

Adare's Turf Quay

A Historical Perspective

Kevin Cribbin
Adare Quay Restoration Committee



Adare Quay and Bollard

BACKGROUND

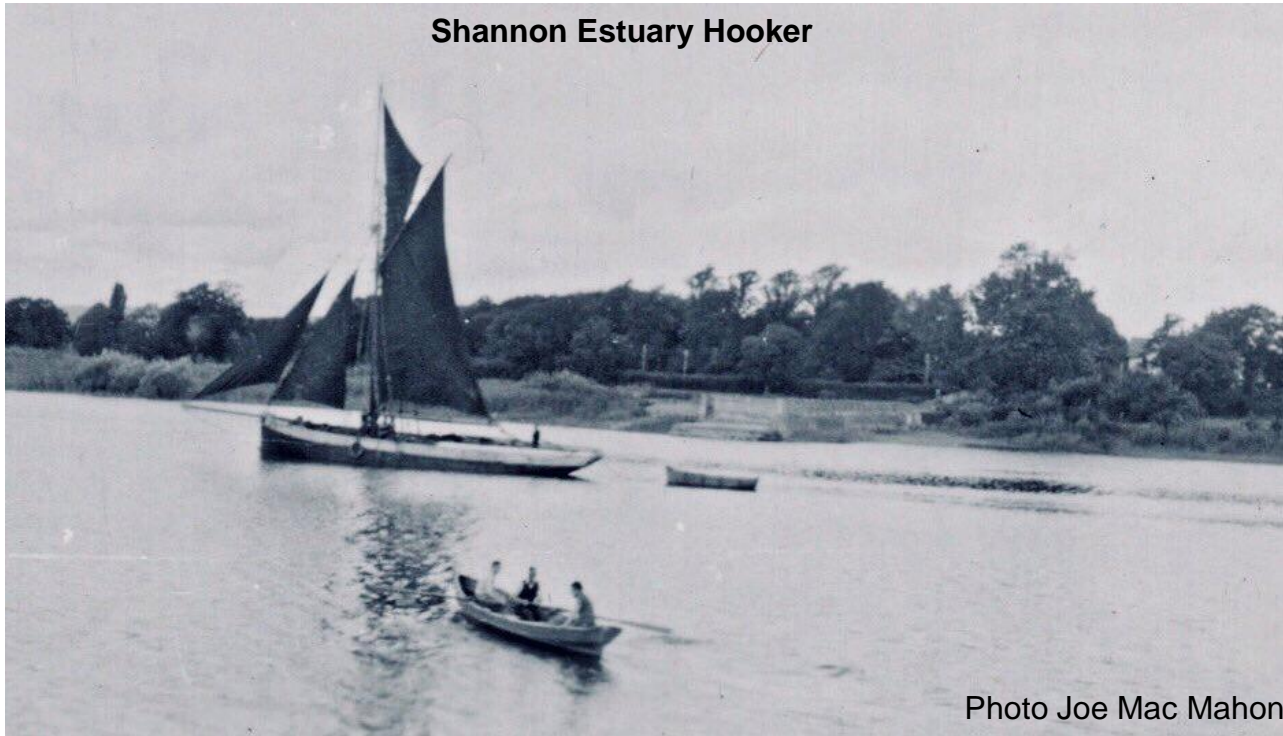
<http://www.limerickcity.ie/media/shannonr005.pdf>

- In pre-famine times, “the Shannon Estuary was a very busy river, teeming with traffic” including fishing boats, cargo ships, ferries, Royal Navy ships, French Navy ships, smugglers and pirates.
- **The Maigue Navigation** was established in 1700’s to serve Adare using the tidal lower Maigue as a continuation of links that shipped goods and people between Adare, the Shannon Estuary, Limerick and the upper Shannon for many centuries.
- **The Maigue Navigation:**
 1. Consisted of an 18th century canal and quay on site of present Adare Iron Works and a swing section in the bridge at Ferrybridge to allow ships pass through
- Handled small sailing ships and also steam ships
- Handled cargoes mainly of turf, timber, agricultural products, coal
- After canal and quay at Iron Works was cut off by new railway, they were replaced by Turf Quay
- Was one of about 17 quays in the Shannon Estuary built or improved between 1700’s and 1850’s by British authorities of the day, in co-operation with local interests
- As a port facility was held under State control, probably for military, customs & revenue purposes
- Adare Turf Quay remained under control of the Commissioners of Public Works until circa 1934
- Almost all the Estuary quays - except Adare, are still in good condition and in use to this day
- *A committee has been formed under Adare Community Trust to restore Adare’s Turf Quay as an amenity for the local community and for visitors and as a living part of local heritage.*



Photo Joe Mac Mahon

Sailing Ships of the Shannon Estuary



- Despite the arrival of steam ships in 1826, sailing ships still operated until 1952
- The 25 ton hooker “Alzina” (built 1876) was the last sail trading vessel on the Shannon
- It arrived in the Shannon Estuary in the 19020s.
- Photo shows it in 1952 leaving Limerick for Labasheeda for the last time with captain John Davis at the helm.
- <https://sw-ke.facebook.com/ilenproject/photos/a.2263885490509035/2515329002031348/?type=3&theater>

Turf Hookers of the Shannon Estuary



Shannon turf hookers were similar to Galway hookers

Turf Boats and Turf Cots of the Shannon Estuary

Críostóir Mac Cárthaigh

The complex of raised bogs straddling the Shannon estuary in north Kerry and west Clare are the most southerly and westerly bogs of this type, comparable to the great midland raised bogs. In the west Clare peninsula deep bogs formed around small lakes and in hollows on the waterlogged shale bedrock characterising the geology of this region.¹ For several hundred years these deep bogs have been intensively worked for their rich source of domestic fuel. Particularly large volumes of turf were cut and exported from west Clare to Limerick city and county. Cartloads of turf harvested laboriously by hundreds of men and women were transported by horse-, pony- or ass-drawn cart and tipped directly into the holds of waiting turf boats at the quayside in Kilrush creek. In 1839 alone, some 185,000 tonnes, valued at £10,000 sterling, was exported from Kilrush.² These figures include the even more important export outlet of Moyasta village in Poulmasherry Bay, to the west of Kilrush, where a large number of locally-owned turf boats were based. This inlet of the Shannon was navigable only at high tide, but was closer than Kilrush to the most extensive areas of deep bog in the region, including the townlands of Moanmore [An Mhóin Mhór], Sragh and Tullaher. At the head of the bay ran the Kilrush-Kilkee road. It was through here that Mary John Knott passed on her way to Kilkee in the summer of 1835, observing

¹ Mc Carthy, C., *A Palynological Study of a Raised Bog in Tullaher, West Clare*, (B.A. Thesis, Trinity College Dublin, Department of Geography, 2004). Core samples of peat recorded from this bog, at the western edge of the larger Moanmore bog, were in excess

<http://voyageoftheblackphoebe.blogspot.com/2015/06/kilrush-in-full.html>

Turf Boats and Turf Cots of the Shannon Estuary
Críostóir Mac Cárthaigh *Béaloideas*

[An Cumann Le Béaloideas Éireann/Folklore of Ireland Society](http://www.cumannlebealoideas.ie)

<https://www.jstor.org/stable/41412240?seq=1>

Steam Ships of the Shannon Estuary

EARLY IRON SHIPS ON THE RIVER SHANNON

The Shannon is the longest river in Ireland, with a length of 214 miles from source to the Atlantic Ocean at Loop Head, with all except the first nine miles being navigable. Over the years there have been many proposals to improve the navigation, but it was the arrival of the steam ship which led to some of the greatest changes.

