



The Beacon

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Baltimore Maritime Centre

Email:

info@glenua.com



Chairman's Address

Members and friends,

You will have received various updates on our activities at committee level over the last few months and we are at last delighted to be able to produce a newsletter packed with information and in the very capable hands of our editor, Therese Long.

Both Baltimore and Colanmore base properties have been put on the market by Fáilte Ireland. We have been unable to secure a lease on Baltimore as Fáilte are not in that type of business activity anymore. However we are keeping a watching brief on the sale of Baltimore and there are moves afoot locally to secure funding to make an offer to purchase

the base. There has been widespread support for Baltimore Maritime Centre/Glenua in Baltimore and Skibbereen and this is very encouraging looking towards the future. We have ongoing liaison with local businesses and other interests.

On a more practical level, BMC/Glenua, in conjunction with the local maritime heritage group has produced a comprehensive proposal for the development and use of the base. This proposal encompasses traditional boat building, maritime archaeology and a maritime heritage data base whilst ring-fencing and enhancing our Les Glénans style sailing activities. The Baltimore

Maritime & Training Project document is reproduced in this newsletter for your information. We are using this proposal in our engagements with state agencies, politicians and funding agencies. To strengthen our local connections in Baltimore, Mary Jordan of Baltimore Maritime Heritage Group has joined the board of BMC/Glenua and Mary has been instrumental in developing the proposal and in galvanising local support.

If this proposal is successful, it will give BMC/Glenua security of tenure, enhance the total sailing experience, have the capability of using the base all year round and provide a

greater economic unit to make the project sustainable for the long term.

Our fleet of 6 GL 570s were re-located to Heir Island in June in order to provide keel boat courses in a very successful joint venture with John Moore of Heir Island Sailing School. The boats are now back in Church Strand Bay at anchor and great credit is due to Dolores Murray for the initiative and drive to make the pilot scheme work. More courses will be available in August. We have just completed our July cruising courses running between Kinsale and Baltimore and again, more of these courses will be available in August.

Chairman's Address

We have removed the remaining equipment and spares that were donated by Les Glénans, from the workshop in the Baltimore base. Storage facilities were kindly provided by Dermot Kennedy, Brian Marten and Bernie O'Driscoll and the boats will be stored in Liam Hegarty's yard in Old Court at the end of the season.

We will update you all directly when there are more developments regarding the base. Please continue your support and encouragement for BMC/Glenua in any way that you can. If the base is secured for our use we will need a good strong foundation of seed capital and will be launching a membership and funding initiative to that end. It will be our

members and friends that will guarantee the financial and practical viability of BMC/Glenua for the future.

Fair winds.

Michael O'Meara
Chairman
Baltimore Maritime Centre



Turk's Head at Sunset, taken by Dolores Murray

Dates for Your Diary



Ringsend Rendezvous

2 October

"The Sailing Trawlers of Ringsend" by Cormac Lowth

6 November

"Whales and Dolphins of Ireland" by Paul Kiernan
 (Irish Whale & Dolphin Group)

4 December

"Christmas Table Quiz" organised by Dolores Murray

Seamanship

Total Immersion

We all know how to execute the Man OverBoard Manoeuvre under sail, and those of us who sail boats with engines know how to do the Quick Stop. But then we just pick up a bucket and fender! What should we do when someone really falls in?

First of all we should have an Action Plan, which is rehearsed on that particular boat by that particular crew, and if the boat has a change of crew, it should be rehearsed again, for the benefit of the newcomer(s). This is essential as each crew member should know how to perform at least two of those roles. Everyone should know how to point at, and keep in sight, the person in the water, how to deploy whatever safety equipment is on the pushpit, make the Mayday call on the VHF, and location and preparation of whatever piece of lifting equipment is to be used to get that person out of the water.



There many methods of getting a casualty back on board, the most effective being the use of a 6 : 1 purchase attached to the main halyard. It is a particularly quick way of lifting someone who may be in imminent danger of drowning, for instance if they are semiconscious or unconscious, or are being battered by large waves and without a sprayhood on their lifejacket. If the person has been in the water for some time they may be developing Hypothermia with the resultant effects on their cardiovascular system, including a lowering of the blood pressure. In this case it is important not to lift them in a vertical attitude, or allow them to try to climb a boarding ladder, as this could lead to collapse. The correct procedure is to lift them in a horizontal attitude by using a small sail or a purpose-made Parabuckling device.

An important consideration is to avoid injury to the remaining crew, the main risks being to the back due to awkward lifting and to the head due to the boom. Lifejackets and safety lines must be worn, to guard against the danger of another member falling in.

Having got the casualty back on board, the received wisdom is that he/she should be brought below, stripped of wet clothing and put into a bunk along with another person, so as to be rewarmed by body heat. But what if they are injured, unconscious or otherwise immobilised. A person in wet clothing generally weighs in excess of 110kg and it can take as many as six people to move someone who is unconscious, and that being on a level surface. It may be impossible to get them down the companionway of a sailing boat and back up again when help arrives. The only solution is to care for them in the cockpit.

