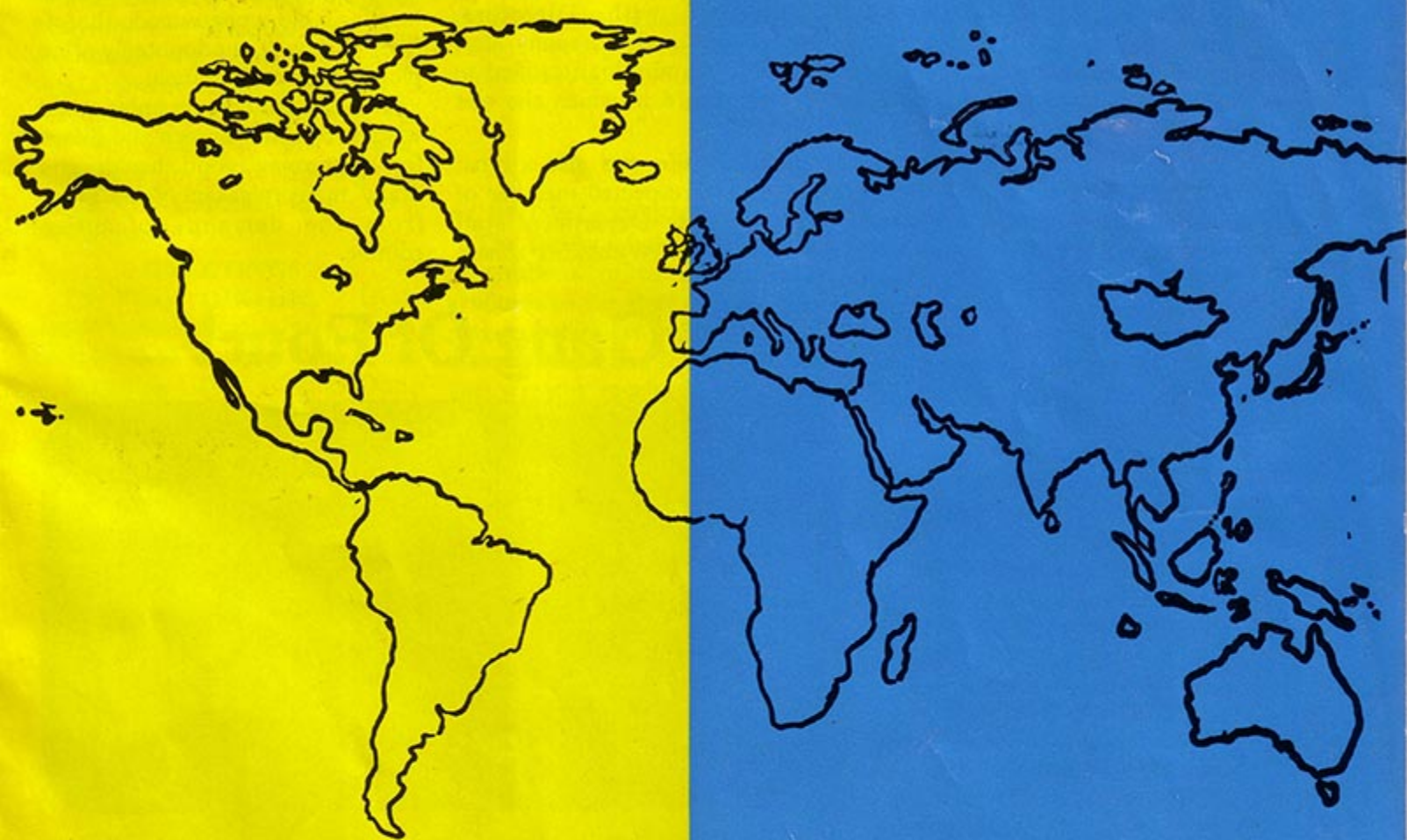


SIGNAL



**Deck and Engineering Officers
Ashore as at 27th January 1981**

Masters: M. O'Dwyer, T. Byrne, J. Gleeson, P. Murphy, G. Kyne, D. Mundow, J. Murphy, N. Hearne.

Chief Officers: F. McCarthy, P. Miley, B. Kinch, P. Murphy, M. Purcell, P. Hughes, D. Leonard, M. McCarthy, K. Rowden.

Second Officers: D. Meagher, M. Poole, G. Hopkins, B. Goyvaerts, P. Boyd, R. O'Shea.

Third Officers: P. Cafferky, J. Whelan, D. Scanlon, T. O'Callaghan.

Chief Engineers: P. Dowling, R. Tennent, J. Denham, N. O'Neill, J. Reynolds, D. Gerety, S. Jenkins, P. Morris.

Second Engineers: V. Hetherington, L. Byrne, M. Flynn, A. Curran, D. Horan, J. Keane, M. O'Leary, N. McGarrigle.

Third Engineers: T. Kennedy, T. Ryan, M. Boland, D. O'Connor, P. Gunning, B. Kelleher, D. Matthews, C. Quinn, D. Coulter.

Fourth Engineers: R. Tynan, T. Sweeney, K. Barry, G. Sheehan, D. O'Reilly, E. Burke, E. O'Sullivan, P. Curran, T. Taylor.

Junior Engineers: M. Keogh, A. Byrne, J. White, W. Leahy, W. Delaney, A. Lydon, P. Dolan, G. Osborne, P. Good, R. O'Riordan, J. McCooey, P. Bowring.

Electrical Engineers: T. Moore, J. Dunn, C. Murphy, T. White.

Catering Officers: P. Farrelly, H. Bond, B. Dorgan, T. O'Connell, J. Clinton.

Deck Cadets: F. Hogan, D. Whelan, O. Walsh, P. Murphy, P. Reid, B. Briscoe, B. Clarke, B. Geary, R. Hickey, G. McMahon, K. Treacy.

Engineer Cadets: D. Cody, B. Dixon, P. Martin, G. O'Cearuill.

WEDDING BELLS

Congratulations to **Ann Byrne** of Accounts Department who was married on Friday, 6th February to **Peter McQuaid**. We wish the newly weds health and happiness in the years ahead.

Recent Retirements

Two popular and long serving staff members based at Head Office, Merrion Hall, recently retired from the Company. They were **Maureen Grogan** and **Eileen Maslin**, both of whom received the good wishes of all their colleagues and were the recipients of special presentations to mark the occasion.

Maureen Grogan was perhaps the best known staff member in the Company because of her job dealing with all who called to Head Office or who telephoned the Company. Over the years she has played a very prominent part in the social life of Head Office staff and was particularly expert in organising many pleasant company functions as a member of the staff Social Committee. Her good humour and her excellent relationship with Directors, Management and Company staff both ashore and afloat testified to the high regard in which she was held by all.

Eileen Maslin was also a most popular and respected member of the Purchasing Department staff for many years. Within her sphere



Eileen Maslin.

of activity Eileen displayed an unobtrusive efficiency and her ready willingness to be of assistance to others are personal qualities which are readily acknowledged by all her colleagues. Eileen also engaged in charitable work outside the office and will undoubtedly find plenty to do in retirement.

We extend our warmest good wishes to both Maureen and Eileen for continuing good health and many many pleasant years away from the demands of office routine.

Gang Of Four!



A memory captured in the company of three handsome colleagues at one of the more dignified Irish Shipping functions featuring Maurice DeMangeat, Bernard Byrne, Charles Devlin and Maureen.

"Signal" is the Newsletter Magazine of Irish Shipping Ltd.

Vol. 18, No. 1 Winter 1980/81

Contributions and correspondence for "Signal" should be sent to the Editor at
**IRISH SHIPPING LTD., MERRION HALL,
STRAND ROAD, DUBLIN ..**
Editor: John Higgins.

TO OUR READERS

We are most grateful to those readers who wrote to us during the festive season conveying their good wishes to all in Irish Shipping afloat and ashore, and especially to **Tom McHugh** and pupils, **Garranbane National School, Co. Waterford**; **Sister Mary, Our Lady of Mercy National School, Cahir**; **Captain T. Glanville**, **Felix McCarthy** and **Tony Lavelle**. We were also delighted to receive a letter from **Captain Eric S. Jones**, Master of the first "Irish Oak" when that vessel was sunk in 1943. Captain Jones expresses regret that he was unable to attend the recent Memorial Services for Irish seamen lost aboard Irish vessels during the war, but says that ill health prevented him from doing so.

He especially wished to be remembered to his old ship mates — **Captain J. P. Kelly**, **Captain Meredith** and **Wireless Operator, Jim Burke**. We are pleased to note that Captain Jones still takes a very keen interest in news of his old ships and of his former colleagues in Irish Shipping we would wish Captain Jones a very happy year in 1981.

GREETINGS

To **Tony O'Keeffe**, "Irish Maple" wishing you a very happy birthday and a happy New Year from Mam, Dad, John, Dan, William, Florrie, Paul, Agnes, Noel and Denis. Also hoping you had a very enjoyable Christmas.



Photographed at the Chamber of Commerce dinner are (left to right) Mr. K. A. Macaulay, Managing Director of Macaulay & Company, wool merchants; Captain Martin Bell, Secretary Irish Exporters' Association; Mr. Henry Tierney, President Dublin Chamber of Commerce and Mr. Clement Kinsella, Irish Shipping Ltd.

DUAIS MHIC EOIN

Congratulations to **Cadet Derek Bolster** who has been selected as the Cadet most worthy of the award of the Duais Mhic Eoin from the group whose training terminated in June, 1980.

ACKNOWLEDGEMENT

The family of the late **Oswald McGrath** wish to express their gratitude to the staff of **Irish Shipping** and the fleet personnel for all their kindness and for Mass cards and wreaths received. They wish to extend a special word of thanks to **Mr. Davis** and all who attended the funeral.



Mr. W. A. O'Neill, Director and General Manager of Irish Shipping presenting his 25 years' service award to Catering Officer Mr. Jack Doran with Captain M. D. Langran, second from left, and Mr. L. J. O'Meara looking on.

FROM WARRINGTON

Dear Sir,

Just a note to express my thanks for the copies of "Signal" which you sent to me at the request of my esteemed friend Dick Scott, of Limerick. I found the contents very interesting and informative, not least the photo of "Irish Larch" reproduced on page 5 of the Autumn/Spring 1979 number, which I took at Waterford on one of her last trips there. It was sent in by Dick Scott who has 'carte blanche' to use any of my photos as he wishes.

Since I saw the first "Irish Rose" taken over at Waterford I have been keenly interested in the fortunes of your progressive company and I remember with what feelings of pride I watched the newly built "Irish Oak" steam up the Suir for the first time.

With renewed thanks and every good wish for the progress and prosperity of I.S.L.

Yours faithfully,
J. Hartery

'ASGARD II'

Irish Shipping Ltd. have been appointed by Coiste an 'Asgard' to manage the new sail training vessel 'Asgard II' which has been built by Tyrrell's of Arklow. The naming and commissioning of the vessel will take place at Dun Laoghaire on Friday, 6th March, 1981.

BUDGET 1981 - INCOME TAX

Exemption

The income limits for the purposes of exemption from income tax have been increased. A taxpayer whose total income for 1981/82 does not exceed the appropriate new limit set out below will be exempt from income tax:

Category	Previous limit 1980/81	New Income limit 1981/82
Single or widowed person under 65 years	£1,700	£2,000
Single or widowed person aged 65 years or over but less than 75 years	£2,000	£2,300
Single or widowed person aged 75 years or over	£2,500	£2,800
Married couple (both under 65 years)	£3,400	£4,000
Married couple where either spouse is aged 65 years or over but less than 75 years	£4,000	£4,600
Married couple where either spouse is aged 75 years or over	£5,000	£5,600

There is provision for marginal relief where the total income does not greatly exceed the appropriate limit.

Personal Allowances

The main personal allowances for 1981/82 are as follows (but see also paragraph 4):

Single personal allowance	£1,115
Widowed personal allowance	£1,185
Married personal allowance	£2,230
Child allowance	£195

Rates of tax

The 35% rate band has been increased (a) from £4,000 to £4,500 in the case of an individual taxpayer, and (b) from £8,000 to £9,000 in the case of a married couple.

The rates of tax and bands of taxable income for 1981/82, in the case of an individual taxpayer, are as follows:

Rate of tax	Band of taxable income
25%	First £1,000
35%	Next £4,500
45%	Next £2,000
55%	Next £2,000
60%	Balance

In the case of married couples the rates of tax and bands of taxable income are as follows:

Rate of tax	Band of taxable income
25%	First £2,000
35%	Next £9,000
45%	Next £4,000
55%	Next £4,000
60%	Balance

Taxable income is arrived at by deducting the employee's cumulative tax-free allowances exclusive of the Table allowance from cumulative earnings (after deduction of allowable superannuation contributions).

certain allowances

The following allowances have been increased:

	Previous Allowance 1980/81	New Allowance 1981/82
Special PAYE allowance	£400	£600
One-parent family allowance	£500	£650
Child allowance - incapacitated child	£390	£500
Blind person's allowance	£330	£400
Blind persons' allowance (where both spouses are blind)	£660	£1000
Allowance where a person is employed to look after incapacitated taxpayer or spouse	£330	£500

Tables and Table allowances

Tax under PAYE will be deductible in 1981/82 by reference to -

- (i) Table A, Table B, Table C or Table D where single rate bands apply, and
- (ii) Table R, Table S, Table T or Table U where the double rate bands apply in cases of married couples.

These tables are designed to cater for employees according to the amounts of their taxable incomes so as to ensure that, as far as possible, tax deductions are spread evenly over the year. In Table A and Table R cases, the rate at which tax deductions commence is 25%. Where the other tables apply, tax deductions commence at rates in excess of 25%. To compensate for this, an additional tax-free allowance will be given as shown below:

INDIVIDUAL TAXPAYERS

Range of taxable income (See paragraph 5)	Table	Table allowance	Commencing rate
£1 - £1,000	A	Nil	25%
£1,001 - £5,500	B	286	35%
£5,501 - £7,500	C	1,445	45%
Over £7,500	D	3,125	60%

MARRIED COUPLES

Range of taxable income (See paragraph 5)	Table	Table allowance	Commencing rate
£1 - £2,000	R	Nil	25%
£2,001 - £11,000	S	572	35%
£11,001 - £15,000	T	2,890	45%
Over £15,000	U	6,250	60%

Any taxpayer who estimates that taxable income for 1981/82 will exceed the upper limit as shown in the first column above for the tax table set out in the 1981/82 certificate of tax-free allowances should advise the Inspector of Taxes as quickly as possible. The taxpayer should give an estimate of total income for 1981/82 with a view to having a table and table allowance allocated which will ensure a more even spread of tax deductions throughout the year.

(a) Where only one spouse has income, the full benefit of the allowances and doubled rate bands due to a married couple will be given to that spouse.

(b) Where both spouses have income, it will be open to the spouses to be taxed - (i) in the same way as single persons, or (ii) in respect of their combined incomes.

In most cases the treatment at (ii) is more beneficial (as compared with treatment as single persons) for married couples. There will, generally, be a tax advantage for them if their income is combined for tax purposes since they will receive the maximum benefit of the personal allowances and doubled rate bands. Certificates of tax-free allowances for 1981/82 will be issued on this basis except where separate treatment as single persons is preferred by the spouses.

(c) In the issue of certificates of tax-free allowances for 1981/82, taking account of the changes announced in the Budget, the amount of the tax-free allowances allocated to an employed wife will generally be the total of - (i) all allowances allocated to her for 1980/81 less any Employee (PAYE) allowance and Table allowance included therein, and (ii) the increased Employee (PAYE) allowance for 1981/82 and one-half of the Table allowance appropriate to the combined incomes of the couple for 1981/82.

The amount which will be included in the wife's tax-free allowances in such cases in respect of the appropriate table allowance will be as follows:

Table R	Nil
Table S (to compensate for a commencing rate of 35%)	£286
Table T (to compensate for a commencing rate of 45%)	£1,445
Table U (to compensate for a single rate of 60%)	£3,125

A married couple who wish to have their tax-free allowances for 1981/82 allocated on any other basis should advise the Inspector of Taxes accordingly.