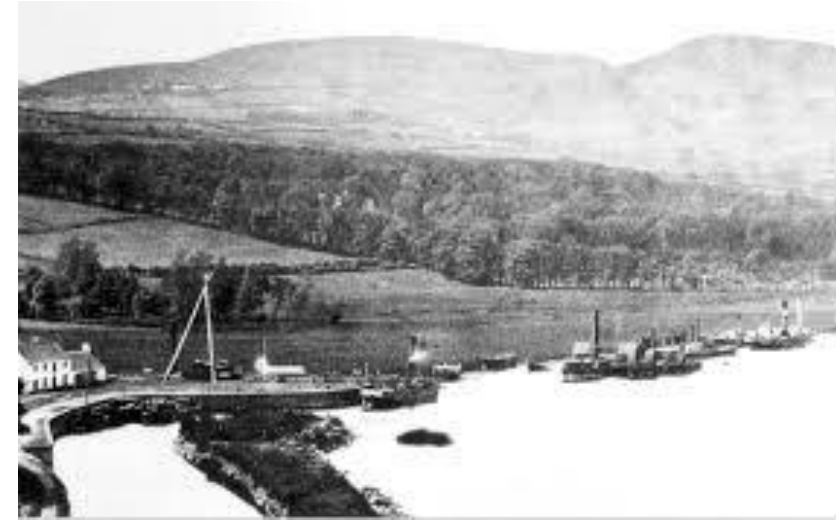
Some of the earliest iron steam ships were built for service on the River Shannon, and by 1835 there were probably a greater number, and more different types, than anywhere else.¹ Small, shallow draught steamers worked on the river and larger ships were required on the open waters of Lough Derg, which could be stormy. Unfortunately their success was short-lived as the arrival of the railways in the 1850s resulted in a reduction of traffic on the river, and most of the ships were taken out of service a few years later and abandoned. The fate of most of these ships is not known, however the remains of one of the largest iron ships, the *Lady Lansdowne*, still survive on the banks of that river.

THE SHANNON NAVIGATION

The first two steam ships arrived on the River Shannon at about the same time, coming along the Grand Canal from Dublin.² It appears that the wooden paddle steamer *Mountaineer*, owned by the Shannon Steam Navigation Company, was the first to be given a pass by

the Grand Canal Company (GCC), in October 1826. The second ship was the *Marquess Wellesley*, whose owner asked for permission the following month to enter dry-dock before going along the canal.³ *The Limerick Chronicle* of 3 February 1827 reported the arrival the previous day of the *Marquess Wellesley* from Dublin, attended by two fly-boats from Killaloe. The newspaper stated, 'it is the first instance of the application of Steam to the navigation of the interior waters of this Country'. The *Marquess Wellesley*, owned by John Grantham and built under his superintendence by the Horseley Iron Works in Staffordshire, was constructed on the River Mersey before sailing across to Dublin. She was a ship with twin iron hulls with the paddle wheel between the hulls.⁴

Neither of these two companies was successful because of problems and the competition between them, despite an increase in trade (Table 1). A new company, the Irish Inland Steam Navigation Company, was founded by Charles Wye Williams in 1829, and subsequently took over the two existing companies on the river. Six years earlier he had started what was to become the City of Dublin Steam Packet Company (CDSPCo), sailing initially between Liverpool and Dublin.⁵ In March 1829 Williams had come to an agreement with the GCC giving the Inland Steam Navigation Company special advantages regarding their trade on the Shannon Navigation. Included in the agreement was a statement that he had engaged to 'expend a farther sum of



- Demand for steam ships driven by Limerick / Kilrush holiday traffic
- *Marchioness Wellesley* was the second steam ship on the Shannon
- Arrived at Limerick on 2 February 1827.^[4]
- Other steam ships also served the busy passenger and cargo traffic between Limerick and all quays in Shannon Estuary
- Steam cargo ships served Adare until around 1910.

Table 1: Statement of Tonnage by the boats of the Inland Steam Company, plying on the River Shannon and the Grand Canal

Year	Tonnage carried
1827	6,304
1828	8,456
1829	8,800
1830	15,103
1831	20,142
1832	20,825
1833	24,102

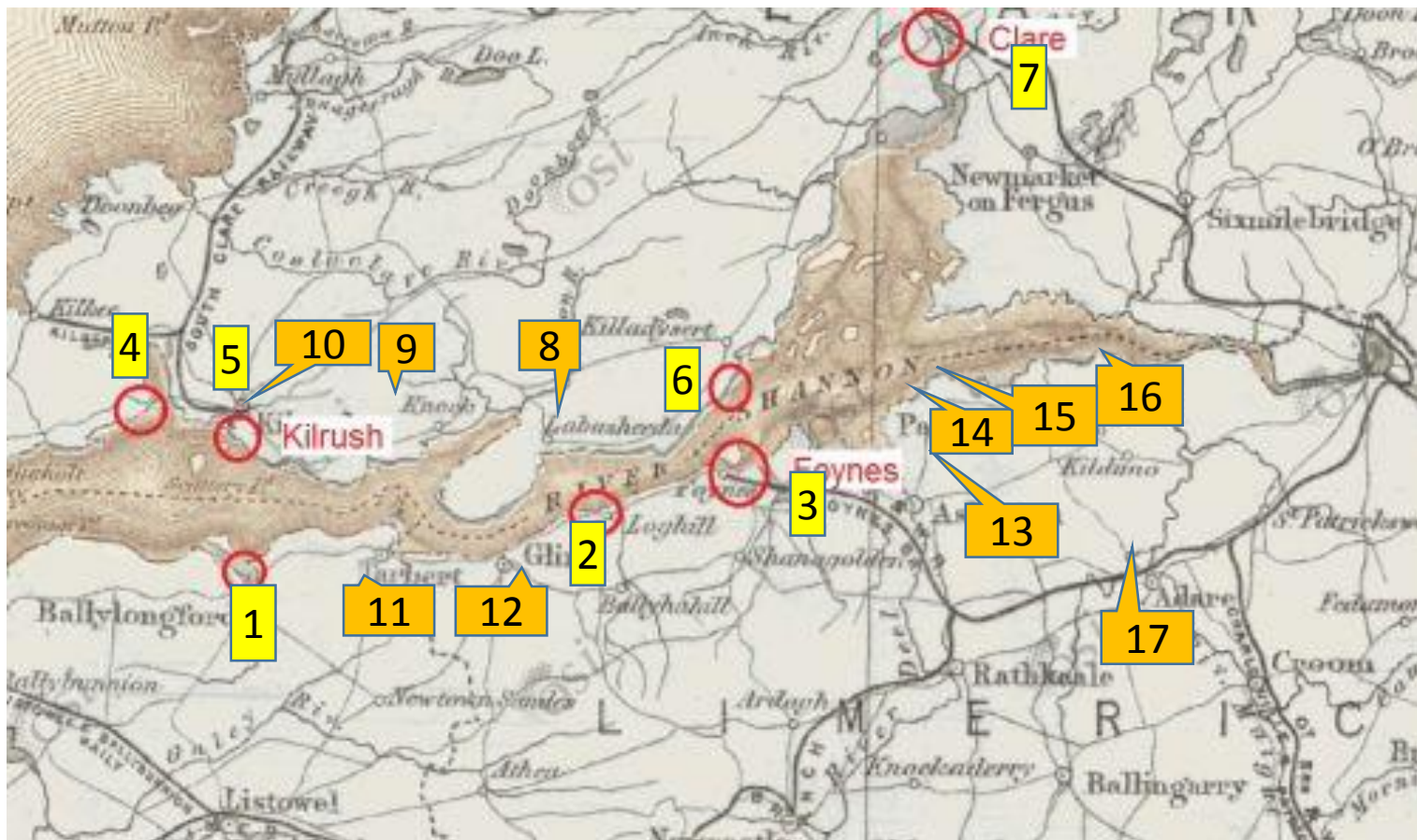
From Report of the Select Committee on Shannon Navigation, 1834, XVII, Appendix No.11

<https://www.tandfonline.com/doi/abs/10.1080/00253359.2006.10657005?journalCode=rmir20>

http://www.clarelibrary.ie/eolas/coclare/history/kilrush_notes_1760_1960/scatterry1.htm

<http://www.limerickcity.ie/media/shannonr005.pdf>

Pier and Quays of the Shannon Estuary



There are 11 viewing points along the Shannon Estuary Way.
SEW is funded by Failte Ireland as a Wild Atlantic Way looped drive.

