



Árd Oileán (Half-Decker) in Cleggan

A group of half-decked boats, varying in length from 24 – 32 ft., built for Bord lascaigh Mhara from the 1950s on, for inshore fishing. A variety of designs, mainly carvel built, transom-sterned models, with small wheel-houses including the 32ft. long 'Béal' boats, so-called because their names often included the term e.g. Béal Dara.

Ard Oileán (Báid Leathdheice) sa Chloigeann

Grúpa de bháid leath-dheice, ar fhaid éagsúla ó 24 – 32 troigh, a rinneadh le haghaidh Bord lascaigh Mhara le haghaidh iascaireachta cósta ó na 1950í ar aghaidh. Dearáí éagsúla, sleamhain agus deireadh transaim den chuid is mó, le cábán stiúrach bheaga, lena n-áirítear na páid 'Béal' 32 troigh ar fad, mar a thugtaí orthu mar go mbíodh an téarma ina n-ainm go minic, m.sh. Béal Dara.

Bhí an daonra agus líon na mbád i gcónaí i bhfad níos scáinte ná mar a bhí i gConamara Theas. Tuairiscíodh 308 bád agus 1,300 iascaire ann in 1836²⁸, ní raibh ansin ach líon an-bheag (~22%) le hais mar a bhí i gConamara Theas (1,399 agus 5,985 faoi seach). Léirítéar patrún comhchosúil sa suirbhé seo, is ionann líon na mbád oidhreachta a tuairiscíodh i gConamara Thuaidh agus 32% den líon sa deisceart (féach Agusín 2: Báid gan Chuntas; Dáileadh de réir Ceantar agus Calaí)

Tubaiste an Chloiginn

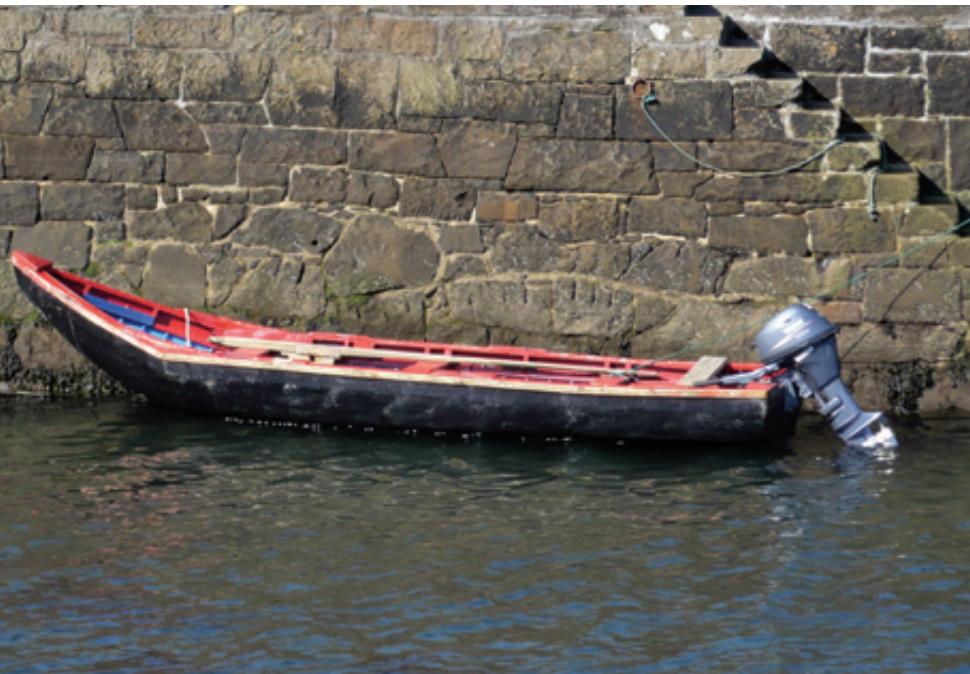
Tharla tubaiste an Chloiginn an 28 Deireadh Fómhair, 1927 nuair a tháinig drochstoirm thobann aniar aduaidh ar an bhflít iascairí a bhí i mbáid oscailte amach ó chósta thuaidh na Gaillimhe agus ó chósta theas Mhaigh Eo. Chomh maith le naonúr iascairí as Inis Bó Finne a bádh, bádh sé dhuine dhéag as an gCloigeann agus as Ros an Duilisc chomh maith le 19 duine eile as Inis Gé i gCo. Mhaigh Eo. Cuireadh líon beag de bháid bheaga agus 6 mhótarschoitheadh iascaireachta ar fáil le ciste faoisimh a bunaíodh i ndiaidh na tubaiste. Is cosúil gur uair chinniúnach san athrú go dtí iascaireacht chladaigh a bhí ann, athrú a raibh umair shliogéise a bhunaigh gnólacht Briotánach i nDamhros sna 1920dí mar spreagadh freisin aige²⁹. Tá bás tragóideach bheirt iascairí ón gCladach Dubh in Aibreán 2009, a bhí i gcurach GRP a rinneadh go háitiúil, mar mheabhrúchán cráite ar leanúnachas traidisiúin agus stíl mhaireachtála ar chósta 1920dí Chonamara Thuaidh.