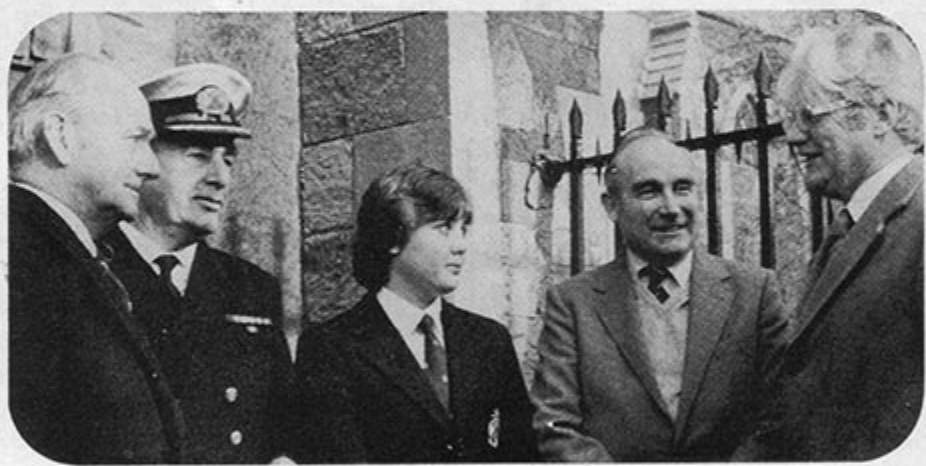
OTHER ITEMS

Petrol, Cigarettes, Beer, Spirits and Car Registration Fees were all increased in the budget with some consolation by way of improved Social Welfare Benefits.

Commemoration Services for Irish seamen

The annual Commemorative Services for Irish seamen lost during the course of the second world war took place in Dublin on Sunday, 13th November. These were the twentieth annual services organised by the Maritime Institute of Ireland, and although they are held to honour all Irish seamen lost in service on board Irish vessels they especially commemorate the memory of those 156 seamen who lost their lives on 16 merchant ships and 2 fishing vessels which were sunk in 38 separate incidents between the years 1940 and 1945.

The day of Commemoration began with Mass at the Church of the Immaculate Heart of Mary, City Quay, Dublin at 10 a.m. which was celebrated by Rev. Fr. Des McCarthy who also preached the sermon. At 11.15 a.m. there was a service of Matins at St. Patrick's Cathedral conducted by Dean Victor Griffin and the preacher was Canon W. T. Allister. History was made when a girl Cadet from the "Irish Oak", Bernadette Clarke from Rosslare, Co. Wexford, read the first lesson at St. Patrick's and the second was read by Mr. Eric Stedmond, a Radio Officer aboard the car ferry, "St. Columba". Mr. Stedmond was Radio Officer on the first "Irish Poplar" and "Irish Elm" during the war years.



Chatting after the Memorial; Service at St. Patrick's Cathedral were (left to right) Mr. P. H. Greer, Commodore J. A. Caird, Cadet Bernadette Clarke, Mr. Eric Stedmond and Mr. Jim Wolohan, Honorary Secretary Maritime Institute of Ireland.

At City Quay, Mr. Paddy Launders, a member of the Executive of the Seamen's Union of Ireland and Mr. N. J. Healy, who was Chief Engineer on the "Irish Plane" during the war and subsequently Superintendent Engineer with Irish Shipping Ltd. read the lessons. Mr. Healy is also a senior member of the Institution of Marine Engineers in Ireland. President Hillary was represented at City Quay by Commandant M. Wright and at St. Patrick's Cathedral by Commandant A. Cronheim. Also present were Minister of State, Mr. Sean Moore, T.D.; the Lord Mayor of Dublin, Alderman Fergus O'Brien, T.D.;

the British Ambassador, His Excellency L.W.C. Figg and members of the Diplomatic Corps. The guests were welcomed by the Institute Deputy President, James

Hughes; Honorary Secretary Jim Wohohan; Programme Officer Paddy Fitzpatrick and Chairman Maritime Marine Committee, Pat Sweeney. Other Council members present included Dr. M. Craig, Mrs. Stella Archer, Donal O'Flanagan, Dr. De Courcy Ireland, Flag Officer Naval Service represented by Commander J. Deasy, Officer Commanding L.E. "Aoife" and a party from the ship alongside Rogerson's Quay. Dublin Port and Docks Board were represented as were the Irish Association of Master Mariners, Irish Shipping Ltd., B+I Line Ltd., Seamen's Union of Ireland, Stella Maris Club, Dun Laoghaire Harbour Master, Slua Muiir, Marine Port and General Workers' Union, Commissioners of Irish Lights, Irish Chamber of Shipping, Dublin branch, Institution of Marine Engineers, Irish Continental Line, Sealink (U.K.) Ltd., many serving seafarers also attended the services as well as former officers and ratings of the 1940-45 era. Sea scouts of the 5th Port (Dollymount) under First Mate Brian Flynn formed a guard of honour at City Quay while the 3rd Port (Dalkey) under Terence McKillen provided a guard of honour at St. Patrick's.

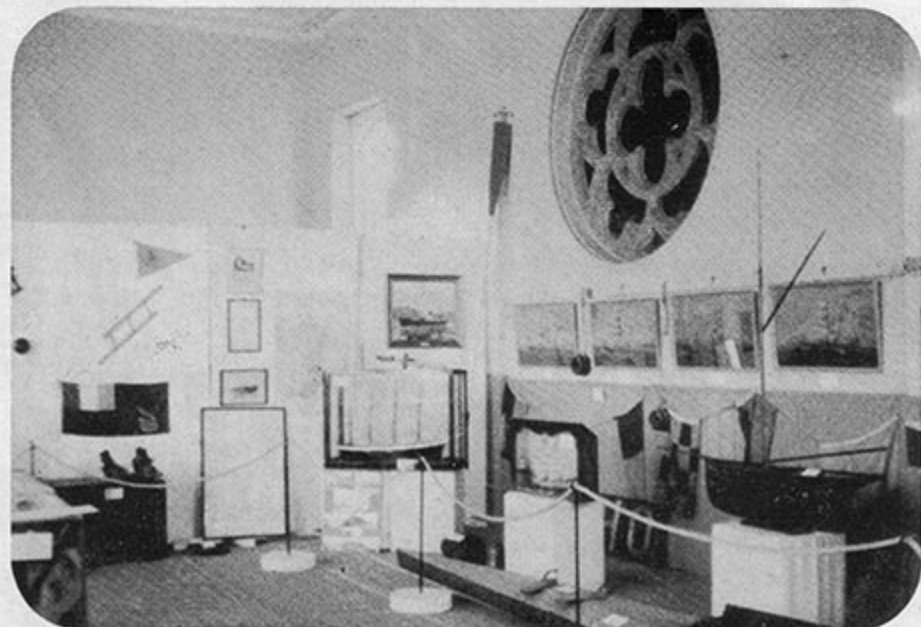


Group photograph following the Commemorative Mass at the Church of Immaculate Heart of Mary, City Quay, (left to right) Commander J. Deasy of L.E. "Aoife"; Mr. Jim Hughes, Deputy President, Maritime Institute of Ireland; Mr. P. Launders; Alderman Fergus O'Brien, T.D., Lord Mayor of Dublin; Mr. N. J. Healy and Rev. Fr. Hugh Daly, Administrator City Quay.

Waterford Maritime Museum

In the last issue of "Signal" we outlined the difficulties being experienced by the Trustees of Waterford Maritime Museum. We also published details of the Waterford Harbour dredger "Portlairge" which was built in 1907. This vessel has since featured in a television documentary in which many of the men who have served on the vessel for a very long time told of their sadness that the dredger was being replaced in the near future.

The pictures on these pages show some of the relics and mementoes of Waterford's maritime history which the Trustees of the city's maritime museum are endeavouring to perpetuate by way of permanent exhibition.



This general view of part of the exhibition area shows pictures of four vessels on the right which were engaged in the shipment of general merchandise to Waterford for many years prior to the first world war. Many Waterford men went to sea in them and they are from left to right: "Madcap" a barquentine of 199 tons gross which was built in 1871 at Brixham; the "Carodoc", a brigantine of 235 tons built at Prince Edward Island in 1873; the "Arrow" and the "Oriental" which were also brigs.



This wreck notice gave warning to navigators in the Waterford Harbour area to exercise caution because of a large American sailing ship named "Alfred D. Snow" which was wrecked at the mouth of the River Suir in Harrylock Bay in December 1887. This vessel inspired many local songs and tales which still survive in the Waterford area. The small wheel to the right of the notice is operated by handles not shown in the picture which are attached to the wheels and then rotated by hand. The dial monitors the air pressure and the pressurised air reached the diver by hoses connected to the diver's copper helmet. Both the pump and the helmet referred to were made by a firm named Siebe Gorman Company of London which is still engaged in the same line of business.



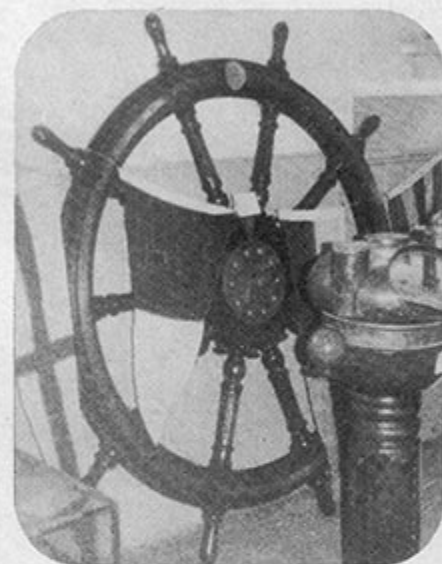
This locally made binnacle is taken from the pilot cutter "Uncle Sam" which was in service at Dunmore East until about 1900. The compass is on gimbals and the brass fitting on the right is a colza oil lamp used to light the compass card at night.



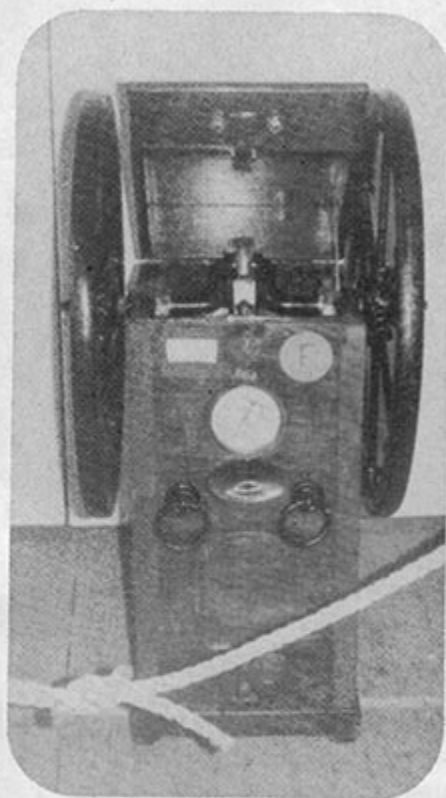
This sword and cap badge are relics from the British troop ship "Sea Horse" which was wrecked in Tramore Bay, January 1816. The Second Battalion of the Fifty Ninth Regiment which had served at Waterloo was being transported to Ireland when a south westerly gale overcame the transport vessel "Sea Horse" which sank with the loss of 363 lives. There were only 31 survivors and the sword is a typical cavalry officer's sword of the period. The brass badge is from a soldier's shako and bears the emblem of the Fifty Ninth Regiment.



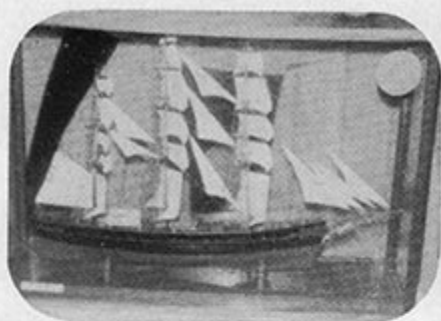
This half model of the s.s. "Conningbeg" with mirror behind recalls the vessel which was built at Troon in 1903 and was then named "Clodagh" sailing under the flag of Waterford Steamship Company. Her gross tonnage was 1,278 and she had a length of 271 feet. The Clyde Shipping Company purchased her in 1912 and renamed her the "Conningbeg". She carried 600 cattle, 160 passengers and general cargo until she was torpedoed in December 1917 with the consequent loss of all hands. Many of the victims of the sinking of the "Conningbeg" were from Waterford City.



Ship's wheel from the s.s. "Hermione" which is finely made and is six feet in diameter. The "Hermione" was a large steamer which was torpedoed off Hook Head in April 1917. The Navy towed her into shallow water near Creadon Head at the mouth of the river Suir where she lay awash until 1932 at which time she was finally demolished. Meanwhile her cargo of tinned beef was greatly appreciated by the local population.



This single piston air pump for diving is operated by handles not shown in picture which are attached to the wheel and then rotated by hand. The dial monitors the air pressure and the pressurised air reaches the diver by hoses connected to the diver's copper helmet. Both the pump and the helmet referred to were made by a firm named Siebe Gorman Company of London which is still engaged in the same line of business.



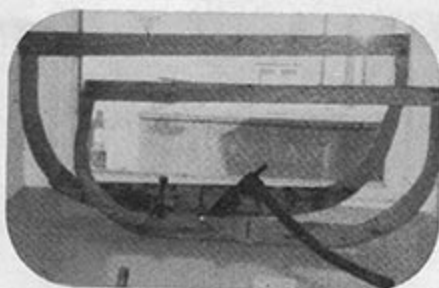
This fine model of the "Cutty Sark" was built by Mr. Thomas Brazil of Waterford.

The model was not made from a kit and took over two years to construct. For many years it remained in the window of Mr. Brazil's shop in Barronstrand Street in Waterford.



This model of a schooner named "Bluenose" was made by Mr. Brazil's son who obviously inherited his father's interest in both model making and ships.

Our thanks to Mr. Iain Farrell of the Museum Committee for the use of these pictures.



These frame adze and caulking irons were tools used by a Waterford boatbuilder named Patrick Atkins of Gurteens. This man who died at an advanced age some years ago built hundreds of boats in his lifetime mainly fine punts and prongs for fishing in the river Suir. He used no plan but the prospective purchaser told him the length of boat required and from that he proceeded to build the boat.

Maritime Institute honours Distinguished Members

At a special function held on 4th January last the Maritime Institute of Ireland bestowed Honorary Life Membership on a number of distinguished members who have given long and valued service to the Institute.

The Institute's President, **Colonel Tony Lawlor**; the Honorary Research Officer **Dr. John DeCourcy Ireland**, former Honorary Secretary **Donal Flanagan** and **Captain Tom Walsh**, former Principal of the Irish Nautical College, Dun Laoghaire and Senior Lecturer in Navigation at the Cork Regional Technical College were among the recipients of this unique honour.

Colonel Lawlor was a founder member of the Maritime Institute and was the first officer commanding the Marine and Coast Watching Service in 1940. This Service was established to guard the Irish coastline and waters during the second world war and was a major factor in the development of our present Navy. Colonel Lawlor provided outstanding leadership and made a significant contribution in the growth of the Maritime Institute since its inception in 1941. The establishment of a National Maritime Centre and Museum brought to fruition his cherished dream for a worthy headquarters in which to house the

many priceless relics of our National Maritime heritage. It was a happy coincidence that the date on which Colonel Lawlor received this latest honour from the Institute he helped to found also happened to be his 83rd birthday, and that 1981 is the 40th anniversary of the Institute.

Dr. John DeCourcy Ireland joined the Maritime Institute in 1946 and has long been regarded as the outstanding authority on maritime history both national and international. His contributions to maritime publications and his lectures on maritime subjects have been received with interest and appreciation far beyond the shores of this country. Mr. Donal O'Flanagan, who served for many years as Honorary Secretary of the Maritime Institute has always been dedicated to the promotion of maritime affairs.