Ringmoylan Pier, Ballysteen Pier, Boland's Meadow, Kiltteery Pier, Glin Pier, Knock Pier, Labasheeda Quay, Kildysart Pier, Covraghan Pier, Clarecastle Pier and Tullyglass Point

The Shannon Commissioners built or improved seven stone [piers and quays](#) on the Shannon Estuary in the 1840s and '50s:

1. [Saleen](#), Co. Kerry (1845)
2. [Kiltteery](#), Co. Limerick (1845)
3. [Foynes](#), Co. Limerick (1847)
4. [Querrin](#), Co. Clare (1842)
5. [Kilrush](#), Co. Clare
6. [Cahiracon \(Kildysart\)](#), Co. Clare (1820)
7. [Clarecastle](#), Co. Clare

Other quays built or improved include:

8. [Labasheeda](#), Co. Clare
9. [Knock](#), Co. Clare
10. [Cappagh](#), Co. Clare (1820)
11. [Tarbert](#), Co. Kerry (1854)
12. [Glin](#), Co. Limerick (1850)
13. [Askeaton](#), Co. Limerick
14. [Ballycuna \(Ballysteen\)](#) Co. Limerick (1840)
15. [Beagh](#), Co. Limerick (1605/1840/1900)
16. [Ringmoylan](#) Co. Limerick (N/A)
17. [Adare](#) (1720's and 1850s)

Condition of Quays & Piers in Shannon Estuary



NATIONAL INVENTORY
of ARCHITECTURAL HERITAGE

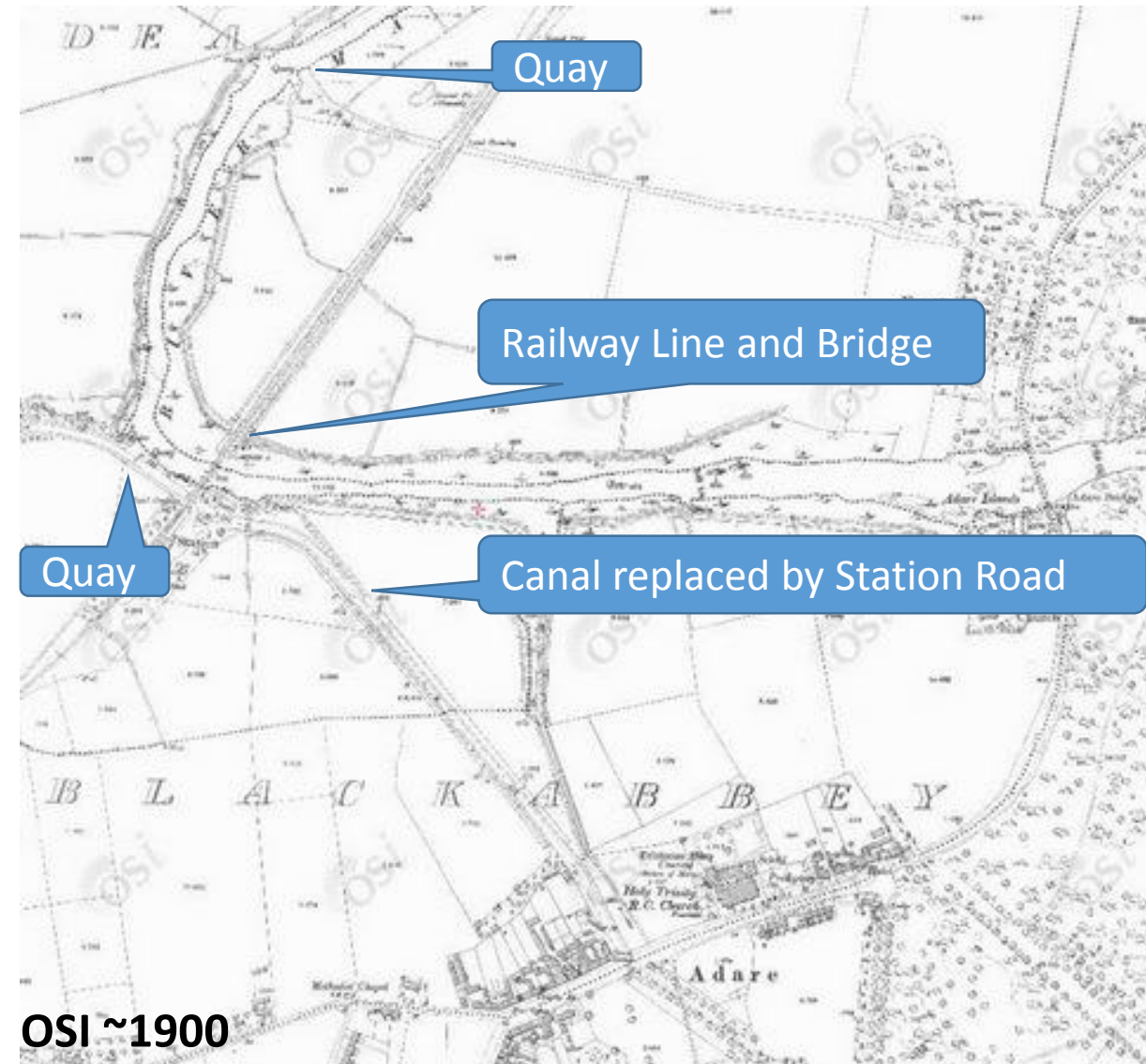
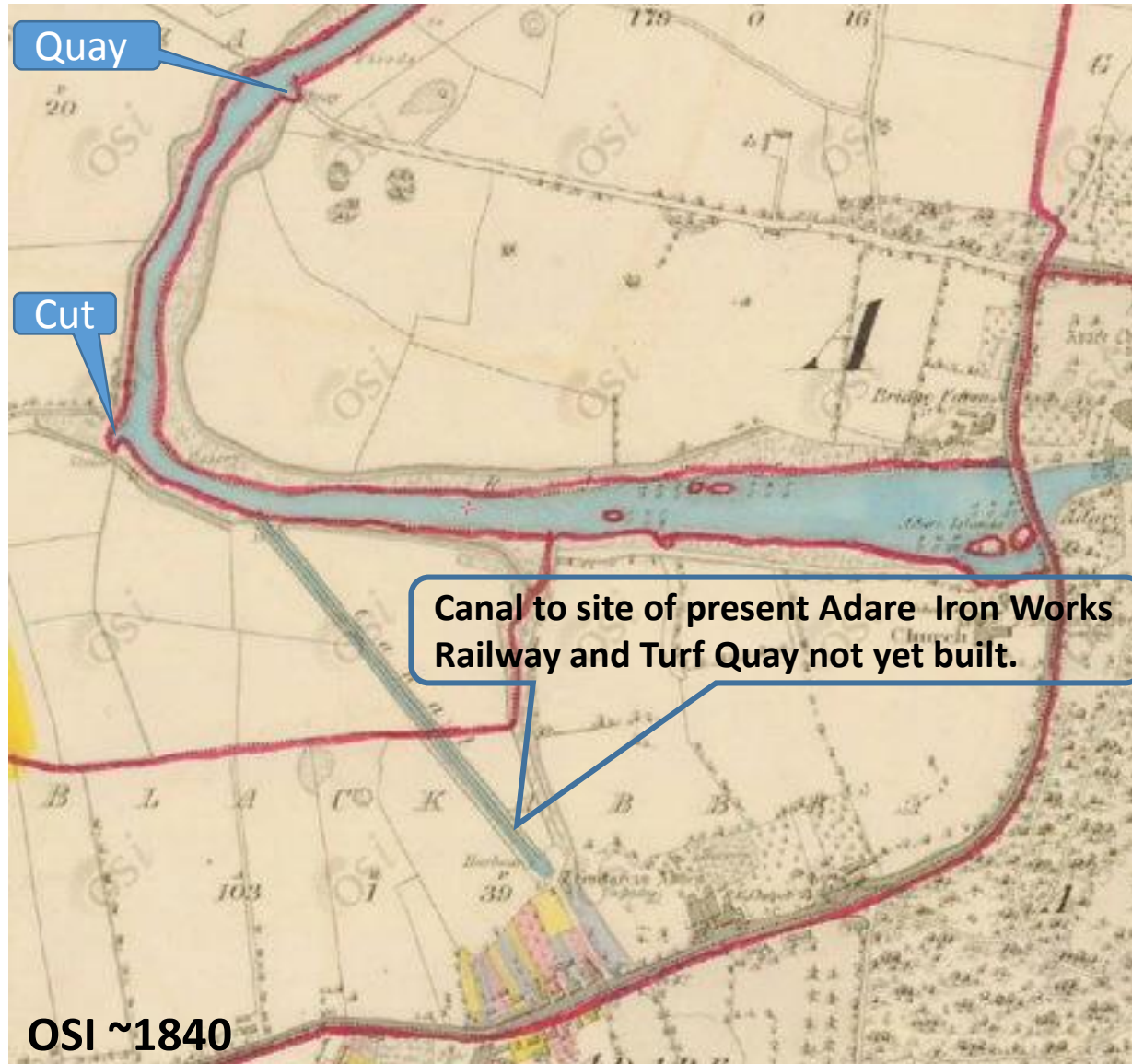
<https://webgis.buildingsofireland.ie/HistoricEnvironment/>