Na Báid

Is iad na páid leathdheice agus na Curacha GRP na páid cheannais ar an gcósta seo, atá tar éis teacht in áit na gCurach Canbháis thráidisiúnta. Tá Húicéirí na Gaillimhe agus Curacha Adhmaid le fáil freisin, cé nach bhfuil an oiread díobh ann is atá i gConamara Theas. Bíonn roinnt páid leathdheice agus trálaer ag iascaireacht amach as na cuanta is mó, m.sh. an Cloigeann, an Clochán agus Doire Inbhir. Tá páid níos lú, curacha GRP den chuid is mó, lonnaithe ag tráinna agus ag na céanna nach bhfuil chomh forbartha ar an bhFaiche, Baile Conraoi, an Cladach Dubh, Rinn Mhaoile, Cé an Tulaigh, an Ros Rua agus an Caoláire Rua.

²⁸ Féach Tagairt 15

²⁹ Féach Tagairt 11



GRP Curach (North Connemara) at Leenaun Pier

GRP-skinned boats, with transom; double gunwale; light skeleton with steamed ribs; traditionally covered with tarred canvas; constructed upside down; 3 hand (16 – 18ft.); close-boarded; hull shape similar to Rossadilisk and Inishturk curachs. ; 17 – 19ft for outboard motors. Now often skinned in GRP

Curach GRP (Conamara Thuaidh) ag Céibh an Líonáin

Báid clúdaithe le GRP, le transam; gunail dhúbailte; conablaic éadrom le fonsaí galaithe; clúdaithe go traídísíúnta le cambhás agus tarra; déanta bun os cionn; trí sheas (16 – 18 troithe); urlár dlúthchláir; cruth na cabhlach cosúil le curacha Ros an Duilisc agus Inis Toirc; 17-19 troithe le haghaidh innill amuigh. Clúdaitear go minic anois le GRP.

The curachs of this coast are and have been produced by builders from the locality – like the Hannans of Claddaghduff – and from Co. Mayo. The most renowned of the builders of the traditional Curachaí Canbháis would have been Festy Mortimer of Rosroe, at the mouth of Killary Harbour. Tim Robinson³⁰ tells movingly of “...the life of self-respecting toil and closely calculated returns of (Festy Mortimer ...) who was a boat-builder as well as a fisherman. He made his first curach in 1938; the white deal for the framework was delivered from Westport, the nine yards of canvas, at ten pence a yard, came from Stanley's in Clifden and another nine yards of reject calico from a Westport factory, while a gallon of tar cost him 1s 6d. He sold the curach for £3, with which he bought enough materials to make two more.... By the 1950s he was charging £50 a curach and in the 1990s around £900.” Michael Mortimer of Rosroe, remembering his grandfather’s craft, has built his first curach, skinned in GRP, as recently as 2007 at the age of twenty two.

³⁰ See Reference 11

Níl aon difríochtaí réigiúnacha sna Báid Mhóra ná sna Curacha Adhmaid i gConamara Thuaidh nuair a chuirtear i gcomparáid iad le ceantair eile, go háirithe Conamara Theas, arb é ceartlár cultúr na gcineálacha bád sin é. Ar an lámh eile áfach, maidir leis na curacha, más ag tagairt don Churach Chanbháis nó don churach GRP a bhfuil tóir anois uirthi atáthar, tá difríochtaí idir í agus na cinn a fheictear in Árann agus i gConamara Theas. Mar a léirigh Hornell ina bhunshaothar ar bháid chlúdaithe na hÉireann, tá siad níos cosúla le curacha dlúthchláir Cho. Mhaigh Eo. Tá an cineál struchtúir sin níos oiriúnaí le haghaidh clúdaigh GRP – atá in úsáid go hiomlán anois beagnach – a dteastaíonn bonn dlúthchláir uaidh. Is minice a úsáidtear na curacha GRP sin le haghaidh iascaireachta cois cladaigh ná na Curacha Adhmaid a úsáidtear i gConamara Theas, cé go bhfuil líon maith den chineál deireanach sin ar fáil sna céanna foscúla.