Captain Tom Walsh who has been a member of the Institute since 1946 was responsible,

together with Captain Desmond Fortune, for instituting Memorial Services for the seamen who were lost on Irish ships during the second world war. Captain Walsh is well known to most of our seagoing staff for his outstanding contribution to the furtherance of nautical education in Ireland over very many years. Captain Walsh also served on vessels owned by Irish Shipping Ltd. during the last world war.

Captain Desmond Fortune is also well known to many people in Irish Shipping and he served as a Council member of the Irish Maritime Institute as well as Honorary Secretary of the Institute. He was Master of the "Kerlogue" when she was subjected to heavy air attack 160 miles off the Irish coast in October, 1943. Captain Fortune sustained serious injuries in the attack but still managed to bring his ship, which was owned by Wexford Steamship Company Ltd., safely to Cobh.

Other recipients of Life Membership of the Institute were **Mr. Leslie Green**, who was the second person to join the Institute in 1942 and was a former Honorary Treasurer of the Institute; **Captain Dermot Keogh**, a former Council member who saw service with the Esso Tanker fleet; **Mr. Stuart Loram**, a former Vice President of the Institute and Joint Curator of the Institute's first Museum at St. Michael's Wharf, Dun Laoghaire,



Col. A. T. Lawlor, President of the Maritime Institute of Ireland, was presented with a portrait of himself at the special function to mark the awarding of Life Memberships to a select group of Institute members. On the left is Donal O'Flanagan who also received a Life Membership Certificate at the function.

the first Maritime Museum established in Ireland; **Captain Percy Sugg**, a former Council member and **Mr. Desmond Moran**,

former Honorary Treasurer and Honorary Secretary of the Institute, who has been a member since 1946.

Irish Maritime Institute Programme

Thursday, March 5 - 'Ships of Yesteryear' - Mr. Terry Conlan. A trip down Memory Lane, recalling ships and shipping lines that are no longer with us, a Slide Show full of historic interest.

Thursday, March 24 - 'Maritime Masterminds Final 1981'. The Final of Team Quiz competition. Will Dun Laoghaire Motor Yacht Club retain the Trophy or is there a successful challenger waiting in the wings? The audience can test their knowledge in our special quiz for them.

Thursday, April 30 - 'Asgard 2', - The building of a Sailing Ship' - Mr. Jack Tyrrell. A personal account from Mr. Tyrrell of the work involved in constructing the new Sail Training brigantine Asgard 2. It is hoped to also have a preview of Mr. Douglas Heard's film showing Asgard 2's development from tree trunks to finished vessel.

The Merchant Marine Committee is presently arranging Visits to the 'Tipperary', the 'Connacht' and an Irish Lights Tender. For further information contact the Chairman of the Committee, Pat Sweeney, at 766636 (office) or 888211 (home).

Venue for all events - Irish Shell Film Theatre, 20 Lower Hatch Street. The Time: 8 p.m. on Thursdays, March 5, March 26, and April 30.



Captain Tom Walsh, right, receiving his Life Membership Certificate of the Maritime Institute of Ireland from Deputy President James Hughes with Ronald Lewis, Vice-President of the Institute on extreme left.

Death of Mr. Bill Shine

We were very saddened to hear of the tragic road accident in which Mr. Bill Shine, Group News Editor of Independent Newspapers was killed shortly after Christmas.

Mr. Shine was highly respected amongst his fellow journalists and, as an Editor who had a keen interest in shipping matters, we in Irish Shipping much appreciated his concern with maritime affairs.

Suaimehad Dé dá anam.

War-time Fleet: No. 10

Irish Rose

Three Estonian vessels which were laid up at Dublin in the early days of the second World War were eventually chartered by Irish Shipping Ltd. As well as the "Irish Willow", which was featured in the last issue of "Signal", the "Irish Rose" and "Irish Alder" were in Estonian ownership prior to their acquisition on charter by the Company in January 1942.

Eleven months earlier all three Estonian vessels were the subject of a High Court action in which the Estonian Consul and Captain John Veldi claimed possession of the ships. Captain Veldi claimed to be part owner of the s.s. "Mall" which later became the "Irish Rose".

As already stated in our feature on the "Irish Willow", representations were also made on behalf of the U.S.S.R. claiming to have an interest in the vessels arising from the alleged incorporation of Estonia into the Union of Soviet Socialist Republics. Eventually the Court ruling was in favour of the Estonian Consul and the parties who could prove ownership of the Estonian Consul and the parties who could prove ownership of the vessels involved.

The "Irish Rose" was the fourth vessel of the Irish Shipping war time fleet which was originally built for the United States Shipping Board in 1918. She was built at the American Shipbuilding Company Yard at Lorain in Ohio. While in American ownership the vessel was named "Lake Harney" but was renamed "Germinal" by her French owners, Cie Nationale de Navigation of Bordeaux, who in turn sold her to her Estonian owners, Tallman Shipping Company, of Tallin, who renamed the vessel "Mall". Having gone through the legal formalities

necessary to secure the charter of the vessel, the "Irish Rose" was delivered to Irish Shipping Ltd. on 12th January 1942. Arrangements were made with Ringsend Dockyard (Dublin) Ltd. to carry out repairs to the ship. In the course of over three months repair work in the drydock the vessel had fitted a new afterpeak tank top and a lifeboat had to be replaced in addition to many other additions and repairs.

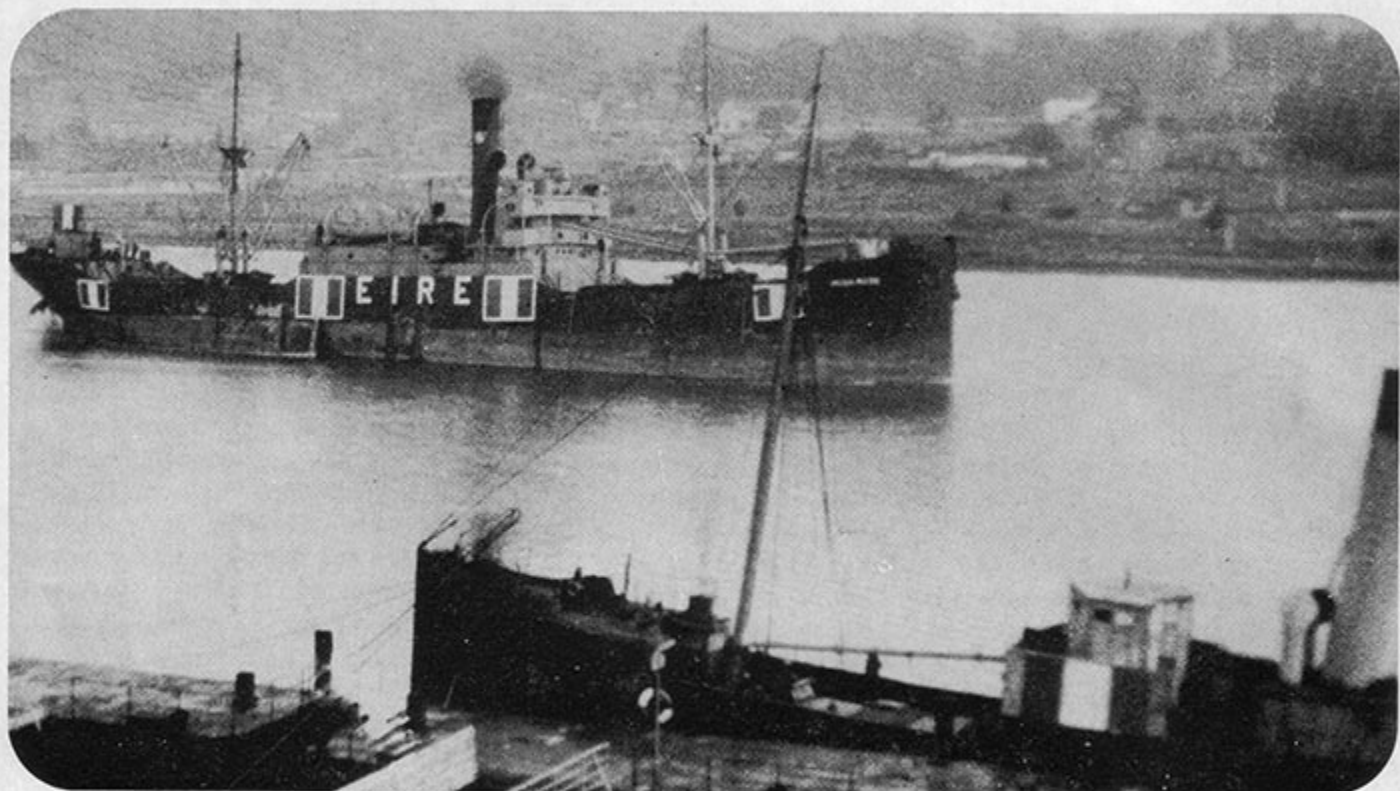
Eventually the vessel was ready to sail and a crew of 32 signed on at Dublin under the command of **Captain R. J. O'Neill, of Wex-**

ford. The remaining crew-members on that first historic voyage were as follows: **Chief Officer: P. Higgins, Dungarvan; Second Officer: J. J. Whelan, Wexford; Third Officer: B. Quirke, Wexford; Bosun: P. Doyle, Wexford; Carpenter: W. McCann, Wexford; AB's: J. Byrne, Arklow; S. Fox, Dublin; W. O'Rourke, Wexford; M. Carroll, Wexford; EDH: E. Doyle, Arklow; Sailors: J. Roche and N. Murphy, Wexford; Chief Engineer: A. Mitchell, Belfast; Second Engineer: E. Magi, Estonia; Third Engineer: D. Horan, Wexford; Fourth Engineer: J. McEvoy, Wexford; Donkeyman: J. Moran, Killane, Co. Wexford; Greaser: S. Crean, Blackwater, Co. Wexford; Firemen and Trimmers: B. Kearney, Dun Laoghaire; F. O'Leary and T. Lewis, Wexford; A. Kane, Dublin; E. Busher and T. Brennan, Wexford; E. Mallon and W. Scurry, Dublin; Steward: J. Scott, Dublin; Cook: S. James, Newport, Monmouthshire and Assistant Cook, T. James, Newport, Monmouthshire; Cabin Boy, Joe Dillon, Wexford and Radio Officer J. J. Bushe, New Ross.**

After leaving Dublin on 16th May the vessel arrived at Barry, South Wales where she went into drydock and had a propeller fitted before moving to Cardiff where the vessel was wiped for protection against magnetic mines. She sailed for St. John, New Brunswick on 26th May and arrived at her destination on 13th June. There



The "Mall" photographed during the time she was tied-up at Waterford in the early years of World War II. Photo again by courtesy of Mr. Theo English.



The "Irish Rose" seen here during a wartime visit to the port of Waterford. In foreground is the "Tartar" which was subsequently lost. (Photo by courtesy of Mr. Theo Harris).

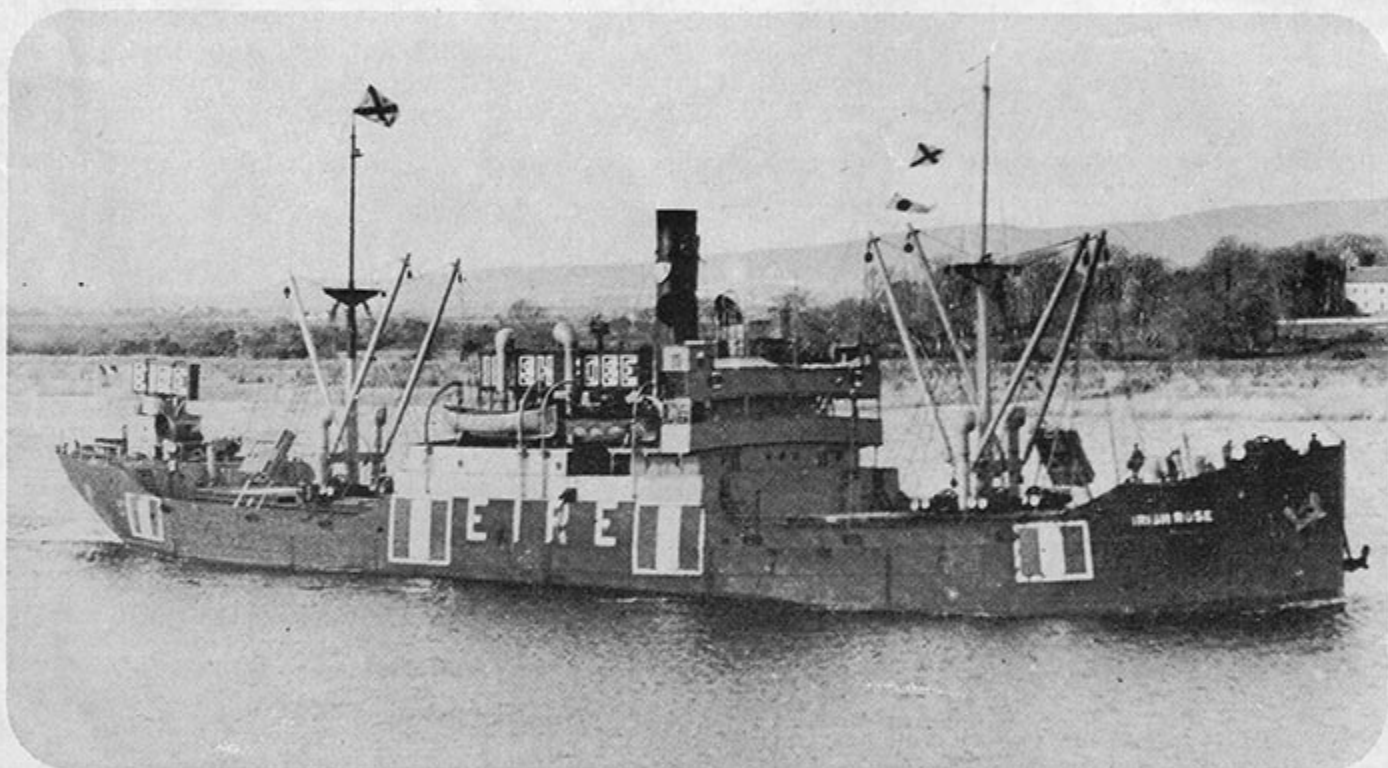
she loaded a cargo of grain and had further minor repairs carried out before sailing on 20th June for Waterford. The "Irish Rose" completed her first transatlantic voyage for the Company at Waterford on 5th July where she again underwent further minor repairs and the vessel was directed again to Barry where she took on bunkers and had repairs carried out to one of her pumps.

On 11th August, 1942, the "Irish Rose" rescued seven men from the American schooner "Wawaloma" including the Master, Mate and five sailors. The rescued men were fed and clothed for four days before a United States corvette was sighted on westward passage and the survivors of the schooner were then transferred to the American vessel.

Apart from the crewmembers

already mentioned the "Irish Rose" also operated under the command of **Captain R. J. Delaney** of Wexford and **Captain Frank Dawson**. **Second Engineer T. Wadding** of Wexford and **Third Engineer A. Flynn** of Waterford also served on board this vessel during the war time period.

