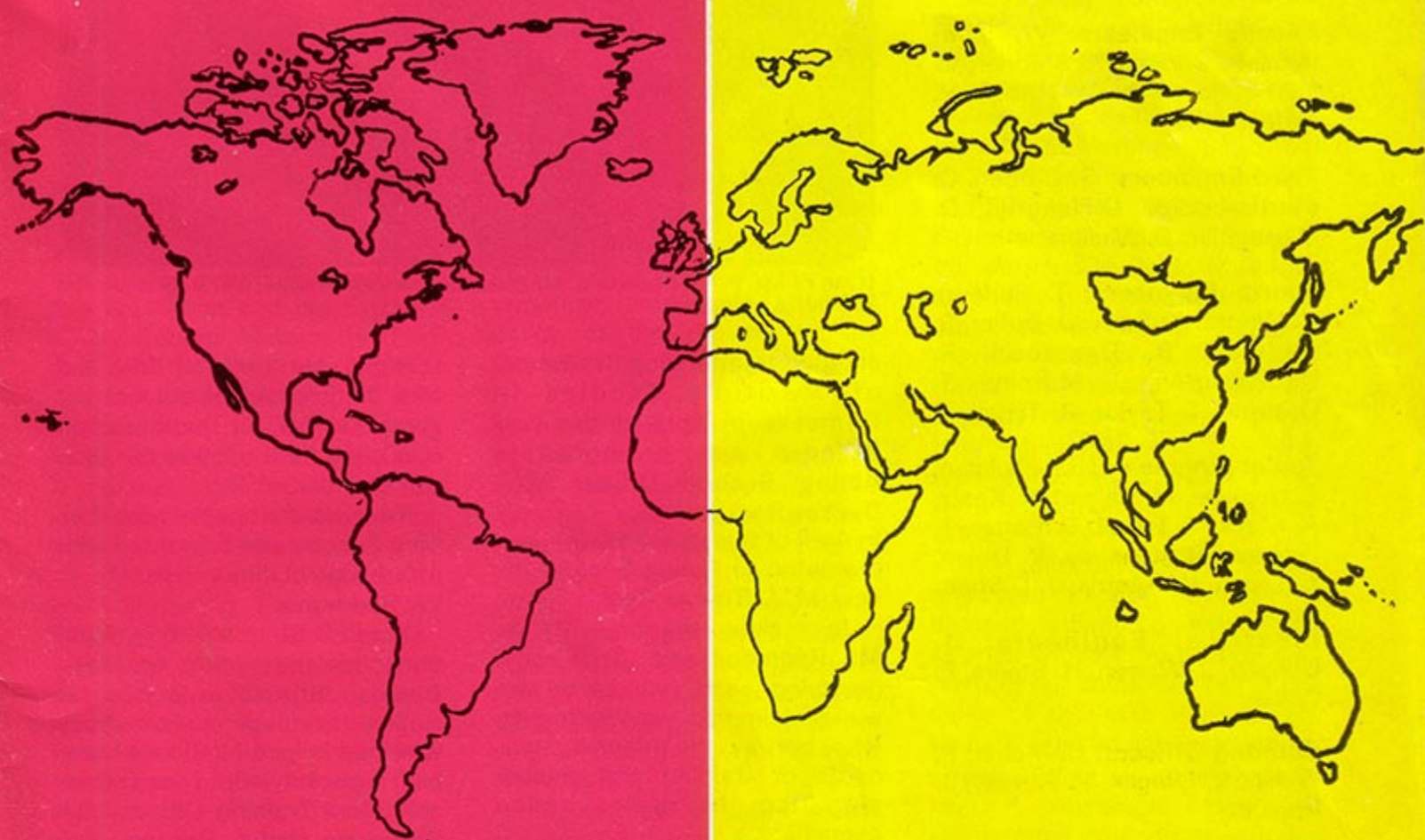


# SIGNAL



## Deck and Engineering Officers Ashore as at 8th June, 1981

**Masters:** J. Murphy, N. Hearne, M. McMahon, M. Carey, T. Hughes, E. Greevy, H. Fiddler, A. Coghlan.

**Chief Officers:** E. Curry, J. Fennessy, P. Richardson, J. Moynihan, J. Whyte, J. Murphy, P. Miley.

**Second Officers:** G. Farrell, J. Flaherty, N. Cummins, G. Hopkins, W. Kavanagh, T. McMahon, R. O'Shea.

**Third Officers:** F. Britton, N. Devlin, A. Jameson, J. Hobbs, A. Kingston, N. Cantwell.

**Chief engineers:** T. Newell, A. Bolster, N. Hayes, J. Kelleher, P. O'Halloran, D. Gabriel, J. Denham, D. Gerety, S. Jenkins.

**Second Engineers:** W. Sammon, P. Conron, F. Brennan, L. Byrne, J. Farrell-Dillon, V. Heterington.

**Third Engineers:** G. O'Brien, O. Mortimer, J. O'Flaherty, D. O'Loughlin, O. Mullins.

**Fourth Engineers:** T. Furlong, N. Wright, K. Barry, J. Butler, E. Cadwell, B. Desmond, F. Hetherington, J. Murphy, G. Osborne, T. Taylor, R. Tynan.

**Junior Engineers:** M. Quinlan, E. Hopkins, M. Calvert, P. Kealy, A. Stack, J. Tyrrell, D. Potter, T. Fenelon, B. Kennedy, P. Dolan, A. Lydon, W. Morris, J. O'Shea.

**Electrical Engineers:** J. Dunphy, J. Warren, H. Stears, E. Walsh.

**Catering Officers:** U. Maher, P. Walsh, B. Dorgan, P. Farrelly, J. Rogan.

### SYMPATHY

We extend sympathy to **Mr. Don Hodgins, Technical Manager**, on the death of his brother which took place recently.

## Cadet of the Year Award

Mr. Patrick Redmond, Managing Director of the Insurance Corporation of Ireland, presented that company's Cadet of the Year Award to 21-year-old Brendan Briscoe at a reception in their Burlington Road office on Wednesday, May 20th.

The award, a silver inscribed sextant with carrying case, is presented each year to the outstanding graduating cadet with Irish Shipping Ltd.

Brendan was educated in Gonzaga College. He joined Irish Shipping as a Cadet in 1977. Since then he has seen service at sea on five different vessels in

career he was now embarking on, no matter what the circumstances. He thanked the Insurance Corporation for providing the award which was much coveted by deck cadets each year and served as a very real incentive towards achieving the high standards essential on board ship.

Capt. M. D. Langran, Personnel Superintendent, Irish Shipping, also congratulated Cadet Briscoe on his achievement and paid tribute to the Insurance Corporation of Ireland for their interest in the Cadet training



(L. to r.) Mr. P. W. Redmond, Mr Briscoe, Brendan Briscoe, Mr. B. Briscoe and Mr. W. A. O'Neill.

addition to attending the School of Maritime Studies in Plymouth. In April of this year Brendan was promoted to Acting Second Officer M.V. 'Tuskar Rock'.

In April of this year Brendan was promoted to Acting Second Officer M.V. 'Tuskar Rock'.

In making the presentation Mr. Redmond said "It is most gratifying each year to be associated in this way with men who portray the highest standards of training and professionalism in their chosen career".

Mr. W. A. O'Neill, Director and General Manager of Irish Shipping Ltd. exhorted the winner of this year's award to maintain the high standards he had set himself throughout the

scheme. He thanked Mr. and Mrs. B. Briscoe, parents of the award winner, for the important role they had played in their son's career so far.

To mark the special occasion, Mrs. Briscoe was presented with a bouquet of flowers by Mr. P. W. Redmond.

In response to the congratulations of the other speakers, Brendan Briscoe expressed his sincere gratitude to all those who had helped him in his training, especially Mr. Tom O'Driscoll, Fleet Training Officer, Irish Shipping. Cadet Briscoe also thanked the Insurance Corporation of Ireland for sponsoring the annual Cadet of the Year Award and for the very pleasant presentation function which had been organised for the occasion.



# Another good year

In his statement on the Company's trading for the year ended 31st March, 1981, Mr. P. H. Greer, Chairman, said during the year employment in the Irish Shipping Group increased from 950 to 974.

The profit this year was the highest the Company had achieved since it was incorporated forty years ago. It was also the fourteenth consecutive year in which he had the pleasure of announcing a profit at the Annual General Meeting of the Company.

Having made provision for all charges, including depreciation, the profit before loan interest and taxation amounted to £5,314,000 (1980: £4,835,000).

The long term loan interest charge for the year was £1,100,000 (1980: £1,327,000), leaving the net profit before taxation £4,214,000 compared with £3,508,000 for the previous year, an increase of 20%

Reserves have increased from £14,446,000 to £20,286,000 reflecting the successful outcome of the Group activities during the year.

Loans and lease obligations have been reduced by £1,407,000 as a result of scheduled repayments. The net current assets amount to £1,948,000 compared with a net current liability figure of £322,000 last year.

## **INCREASE IN SHARE CAPITAL**

The Irish Shipping (Amendment) Act 1980 became law last December. As a result of this legislation and the Extraordinary General Meeting held on the 24th of December, 1980, the authorised share capital was increased by £10,000,000 from £12,000,000 to £22,000,000. A further 1,420,000 shares were allotted to the Minister for Finance last February, so that the issued share capital increased during the year from £11,427,000 to £12,847,000.

This is the first injection of capital the Company has received since April, 1963. The Board decided then – and has consistently adhered to that policy since – that further expansion would be based on purely commercial considerations. The Board intended that further capital would not be sought from the Exchequer. Ships would be added to the fleet when, and only when, they could be financed out of the Company's own resources and whatever credit facilities might be available to the Company.

This still remains the policy of the Board, but the need to maintain employment in Verolme Cork Dockyard has required the temporary interruption of that policy at the request of the Government.

## **Verolme Cork Dockyard**

On the 16th of February, 1981, the Company signed a contract with Verolme Cork Dockyard Limited for a ship of 71,500 tonnes deadweight, which is due for delivery on or about the 28th of February, 1983. The contract price is £14.2 million, which is comparable to the price at which the vessel could be purchased elsewhere.

The increase in share capital (£1,420,000) was the sum required to meet the first instalment (10%) on this new vessel. The order was placed on the understanding that the Government would subscribe for additional share capital up to 50% of the contract price.

Mr. Greer added "although the order for this ship was placed earlier than we had plan-

ned and at a time when our cash position was somewhat tight, the placing of the order will not unduly limit the commercial prospects of Irish Shipping and, consequently, we are very pleased to have been able to assist in finding a solution to the problem of maintaining employment at the Shipyard. This is the sixth ship we have ordered from the Yard in Cork. From our previous experience I am quite sure that we will be well pleased with the vessel when it is delivered in 1983".

## **Tramp Shipping**

Mr. Greer continued: "Our fleet trading was profitable in spite of the problems which had to be overcome in the year under review. This fleet consisted at the 31st of March, 1981, of the six bulk carriers which we own and five vessels which we have chartered-in in conjunction with our partners in Celtic Bulk Carriers, Reardon Smith Line. The international tramp shipping market displayed its usual volatile characteristics, but fortunately rates for ships of the type which we are operating were sufficient to enable us to show a profit on our shipping activities.

The relief afforded by firmer rates was offset by the impact of domestic inflation on wages and salaries which form a large element of our costs. The fall in the value of the Irish Pound, particularly against Sterling, had an adverse effect on other items of cost. A substantial amount of our external expenditure is in the Sterling area. In spite of these factors our shipping activities were more profitable than they have been for some years. However, our Group profits depend to a considerable extent on the profits earned by our subsidiary and associated companies. We remain convinced of the necessity for diversification if

profit levels are to be maintained.

### Irish Continental Line

This wholly owned subsidiary which operates the two car ferries, m.v. "Saint Patrick" and m.v. "Saint Killian" earned a very satisfactory profit. The Line experienced a 45% increase in fuel prices, the French fishermen's blockade of Le Havre, and a dramatic decline in freight as distinct from passenger traffic. In these circumstances the results were excellent.

The volume of freight was down 20% on the previous year. The fall in the level of freight reflects the economic situation in general and, in particular, the very much depressed level of agricultural activity. Prospects for an early recovery in freight traffic are not good.

The carriage of passengers was completely disrupted by the French fishermen's blockade of Le Havre in the second half of August. We had to transfer our service from Le Havre to Rotterdam and, as Rotterdam is much further in sailing time than Le Havre, the switch of service to Rotterdam effectively reduced our capacity by one-third during the period of the blockade. It also greatly inconvenienced our passengers to whom we offer our sincere regrets. The cost of this blockade to the Company is estimated at £600,000. The extra workload carried by the staff ashore and afloat in diverting ships, communicating with passengers, and re-arranging their journeys was immense and earns the Board's utmost appreciation.

In spite of the difficulties we carried 203,000 passengers, which represented an increase of 40% on the previous year. This increase was almost entirely due to an increase in the number of American passengers. The French and German markets, which have been our main markets showed a decline on the previous year. Bookings for the coming year are marginally ahead of last year, but nevertheless I think it is un-

## Group Profit and Loss Account

for the year ended 31st March, 1981

	1981 IR£000	1980 IR£000
<b>Turnover—Company and Subsidiaries</b>	<b>36,722</b>	<b>31,377</b>
<b>Operating Surplus</b>	<b>2,343</b>	<b>2,384</b>
Share of Profit less Losses of Associated Companies	<b>2,971</b>	<b>2,451</b>
	<b>5,314</b>	<b>4,835</b>
Long-term Loan Interest	<b>1,100</b>	<b>1,327</b>
<b>Profit before Taxation and Extraordinary Items</b>	<b>4,214</b>	<b>3,508</b>
Taxation	<b>1,124</b>	<b>843</b>
<b>Profit before Extraordinary Items</b>	<b>3,090</b>	<b>2,665</b>
Extraordinary Item	<b>—</b>	<b>145</b>
<b>Retained Profit attributable to Members of Irish Shipping Limited</b>	<b>3,090</b>	<b>2,520</b>

## Group Balance Sheet

as at 31st March, 1981

	1981 IR£000	1980 IR£000
<b>EMPLOYMENT OF CAPITAL</b>		
Fixed Assets	<b>32,728</b>	<b>32,532</b>
Trade Investments	<b>11,954</b>	<b>7,425</b>
Current Assets	<b>8,521</b>	<b>5,316</b>
Current Liabilities	<b>(6,573)</b>	<b>(5,638)</b>
Net Current Assets/(Liabilities)	<b>1,948</b>	<b>(322)</b>
	<b>46,630</b>	<b>39,635</b>
<b>CAPITAL EMPLOYED</b>		
Share Capital	<b>12,847</b>	<b>11,427</b>
Reserves	<b>20,286</b>	<b>14,446</b>
	<b>33,133</b>	<b>25,873</b>
Deferred Credit	<b>1,142</b>	<b>—</b>
Loans and Lease Obligations	<b>12,355</b>	<b>13,762</b>
	<b>46,630</b>	<b>39,635</b>

likely that the Continental markets will show any significant increase.

Rapidly rising costs and the general economic climate suggest that 1981 again will not be an easy year.

### Agency Division

In spite of the recession, the dislocation caused by a fire in the building in which it is housed, and difficulties in the port of Dublin, our Agency Division fulfilled our expectations.

Associated Port Terminals in which we are associated with R. A. Burke Ltd. and George Bell has had a difficult year, partly because of the recession but also because of the uncertainty which exists in relation to stevedoring in the port of Dublin. Considerable progress has been made, however, in finding rational solutions to the problems of the port.

Irish Mainport Holdings in which we have a 20% shareholding is engaged in



coastal shipping, off-shore servicing, ships agencies, road haulage and stevedoring. The results produced for the year under review were most satisfactory in the light of the general turndown in the economic climate.