Is saoir ón gceantar a rinne agus a dhéanann curacha ón gcósta seo – daoine mar mhuintir Hannan ón gCladach Dubh agus saoir ó Cho. Mhaigh Eo. Ba é Festy Mortimer as an Ros Rua, ag béal an Chaoláire Rua an saor ba chlúítí a bhíodh ag déanamh na gCurach Canbháis traidisiúnta. Insíonn Tim Robinson³⁰ faoi "...the life of self-respecting toil and closely calculated returns of (Festy Mortimer) who was a boat-builder as well as a fisherman. He made his first curach in 1938; the white deal for the framework was delivered from Westport, the nine yards of canvas, at ten pence a yard, came from Stanley's in Clifden and another nine yards of reject calico from a Westport factory, while a gallon of tar cost him 1s 6d. He sold the curach for £3, with which he bought enough materials to make two more..... By the 1950s he was charging £50 a curach and in the 1990s around £900." Rinne Michael Mortimer as an Ros Rua, agus é ag cuimhneamh ar cheird a sheanathar, a chéad churach le clúdach GRP chomh gairid le 2007 ag aois fiche a dó bliain.

³⁰ Féach Tagairtí 11

Connemara Curachs & James Hornell

In 1938 James Hornell wrote a series of articles entitled *British Coracles and Irish Curraghs*³¹, which first appeared in the Mariner's Mirror. These were subsequently published as a book, which remains the definitive work on Irish curachs. The work is the result of a survey undertaken by the author in 1936 and on his literary and historical researches. It contains photographs and technical drawings. It also includes an account of the history and mythology of the curach as well as a glossary of Irish terms.

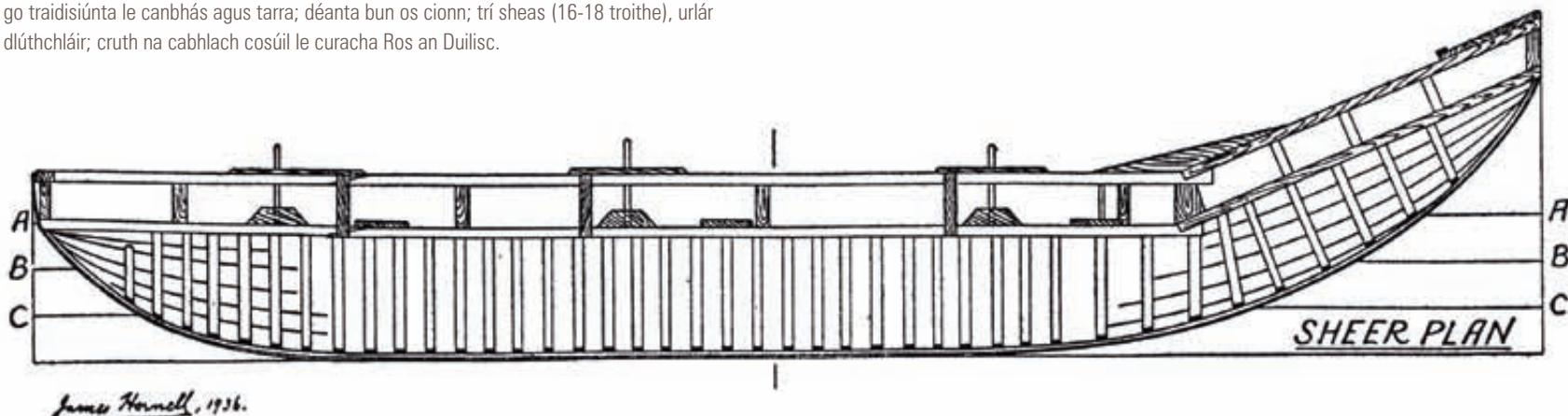
Hornell describes the construction and use of 11 types of curach on the west coast – many illustrated with construction drawings and lines plans – but does not, for instance, detail a distinct type for South Connemara. Likewise only one type of curach is attributed to the islands of Inishbofin, Inishark and Inishturk (Co. Mayo) together with the Connemara mainland ports, including Renvyle and Rossadilisk. The drawing below – of the Rossadilisk curach – is thus intended to cover all of these types. One noticeable difference in present-day GRP curachs, whether from Inishturk or North Connemara, is the full-depth transom which has evolved to accommodate the outboard motor. Older, canvas-skinned examples, such as those built by Festy Mortimer, conform more closely to the Hornell model.

