

Na Báid

Cad is Húicéir na Gaillimhe ann?

Is báid seoil nó báid iomartha throma shleamhna, le boilsc thréitheach (taobh an bháid os cionn an bhind iompairthe isteach) ar a gcabhlaiad húicéirí na Gaillimhe. Tá cúig chineál éagsúla ann, arna n-idirdhealú ag fad agus cineál rige¹⁷.

Léirítéar leis an bhfíor thíos, raon na bhfad maidir leis na báid seoil agus na báid iomartha san iniúchadh. Léirítéar fad na mbáid iomartha, na bpúcán faoi rige tumtha agus na ngleoteog faoi rige gheafil agus iad ag dul thar a chéile.

¹⁷ Féach Tagairt 1

Bád Iomartha, Curach Chanbháis & Curach Adhmaid The working rowing craft of South Connemara

Pádraig Ó Cualáin – Saor Báid



Curach Chanbháis (South Connemara)

Skin boats, with raked transom, double gunwale, spaced lathing and steamed oak ribs traditionally covered with tarred canvas; constructed upside down; 2-hand (16ft.), 3-hand (19ft.) and formerly, 4-hand (up to 23ft.). The South Connemara or Ceantar na nOileán type is characterised by its low bow, fine lines and lighter construction than other types found on the coast and islands. Hornell, in 1935, considered this type to be one with the Aran Curach. Now often skinned in GRP

Báid seithe, transam rácálte; gunail dhúbalte; spás idir liúrachaí le fonsaí darach galaithe; clúdaithe de ghnáth le canbhás agus tarra; déanta bun os cionn; curach dhá sheas (16 troigh), trí sheas (19 troigh) agus roimhe sin, ceithre sheas (suas le 23 troigh). Is iad ceann íseal an bháid, deilbh agus déanamh éadrom tréithe churacha Chonamara Theas nó Ceantar na nOileán le hais na gcineálacha eile a fheictear ar an gcoista agus ar na hoileáin. Mheas Hornell, i 1935, an cineál seo a bheith ar aon dul le Curach Árann. Clúdaítear go minic anois le GRP

The *Bád Iomartha* and *Curach Chanbháis* were the historic working rowing craft of the South Connemara area until the *Curach Adhmaid* appeared in the early years of the 20th century. Fishing, seaweed cutting and gathering and the transport of people, livestock and material would have been their principal functions. The *Curach Chanbháis* was impractical for use on rocky shores so its numbers would have been concentrated in the sandy bays, whose beaches were kept free of damaging pebbles by constant picking and removal. Only a small number [7] of curachs (*Curach Chanbháis* or GRP) were found in South Connemara during the audit, where the *Curach Adhmaid* appears to have become the small boat of choice for these rocky shores. The numbers of

Bád Iomartha, Inishbofin (Inis Bó Finne)



Bád Iomartha

Open rowing boat; similar in size to *púcán*, 24 – 28 feet in length; heavy hull construction; carvel planked; raked transom. A variant of the *Bád Iomartha*, found in South Connemara, is smaller 12 – 24 ft. and shallower than the norm (see also the Oyster Dredger Yawls of Kinvara/Oranmore)

Bád rámhaíochta oscailte; móran ar an méid céanna le *púcán*, 24 – 28 troigh ar fad, cabhail throm, bád sleamhain; transam rácálte. Tá leagan eile den Bhád Iomartha le fail i gConamara Theas atá níos lú, 12 – 24 troigh agus níl sí chomh domhain leis an ghnáthcheann (féach Geoltaí Dreideála Oisrí Chinn Mhara / Órán Mór freisin)

*Curach Adhmaid*

Wooden rowing boat; traditionally 15 – 18 ft.; larch carvel planking on oak frames; pronounced rocker; thin keel; oars like curach. With use of outboard motors *Curachaí Adhmaid* have become longer (up to 25') and wider.

Báid iomartha adhmaid; 15 -18 troigh de ghnáth; plancra sleamhain leáróige ar fhrámaí daracha; cuarchíle suntasach; cile thanaí; maidí rámha mar a bheadh ag curach. Tá fad tagtha ar na Curacha Adhmaid (suas go 25 troigh) agus tá siad níos leithne agus mótaír thransaim in úsáid orthu.