In this case the removal of wet clothing may increase the onset of hypothermia and they should be put into an Exposure Bag (bivvy-bag) with another person and made as comfortable as possible. Every effort should be made to ensure that they are protected from the effects of wind and spray and are provided with a good hat to prevent further heat loss through the head. Rescue services in some countries are beginning to use fine bubble wrap as a heat retaining material in this kind of situation. One little-discussed effect of hypothermia is that it increases the production of urine, and some creativity may be required to deal with this problem.

The casualty should be examined for injuries which might have been sustained in falling overboard, and normal First Aid measures taken. While waiting for the rescue services to arrive it is important to keep the casualty under observation, giving attention to vital signs, such as respiratory and heart rates and the reaction of the eye pupils to light stimulus. The pulse may

be very weak and it may take considerable effort to establish its presence. It is not advisable to feel for it in the carotid artery as this may slow or stop the heart. Neither should the clothing be disturbed too much in search for a pulse as this will allow heat loss. These observations should be taken at suitable intervals and recorded on an observation sheet, which can be found in most almanacs. When this document accompanies the patient to hospital it can be a great aid to doctors in his/her treatment.



"You are not a drop in the ocean.
You are the entire ocean in a drop."

Rumi

Seamanship

Total Immersion

Immersion Casualty Documentation			
Name of Casualty	Address	Home Telephone Number	
known Medical Conditions	Known regular Prescription drugs	Known Allergies	
Date/Time of Immersion	Date/Time removed from water	Estimated Water temperature (depth/finder)	
Condition when first returned on board			
Injuries			
Describe any treatment or drugs given to the casualty			
Next of Kin	Contact Telephone Number	As they aware of what has happened?	
		YES	NO
Boat Name	International Call Sign	Skipper Name	Telephone Number

Observations should be made at 15 minute intervals if possible. If the casualty is stable this can be extended to 30 minute intervals.

Time GMT/BST/Other								
Breathing rate/min								
Heart rate/min								
Responds to shouting								
Responds to shouting purposefully								
Pupil Left large, normal, small								
Pupil Left responds to light								
Pupil Right large, normal, small								
Pupil Right responds to light								
Pack in a small, preferably waterproof bag, this chart, any drugs they have on board, passport (if out of Ireland), credit card, currency (notes only), mobile phone, European Health Insurance Card and/or Travel Insurance Document and attach this to the casualty (in a bum bag or the like)								

If breathing stops, rescue breathing should be initiated, but if there is no heartbeat or pulse detected, caution should be exercised. It may be inadvisable to start chest compressions as hypothermia slows the heart rate considerably, and lowers the blood pressure. Chest compressions in the presence of a feeble heartbeat may actually cause cardiac arrest and if rescue is imminent it may be better to leave well enough alone. Doctors say however that if some considerable time is expected to elapse before the arrival of a lifeboat or helicopter then there is little to be lost by starting compressions.

When all the excitement is over, the boat is back in port and the casualty recovering in hospital it is a good idea to have a debriefing. This will emphasise the parts of the plan which worked well and discover any problems which needed to be handled differently, so as to learn how to do it better next time.

Kevin Murray



Getting to know your Secteur:

Trevor Whelan:

ISA Instructor

Sailing background:

I started windsurfing in 1991 and learned how to sail in 1999. I qualified as an Irish Sailing Association keelboat instructor in 2002. I qualified as an ISA senior instructor 2008.

Other sailing qualifications include: FFV Level V Cruising; National cruising scheme day skipper; Yacht Master level 2 and Power and Safety Boat level 2.

Sailing Experience:

I enjoy windsurfing in Courtmacsherry, Crookhaven, Collanmore Island and Oysterhaven. I started sailing with Les Glénans in 1999 in Baltimore. I also enjoy cruising and have delivered boats from Dingle to Carlingford Lough. I raced in Crosshaven and Kinsale during 2000-2006.

Charter yachts in Greece and Croatia

Bantry long boat rowing and sailing in Ireland and Québec, Canada

Volunteer, instructor and senior instructor with Les Glénans Irish Sailing Club

Education:

Engineering Technician, Engineering Council of Great Britain and Ireland

Licentiate in Occupational Health and Safety, City and Guilds London Institute

University College Dublin: Certificates in Safety and Health at Work,

Cork Institute of Technology: Junior and Senior Trades Certificates; Craft and Advanced Craft Certificates, City and Guilds London Institute

Mayfield Community College, Mayfield, Cork

St. Patrick's Boys National School, Dillon's Cross, Cork

Career:

Lecture in Department of Civil Structural and Environmental Engineering, Cork Institute of Technology; lecturing in Building Services, Apprenticeship Training and Building, Health, Safety and Welfare and Environmental Science.

Technical Sales Representative, Construction Plant, Plumbing and Mechanical Services Equipment

Plumber, pipefitter, welder, estimator and supervisor in domestic, industrial, commercial plumbing, gas installations, mechanical services, pharmaceutical and chemical industries

Apprentice Plumber 1979/1983

Hobbies:

Cycling, sailing, kayaking, maintaining boats, Sea Safety Advisor and fundraiser with the Royal National Lifeboat Institute

Sailing Ambitions:

To sail to Scotland and to hold a Bantry long boat gathering event in Cork Harbour.