- Most of these quays and piers have been surveyed by **NIAH**, which describes them generally as:
 - “Battered limestone construction, built c. 1820 -1850. Coursed rusticated walling, with tooled limestone parapet walls
 - Cobblestones, concrete or tarmac surface
 - Carved limestone or cast iron mooring posts.
- **Almost all are generally appraised as:**
 - Surviving with original form intact
 - Serving to highlight the technical proficiency of marine architects in the nineteenth century
 - Forming integral part of area’s rich architectural heritage and a feature in the landscape
 - Retaining original features such as limestone capstans, flagstones and kerbs.
- **Adare Quay is not included in the NIAH archive.**

**Carved Limestone Bollard
GLIN PIER**



Ordnance Survey of Ireland Maps from 1840 and 1900 – Adare



Adare Quay

- Still survives today almost in its original form
- Retains original features such as quay wall, limestone capstans, flagstones
- Is now a car park
- Silted up and overgrown
- Cannot be used for boating
- No longer a feature in the landscape.



Askeaton Flotilla at Adare Turf Quay – Aug. 2019



Carved Limestone Bollard
Adare Turf Quay



Adare Turf Quay



Healy Partners Outline Designs for Floating Pontoon at Turf Quay

Issue:

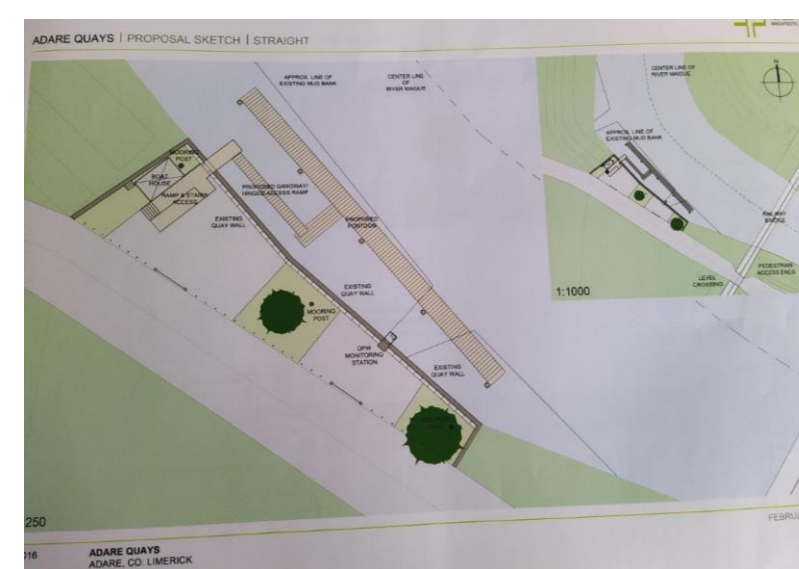
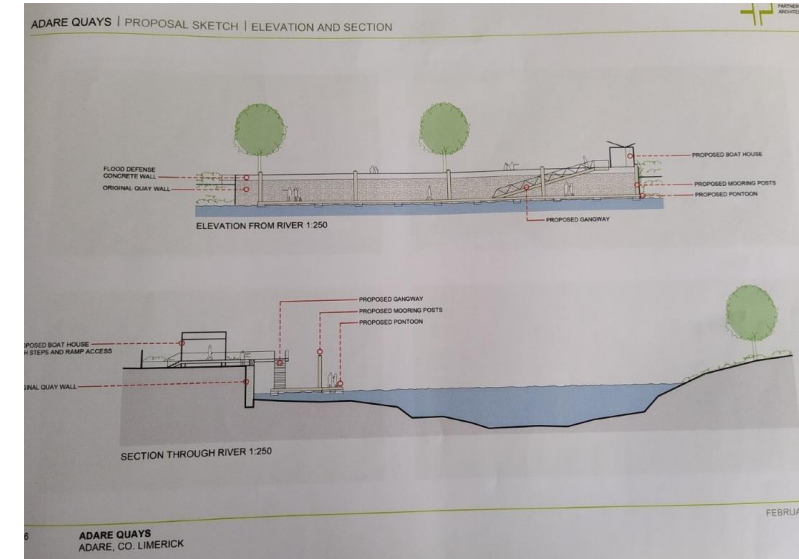
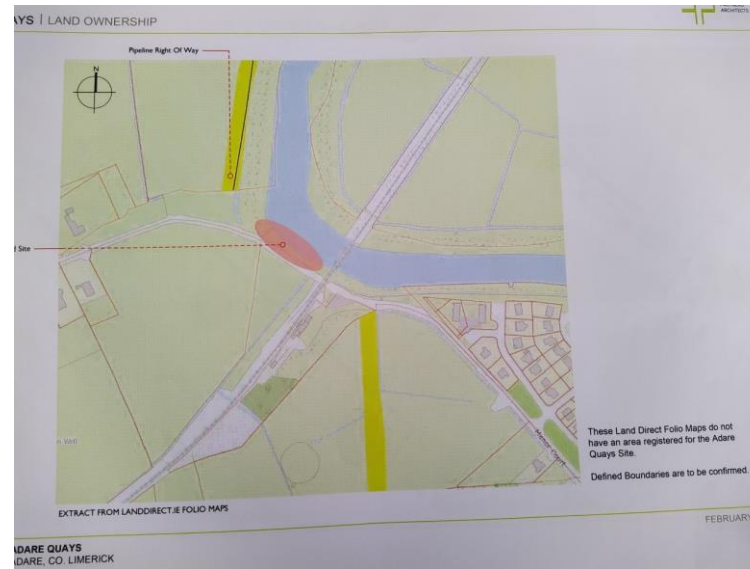
1. The Mague at Adare is a potentially valuable recreational amenity for both the local community and for visitors
2. Is unusable due to the lack of a safe means of access.

Proposal:

1. Remove relatively small build-up of silt, mud and overgrowth
2. Install pontoon to allow safe access for canoes, kayaks and small craft as per engineering advice and permissions.

Objective:

- Enable boating from above Croom down to Adare, and on to the Estuary
- Provide safe access to the tidal section of the Mague, currently inaccessible



Turf Quay, Adare - Timeline

<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/the-maigue/>

- 1605:** Government establishes authority over Shannon ports by granting permit for ferry between Beagh and Rineanna
- 1720:** **Maigue Navigation** in place and canal and quay built at site of present Adare Iron Works
- 1787:** Bridge at Ferrybridge built
- 1797:** Reference to **Maigue Navigation** in Archives of **Office of Public Works**

- 1800's:** Busy passenger and cargo traffic on Shannon between Limerick and Kilrush and other quays in Clare, Limerick, Kerry
- 1815:** **Office of Inland Navigation** installed swing section in bridge at Ferrybridge to allow boats pass to Adare
- 1830's:** Good road from Adare to Limerick meant that Turf Quay was used only for cargo boats, not for passengers
- 1837:** **Shannon Navigation Commissioners** (and tributaries) recommend minor works on Maigue
- 1839:** **By Act of Parliament, Shannon Commissioners** start building piers and quays in Estuary
- 1839:** 185,000 tons of turf exported from Kilrush to Limerick city and county, including **Adare**
- 1840's:** Famine Relief schemes in progress
- 1858:** Maigue remains vital link between Adare and other ports on Shannon
- 1858:** Limerick – Foynes railway built. Canal & quay at Iron Works closed. **Turf Quay built.**
- 1885:** Weighbridge office opened in **Adare** , where Sprockets and Hubs is now
- 1885:** **Shannon Act 1885** gives control of Shannon Navigation to **Commissioners of Public Works (OPW)**
- 1885:** **OPW** passes responsibility for some of estuary piers to county councils, Including Limerick Co.Co.
- 1910:** Total traffic on Maigue Navigation to Adare was 150t. Mainly coal by small steamer from Kilrush
- 1925:** **Dail** question to Minister Ernest Blyth re silting (at Ferrybridge) preventing vessels proceeding to Adare
- 1925:** **Minister Ernest Blyth** states “no traffic on this navigation for many years”. Drawbridge replaced by fixed arch bridge
- 1927:** **OPW** applied for authorization to abandon Maigue Navigation
- 1929-1933:** **Office of Attorney General** drafts bill “**Abandonment of Maigue Navigation...**”

References to Maigue Navigation - Carroll

(Dublin: N. Kelly, 1797), 6.