Báid Iomartha, Curach Chanbháis & Curach Adhmaid Báid iomartha oibre Chonamara Theas

Ba iad an Báid Iomartha agus an Churach Chanbháis na báid iomartha oibre a d'úsáidtí i gConamara Theas go dtí gur tháinig an Churach Adhmaid ar an bhfód i mblianta luatha an 20ú haois. Iascaireacht, baint fheamainne, agus iompar daoine, beostoc agus ábhar ab iad na príomhghníomhaíochtaí a mbítí ina mbun sna curacha. Ní raibh sé praiticiúil a bheith ag baint úsáide as an gCurach Chanbháis sna cladaí carraigeacha, dá bhrí sin bhíodh níos mó díobh á n-úsáid sna cuanta gainmheacha, áit a mbítí ag tógáil na gclocha go seasta ionas nach ndéantáí damáiste do na báid. Níor thángthas ach ar líon beag [7] curach (Curach Chanbháis nó GRP) i gConamara Theas le linn an iniúchta agus de réir chosúlachta is í an Churach Adhmaid an bád beag is rogha le daoine le haghaidh na gcladach carraigeach 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. D'úsáidtí an leagan níos lú den Bháid Iomartha le haghaidh feamainn a bhailíú agus a iompar sa bháid – ní le haghaidh climíni a tharraingt – agus le haghaidh turas gearr idir oileáin nó trasna cuanta – dhéantaí tagairt dóibh mar 'bháid siopai'.

Ó tháinig an chéad Churach Adhmaid go luath san 20ú haois – mar thoradh, sa bhéaloideas, ar fhrustrachas shaor báid ar cuireadh poll ar a Churach Chanbháis arís ar charraig – tháinig sí chun cinn de réir a chéile ar fud Chonamara Theas mar gheall ar a hilúsáidteach agus chomh héasca is atá sé iad a dhéanamh agus a dheisiú. Is í an bád í a roghnaítear le haghaidh na hiascaireachta agus an áineasa nó le húsaíd sa chás ina dteastaíonn árthach oscailte. Úsáidtear go leor díobh mar bháid freastail ar na Báid Seoil. Is cúis mhaoite é caighdeán déanta agus cothabhála na mbád seo, lena ngunailí agus strácaí uachtair dathannacha. D'fhéadfadh gur chuidigh scéim deontais iascaigh le méadú an fhlít san am a caitheadh. Ach, tá an flít ag leanúint ar aghaidh ag méadú ó cuireadh deireadh leis an deontas. Le gearrthóga cruinne, mionchíle, buaic ardaithe agus dath dubh den chuid is mó, le féachaint uirthi, tá go leor de thréithe na Curaí Canbháis aici. Tá an cóiriú glamba agus cnoga mar a chéile freisin leis na curacha.



Curach Choiste [or Curach Rásá] (Racing Curach)

Based on Ceantar na nOileán type; 3-hand; 23 ft. long; narrow transom; nylon fabric and tarred skin; built to a standard design for racing. The first one was built by Máirtín Chóilín Seoighe, one of the noted Joyce crew from Inis Bearachain.

Bunaithe ar chineál Cheantar na nOileán, 3 sheas; 23 troigh ar fad; transam caol; fabraic níolóin agus clúdach tarráilte; déanta agus leagtha amach le haghaidh rásáiochta. Ba é Máirtín Chóilín Seoighe, duine de na Seoighe, na hiomrórí mór le rá as Inis Bearachain, a rinne an chéad cheann.

traditional *Curachaí Canbháis* are everywhere in decline. Those in good working condition are rare indeed. The smaller variant *Bád Iomartha* would have been used for collecting and transporting seaweed in the boat – not for towing *climíni* (seaweed rafts) – and for short passages between islands or across bays – some referred to them as ‘shop boats’.

