	Kinvara/Oranmore					1				1		1		32	1							36	
	Rinville		1			1						1		1						22		26	
	Total Area 13	1	1	1	1	6		3		2		3	2	34	1					26	1	81	
9. Lough Corrib & Lough Rea	Lough Corrib East														5							5	
	Lough Corrib West	1						1							44			1				47	
	Loughrea														3					1		4	
Total Area 11	1						1							52			1		1		56		
11. River Suck	Moycam																1	2				3	
	River Suck																				1	1	
	Total Area 10																1	2			1	4	
12. River Shannon	Lough Derg														1	3						4	
	Portumna														1	3	5	1				10	
	River Shannon															8	1	1	1	1		12	
	Total Area 12														1	8	5	9	2	1		26	
Boat type totals		24	36	9	8	67	22	44	67	18	9	42	5	34	56	8	6	13	28	10	506	506	

Table 2: Distribution by Area

Tábla 2: Dáileadh de réir na gCeantar

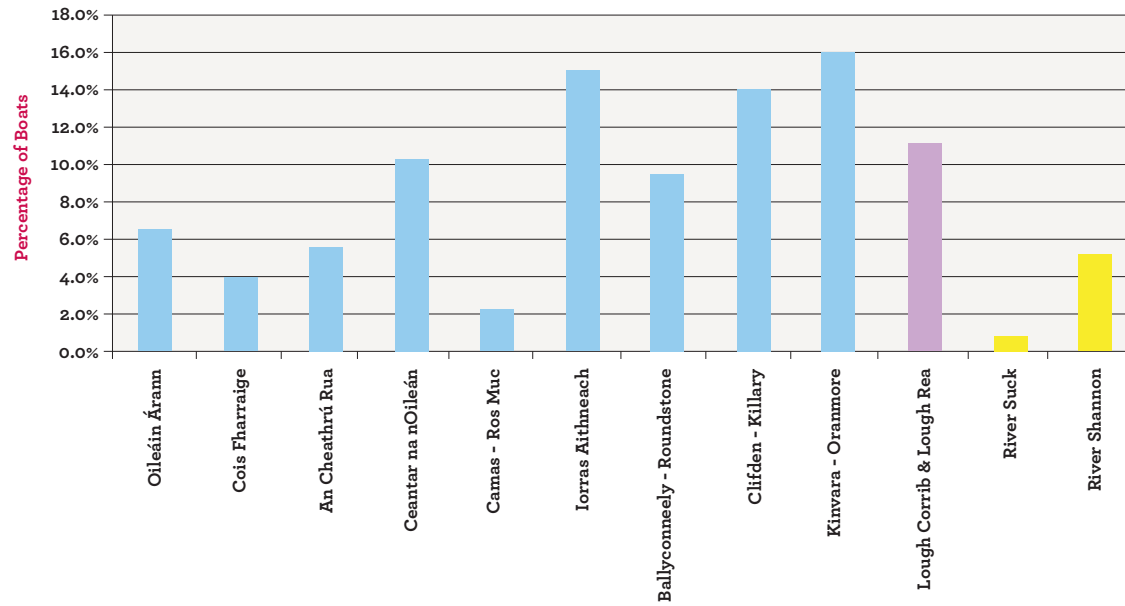
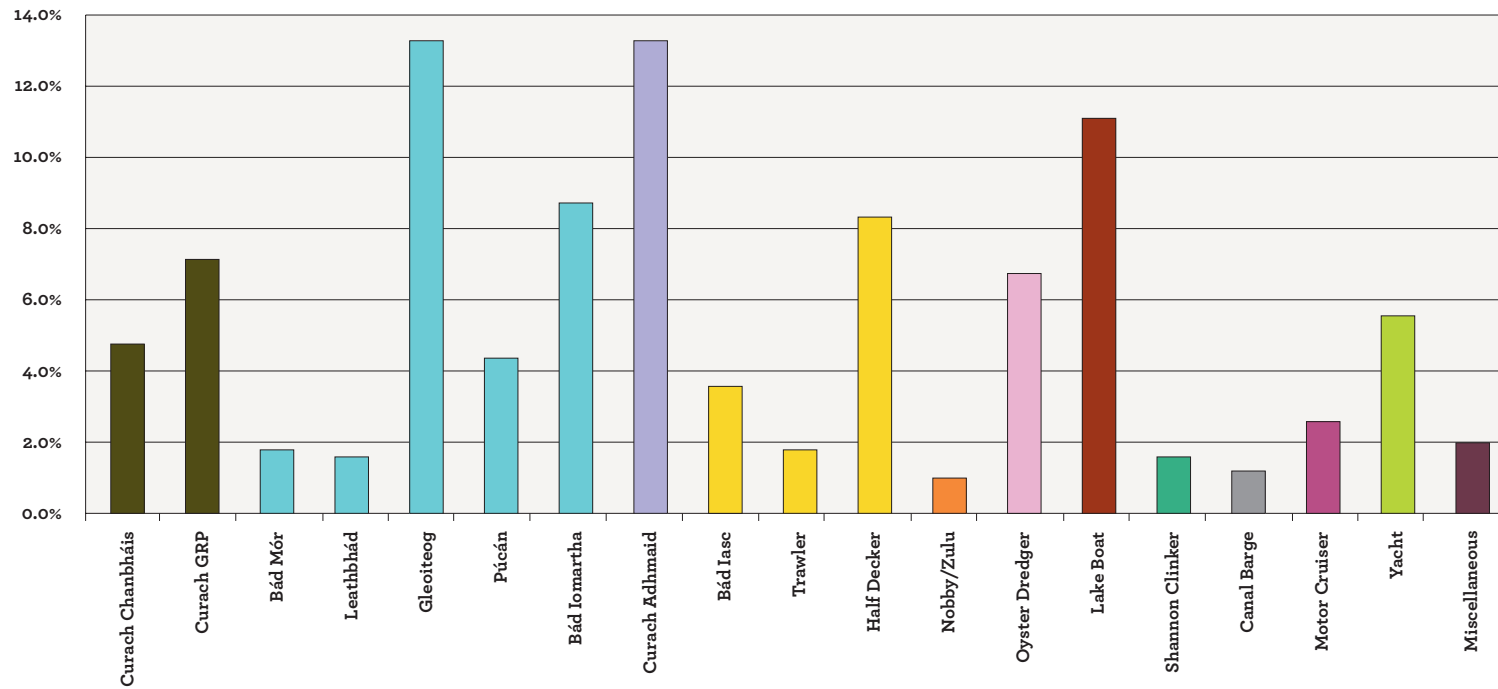