23. The Barrow **Navigation** connected the Grand Canal, which ran west on the south side of Dublin, with Waterford Harbour. The Boyne **Navigation** linked Slane, northwest of Dublin, with Drogheda, on the eastern seaboard. The Lough Corrib **Navigation** in Galway connected the lake with Lough Mask. The **Maigue Navigation** linked Adare in Limerick with the Shannon. And the Ballinamore, Ballyconnell, and Ulster canals served the north. Rena Lohan, *Guide to the Archives of the Office of Public Works* (Dublin: Government Stationery Office, 1994).

Maigue Navigation in place
before 1797

Vict., c. 4 (1846).

21. When government turned to labor schemes as a way of providing relief during the Great Famine, 140 drainage districts were created, and works were carried out in 121 of them. Over a quarter million acres were effected by the work, at a cost of almost two million pounds (in 1840s values), of which close to 90 percent was borne by central government. Further legislation in 1863 saw about another half million spent draining about seventy-eight thousand acres over a period of twenty-five years.



0 Reviews

[Write review](#)

Science, Culture, and Modern State Formation

By Patrick Carroll

https://books.google.ie/books?id=s2fEmwHuV9oC&pg=PA211&lpg=PA211&dq=%22adare%22+science+culture+modern+state+formation&source=bl&ots=KHwyxtbtlg&sig=ACfU3U20JZe34HPeiZ5oqa4KYis54nDnSg&hl=en&sa=X&ved=2ahUKEwj1_I2Eq83pAhWTT8AKHaQtCTQQ6AEwAHoECBQQAQ#v=onepage&q=%22adare%22%20science%20culture%20modern%20state%20formati on&f=false

References to Maigue Navigation - Goggins

<https://afloat.ie/inland/brian-goggins-inland-blog/item/18239-going-off-piste-on-water>

The Maigue through Adare

The Maigue flows north through Adare into the Shannon Estuary. In bygone days it was regarded as a separate navigation and the annual Board of Works reports covered it separately.

There was a plan to link Limerick to Cork by canal, but it got no further than making the Maigue navigable to Adare. A short canal ran from the river into the centre of the town. When the railway came, it cut off the entrance to that canal; the old harbour is now beneath an iron works and a new quay was built downstream of the railway bridge. You can walk down the bank from there; you can also visit the Maigue at Ferrybridge on the N69.

See Next Slide

Although commercial traffic was confined mostly to turf boats, and not many of them, the navigation continued in use until the 1920s. However, I have found no evidence — in Oireachtas records, in legislation or in statutory instruments — that the navigation was ever formally closed or that the Office of Public Works ever passed over its responsibilities to any other organisation. I have been pestering an unfortunate official of the OPW for some time now: he has found no relevant records.

“OPW still navigation authority for the Maigue”

Accordingly, I believe that the OPW is still the navigation authority for the Maigue, and it might perhaps give some attention to dredging and to the installation of aids to navigation.

SHANNON NAVIGATION ACT 1839

An Act for the Improvement of the Navigation of the River *Shannon*. [17th August 1839.]

<http://www.irishstatutebook.ie/eli/1839/act/61/enacted/en/html>

- .. Reign (1830-1837) of His late Majesty King *William* the Fourth, ...Whereas an Act was passed in the improvement of the Navigation of the said River **from its Source in *Lough Allen* in the County of *Leitrim* to its Mouth** would contribute to the general Prosperity .. of *Ireland*, it was enacted, that **Commissioners should be appointed by .. Her Majesty's Treasury for the Purpose of ascertaining the Works necessary to be executed for the Improvement of the said Navigation,**
- And whereas the Commissioners ..have recommended certain Works as proper to be executed,
-**Commissioners have also inquired into and adjudicated upon such Claims as were brought before them in respect of Rights of Fishery and other Rights, and also in respect of the Lands, Tenements, and Hereditaments required to be taken for or likely to be injured by the said proposed Works,**
- ..**and have duly made and published their final Awards and Adjudications with respect to such Claims**
- ...**the Owners of such Estates towards the Repayment of the Sums to be advanced for the Execution of the proposed Works,**
- **and have also recommended certain Tolls and Rates to be taken and levied on the said Navigation:**

Report of a Select Committee of the House of Commons to Inquire into the present State of the Navigation of the River Shannon and its Tributaries, and the Best Means of Improving the same. H.C. 1834 (532) XVII, 139. 1st-5th Reports of the Commissioners appointed pursuant to 5 & 6 Will. IV, c. 67, for the Improvement of the Navigation of the River Shannon, 1836–9. H.C. 1836 (143) XLVII, 581; H.C. 1837 (130) XXXIV, 1; H.C. 1838 (142) XXXIV, 203; H.C. 1839 (172) XXVII, 1; H.C. 1839 (208) XXVIII, 1; H.C. 1839 (173) XXVIII, 139.

[Google Scholar](#)

SHANNON NAVIGATION ACT 1885

<http://www.irishstatutebook.ie/eli/1839/act/61/enacted/en/html>

“The **Board of Works** took over the **Shannon infrastructure** from the **Shannon Commissioners**. Under the ***Shannon Act 1885*** the Board relieved itself of responsibility for most of the Estuary piers, passing over responsibility, in this case, to Limerick County Council.”

Ref: <https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannonestuary/the-stones-of-kilteery>

Report of Commissioners of Public Works 1910

The Maigue Navigation

http://www.dippam.ac.uk/eppi/documents/21570/eppi_pages/605668

The 78th Annual report of the Commissioners of Public Works for the year ended 31 March 1910, comments that for the River Maigue Navigation:

“The total traffic for the year was 150 tons, against 38 tons in the previous year. The increase is due to one or two cargoes of coal brought by a small steamer from Kilrush to Adare.”

Dáil Éireann debate -
Wednesday, 25 Mar 1925

Vol. 10 No. 17

CEISTEANNA—QUESTIONS. ORAL ANSWERS. - DEEPENING
THE RIVER MAIGUE.

[https://www.oireachtas.ie/en/debates/debate/dail/1925-03-25/6/?highlight\[0\]=maigue&highlight\[1\]=navigation&highlight\[2\]=navigation](https://www.oireachtas.ie/en/debates/debate/dail/1925-03-25/6/?highlight[0]=maigue&highlight[1]=navigation&highlight[2]=navigation)

CEISTEANNA—QUESTIONS. ORAL ANSWERS. - DEEPENING THE RIVER MAIGUE.



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SEAMUS O
LEADAIN



asked the Minister for Industry and Commerce if he can state what steps are being taken to clear the bed of the River Maigue to enable vessels to navigate the river as far as Adare, and if he is aware that at the present time vessels are unable to proceed to Adare owing to the channel being silted up.



Mr. BLYTHE
(replying)



The Maigue navigation from Adare to the River Shannon is in the charge of the Commissioners of Public Works. No representations have been made to those Commissioners recently as to the need for dredging; and no dredging has in fact ever been carried out by them in the river (which is tidal), except at Ferry Bridge, about 3½ miles from Adare.

I understand that there has been practically no traffic on this navigation for many years past.

Abandonment of the Maigue Navigation 1927

On **6 April 1927** the **Commissioners of Public Works** applied to the **Minister for Industry and Commerce**, under the *Railway and Canal Traffic Act 1888*,
for a warrant of authority to abandon the Maigue because
“such navigation is unnecessary for purposes of public navigation”.