Having come safely through the war time dangers the "Irish Rose" was re-delivered to her former



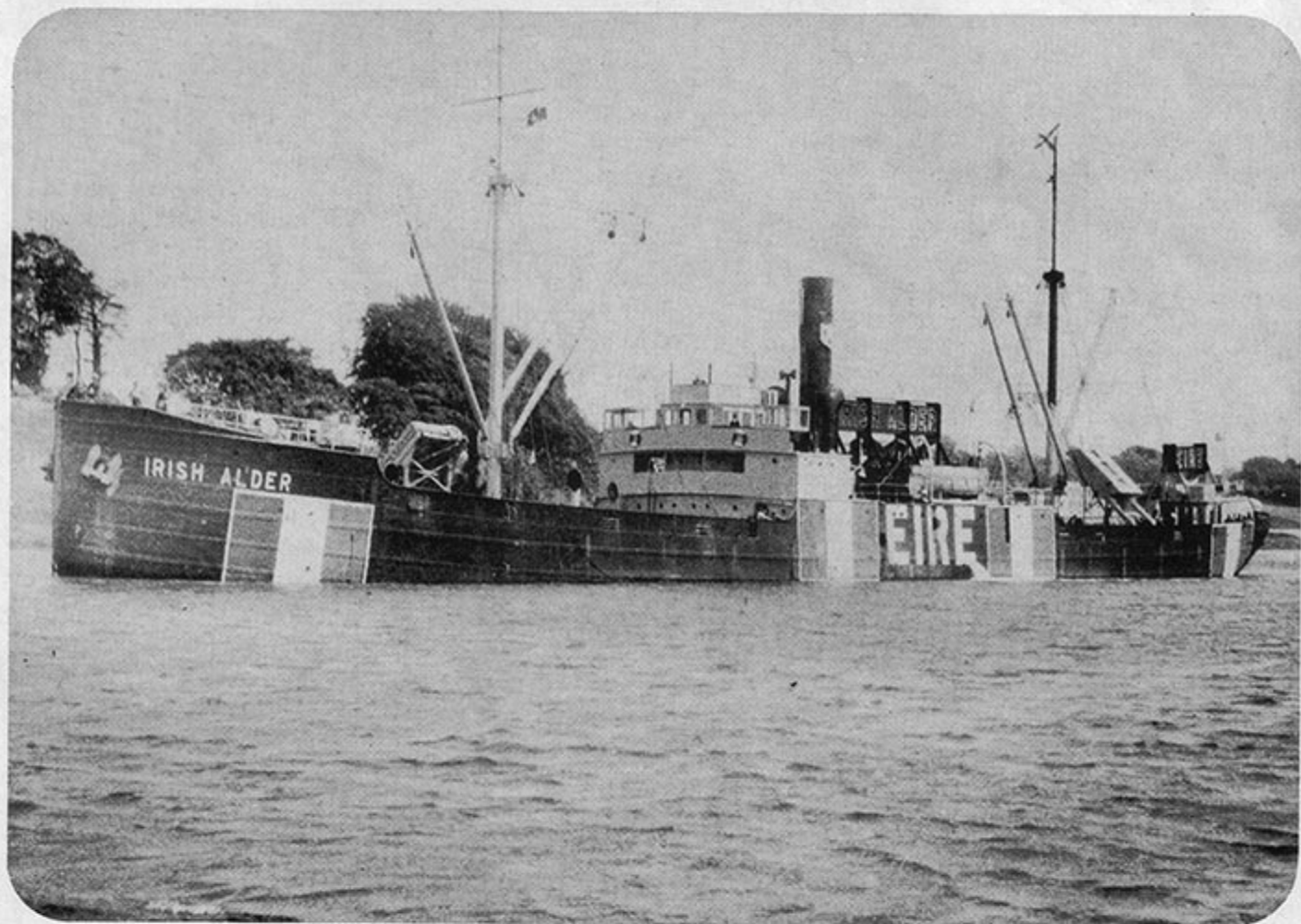
The "Irish Rose" in full war-time markings.

War Time Fleet: No. 11

Irish Adler

The third Estonian owned vessel chartered by Irish Shipping Ltd. during the war time period was unique in a number of ways. Perhaps her most outstanding claim to fame was the fact that she was sunk towards the end of the first world war. Lloyd's Register for that period records the fact that the cargo vessel "Reine Elisabeth", as the ship was then named, was sunk and a war loss. That entry appears in the 1919/'20 edition of Lloyd's Register and it is an extraordinary fact that the same vessel reappeared in the register for 1923/'24 under the same name.

into the custody of Irish Shipping. Initially it was decided that the ship would have to undergo a special survey involving a most searching examination. Such a survey could not be carried out at a British yard at that time and Ringsend Dockyard (Dublin) Ltd. were not prepared to undertake the work. Liffey Dockyard Limited however agreed to undertake the task and work began in mid-February 1942. Unfortunately the repairs took far longer than was originally anticipated and the vessel was not finally ready to proceed on her first voyage for the



The "Irish Alder" with her war-time markings.

This remarkable ship was built by John Cockerill of Hoboken in 1902 and was named "Princesse Elisabeth". Her first owner was the John Cockerill Shipowning Company. As the "Reine Elisabeth" the vessel was owned by Adolf Deppe of Antwerp and she passed into the ownership of Cie Hanseatique Belge in 1926. Her fourth owners were the firm of E. Evaux et Fils of Brussels who sold the vessel to the Talinn Ship-

ping Company Limited of Estonia in 1932. Her name was then changed to "Piret" and she remained trading under this name until she was eventually chartered by Irish Shipping Ltd. in January 1942.

As might be expected of a vessel which had spent some considerable time submerged over twenty years earlier, the first "Irish Alder" was badly in need of repairs when she eventually came

Company until January 1944, when she sailed from Dublin for Port Talbot. There she loaded 2,500 tons of coal after which she was further delayed for some minor repairs and eventually arrived in Cork with her first cargo on 6th February 1944. Having completed discharge the vessel proceeded to Rushbrooke on 8th February for further repairs. These were completed by 17th February and the vessel sailed on the follow-

ing day for St. John, New Brunswick for wheat and general cargo. On subsequent voyages the "Irish Alder" traded to St. John, Norfolk, New York and Sydney, Nova Scotia as well as to Montreal.

On 13th October, 1945 **Mr. E. B. Walsh**, Radio Officer, took ill at a cafe in Montreal and was removed to a local hospital where he died shortly afterwards from what was diagnosed as a disease of the heart and lungs. The late Mr. Walsh was from Monkstown, Co. Dublin, and had served on the vessel for some time previously. During her war time service the "Irish Alder" discharged cargo at Cork, Waterford, Limerick and Dublin. Her Master during that period was the late **Captain J. J. Clarke** of Belfast who subsequently held command of the war time vessel "Irish Hazel" during her post war service with the Company. Sadly he took ill on board the "Hazel" in October, 1948 while on passage from New York to Limerick and his transfer from the vessel by the corvette "Cliona" to hospital in Limerick was effected in highly dramatic circumstances. Unfortunately Captain Clarke did not survive this attack and he is fondly remembered by the many people still in Irish Shipping who recall his good humour and his kindly disposition.

Other well known personalities in the Company who served on the war time "Alder" were **Captain P. F. O. Seaghda**, **Captain J. H. Syms**, **Captain R. H. Greene** who were Chief, Second and Third Officers respectively on the "Alder" in 1945. On 23rd June, 1945, the vessel signed on at Waterford and in addition to those already mentioned **Bosun Michael Kennedy** of New Ross and **A. B. E. Dempsey** of Arklow were amongst the crewmembers. Her Chief Engineer for that voyage was **Mr. C. Munro** of Belfast and Second and Third Engineers were **M. J. Dowdall** of Dublin and **J. Ennis** of Wexford. It is also of interest to recall that the two cadets on the vessel for that voyage were **Colm Lawless** and **Patrick Mangan**, both of whom are still very much involved in local maritime affairs. The former is now Harbour Master at Dublin port and his former cadet



This picture of the "Irish Alder" was taken during a call at New York shortly after the end of the second world war.

colleague on the "Irish Alder" is now a Commander with Irish Lights. Other officers who served on board the "Irish Alder" were **P. Higgins, Chief Officer; H. Nicholson, Second Officer; M. Stopford, Third Officer** and **G. J. Cantillon, Second Radio Officer**. During her post war service with the Company the "Irish Alder", in March 1946, loaded a consignment consisting of several crates of Irish manufactured glassware at Dublin's North Wall for New York — the first export of this kind from Dublin to America for 149 years. The consignment which included drinking glasses and cruets was a product of the Solus Teoranta factory in Bray and the historic consignment was shipped to a glassware store on Fifth Avenue, New York city.

The "Irish Alder" ended her career with Irish Shipping when she was handed back to her owners at Cork on 7th August, 1946. Twenty Estonian seamen and three women crewmembers sailed her from Cork under the Panamanian flag and renamed "Trebol". She first went to Barry Docks for some slight repairs before proceeding to load her first cargo for her Estonian owners, in Canada.

The "Irish Alder" which was managed by Wexford Steamship Company Limited in 1944 and

1945 had a deadweight tonnage of 4,200 tons and her dimensions were 288 feet 1 inch length overall; 44 feet breadth and 21 feet 6 inches in depth. The "Irish Alder" which was chartered for a lump sum payment of £7,500 plus £945 per month continued to trade in the post war period up to 1952 when she was scrapped at Blyth.

Sympathy

We offer our sympathy to **Mr. Jack Rogan, Catering Officer**, on the death of his father which took place last December and to **Mr. C. Kealy, Chief Engineer**, on the death of his mother, which also took place recently.

Late Captain Woolfenden

In the last issue of "Signal" we reported the death of Captain R. M. Woolfenden who was a well known and popular Master with Irish Shipping prior to his retirement. Since then we have obtained interesting information that the late Captain Woolfenden was first recipient of Lloyd's War Medal for bravery at sea following the loss of the vessel "Abruku" in 1940.

Late Mrs. M. Onions

We very much regret to report the death on November 12th, 1980, of Mrs. Marjorie Onions of Nobber, Co. Meath, widow of the late Captain J. H. Onions. To her sons and family we offer our sincere sympathy on their sad loss.

As others see us

The following extracts are taken from the Senate debate on the Irish Shipping Ltd. (Amendment) Bill 1980 — Second Stage, which took place on Wednesday, 17th December, 1980.



This photograph of some I.S.L. officers was taken shortly after the end of the last World War and we reproduce it here by kind permission of Mrs. N. Murphy, sister of Bertie Strand shown in centre of picture. On extreme left is, of course, Capt. T. Byrne and, no doubt, our readers will be able to identify the other three officers.

owners at Cork in May, 1946. Twenty-two Estonian Nationals, one of them a woman, arrived at Cobh from Sweden to join her Master, **Captain Jansen**. These Estonian Nationals had escaped from their own country when it was taken over by the Russians and were living in Sweden before coming to Cork to take over the vessel which was now re-named "Flamenco" and was registered in Panama. In 1952 the vessel was sold to Italian owners from Catania in Sicily who renamed the vessel "Nizeti". She was withdrawn from class in March of that year and although she remained in the same ownership for the remainder of her career she was re-named "Ata" in 1957. On 21st February in the following year this forty years old vessel came to a dramatic end when she was wrecked at Zanzibar.

The "Irish Rose", which was managed by Wexford Steamship Company Ltd. during the war years, had a deadweight tonnage of 2,875 tons and her measurements were length overall — 251 feet; breadth - 43 feet 5 inches and depth - 20 feet.

Minister for Transport (Mr. Reynolds): The purpose of the Bill is to provide authority for the Minister for Finance to increase the authorised share capital of Irish Shipping Limited by ten million additional ordinary shares of £1 each. In addition the Bill provides for an increase of £10 million in the amount of borrowings by the company which may be guaranteed by the Minister for Finance and for the guarantee of the company's borrowings by the Minister for Finance in currencies other than the currency of the State.

The Bill will raise the ceiling on the company's total authorised capital to £22 million and will raise the limit on guaranteed borrowing to £15 million.

The enactment of the present Bill is necessitated by the need to make provision for the capital and borrowing requirements of Irish Shipping Limited in respect of a new bulk carrier and for the financial needs of the company over the next few years. This vessel is one of the proposed contracts for Verolme Cork Dockyard which the Government announced on 30th July, 1980.

Irish Shipping Limited will place the order for the vessel without delay and it is expected that the vessel will be completed about December 1982. It is estimated that the final cost of the bulk carrier will be in the region of £25 million.

The company has been in a position to fund the acquisition of vessels in the past without recourse to the Exchequer. Indeed 1959 was the last occasion on which the authorised share capital of the company was increased.

Irish Shipping's principal activity is the operation of deep-sea ships on the international tramp shipping market, and this vessel will be used in that trade. This market has been depressed over a number of years because of an

oversupply of tonnage and the reduced demand for it. Indications are that this position has corrected itself to a considerable extent and freight rates have improved. In spite of this improvement, ship-owners still have to contend with the problems arising from worldwide inflation and, in particular, the ever-increasing burden of fuel costs. Irish Shipping, in consideration of its objective to operate within the framework of a commercial company, would have deferred the acquisition of this ship for some further period.

In deference to the Government's concern to provide contracts from the public sector for Verolme Cork Dockyard, it advanced its plans in this regard. The company is not, however, in a position to finance the building of the ship without Exchequer assistance at this stage. It is, therefore, proposed that the cost of the vessel will be funded by a combination of equity to the company, borrowing by the company and the payment of subvention to the yard.

When the company was incorporated in 1941, the mandate given to it was to maintain a fleet to meet national requirements in time of need and to operate commercially thereafter. The measure of its success is that, for the past thirteen consecutive years, the company has made a profit and has financed its operations and capital programme entirely from its own resources.

The company is involved in a number of ancillary activities which provide alternative sources of revenue to compensate for the inevitable slumps which are endemic in the shipping industry. These activities have made a major contribution towards the achievement of the company's profit record over the past 13 years and have helped to overcome the adverse effects of a

prolonged and severe recession in the worldwide shipping industry.

Irish Shipping Limited is confident that it can operate the new vessel successfully and profitably when it comes into service. The company will also be bidding for the contract to carry the ESB coal requirements at the Moneypoint generating station.

The recession, which has been affecting the shipping industry, has also in turn caused problems for the shipbuilding industry. Verolme Cork Dockyard has been facing serious financial problems and a lack of orders. The Government took steps to alleviate the situation by arranging for contracts to be placed for the building of two new naval vessels for the Department of Defence, a fisheries research vessel and the bulk carrier for Irish Shipping Limited, in order to protect the jobs of the highly skilled work force.

The continued development of Irish Shipping Limited is important in the furtherance of national development, and its activities are of very considerable direct benefit to the economy. It provides well-paid employment for 950 people and its total annual payroll is over £5 million. The present bulk carrier order will provide employment at Verolme Cork Dockyard for the next two years, which is a very valuable contribution at the present time to the Government's campaign to maintain existing employment and create new jobs.

The provisions of the present Bill will enable Irish Shipping to expand its deep-sea fleet. I accordingly recommend the Bill to the House.

Mr. Staunton: We welcome the introduction of this Irish Shipping Amendment Bill which is a simple matter of increasing the share capital by £10 million, in addition to provision for the borrowing of a further £10 million. The matter is not controversial, and we agree with all of the reasons for the introduction of the Bill. The reason the Bill is coming before the House has much more to do with the Verolme Cork Dockyard than it has with Irish Shipping. I notice an anomaly from reading the Minister's speech in the Dáil. I presume his speech to this House

is somewhat similar — that Irish Shipping would have deferred the acquisition of this new bulk carrier due to the circumstances of trade and all that goes with that. The Minister said he is confident that they can operate successfully and profitably. The anomaly is that if Irish Shipping, without pressure from the Government, would have deferred the acquisition of this bulk carrier, was it due to commercial constraints or are they going to run into any particular difficulty of ordering it at a time sooner than their commercial judgment might have suggested that they should have done?

In so far as bulk carriers are concerned, they are on to a fairly gilt edged future. This bulk carrier of 70,000 tons can perform a very useful service, particularly in the light of the series of energy crises which we have had in the last decade. There is a particular future for bulk carriers, in particular the possibility of carrying coal for the ESB for the Moneypoint generating station. One of the greatest untapped sources of energy for the future will be coal. This country, in many areas, will be relying on solid fuels, and particularly coal, to provide a larger share of our energy than at the present time. Especially with electricity generation, for the future possibly the most economic of all the sources of energy on which to base generation of electricity is in major ports geared for the automatic handling of importation of coal. In that sense this bulk carrier has a definite role to play which is in line with the fundamental role of Irish Shipping as a company to protect the national interest of this State, founded at the start of the Second World War when we were in a perilous position, captives to the high seas. The addition of a different type of vessel to the fleet is very sensible. Irish Shipping have consistently made a profit for the last 13 years and have been self-financing, both in terms of operations and their capital requirements.

The spin-off from the purchase of this is useful in the very difficult times in which we live. Apparently, the placing of the order of this vessel which Verolme in Cork will

provide additional employment there for the next two years, which is a most valuable contribution and is welcomed by this side of the House.