Since the *Curach Adhmaid* appeared in the early years of the 20th century – the first one, according to popular legend, as a result of a boat-builder’s exasperation at his *Curach Chanbháis* being holed yet again on a rock – it has gradually gained ground all over South Connemara because of its versatility and ease of construction and repair. It has become the boat of choice for fishing, recreation and general use, where a small open boat is required. Many are used as tenders for the *Báid Seoil*. The standard of construction and maintenance of these boats, with their colourful gunwales and top strakes, is impressively high. A fisheries grant scheme may have helped the fleet to grow in the past. However, since the grant was discontinued the fleet has continued to thrive. With its round sections, minimal keel, raised prow and predominantly black colour, it has many of the visual characteristics of the *Curach Chanbháis*. The oar-block and thole pin (*glamba agus cnoga*) arrangement is also the same as for the curachs.

The racing curachs were first seen in 1954, when races in Salthill, for the Tóstal tourism festival, attracted enormous crowds and generated huge rivalry between the areas where curachs were built and rowed. They now have their own popular regatta circuit, in specially-designed standard curachs – the *Curach Rásá* – mainly in Connemara but also extending to Co. Clare, West Kerry and north to Donegal. Championship winners travel to compete in Boston and New Orleans. The skins of these curachs are tarred in the traditional manner, but on a base of nylon mesh, with a covering of bitumen or a thin skin of GRP and are longer and narrower than the traditional working types. They have a short racing life, because of their light construction and requirement of uniformity. They are usually built in batches of four for the regattas.



Johnny Jimí MacDonnacha building *Curach Rása*

Curach Rása á tógáil ag Johnny Jimí MacDonnacha

Chonacthas na curacha rásá den chéad uair sa bhliain 1954, nuair a bhíodh rásáí i mbóthar na Trá don Tóstal, an fhéile turasóireachta. Bhíodh na sluaite ag an bhféile agus bhíodh an-choimhlint idir na ceantair a mbíodh curacha á ndéanamh agus á n-ionramh iontu. Anois, bíonn a sraith geallta féin acu, geallta a bhfuil an-tóir orthu, i gcuracha atá déanta go speisialta do na hócaidí – na Curachaí Rásá – i gConamara den chuid is mó ach téitear chomh fada le Co. an Chláir, Iarthar Chiarraí agus Dún na nGall. Téann buaiteoirí craoibhe chomh fada le Bostún agus New Orleans le dul san iomaíocht i rásáí. Cuirtear tarra ar chraicne na gcurach sin sa tslí thraigisiúnta, ach ar bhonn de mhogall níolón agus clúdach tarra nó craiceann tanaí GRP air, agus tá siad níos faide agus níos caoile ná na gnáthbháid oibre. Ní bhíonn siad i mbun rásáiochta i bhfad mar gheall ar chomh héadrom is atá siad agus go gcaithfidh siad a bheith aonfhoirmeach. Déantar iad i mbaisceanna de cheithre cinn de ghnáth le haghaidh na ngeallta.

Dar le Pádraig Ó Cualáin, as an gCeathrú Rua, duine de na saoir, tá níos mó ná 200 de na báid seo déanta aige, agus d'fhéadfáí féachaint air sin mar léiriú ar thraigisiún beo agus forbartha i ndáil le húsáid na gcurach. Is forbairt thábhachtach maidir leis an dearadh reatha iad, mar is samplaí breátha iad de scil agus de chumas an tsaoir a dhéanann curacha. Ní báid oidhreachta iad, de réir an tsainmhínithe a thugtar sa treoir, mar nach bhfuil aon samplaí ann atá níos sine ná 25 bliain d'aois. Fós féin, tá an modh saoirseachta tradisiúnta ann agus tá an traidisiún rásáiochta breis agus leathchéad bliain d'aois.

Pádraig Ó Cualáin, (Pat Folan) An Cheathrú Rua, one of the builders, claims to have built more than 200 of these boats, which can be regarded as representing the living and evolving tradition of curach use. They are a very significant evolution in current design, all the more so as the boats are very fine examples of the art of the curach builder. None of them qualify as heritage boats, according to the definition given in the brief, because no examples more than 25 years old survive. Yet the traditional method of building continues and the racing tradition is more than half a century old.