The outstanding results produced yet again by the Insurance Corporation, in which we are the major shareholder, underline in a significant way the vital importance of the policy of diversification to Irish Shipping. Through our involvement with them the Insurance Corporation makes a very real contribution to the maintenance of a strategic fleet for the nation.

#### **Consultancy and Management Services**

We continue to provide technical and management services to the Department of Defence, the Department of Agriculture and Fisheries, the Department of the Gaeltacht, R&H Hall and Coal Distributors, in ship construction and operation.

During the year, we were asked by the Department of Defence to manage the new sail and adventure training vessel "Asgard II". This fine vessel was delivered by John Tyrrell's Shipyard in Arklow on the 7th March, 1981. She is a credit to her designer and builder. Already she has carried over one hundred people in introductory voyages around the coast. She is now engaged on regular cruises with a full complement of twenty trainees on board. We are delighted and flattered to have been asked to add this new task to our programme of management, education and training.

#### **Education and Training**

In the field of education and training the Company's main activity continues to be our deck and engineering cadet schemes. Deck cadets follow a 3½ year scheme of college education and training on board ship which leads not only to their professional qualifications but also to an ordinary National Certificate in Nautical Science. Engineer cadets pursue a 3-year full-time

course of third level education. This leads to the National Diploma in Marine Engineering and this is followed by a year's practical training at sea. At present, we have twenty five deck and twenty five engineering cadets undergoing training. We expect to recruit next Autumn eight additional deck cadets and eight additional engineering cadets.

The Company supervises the training of five cadets for James Tyrrell & Co. of Arklow and also provides training facilities for six cadets from Mobil Shipping of London.

Since 1979, the Company, in conjunction with AnCO, have operated a training programme for junior seamen. Twelve were recruited in the first year and eight more joined us in 1980. Each programme lasts for one year during which the trainee spends two periods in the Regional Technical College in Cork with seagoing training in between. On completion of the programme, each trainee should hold a number of qualifications of the Department of Transport, and will have received courses in first aid and fire fighting.

#### **Outlook**

We have now completely repaid from our own earnings the capital cost of the "Irish Pine", "Irish Maple" and "Irish Oak" and the last instalment on the loan which financed the construction of m.v. "Irish Larch" will be paid in the next few days. The loans outstanding on the other vessels in our fleet will be discharged in the next few years. I feel, therefore that our performance next year should be at least as good as it was this year.

It is never easy to predict what will happen in the international tramp shipping market. The rates which a shipowner can obtain for his services have nothing to do with his costs, but are determined by the law of supply and demand. The rates are influenced by political events and the performance of the world economy. They can be affected by matters as variable as the weather. The failure of the harvest in some part of the

world has its effect on international freight rates. All such are matters beyond the control of Governments, but the competitive disadvantage which results from a domestic inflation rate higher than those with which our competitors have to deal is a self-inflicted wound for which we in this country have only ourselves to blame.

A shipowner operating from a base in the Far East has available to him the same rates of freight as are available to us, but he can operate his ships at costs which are much below those which have to be borne by shipowners in the Western world. Shipowners can control some costs, but they cannot control their domestic rate of inflation, nor can they control currency fluctuations. With higher operating costs, it becomes increasingly difficult to earn the profits which are necessary for fleet renewal, apart altogether from expansion. This is the problem we have to continue to solve in the years which lie ahead.

#### **Acknowledgements**

At our last Annual General Meeting two of our colleagues on the Board, Redmond Gallagher and Buddy Kiernan, retired. They had served as Directors for six and three years respectively. I would like to thank them both for their contributions to the success of the Company. Our regret at their departure was tempered by our pleasure in welcoming Mrs. Carrie Acheson, who is the first lady appointed to the Board of Irish Shipping, and Mr. Hugh McMahon, an old friend of ours, who had been on the Board for six years between 1971 and 1977. To all of these and to my other colleagues on the Board I would like to express my appreciation of the courtesy and assistance they have given me.

I would also like to convey the Board's appreciation of the dedicated work of our Management and staff, afloat and ashore, which has produced the results which I have the pleasure of announcing today.

# WEXFORD SCHOOL TAKE TROPHY

*A school from County Wexford has won the "Follow-the-Fleet" Trophy for the first time and this year's major prize was richly merited by C.B.S. Primary School, New Ross. Their project, which was entitled "Wexford, a great Maritime County", consisted of a very fine, well researched written presentation covering the maritime history and economic development of Wexford together with two attractive relief maps of the Wexford coastal area.*

*At the special reception and luncheon held in the Tara Tower Hotel, Dublin, on Monday, 11th May, all of the major award winners received their prizes from the Assistant Secretary of the Department of Education, Dr. Finbar O'Callaghan. The guests were welcomed by the Chairman of Irish Shipping Ltd., Mr. Perry Greer, who congratulated all the award winners and especially the overall prizewinners and their teacher, Mr. Brian McMahon, of C.B.S., New Ross.*

Congratulating the award winners, Mr. P. H. Greer said that standards in content and presentation of projects were improving each year and this was gratifying both to the teachers concerned and to the Company. He especially commended this year's winners, C.B.S. Primary School, New Ross, on the excellence of their project and on bringing the "Follow-the-Fleet" Trophy for the first time to the county of such famous Irish mariners as John Barry and Robert McClure.

Mr. Greer said Irish Shipping celebrated its fortieth anniversary this year and almost from its foundation the Company had taken an active rôle in education. He continued: "Our sponsorships of training for marine engineers and navigating officers extends right back to the early years of the Second World War when the Company was battling against the greatest difficulties imaginable. Both the Company and the country won that battle for survival during those difficult war-time years.

The seamen of that period added a further proud chapter to Ireland's maritime story in the knowledge that to-day's award winners and the hundreds of thousands of children who have taken part in "Follow-the-Fleet" over the past 14 years are aware of Ireland's wonderful



Dr. Finbar O'Callaghan, Assistant Secretary, Dept. of Education, presenting the 'Follow-the-Fleet' Trophy to pupils of C.B.S. Primary School, New Ross.

maritime heritage. It is important that more and more of our people should be aware of the significance to us, as an island nation, of our considerable maritime resources. It is only through such awareness and knowledge that we can fully exploit those resources for the benefit and prosperity of all our people".

In presenting the awards to the various prizewinners, Dr. O'Callaghan paid tribute to all the teachers and children who took part in "Follow-the-Fleet" for the wonderful use which they make of the material supplied to them by Irish Shipping Ltd. He said that "Follow-the-Fleet" was a novel and interesting way of teaching world geography to

pupils, and on the basis of the scheme the pupils obviously learned a lot about history and world trade as well as about the subject of geography. Dr. O'Callaghan said that the Minister of State, Mr. Jim Tunney, had asked him to convey his regrets at not being present himself to present the prizes to the successful pupils, but he wished to emphasised that he was particularly interested in the "Follow-the-Fleet" scheme and in the manner in which it has been used by teachers throughout the country.

## Other Projects

The Class project from Ballyheada National School was a beautifully presented com-

prehensive study of the Irish Continental Line service between Rosslare and France. It provided much well researched material on the Irish/French connection and was supported by a beautiful fretwork map of Ireland, Britain and the Continent with an ingenious system of coloured bulbs tracing the different car ferry routes between Ireland, Britain and the Continent. In appreciation of the efforts of Ballyheada National School they were presented with a special plaque by Irish Continental Line Ltd.

Much the same subject was used by Presentation Convent Primary School, Durrow, for their Class Award winning entry, and this was also excellently





Rev. Bro. P. L. Pane, of S.S. Peter & Paul's School, Clonmel, with pupils Michael Hennessy and Rory O'Donnell show one of their 15 model ships to Irish Shipping Director, Mrs. Carrie Acheson who is also the Mayor of Clonmel and was extremely pleased that a major award had been won by one of her local schools for a second successive year.

presented and provided much interesting information.

The project from S.S. Peter & Paul's Primary School, Clonmel, was a remarkable collection of 15 model ships illustrating in a very attractive way the characteristics of different types of vessels, and the models themselves were exceptionally well planned and executed.

For their award winning project Scoil Iosagain, of Kilbarrack, Dublin 5, carried out extensive study of the fishing industry at their nearby port of Howth and also supported their written entry with excellent charts and a very colourful model of Howth Harbour.

Another first time winner - Scoil Rois, of Taylor's Hill, Galway, chose the subject of "Oil" as the basis of their entry, provided excellent written information as well as attractive coloured posters showing different aspects of the oil industry from its source to its everyday use in and outside the home. Scoil Rois also provided an excellent model of deep-sea exploration for oil as a support to their written work.

The Knocknagree entry consisted of 23 books of excellent written material on various maritime subjects in which the quality of the writing matched the excellence of the subject matter.

Once again Dominican Con-

vent Primary School, Dun Laoghaire, figured prominently amongst our prizewinners with a magnificent group entry based on Dun Laoghaire Harbour. This project was outstanding for its content and splendid illustrations.

St. Anne's Primary School, Charleville, Co. Cork, had an excellent group project on "Ports in General" which was presented in the form of a single large book, neatly written and beautifully illustrated.

A similar format was used by a group of pupils from

Lackareigh National School, Co. Cork, for their project on Cargoes. This was also an excellent entry.

The high standard of entry from Garranbane National School was fully maintained with their group project on the B+I Jetfoil, and the other major Group Award winners were from St. Joseph's Girls' National School, Drumcollogher, Co. Limerick, for two neatly presented books on the subjects of "Saint Columbanus" and the "Irish Cedar".

This year we had three very good individual entries from Nora Marie Murphy and Annette Corkery of Knocknagree National School, Co. Cork and from Hilda Deasy of Ballyheada National School, Co. Cork. Nora Marie Murphy submitted an excellent project on the voyages of Thor Heyerdahl and supported her written entry on two books with a very well executed model of the Kon Tiki. Annette Corkery of the same school produced an excellent entry on Irish Mariners and Hilda Deasy won her second Individual Award with a project on "Islands" which fully lived up to the previous high standards which Hilda had set in her award winning entry last year.

This year there was a Special



(L. to r.) Dr. J. Crowley, Adjudicator; Mrs. M. O'Mahony, Principal, Lackareigh National School; John Galvin, Colm O'Donoghue and Gerard Leary and at back, Mr. W. A. O'Neill.

Award for a most unusual and novel entry submitted by pupils of Ennis C.B.S. Primary School in the form of a school comic which was based on maritime characters. It was an excellent production and the Special Award was presented to John Hoey, who was the editor of the comic.

## Exhibition of Winning Projects

Once again we thank Mrs. Stella Archer and her colleagues of the Maritime Institute of Ireland for placing their premises at our disposal for an Exhibition of the major award winning projects in this year's "Follow-the-Fleet" competition.

The projects will be on display at the National Maritime Museum, Haigh Terrace, Dun Laoghaire, from Tuesday, 7th July, for at least a month. The projects for this year's exhibition present a wide variety of subject matter and the Exhibition will prove well worth a visit. You will also find much to interest you in the many other items of historical and maritime importance on view at the Museum which is open to the public each day, from 2.30 p.m. to 5.00 p.m., with the exception of Mondays.



Mr. P. H. Greer holds up the school comic which won a Special Award for its Editor, John Hoey, centre, of Ennis C.B.S. John's teacher, Mr. G. Kearney is on right.



Representing Scoil Rois of Galway at the presentation of prizes were left, Miss Maria Grimes, teacher with Denise Madden and Emma Silke together with Captain Coleman Raftery of Irish Continental Line who had a particular interest in this school being a Galwayman himself.



To mark the fortieth anniversaries of both the Maritime Institute of Ireland and Irish Shipping Ltd., Mr. Jim Hunt, right, presented an Institute Pennant to Mr. Tom McHugh, the teacher with the longest participation in "Follow-the-Fleet" Mr. P. H. Greer looks on approvingly as Mr. McHugh, Principal of Garranbane N.S. and also a member of the Institute accepts the Pennant.



# WAR-TIME FLEET No. 12

## "IRISH FIR"



The "Irish Fir" berthed at Limerick during a war-time visit to the port.

The smallest vessel of the war-time fleet of Irish Shipping Ltd. was the former Chilean ship, "Margara". When negotiations for the purchase of this vessel were commenced in April, 1941, she was lying at the port of Valparaiso and delivery of the ship at this port would give rise to serious difficulty if the sale was successfully completed. However, this problem was eventually resolved when the vessel was delivered at Norfolk, Virginia, on 14th October, 1941. The purchase of the "Margara" had taken five months to complete due to difficulties raised by the Chilean Government with regard to flag transfer. The purchase price was £82,000 and Limerick Steamship Company Ltd. were appointed to act as managers of the vessel.

The "Margara" was originally named "Aagnetapark" when she was built in 1920 by Bremer Vulkan at their yard in Vegesack, Germany. Her original owners were Scheepvaart Transport en Sleepvaart Maatschappij of Rotterdam, and her managers were Halcyon-Lijn of Rotterdam, where the vessel was first registered.

In 1926 the ship changed owners when she was purchased by Koninklijke Nederlandsche Spoombord Maatschappij of Amsterdam, who had a fleet of ninety ships at that time. Her new owners renamed the vessel "Notos". Three years later the vessel was bought by Torres & Ward Ltd. of Valparaiso, who gave her the name "Margara" and registered the ship at Valparaiso.

### WAR-TIME SERVICE

When the vessel was taken over by Irish Shipping in Norfolk a full crew was sent from Ireland for the trip home. Her Master was **Captain Thomas Baird** of Islandmagee and her Chief Engineer was **Henry Sturgeon**, a Belfast man.

Other members of the crew were – **Chief Officer: W. Jeffares** of Cork; **Second Officer: John Behan** of Limerick; **Third Officer: J. Beegan** of Dun Laoghaire; **Second Engineer: T. Murphy** of Cork; **Third Engineer: P. O'Callaghan** of Aghina, Co. Cork; **Bosun: E. Brien** of Arklow; **A.B.'s: W. Woolahan** of Arklow; **N. Hanlon**, Cheekpoint, Co. Waterford; **F. O'Neill**, Wexford; **P. Crowley**, Dublin; **John Mc-**

**Cabe**, Dublin; **Donkeyman**: **C. O'Flynn**, Limerick; **Firemen and Trimmers**: **N. Ryan**, Bruff, Co. Limerick; **P. Clancy**, Kilrush; **J. Downes**, Kilrush; **C. Mulcahy**, Limerick; **J. Miller**, Limerick; **J. Joyce**, Limerick; **Chief Steward**: **T. McCarthy**, Dublin; **Cook**: **L. E. Dunne**, Dublin; **Radio Officer**: **A. Dickson**, Scotland; **Assistant Steward**: **A. Slater**, England.

On 16th October, 1941, the "Margara" under its original name sailed from Norfolk for Limerick. Unfortunately she had to return to Norfolk on 3rd November for engine repairs and on her second call at the port her Second Engineer, T. Murphy, left the vessel and C. O'Flynn, Donkeyman, was promoted to the rank of Second Engineer. His place was taken by J. Joyce who, in turn, was replaced as Fireman and Trimmer by A. Kelly, of Derry. When the ship finally sailed from Norfolk the difficulties which she had already experienced continued to dog the vessel and on 17th November part of a lifeboat was carried away by high seas, and two days later the vessel developed engine trouble due to defective main check valves on the starboard boiler. This trouble caused the vessel to proceed to Halifax, Nova Scotia where she arrived on 23rd November, and it was over two months later, on 2nd February 1942, that the ship finally sailed for Ireland with grain and general cargo.