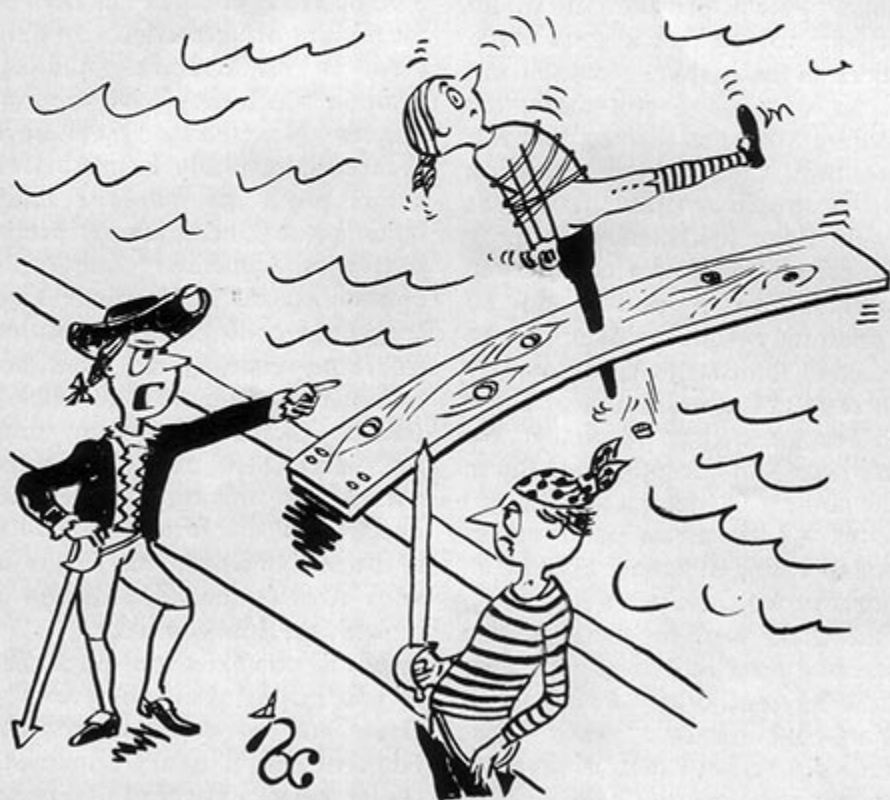
Professor Hillery: Irish Shipping Limited provides us with a heartening success story. Among our State-sponsored bodies, it is a particularly successful company with a low profile. The company is run along strict commercial lines and has shown consistent profits over a 13 year period. This profit record is truly remarkable in the light of the sharp fluctuations that occur in the shipping business during the past two years, notwithstanding the very low level of freights in the international market, the company improved its profits from £3,027 million in 1978-79 to £3,508 million in 1979-80, with the likelihood of a further improvement in profits for the year 1980-81.

Another measure of the company's financial success is the infrequency of recourse by the company for funds from the Exchequer. It is now 21 years since the authorised share capital of the company was increased. The company, as a matter of policy, finances its operations and capital programme entirely from its own resources. Since 1963, it has spent £53 million in the purchase of bulk carriers and car ferries, all financed from its own resources without any recourse to the Exchequer.

In the national context, Irish Shipping has played an important developmental role. It employs, as the Minister pointed out, 950 people, and very importantly, it has earned £11 million in net foreign exchange in the year 1979-80. In line with the role the company has played in national development over the years, it is once more rising to the occasion by placing an order with the Verolme Cork Dockyard for a bulk carrier which will cost about £25 million. This will avoid a potential unemployment problem at Verolme. It will provide employment for a two year period. Verolme is now a first class dockyard with a pool of highly skilled people, and it is in the national interest to preserve these skills and to maintain employment at the dockyard. Irish

THE WOODEN WALK

by 



"WHAT FOOL USED KNOTTY PINE FOR THE PLANK?"

Shipping would not normally have chosen to expand its fleet at this particular time, because of its desire to reduce its borrowing. In deference to the Government's wishes to preserve employment at Verolme, which in itself is a highly desirable objective, the company, as a State-sponsored body, is helping a private sector industry. Irish Shipping understandably, is unable at this time to finance the building of the new vessel without assistance from the Exchequer. Hence the purpose of the Bill before us is to increase the authorised capital of the company by £10 million and to provide for increased borrowing by the company which will be guaranteed by the Minister for Finance.

I support the Bill. The record of Irish Shipping speaks volumes for the enterprise and competence of its board, its management and its staff generally.

Mr. Cooney: I would not go so far as my colleagues Senator

Staunton and Senator Hillery in positively welcoming this Bill. The furthest I would go is to say I have no objection to it for the reasons that are social and political, the social reasons being its design to continue people in "work" in Cork. The political reasons are that we have a duty to see that people continue in employment, as part of our overall brief.

I join with previous speakers in paying tribute to the efficiency with which Irish Shipping have conducted their affairs over the years. They are one of the few State-sponsored companies who are viable in a true commercial sense. One reason why they have achieved that state of efficiency has been the very high level of productivity that has been obtained in that company over the years as a result of careful management and good *esprit de corps* in the workforce, which is prepared to give of its best for the

company. It is ironic that this company, with that record and with that achievement of productivity, should now find themselves having their arm twisted gently but implacably by the Government to, in effect, subsidise a firm in Cork where the managing director has admitted their productivity is poor — "poor productivity", in industrial jargon, very often covers the old fashioned vice of laziness. It is ironic that Irish Shipping should find themselves in this position, having regard to their own record in their operations.

I hope this development and the purchase of the ship by Irish Shipping in this context will not have any adverse effect on their balance of trading figures. The company, as the Minister said, would not have purchased a further bulk carrier at this time, not because they could not operate profitably, which was a worry Senator Staunton had — the company are satisfied they would be able to do that — but rather because their financial position would not permit it to do so prudently, because they keep a careful eye on it and do not want to get involved in very high debts. They are very proud in Irish Shipping that they have not looked to the taxpayer to bail them out and they do not want ever to get into that position.

There is no doubt that the new financing that is going to be involved as a result of this Bill and the placing of this order is going to have an effect on their financial position. It is not going to improve it, because there is going to be more equity to be remunerated. I understand that the financial package for this ship, speaking very broadly, will be £12 million or so, to be found by Irish Shipping from their own resources, £5 million additional equity coming from the Government as a result of this Bill and a direct subvention by the Government to the Verolme Dockyard. Irish Shipping feel that they can tolerate such a package. What I am apprehensive about, and I would like the Minister when he is replying to reassure us, is that the extra equity, which will be part of the Irish Shipping contribution, will be forthcoming to be drawn by Irish Shipping when they need it.

I am very conscious, as every other citizen of this country is, that the Exchequer is in a straitened condition and the demands on it for money for capital and other purposes are more than the Exchequer can meet. I am apprehensive that there might be a temptation to postpone or delay the giving of this equity capital to Irish Shipping, to tell them they are in a healthy financial state, that there are lots of borrowing institutions that can accommodate them and to go ahead and borrow but to get the ship built. The whole gearing of the Irish Shipping finances could be upset as a result. I would like an assurance from the Minister that the extra equity that is being proposed now – I understand the amount that is going to be drawn is £5 million – will be forthcoming when it is required by Irish Shipping and that there will be no delay.

Would the Minister also confirm that the broad package will be along the lines I have indicated – so much for Irish Shipping, new equity and the balance by direct subvention? He might also indicate the timing of the various payments by way of Government subvention, whether they will be paid in such a way that Irish Shipping will not be called upon to pay their direct contribution otherwise than in the course of a normal contractual arrangement for the building of a Ship.

We have to recognise that State-sponsored companies do not operate entirely according to normal commercial criteria. The Government is entitled to use a State-sponsored company to maintain employment in an area where, otherwise there might be unemployment. If we do that, we must recognise very clearly that, should that have any adverse financial consequences for a company like Irish Shipping who pride themselves on their commercial and financial viability, and which pride is a big factor in their continuing success, it is to be recognised that that company are making a social contribution. We must also pay attention to the problems that are in Verolme Dockyard and the problems to which the managing director referred – low productivi-

ty and high absenteeism – problems that are not peculiar to that particular industry but are manifest right throughout Irish industry.

I am afraid that the work ethic has a very low priority in our national life at present. One would hesitate to say that a good sharp shock is the answer, because there is no such thing any more, the welfare State has seen to that. But one must question the soundness of a policy that in effect featherbeds inefficiency. It is a dangerous road for a politician to embark on – and I do so hesitatingly – but I think it must be faced at some stage. Unfortunately there is not a realisation or a will to recognise that nationally. We are here – in accepting this Bill in the context in which it is presented to us – I am afraid conniving or collaborating at feather bedding an industry which appears to be inefficient, manned by workers who are not prepared to give of their best. My authority for that is the managing director of the firm concerned. I do hope that, in engaging in this exercise, the Minister will ensure that it is carried out in such a way that the least possible damage, and if at all possible no damage whatever, will be done to Irish Shipping Limited which is rare among State-sponsored companies for its commercial and financial success and indeed is possibly unique.

I would conclude by paying tribute to the personnel of that company, the board, the management and all the workers at home and abroad.

Professor Conroy: I should like to support the Bill. Irish Shipping Limited certainly are unusual for a State-sponsored body here, or in any other country, for the successful way in which they have been run. Indeed, it is interesting to quote from their last annual report and accounts for the year ended 31 March 1980 in which the Chairman, Mr. Greer, in the course of his statement said:

... As I have said earlier in this statement, we decided many years ago that anything we do must not be a load on the taxpayer.

Would that the chairman of all

the other State-sponsored bodies were able to say that today, never mind several years ago, and to maintain it by a succession of annual profits to which my colleague, Senator Hillery, has referred. The record of Irish Shipping Limited as a commercial concern has been of the highest order particularly so in view of the extremely difficult trade in which they have been involved. Nonetheless they have succeeded regularly in making an annual profit and, indeed, at times quite a substantial annual profit, judged on immediate commercial considerations. More than that, they have contributed in taxation from the relatively low contribution of £85,000 in 1971, through a steadily increasing amount until last year, when they contributed almost £1 million to the Exchequer in the form of taxation in the sum of £843,000. This is indeed a highly unusual situation in a highly unusual company.

In this context I too should like to join in paying a tribute to Mr. Greer and his colleagues on the board of Irish Shipping Limited, to their very excellent General Manager, Mr. O'Neill, and indeed all the seamen and staff involved in Irish Shipping Limited. However, let us not delude ourselves too much whilst paying this tribute to the excellent work all these people are doing. The simple facts of the matter are, when we examine the full report of Irish Shipping Limited, that the number of ships available to us, as sole-owned ships, amounts in toto to six: the *Irish Rowan*, *Irish Cedar*, *Irish Pine*, *Irish Maple*, the *Irish Oak* and the *Irish Larch*, as given in this statement, total 159,467 tonnes deadweight. They have also a number of other ships chartered totalling another 232,000 tonnes, giving a total deep-sea tonnage for Irish Shipping Limited of 392,000 tonnes. In addition we have those two excellent ships in regard to which again Irish Shipping Limited have shown great initiative, the motor vessels *St. Killian* and *St. Patrick*. Finally of course there are the lightships which are managed. Therefore, the Company, in shipping terms are relatively small. They are an excellent, very well-managed com-

pany, a company who have survived the great difficulties of the shipping industry over the last few years. Still the facts are that we do not really have a major shipping fleet in this country as yet.

What is excellent is that in Irish Shipping Limited we do have a company who have established themselves over the years and who have now perhaps an even greater international reputation than they have here at home. One of my colleagues here mentioned them as being a little known company. How very true; how very few Irish people are really aware of Irish Shipping Limited. There is nowhere near the same publicity or attention given to their magnificent efforts as compared with those of — shall we say just to give an example though an analogous one Aer Lingus. The work they are doing is certainly recognised internationally among the shipping confraternity just as much as is the excellent work of Aer Lingus. Perhaps at times we do not fully appreciate this, do not pay full tribute to our shipping industry.

It is regrettable that amidst the many concerns, the many burdens which we have in government, we have been unable to date to give as much time, attention and support as one might wish to maritime industries. Many years ago we had a great tradition at sea. One of the most severe disabilities inflicted on us over the years was the deliberate destruction of this maritime industry. Unfortunately this destruction was so successful, so complete, that we seem to have lost totally the tradition of a maritime industry. Only now are we beginning to pick up the pieces and get going again. Yet logically we obviously should. Geographically our situation is most appropriate to a maritime industry. We are an island nation virtually totally dependent on maritime connections.

While paying tribute to Irish Shipping Limited, while supporting this Bill, I would like to think that we will begin to pay increasing attention to our shipping industry. The sums involved here which have been mentioned are in maritime terms very small sums indeed. I think it was Senator

Staunton who referred to a large bulk carrier. One of the really large bulk carriers would cost several times more than the entire subscription to Irish Shipping Limited, as I am sure Senator Staunton is also aware. I cannot help thinking that if we were to place more emphasis on shipping we would provide far more than the 950 jobs which are already available. That is a relatively trifling number in the context of the potential there, in the context of other similar nations. Norway is the obvious example but there are many others.

While supporting this Bill I would like to take the opportunity of suggesting that perhaps we should give more attention to maritime affairs. Our new Minister has shown tremendous industry and initiative in the telecommunications field. May one respectfully suggest that he may find some time, at some stage, to develop maritime affairs as they should be developed. Perhaps we should have an Irish Maritime Development Association, just as we have a very excellent Industrial Development Association. I should like to congratulate the Minister on introducing the Bill and give it full support.

Dr. Whitaker: Although this is essentially a non-controversial Bill, I hope I will be pardoned, because of my particular background, for looking somewhat critically at the financial implications while recognising that other considerations enter into the matter as well. Like all the Senators who have spoken, I am greatly impressed by the success of Irish Shipping Limited in keeping afloat financially even in times of slump in the shipping industry. Indeed I am greatly impressed by their enterprise in finding profitable ancillary activities to buoy them up in times of difficulty. My earnest hope, therefore, is that they will not be sunk, or even temporarily submerged, by the Government decision that they must advance the purchase of this bulk carrier and place the contract for it with the Cork Verolme Dockyard at a cost of many million pounds above the open market price.

As the Minister reminded us,

the original mandate for Irish Shipping Limited was that it was to maintain a fleet to meet national requirements in time of need and to operate commercially in normal times. I assume that the company could not operate commercially if they had to bear the extra capital charges on this new vessel which arise from the decision that it must be bought from Verolme Dockyard. Presumably, it is to afford them the relief of a certain amount of capital without interest commitments, that the provision is made in this Bill for £10 million of extra share capital to be taken up by the State. It is important that we realise what the provision of share capital by the State, without any prospect of dividend, really means. Ten million pounds is involved here. Rates of interest at present on money the State has to raise are 14 to 15 per cent. One could take it, therefore, that the interest subsidy to Irish Shipping Limited involved in providing them with £10 million of free equity capital is of the order of £1,500,000 per year. We realise that it is not really intended to benefit Irish Shipping Limited but Verolme Cork Dockyard. In effect, therefore, it means that, if 1,000 men are employed in the dockyard, the Exchequer and in the end, the taxpayer, is going to have to continue paying out £1,500 a man in annual interest subsidy.

This is not the whole story because a year and a half ago, in July 1979, we had a Bill before us in this House to provide extra finance for the sister company, the British and Irish Steam Packet Company Limited. They were about to purchase a passenger ferry at a cost estimated at about £21 million. I asked the then Minister for Tourism and Transport whether tenders from various shipyards were being invited for the new ferry or whether a Government directive had been issued to the B + I to give the contract to Verolme. The answer was that it was a Government decision to have the ship built at Cork, that it could have been acquired cheaper from a foreign shipyard, and that, for social reasons, the directive was given to place the

order for the ship in Cork to ensure full employment there over the next couple of years. Very much the same story, the same explanation, as in relation to this bulk carrier.