Table 3: Distribution by Boat Types

Tábla 3: Dáileadh de réir na gCineálacha Báid



Distribution of Boat Types

Curachs

Because of the relatively short life-span of the Curach – particularly the traditional type, skinned with tar and canvas – a survey of boats over 25 years old would have presented a distorted picture of the strength and distribution of this important heritage boat type. Therefore a decision was taken to include in the audit a number of curachs less than 25 years old. The total number of curachs, at 60 [12% of the total] looks healthy, but when the distribution by region, type and age is examined a different picture emerges.

The *Curach* GRP is relatively strong and still used widely for fishing in [Area 8] North Connemara [13]. A number of examples of the *Curach Chanbháis* [15] found here were in poor repair and neglected. A survey of Irish curachs, carried out by Meitheal Mara in 1995, 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. The audit's 13 *Curachaí* GRP, however, represent only a small sample of this popular work-boat type. New examples of the distinctive north Galway and Mayo types, from Claddaghduff and elsewhere, continue to be built and used for inshore fishing on this section of coast.

On Inis Meáin and Inis Oírr [Area 1] an even more dramatic picture emerges, with the traditional *Curach Chanbháis* having virtually disappeared [1 example] and the *Curach* GRP becoming dominant [22 examples].

Only a small number [7] of curachs (*Curach Chanbháis* or GRP) were found in South Connemara [Areas 2-7], where the *Curach Adhmaid* appears to have become the small boat of choice for these rocky shores. The numbers of traditional *Curachaí Canbháis* are everywhere in decline. Those in good working condition are rare indeed. The Meitheal Mara survey of 1995 found 13 working curachs in South Connemara – of which 5 were GRP or GRP skinned. Most of them, then as now, were stored remote from the shore, in sheds and farmyards which may lead to some degree of undercounting.

In Table 1, the curachs are classified as *Curach Chanbháis* and *Curach* GRP only. A further breakdown by type may be inferred from their

location. Thus, curachs from North Connemara (Area 8) can be taken to be generally of the North Connemara or Mayo type and similarly, those in Areas 3 – 7 can be treated as South Connemara types. Those found on Inis Oírr and Inis Meáin would be of the Aran curach type, although this classification may be problematic because of the modern practice of building with fully-boarded hulls – in the North Connemara or Mayo manner – to ease application of GRP skins. A more detailed study of the typology and distribution of curachs, particularly the *Curachaí* GRP, is required.

Báid Seoil

The *Gleoitteog* shares the honour of being the most numerous type of boat with the *Curach Adhmaid*; both have 67 examples. When the relatively smaller numbers of the *Bád Mór*, *Leathbhád* and *Púcáin* are added the total of *Báid Seoil* comes to 106 or 21% of the total. Indeed when the *Báid Iomartha*, which are members of the Galway Hooker family, are added, the number increases to 150, or 30% of the total of the audit. This shows the importance of the *Báid Seoil* and the position of the Galway Hooker as the dominant boat of County Galway. The numbers of *Púcáin* may be skewed because of the tendency to re-rig as *Gleoitteoga*.