On 23rd February, while the vessel was proceeding to Galway, her steering gear jammed and the vessel struck the pierhead damaging the ship's plate and also the pier. Eventually the vessel arrived at Limerick on 28th February 1942, and after discharge of her cargo some repairs to the vessel were carried out. The question of fitting the vessel for the Atlantic or Lisbon trade was considered but it was decided that the task of providing the necessary bunker capacity would entail a long delay. Consequently such repairs as were carried out only enabled the vessel to undertake voyages to and from the west coast of Britain. Accordingly the "Irish Fir" left Limerick on 21st March 1942 for the Bristol Channel, but before arriving at her loading port she developed engine trou-

ble and was forced to send out an S.O.S. She was towed to Milford Haven for examination and on her return to Dublin she discharged her cargo and then proceeded to Rushbrooke Dockyard to undergo the necessary repairs to fit her for the North Atlantic trade. She arrived at Rushbrooke on 16th April and remained there until 15th July when she sailed for Port Talbot. There she took on bunkers and proceeded to Lisbon where she loaded cargo for Dublin, arriving back on 20th August. On her next voyage she sailed for the Clyde to take on bunkers before proceeding to St. John, N.B. She was delayed for three days at Ardrossan which she left on 8th September and arrived at St. John on 22nd September to load grain and general cargo for Limerick. Her subsequent voyages were between St. John and Irish ports. In March 1943, she paid a visit to Belfast and in June of the same year the "Irish Fir" also made a three day stop at Horta in the Azores.

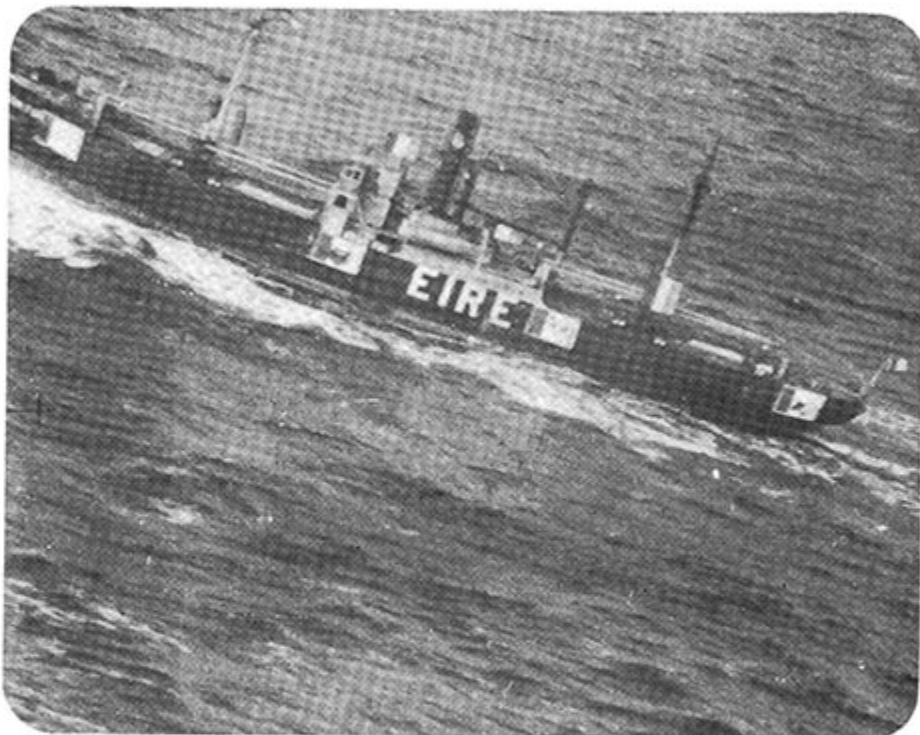
#### **NARROW ESCAPE**

From September 1943 until August 1945 **Captain J. P. Kelly** was Master of the "Irish Fir".

During that time the vessel had a very narrow escape when she was the target of a submarine attack in 1944. On July, 21st of that year the vessel was 20 miles off Fastnet when Captain Kelly and some of his crew saw a torpedo miss the vessel off the ship's bow and they were able to track the path of the missile for a distance of half a mile. Subsequently they observed an Allied plane patrolling the area for two hours and it was possible that this fact prevented further and perhaps more dangerous action by the submarine.

In addition to Captain Kelly the "Irish Fir" was also commanded by the late **Capt. J. Herbert** during the early years of the war. Captain Herbert subsequently served as the Company's representative at St. John, New Brunswick before returning to Ireland where he worked for some time in Operations Department, Head Office, and later became the Company's Dock Superintendent at Dublin.

During the post war period **Captain Frank Kelly**, **Commodore J. A. Caird**, **Captain C. Conroy**, **Captain P. A. Brennan** and **Captain J. McGough** were



This picture of the "Irish Fir" was taken by a Canadian airman during a reconnaissance flight off the coast of Nova Scotia in 1942. The airman was subsequently a member of a Canadian delegation to Ireland in the 1960's to discuss mining with representatives of MIANRAI TEORANTA, the national state mining company. It transpired that the late Mr. Frank Robbins was a Director of Mianrai Teo. at that time and he was given the photograph by the ex-Canadian Air Force pilot. Mr. Robbins kindly passed it on to the Company during his term as Director of Irish Shipping.



in command of the vessel which then traded on the Baltic route. Other well-known officers who served on the "Irish Fir" were the late **James Gaul** of Wexford, **Hugh Gallagher** and **John O'Connell** of Passage West. **Mr. Bob Dickson** of Arklow, who subsequently took up an appointment at Ringsend

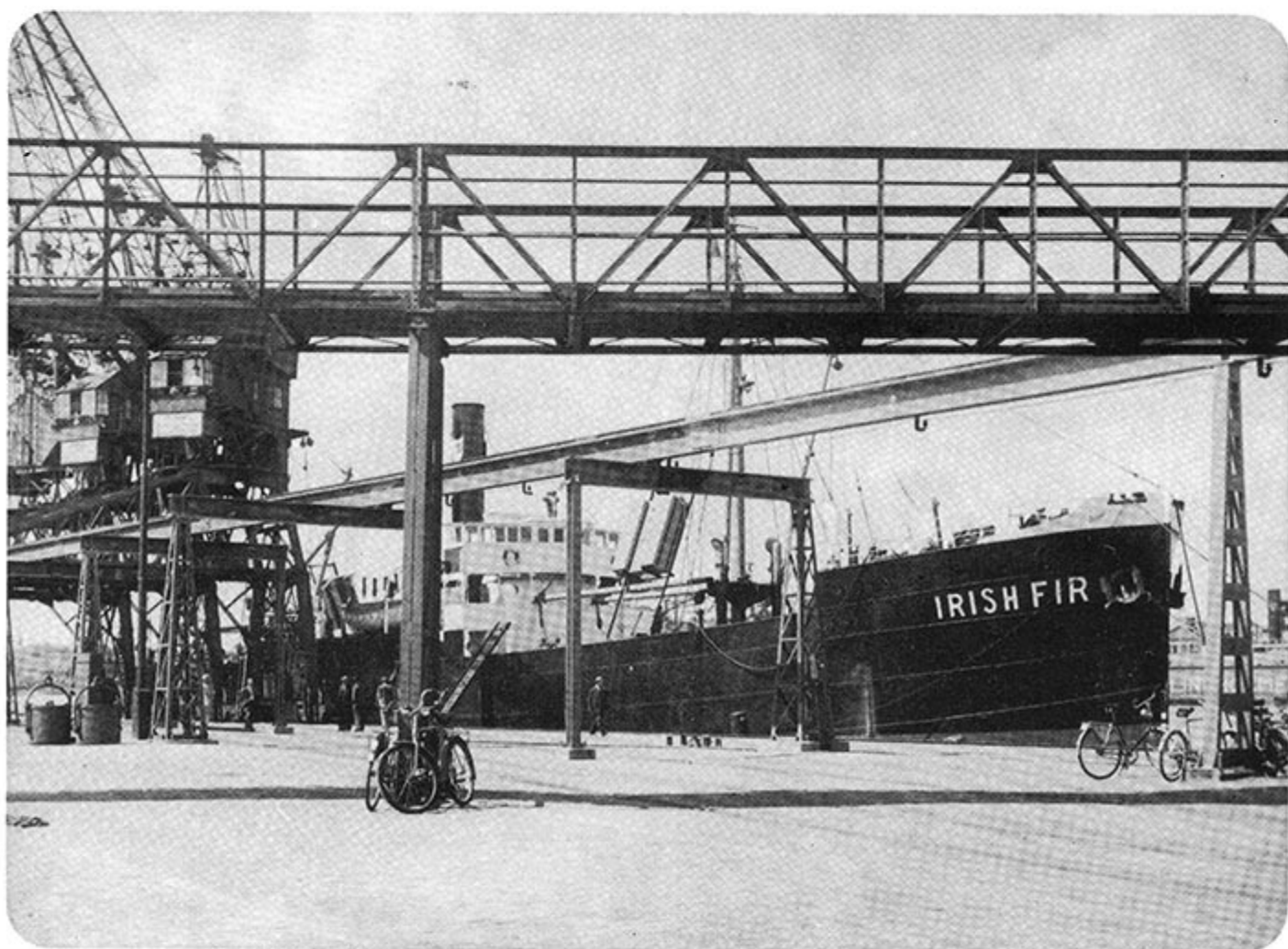
*mutually assist each other in discharge of their respective duties"; "Firemen to keep galley supplied with coal".*

Running costs for the vessel, which used 17 tons of bunkers steaming and 5 tons in port, included crew wages of £11 per day and stores of £4 per day. Bunkers for 90 days voyage

a deadweight tonnage of 2,200 tons. In 1944 she had a new propeller fitted as well as a new funnel.

#### LATE KERRY BRAY

We very much regret to report the death of our former colleague, Kerry Bray on 17th May following a long illness.



The "Irish Fir" at Gothenburg during a post-war visit to the Scandinavian port where she loaded amongst other items, a consignment of Swedish glass for Dublin.

Dockyard, was Chief Engineer on the "Irish Fir" for some time.

The late Commodore Peter Kavanagh, retired Director of the Naval Service, was also an officer on the first "Irish Fir" during the war years.

Some interesting sidelights on the everyday life on board ships of the war-time fleet can be gleaned from the extra clauses in the Articles for the very first voyage of the "Irish Fir" under the ownership of Irish Shipping Ltd. Some of these are as follows:- *"Bed and bedding to be supplied to all members of the crew and to be returned in good condition at termination of voyage"; "Firemen and sailors to*

amounted to £3,198 or £35.10.8d per day.

The "Irish Fir" was sold to Dublin & Silloth Steamship Company in March 1949 and was renamed "Delgany". She then traded under the management of Palgrave Murphy & Co. Ltd. who took over the vessel themselves in 1953 and renamed her "City of Amsterdam". Six years later, in June 1959, she was scrapped at Dublin's Hammond Lane Foundry and so ended a career which lasted 39 years.

The "Irish Fir" had an overall length of 238 ft. 9 ins; a breadth of 34 ft. 3 ins. and a depth of 19 ft. 6 ins. She had a triple expansion engine with 3 cylinders and

Kerry had spent almost eighteen months in hospital prior to his death and it was a source of much sorrow to his many friends in Irish Shipping that illness afflicted him at such an early age.

Kerry first joined the Company in July 1959 and resigned in May, 1968 to take up a senior position with a Dublin insurance firm. Five years later, in November 1973, he rejoined Irish Shipping Ltd. and was based at Head office until ill-health caused him to go into hospital in December, 1979.

We offer our sincere sympathy to his wife Mary and her two children on their great loss.



## Reflections on 1980

Despite the effects of the fishermen's blockade of French ports in August and the fluctuations in oil prices, Irish Continental Line continued its growth in 1980 in passenger carrying terms with a 9% increase over the previous year.

### CARRYING STATISTICS

In the period January to December 1980, Irish Continental Line carried 208,391 passengers and 39,154 cars and reached a major milestone by carrying the 1-millionth passenger since the service began in 1973.

A feature of the year was the carrying of 18,000 passengers using the Eurailpass ticket system. Operated jointly by C.I.E. and ICL, Eurail-pass is

open to tourists from North America and Australasia, giving unlimited travel on some European rail and ferry routes, Eurailpass travellers contributed greatly to a 13% increase in tourist traffic and accounted for 9% of total traffic.

Irish passenger and car carryings were up 5% and 8% respectively on the 1979 figures.

### INCREASED FUEL COSTS

With continuous fluctuations, fuel costs have trebled in the past two years from 80 dollars to 250 dollars per ton now.

The last increase was in October 1980 and Irish Continental Line's fuel bill in 1981 is expected to be at least £4-million.

Another factor adversely affecting the price of fuel has been the weakness of the Irish pound against the Dollar, the international fuel currency.

Nevertheless, by the end of the financial year in March ICL had returned a profit, as it has done each year. That this should be achieved under such difficult

circumstances is a tribute to the hard work of the General Sales Agents on the Continent and North America to promote ICL service and to the Irish Travel trade for its efforts on the home market. To both sectors, we extend our thanks for their efforts over the past year.

### CHANGE OF ROUTE

The "St. Patrick" found itself plying a new stretch of water recently when she went on charter to the B+I Line.

With its car ferry "Stena Nordica" undergoing engine repairs at the end of the year, the B+I Line signed a short-term contract with ICL to operate the "Saint Patrick" on its regular Rosslare-Pembroke route.

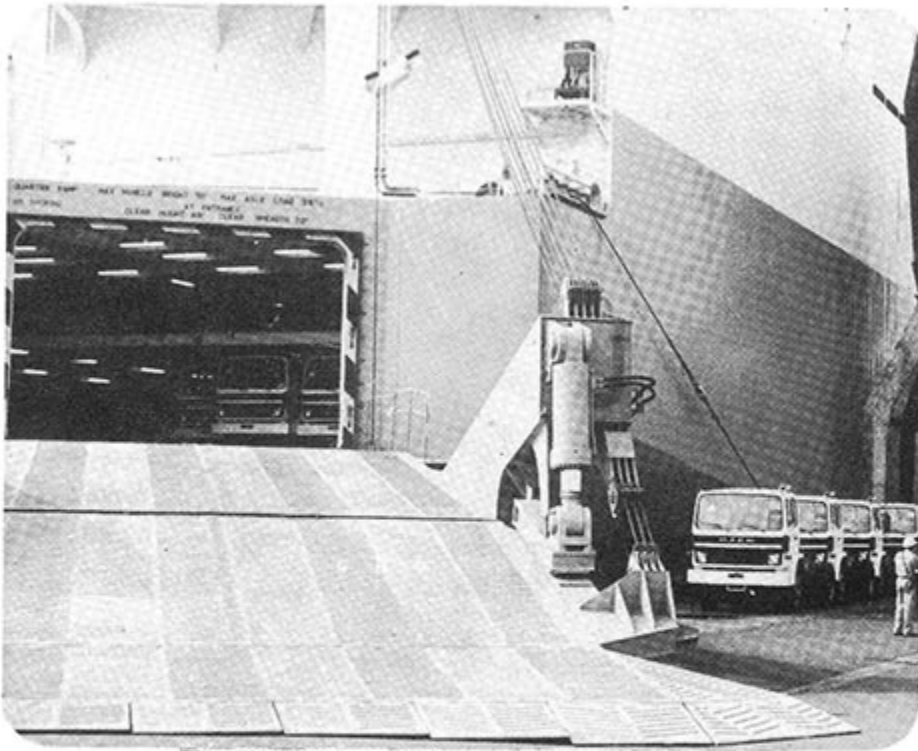
Manned with crew from both companies, the "Saint Patrick" provided a multi-purpose service with 11 round sailings per week. It is the first occasion on which the two major Irish ferry companies have co-operated in this way.