The Minister's own statement this evening mentioned three other vessels — two new naval vessels and a fisheries research vessel, also by direction of the Government to be built by Verolme, also presumably at a cost considerably in excess of the open market price. I have no idea what all this tots up to I could well mean that in respect of these five vessels, a sum of the order of £20 million to £25 million of extra capital, over and above open market price, is being committed to their purchase in Cork. That is being done for understandable social reasons, but we are not at all sure what exactly is the payment we are making from public funds for this social purpose.

The Minister mentioned in his speech a direct subvention to Verolme but he mentioned no figure for this direct subvention. I am not against taking account of social considerations and I am not denying the importance in a general way of maintaining a skilled workforce built up in Cork or elsewhere. But surely if we are behaving rationally, we should at some point be able to draw up a balance sheet in this matter, to be able to assess what are the advantages, nationally or socially and what the cost is, and see whether we are getting value or are paying too much. If in fact we are contributing for this purpose the equivalent of interest on £20 to £25 million of State borrowing, then we are contributing something between £3,000 and £3,500 a man to keep the Verolme Dockyard workers in employment. At some point, we must ask ourselves how much further can we justify going on social or any other considerations. My main point is that we should know what the total cost of social policy decisions is, not have to derive it indirectly and inexactly, in the way I have been attempting to do this evening.

Mr. Alexis FitzGerald: I find myself in agreement with most of

what I have heard from the other Senators who have spoken in this debate, in what I take to be their concern and generally their attitude in the matter. In a way it indicates some defects in the structure of our Senate composition that we do not have representatives of the workforce listening to this debate or to many of them anyhow that the kinds of points which have been made here, such of them as I have heard from both sides of the House, largely valid, as I am unable to make assessments of in detail that they are not here to hear the kind of point explicitly I want to make now arising out of these comments: that is this, that the record of Irish Shipping is an extraordinarily good example of the social benefits of profits by free enterprise.

Having said that, I want to repeat "made by free enterprise" because this case about profits is so often made in terms of the activity of private enterprise. It is not a question of private ownership or private control. It is a question of free operation by intelligent people acting in a flexible manner with regard to the entire market that they have to deal with, with the test for themselves as to the success of their performance to be found in the return on the capital that they are in fact employing. We are talking about a company which was established — great credit due to the late Mr. Sean Lemass who established it — in 1941 specifically to meet a social purpose and a national need at that time which later survived, in other circumstances, to do the same sort of thing in a different way. We are talking about a company which has not required an injection of capital over a period of 20 to 21 years; I think it was 1959 that the last injection of capital was made in the equity of this company and which has built up its balance sheet.

I am indebted to Senator Conroy for the following of it during the course of this debate — out of profits, after tax, to approximately £40 million. As a result of having these profits the company gives viable, well paid employment to 950 people.

I understand the whole situation here, that we have this skilled force in Verolme Dockyard in Cork. There is the social concern in maintaining it and not dissipating it. On the other hand we have the observations quoted here by Senator Cooney. I am less shy than Senator Cooney about the following implications to the Oireachtas of these remarks. If there is feather-bedding for the feather-bedded, someone people who are not in feather beds are paying for the feather-bedding and other people who are enjoying poor incomes, who are perhaps engaged in intensively active employment are the persons who are, one way or another paying for the feather-bedding. I query very much the justification of this type of thing. I am going to be following this line in other contributions in this house if I survive to make them. Generally we are going to have to establish some sort of Party consensus with regard to this kind of matter. We are going to have to have some kind of an understanding whereby advantage is not going to be taken of decisions locally which are necessary to make if they are necessary to make, and which are in the national interest to make.

I understand the general situation here is that the operations of the free enterprise of Irish Shipping Limited have been allowed proceed freely by an intelligent Department over all these years and the various Ministers who were its political heads, one of whom is here now, and welcome he is too with his talents. As I understand the position this bulk carrier would not freely have been acquired by Irish Shipping, that this is not an operation which would have been commercially decided on by Irish Shipping Limited now. I understand the position would be that they would have regard, as another commercial concern would have to, to their cash flow in determining when they could afford to purchase this bulk carrier. I understand that the actual purchase of this bulk carrier is, in general, not something that Irish Shipping Limited object to provided they get it at the right price. And I un-

derstand — I do not know what the precise figure is, or whether it is yet an agreed matter — that it is going to be something which Irish Shipping Limited is going to regard as a sensible addition. They could get the same vessel purchased in Japan, a suitable adjustment being the giving of the additional standards which would be requisite for a ship built in the West and to the proper catering of the people employed in that industry here. I am not sure that I follow the financial constructions of Senator Whitaker about this.

If there is permission for an additional £10 million — I understand from Senator Cooney that the drawdown will be half that figure — This will presumably be costless to Irish Shipping Limited but not costless to the Irish taxpayer. I understand the Irish taxpayer will pay the current cost of borrowing that money. That may be all right as a social subscription. But in commercial terms, this additional capital will appear in Irish Shipping's books and will be expected to be remunerated out of its activities. Therefore it is important that it be applied in a manner in which the directors of Irish Shipping Limited regard as commercially justifiable.

I sincerely trust that this whole matter of financing this operation — to preserve jobs which are enjoyed by people who are criticised by their own managing director for absenteeism and for low productivity — is not in any way to upset the commercial strength of Irish Shipping Limited, in other words that the moneys flow in this way, that they do not necessarily flow through the Irish Shipping Limited balance sheet; that there be an explicit subvention to the largest extent judged correct to Verolme rather than that money should proceed through Irish Shipping Limited to Verolme.

Senator Cooney I think referred to the satisfactions of the persons concerned in the management of Irish Shipping, their attitudes to their work. This is enormously important. Their self-confidence and the possibility of their being able to build up more profit out of which to finance more development and more employment — that ambition should be in no way negated or in-

terfered with by any operation effected by this Parliament.

I do not know all the factors involved but I understand that there is developing a trade in the carriage of coal and it is for this market that Irish Shipping Limited is going to put this bulk carrier into use. Is the Minister able to give us any other assessment that he may have had made to him of any of the other operations of Irish Shipping Limited which he may be conducting at present which may be threatened by developments which might be anticipated in the next few years in respect of which a totally free board might be making its own cautious moves of protection. I trust that this affair between the Minister and Irish Shipping Limited is one which is going to preserve complete integrity of the independence of Irish Shipping Limited with regard to this, that there is going to be no weighing down on them at all. For example I think of the export of beef meat which I gather is a profitable operation at the moment. Developments in agriculture are such that we may see a downturn there. Is this operation into which Irish Shipping Limited are being stimulated one which is allowing them to make appropriate provision for any adverse development of that kind?

I should like to congratulate the board of directors if Irish Shipping Limited, all their management and all their employees on their performance during the years. Indeed I should like to include in that the public service which in this case signally recognised the importance of their independence. Let us hope we can learn from any study we make of the operations of Irish Shipping Limited the extreme importance of distinguishing the subscription of moneys through State-sponsored operations for social purposes from the subscription of moneys to companies for the purposes of earning profit on them.

Mr. Mulcahy: I welcome the steps taken in this Bill to enable Irish Shipping to expand and to increase their assets level. I see no reason why they should not continue to operate at a profitable level. The rate at which asset ac-

cumulation will take place will be faster still. In the process, the employment in the shipbuilding sector of Irish industry is helped.

It is a critical problem. It can be evaluated by sophisticated methods of investment analysis. On the assumption that there is some rationality about this possibility people might conclude that certain steps might not be rational. I would question this. It depends on what your competition is doing. Countries like Japan have not been operating rationally in terms of basic economic measures in relation to their investment policies. I would suspect that in times when the demand for shipping is down — and we have that at the moment with recession internationally, in terms of our international trade, and in the order level for these vessels — that other countries will maintain price levels which enable them to maintain their market share. We know from the analysis in international trading and competition structures that this is what is happening. I certainly would not like to see our growing shipbuilding sector coming under threat because of simplistic investment criteria.

We are not just dealing with Verolme in this regard, Over the past few years I have been very concerned with the old Liffey Dockyard now owned by Solarship. Time and time again I have raised the question of trying to ensure that this operation is kept going. The traditional dockyard is part of the history of our city. I am not suggesting that the Minister should say anything about it on this Bill, but I should like to point out that we have a problem and it should be our endeavour to develop a healthy shipbuilding industry however small it may be.

I should like to take this opportunity to say how impressed I am with the record of Irish Shipping and in particular, the way they have gone about the training of their masters and their young executives. They have been very forward-looking in this regard over the years. I hope this effort will be co-ordinated in the sense that the Naval Service and the growing cadre of young people we have

travelling in ships under the Irish flag will have the very best manpower development schemes. I welcome the Bill.

Minister for Transport (Mr. A. Reynolds): I thank all the Senators who contributed to this debate and I join with them in congratulating the chairman, the board of directors, the management and the staff of Irish Shipping on their continued successful record in operating a semi-State company. It is a shining example of what can be achieved in the semi-State sector. Irish Shipping have had 13 consecutive years of profit and success. I think it was Senator FitzGerald who referred to the foresight of the late Sean Lemass who set up this company in 1941. The proud record of this company over the years is indeed a tribute to the foresight and vision of that man in getting this enterprise off the ground.

Many of the contributions made by Senators raised points which can be answered. In the approach of the Government, myself and the Department to this, here was no question of the big stick being wielded over Irish Shipping. There was no question whatever of them saying, "This must be done and that must be done". It is a question of consultation. I had many discussions with the chairman and the chief executive of Irish Shipping on the problem that existed at Verolme Cork Dockyard, on what their plans were for the future, on what they were likely to be ordering in the future.

For some time they had been considering the acquisition of a Panamax carrier. This would enable them when the opportunity arose to tender not only for the carrying of coal — for which there will be an urgent need in the future — to the new Moneypoint power station. This carrier, which will be approximately 72,000 tons dead weight, will be a welcome addition to the fleet of Irish Shipping. In years to come if we had foreign ships bringing in our coal to Moneypoint there would be many cries not alone in this House but from the public inquiring why Irish Shipping had not got this business and why we were not in the posi-

tion to carry our coal. This is good forward planning. The interim period between the planning of this ship and the time at which the board of Irish Shipping would like to have ordered it, because of a very good cash flow position and, indeed, their whole financial position, was not very long. We did not have to lean on their shoulders to make them bring this plan forward once they were satisfied that the end result was that they would get this ship at the prevailing world market price.

I followed these negotiations. They were carried out between myself and the management of Irish Shipping. Other Government Departments were involved, including the Department of Industry, Commerce and Tourism and the Department of Energy. Indeed, the proposal got very careful consideration right along the line. I ensured at all stages that the commercial interests of Irish Shipping were fully preserved, that no damage would be done to them by this operation. That is the way the final package is emerging. The final price is at present under negotiation, because there are some extras being sought for inclusion on the carrier.

In relation to the carrier itself, Verolme Cork Dockyard had the experience some years back of building a carrier of this tonnage and size. There are some minor adjustments and some improvements that can be made in today's planning and sketching of that type of ship and it is in that particular area that negotiations are going on, but there will be no damage whatsoever done to the commercial integrity of Irish Shipping. They will get the benefit of the prevailing world market price and equity from the Exchequer. The vessel will be financed 50/50 equity and commercial borrowing. The equity will get drawn down first and then they will draw from the borrowings. For example, if the final figure is £13 million, it will be £6½ million equity first and then the £6½ million borrowings. There is no question whatever, and I want to assure everybody here, including Senator Cooney and others who have raised it, of Irish Shipping being asked to resort *in*

toto to commercial borrowing. The situation and the implications of it was fully considered by the Government and as soon as this Bill passes through the House and becomes law, arrangements will be made very early in January for the placing of this order and the draw down to which I referred will be carried out in the order which I outlined.

Senator Fitzgerald and Senator Whitaker raised the question of what is the national interest, what is the social interest and how one qualifies in financial terms these indeterminate factors. Let me say straight away that both Senator Whitaker and Senator FitzGerald accept that it is very difficult to qualify in strictly economic terms where the balance of public interest lies. We should evaluate and look at the situation that faces the Government and the situation in which we live today. Senator Mulcahy raised the point quite rightly that ship building across the world today is subsidised either visibly or invisibly and it is very difficult for any Minister or any Government to know precisely what is the total subsidy involved, be it visible or invisible. It is very difficult because each country has its own policy in relation to its own ship-building industry on how to protect it either by subsidy or by cheap loan finance or whatever measure. There are many ways and means, as we all know, of doing this. That is the position that we must look at today.

We have a very highly skilled work force here who have been trained in their particular skills over the years. The position I and the Government have faced in relation to this work force is: do we scatter them to the four winds and destroy their skills? In a very difficult time for employment, do we do that, or as Senator Hillery pointed out, do we use the public sector in such a situation? The Government considered this at length and came down fully in support of it as in accordance with their strategy for tackling the problems of the recession. It is well known to everybody that we did not choose to create unemployment to solve other economic ills at this par-

particular time, as some others far more developed than us, have decided to do. Rather did we choose to put whatever Government resources were available towards the protection of employment. We are a developing economy, an economy whose young well educated workforce is one of our great strengths. It is the duty and responsibility of the Government to ensure in these particularly tough times that employment is protected as far as the Government can possibly protect it. If somebody wants to find a fault with that course, so be it, but that is the Government's strategy, and when we look at the results and the human problems and the devastation that is happening to other economies because of the deep international recession, I believe we are on the right track. The Government believe we are on the right track and the time will come when it will be put to the test for the people of Ireland to decide whether we are on the right track or not. It is difficult to come down and compute accurately in every single aspect because we must take into consideration changing economic circumstances.

In relation to cost factors involved in placing the order for the Department of Defence and the Department of Fisheries and Forestry, I am not familiar with details and I am not in a position to give out information in relation to these two orders. What I can say is that I was personally involved in every step and stage of negotiations in relation to Irish Shipping's order. It was and is being done on a purely commercial basis. Irish Shipping are getting this ship at the world price. The Government are stepping in with a subvention to make up the difference. There were questions raised inquiring if this was featherbedding and if it was correct to subsidise bad workmanship or low productivity in the Cork Verolme Dockyard. I am not in a position to pass judgement on that, nor do I believe is anybody here, but I took the opportunity in recent months of saying to the management and the workers of Cork Verolme Dockyard that the demand for shipbuilding in the world is stag-

nant. We have an over-capacity in shipping in the world today and they need not be expecting orders to turn up in the future which will take up their full capacity. I used the occasion to point out to them that when we look around at developments in offshore oil drilling in Ireland today, there must be opportunities there for a diversification of some of the technical skills in the Cork Dockyard. I urge them to take every opportunity they get to try to diversify. In relation to the Government decision of last July to place those orders with the yard, I fully believe that they took the right decision in the circumstances. There is now two years' guaranteed work at Cork and they can have the opportunity in the meantime to see what diversification can be done. I read with interest the comments of their managing director of that dockyard when he called for greater productivity in the years ahead. We all know that the word "productivity" has been bandied around but it is only when one is familiar with an industry that one can make a rational judgement as to what productivity improvements can be made.

I have covered a number of the points made in general terms in my reply so far. Let me tell this House that Irish Shipping are quite confident that they can charter this vessel successfully on the world market that they do not see it as anything like a millstone around their necks in the short period in which they will have the vessel prior to its envisaged use for Moneypoint. Irish Shipping's experts are quite confident that they can usefully charter this vessel and have it earning more foreign exchange currency, as Senator Hillery remarked in the debate.

I have dealt with the envisaged payment schedule for the vessel. I assure everybody that there will be no damage whatsoever done to the commercial accounts of Irish Shipping. They have fully calculated the full effects of this and at the end of the day they are quite happy with the arrangements that have been made.

Senator Conroy called for more development of maritime activities. Some years ago there was a

scheme to try to entice more of the private sector into shipping activities. But, as we all know, there is now an over-capacity in this area. It is not an area that attracts itself to private investment at this time. But I would refer him to the great harbour development programme being undertaken by the Government in Drogheda, Cork, Foynes and Rosslare. We are making great progress in the area of harbour development.