Abandonment of Maigue Navigation, Boyne Navigation, Louth Canal and the Broadstone Branch of the Royal Canal Dublin

Reference:	2003/5/114
Date:	1929-1933
Creator:	Office of the Attorney General
Scope and Content:	
Extent:	1 file
Language:	English
Level of Description:	FILE

<https://www.nationalarchives.ie/search-the-online-catalogue/advanced-search/#!/details/110100257>

Historical References and FolkLore - Hartogs

<https://m.facebook.com/BallingarryWalks/posts/898948433878041>

 **Ballingarry Walks is at Jørgen Hartogs - Tour Guide - Historical Tours Ireland.**

April 9 at 1:59 AM · Ballingarry · 🌐

Location of the former port of Adare. The river Maigue was a vital link between Adare and the Shannon and until the arrival of the railway in 1858. The river Maigue is tidal as far as Adare and can be navigated all the way to the bridge. Around 1720 work was carried on the river to improve navigation and later a canal was cut to connect the Maigue with a small harbour nearer to the town. Later improvements were designed to reduce flooding of the river along the banks. The River Maigue flows through the picture-postcard village of Adare and, after many bends, joins the Shannon Estuary on its southern shore downstream (west) of Limerick. Some work to improve the river was undertaken as early as 1720 but it doesn't ever seem to have been a very important navigation. The Directors-General of Inland Navigation did some work from 1815 onwards, installing an opening bridge on the coast road (now the N69) at Ferrybridge, between Clarina and Kildimo. The river never had any locks. In 1837 the Shannon Commissioners recommended that only minor works were warranted as only turf boats used the river and there was a good road from Adare to Limerick. Finally, after independence, the new state reviewed its inland waterways in 1923 and concluded (inter alia) that the Maigue's opening bridge-arch could be replaced by a fixed arch: it had not been opened for many years and anyway most boats were too wide for that arch and had to use the fixed arch. At least as far upstream as Adare, the Maigue is heavily embanked, with sluices here and there. The confluence with the Shannon is said to be tricky to navigate, with shifting sand banks. The 1840/1844 OS maps show osieries here and there along the river. But the really interesting thing about this quay is that it is not shown on the Ordnance Survey map (surveyed in 1840, published in 1844), although a small quay is shown a little way downstream and on the far side of the river. Nor is this quay shown on the Griffiths Valuation map published between 1847 and 1864, although a possible reason for the existence of the quay is shown by Griffith. The early maps show that the harbour for Adare was not on the river itself. @ Jørgen Hartogs - Tour Guide - Historical Tours Ireland



Historical References and FolkLore – Irish Folklore and Lore

<https://www.irishlifeandlore.com/product/john-obrien/>

Description

John O'Brien grew up in Ballymartin, close to the O'Brien ancestral home at Ringmoylan. His father joined the RIC prior to the Troubles and served in Connemara, Co. Galway; due to his traumatic experiences during the Civil War, he resigned from the police force and returned to Limerick to farm and fish at Ballymartin.

John describes fishing on the Shannon River and names the locations where the nets were dropped, and the types of fish caught. He recalls in detail the islands on the river and the navigation of the great waterway. He crafted his own boat, a gandelow, and the work and the materials used are described in detail. All of the families who lived on the shores and who used the river are named, including the Fitzgerald family who looked after the lighthouse at Horse Rock. John recalls the shooting of wild geese, duck, plover, curlew, pheasant and rabbits for the table during World War 2.

The north and south channels of the Shannon River were busy transport lanes down through the years, with boats carrying grain and other cargo. John explains that a big grain boat would sometimes need the assistance of a lighter boat, which would lighten the load of the larger vessel. He recalls the turf boats which came from Clare to Pallaskenry to sell turf on a regular basis during World War 2, and The Dingle, which carried provisions each week to Adare via the River Maigue.

Saleen Pier, Ballylongford, Co. Kerry



Parliamentary Gazetteer

Reference to Ballylongford as existing in 1844-45.

Ballylongford (1844-45):

- The town .. has a small quay erected long ago erected at Saleen, but is in a bad situation. A new wharf, projected by the **Commissioners for the Improvement of the Shannon Navigation**, will be situated further down the river
- *A considerable quantity of corn is shipped in small craft for Limerick, and the trade is increasing*
- *Limestone for manure is brought from Askeaton by turf boats returning from Limerick; and sea manure is also extensively used*
- *A steam-boat passes daily from Kilrush to Tarbert and Limerick, and vessels of 30 tons enter the creek for potatoes and turf, in which a considerable traffic is carried on.*



<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/saleen-quay/>

Tarbert, Co. Kerry.



Tarbert Island Piers

There are two piers in Tarbert Island next to the Tarbert power station.

- The old pier was built in 1854 and was purchased and restored in 1994
- The main pier was built in 1858 for large vessels and steamboats
- Now used by the Tarbert car ferry and the Tarbert Island maritime club.



Glin Pier, Glin, County Limerick



Description

Battered limestone pier, built c. 1850.

Appraisal

This pier survives with its original form intact.



Reg No	21830016
Rating	Regional
Categories of Special Interest	Architectural Social Technical
Original Use	Pier/jetty
In Use As	Pier/jetty
Date	1850 - 1870
Coordinates	113038, 147835
Date Recorded	11/09/2008
Date Updated	--/--/--

Glin Quay is an Shannon Estuary Way viewing point

Kilteery Pier, County Limerick



Description

L-plan limestone pier, built c. 1845.

Appraisal

Retains original features such as limestone capstans, flagstones and kerbs. Forms an interesting focal point along Estuary.

Survey Data

Reg No	21900901
Rating	Regional
Categories of Special Interest	Architectural Social Technical
Original Use	Pier/jetty
In Use As	Pier/jetty
Date	1840 - 1850
Coordinates	117091, 149894
Date Recorded	07/08/2008

Foynes Harbour, County Limerick



Survey Data

Reg No	21829004
Rating	Regional
Categories of Special Interest	Architectural Technical
Original Use	Harbour/dock/port
In Use As	Harbour/dock/port
Date	1840 - 1860
Coordinates	124798, 151804
Date Recorded	24/08/2008



FOYNES: A TRIP THROUGH TIME



Foynes Yacht Club



Description

- T-plan limestone pier with harbour, built in 1847
- Still in use
- Erected as a part of a famine relief scheme
- Funded jointly by Spring Rice Family and Commissioners of Public Works

<https://irishwaterwayshistory.com/2016/11/25/foynes/>

Askeaton, County Limerick



Lewis's *Topographical Dictionary* 1837, said “*The trade consists principally in grain and flour exported direct to the foreign markets. There are two large flour-mills; one near the castle, is very extensive.*”

The town is advantageously situated for trade, from its vicinity to the Shannon, and is capable of admitting vessels of 60 tons’ burden.

<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/massys-quay-askeaton-and-the-river-deel/>

[Ilen Project@ilenproject](#) [Oct 5, 2019](#)

Wooden schooner on the River Deel at Askeaton, Limerick late 19c.



Russells Mill, Askeaton.



Deel Boat Club,
Askeaton.

Beagh Quay, County Limerick



In 1605, by order of King James 1, a ferry crossing over the River Shannon was established between Beagh and Rineanna in Co. Clare. Caimin O'Brien

BEAGH QUAY

From the ~1840 map (Historic 6'') that there was a quay at Beagh even then, but there was a slightly more elaborate arrangement by ~1900 (Historic 25'').

<https://www.buildingsofireland.ie/buildings-search/building/21900302/beagh-quay-beagh-county-limerick>

Survey Data	
Reg No	21900302
Rating	Regional
Categories of Special Interest	Architectural Archaeological Social Technical
Original Use	Quay/wharf
In Use As	Quay/wharf
Date	1900 - 1905
Coordinates	135828, 157005

Beagh Castle and Coastguard Station

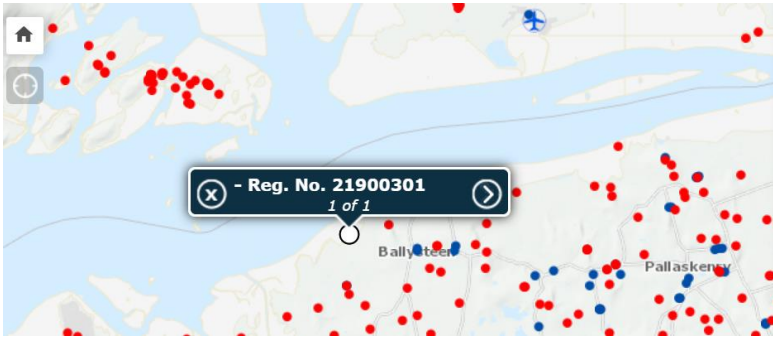


Description

- L-plan limestone quay, built in 1904, incorporating pier and slipway
- Once served an important function in transport and industry in this area and are a notable physical reminder of this history.
- The site remains in good condition and retains much of its original form and fabric, a testament to its original robust construction.
- The date plaque reads: 'Beagh Quay built 1904 / John Horan M.E.M.'