New ambitions for sailing in Ireland:

To see Baltimore Maritime Centre up and running in Baltimore.

Favourite Sailing Manoeuvre:

The "Hove To"; it gives me time to relax, take the pressure off, have a chat, enjoy a sweet, gather my thoughts and plan...

Favourite Sailing Area:

My favourite sailing area is from Cape Clear to The Fastnet to Bantry Bay.

Bantry Long Boat (Fionnbarra):

The Bantry long boat is a replica of a boat found in Bantry Bay 1796. This boat is on display in the national Museum Collins barracks Dublin. It is the oldest surviving boat in the world belonging to the French Navy. The boat has a crew of 13, 10 rowing, one at the helm, one on the bow, observing, and a skipper. The boat is made of timber and is 39 feet long and 8 feet wide. The boat also sails and has three masts. There are 4 in Ireland, one in Cork City, one in Bantry, Co. Cork, another in Waterford and finally one in Dublin. They are utilized for community training projects worldwide. There are 60 boats worldwide. The Fionnbarra is owned and managed by Meitheal Mara in Cork.



Trevor Whelan, ISA Instructor and active member of RNLI.

Baltimore Maritime Centre on Heir Island

JUNE 2014

The Heir Island Sailing School were and are delighted to welcome Baltimore Maritime Centre to our little island nestled in the middle of the sailing waters that you BMC sailors are so familiar with from your years in Baltimore.

A Trojan job was done to ensure 3 x 570's were at anchor in Whitehall for our first group who arrived on Sunday 8 June via Minihans pub in Lishkeen where I understand you got a great West Cork welcome as your arrival was eagerly anticipated.

When I purchased what is now the sailing school premises with 7 en-suite rooms in 1972 there were 60+ native islanders living here, today of 22 permanent residents the native population is in the high single figures. In this context the arrival of Baltimore Maritime Centre hopefully will herald a population resurgence as the old Les Glénans had an affinity with islands in France and indeed in Ireland.



First-ever Heir Island course, instructor Paul and trainees enjoying their lunch on sunny Sherkin.

of fashion in the greater sporting world due to the advent of professionalism and which is to be commended, this element obviously inbred in the Les Glénans tradition extended to the birthday cake for Trevor and the very thoughtful and very acceptable thank you card for Richards music festival.

We were blessed with tropical weather for the 2 weeks having had trying conditions on the inaugural Saturday getting the boats from Baltimore to Whitehall where Richards brother John had given mooring guidance to Victor and Ruth some weeks previously.

If you have to break the umbilical cord with Baltimore we are ready to help you re-establish yourselves with whatever flexibility is needed to make your rebirth the success it deserves.

John Moore



Adrian, Frank and Vicki enjoying the sailing waters off Heir Island.

The red carpet was laid out with Richard Pyburn's music festival on midsummers night with lobster cooking lessons from John Desmond of the island cottage restaurant and Thursday nights mackerel fishing with John Colleran on the traditional Heir island lobster boat the Mary Collette. A barbeque was awaiting the fisher folks return and demonstrated the current craze for catching and cooking without delay with all the freshness sealed in. I hope we jointly demonstrated that there is indeed much life on our little island.

It was interesting for us to work with volunteers, a practice that is regrettably going out



Instructor Kevin Murray and trainees Mary, Patchy and Therese Long enjoying Mackerel fishing with John Colleran.

Baltimore Maritime Centre on Heir Island

Hoist the Main Sail and Lee Ho



Frances Hassett takes to the Helm

All you would be sailors looking to get afloat under sail, look no further than Baltimore Maritime Centre on Heir Island, West Cork. You will not have a better learning experience anywhere else. We had wanted to learn the basics of sailing ever since friends had taken us on as crew members for various sailing weekends. These trips normally entailed being told to pull this rope, hold the tiller, put out the fenders etc, which we obligingly did, but without an understanding of what and why. We loved our sailing jaunts and wanted to take our knowledge deeper.

We live in Baltimore, West Cork Ireland and so it seemed natural to book a sailing course with a local club and to our delight there happened to be a beginners' weekend course for us to have a taster.

Unfortunately, for me, I had a rotten cold but was determined to make a go of it and so glad I did. Our hosts at BMC were Dolores and Kevin and they could not have been more welcoming and friendly. From the start we walked into a family. Sitting down with steaming mugs of tea Kevin took us through some of the nautical terminology; knots, understanding of charts, navigation essentials and of course the all important weather information. Emphasis was on the practical and we were soon kitted out and being ferried out to our awaiting boats and for more briefing. We prepared the boats, putting up the sails and literally learning the ropes. Within an hour of leaving the mooring, I was tacking and gybing with the rest of them, calling out instructions and being gently and expertly guided by the instructor. I loved every minute and was hooked. The evening was spent in good company at the Baltimore Pirates Festival.