Senator Whitaker questioned if we had approached this decision in a rational way. As far as I am concerned, I classify myself as a rational individual and I have approached it in a rational manner. I would take the point that there is always scope for applying cost/benefit analysis to every transaction. Taking all the social aspects into consideration, taking the national interest into consideration, I am absolutely satisfied that the outcome of the cost/benefit analysis to the Irish economy is positive. We are always conscious in Government that social considerations can involve cost to the taxpayer. But it is a very fine balance which must be struck. The balance in this situation came down on the right side. We should be seen to provide an opportunity to keep the work force together to get this ship for Irish Shipping so that we can carry our own coal in the future so that it is available when we need it while at the same time providing for the diversification of a very skilled work force. When one has seen the human deprivation that unemployment causes, for instance, family breakdowns creating social frustrations, the cost to society cannot be measured in economic terms. It is right that the Government should have a social conscience and they made the right decision in this case.

Mr. Staunton: Would the Minister allow me to ask him one question relating to his speech? It is satisfactory to hear that Irish Shipping are getting this vessel at an economic price. This was not mentioned in the Minister's speech in the Seanad or in the Dáil. One thing I am slightly confused about is that if Irish Shipping are getting the vessel at the right price the nub

of the argument has been Senator Whitaker's attempt to get a quantification of the social price. Did the Minister refer to what he thinks will be the element of subsidisation? Did the Minister say what the gap will be between the economic price which Irish Shipping will be paying and the subsidy over and above that which the Irish Government will be paying to keep Verolme floating?

Mr. A. Reynolds: Did I put an exact price tag on it?

Mr. Staunton: Not exactly.

Mr. A. Reynolds: There will be a subvention to make up the balance.

Mr. Staunton: Did the Minister give us any indication of what that figure might be?

Mr. A. Reynolds: I have not got the final figure but it could be about £10 million.

Mr. Staunton: Ten million over and above the economic price?

Mr. A. Reynolds: Approximately.

Mr. Staunton: If we want to assess the social merit or demerit of the jobs involved, we have a figure which we can work on.

Mr. A. Reynolds: You have a figure.

Mr. Cooney: I should like the Minister to be specific with us as to whether there will be a limit on what Irish Shipping will have to put into it. Will it be a figure approximate to the amount for which they could buy a ship abroad? Will there be a limit and, if so, what will be the limit they will be asked to pay on top of that, (a) by using the extra capital, and (b) by using the extra borrowing facilities?

Minister for Transport (Mr. A. Reynolds): The exact finished fixed price will be known when we are in the final negotiations. World market prices are fixed in relation to fluctuations in currencies. If we are talking about a quotation from a Japanese yard, we are talking about the value of the yen. Are we talking about a price from a Korean yard or a price from a different yard?

Mr. Cooney: What price was talked of?

Mr. A. Reynolds: We are talking about them all. Irish Shipping will get the benefit of the prevailing

world market prices on that particular day. Let me assure the Senator that the Irish Shipping people are the best negotiators in relation to the prices of ships today. The Senator need have no doubt that, in carrying out and finalising negotiations with Verolme Cork Dockyard they will ensure that they get value for money, and that what they sign for on the day will be in their own interests. They will protect their own interests fully. We have been looking at prices from a Japanese yard and from a Korean yard which, of course, are in US dollars. There are fluctuations in currencies. Irish Shipping are requesting extras to be included in the plans of this new ship. There will be no interference and no over-weighting in relation to what the commercial accounts of Irish Shipping can bear. Irish Shipping are quite satisfied.

Mr. Cooney: May I repeat my question to the Minister? Is the contract being offered by Verolme to build this ship an open-ended contract or a fixed price contract?

Mr. A. Reynolds: When they have the price finally worked out, Irish Shipping intend to sign a contract. I have every confidence in their commercial judgement. They will protect themselves.

Dr. Whitaker: The Minister could help us by clarifying the matter a little further. He says that Irish Shipping will be charged the world economic price. Does that mean that the amount of capital they will require is just that sum? Will they not require that sum plus the £10 million extra which it will cost them to buy it from Verolme? Does it really mean that, while they will be paying out £25 million, let us say, as against the £15 million it ought to have cost them, the Minister will arrange their finances by giving them free equity capital of £10 million so that in effect, they only bear the capital charges on the £15 million which is the world economic price? I should like the Minister to clarify that matter.

Mr. A. Reynolds: The financing arrangements are that Irish Shipping will get half the price which it is going to cost them — their price,

the world economic price — half in equity and half in loans. The balance will be made up by subvention from the Department of Industry, Commerce and Tourism. It will be direct to Verolme and not to Irish Shipping nor channelled through the accounts of Irish Shipping.

Dr. Whitaker: Does that not mean that they get half the price they have to pay to Verolme?

Mr. A. Reynolds: No, half the cost to them. If the cost to them is £12 or £13 million that is all they will pay direct to Verolme, that is all that will go through Irish Shipping accounts and whatever subvention is involved, whatever the final figure is, will be paid as a subvention by the Department of Industry, Commerce and Tourism direct to Verolme.

Mr. Cooney: On the Minister's hypothesis that the world market price is £12 million—

Mr. A. Reynolds: I did not say that.

Mr. Cooney: As a hypothesis; I am not saying that that is the price at all. May we take it from what the Minister has said, that the £12 million which Irish Shipping have to find is to be provided to them half in equity and half in borrowings to be made by them?

Mr. A. Reynolds: Half in equity and half in borrowings.

Mr. Cooney: And the balance due to Verolme will be paid by the State.

Mr. A. Reynolds: It will be paid by way of subvention from the Department of Industry, Commerce and Tourism.

Mr. Cooney: If Irish Shipping would not normally need this extra equity and would just do some borrowing for their portion of it, why could the State not increase the subvention direct to Verolme in ease of Irish Shipping's balance sheet?

Mr. A. Reynolds: Is the Senator suggesting that they be given a ship for nothing?

Mr. Cooney: No, give it to them for what they would normally borrow.

Mr. A. Reynolds: I do not follow the logic of that. They are getting a ship at the world market



Marine Catering Course



m.v. "Saint Patrick". The course was specially designed following consultation with the Deputy Catering Manager and the Chief Purser, Mr. Bernard Fay. Pictured during the course on board the "Saint Patrick" were (L. to R.): Front row - John Brown, Gregg Yearsley, Noel Cromwell and Stephen Sherlock, bar crew, "Saint Patrick". Back row - Shane McGill, bar crew; John Brown, Catering Purser; Niall McCabe, bar crew; Bernard Fay, Chief Purser; Tony Lenehan, Senior Training Adviser, CERT.

Launch of 1981 Brochures

I.C.L. and Ferrytours brochures have been launched to representatives of the press and travel trade in Belfast on January 12th; Dublin on January 13th; Cork on January 14th and Limerick on January 15th. In addition a further launch was held at New Ross on 2nd February. Amongst the attractive package holidays available to travellers on Irish Continental Line in the coming season are Paris week-ends, camping and caravanning, villa holidays, motor-ing and coach tours, youth and educational programmes and agricultural tours.

The Company's "Pick-a-Package" brochure graphically illustrates the wide choice of all in-

price and the financial rates have been clearly outlined.

Mr. E. Ryan: I think they are doing well.

Congratulations

To **John Murphy** on obtaining his Master's Foreign-going Cer-

clusive holidays which are available to Irish holiday makers using I.C.L. services to Le Havre and Cherbourg. Designed in a see-at-a-glance chart form to save unnecessary brochure hunting, the "Pick-a-Package" contains a wide choice of holiday ideas to ten European countries.

In addition to the holidays already mentioned one tour operator even offers a gastronomic and wine holiday as their appetising choice.

Promotional Film

As a promotional aid for travel agents and company personnel, the I.C.L. story has been put on film for use at home and abroad.

The first film is a condensed five minute cassette which is available for showing on travel agents'

tificate.

To **N. Cantwell** on obtaining his Second Mate's Foreign-going Certificate.

To **D. Horan** on obtaining his First Class Motor Certificate.

To **A. Curran** on obtaining his First Class Motor Certificate.

counters through special video screens. In this way, customers have an opportunity to view the pleasures of an I.C.L. holiday.

For the Company's representatives, a longer eighteen minute film is also available. It is geared for special showings to groups and associations who may be considering a mini cruise to Le Havre or Cherbourg and who want to learn more about the I.C.L. service.

To cater for Continental traffic, the eighteen minute version has also been prepared in three European languages. It is expected that these would be of immense value to the principal General Agents on the Continent in further stimulating bookings to Ireland.

To **P. Curran** on obtaining his Second Class Motor Certificate.

To **G. Sheehan** on obtaining his Second Class Motor Certificate.

To **G. Osborne** on obtaining his second Class Motor Certificate.

To **G. O'Reilly** on obtaining his Second Class Motor Certificate.

Self-Catering in Ireland

Besides its car ferry operations I.C.L. is also highly active in promoting holiday packages in France. In particular, the drive-as-you-please motoring holiday idea and self-catering villa holidays have proven very popular with Irish holiday makers.

However, I.C.L. has been conscious for some time of the lack of similar self-catering holiday facilities in Ireland for Continental visitors. As a result the Company has now become involved in a Country Home Development at Ballinglanna, in West Cork, geared to provide tourists with top class self-catering accommodation in a prime seaside location.

A development which is located four miles from Clonakilty and is adjacent to Kinsale and Courtmacsherry will comprise twenty-four high quality bungalows. Each home will have a master bedroom and three smaller bedrooms, a spacious hall, living room, fully equipped kitchen/diningroom and a utility room. The bungalows are grouped in sets of three, sharing a third of an acre of communal parking and recreational areas.

It is also the intention of I.C.L. and the other developers to select and develop other sites in prime tourist areas and to provide more top quality homes for rent or sale particularly to continental purchasers.

"Miss Travel Trades"

Congratulations to Janet Cryan of our Aston Quay office who was placed second in the "Miss Travel Trades" competition held in the



Janet Cryan.



American tourist Gerard Grote of New York being presented with a ship's decanter in celebration of the fact that he became the one millionth passenger to travel on Irish Continental Line's Rosslare to France car ferry service since the opening of the service in 1973. Making the presentation is Captain Jack Martin, Master of the "Siant Killian" and accompanying Mr. Grote is his bride. On the occasion in question they were continuing their honeymoon tour of Europe which will include visits to six European countries. A happy spectator at the presentation was Susan Donovan, on left, Customer Relations Officer of I.C.L.

Gresham Hotel on 21st November last. For her prize Janet won a week-end for two in London.

Holiday Fairs

I.C.L. participated in the Hobbies and Holidays Fair held in Belfast from January 12th to January 17th. The Company was also represented in the Holidays and Leisure Fair at the Royal Dublin Society exhibition which was held from 20th to 25th January.

Freight Increase

A most encouraging development in the I.C.L. services has been the growth in freight traffic over recent years.

Apart from the considerable interest in the transport of meat and other food exports there has been a diversity in consignments carried as exports ranged from caravans from Kilkenny to medical instruments, dairy products, fish, office machines and parts, race horses, pigeons and greyhounds. On the return route fully built-up cars, agricultural machinery, wine, fruit, vegetables and metal products are among the regular items carried.

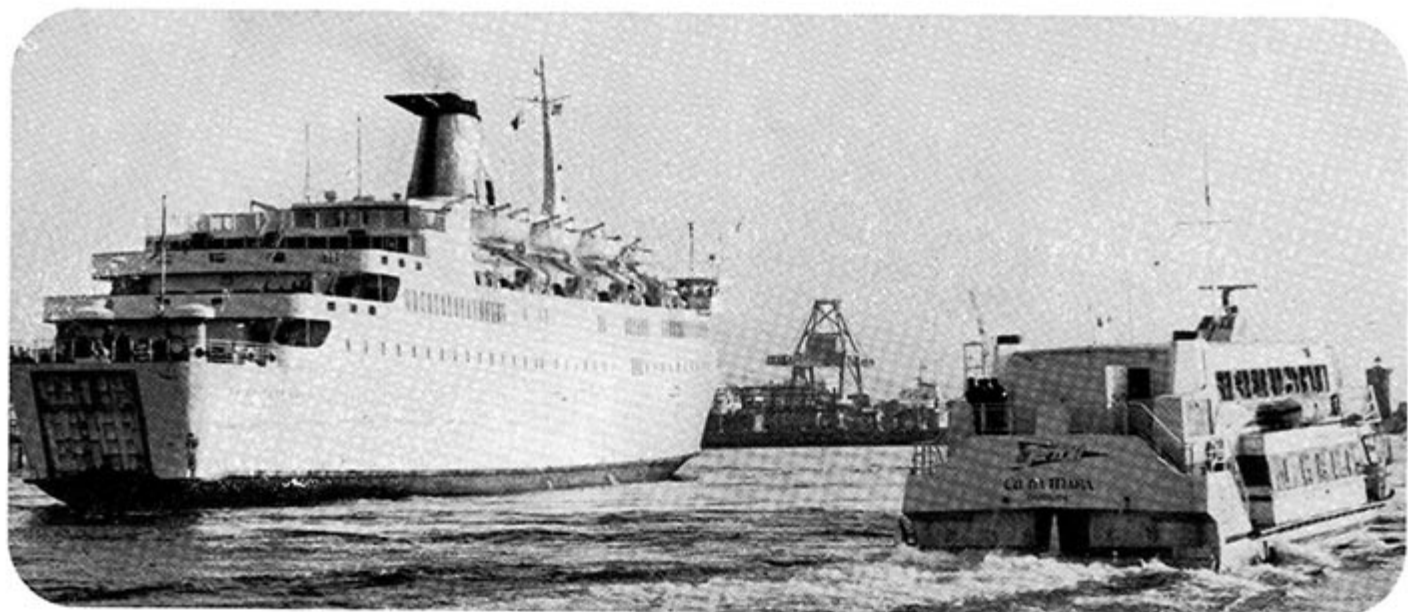
In 1978, I.C.L. carried 6,000 freight units and this increased to 8,000 units in 1979. Further growth in traffic is expected for

1980 and 1981. Throughout Europe, freight sales on I.C.L. are promoted by the Company's General Freight Sales Agents, Normandy Ferries.

Looking Ahead

If current projections are realised the coming decade should see further expansion of I.C.L. services in the 1980's. Plans are already being drawn up to ensure that projected targets are achieved and that the Company is fully geared to meet the demands of an expanded market.

On the shipping front the chief probability is the addition of a further passenger car ferry vessel which will increase the Line's fleet. Consideration is also being given to the opening of a new route between Ireland and the Continent which could mean the addition of a new Irish port to be serviced by the Company's vessels. Apart from the self-catering holiday homes in West Cork and the additional packaged holidays provided by the Company, plans are also in hand to improve facilities for servicing customers. Office facilities both in Dublin and Rosslare are likely to be expanded in the near future and in addition it is likely that customer services will be fully computerised.



An unusual picture of the "Saint Patrick" berthed at Dublin with the B+I Jetfoil "Cu Na Mara" passing by on a trial run in Dublin Bay. The "Saint Patrick" was on charter to B+I during December and January on the Rosslare/Pembroke service.

More passengers

As the various markets opened up for I.C.L., so the level of passenger carryings from each market area has steadily grown. This is most evident in France, Germany, the Netherlands and Ireland.

The service has been widely used by French and German tourists who have numbered over 200,000 and 115,000 respectively since 1973. Of the Irish passengers who have used the service and have numbered 450,000 to date, traffic from Northern Ireland traditionally accounts for about 30%

DINNER AT SEA

The Irish Cruising Club, now in its 52nd year, recently celebrated its Annual Dinner in a most appropriate manner . . . by holding it afloat on board the 'Saint Patrick' while on a Mini Cruise between Rosslare and Cherbourg.

Led by Commodore John Guinness, over 150 members of the I.C.C. and guests from Britain and the United States participated. It is the second time in six years that the Club has used the ICL service for its Annual Dinner and was the first such Club in the world to hold its Dinner at sea.

