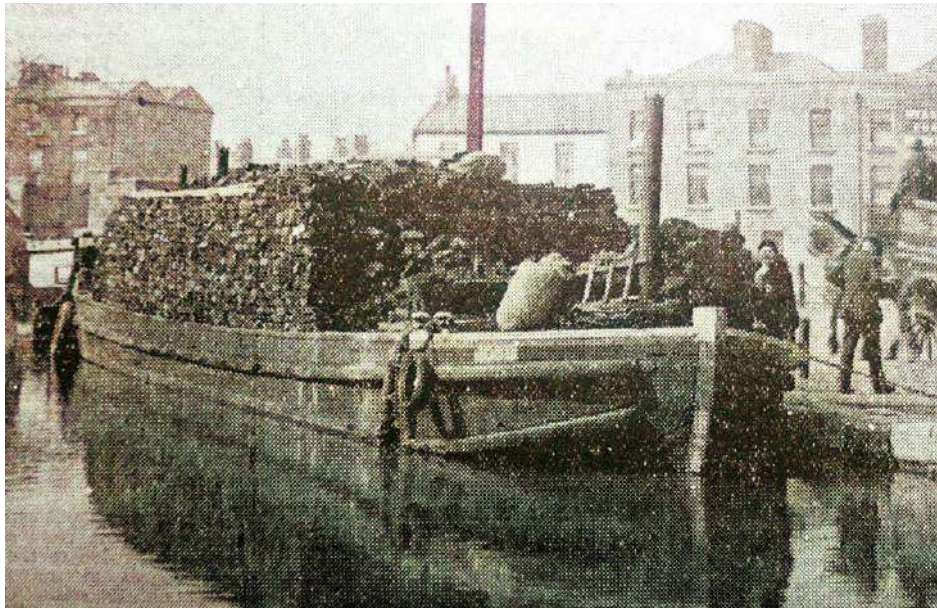


CITY CANALS PAST & PRESENT



GCDRA

11 APRIL '22

www.iwai.ie/dublin



IWAI DUBLIN



IRELAND'S 1,000Km INLAND WATERWAY NETWORK



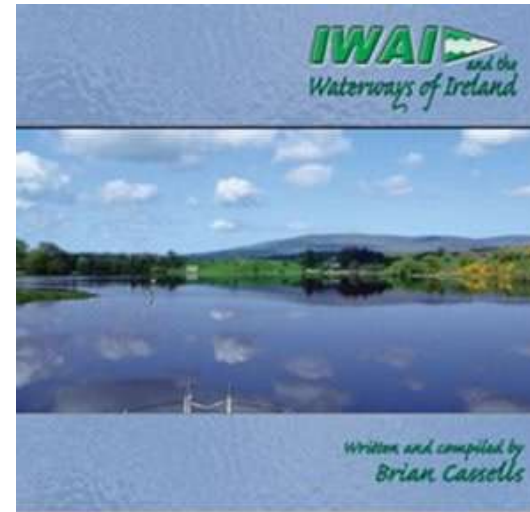


- Voluntary body, registered charity
- Founded **1954** to promote the development, use and maintenance of Ireland's navigable rivers and canals
- Represents over 3,000 waterways users & enthusiasts
- 23 branches with members from all corners of the **Island of Ireland**





- Promotes conservation, restoration, development and wider use of our waterways, canals & navigable rivers
- Liaises with ROI & NI Governments, Waterways Ireland, Local Authorities on waterways issues
- On line shop
- Inland Waterways News – IWAI Quarterly Magazine
- Nav-Watch
- CSIG Suite of Shannon Charts



CAMPAIGNING TO MAKE A DIFFERENCE SINCE 1954

- Early Shannon Navigation Campaign
- Threatened closure of Dublin Grand Canal Circular Line
- Restoration Projects: Shannon- Erne Waterway, **Royal Canal**, Boyne Navigation, Newry Canal, Ulster Canal
- Regulations and By-Laws
- **EVOLVING POLICY ON 'LIVEBOARDS'**
- **GCD & GRAVING DOCKS RESTORATION**
- **'FUNAFLOAT' Project -Disabled access craft with NCH**





‘DUBHLINN’ & ‘GREEN BOATS’



ROYAL CANAL RESTORATION '70'S
-
PEAK COMMUNITY ENGAGEMENT?