Mary and Patchy demonstrating the "being horizontal on the bow" technique

Next day we set off for Cape Clear Island, with another volunteer instructor Trevor, very experienced and very professional. Crews on each boat were kept small so we had ample instructor time. The winds were not strong and so we had to use all the skill we had mustered to sail a boat with nothing to push us along; a potentially dangerous situation if you don't know what you're doing. Back at the hostel, another convivial evening where there was the opportunity to go fishing on a traditional wooden boat and the mackerel that was caught was delicious barbequed in white wine and mustard, yum. Being the evening of the Summer Solstice there was a party with traditional music, a perfect ending to a perfect day.

Sadly, all too soon the last day arrives, but another great sailing experience. The morning was spent deepening our practical sailing techniques. After a delicious lunch prepared by Dolores we all set sail for Baltimore, and home.

What a weekend, whales and dolphins to boot, we made some great new friends, had some great sailing, learned a lot in a convivial atmosphere and felt very sad when it all ended. We are now members of the Baltimore Maritime Centre club and will be joining them for the next residential course in August, this time for a week. A fantastic introduction to sailing! Thank you everyone for making it a special weekend and especially to Dolores and Kevin.



Dining Alfresco on Heir Island

Frances and Gerry Hassett

Kinsale Cruising with BMC

Vicki Cronin's take on the trip

On-board Baltimore Maritime Centre's first weeks cruising season in mid-July, from Kinsale, with skipper Michael, first mate Adrian and crew Mel, Hugh and Vicki. We began our week by getting acquainted with the Hanse 350 via an inventory and safety equipment assessment. We sailed around Kinsale harbour practicing coming alongside and getting a feel for the boat. Staying our first night in Kinsale, we headed off to Jim Edward's for something to eat. After some wine the skipper and some of the crew took advantage of running up on the street sculpture and sliding down again to build resilience.

Spending much of the following morning looking at tidal calculations and navigation through a few exercises; having an idea of the weather, tides and possible routes for the coming week, we hoped to sail with Ahakista as the turnaround point of the trip. Our first stop, we anchored in Castletownsend, rowing across to the pier to watch the World Cup final between Germany and Argentina at Maryann's pub. The crowd and crew were divided in support but the general consensus on Germany's win was that it was good for the general economy...

The following day we made our way to Baltimore. It felt strange arriving as a visitor. We did manage to fit in a visit to Bushes. Our next day brought us to



Imelda Sheehan, Michael O'Meara, Adrian O'Connor and Vicki Cronin
The Old Head of Kinsale (homeward bound).

Crookhaven where we took a meal at the Crookhaven Inn. We practiced picking up moorings at the transom as an exercise and obviously were doing such a super job of it that we attracted the attention of the sailing school instructors in the bay. They offered to help us pick up the moorings as they could not figure out why we were trying to pick up a mooring without a warp, the aim of the exercise being to stop the boat with the mooring centred at the back of the boat.

Deciding against Ahakista due to time constraints, we headed out towards Mizen Head. Returning homebound, rounding the Fastnet on the way, we anchored at Clear Island South Harbour for the night. The wind was just enough to

keep the boat rocking at a comfortable level to sleep. We had opted to leave the outboard so we had a lot of rowing to do to and from the moorings over the week. We practiced man overboard the following morning and figured out how to haul Adrian onto deck, from the tender, using the spinnaker halliard and the winch.

Our penultimate evening was spent in Glandore. As we watched the thunder and lightning we managed to row back to the boat and in the morning made a trip to Union Hall to practice coming alongside between the trawlers.

The skipper's culinary (diluting) skills transformed a leftover chilli con carne meal into a lunchtime soup. Slowing down with a tack proved successful in catching a mackerel, having had a fishing line out for about four days, providing another lunch adding to the interesting diet throughout the cruising week.

We ventured home passing the Old Head of Kinsale, spotting the sunlight through gaps in Holeopen bay. We sailed on towards Oysterhaven for the final swim of the trip. Ending our final evening back at Kinsale harbour to close another great week of cruising, until the next time.

Vicki Cronin



Michael O'Meara, Adrian O'Connor, Hugh Murphy, departing Kinsale.

Baltimore Maritime Centre Programmes

Residential Sailing Programme

With our first tranche of residential courses behind us I think we can safely say that Heir Island experience was a huge success.

We sailed John Moore's dinghies and paddled his kayaks. We swam off the sandy beaches of Heir Island. We went mackerel fishing with John Collieran on his traditional Heir Island Lobster boat and barbequed our catch. We had lobster cookery lessons from John Desmond then bought our own fresh lobsters from John Pyeburn. (Well, we did have to put our lessons into practice!). Ritchie invited us to a midsummer hooley and bonfire up in his house where we found some people on Heir Island who were not called John!! And, of course we also sailed our own familiar G570's around the beautiful waters of Roaring Water Bay with day trips to Cape Clear, Sherkin, Baltimore and Schull. All of the islanders went out of their way to help to make us welcome, in particular John and Patricia Moore, owners of Heir Island Sailing School. So a BIG THANK YOU to all.

We have 4 more courses on offer on Heir Island this season. Sign up for your course on www.glenua.com or contact us on 0868589708.