B.I.M. Lobster Boats¹⁸

The 26ft. clinker-built B.I.M. Lobster Boats were designed by Jim Stafford, the B.I.M. designer, who had also designed the 50-ft. 'Ros' type trawlers (q.v.). A total of approximately 145 of these boats were built between 1959 and 1968. They were fitted with Lister engines and were designed to replace the curachs and other small inshore boats and to extend their range and capacity. The boats were made available to fishermen for a small deposit, with an extended payment scheme. Many of their names are prefixed by 'Cill'. Other boat-builders, such as O'Malley, Quinn of Achill and McDonalds of Donegal built boats to the same general pattern.



BIM Lobster Boat – Donal MacPolin

Bád Gliomach B.I.M. – Donal MacPolin

¹⁸ See Reference 2



Pat Folan with newly-built two-hand Curach

Curach dhá-sheas nua de chuid Phádraig Uí Chualáin

Báid Ghliomach B.I.M¹⁸

Ba é Jim Stafford, ailtire cabhlacha B.I.M., a dhear na trálaeir 50 troigh 'Ros' (q.v.), a dhear na Báid Ghliomach chlinse 26 troigh de chuid B.I.M freisin. Rinneadh lón iomlán de thuairim is 145 de na báid sin idir 1959 agus 1968. Feistíodh iad le hinnill Lister agus dearadh iad le teacht in ionad na gcurach agus na mbáid beag cósta eile agus le cur lena raon agus lena dtoilleadh. Cuireadh na báid ar fáil d'iascairí ar éarlais bheag, le scéim íocaíochtaí sínte. Tá an focal 'Cill' roimh go leor dá n-ainmneacha. Rinne saoir bháid eile, mar Ó Máille agus Ó Cuinn as Acaill agus MacDónaill as Dún na nGall, báid ar an bpatrún céanna tríd is tríd.

Gael Linn

Sna blianta deiridh sna 1950dí, cheannaigh agus d'athchóirigh an eagraíocht Ghaeilge, Gael Linn, roinnt báid clinse décheannach 26 troigh agus thug siad ar léas d'iascairí i gceantar Charna iad. Bhí cúig cinn díobh ina mbáid tarrthála loinge agus bhí cúig cinn eile ina scifeanna i gCill Chaoil i gCo. an Dúin. Bhí na báid deartha de réir leagan amach Bháid Ghliomach B.I.M., leagan amach a bhí praiticiúil agus inseolta. Tá clár faisnéise i gCartlann Scannán na hÉireann faoi thuras seachadta cúig cinn de na báid sin, ar an gCanáil Mhór agus an tSionainn go Conamara.

¹⁸ Féach Tagairt 2

Gael Linn

In the late 1950s the Irish language organisation, Gael Linn purchased and restored a number of clinker-built, 26ft. double-enders and leased them to fishermen in the Carna area. Five had been ships' lifeboats and five others were skiffs from Kilkeel, Co. Down. These boats followed the B.I.M. Lobster Boat design that had shown itself to be practical and seaworthy. The Irish Film Archive has a documentary film telling the story of the delivery trip of five of these boats, via the Grand Canal and River Shannon to Connemara.

Contemporary boat use

The Galway Hookers, which had almost died out in the 1970s, have experienced a remarkable revival¹⁹, sparked initially by outsiders like Johnny Healion restoring the *Bád Mór*, Morning Star, for pleasure use, and joined by local families who had maintained their inherited boats. In this respect the O'Brien family (An Tónai), the Bailey family (An Capall) and the Mac Donncha family (An Mhaighdean Mhara) deserve special mention. The establishment of the Galway Hooker Association (Cumann Húicéirí na Gaillimhe) in 1978 and the rebuilding subsidy scheme promoted by Údarás na Gaeltachta have together resulted in the establishment of a large, well-maintained fleet of hookers. The Galway Hooker Association has a calendar of traditional events and competitions which fills the whole summer season and is a significant part of life on the coast, as well as being a tourist attraction.

The programme for the 2010 season, with thirteen regattas, shows the full season of racing and festival activity now available for the *Báid Seoil*. The better-known events would include Féile Mhic Dara and Roundstone Regatta (Féile Chloch na Rón) in July, with Cruinniú na mBád, at Kinvara, in August.

¹⁹ See Reference 1