Curach Chanbháis (North Connemara)

Skin boats, with transom; double gunwale; light skeleton with steamed ribs; traditionally covered with tarred canvas; constructed upside down; 3 hand (16-18ft.); close-boarded; hull shape similar to Rossadilisk

Curach Chanbháis (Conamara Thuaidh)

Báid seithe le transam; gunail dhúbailte; conablach éadrom le fonsá galaithe; clúdaithe go traidisiúnta le canbhás agus tarra; déanta bun os cionn; trí sheas (16-18 troithe), urlár dlúthchláir; cruth na cabhlach cosúil le curacha Ros an Duilisc.



³¹ See Reference 13



GRP Curachs of North Connemara

Curachaí GRP Thuaisceart Chonamara

Curacha Chonamara agus James Hornell

Scríobh James Hornell sraith alt dar teideal *British Coracles and Irish Curraghs*³¹, sa bhliain 1938, a chonacthas den chéad uair sa *Mariner's Mirror*. Foilsíodh iad i leabhar, atá fós ina shainsaothar ar churacha na hÉireann, ina dhiaidh sin. Is ionann an saothar agus toradh suirbhé a rinne an t-údar i 1936 agus obair ar a thaighde liteartha agus staire. Tá grianghraif agus líníochtaí teicniúla ann. Tá cuntas ar stair agus ar mhiotaseolaíocht na gcurach ann chomh maith le gluais de théarmaí Gaeilge.

Déanann Hornell cur síos ar an 11 chineál curaí ar chósta an iarthair, idir dhéanamh agus úsáid – go leor díobh léirithe le breaclíníochtaí agus deilbhphleananna – ach ní thugtar mionsonraí de chineál faoi leith le haghaidh Chonamara Theas. Ar an gcaoi chéanna, ní luaitear ach cineál curaí amháin le hInis Bó Finne, Inis Eirc agus Inis Toirc (Co. Mhaigh Eo) chomh maith le calaí mórhíre Chonamara, lena n-áirítear Rinn Mhaole agus Ros an Duilisc. Dá bhrí sin tá sé i gceist go glúdódh an líníocht thuas – de churach Ros an Duilisc – na cineálacha sin go léir. Difríocht shuntasach amháin i gcuracha GRP an lae inniu, más as Inis Toirc nó as Conamara Thuaidh iad, is ea an transam lándomhain atá tagtha chun cinn chun freastal ar an inneall transaim. Téann na samplaí níos sine le clúdach canbháis, mar iad sin a rinne Festy Mortimer, níos mó de réir shamhail Hornell.

³¹ Féach Tagairt 13

Inishbofin



Inishbofin Curachs
Curachaí Inis Bó Finne

Inishbofin, although located close to rich fishing grounds, did not historically benefit from this, because of the difficulty of access to markets on the mainland. Attempts by the CDB and landowners to develop the industry had limited success³². The Cleggan disaster had its effect here, as well as elsewhere in the district, in discouraging the development of the fishing industry in the early part of the 20th century. A number of half-deckers and open boats (GRP curachs and Curachaí Adhmaid) now engage in inshore fishing. Some larger ferry vessels service the island population and tourism. The Zulu ‘Leenane Head’ served as the island ferry for many years before being de-commissioned and sold to Brittany, where she was restored to sail by a heritage boat group, only to re-visit Connemara, under a new rig, in the Summer of 2009.

³² See Reference 16



Oars (*Maidí*), Oar-blocks (*Glambaí*) & Thole-pins (*Cnogaí*)

It is notable that nowhere in County Galway is the common metal rowlock favoured, the triangular oar block (or clamp) and thole pin (glamba agus cnoga) being used on Curachaí Canbháis, Curachaí Adhmaid, lake-boats and Shannon clinkers. The traditional, slightly bladed, sweep oars, with double thole-pins, are still used on the Oyster Dredger Yawl and Galway Bay Flat as well as on the occasional Bád lomartha. Examples of the oar-block or bull with a rounded corner and lugs, as described by Hornell, were found on the North Connemara coast.