- ◆ 5 day residential course 25th Aug €500
- ◆ 7 day residential course 25th Aug €650
- ◆ 2 day residential course 29th Aug €225
- ◆ 2 day residential course 19th Sep €225

Discounted price for our ordinary members €175, €60, €450.

Prices include membership, accommodation, food, instruction and use of life jackets.

Cruising Programme

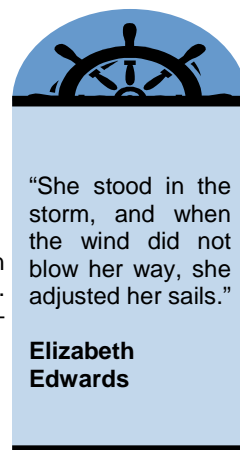
The July cruises on a Hanse 350 out of Kinsale were very successful and both cruises took in visits to Baltimore as well as the popular harbours and anchorages along this wonderful coastline. Kinsale proved to be a very accessible and suitable base port and the staff at Sovereign Sailing – James, Julien and John, were very helpful and were very enthusiastic about our project.

We have 2 more cruising courses in August.

- ◆ 16th August 7 day cruising €550 (This course is now full)
- ◆ 23rd August 7 day cruising €550 (Still some places left)

Prices do not include fuel or food or any marina fees incurred.

Sign up for your course on www.glenua.com or at info@glenua.com or call us at 086 8589708



Baltimore Maritime Centre Notices

WEBSITE ADMINISTRATOR

We urgently require a volunteer to man the BMC/Glenua website.
If you think that you can help out with this task please contact Gerry Murray
or Dolores Murray at info@glenua.com.



Heir Island

BALTIMORE MARITIME CENTRE BOARD OF DIRECTORS

Michael O'Meara	Chairman
Dolores Murray	Secretary
Gerry Murray	Treasurer
Seamus Fitzgerald	
Kevin Murray	
Patricia Dunphy	
Mary Jordan	
Joe Rooney	

COMMITTEE MEMBERS

Barry Drinan	Trevor Whelan
Therese Long	Charles Alix
Clare Flavin	Gus Pender

Baltimore Maritime Education & Training Project



OBJECTIVE:

To establish a state of the art Education Project in the diverse and connected fields of Maritime Activities, based in the Baltimore Railway Station and allied buildings.

KEY ELEMENTS:

The Project will bring together:

- ◆ **Sail Training;** continue the Les Glénans sailing tradition that operated from the Old Railway Station for the last 44 years
- ◆ **Boat Building;** a team from Hegarty's Boatyard will deliver courses on boatbuilding skills to the highest international standard
- ◆ **Maritime Archaeology;** Winter and Summer Schools will be run for different age-groups and for those with professional interest, including accredited modules within Degree, Masters and PhD level programs
- ◆ **Data Base;** a data base of information on Maritime Activities and Heritage will be available to students, researchers and writers, with an interactive section suitable for first and second level students.

OUTCOMES:

This Project will bring together a collaboration of successful operations with the common intent to promote positive and practical activities that will benefit the local community, attract national and international students, and showcase the best of our maritime skills in the stunning environment of West Cork.

The successful development of this project will lay the groundwork for a significant, sustainable generator of economic activity and employment. It will be open all year round and attract both domestic and international visitors to view this important aspect of our heritage in a dynamic working context.

Baltimore Maritime Education & Training Project

LES GLÉNANS SAIL TRAINING BALTIMORE - Founded 1969



Background

In 1969 Bord Fáilte, following a trade mission to Paris, decided to support the establishment of a sail training initiative with Les Glénans, the French sail training organization. This proved to be a substantial success, training more than 26,000 people in its 44 years of operation.

In 2013 Les Glénans left Ireland, leaving a fleet of keel boats in Baltimore for the succeeding Irish members of the organization to continue as an Irish controlled company, Glenua, since renamed Baltimore Maritime Centre.

Mission

To create bonds between people of different nationalities and backgrounds by providing the best and most enjoyable sail training courses in the country, supported by a strong voluntary ethos among all members and a competent and motivated instructor group, while maintaining the highest of safety standards both afloat and on land.

Volunteerism

The Baltimore Maritime Centre will have a dedicated, diligent and professional team under the management of a strong volunteer structure. Their experience is the result of years of association with Les Glénans.

Fáilte Ireland

Market research commissioned by Fáilte Ireland in 2013 sets out the core market potential opportunities and challenges for sailing in Ireland. The highest core potential market at just over 9% or 4 million people is the French Market, followed by Ireland which has a core potential of close to 0.5 million people.

The publicity created by the new collaboration will generate further interest in the sailing courses and increase the market share.

Baltimore Maritime Education & Training Project

BOAT BUILDING



Hegarty's Boatyard Background

Hegarty's boatyard is the base for an ambitious and exciting project, the AK Ilen Restoration Project. A panel of wooden boat experts, including the naval architect Michael Tyrrell of Arklow and local shipwrights direct the project.