Coincidentally, Captain Philip Cowman, the Master of the 'Saint Patrick' on the I.C.C. sailing, is a yachting enthusiast and is well known as a Mermaid sailor in Wexford Harbour Sailing Club. The I.C.C. presented Captain Cowman with a copy of W.M. Nixon's book "To Sail the Crested Sea", the official history of the first 50 years of the Irish Cruising Club.



Commodore John Guinness.

Largest Car Carrier Arrives



The Master and Chief Engineer of the world's largest car carrier "Olympus" pictured here with (L to R.) Capt. F. Kelly, Capt. C. Lawless, Harbour Master; Capt. C. C. Rafferty and Mr. R. Hayes, General Manager, Dublin Port & Docks Board on the occasion of the ship's first visit to Dublin on 31st. January last. Irish Continental Line were Agents for the vessel which is owned by Nissan Car Carrier Co. of Japan.



FLEET NEWS · FLEET NEWS · FLEET NEWS

"Irish Maple" in India

Captain B. Reilly took over command of this vessel at Antwerp on 5th January relieving **Captain G. Kyne**. Other officer changes were **Chief Officer J. Murphy** for **M. McCarthy**; **Second Engineer M. O'Leary** for **N. McGarrigle**; **Second Officer D. Deegan** for **P. Boyd** and **Catering Officer J. Doran** for **J. Clinton**.

The "Irish Maple" discharged a cargo of sugar at Houston, Texas from Townsville, Australia in early November and then loaded grain for Federikstad, Norway where she arrived on 16th December. The vessel then loaded fertiliser at Heroya, Norway and Antwerp for Kandla on the West Coast of India. She passed through Suez in mid-January and arrived at Kandla on 27th January. She is expected to berth about 6th February and should complete discharge on 26th. February. Her next voyage has not yet been fixed.

"Irish Oak"

This vessel completed discharge of a cargo of steel from Antwerp at Houston towards the end of October and then loaded phosphate at Tampa for Immingham. After discharging the phosphate the vessel then went to Rotterdam where she loaded fertiliser for India. She arrived at Port Said on 9th December and at her discharge port of Kandla on 19th December. Having completed discharge the vessel sailed for Singapore where she is expected on 7th February to take on bunkers. She will then proceed to Manila in ballast arriving there about 12th February and will load copra both in Manila and at Malaysian ports for discharge in the United Kingdom/Continent.

"Irish Larch"

Having discharged steel at Corinto, Nicaragua, from Middlesbrough and Antwerp, the vessel completed discharge at

Oakland, California; Portland, Oregon; and Vancouver B.C. She then loaded forest products for London where she is expected to arrive on 6th. February. She will also unload her timber cargo at Boulogne, Rotterdam and Newcastle where she is expected to complete discharge on 20th February. It is probable that the vessel will then load steel at Antwerp for the West Coast of the United States.

"Rowan" For Dublin

At the end of October last the "Irish Rowan" discharged coal at the Finnish port of Inkoo after which she loaded steel at Antwerp for Long Beach. The vessel also discharged at Oakland, Portland and Vancouver after which she loaded forest products at British Columbian ports for Cardiff, Dublin, London and Rotterdam. She is expected to arrive at Cardiff on 11th. February and at Dublin on 16th February. She should complete discharge at Rotterdam about 4th March.

While the vessel was at Vancouver in mid-January, **Electrical Engineer J. Reid** replaced **T. Whyte** and other officers to join the vessel were **J. O'Shea**, **D. Nolan** and **M. Wright**. Engineer Officers **A. Lydon** and **P. Bowring** left the vessel at Vancouver.

"Irish Cedar" for India

After coming out of drydock at Shimonseki, Japan in October, the "Irish Cedar" sailed for Townsville, Australia where she loaded a cargo of copper concentrates for Antwerp. The vessel arrived at Antwerp in mid-December and subsequently sailed



The "Irish Larch" pictured at Portland, Oregon.

in ballast for Donaldsonville, Louisiana, where she loaded urea for the west coast of India. The vessel sailed on 11th January and passed through Suez on 2nd February. Her discharge port is expected to be Bombay where she should arrive about 12th. February.

While the vessel was at London from 17th to 19th December **Captain M. McMahon** replaced **Captain M. O'Dwyer**. A feature of the current voyage of the "Cedar" was an interview broadcast over the Liam Nolan show on R.T.E. radio with Captain McMahon while the vessel was 35 miles south of Portugal. The interview took place on Monday, 26th January and Captain McMahon came over loud and clear as he answered questions on the voyage of the vessel and his own attitude towards life at sea.

GOOD DEED FROM 'CEDAR' CREW

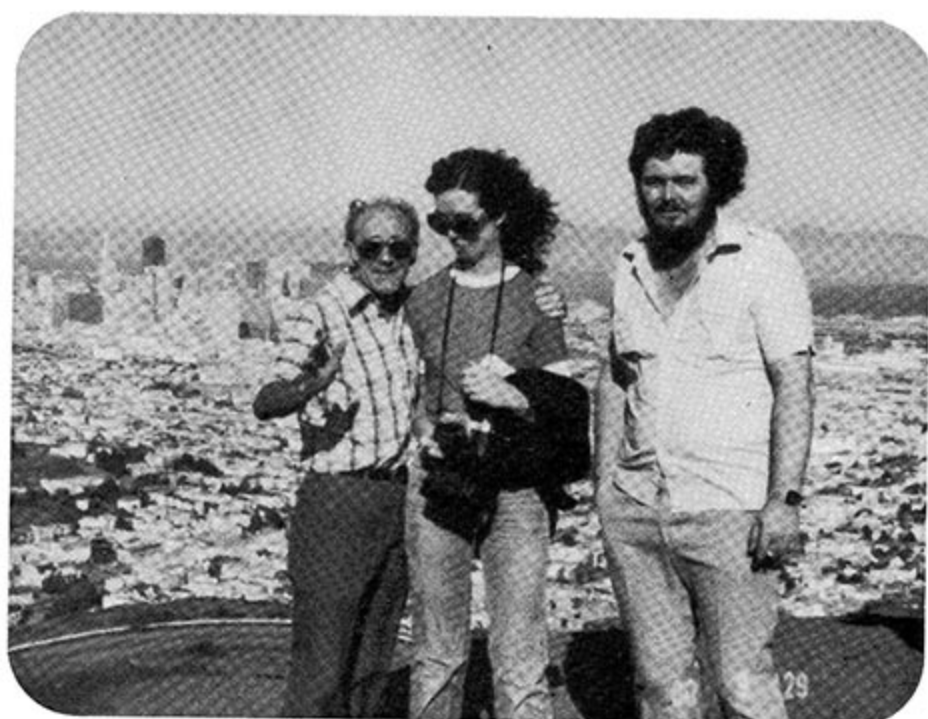
Following a collection of empty beer cans on board the 'Cedar', over some considerable time, an amount of £30 was realised on the sale of the cans. This sum has been generously donated to St. Joseph's Penny Dinner Fund, Gardiner St., Dublin 1, through the good offices of Mr. Tony Caffrey, 'Irish Cedar'. Bualadh bos for the ladies and gentlemen of the 'Cedar'!

"Irish Pine"

Having discharged forest products from British Columbia at Brake and Rotterdam, the "Irish Pine" loaded steel at Antwerp for Providence, Rhode Island and sailed 27th December. She arrived at Providence on 7th January and also discharged at Bridgeport, Camden and Baltimore. The vessel then loaded grain at Norfolk and sailed on 24th January for Tilbury, where she is expected to arrive on 6th February.

Chief Engineer T. Newell replaced **P. Dowling** on 26th December at Antwerp; **Second Engineer J. Cummins** replaced **L. Byrne** at London on 12th December and **Third Officer R. Mullins** replaced **R. O'Shea** on 10th January.

The "Pine" is expected to complete discharge at Tilbury about



Taking a rooftop view of the San Francisco area are (left to right) Captain T. Hughes of the "Irish Pine" with Radio Officer Mrs. J. White and Chief Engineer Mr. Peter Dowling.

10th February after which she will go into drydock for general overhaul and survey. The drydock has not been nominated as yet.

"Daunt Rock"

This vessel loaded steel coils at Newport, Gwent and sailed on 3rd February for Hamburg where she is due to commence discharge on 6th February.

"Skellig Rock"

At present this vessel is loading barytes at Foynes for Bremen. She is expected to sail on 5th February and should arrive at her German discharge port on 9th February.

"Tuskar Rock"

At present loading wheat at Seaforth the "Tuskar Rock" is expected to arrive at Belfast to commence discharge on 5th February.

"Fastnet Rock"

This vessel is at present discharging wheat from Seaforth at Belfast. She will then proceed to Seaforth where she will load a further cargo of wheat for discharge this time at Sharpness.

TRAGIC DEATHS

It was with a sense of deep shock and sadness we learned of the tragic deaths of **Peter McGouran** and **Oswald McGrath** on board the "Skellig Rock" on Saturday, 8th November, 1980.

It would appear that both men were overcome by fumes in an

access trunkway beside the ship's hold.

Oswald McGrath had long service with Irish Shipping having served on the two "Star" vessels as well as on the previous "Irish Cedar" and "Oak"; "Irish Plane", "Irish Alder", "Irish Maple", "Irish Poplar" and "Irish Ash". Ossie McGrath was a most popular colleague amongst his shipmates and was also highly regarded by those of our office staff who have had the pleasure of knowing him. He was a brother of John and Charles McGrath who have also served on Irish Shipping vessels. We extend our sincere sympathy to all the McGrath family at Closelands, Ballybrittas, Co. Laois on their very great loss.

The late Peter McGouran of Booterstown, Dublin, was a young man of 23 years of age and had served on the "Elm", "Larch" and "Maple" as well as on the fishing vessel "Erin Fisher" and the coastal trader "Rathnew". He was a nephew of Captain P. A. Brennan who was for a long time a well-known ship master with Irish Shipping and also spent a number of years as a manager at Head Office.

To the McGouran family and to Captain Brennan we extend our deepest sympathy on the tragic loss they have suffered on the death of Peter.

FLEET



PERSONNEL

Deck and Engineering Officers in Order of Rank

Deck and Engineering Officers in Order of Rank (as at 27th January, 1981)

m.v. "Irish Pine" – Captain T. Hughes; Deck Officers: J. Whyte, N. Cummins, R. Mullins; Deck Cadets: M. Ruddy, P. Burke, S. Greenwood; Engineering Officers: T. Newell, J. Cummins, J. O'Flaherty, F. Hetherington, P. Kealy, W. Morris, A. Stack; Electrical Engineer: E. Walsh; Catering Officer: J. Rogan; Radio Officer: Mrs. K. Whyte; Deck Department: W. Scanlon, J. Coleman, W. Revington, R. Fawcitt, D. Coleman, P. O'Sullivan, M. Healy, R. Scanlon, M. Landers, T. Byrne, P. Moloney, C. Lumsden; Catering Department: J. Kelly, A. McGovern, A. Boyle, T. Dell, B. Wallace, J. Pratt.

m.v. "Irish Maple" – Captain B. Reilly; Deck Officers: J. Murphy, D. Dignam, A. Jameson; Engineering Department: P. O'Halloran, M. O'Leary, G. O'Brien, T. Furlong, J. Tyrrell, S. Finneran, D. Potter; Electrical Engineer: J. Warren; Catering Officer: J. Doran; Radio Officer: L. O'Carroll; Deck Department: N. Byrne, T. Perle, H. McElwaine, L. Wadden, N. Warren, J. Carroll, N. Magee, T. Byrne, A. Whelan, M. Dillon, D. Horgan, H. McGroary; Catering Department: R. Proctor, S. Deevy, P. Quilty, R. Redmond, R. Clear, D. Brown, G. Keegan.

m.v. "Irish Oak" – Captain M. Carey; Deck Officers: J. Moynihan, R. McCabe, F. Britton, A. Kingston; Deck Cadets: M. Keatinge, G. Nolan; Engineering Officers: E. Kealy, W. Sammon, R. Newman, J. Butler, T. Fenelon, B. Kennedy; Engineering Cadets:

B. Byrne, A. Butler; Electrical Engineer: J. Dunphy; Catering Officer: P. Walsh; Radio Officer: P. O'Connor; Deck Department: T. Lynch, K. Doherty, J. Moloney, C. Brady, P. White, T. Jackson, E. Kehoe, P. Norman, J. Fairbrother, C. Lumsden, J. Valentine, J. Ellard, E. Tanner; Catering Department: P. Murray, T. Fitzmaurice, P. Nugent, P. O'Reilly, P. Wade, E. Egan-Kearns, D. Casey.

m.v. "Irish Larch" – Captain E. Greevy; Deck Officers: P. Kehoe, G. Burns, N. Devlin, G. Farrell; Deck Cadets: P. Maher, S. Donnelly, D. Jackson, N. Igglesden; Engineering Officers: D. O'Brien, F. Brennan, D. O'Loughlin, E. McQuillan, E. Cadwell, S. Larkin, N. Clery; Electrical Engineer: H. Stears; Catering Officer: E. Fricker; Radio Officer: J. Byrne; Deck Department: K. O'Malley, J. Whelan, N. Leonard, G. O'Shea, C. Tynan, G. Carty, P. O'Neill, T. Keenan, B. O'Halloran, A. Recks, D. Brown; Catering Department: C. Fullam, J. Kenna, E. Foran, J. Egan-Kearns, D. Casey.

m.v. "Irish Rowan" – Captain H. Fiddler; Deck Officers: H. McGowan, J. Bourke, J. Hobbs, T. McMahon; Deck Cadets: A. Middleton, K. Atkin; Engineering Officers: D. Gabriel, J. Farrell-Dillon, F. McGarry, J. D. Murphy, J. O'Shea, D. Nolan, N. Wright; Engineer Cadet: D. Bolster; Electrical Engineer: J. Reid; Catering Officer: E. Murphy; Radio Officer: M. McCormack; Deck Department: J. Griffin, P. McDonnell, K. Kelly, C. Glavin, A. Kelly, A. Meehan, L. Scallan, J. Macken, E. Shortall, A. Carry, G. Ford, D. Kelly, P. O'Connor; Catering Department:

E. Byrne, C. Kiernan, F. O'Reilly, H. Clarke, A. McGrath, A. Murphy, C. Marks.

m.v. "Irish Cedar" – Captain M. McMahon; Deck Officers: E. Curry, J. Flaherty, S. Myles; Deck Cadets: C. Dunwoody, D. Banks; Engineering Officers: A. Bolster, P. Conran, O. Mortimer, B. Desmond, M. Quinlan, E. Hopkins, M. Calvert, R. Crook; Electrical Engineer: M. Kelly; Catering Officer: U. Maher; Radio Officer: R. Byrne; Deck Department: H. Hannon, M. Byrne, F. O'Connell, J. Greene, P. Fay, T. Walsh, M. Bonnie, F. Gilroy, J. Jenkins, D. Nesbitt, A. O'Connor, W. Lawless; Catering Department: P. Codd, C. Duggan, A. McGoldrick, E. Conran, M. McGrath, P. Fennelly, A. Murphy.

m.v. "Daunt Rock" – Captain A. Coghlan; Deck Officer: R. Fennessy; Engineering Officer: M. Scully; Cook Steward: M. Moody; Deck Department: K. Barry, J. Lally, J. Hughes, P. Taylor.

m.v. "Fastnet Rock" – Captain P. Richardson; Deck Officers: D. Elliott, N. Cantwell; Engineering Officers: P. Reynolds, J. May; Cook Steward: P. Dempsey; Deck Department: S. Doyle, T. Driscoll, D. Talbot.

m.v. "Tuskar Rock" – Captain B. Kehoe; Deck Officers: W. Kavanagh, D. Devenney; Engineering Officers: H. Mahon, O. Mullins; Cook Steward: G. McGovern; Deck Department: J. Treacy, A. Martin, J. Collins.

m.v. "Skellig Rock" – Captain J. Ryder; Deck Officer: M. Brennan; Engineering Officer: M. Hayes; Cook Steward: J. Lloyd; Deck Department: M. Boyle, J. B. Nolan, D. McDonagh, P. Nolan.