WHAT'S FUNAFLOAT?

“The project goal is to support a child-friendly, accessible outdoor activity through provision of water-based activities on the Grand Canal from a base adjacent to NCH and with access to the 5km circular line running from Grand Canal Dock to the 1st lock at Goldenbridge. Whilst suitability for children and families attending the NCH is an important element, Funafloat is intended for use by the whole community and has potential as an visitor attraction”.

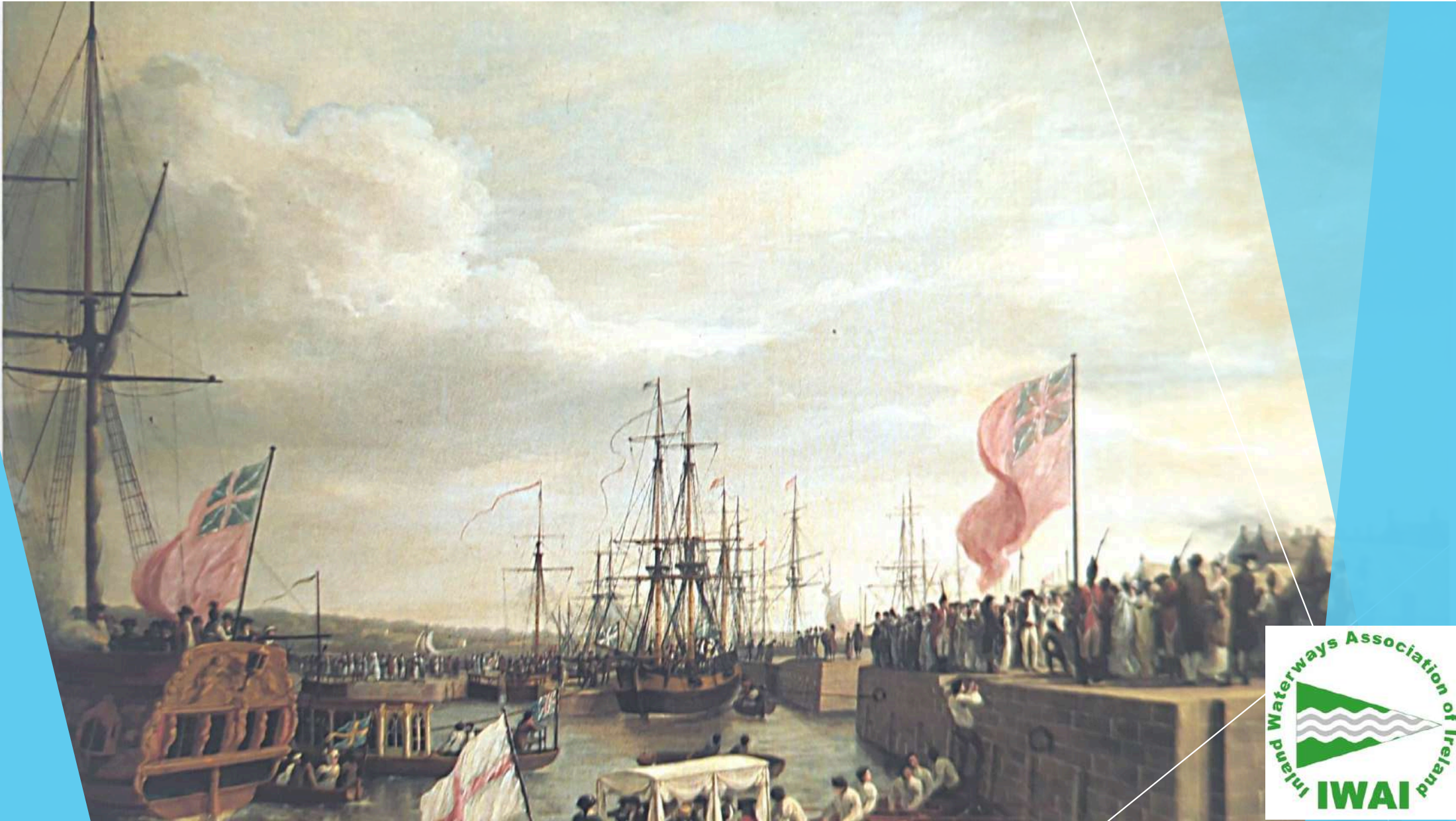
“There is scope for the project to ultimately operate as a social enterprise or a co-operative tour boat business with a reach that extends beyond the circular line corridor to include, for example, Grand Canal Dock and the Docklands section of the river Liffey”.