## Large Car-Carrier Visits Port Of Dublin



The Master of the "Hual Tracer" was presented with a cut-glass decanter to mark his first visit to the port of Dublin, also included in this picture are (l to r): Seamus Martin, I.C.L.; Chief Engineer L. Papa, "Hual Tracer"; Capt. Colm Lawless, Harbour Master, Capt. A. Cosatto, Bill Taylor, P.R.O. Dublin Port and Docks Board and Michael Stynes I.C.L.





The "Hual Tracer" discharging trucks at Dublin.

### ITALIAN EARTHQUAKE RELIEF

The national response to the plight of victims of the Italian earthquake disaster was quite remarkable, with large quantities of food, clothing and equipment given to the Relief Fund.

In an operation organised by Round Table, three large containers from Dundalk, Cork and the West travelled to Italy via Irish Continental Line full of items for the victims.

The truck drivers gave of their time freely, the haulage companies involved provided their freight units at no charge and the trucks also travelled on the ferry to Le Havre for free in a move which brought much needed comfort to the stricken area of Italy.

### GALWAY AND LIMERICK WIN TWINNING AWARDS

Galway and Limerick have become the first ever winners of the Irish Continental Line Town Twinning Awards.

The Scheme is "designed to encourage and recognise efforts being made by Irish communities to forge closer links with similar communities in Europe and elsewhere".

Galway, twinned since 1974 with the Breton town of Lorient, won the category for the town

which in the years up to and including 1980, was the most resourceful in developing and maintaining links with its overseas twin town.

Limerick, now twinning with Quimper in Brittany won the second category for the town which "worked hardest to find a twin town".

From a total of 16 towns entered for the competition, Galway and Limerick were chosen by a unanimous decision of the independent judging panel.

The judges were Mr. Noel Richards, President, Association of Chambers of Commerce in Ireland; Mr. Tomas Roseingrave, Muintir na Tire, and Mr. Stanley Wilson, Bord Fáilte Éireann.

In reaching their decision, the judges stated that "Galway had succeeded in sustaining a remarkably high level of activity over a number of years and across a wide range of activities".

Last year alone, their programme included rugby exchanges, summer holiday home exchanges, visits by a pipe band, musicians and dancers from Lorient for the St. Patrick's Day Parade and with exchange groups participating in the

Interceltic Festival in Lorient.

To date over 300 post-primary and university students have visited Lorient under the student exchange scheme and a similar number of Lorient students have come to Galway.

The Galway-Lorient Twinning Committee has finalised events for 1981 which includes Lorient's participation in a Galway Industrial Exhibition, a Taisce excursion to shrines and historical churches and a visit by regional students to a third level institute in Brittany.

In voting Limerick winners of the second category the judges unanimously agreed that the Twinning Committee had "gone to the greatest lengths over a period of years to ensure a mutually satisfactory twinning arrangement".

Since 1974 the Limerick Committee has made intensive efforts to secure Quimper as a twin town.

Discussions and exchange visits will lead to the formal completion of twinning arrangements during the Fetes de Cornovailles in Quimper in July.

Commenting, Aubrey McElhatton, Managing Director of Irish Continental Line, said, "the standard of the entries in the first year of the Awards was above expectations and with the continuing popularity of town twinning in Ireland we expect to have even more entries in future years."

The Irish Continental Line Town Twinning Awards Scheme is organised with the co-operation of Cites Unies, the Paris based United Towns Organisation.

### DUTY-FREE MINI CRUISE

The Irish Continental Line Duty-Free Mini Cruise programme to Cherbourg, which includes a £10 duty free voucher for use on board ship, is to be repeated by the Company this year on selected sailings.

Available from April 1st to June 25th and from September 1st to September 30th, the Mini Cruise programme is open to individual travellers and gives two nights at sea, up to 9 hours

ashore in France and a voucher valued at £10 for duty-free goods.

The all-inclusive adult fares start at £39.50 per person for a berth in a 6-berth cabin, and children's fares are half the adult fares but do not include the duty-free voucher.

### AWARD SCHEME FOR IRISH TRAVEL AGENTS

An Irish Continental Line 'Travel Agency of the Year' Award Scheme has been introduced by the Company.

Organised with the co-operation of the Irish Travel Agents' Association, its purpose is to recognise and reward those travel agents which, in the opinion of customers, provide the highest levels of service.

A 'Travel Agency of the Year' Award will be presented to the overall national winner with regional awards to the top agencies in Dublin City, Leinster, Munster and Connaught/Ulster.

The scheme is open to all Irish travel agents and awards will be presented based on computerised analysis of responses from customers booking travel accommodation on Irish Continental Line services.

Headings under which customers are invited to allocate points are: Friendliness; Expertise; Efficiency and Service; Understanding of Customers' Needs; Literature; Budget Planning; and Advice and Hints.

The National Winner will receive a trophy and wall mounted scroll and regional winners will also be presented with special scrolls.

From the customers who nominate the overall 'Travel Agency of the Year', a winner will be chosen to whom a prize of free travel for 4 persons and a car to France in 1982 will be presented.

The Scheme extends from May to September 1981 and completed entry forms must be submitted before October 31st next.

### EXERCISE STORK

A young Dublin woman, Mrs. Nora Barry, gave birth to a 6-lb

baby boy on board the Irish Continental Line car ferry "Saint Patrick" en route to Le Havre in the early hours of Friday 24th October last. It is the first birth to have taken place on the ICL ship in the seven years the company has been in operation.

The vessel, under the command of Captain Ronnie Gordon, diverted to Penzance in Cornwall and a big mercy mission was launched.

Code-named Exercise Stork, it involved coastguards, police, life-boatmen, a doctor and ambulance-men. The St. Sennan life-boat brought a doctor and incubator out to the Ferry but ar-

years.

Recently, the service again played a supporting role this time for a French television series called "Marie Bonaventure". The film sequence was shot in Le Havre on board the "Saint Killian" and in the Normandy Ferries' terminal.

Produced by Francois Chatel, the series will be shown in 1981 and will consist of six one-hour episodes.

### VISITORS TO VATICAN

The Irish Continental Line service is this year to play a vital role in the greatest pilgrimage ever to leave Ireland.



At the reception to announce details of the "Travel Agency of the Year" award scheme were (l to r) Paddy Murphy, I.C.L.; Sharon Quigley, P.A.B. Coaches; Joe Keane, Priority Travel and Maeve O'Donnell-Fogarty, Ferrytours.

rived just after the baby was delivered by a midwife who was travelling on the ferry.

Mother and child - called Patrick after the ferry - were taken off at 6.00 a.m. and brought to a Penzance maternity hospital. Both were flown back to Ireland courtesy of Irish Continental Line.

The "Saint Patrick" continued its sailing to Cherbourg rather than Le Havre so as to return to its normal sailing schedule. Foot passengers were taken on to Le Havre by coach.

### FERRY FEATURES IN FRENCH FILM

The Irish Continental Line service is no stranger to film cameras, having appeared on various television programmes at home and abroad over the

On the invitation of Pope John Paul, over 2,500 young Irish people will visit him in Rome this Summer on a massive overland pilgrimage, having first travelled to France on four Irish Continental Line sailings.

The Primate of All Ireland, Cardinal Tomás O'Fiaich will lead the pilgrims, aged between 18 and 25 years, on the trip which is designed to assist them in their understanding of and commitment to the Church. All 26 diocese in the country are expected to participate.

Pope John Paul will greet the Irish party at two audiences, one in St. Peter's Square and one at his country residence Castel Gandolfo.

### EXTRA ATTRACTIONS

Newly introduced this year is a



self drive car hire facility in France as part of the popular Drive-as-you-Please Motoring Tours Scheme; Golfing Holidays in Deauville and La Baule; a 6-day Mini Tour based in Cherbourg from £67 per person; and an expanded range of self catering Villa holidays with the inclusion of villas at Quiberon, Trebeurden and La Trinite Sur Mer.

### SCHOOL TOURS

In the coming year, over 30,000 Irish schoolchildren are expected to avail of a range of comprehensive educational programmes organised by a number of specialist school tour operators in conjunction with Irish Continental Line.

Using both Le Havre and Cherbourg, the 1981 program-

mes provide a wide variety of educational tours to Continental Europe and to France in particular, where Paris, the Loire Valley, Normandy and Brittany have always proved popular.

With rail and coach travel on the Continent, the tours also extend as far as Belgium, Italy, Holland, Germany and Switzerland.



Seven of Ireland's leading Optimist Class sailors recently competed at the French National Championship at La Rochelle as part of the build-up to the Optimist Worlds at Howth in July. The team, led by coach Alistair Rumball, performed very well in the 6-race series, with Denise Lyttle sailing quite exceptionally to finish 13th out of 147 entries. Pictured at Rosslare Harbour before boarding the "Saint Patrick" for Le Havre were (from left to right): Aisling Byrne, Adrienne Jermyn, Denise Lyttle, Dillon Murray, Finbarr Murray, Colin Paul and Ken Lynch.

## TRIBUTE TO CAPT. TOM WALSH



One of the best-known personalities in Irish maritime circles was honoured recently by his friends and colleagues of the Irish Chamber of Shipping. Capt. Tom Walsh, formerly Principal of the Irish Nautical College, Dun Laoghaire, has retired as senior Lecturer, Nautical Department of Cork Regional Technical College and to mark the event he was presented with a decanter by the Manpower Committee of the Chamber of Shipping. Our picture shows Capt. Walsh receiving the presentation from Capt. C. Allen Chairman of the Committee (l to r) Capt. J. Devanney, Capt. F. Kelly, J. Jones, G. Lang, P. Kelly, F. O'Hagan, J. Mulcahy, J. Gorman, Capt. Walsh, Capt. Allen, T. O'Driscoll, V. Kenny, P. Malone, E. Connell and Capt. M. D. Langran.

# Sail Training

By Capt. G. F. Healy

With the coming into service of "Asgard II" we have much pleasure in publishing the first article of a two-part series on the fascinating subject of sail training.

In our next issue we will deal with the activities and technical data of the new sail training vessel.

## HISTORY OF SAIL TRAINING

Modern sail training only started in 1956 with the first Tall Ships Race from Tor Bay to Lisbon. Before that, all the sail training vessels were owned by governments and navigation schools for training professional seamen. There are probably two main reasons for this recent development.

Young people have more holidays and money now than ever before. They are living in a secure and regulated society which can lack adventure and challenge. Young people, to their credit, and I think also through better education, want a challenge and sail training, which is most appropriate for an island nation, is one of the means of providing an outlet for these youthful drives.

In the U.K., a volunteer group built the 'Sir Winston Churchill' in 1965 and since then a fairly large 'S.T.' fleet has been built up. Sail training is not supported directly by the British government but the various organisations do get large grants from the Sports Councils for youth training in the form of a subsidy on the fee. Sail training in England is not one organisation but at least six which manage their own affairs and only come together for sail training races and like functions.

One could say Irish Sail training started in 1914 when the late President Childers' father ran the guns into Howth on that famous occasion. Little did he know that the name of 'Asgard' would be known for other things apart from gun running.

On several occasions, the first 'Asgard' was laid up for long periods and then recommissioned again. The first time she was laid up was after the 1914-



Capt. Healy of "Asgard II" with An Taoiseach on board the vessel after she had been commissioned at Arklow.

'18 war, until she was sold eventually to the Mullack family from Cornwall in 1926. She was then used regularly as a family cruising yacht until the 1939-'45 war when she was laid up again. After '45, she was again used as a family cruiser until about 1958 when the owner, Lt. Colonel Mullock, became too old to sail her. In 1959-'60, some Irish yachtsmen found her laid up. Through the Press they prevailed upon the government of that time to buy her. 'Asgard' returned to Ireland on the 30th July, 1961, with full naval honours and was then used by both the Naval Service and the Slua Muiri. However, after a few years, due mainly to the running cost coming out of the Defence budget for the Naval Service, she was once again laid up, this time in Dun Laoghaire harbour. But also once again, enthusiastic yachtsmen came to the rescue and prevailed upon Mr. Haughey, then Minister for Finance, to form a committee to use the 'Asgard' for the people of Ireland. And so 'Coiste an

Asgard' was formed in 1968.

It is interesting to note that at this time, few people in Ireland knew anything about sail training. The Committee wanted her to be used for the people of Ireland, but had really no idea how to go about it. We were fortunate that the then Chairman of An Coiste, the late Mr. Frank Lemass, knew the right people in the political and yachting worlds. In a quiet way, he was one of the men most responsible for putting Irish Sail Training on a sound footing.

On my appointment to the 'Asgard' the Committee fortunately decided to send me over to England to spend some time on training vessels. I did two weeks on 'Sir Winston Churchill'. Those four weeks were of immense value to me. I returned and explained their Sail Training, and the trainee and watch leader system and suggested that we carried on in a similar way, which we have done ever since with a few modifications. The Committee



were pleased that we had a definite plan and policy. There was talk of 'Asgard' being used as a Committee boat for yachting functions but it was decided that a better spread of people could make use of her in a Sail Training capacity.

For five years between 1969-'74, 'Asgard' was run successfully as a Sail Training vessel. Due to her age and rig, she had a very good handicap in the S.T.A. Races and won many races and trophies. She was much admired and her record in these races was as follows:

**1969 2nd place - Portsmouth to Cherbourg.**

**1970 1st place - Portsmouth to Cherbourg.**

**5th place - Plymouth to Corunna**

**1971 1st place - Weymouth to St. Malo**

**1st place - Portsmouth to Cherbourg**

**1972 1st place - Heligoland to Dover**

**1973 and 1974 - Ince Trophy .**

We were lucky in that our success got the Press interested in our scheme and we got valuable publicity at an early stage.

In 1974, we had to retire from the Corunna Race with a gale in the channel, mainly because 'Asgard' required frequent pumping. The following Autumn it was decided to open the cabin solely for survey. Seven frames were found to have rotted and some of the planking was loose. A decision had to be made whether to undertake an expensive repair job on 'Asgard' or to buy another vessel. An additional factor was that the S.T.A. fleet were going on a race across the Atlantic in 1976 as part of the American Bicentenary celebrations. 'Asgard' was too old. Could a new vessel be built in time or should an Coiste purchase an interim vessel?