Bád Iomartha

The number of *Báid Iomartha*, 44 [9%] encountered came as a surprise to the survey team, even those with an intimate knowledge of the area and its boats. Despite the numbers the *Bád Iomartha* are still seen as a type at risk, for some because of conversion to the more popular *Báid Seoil* and for others because of neglect, as shown in Table 7 on page 166.

Curach Adhmaid

The *Curach Adhmaid*, with 67 examples, has 13% of the total number of the audit. It was difficult to apply the criterion of age (more than 25 years) rigorously to the *Curach Adhmaid*, because of the bewildering profusion of the type at every pier and harbour, particularly in South Connemara. The total of *Curachaí Adhmaid* in County Galway is probably in the hundreds, many of them recently built.

Dáileadh na gCineálacha Báid

Curacháí

Mar gheall ar an saolré réasúnta gearr a bhíonn ag Curach – go háirithe an churach thraidisiúnta, le clúdach canbháis agus tarra – ní thabharfadh suirbhé de na báid níos sine ná 25 bliain d’aois léargas cruinn ar láidreacht agus dáileadh an bháid oidhreachta thábhachtaigh sin. Glacadh cinneadh, dá bhrí sin, roinnt curach níos óige ná 25 bliain d’aois a chur san áireamh san iniúchadh. De réir dealraimh, tá cuma fholláin ar an scéal nuair a fheictear líon iomlán na gcurach atá ag 60 [12% den iomlán], ach nuair a scrúdaítear an dáileadh de réir réigiúin, cineáil agus aoise tá cuma go hiomlán difriúil ar an scéal.

Tá an Churach GRP réasúnta láidir [13] agus úsáidtear go forleathean fós i gcomhair iascaireachta í i gConamara Thuaidh [Ceantar 8]. Bhí roinnt samplaí den Churach Chanbháis [15] ar thángthas orthu anseo i ndroch-chaoi agus faillí déanta orthu. Bhí líon iomlán de 79 Curach Chanbháis ar chósta Chonamara Thuaidh de réir an tsuirbhé a rinne Meitheal Mara ar churacha in Éirinn thar ceann na Comhairle Oidhreachta sa bhliain 1995, i gcomparáid le 15 faoi láthair. Níl sa 13 Curach GRP san iniúchadh ach léiriú ar shampla beag den chineál bád oibre a bhfuil tóir air. Táthar ag leanúint ar aghaidh ag déanamh samplaí nua de chineálacha ar leith de churacha thuaisceart na Gaillimhe agus Mhaigh Eo, ón gCladach Dubh agus áiteanna eile, agus á n-úsáid le haghaidh iascaireacht chladaigh ar an gcuid sin den chósta.

Tá léargas níos suntasaí le fáil ar Inis Meáin agus ar Inis Oírr [Ceantar 1]– tá an Churach Chanbháis thraidisiúnta beagnach imithe ar fad [sampla amháin] agus is í an Churach GRP atá ag teacht chun cinn [22 sampla].

Níor thángthas ach ar líon beag [7] curach (Curach Chanbháis nó GRP) i gConamara Theas [Ceantair 2-7] le linn an iniúchta agus de réir cosúlachta is í an Churach Adhmaid an bád beag is rogha le daoine do na cladaí carraigeacha anseo. Tá meath ag teacht ar líon na gCurach Canbháis traidisiúnta i ngach áit. Go deimhin, ní minic in aon chor a fheictear curacha canbháis a bhfuil cuma mhaith oibre orthu. I suirbhé de chuid Meitheal Mara sa bhliain 1995, thángthas ar 13 curach oibre i gConamara Theas – agus ba chlúdach GRP a bhí ar 5 díobh sin. Ag

an am sin, agus is é an cás céanna anois é, bhí a bhformhór á stóráil suas ón gcladach, i seideanna agus i gclóis feirme, rud a d’fhéadfadh a bheith ina chúis leis an gcomhaireamh íseal.

I dTábla 1, rangáitear na curacha mar Churach Chanbháis agus Curach GRP amháin. D’fhéadfaí rangú eile de réir cineáil a bhaint as an gceantar ina bhfuil siad. Mar sin, is féidir glacadh leis gur de chineál Chonamara Thuaidh nó Mhaigh Eo den chuid is mó iad na curacha as Conamara Thuaidh (Ceantar 8), agus ar an gcaoi chéanna is féidir déileáil leo siúd i gCeantair 3-7 mar chineál Chonamara Theas. Is de chineál Árann iad sin a fhaightear ar Inis Oírr agus Inis Meáin, cé go bhféadfadh fadhb a bheith leis an rangú sin de bharr an chleachtais nua-aimseartha atá ann iad a thógáil le cabhail dlúthchláir – mar a dhéantar i gConamara Thuaidh agus i Maigh Eo – chun forchur an chraicinn GRP a éascú. Teastaíonn staidéar níos grinne ar thíopeolaíocht agus ar dháileadh na gcurach, na curacha GRP go háirithe.