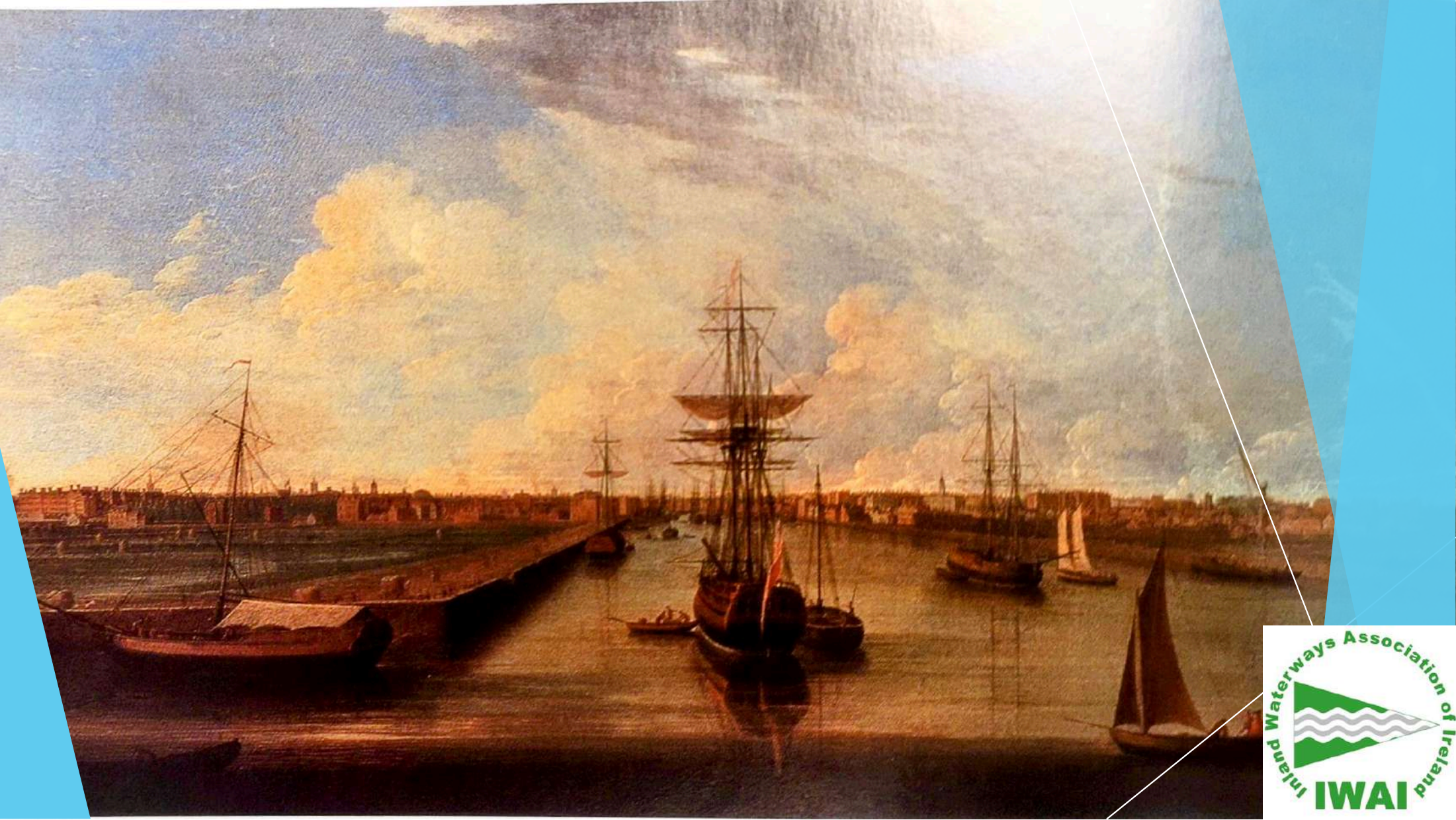


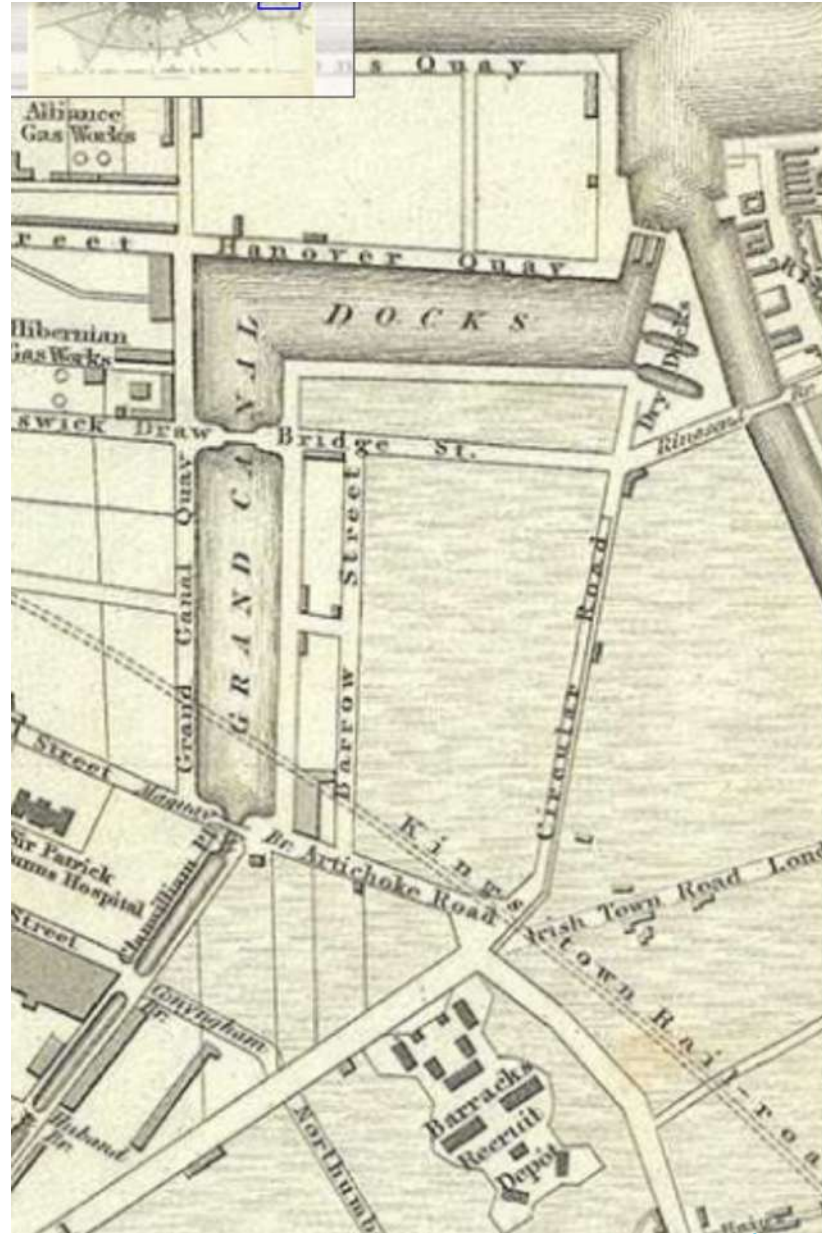
COULAM V20 WHEELYBOAT TRUST











Letter from William Jessop Engineer to the Board of the Grand Canal Company, 1755