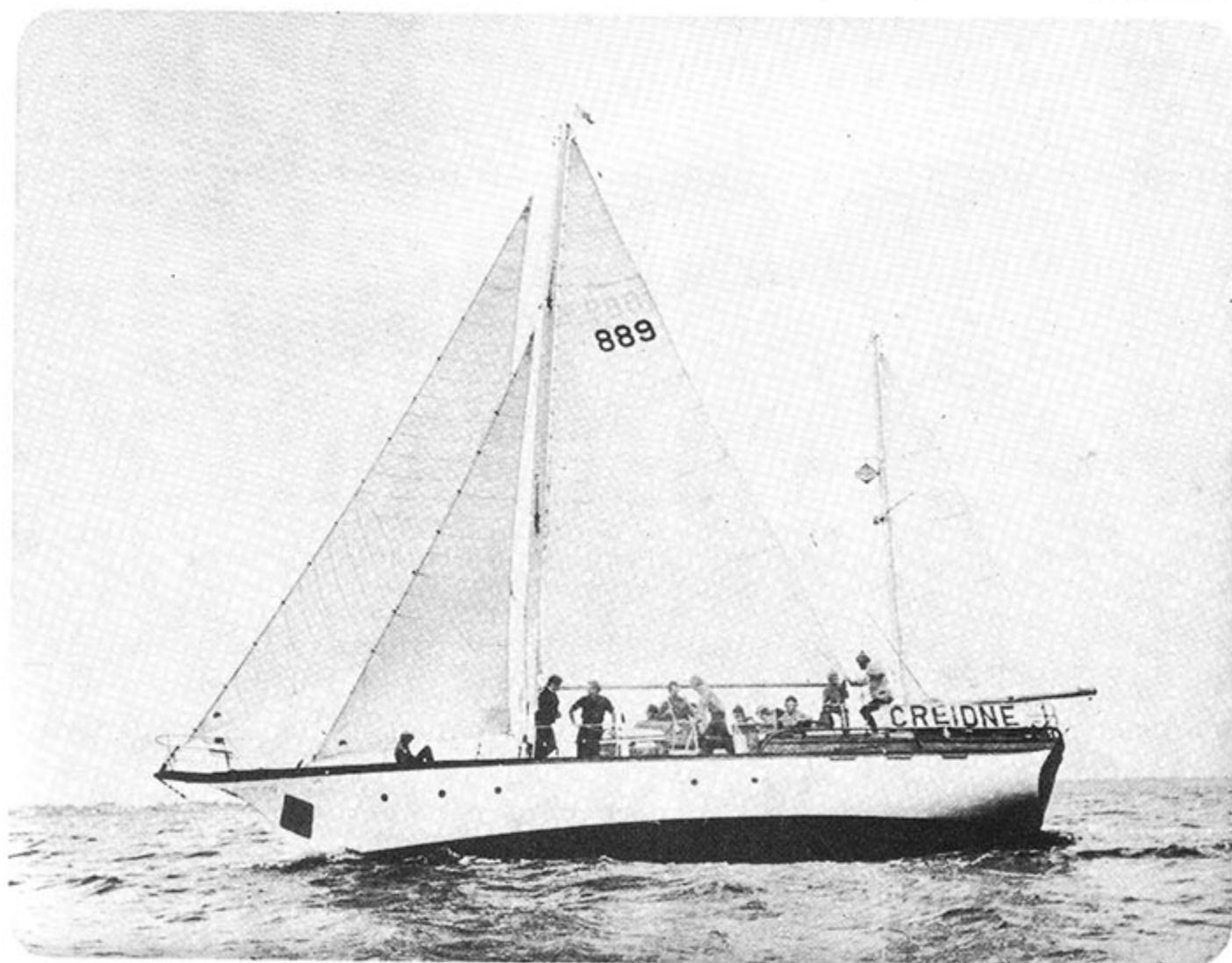
Some time before this, control of An Coiste had passed from Finance to Defence mainly

because Paddy Donegan, a yachtsman, was Minister for Defence. Thanks to Mr. Donegan, the interim vessel, a bermudian ketch called "Galcador", owned by Clayton Love Senior, was bought and renamed 'Creidne' by the then Taoiseach, Mr. Cosgrave.

In the spring of 1975, Mr. Frank Lemass died, an event of great sadness to us all in Sail Training, Mr. Donegan became the new Chairman and since then, the Minister for Defence has been the Chairman of An Coiste.

### **MORE RECENT EVENTS**

The 1976 Atlantic race was the high point in Irish Sail Training in recent times. We had worked towards this race for several years, with the Committee members and race crews putting in long hours in planning and preparation. With regard to the weather, we had prepared for the worst and as it turned out, we were bedevilled by



calms, to the extent that we had to retire, by using our engine, from two of the races due to lack of wind.

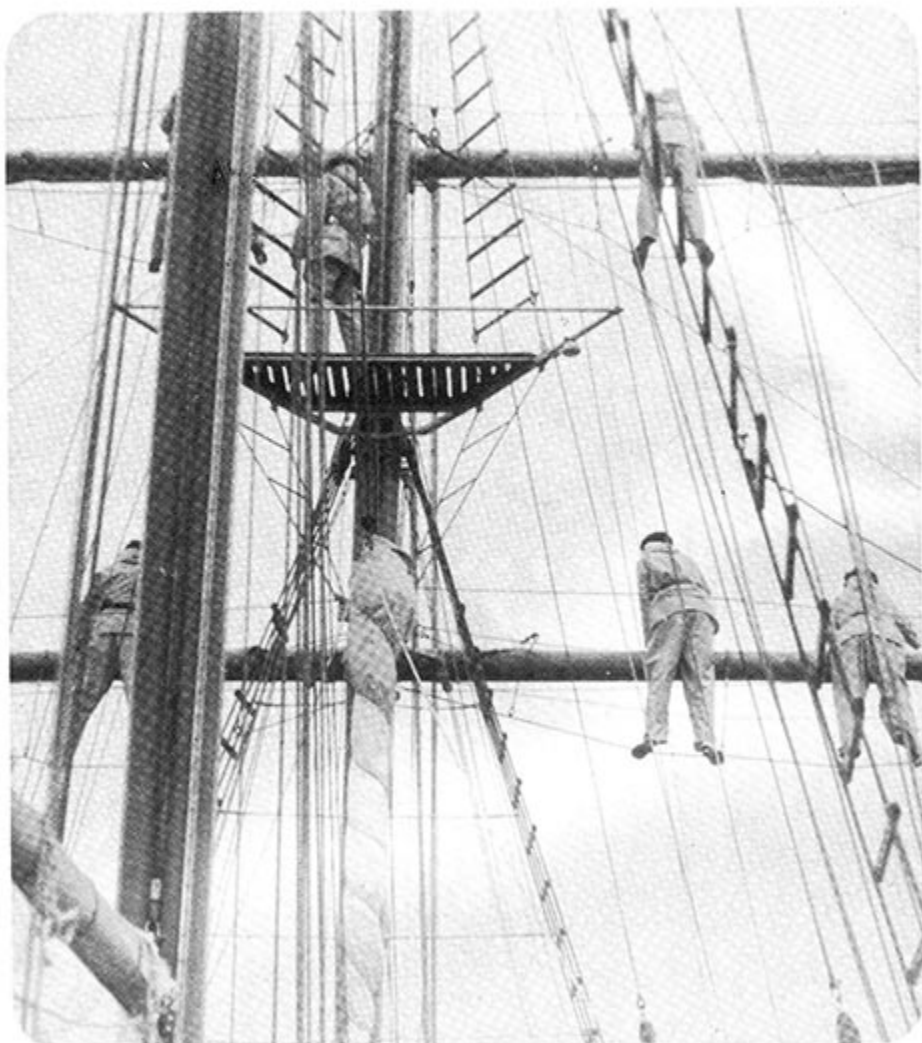
The receptions in the U.S. were sometimes extravagant, always hectic, with the whole country in a state of celebration. We did a lot of entertaining ourselves as indeed it was expected of the crew that they should show on board American guests, many of whom had come a long way to see us. We took every opportunity to do our bit of flag waving but the Parade of the Tall Ships showed us up somewhat. We were the only country in Europe that was represented by a yacht.

The winter period of 1976-'77 was an anti climax after our American success. It was bound to be, I suppose, but I feared that Irish Sail Training was beginning to level off. The demand from young people and professional seamen for berths was increasing at an accelerating rate but only a limited number were available on the 'Creidne'. Then in the summer of 1977, with a change of government, Mr. Bobby Molloy became our new Chairman. He threw open the discussion on the 'Brigantine'- which had been agreed in principle by the previous Administration but had to be shelved from lack of finance.

#### The BRIGANTINE

There are two schools of thought regarding the most suitable type of vessel for Sail Training. The British Services and the Ocean Youth Club use fore and aft yachts, fifty to seventy feet long. They claim that in smaller vessels personal initiative is brought to the fore; that it is cheaper to run two fore and aft seventy footers, and more trainees can be carried, than one eighty to a hundred foot square rigger. The British Services have bought several modern racing Nicholson Yachts which do win races and thus, gain good publicity.

The square rig school say the challenge to young people going out on the yards makes all the



Trainees aloft in the rigging of "Asgard II"

difference to Sail Training. There is no danger in this with proper drill and discipline, and safety harness. The only death in recent years was a trainee diving off a top yard for a dare. 'Royalist' has only had two people slip or fall from the yards, both adults, in seven years. They both fortunately only suffered from shock. The bigger vessel is a better platform for navigation instruction, safer in bad weather and a more regular routine has got to be implemented as there are more people on board. But the main advantage is prestige. Everyone likes to see a square rigger. It is talked about. After the Parade in New York, one realised the advantage of the bigger vessel as an ambassador for the country of origin. It attracts people. It is easier to entertain large numbers of people on board and it is also more comfortable for the Skipper and Crew.

The Committee continued to recommend the building of a

brigantine rather than the purchasing of a yacht. I considered they were right to go for the larger vessel. We wanted a vessel that could give the youth of Ireland the thrill and challenge of climbing the rigging.



An Taoiseach, Mr. C. J. Haughey shaking hands with Col. A. T. Lawlor, President, Maritime Institute of Ireland at the commissioning of "Asgard II". Mr. S. Moore, T.D., Minister of State, Dept. of An Taoiseach is in centre of picture.



We wanted a multi-purpose vessel large enough and steady enough to be used for professional as well as youth training, especially during the off-season when she would not be used by schools.

Being the national Sail Training vessel, we wanted a vessel that was prestigious and that would show the Irish flag proudly in the Tall Ships Parade.

Thanks to Mr. Molloy, the plans for the 'Brigantine' were taken off the shelf and a contract signed with Tyrrells for the building of 'Asgard II'.

Building started, we now have 'Asgard II' and the future looks bright for Sail Training in Ireland.

rewarding experience in itself. Some trainees take time to adjust to the confined quarters where the emphasis is on group activities, where a lively sense of humour and a readiness to lend a hand are more appreciated than any educational or social attainments. A difficult sea passage may be all that is needed to weld the crew into a cohesive group with even the quietest trainee dropping their reserve and joining in the banter, talk and sometimes vulgar wit around the saloon table.

The sea passages can be quite a challenge to the trainees. Working the boat, steering, keeping a look-out, and when they are more experienced,

sometimes does not want to go below but once lying down nearly always falls asleep. Tablets taken *before leaving* are a help so long as people don't take too many and wander around like zombies. Some inexperienced adults get badly seasick and take a little while to get over it and for this reason, I take it fairly easy on adult cruises. However, the real challenge is in the way a person reacts to the sickness. Some of my top watch leaders continue to carry out their duties to the best of their ability even when not feeling well and set a wonderful example to others.

I adopt a more authoritative approach towards the trainees at sea than in port. This is necessary for their safety and for the smooth running of the vessel: they must learn to take orders, and eventually as watch leaders, to give them. In bad weather, everyone works without question towards the goal of getting to harbour quickly. On one of the long passages after two days at sea looking at a drizzly sky, a trainee asked me were we ever going to see land again. Fortunately, in this case, we saw land an hour later and you could feel the morale lift. Calling to a 'foreign' port is a wonderful experience for young people and we give as much shore leave as possible to let them look around and do their shopping.

#### THE TRAINEES

At the end of a cruise, I check with each trainee on how he felt about it and seek suggestions for improving the scheme. About 80% say they would like to come back and 60% actually do. Approximately 20% come back three years running and nearly all who reach this stage continue on to become watch leaders and eventually watch officers.

About 60% of the trainees say that the main benefit from sail training is learning to sail and to navigate, but the other 40% say the main thing they have learnt is getting on with other people.

In the first few years, I have had to send one or two boys home for gross disobedience or

## AT THE HELM



At the helm of "Asgard II" on voyage from Dun Laoghaire to Dublin's South Quays was W. A. O'Neill, Director and General Manager I.S.L. On left is Pen-v Bleakley, Trainee, and in background Capt. Eric Healy.

#### LIFE ON BOARD A SAIL TRAINING VESSEL

For the comfort of everyone on board, there is considerable emphasis on tidyness. Parents would be surprised how resourceful their children can be in cooking, cleaning up, looking after themselves and others. To some young people, making up their bunks, etc. can come as a bit of a shock at first but they quickly get over it when they realise it is the norm on board from the Skipper down.

The living on a sail training vessel can be an interesting and

changing sails and assisting in the navigation. Not the least challenge can be overcoming seasickness. As this is a physical malady that affects a lot of people, I elaborate on how we deal with it on board. The person who is feeling sick is told to put on a safety harness and attaches himself to a strong point on the boat. After this he may be uncomfortable and may even get wet but he is in no danger. He normally stays on deck warmly clothed until his hands get cold. Then I advise him to go below and sleep. The person concerned

drunkenness. But this has not happened lately. The word must have got around.

I have to send about four people home a year for chronic seasickness. If after two days on board, a trainee is so sick that he does not come up on deck or join in with the crew, I send him/her home for their own good and the comfort of everyone else on board.

These figures for the 1978 season, which was a typical year, are as follows:

*Cruises of 7 to 10 days*

Number of days	153
Nautical miles covered	5236
Number of adults	121
Number of boys	150
Number of girls	36

*Day Cruises*

Number of days	3
Nautical miles covered	60
Number of adults	12
Number of boys	20
Number of girls	12

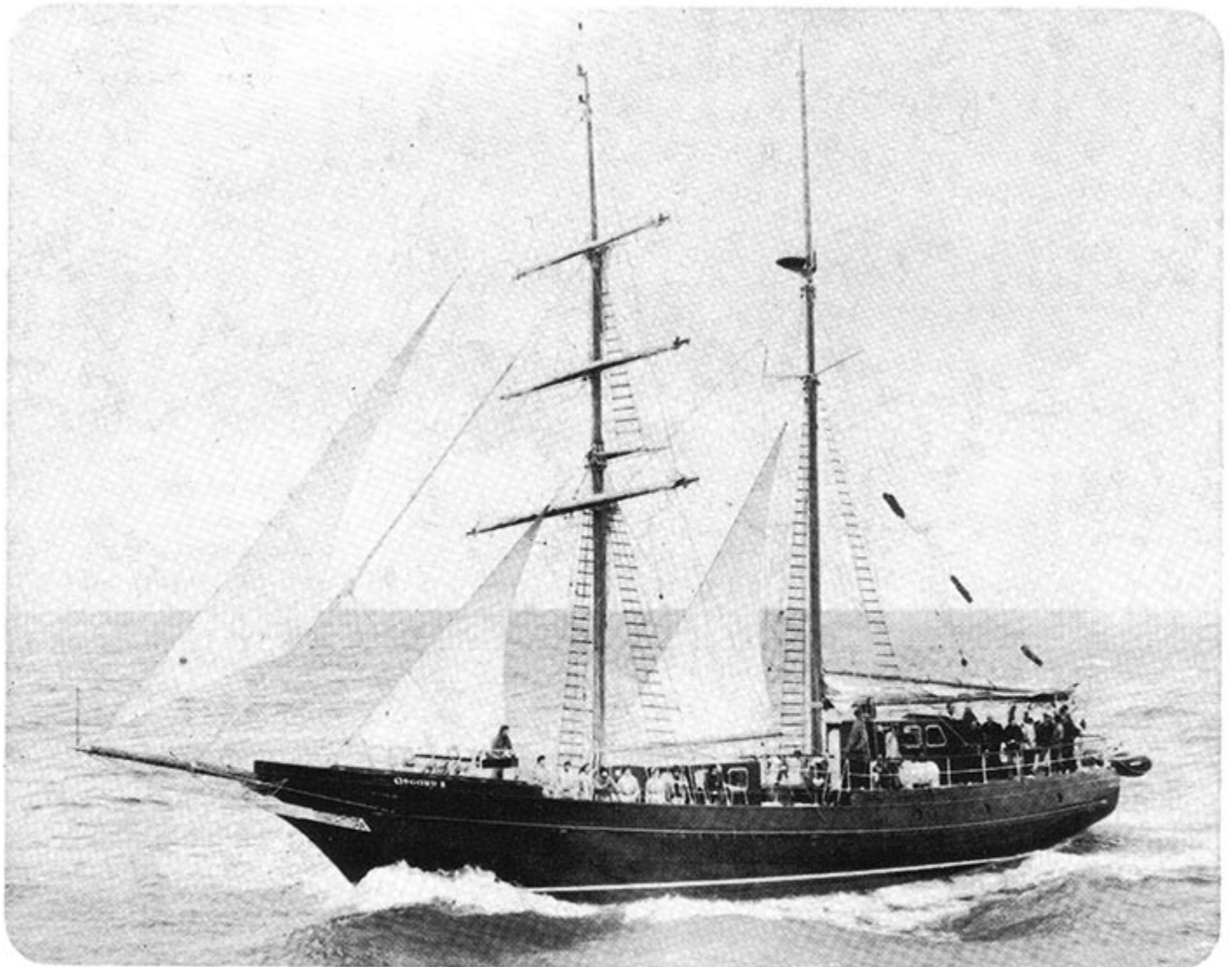
Young professional seamen, whether naval seamen, merchant seamen or fishermen can obtain an intensive exposure to most aspects of seamanship during a relatively short period on a Sail Training Vessel. The sailing is not the important thing. It is the working as a team on board a vessel on what can be quite difficult seamanship operations: tying up and letting go, picking up murrings, anchoring in a seaway and checking for dragging, keeping a watch, safety drill, rope work and, of course, all aspects of sailing. The scale of operations are smaller than on a ship but so too is the risk and the principles are just the same.