Maidí, Glambaí agus Cnogaí

Is fiú a thabhairt ar aird nach í leaba iomartha mhiotal choitianta is rogha in aon áit i gContae na Gaillimhe. Is glamba triantánach (nó clampa) agus cnoga a úsáidtear i gCurachaí Canbháis, Curachaí Adhmaid, báid locha agus báid chlinse na Sionainne. Úsáidtear na maidí rámha fada traidisiúnta le beagán de bhos agus cnogaí dúbailte fós ar na Geoltaí Dreideála Oisrí agus an Galway Bay Flat chomh maith le corr Bhád lomartha. Thángthas ar shamplaí den ghlamba nó bulla le coirnéal agus cluasa maolaithe, mar a dhéanann Hornell cur síos orthu, ar chósta Thuaisceart Chonamara.

Inis Bó Finne

Cé go bhfuil sé i ngar do mheáonna iascaireachta, níor baineadh leas, go stairiúil, as an méid sin in Inis Bó Finne, mar gheall ar an deacracht rochtain a fháil ar mhargaí ar an mórhír. Níor éirigh chomh maith sin le hiarrachtaí Bhord na gCeantar Cúng agus úinéirí talún an tionscal a fhorbairt³². Bhí a thionchar féin ag tubaiste an Chloiginn ar an áit seo agus ar áiteanna eile sa dúiche, maidir le bac a chur ar thionscal na hiascaireachta a fhorbairt go luath san 20ú haois. Bíonn roinnt bád leathdheice agus bád oscailte (curacha GRP agus curacha adhmaid) i mbun iascaireacht cois cladaighanois. Cuireann roinnt soithí móra seirbhís farantóireachta ar fáil do mhuintir an oiléán agus do thurasóirí. Bhí an Zulu an ‘Leenane Head’ mar bhád farantóireachta ag an oiléán ar feadh na mblianta sula ndearnadh í a dhíchoimisiúnú agus a dhíol leis an Bhriotáin áit a ndearna grúpa bád oidhreachta í a athchóiriú le seoladh agus sheol siad ar ais go Conamara í faoi rige nua i Samhradh na bliana 2009.

³² Féach Tagairt 16

The Lakes – Lough Corrib & Lough Rea

[Area 9]



Derreenmeel, Lough Corrib

Doire Míol, Loch Corrib

Lough Corrib's long, meandering course marks a dramatic divide between the mountains and bogs of Connemara to the west and the flat, limestone land to the east. It is called the Corrib, as much river as lake and, in the past, it served as a waterway as well as a fishing ground. In the 19th and early 20th centuries carvel-built *Báid Seoil* and *Báid Iomartha* were common on the lake for the transport of livestock, turf and people, as borne out by the 1828 tragedy recounted in Anthony Raftery's poem "*Anach Chuain*". Nineteen people were drowned when such a boat went down on the east side of the lake, near Eanach Dhúin. These heavy carvel boats had died out by the 1940s and 50s. None can be found on the lake today. A shopkeeper, recalling the first half of the 20th century speaks of some of them.

from the collections of the UCD Delargy Centre for Irish Folklore³³

Bringing Turf from Oughterard in Boats

(From John O'Toole, 66, Farmer & Shopkeeper, Claran, Headford, Co. Galway, 28/12/1967)

The people from Inishmicatree and my own village Curraghmore, used to go over to Oughterard in boats to cut turf. They'd bring it home in boats. It was cut in the bog and then changed out, and brought to the pier in Oughterard, and then to the pier in Inishmicatree, and then they had to bring it home from there. It was very wasteful on the turf, changing it so often. Supplies for the shops around used to come down from Galway on the Corrib, to the pier at Kilbeg, and there was a store there for them. They were brought from there to the shops in carts. And my wife's father, Whelan, who had a shop in Houndswood, near Cross, used to get his stuff down from Galway to Inishmicatree in sailing boats and bring them from there to Houndswood in carts.

They have a sailing boat still in Inchiquin, and use it for bringing cattle to the islands in the Corrib.

³³ See Reference 25