Dear Sir

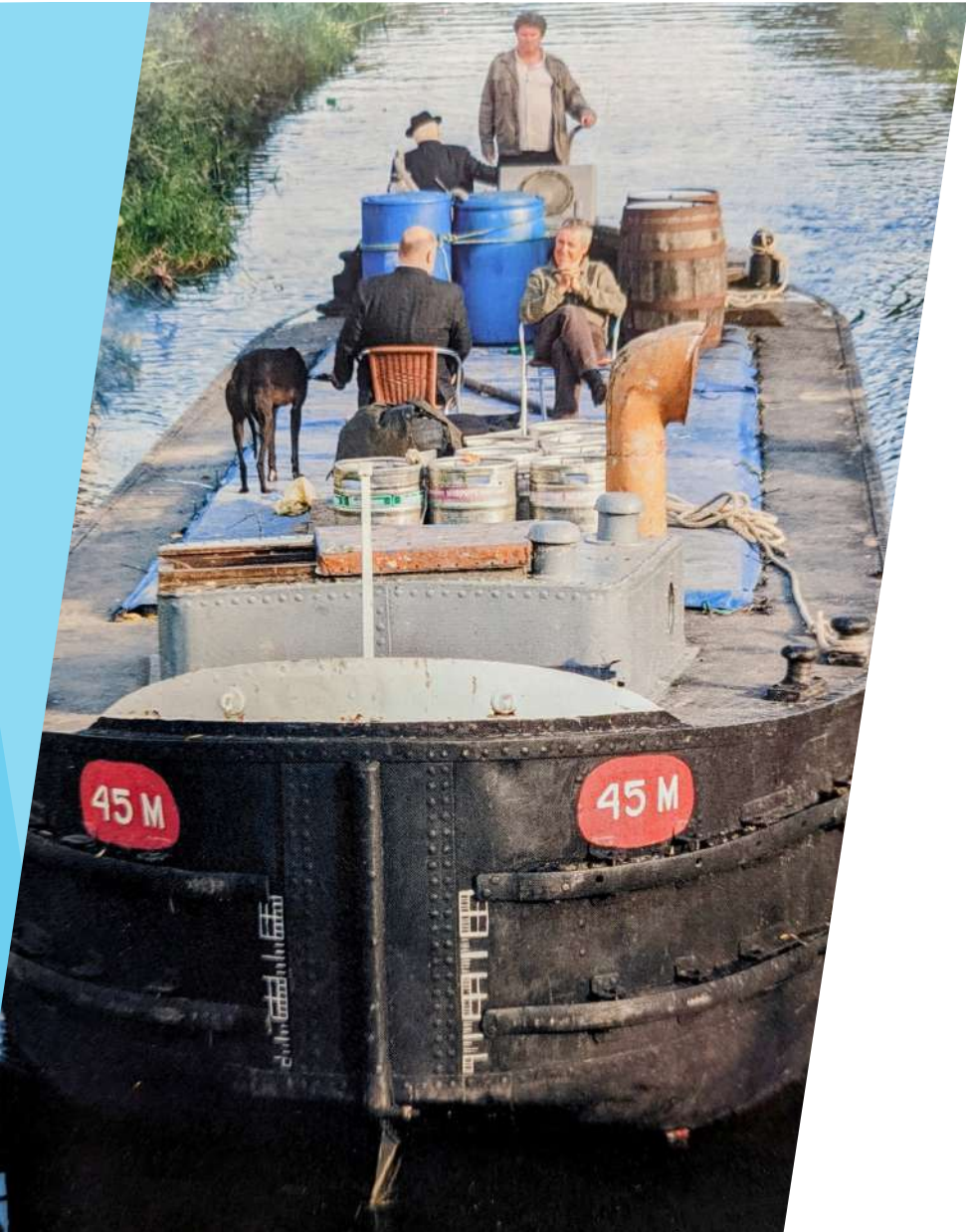
From the account you give me of the wall shoving out at the foot and splitting from the backing, it appears that the first circumstance is in consequence of the Piles not having been driven with a sufficient batter similar to the inclination of the wall, and the latter for want of sufficient Bond Stones of which I have often had occasion to complain, I hope the method you are to