Older trainees can be taught practical navigation – both celestial and coastal, pilotage, manoeuvring and making proper allowances for tide and wind which are of paramount importance on a sailing vessel. On ships the effects of tide and

wind can be countered with regular and accurate position fixing using radar and Decca. When regular positions are not available, the system breaks down with what can be disastrous results.

I am not sure to what extent a person can be taught leadership but on a Sail Training vessel, a trainee appointed watch leader over a group of his peers usually realises after a while that there are right ways and wrong ways for tackling a job. If he does make a mistake, it does not matter so much, as it would if he was acting in his full professional capacity.

It is my hope that 'Argard II' will be used for a full range of professional training, including such specialised areas as radar observer training and that she will make a valuable contribution in bringing seafaring skills to a very high level in Ireland.



"Asgard II" on passage to Dun Laoghaire from Arklow.



# "BETELGEUSE" SALVAGE OPERATION

By John Denholm

*There is a profession which some merchant seamen enter, but one which we seldom hear a great deal about. The work involved is unusual, hard, requires great skill and daring, and is often downright dangerous.*

*This sounds like good material for a thriller novel, and indeed many novels have been written about the salvage business. Throughout the year 1979 some of us had the good fortune to obtain an inside view of a major salvage job in progress. We have seen salvors at work, the vessels and techniques they use, and have found these things interesting and well worth relating to people who may be interested in salvage.*

The Minister for Transport was responsible for the investigation of the disaster, as well as being involved in the clean-up of oil pollution and in ensuring if possible the removal and disposal of the wreck. The Government quickly decided that, because of the scale of the tragedy and the many issues requiring to be clarified, a full-scale public Tribunal of Inquiry should be set up. In view of the extensive preparatory and supervisory work involved, the Department called on ISL for assistance and so in the course of the year 1979 a total of three master mariners and five engineers worked for varying periods on behalf of the Department and the Tribunal. They were engaged in the monitoring of salvage operations, and in the co-ordination and supervision of inspections carried out by metallurgists, fire and explosion experts, classification society surveyors, naval architects, and electrical, mechanical and civil engineering experts.

With regard to the salvage operation, it is best to tell the story from the beginning. After the fatal fires and explosions that sank the 120,000-tonne

tanker "Betelgeuse" on the deep water berth at Bantry, it was decided that the wreck would have to be removed completely. Initial surveys disclosed that the tanker was broken into three pieces.

The main break was about mid-way along the length of the ship, in way of the No. 4 tanks, and the second break was in an area of complex explosion damage which had totally removed the deck and part of the ship's side in way of the No. 6 tanks. The fore end of the ship from the stem to mid-ships remained partially afloat and still held some cargo. It was, however, still connected to the midsection of the ship which had sunk almost immediately after the accident occurred. The midsection was in turn still partially connected to the very badly fire-damaged aft section containing the accommodation and engine-room. The aft section did not sink until the day after the accident.

Smit-Tak International, a Dutch salvage company based in Maasluis, which is near Rotterdam and which is regarded by some, especially Dutchmen, as the salvage capital of the world,



Fourth Engineer, Dermot Murphy pictured while working on the "Betelgeuse" project.

were awarded the contract for the wreck removal.

## Salvage Programme

The salvors moved in immediately, carrying out their first inspection of the wreck on the 10th January, with two local divers, from a rubber dinghy. The atmosphere was so filled with hydrocarbon gases at that time that even an out-board engine could not be used.

The salvage programme was drawn up and carried out by the salvors, in agreement with the ship's insurers, the West of England P & I Club, and in daily consultation with the representatives of the Minister, who exercised overall supervision over the operations. It was decided that the first job was to salvage the remaining cargo in the fore-section of the "Betelgeuse". Meanwhile, Smit-Tak's workshop, the "No. 11 Barracuda", was making the fastest possible passage from Maasluis to Bantry with pumping equipment and portable inert-gas generators.

The portable pumps were put into the cargo tanks of the bow section, and connected up to a floating pipeline which ran ashore, to be connected up to the Gulf terminal pipework on Whiddy Island. The distance involved was approximately two-fifths of a mile, and a total of about 10,000 tonnes of crude

oil was pumped ashore without any oil spillage from the flexible pipe connections, a feat worthy of praise in itself. While the oil was pumped ashore the tanks were being filled with gas supplied by IG generators put on the Jetty by the salvors. Power for the inert-gas plant was supplied by a small emergency alternator on the jetty. The alternator was not damaged by fire in the accident. Jump leads were placed from the alternator terminal box to a lighting distribution board and the inert-gas plant was then run from the main jetty lighting circuitry further down along the jetty. All damaged parts of the lighting system were isolated at the last sound junction boxes. That system of power supply was not an orthodox method but would certainly get good marks for ingenuity.

Having salvaged the remaining cargo, the salvors then decided that removal of the buoyant bow section was the next part of the salvage operation. It was still connected to the sunken mid-section by way of deck plating, but was, with some difficulty, separated by the efforts of the "Barracuda" and of a tug which pulled the bow section over and back in a port and starboard movement until the deck eventually tore apart. The bow section, now separated, was pumped dry of seawater and towed to an anchorage for inspection by various experts.

The area of the bottom part of the break at the aft end of the fore-section was of particular interest to the metallurgists involved in the investigations into the cause of the tragedy. The salvors raised the aft end of the bow section clear of the sea by filling the fore-peak with seawater, thereby trimming the section by the bow. This part of the salvage operation was completed by the 15th of February, about five weeks after the accident occurred. On Wednesday, 21st February, 1979, the bow section of the "Betelgeuse" commenced its final voyage, being towed by the tug "Smit-Lloyd 107" to be finally sunk at

20.06 hours on Friday, 23rd February, 1979, at an agreed location 100 miles west of the Fastnet Rock in approximately 2000 metres of water.

While they prepared plans for tackling the mid-section, the salvors aimed at removing underwater the accommodation superstructure of the aft section, with a view to lessening the weight ultimately to be lifted there. A giant crane was used to grab off large chunks of metal from the accommodation and transfer them to a flat-top pontoon barge, for removal after inspection. When no more material could be grabbed off, it was decided to use explosives to reduce the superstructure to main deck level. This posed the problem of avoiding damage not only in the locality but specifically the Gulf jetty which in its damaged and shaky condition was particularly vulnerable.

Various measures were adopted to guard against this risk. The explosives (plastic) were shaped, and wherever possible were placed inside the wreck or were surrounded by sandbags. In addition, an accelerometer and pressure transducer were mounted on the pile nearest the explosions, and recording equipment set up on the central platform above. As a result it was possible to measure the pressure waves resulting from the underwater explosions and to establish an upper limit for the explosive to be used. The exercise of monitoring, which, together with the explosions, was supervised by the IIRS, proved very interesting, the operation passed off without incident, and the material loosened by the explosions was grabbed and removed.

During February and March, Smit-Taks naval architects and salvage experts were formulating plans for the lifting of the mid-section of the "Betelgeuse". It was realised even at that early stage that this job would not be easy. The problems encountered were threefold. First, the depth of water restricted divers' down-

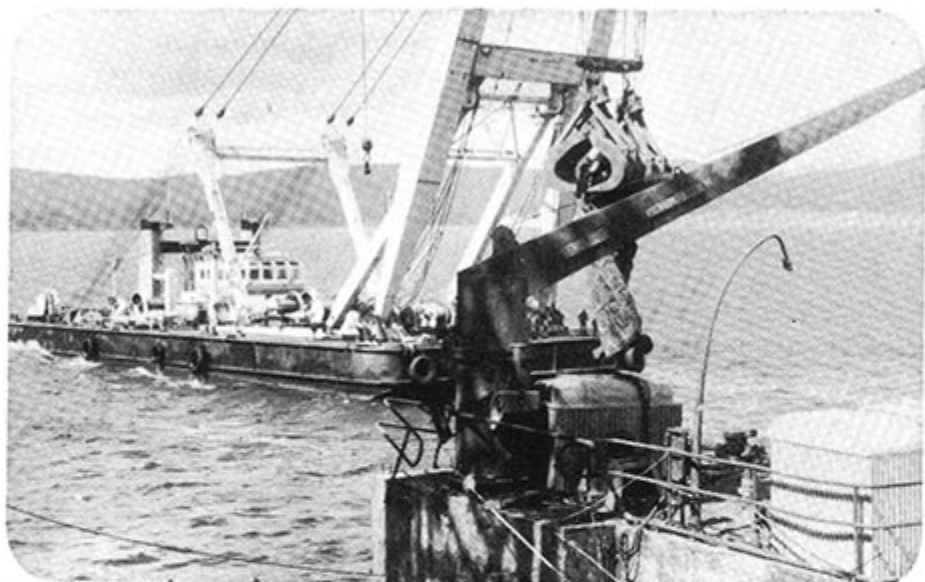
time and divers' visibility. Secondly, the mid-section, it was discovered, was by no means intact; nearly every tank in it was open to the sea in an awkward place. Thirdly, the mid-section was still attached to the aft section in way of the ship's bottom and internal longitudinal bulkheads.

Water depth on the salvage site was a problem that could not be changed but had to be lived with. The outcome was that for every dive to maximum depth, which was 110 feet approximately, half an hour's decompression time was required. Decompression time is unproductive, and so the depth at which the divers worked was a time and money consuming aspect of the project.

To lift the mid-section, it was decided to use a combined compressed air, polystyrene and mechanical lifting operation. For the air and polystyrene lift, tidal tanks in the midsection had to be made watertight. The theory of an air lift is as follows: Air is pumped into a water-filled tank, this air displaces water downwards and out through holes or vents in the ship's side or bottom. When the volume of water displaced is greater than the displacement volume of the sunken ship, the ship will rise. However, there are a number of considerations to be taken into account. Firstly, the upward thrust of the lift is borne entirely by the deck of the ship and in some cases the deck may be the only part of the ship to lift, thus leaving the rest of the ship on the bottom in a worse condition than when the salvage operation started. Secondly, if the ship does lift, the air will expand rapidly as the ship rises, due to the lessening head of water acting on the air while the ship approaches the surface. Both of these problems were overcome by one method on the salvage of the midsection of the "Betelgeuse".

Holes were cut in the ship's side about seven metres below the deck line. This caused the downward displacement of





The SMIT-TAK vessel "TAKLIFT 1" during grabbing operations on M. V. "Betelgeuse" at Gulf Jetty in Bantry.

water to halt at the holes as any further air put into the tank would escape when the surface of the water in the tank went below the hold. This restricted the pressure acting on the lower side of the deck to a safe value. The holes also allowed expanded air to escape as the wreck rose to the surface.

To make tanks airtight, every hole and leak had to be stopped. Large openings were sealed by steel plates held in position by a strong-back type assembly. The sealed surface was covered by a rubbery sponge strip of sealant. Small openings were filled by wooden wedges and bungs. It was found that the aft ends of No. 5 wing tanks were open to the sea beyond repair.

Luckily, the construction of the ship was such that a transverse non-water-tight or "wash"-bulkhead divided the tank into two parts. The main reason for the existence of the bulkhead was to provide added ship's strength. It had a series of large lightening holes cut in it. Each of these holes had a diameter of about  $1\frac{1}{2}$  metres. There were also a large number of limber holes, and holes for the passage of pipes and stiffeners, cut in this bulkhead.

The salvors sealed this bulkhead, which effectively gave them two half-size wing tanks. It was decided to use these new tanks, i.e. two No. 5 wing tanks "forward", port and starboard, for a polystyrene lift. As

polystyrene is class as a pollutant, every measure possible had to be taken to prevent escape of the polystyrene pellets. The polystyrene was manufactured in a plant which was built on a barge in the Netherlands and towed to Bantry. The pellets were pumped into the tanks in suspension in seawater. The water was pumped from the sea to the plant, the pellets injected into the seawater, and then the mixture pumped into the tanker through specially-installed downpipes through the tanker deck. Since polystyrene floats, the pellets floated to the top of the tank, and the displaced water escaped through holes cut in the ship's side at a level lower than the polystyrene/water interface. When the requisite amount of pellets had been injected into the tanks, these specially-cut holes were sealed with plates in the usual manner.

#### Tragedy Strikes Again

In May, in the midst of the salvage operations, the "Betelgeuse" claimed another victim. Mr. Jacob Pols of Smit-Tak, one of the most respected salvage inspectors in the world, who had been decorated by foreign governments for his outstanding contribution to salvage work, was using an oxy arc to burn a hole in the deck of the submerged mid-section, when he evidently encountered an unexpected pocket of gas. Mr. Pols lost his life in the resultant explosion. This tragic occurrence,

together with a couple of other serious accidents to salvage crew while working on the wreck, served as a sharp reminder of the hazards endemic in salvage operations.

As I mentioned earlier, the mid and aft sections were joined. The salvors had only a rough idea at first as to how the two sections were attached. They originally intended to use a large chain placed under the break between the mid and aft sections as a type of band-saw, with the object of cutting the two sections apart. The chain would be pulled over and back underneath the ship by the lifting sheerlegs "Tak-Lift 1".

A pull of 250 tonnes in one direction was applied. The chain still defied all efforts to move it. The idea, understandably enough, was then abandoned, and another method had to be thought out. Finally, the salvors decided to cut the two ship sections apart with explosives. Being people never to do things in a small way, they used three tonnes of "Mr. Nobel's best".

The midsection salvage operation, as anticipated, turned out to be a long and involved job. It started with the separation of the midsection; next, the plate bungs and wedges were installed, and the barge with its polystyrene "factory" came from Holland and pumped the pellets into the tanks. Final checks were made and the section was then ready for the final two tanks to be air-filled to an ullage of seven metres. The job, which was started in March, was finally coming to completion; and on the 30th of August the midsection broke the surface of Bantry Bay.

#### Grounding and Inspection

As most of the buoyancy was centred in the fore-part of the midsection, some lift had to be applied to the after end. This was supplied by the full capacity of the sheerlegs, "Tak-Lift 1". It supplied a total lift of 800 tonnes, which was sufficient to raise the deck of the aft end of the midsection well above the surface of the sea. The midsec-

tion was then towed to a point about 400 metres off the east point of Whiddy Island. Here it was grounded in such a way that at low tide it dried to a height of about 2 metres, all its decks being dry.