<https://webgis.archaeology.ie/historicenvironment/>

Ballycanauna, Ballysteen, County Limerick



Survey Data	
Reg No	21900301
Rating	Local
Categories of Special Interest	Architectural Social Technical
Original Use	Quay/wharf
In Use As	Quay/wharf
Date	1830 - 1850

Description

- L-plan limestone quay and pier, built c. 1840
- Adds visual interest to the south estuary of the River Shannon
- Onngoing reconstruction work should serve to preserve it as a functional and aesthetic reminder of industry and transport in the vicinity in years gone by.

Ringmoylan, Co. Limerick



Ringmoylan -- B. S. 9

Rinn Mhaicilín, Moylin's Point. O'D.

Ringmoylan -- J. O'D.

Ringmoylane -- Sur. & Val. Ireland 1824

Rinemaline -- Barony Map

Rinmoylan -- Terrier of Ardcanny Preb.

-- Down Survey

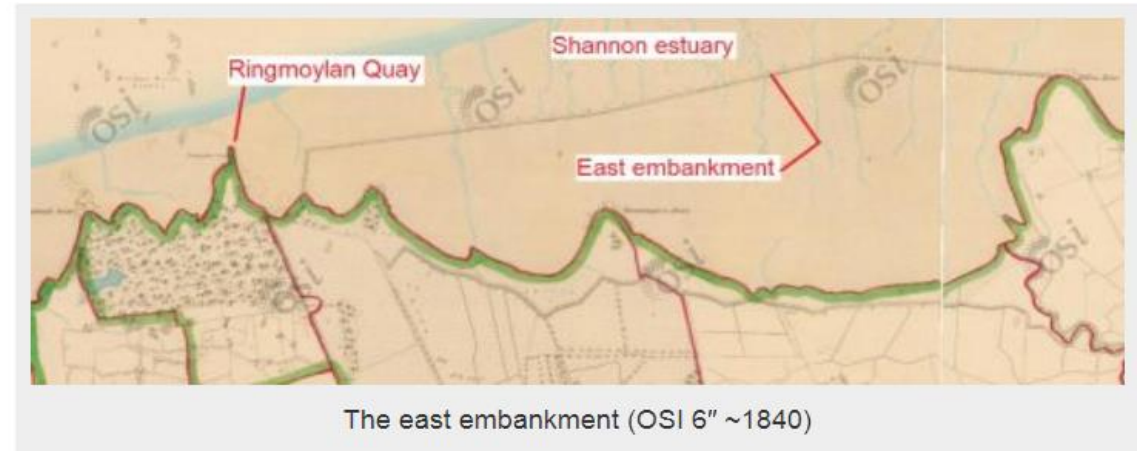
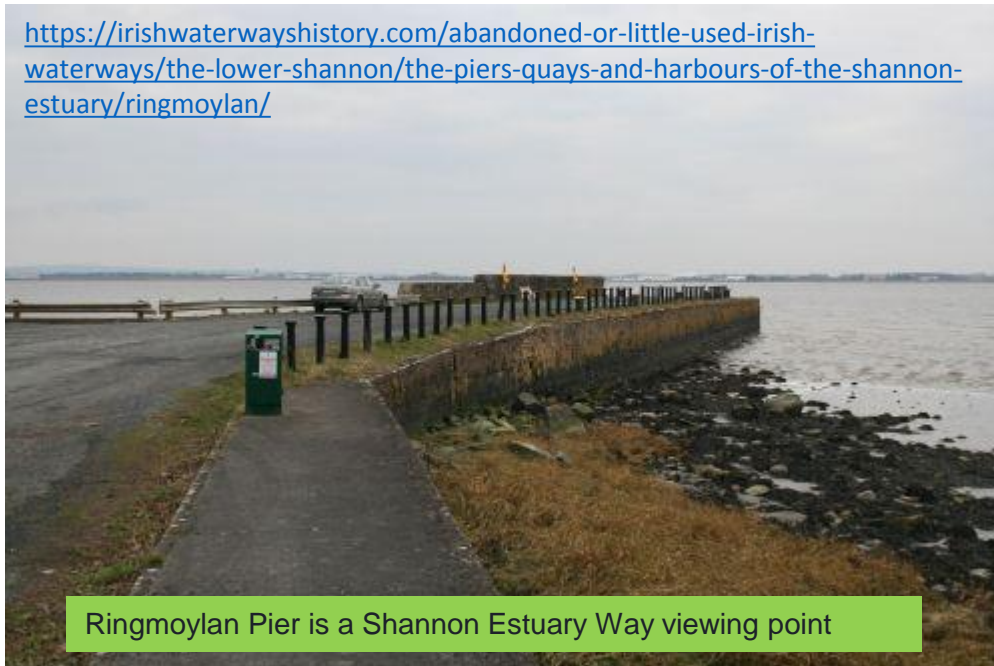
-- Acts of Settm. &c.

In the W. extremity of the parish, and contains 99a. 1r. 9p. st. measure. It is bounded on the E. by a road.

The property of Lord Charleville. Let to 14 tenants, some on a lease of lives, others at will. Rent from £1 to £22 per acre. Co. Cess per acre 2s.6d. Tithe per acre 2s.8d. to 3s.6d. Soil good, producing wheat, oats, and potatoes. Fuel scarce. Prevailing names - Kirby. The R. Shannon waters the td. There is a small quay for the accommodation of travellers by the Limerick Steam Boat.

<http://www.limerickcity.ie/media/007%20Ardcanny.pdf>

<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/ringmoylan/>



Ringamoylan Pier has long maritime tradition inc. usage of Gandelows for transporting people across the Shannon, salmon fishing, reed cutting, and for lighthouse keeping.

Ringmoylan Pier is a Shannon Estuary Way viewing point

Ferrybridge, Co. Limerick



shutterstock.com • 792910036



Description

- Triple-arch limestone road bridge over the River Maigue
- Begun in 1778 and completed in 1787
- State installed swing section in 1815 to allow boats pass up Adare

Survey Data	
Reg No	21901217
Rating	Regional
Categories of Special Interest	Architectural Technical
Original Use	Bridge
In Use As	Bridge
Date	1770 - 1790
Coordinates	148227, 152273

<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/the-maigue/>

Clarecastle, Co. Clare



- Clarecastle port built in 1840's
- By Commissioners for Shannon Navigation
- Final cargoes of timber and coal from Baltic in late 1960s.



Kildysart Quay, Co Clare.



- It is unlikely that the Shannon Commissioners built the quay at Kildysart.
- It was used by people who lived on the nearby islands. Still used to get cattle to/from the islands (Ref: Tully **Clare Traditional Boat and Currach Project 2008** (Clare County Council 2008))

Cahiracon, County Clare



Description

- L-plan cut-limestone quay wall, built c. 1820, with cut-stone and cast-iron bollards
- Altered, c. 1970, to accommodate use as pier.
- According to [Guy's Directory](#) of **1893**, boats ran between Limerick and Kildysart and Cahircon) in the 1890s
- Daily service during summer and on alternate days in winter, by steamer from Limerick and Kilrush
- Used commercially into 1990's.

Survey Data

Reg No	20405903
Rating	Regional
Categories of Special Interest	Architectural Technical
Original Use	Quay/wharf
In Use As	Pier/jetty
Date	1800 - 1840
Coordinates	124909, 156239



Ringmoylan Pier is a Shannon Estuary Way viewing point

<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/cahircon-not-at-all-boring/>



Labasheeda Quay, Co. Clare

Labasheeda Quay



John Radford

Photo - Mar 2018



Labasheeda Quay is a Shannon Estuary Way viewing point

Labasheeda:

- Shipped corn for Limerick in 1830s
- Used for people and goods between Tarbert and Foynes up until at least the 1940s
- Steamers sailing between Foynes and Kilrush stopped at Labasheeda
- Exported butter to Foynes
- Creamery building is still standing
https://www.geocaching.com/geocache/GC58YAJ_labasheeda-quay?guid=4d424f42-04fe-4ac3-98bb-804adaad83ff

Knock Quay, Co. Clare



1837: small pier, where sea manure is landed, and whence corn is occasionally sent in boats to Limerick.

Late 1800's:

- Knock had two ice-houses to serve salmon fishery in Clonderlaw Bay
- Fish were sent by West Clare Railway from Cappagh to arrive in London in twenty four hours.