Boat Building School

This aspect of the project will be led by Liam Hegarty, of the renowned Hegarty's Boat Yard in Old Court. Liam and his team have all the experience and skills necessary, demonstrated by his work on the AK Ilen and the Big Boat Build, see <http://ilen.ie/big-boat-build>.

These courses will be guided by local traditional boat builders, attracting students nationally and internationally. Previous courses run by Hegarty's have gained accreditation up to university level.

Baltimore Wooden Boat Festival

This successful festival has been running annually since 2002, each year seeing an increase in the number of vessels and visitors, see www.baltimorewoodenboatfestival.com

The success of the revival of local traditional boats is largely due to the skills in Hegarty's boatyard, and these skills will be available to the new boat building school, see www.hegartyboatyard.com

Boat Designs

The islanders of Roaring Water Bay have developed a variety of working boat designs for different purposes over the centuries. For example the Heir Island Lobster (that fished from Bantry Bay to Wexford), the Long Island Mackerel boats and a Sandboat designed to transport sand from the seabed to farms on land, see www.tradboats.ie.



Baltimore Maritime Education & Training Project

MARITIME ARCHAEOLOGY

Maritime Archaeology; the growing interest in activity holidays is demonstrated by the growth in archaeology Summer Schools, from one enterprise a few years ago there are 8 planned for this year, some in peripheral areas such as Achill Island. There are no Maritime Archaeology schools however, so this will be a national leader.

The demand for such an enterprise has been proven recently with a Conference based in Hergarty's Boat Yard, attracting 41 participants from 14 countries. The maritime archaeology section will run broadly structured courses to suit modules required by universities internationally, introductory courses for teachers, etc, and short experiential courses for the general public and visitors, with particular reference to the Wild Atlantic Way.

DATABASE

Interactive IT-based education facility focused on topics such as local boat traditions, history of local fishing industry, marine biology, marine archaeology, seabed geology, ship wrecks, pirates, etc. These programmes could be viewed for different age groups and in most of the EU languages. There will also be a live-link to a boat with underwater cameras and hydrophones when whales, sharks and dolphins are in the area, thus encouraging local whale-watching businesses.

The material for this data-base will include The Heritage Council's *Audit of Maritime Collections*, compiled by Dr Darina Tully, which has been offered to our group, as has the digitalized *Traditional Boats of Ireland Project*.

The data will be presented in a range of forms suitable for all ages and interests. It will also provide an option for third level research, and will have a collaboration with UCC. It is envisaged that a translation of the data will be undertaken with the help of EU Programmes, particularly the use of first, second and third level schools in each EU country translating the age-focused texts into their own languages. This multi-linguistic facility will assist in encouraging visitors to study the information in their own language.

CONCLUSION

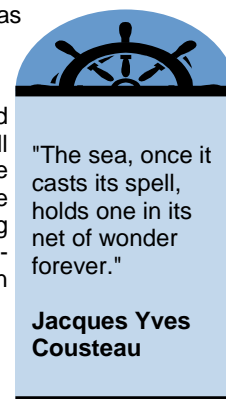
The Project will commemorate our maritime history and culture while celebrating this heritage as a living and dynamic activity in today's world.

The Project will be located in the historic stone building of the **Baltimore Railway Station** a site of continuous connection with traditional boats, sailing and fisheries.

The development will be a Centre of Excellence in the presentation of history and culture at a world class professional standard. The Project will be unique in its presentation of the past while demonstrating its relevance to now and the future. It will provide opportunities for learning from information as well as learning from practical activities and demonstrations.

In terms of economic stimulation, it will provide an all-year-round hub of activities, it will attract both domestic and international visitors and extend the visitor profile to include more visitors under the banner of ecotourism.

The direct employment potential will cover staff in a broad range of age groups, skills and abilities. The indirect employment potential will be within the tourism infrastructure of the region



Baltimore Maritime Education & Training Project

generally and locally, for those in water sports and seafaring activities in particular, and businesses in general.

The website of **Fáilte Ireland** states as its intent:

- ◆ to sustain Ireland as a high-quality and competitive tourism destination
- ◆ to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy

This Project would fully satisfy the first point, and demonstrate positive and practical strategies, embedded in the community, that maximize the environmental attributes of the area for national and international visitors alike.

In the vision statement for the **West Cork Development Partnership** it envisages

"A progressive and vibrant rural region of inclusive and engaged communities, where guided by the principle of sustainability, its social, cultural, natural and economic assets are harnessed to achieve an improved quality of life for all"

All of these aims will be achieved by the proposed Project.

In conclusion, this project will put West Cork on the map internationally through the world-wide network of Maritime and Education Centres. It will provide exciting attractions for people of all ages, and present wonderful images for marketing material. It will be a landmark enterprise that is ecologically sound and economically sustainable. Last but not least, this Project will add a significant dimension to the overall plan for the Wild Atlantic Way.

Why Port and Starboard

Here is some really ancient history for you that is still relevant today in more ways than you may have thought.

Starboard stems from the Scandinavian word for Steerboard.

Steerboard meant the steering oar on the side of a boat towards the stern. It was on the side because it was simple enough to tie it there. (The later invention of a rudder was dependant on strong metal work skills to hold the rudder in place.)