This grounding enabled inspections by experts to be carried out on all the pipework and fittings of the deck of the ship, for the purpose of establishing as fully as possible the circumstances of the casualty. At this stage the salvage operation slowed down. The "Barracuda" went to Rotterdam for drydocking, and the "Tak-Lift 1" remained in Bantry carrying out some minor work on the midsection and also some work on the Gulf jetty. The operation was by no means suspended, however. Plans continued to be worked out for the ultimate disposal of the now beached mid-section.

Disposal of the midsection, whether by sinking at sea or by scrapping, would entail its being moved from Bantry Bay. The section was not strong enough to be towed away by itself. It was in a very unseaworthy condition. Smit-Tak planned to carry the section away on a flat-topped barge. To lift 4,500 tonnes of damaged tanker section on to a 17,000 tonne barge is a big job. Smit-Tak had never tried anything like this job before. There was no reserve of knowledge or expertise for anyone to consult. However, the operation was carried out successfully in the following way.

First, the midsection had to be modified. The first lifting operation from where the "Betelgeuse" had sunk only required the polystyrene-filled tanks to be completely sound. The tanks used for air-lifting were only sound to a depth of seven metres below the deck. Now, in order to float the midsection completely, the air-filled tanks had to be watertight from the deck to the keel. No. 5 centre tank "forward" was also patched up on all its sides and on the bottom. There was a large hole in the deck of this tank, but this did not matter

once the section was afloat and water did not pour in through the top of the tank. To find leaks in the air-filled tanks, No. 4 port and starboard wings, the salvors gradually pumped out water from the tanks. As the water level dropped inside the tanks, leaks became obvious, due to the differential pressure across the bulkheads. These leaks were stopped by wedges and bungs as they were found. In this way the two tanks were made watertight. Some loose steel plate, girders and decking were removed from the wreck to cut down on non-buoyancy weight. By the end of November the wreck was ready to be lifted on to the flat-topped barge, "Giant 1", which by this time had been in Bantry for a fortnight and had been fitted with a wooden ceiling on the deck to prevent damage.

#### Giant Barge

The flat-topped barge "Giant 1" is a specially designed submersible lifting barge with a capacity to lift 17,000 tonnes. The "Giant 1" was sunk in a part of the bay where the depth of water over its deck at low water was seven metres. The midsection was floated by pumping out completely its water-filled tanks. The calculated draught of the midsection when floating with No. 4 tanks empty, No. 5 wings forward filled with Polystyrene and some water, and No. 5 centre forward empty, was

eight metres. The even-keel situation was attained by supplying an 800-tonne lift at the aft end from the "Tak-Lift 1". At high water the midsection was floated over the "Giant 1" and positioned by tugs. The tidal range in Bantry is about three metres, so at high water the clearance between the bottom of the midsection and the deck of the sunken barge was about two metres. At low tide the wreck would rest on the "Giant 1".

At low water the "Giant 1" was refloated by expelling water from its twenty-three buoyancy tanks by compressed air. Because a large part of the bottom plating was under-hanging the fore-end of the midsection to a depth of up to eight metres, the midsection had to be placed transversely across the "Giant 1". This arrangement meant that there was an overhang of about seventeen metres on either side on the "Giant 1" as the length of the midsection exceeded the beam of the "Giant 1" by about twenty-five metres. The midsection was also twenty metres in depth from keel to deck. When eventually floated, the midsection looked very large and prompted one to ask: "Why doesn't the whole assembly capsize?" This part of the salvage operation went slowly. Time was lost due to bad weather, as we were now in the first week of December. The salvors watched



Capt. Klaus J. Reinigert, Salvage Master in charge of "Betelgeuse" operations, delivered a lecture on the Whiddy Disaster aftermath to members of the Maritime Institute of Ireland at the Burlington Hotel, Dublin, on 13th April, last. Also included in this picture are (l. to r) Mr. Pat Sweeney and Mr. Jim Hughes of the Institute, Capt. P. O'Keeffe, Irish Association of Master Mariners and Mr. T. Gorman, Dept. of Transport.





The special medal issued by SMIT-TAK to commemorate the salvage operation on the ill-fated "BETELGEUSE".

the weather carefully. To carry out the lifting operations they needed a "weather window" of about forty-eight hours. Depressions were strong across the North Atlantic from the North of Scotland to Newfoundland. The operation was ready to go ahead around the 25th of November, but gales held up the lifting until the 3rd of December, 1979.

When, finally, the midsection was resting transverseley on the "Giant 1", the salvors removed the large under-hanging bottom plates from the fore-end of the section. The aft part of No. 5 tank centre was also made water-tight. The bulkhead between Nos. 5 and 6 centre tanks was cracked in way of the keel girder, so the ends of the cracks were welded. Wider parts of the crack were filled with wedges and the larger gaps were filled with wedges and covered by a cement box.

Now the midsection had no underhanging obstructions and had extra buoyancy because No. 5 centre tank aft was now watertight. The wreck was ready to be turned to a longitudinal orientation on the barge. Alas, the weather was not propitious, another series of depressions slowly but surely pushing the final turning back towards Christmas. People were beginning to get worried, but another "weather window" saw to it that the midsection was aligned properly on the "Giant 1" by December 20th, and Smit-Tak

stood down for Christmas. After a break the salvors prepared the midsection for disposal and final inspection by experts.

Finally, after the midsection of the wreck had been fixed firmly in position on top of the barge, it was towed away from Bantry on 9th February, 1980, en route to Bilbao, where it would be broken up for scrap.

By this stage, the Tribunal of Inquiry had completed its public hearings and had indicated that it had no further interest in the wreck from the point of view of evidence towards determining the cause of the disaster. In consequence, the task of supervision and monitoring which the I.S.L. personnel had been carrying out on behalf of the Department was at an end, and we returned to our normal duties, having had a fascinating insight into a highly-specialised operation far removed from the normal shipboard routine.

To complete the story, the salvors spent some further months on the remaining task of lifting and removing the aft section. This entailed, among other things, the dredging of material from around the keel, which was sunk up to ten metres below the sea-bed. When the mud proved too stiff to dredge, the device was resorted to of boring tunnels through it to permit lifting wires to be passed underneath the keel. By mid-July the aft section, which at 7,500 tonnes was the heaviest of the three parts, was successfully raised, and removed to the anchorage. There it was beached, and in turn floated into position on top of the "Giant 1". When fixed in position, it was towed away to a breaker's yard on the Continent, in October 1980.

#### Clean-up Operation

A word should be said about the clean-up of oil pollution, which can be regarded as forming part of the salvage operation. Of the 40,000 tons of crude oil remaining aboard when the fire broke out, about 10,000 tons was later, as mentioned above, pumped ashore. The fire on board lasted for about twenty

hours, and the oil not consumed either escaped in the form of an oil slick on the water of Bantry Bay, or remained in small pockets in the submerged wreck. Cork County Council, who had overall charge of clean-up operations, spent about £60-0,000 over a period extending for many months after the accident. Oil was cleaned up manually from the shores of Bantry Bay and Whiddy Island, and disposed of by burial at selected sites; in the early stages a special Army contingent helped in this work. Booms were laid around the wreck and jetty, but with limited success due to the rough winter weather and the relatively open location. Several small craft including "Rotorks" (fibreglass landing craft of low draft), and a special Gulf pollution vessel, were used to skim off oil slicks within the booms and close inshore. For many months a thin film of oil escaped from the submerged wreck. After daily reconnaissance by helicopter this was dealt with by a specially-adapted "crop-duster" aircraft, flying low over the water and spraying detergent on the slick. This was the first occasion on which this technique, which enables dispersant to be applied with great accuracy and obtains maximum results for the minimum use of dispersant, was successfully employed on a large scale. The pollution operations were overseen by a steering committee of Departments concerned with the environment, fisheries and shipping, in consultation with the County Council and with salvage and insurance interests.

The salvage operation, thus carried through to a successful conclusion, cost millions of pounds. We were told that the hire charge per working day for some of the specialised salvage craft employed amounted to many thousands of pounds — and represents, we understand, the biggest and most expensive under-water salvage job ever successfully carried out anywhere. The many complicating factors, such as the unusual

depth of water, the almost constant swell at the site, the very restricted visibility for divers — often down to a couple of feet, so that at times the underwater video camera "saw" more than the divers' direct vision — the constant need to guard against the escape of oil and the ever-present risk of further explosions, rendered the task unusually difficult.

The feat of surmounting these difficulties often entailed almost daily changes of plans and searches for new devices. This together with the sheer scale of the whole operation explains the great pride and sense of achievement which, despite the tragic background, was felt by the salvors and by the insurers' salvage superintendent at the successful conclusion of an operation which constitutes a landmark in the history of salvage. We, for our part, will often recall our involvement in the work of investigating the causes of this great disaster and in raising and clearing the wreck of the ill-fated "Betelgeuse".

#### LATE COMMODORE PETER KAVANAGH

The sudden and unexpected death of Commodore Peter Kavanagh last May deeply saddened his many friends and former shipmates in Irish Shipping. The late Commodore Kavanagh retired from the Naval Service in September last year having served in various capacities from Ensign to Flag Officer Commanding Naval Service which was the title of his appointment as Commodore in November 1979.

Peter Kavanagh was a native of Sandymount, Dublin and joined the Reardon Smith Line as an apprentice Deck Officer in 1937. He had previously completed a pre-sea apprenticeship course at the Irish Nautical College, Dun Laoghaire.

With Reardon Smiths he served on vessels trading all over the world but mainly in the Pacific and Indian Oceans. He was serving on the "Jersey City" when she was torpedoed and sunk in the North Atlantic in July

1940. He obtained his Second Mate's Certificate in 1941 and on the 3rd April, 1942 he was on the "New Westminster City" when she was sunk by dive bombers at Murmansk. He was also on board the "Herpalion" when, eight days later, she was sunk by dive bombers in the Arctic Ocean. In May of that year Peter Kavanagh joined the Wexford Steamship Co. vessel "Kerlogue" as Chief Officer and sailed in this brave little ship when she pioneered foreign-going runs out of convoy to Portugal. He subsequently served on the Wexford Steamship vessel "Edenvale" before joining Irish Shipping Ltd. and serving on the "Irish Cedar", "Irish Fir" and "Irish Ash". On these war-time ships he made a number of voyages sailing out of convoy to Spain, Portugal, North Africa, the United States and Canada. After obtaining his Master's Foreign-Going Certificate in June 1947 he left the Merchant Service and joined the Irish Navy. His career in the Naval

Service was a distinguished one leading to the eventual overall command of the Service.

That Commodore Kavanagh retained a deep affection for his merchant shipping days is evidenced by his gesture in naming his home in Sutton, "Kerlogue" after the ship on which he served so well.

Among the many decorations awarded to this great seafarer were the Grand Cross of Merit of the Federal German Republic; the Spanish Cross of Naval Merit; the Belgian Order of the Crown and the Netherlands Order of Orange-Nassau. Despite his many achievements and his considerable influence on Irish maritime affairs Commodore Peter Kavanagh remained a friendly and popular figure amongst his fellow seafarers and with all who were privileged to make his acquaintance.

To Mrs. Kavanagh and family we offer sincere sympathy on their great loss.



The late Commodore Kavanagh, on right, chatting with Capt. Michael Carey at a Seamen's Memorial Service some years ago.





# FLEET NEWS · FLEET NEWS · FLEET NEWS

## "Pine" visits Philippines

Following her drydocking at South Shields from 11th to 25th February, the "Irish Pine" loaded steel at Antwerp for east coast United States ports. She sailed from Antwerp on 5th March and experienced extremely heavy weather on her passage to Bridgeport where she arrived on 22nd March. The vessel discharged also at Providence, Camden and Baltimore where she completed unloading on 29th March. After shifting to anchorage and cleaning out the holds the vessel loaded grain at Baltimore for Indonesia. She sailed on 7th April and arrived at Suez Canal on 26th April.

On passage through the Red Sea the "Irish Pine" diverted on the morning of 29th April to answer a distress call from a German motor barge, "Nep-tuna", which was sinking off the island of Gezerat Zabarjad. On arrival at the scene of the sinking, the "Irish Pine" lowered a lifeboat and assisted a second German vessel in picking up the shipwrecked crew from the island. Twenty-three crew members from the motor barge were rescued and the "Irish Pine" left the scene and resumed course for Jeddah without further incident. Eventually, the ship arrived at Djakarta on 16th May and completed discharge of her grain cargo on 8th June.

On completing discharge the

"Pine" sailed for Singapore to take on bunkers before proceeding to load timber and general cargo at various ports in the Philippine Islands. It is expected that the vessel will be loading until the end of July and will then complete her homeward cargo at Singapore. She will be due to sail from Singapore about 31st July and should arrive at Liverpool about 25th August.

## "Irish Maple"

Having loaded fertiliser at Antwerp the "Maple" arrived at Kandla, India on 27th January where she anchored until she obtained a berth on 10th February. Following discharge of her cargo the vessel sailed in ballast for Durban where she arrived on 14th March and also loaded general cargo at Saldanha Bay and sailed on 21st March for Nordenham. She arrived at Nordenham on 9th April and completed discharge at Bremen on 12th April.

The "Maple" then loaded fertiliser at Sluiskil, Netherlands, and sailed on 27th April, arriving at Port Said on 3rd May. The vessel bunkered at Jeddah on 7th May and arrived at her first Indian discharge port of Tuticorin on 17th May. She subsequently commenced discharge of her remaining cargo at Cuddalore on 2nd June where she is expected to complete unloading on 15th June. Her next voyage

has not yet been fixed.

While this vessel was at Nordenham Chief Officer M. McCarthy relieved J. Murphy; Third Officer J. Whelan relieved A. Jameson; Chief Engineer P. Dowling relieved P. O'Halloran; Third Engineer B. Kelleher relieved G. O'Brien and Electrical Engineer M. Horgan relieved A. Warren.

## "Irish Oak" in Far East

The "Oak" arrived in Singapore on 7th February to take on bunkers before proceeding to Manila where she arrived on 13th February. The vessel loaded copra at Manila, Davao, Taboneo, Sampit, Telok Ayer, Singapore and Port Kelang where she completed loading on 26th March. She then sailed for Liverpool passing through Suez on 13th April and arriving at Liverpool on 22nd April. Following discharge she loaded steel at Antwerp for Providence, Rhode Island, where she arrived on 24th May. The vessel also discharged at Bridgeport, Camden and Baltimore completing discharge on 3rd June. The vessel then began loading grain at Baltimore for discharge at a Weser River port where she is expected to arrive about 21st June. On her subsequent voyage it is expected that the "Irish Oak" will load steel at Antwerp for discharge at east coast United States ports.

Captain M. O'Dwyer relieved Captain M. Carey while this vessel was at Singapore; Chief Officer P. J. Murphy relieved J. Moynihan and Chief Engineer A. Curran relieved E. Kealy at Suez. While the ship was at Liverpool, Second Engineer C. McGarrigle relieved W. Sammon; Third Engineer M. Boland relieved R. Newman; Electrical Engineer P. Willoughby relieved J. Dunphy and Catering Officer E. Murphy relieved P. F. Walsh.

## "Irish Cedar"

This vessel arrived at Rozi, In-

dia, on 13th February with a cargo of fertiliser from Donaldsonville, Louisiana. She berthed and commenced discharge on 18th February. The unloading of cargo was a long drawn-out process which was not completed until 19th March when the vessel sailed in ballast for Durban where she arrived on 30th March. There she loaded coal and sailed on 8th April, arriving at her first discharge port of Dunkirk on 29th April. She also discharged at Rouen from 1st to 11th May before proceeding to Terneuzen where she loaded fertiliser for Durban.