Báid Seoil

Mar aon leis an gCurach Adhmaid, is í an Ghleoteog an bád is líonmhaire; tá 67 sampla den dá chineál san iniúchadh. Nuair a chuirtear uimhreacha na mBád Mór, na Leathbhád agus na bPúcán leo is ionann iomlán na mBád Seoil agus 106 nó 21% den iomlán. Go deimhin, nuair a chuirtear na Báid Iomartha, ar cuid d’fhine Húicéirí na Gaillimhe iad, leo sin, ardaíonn an uimhir sin arís go 150, nó 30% de líon iomlán na mbád san iniúchadh. Is léiriú soiléir é sin ar thábhacht flít Húicéirí na Gaillimhe agus neartaíonn sé a seasamh mar bhád ceannasach Chontae na Gaillimhe. D’fhéadfadh sé go mbeadh líon na bPúcán curtha ar sceabha de bharr claonadh a bhí ann iad a rangú mar Ghleoteoga.

Báid Iomartha

B’ábhar iontais é líon na mBád Iomartha, 44 [9%], ar thángthas orthu, d’fhoireann an tsuirbhé, dóibh siúd fiú a bhfuil dlútheolas acu ar an gceantar agus ar bháid an cheantair. Féachtar ar na Báid Iomartha mar chineál báid atá i mbaol, cé go bhfuil roinnt díobh ann, mar go bhfuil roinnt á n-athrú go Báid Seoil agus faillí á déanamh ar roinnt eile, mar a léirítear i dTábla 7, ar leathanach 166.

Trawlers, Half-Deckers and *Báid Iascaigh*

The numbers of Half-Deckers [42], Trawlers [9] and other *Báid Iascaigh* [18], amount, on aggregate, to 69 or 13.5% of the total. An analysis of Galway-registered fishing boats more than 25 years old, carried out during the audit, showed a significant number which were not picked up by the survey. This may be because they fish in other counties, because they are laid up or for other reasons. Likewise a number of the fishing boats audited are registered in other counties but located in County Galway. Making allowance for these factors a reasonably representative sample of these boat-types has been recorded.

Within the Fishing Boats classification a few distinctive sub-groups merit comment. The Trawlers group includes some of the ‘Ros’ and ‘Árd’ boats, the 50-foot and 55-foot trawlers of the 1950s and 60s. The *Báid Iascaigh* section includes the BIM Lobster Boats and similar types – including the ‘Gael Linn’ boats – many now abandoned and rotting away, while a number of the BIM *Béal* boats are to be found in the numerous Half-Decker category. The Half-Deckers, at 42, are the most numerous of the medium-sized inshore fishing boats of County Galway.

Nobbys & Zulus

Five [5] examples of these historically important fishing boat types were found, including the Topaz, built by Skinners of Baltimore and one of the few Irish-built Nobbys surviving.

Oyster Dredgers

The Oyster Dredgers, at 34 boats represent 6.5% of the total. Table 4 below gives a breakdown of the different types.

Table 4: Numbers of types of Oyster Dredgers

Oyster Dredgers			
Flat	Yawl	Curach	Other
1	13	16	4

The inshore Oyster Dredger Flat (or Galway Bay Flat) of the past has disappeared, with only one example [1] now kept in storage. Thirteen [13] examples of the Oyster Dredger Yawl, adapted from the *Bád Iomartha* type, were found. The Oyster Dredger Curach, derived from

the *Curach Adhmaid*, showed sixteen [16] examples. These Oyster Dredger Curachs and Yawls are listed as distinct boat types rather than as the types from which they have been adapted.

Lake Boats

The wooden Lake Boats of Lough Corrib, although under threat from GRP craft, are the third most numerous type at 56, or 11% of the total audit number. Apart from one or two on Lough Rea, Lough Derg and elsewhere no heritage lake boats were recorded on the other lakes of Connemara: Loch na Fuaiche, Loughs Fee, Kylemore, Inagh, Derryclare, Ballynahinch and the lakes by Maam Cross and Recess

Shannon Boats

A small number of Canal Barges [6] and Shannon Motor Cruisers [12] were recorded. Few of these important boat types are based on the County Galway shore of the River Shannon, while yet being an important part of its riverside culture. A few examples [8] of another important heritage type, the Shannon Clinker punt, were found, generally in poor condition.

Yachts

A significant number of Yachts [28], which can be classified as heritage boats, and mainly based at Galway Bay Sailing Club, Rinville, was recorded.

Miscellaneous

The small Miscellaneous category [10 boats] includes, inter alia, log-boats, sailing dinghies, ferries and other commercial motor craft