Knock Quay is a Shannon Estuary Way viewing point



Cappagh Pier, Kilrush, County Clare

Survey Data

Reg No	20406732
Rating	Regional
Categories of Special Interest	Architectural Social Technical
Original Use	Pier/Jetty
In Use As	Pier/Jetty
Date	1800 - 1840

<https://www.buildingsofireland.ie/buildings-search/building/20406732/cappa-pier-kilrush-county-clare>

Description

- Cut-limestone pier, built c. 1820
- Steps and slipway to harbour and parapet walls having inset steps.
- Cast-iron bollards and mooring rings.



Kilrush, Co. Clare



- Steam ships operated between Kilrush, Tarbert and Limerick
- Towed lighters carrying cattle and other goods
- Also large fleet of sailing boats ... took vast amounts of turf from West Clare to Limerick and other quays along the Estuary
- Boats picked up limestone for lime making on return trip
- Also carried butter, corn, peas, potatoes, feathers, dried fish, wool, pigs, oysters, sheep and goat skins, ox hides, tea, coal, stockings, yarn and eggs
- Limerick City Corporation imposed taxes on all cargo shipped.



<https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/the-lower-shannon/the-piers-quays-and-harbours-of-the-shannon-estuary/a-sector-lock-kilrush-marina/>



Querrin Pier, Co. Clare



<https://wildatlanticway.omeka.net/items/show/24>

- Querrin pier was built in the 1842
- Large number of local people involved in commercial fishing
- Fishing boats included at least 50 currachs and 15 bigger boats
- Also another 15 trading boats operated from Querrin along the Estuary
- Pier is still a popular place for fishing



Carrigaholt, Co. Clare



- Named on a map included in '**Report Of The Commissioners For The Improvement Of The Navigation Of The River Shannon (Manby 1837)**'.
- https://webgis.buildingsofireland.ie/HistoricEnvironment/?REG_NO=21900301

Flotilla from Askeaton to Adare to demonstrate the viability of quay project

BY V <http://www.vsopublicationsltd.ie/2019/08/flotilla-from-askeaton-to-adare-to-demonstrate-the-viability-of-quay-project/> AUGUST 8, 2019
<https://www.limerickleader.ie/news/home/437081/making-magical-maigue-a-royal-highway-into-heart-of-limerick.html>

Adare Community Trust (ACT), over a six month period, is researching the reopening of the quay on the Kildimo road, 'Pope's Quay', with a view to establishing a water recreation facility on the Maigue.

Recently ACT committee member Captain Kevin Cribbin demonstrated the credibility of providing this facility from the quay.

He writes, "The trip up the Maigue was arranged at very short notice. Four boats with a total crew of nine left Askeaton at 11.30am, entered the mouth of the Maigue on an incoming tide at around 1.00pm and arrived in Adare at 2.45pm. Some of us managed to scramble up the bank and get up to Lena's for a coffee before leaving Adare at around 4.30pm on the outgoing tide. We returned to Askeaton at around 8.15pm.

The sail up the Maigue was just beautiful. It is an amazing amenity to have on our doorstep, and because it is inaccessible it is virtually unknown. There is no sign of human life or activity – just ducks, swans and wildfowl. It might not be for everyone, but canoeists, kayakers, boaters, photographers, naturalists, bird watchers and anyone interested in a unique natural environment would love it.

The river is quite deep all the way up to just before the railway bridge (3m+) at Adare. Apart from a strong current and a tidal rise and fall of over 3m every six hours, there are no particular risks to the safety of experienced boaters, kayakers or canoeists. There is plenty of head-room under Ferrybridge.

The trip up the Shannon from Askeaton is also very interesting but is hard work – definitely not for everyone.

Three of the boats were good sized crafts and able to get within four to five meters of the quay, proving that it should be relatively easy to provide safe and proper access to the river and all it has to offer as a recreation amenity to Adare residents and our visitors."

Captain Kevin Cribbin, on behalf of Adare Community Trust, thanks Tom and Catherine Fitzgerald, Ben Shire, Edgar Heenan and Cyril Ryan for their invaluable assistance with this most enjoyable event. ACT acknowledges the support of Limerick City and County Council and West Limerick Resources.

Viewing Points Along Shannon Estuary Way

Clare County Council, March 11, 2019:

- Fáilte Ireland today unveiled 11 new viewing points along the Shannon Estuary Way, the first of a series of Wild Atlantic Way looped drives created to encourage visitors to explore other parts of the region and stay longer.
- **The Shannon Estuary Way, developed with an investment of €225,000 from Fáilte Ireland,** takes visitors on a drive through an area of remarkable unspoilt beauty, across the Shannon Estuary on Shannon Ferries, encouraging them to explore the many delightful towns, villages and world famous shore fishing sites within the area.
- The new viewing points will compel visitors to stop, enjoy the view and engage with the stories of each:
 1. Ringmoylan Pier
 2. Ballysteen Pier
 3. Boland's Meadow
 4. Kiltteery Pier
 5. Glin Pier
 6. Knock Pier
 7. Labasheeda Quay
 8. Kildysart Pier
 9. Covraghan Pier
 10. Clarecastle Pier
 11. Tullyglass Point

BOARD OF PUBLIC WORKS.
SHANNON NAVIGATION.
Act 2 & 3 Vic. cap. 61.
QUAYAGE AND WHARFAGE
PAYABLE AT SALEEN PIER.

I. QUAYAGE	
ON CRAFT TRADING IN THE RIVER SHANNON.	
Open Boats, Turf Boats, and Decked Vessels under 20 Tons burden,	1d. per diem.
Decked Vessels of 20 Tons and under 50 Tons Register, or 50 Tons burden when not Registered,	2d. "
Vessels of 50 Tons Register or Burden and under 100 Tons Register,	3d. "
Vessels of 100 Tons Register and upwards,	4d. "
ON VESSELS ARRIVING FROM OR DEPARTING TO ANY PORT IN THE UNITED KINGDOM OUTSIDE THE SHANNON,	
1d. per Ton Register for a period of 14 days.	One Halfpenny per Ton for every subsequent week or part of a week.
ON VESSELS ARRIVING FROM OR DEPARTING TO ANY FOREIGN OR COLONIAL PORT,	
Vessels arriving for the purpose of Shelter to pay only the Rates per Diem or per Ton as per Column No. 2.	Ditto.

II. WHARFAGE.	
FOR LOADING (Turf, Lime, Limestone, Building Stone, Flags, Sand, OR LANDING (Gravel, Ballast, Marl, Seaweed and Manures,	One Halfpenny per Ton.
DITTO Timber, Coal, Iron Ores and Minerals, Corn, Meal, Malt, Flour, Potatoes, Hay, Straw, and all Goods not elsewhere enumerated,	Three Halfpence per Ton.
DITTO Pigs or Sheep,	6d. per Score.
DITTO Horses or Cattle,	1d. per Head.

Goods &c., not removed from the Pier within 48 hours will be chargeable with half the above rates for each day or part of a day until removed.
 No less a sum than a Penny Wharfage to be received in any case.

III. EXEMPTIONS.
 Fishing Boats and Small Boats when not engaged in carrying Goods or Passengers.
 Passengers' Luggage and Military Stores.
 Fuel for Steamers, if carried direct on board without being laid on the Quay.
 By Order,

OFFICE OF PUBLIC WORKS,
 Dublin, 27th January, 1873.
EDWARD HORNSBY,
 Secretary.

<https://webgis.buildingsofireland.ie/HistoricEnvironment/>
<https://wildatlanticway.omeka.net/items/show/24>

<https://www.townlands.ie/limerick/adare/>

<https://irishwaterwayshistory.com/>

https://archive.org/stream/op1246972-1001/op1246972-1001_djvu.txt

[https://www.nationalarchives.ie/topics/OPW/OPW local history.pdf](https://www.nationalarchives.ie/topics/OPW/OPW%20local%20history.pdf)

<https://www.historicalpicturearchive.com/shop/pictures/>

Shipping in Shannon Estuary

[http://www.clarelibrary.ie/eolas/coclare/genealogy/don tran/fam his/scattery/1795 1849.htm](http://www.clarelibrary.ie/eolas/coclare/genealogy/don%20tran/fam%20his/scattery/1795%201849.htm)

<http://www.limerickcity.ie/media/shannonr005.pdf>

Each quay built by the Shannon Commissioners had an officer to collect tolls and other charges.