The Steerboard was placed on the right hand side of the boat as you look forward because both then and today the majority of people are right handed thus allowing your stronger skilful arm to control the Steerboard. Unless you are a *ciotóg*.



"There is no red port wine left."

So what has port got to do with it? Well until the Napoleonic Wars the British Navy used the expressions Starboard and Larboard to refer to left and right of the ship. They reacted to the problems caused by these two names sounding similar by changing Larboard to Port.

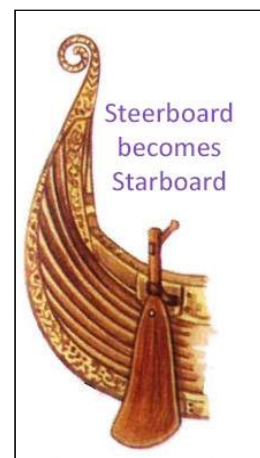
It easy to understand why when you realise two things. One is that Lar in Scandinavian means port or harbour, as an example Larvik in Norway literally means "port village". Two is that if your steering oar is on the right of the boat to bring it into harbour and not trap or damage your steering oar you want it on the outside. Hence the other side is always against the port you are tying up to.

So the British Navy realised that a modern equivalent of Larboard was simply "port" which is easy to differentiate from Starboard even in a howling gale of wind.

"Star light, star bright, starboard is to the right."



A consequence of the steering oar being on the right of the boat is that to maintain steerage even in the event of a potential collision when boats are heading straight towards each other they have always turned to starboard to avoid collision. This is probably the oldest international law or custom and still part of law today.



Ringsend Rendezvous Report

Poolbeg Yacht and Boat Club is the closest yacht marina to city centre Dublin. It is situated on the Liffey in the heart of Ringsend, an area rich in maritime history and nautical traditions. It has been a hospitable venue for our last three seasons of Winter lectures in aid of the Baltimore Lifeboat. The proceeds this year of €837 were presented to Kieran Cotter by Mick O'Meara.

The 2013-14 winter series, beginning in October 2013 and concluding in April 2014, consisted of 6 lectures and a Christmas table quiz organised by Dolores Murray. The convivial atmosphere at these well-attended monthly gatherings was a welcome antidote to the sense of loss experienced by Les Glénans and SID members with the closing of the Baltimore and Collanmore bases by Les Glénans. An increasing number of the general public, interested in the sea and maritime history, were in attendance.



Mick O'Meara presenting Kieran Cotter, of Baltimore Lifeboat with a cheque of €837.

"Weather or Not to Go" was the title of the October lecture given by Tom Dolan. He focused on the decision making process regarding when it is safe to sail, taking account of the forecasted weather and sea conditions, the experience of the crew, the suitability of the boat and the sailing area.

Gary Mac Mahon's November lecture, "The Ketch *Ilen*-Ireland's Sole Surviving Sail Trader", put the spotlight on Conor O'Brien's unique place in Irish and Baltimore maritime history through completing his circumnavigation of the world in *Saoirse* in 1925 and his voyage to the Falkland Islands in *Ilen* in 1926. The continuing restoration of the *Ilen* in Hegarty's Boatyard, Oldcourt has been the catalyst for a renewed interest in traditional wood-working skills.



Ilen, built in 1926 at Baltimore Fisheries School, County Cork, seen here in 1948, anchored off the Falkland Islands.

The January lecture, "Seascapes, Wind Turbines and Marine Planning - The Future of Our Marine Environment", by David Bagnall was a challenging exploration of the human as much as the technical issues pertaining to the sustainable development of the marine environment.

In February maritime archaeologist, Darina Tully, focused on the 2008 "Traditional Boats of Ireland Book Project". Her richly illustrated talk gave us the background to the Book Project and brought us on a tour of Ireland's wide variety of boats, reflecting our rich maritime culture and history.

"Beef, Butter and Pork – Cork Shipping Trade During the American War of Independence 1775-83" was the intriguing title of the March lecture by Joe Varley. In an engaging and entertaining style, Joe conveyed how the merchants of Cork in that era became very wealthy from exporting heavily-salted beef, pork and butter.

The 2013-14 Lecture Series concluded in April with "Dublin Bay, the Cradle of Yacht Racing" by Hal Sisk. In his history of yacht racing, Hal ably demonstrated how the amateur sport of sailing first emerged not in Holland, not in Cowes, not in Cork but in Dublin Bay!

Our thanks to all who supported the series in aid of the Baltimore Lifeboat through your attendance or organisational 'behind the scenes' work. The manager of the Club, Katie, Bar manager, Dearson, and the club members ensure a sociable and inviting ambience. We look forward to your continued support for the Winter 2014-15 series at 8pm on the First Thursday of the month from October 2014 to April 2015.

Séamus Fitzgerald

Know Your Lighthouses

Hook Lighthouse, Co Wexford

Hook Lighthouse is claimed to be the oldest still-operational lighthouse in the world. This iconic and unique monument was constructed by the powerful medieval magnate William Marshall in the early thirteenth century, thought to be some time between 1210–1230.