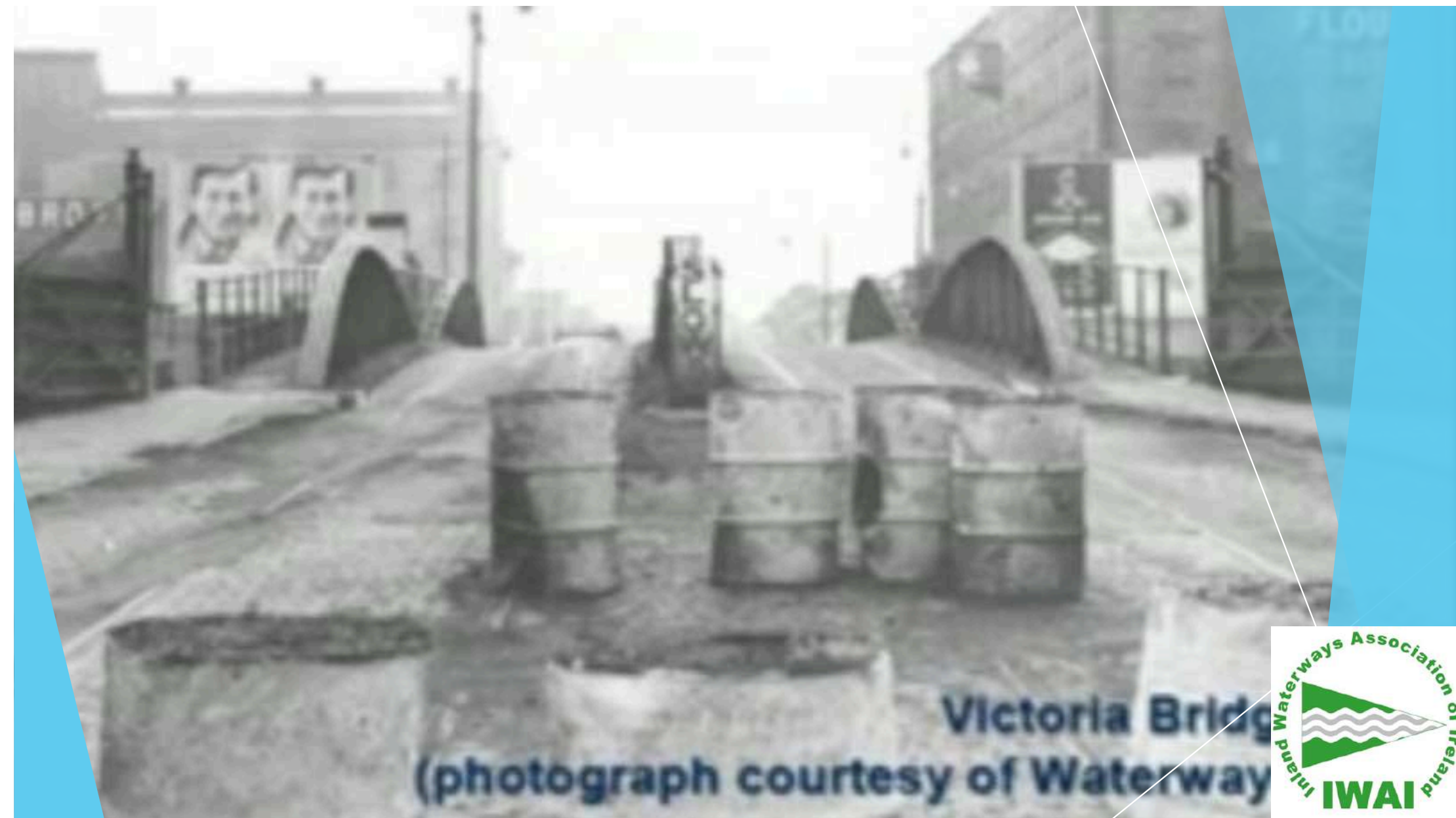






45M - only remaining
CIE barge as original.
Vickers Ireland 1928





Victoria Bridge
(photograph courtesy of Waterway















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