The tower was maintained and operated by the monks of St Saviour's of Rinndeuan. That monastery had originally been founded by a Welsh monk called St Dubhán in the fifth century. He is believed to have started the practice of lighting a warning beacon at Hook Head.

This tradition was continued through the centuries by his monks until William Marshall had the lighthouse constructed. It is from Dubhán that the Hook Peninsula takes its name, as it was originally called Rinn Dubhain before being incorrectly anglicised to Hook Head.



Hook Lighthouse

The tower of the original 13th century lighthouse stands around 25 metres tall, and a large beacon fire would have been lit on top of the tower in the medieval period. The lighthouse was maintained without interruption until around 1641, but it is described as 'a former lighthouse' in 1657 suggesting it had fallen out of use.

It was restored in 1671 by Robert Readinge who encased the light in glass, and it was powered by coal. The lighthouse keeper and his assistant, together with their families, would have lived in the first and second floors of the building in quite cramped conditions.



Hook Head, Co. Wexford

In 1791 the large lamp of the lighthouse was powered by whale oil, and the lighthouse was under the control of the Ballast Office. By the middle of the 19th century, new houses were constructed for the lighthouse keepers, and the distinctive black and white stripes became the identifier of the lighthouse. In 1867 the tower was handed over to the Commissioners of Irish Lights who still operate it to this day.

The lamps were converted first to gas, then paraffin and finally electricity in 1972. In 1996 the last lighthouse keeper left Hook Lighthouse, when the operation was automated. Today the lighthouse is a really fascinating and unique place to visit, and the experience is made all the more rewarding by the lovely scenery of County Wexford and the Hook Head Peninsula. Abarta Audio Guides: An Irish company providing interpretation to cultural and heritage sites. www.abartaaudioguides.com

Neil Jackman

Sea Shanties

Wooden Ships and Iron Men



Before a ship set sail, the crew chose one man – known as the shantyman (also spelled chan- teyman) – to lead them in singing shanties. Whatever melody he sang, it always matched the rhythm of the task that needed doing. A fiddler might accompany the singing of a shanty, al- though they were often sung without accompaniment.

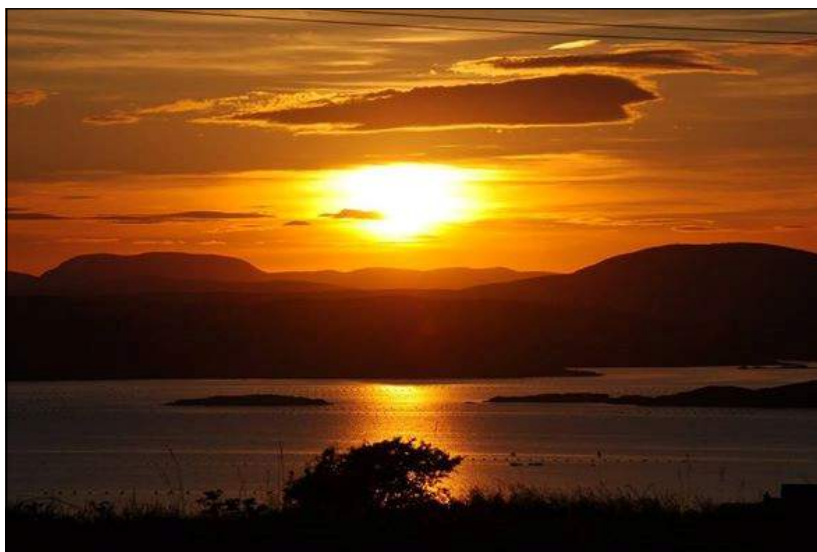
*"Fifteen men on the dead man's chest—
Yo-ho-ho, and a bottle of rum!
Drink and the devil had done for the rest—
Yo-ho-ho, and a bottle of rum!"*

These lines appear in chapter one of Robert Louis Stevenson's *Treasure Island*. "Yo-ho-ho, and a bottle of rum!" is the shanty's chorus, and in an 1887 letter to a journalist, Stevenson wrote it "was his own invention entirely; founded on the name of one of the Buccaneer Islets."² (Amrhein, 227)

Although "shanty" is a relatively modern term, work songs have been part of life for a long time, and this is true in the maritime world, too. "The earliest reference to a sing-out – the wild yell seamen would raise when hauling a rope hand-over-hand, a sort of embryo shanty –" dates to the fifteenth century when Henry VI sat on the throne of England. (Shanties, 2) It recounts the passage of a ship bound for Compostella, where the pilgrims aboard wished to visit the shrine of St. James.

But now for a more popular shanty..

Shoals of Herring Ewan MacColl	
	Oh, it was a fine and a plea- sant day, Out of Yar- mouth har- bor I was fa-
	ring, As a ca- bin boy on a sail- ing log- ger, For to go and hunt the shoals of her- ring.



Roaring Water Bay at Sunset, courtesy of John Minihan



The Beacon courtesy of Aedan Coffey [www.toorane.com]

THE BEACON

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Written contributions and photographs are invited.