Having arrived at Durban on 6th June the vessel is expected to discharge in 10 days and will then load a full cargo of coal at Durban for probable discharge at Rotterdam. It is expected that the "Cedar" will complete loading about 21st June and should arrive at her discharge port on 11th July. This vessel has not yet been fixed for her subsequent voyage at the time of going to press.

While this vessel was at Rouen, **Captain G. Kyne** relieved **Captain M. McMahon**; **Chief Officer P. Kehoe** relieved **E. Curry**; **Chief Engineer D. O'Brien** relieved **A. Bolster**; **Second Officer P. Boyd** relieved **J. Flaherty**; **Third Engineer F. McGarrigle** relieved **O. Mortimer**; **Fourth Engineer D. O'Reilly** relieved **B. Desmond** and **Catering Officer G. McGovern** relieved **U. Maher**. At Durban **Electrical Engineer M. Kelly** was relieved by **E. Walsh**.

## Voyage to India

The "Irish Rowan" arrived at Cardiff on 15th February after encountering some very heavy weather on passage from Vancouver with a cargo of timber and grain. The vessel arrived at Dublin on 19th February and sailed on 27th for Tilbury where she also unloaded part cargo before completing at Rotterdam on 4th March.

The "Rowan" commenced loading fertiliser at Hamburg on 7th March and sailed on 11th



At a reception on board the "Irish Rowan" when the vessel visited Dublin last February were (l to r) Mrs. F. Reihill, Mr. Reihill, Mr. Jack Lynch and Capt. H. Fidler.

March, arriving at Suez Canal on 23rd. After taking on bunkers at Suez the ship sailed for Marmagoa, India, where she arrived on 3rd April. She berthed on 7th April and sailed on 15th April to complete discharge at Kandla on 4th May. The vessel then sailed in ballast for Maputo, Mozambique, where she arrived on 17th May before completing loading at Durban on 22nd May for Rotterdam where she arrived on 10th June. It is expected that the vessel will complete discharge on 13th June and will subsequently load a cargo of bulk and bagged fertiliser at Amsterdam and Antwerp. Her discharge port for this cargo is expected to be Durban where she should arrive around mid-July.

## "Irish Larch" bound for Dublin

Having discharged her cargo of forest products from Vancouver at Newcastle last February, the "Irish Larch" loaded steel at Antwerp and Middlesbrough where she completed loading and sailed on 14th March. Having passed through the Panama Canal on 3rd April the vessel arrived at her first discharge port of Long Beach on 12th April. She also discharged at San Francisco, Portland and New Westminster. She then loaded forest products in the Vancouver area and sailed on 15th May for Cardiff where she is expected to arrive on 13th June.

The "Larch" will also discharge part cargo at Dublin

where she is expected on 17th June and in London where unloading should be completed about 26th June. On her next voyage the vessel loads steel at Antwerp from 29th June to 1st July and Middlesbrough from 3rd July to 10th July. She will then sail for west coast United States ports where her first call will be at Long Beach and she is expected to arrive there about 4th August.

## "Fastnet Rock"

This vessel completes discharge of a cargo of coal at Dublin on 11th June when she will sail for Garston. There she will load a further cargo of coal for discharge at Dundalk.

## "Tuskar Rock"

The "Tuskar Rock" is expected to arrive at Dublin from Bordeaux on 12th June with a cargo of grain. She will be at Dublin until 15th June when she sails for Garston to load coal for a return trip to Dublin.

On the first of these calls to Dublin **Captain A. Coghlan** will take over command of the vessel from **Captain B. Kehoe**.

## "Daunt Rock"

This vessel will be due at Sharpness on 11th June to load for Antwerp and is expected to sail on 12th June. She should arrive at Antwerp on 15th June.

## "Skellig Rock"

On her present voyage the "Skellig Rock" is due at Bordeaux on 11th June to load grain for Dundalk. She should complete loading and sail again on 12th June to arrive Dundalk on 15th June. The vessel will load scrap at Fleetwood on her next voyage and will discharge at Santander.



# DAYLIGHT ROBBERY IN LAGOS

**MODERN-DAY PIRACY** is on the increase around the world, with a number of areas being particularly prone to attacks on merchant vessels. Often the pirates are armed and ships' crews have little with which to defend themselves.

One of the worst problem areas is the Nigerian coast and, in particular, the Port of Lagos. The situation has been exacerbated by severe congestion at the port which until recently could mean ships waiting for a berth for up to 10 months.

According to the latest edition of **Lloyd's Ship Manager** pirates in Lagos no longer wait until after dark before attacking cargo vessels. This follows reports that between January and September 1980 pilferage and cargo damage cost the Nigerian Port Authority a staggering total of \$138.7 million in claims from importers.

In January, for example, the 13,879 dwt **Ulanga**, belonging to the West German company Nord-West Containers Linien of Hamburg, was at anchor when she was attacked at eight o'clock in the morning. The incident prompted this response from an EEC representative: "The Crews are unarmed, they are totally helpless. The best thing they can do is lock themselves in their quarters".

Congestion in the Port of Lagos means that vessels have to wait for berths out in the roads, which are protected areas in terms of weather but not as

regards safety. They are virtually sitting ducks for pirates, and a representative of a Dutch shipping line has claimed that although attacks had diminished on the roads, as many as five or six a day are not uncommon now on ships actually berthed in ports. He claimed that most vessels are attacked at least once each time they call.

P&I Club insurance officials have flown to Lagos from the UK to discuss the attacks, and the UK Merchant Navy and Airline Officers Association has asked for meetings with the Nigerian High Commission in London.

So far the Nigerians have not replied to the request. A spokesman for the MNAOA said that the matter had been referred to the International Transport Workers Federation and that, while no specific instructions had been given to members, it might be that they will be advised to steer clear of Lagos.

For the owners a General Council of British Shipping spokesman said that while the situation is not as bad as it was three years ago - because the worst congestion has been cleared - affairs were still worrying. The GCBS has instructed masters to continue vigilance by strengthening watches, initiating walkie-talkie patrols, sealing off all points of access to the vessel, lighting decks at night and having wash hoses at the ready.

The industry's feeling is,

## WEDDING BELLS

Our best wishes to **Susan O'Neill** of our Head Office Accounts Department on her forthcoming marriage to Mr. Eddie Reilly.

## Congratulations

To **B. Briscoe** on obtaining his Deck Class 3 Certificate; to **G. McMahon** on obtaining his Deck Class 3 Certificate; to **K. Treacy** on obtaining his Deck Class 3 Certificate; to **L. Byrne** on obtaining his Engine Class 1 Certificate; to **K. Barry** on obtaining his Engine Class 2 Certificate; to **T. Taylor** on obtaining his Engine Class 2 Certificate; to **R. Tynan** on obtaining his Engine Class 2 Certificate; to **F. Hetherington** on obtaining his Engine Class 2 Certificate; to **B. Kelleher** on obtaining his Engine Class 2 Certificate; to **D. O'Loughlin** on obtaining his Engine Class 4 Certificate; to **J. O'Shea** on obtaining his Engine Class 4 Certificate.

however, that while the Nigerian authorities are interested, they are fighting a losing battle. In 1979 the Nigerian Ports Authority was ordered to disband its 1,700-strong security force and hand over responsibility to the Nigerian police. But they have been unable to put more than 100 men in the field at any time, even though the NPA has gone on record as saying that 600 men are needed to handle the Lagos complex alone.

Four years ago a Dutch master was shot dead by Nigerian pirates and last year British master Arthus Dyason was murdered while his ship was riding out a storm in Manila Bay in the Philippines.

# Comité des Associations d'Armateurs des Communautés Européennes

*By Brian W. Kerr, Irish Chamber of Shipping*

*As the CAACE year comes to a close, it is interesting to look back at the progress made in this session.*

*Although Ireland remains the smallest of the EEC Fleets, with only .18% of the tonnage registered, we have been able to voice our opinions, and keep our interests covered along with the major maritime members.*

*In January, CAACE welcomed the addition of Greece to the ranks, giving the EEC countries over one-third of the World tonnage, and thus increasing its' importance in maritime affairs.*

At the beginning of the year, it was decided to alter the path of CAACE, and strengthen it by changing the method of leadership. It was during my term as President of the organisation, I came to the conclusion one year period was insufficient to allow the incumbent get to know the Brussels scene. It was therefore possible for us to make a large contribution in suggesting that the President should run for at least two years, in order to be more effective.

The Board of CAACE appointed Jacques Ribiere, C.G.M. France as its' first two year President, and appointed along side Monsieur Ribiere, Sir Ronald Swayne from the United Kingdom, and Andre Dumont from Belgium as Vice-Presidents.

The intention of the Board was to use the top trio as a Working Executive Committee with thrust, designed to be a formidable team to represent the European Shipowners viewpoint, at Commission level.

This idea has been extremely successful, and the liaison between CAACE and the Commission has strengthened, and without doubt the organisation is in a position to monitor all Commission activities relative to shipping matters.

A large portion of the detailed work undertaken by CAACE, is at this time somewhat irrelevant to Ireland. This is due to the main strength of the Commission being directed at Liner Conference shipping. However, some Irish tonnage is involved in

feeding operations and on Liner berths outside Ireland and so it is important to watch the legislation carefully. The three items occupying most of CAACE's time have been the UN Liner Code and related items, Competition Rules and Social Affairs.

The UN Liner Code is now in the process of being legislated in the National Parliaments of the EEC Member States. We in the Irish Chamber of Shipping, have kept closely in touch with the Department of Transport, regarding the timing and content of the Irish Legislation. We have recommended, along with our other partners, the Irish Authorities consider the Dutch Legislation, which gives Shipowners the widest protection.

CAACE are involved with the Commission in discussions relative to the Japanese ratification, endeavouring to persuade Japan to ratify along the same lines as EEC Member States. There is also a long argument ensuing as to whether jurisdiction On Code issues can be handled by National Courts, There is also activity in keeping the UNCTAD Code away from bulk cargoes. The developing countries are doing all possible at this time to bring bulk cargo into the net, and strenuous efforts are being made to steer them away from this course.

## **RULES OF COMPETITION**

This matter could be very troublesome in future years. Pressure has been put on the Commission to watch the activities of Shipowners, and in

particular Liner Conferences, which are considered to be large Cartels' with no control on the shippers' side. Over the months, the Commission has accepted the principle of liner conferences, giving stability and service to shippers, but they have received a large lobby that all is not well, and examples have been taken from the activity in the United States of America. CAACE is spending many hours pointing out to the Commission, the mistakes made by the US Marine Administration, and have endeavoured to steer the Competition Directorate towards the UN Liner Code, as a method of making Shipowners behave. CAACE is having direct negotiations with the Competition Directorate in tandem with the Transport Directorate and has made a fair bit of progress in getting the Shipowners point of view across.

Irish Government Officials are, of course, included in the round table conferences at Government level, and the Chamber has kept the Department of Transport fully advised on its' views on the Rules of Competition. The Shipper's Council and the Confederation of Irish Industry and the International Chambers of Commerce have also been advised of the Shipowners position.

Meantime, the big three, Britain, France and Germany are collecting their Governments alternative proposals for Rules of Competition, to see whether or not a new way around the problem can be found.

Looking at Competition of a different sort, the non Commercial Competition of the Soviets has also been discussed with the Commission. New areas are now being monitored, and the latest addition to the system is the sea leg of the Far Eastern trade. In addition, a study is being made by the Commission on the Trans



Siberian Railway, which is increasing its throughput month by month. It is reasonable to say, CAACE's pressure on the Commission on non-Commercial Competition, has resulted in these monitoring systems being put into force, and Soviet Authorities are very much aware of the activity in this field. They naturally deny they run their ships on a non-commercial basis.

### SOCIAL AFFAIRS

During the year, Jim Rice-Oxley, Chairman of the Social Affairs Committee retired, and his place has been taken by Mr. Beckering of the Netherlands Association.

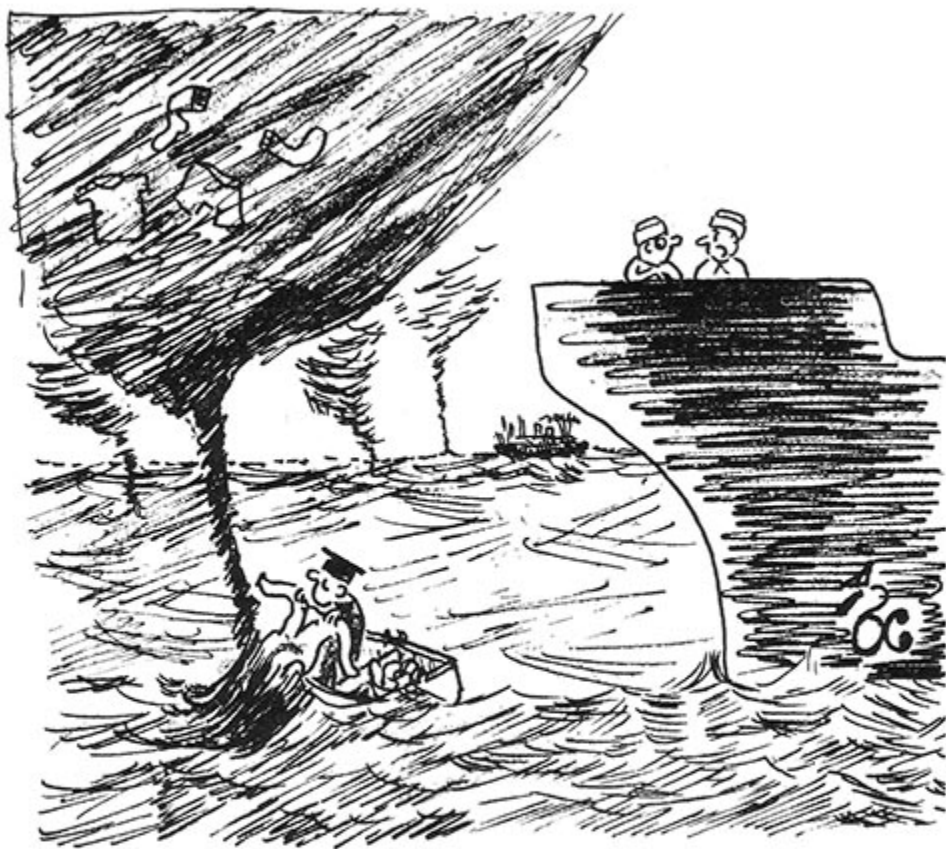
Tripartite meetings have continued between CAACE, Transport Directorate and the Social Affairs Directorate. The Irish Chamber of Shipping is of course represented on the Social Affairs Committee by Capt. Langran, who reports separately on this complicated matter. Sufficient to say the Unions are endeavouring to achieve harmonisation, but setting their sights to the EEC state, with maximum pay levels and best conditions.

Finally, it must be mentioned the contribution made to the Transport scene in Brussels by our former Commissioner, Richard Burke. Commissioner Burke started his Brussels career with a "bag of rubbish" which he turned into a most useful portfolio, as far as the Transport scene is concerned. During his

### Twenty-five years' service marked



Capt. Michael O'Dwyer, centre, with his twenty five years' service award following the presentation by Mr. W. A. O'Neill, left with Capt. M. D. Langran on right.



"HE INSISTS ON A GOOD SPIN RINSE"

period of Office, there were several tanker disasters, which highlighted the need for pollution control. The result of his interest in this particular subject, is the establishment of Port State Control by all Member Countries, to enforce regulations regarding safety at sea, and pollution prevention. It is quite obvious that as far as Ireland is concerned, this will be difficult to police, but we know from discussing the matter with the Department of Transport, they are making an effort to achieve all they can with the limited resources available to them. All Shipowners must realise more stringent control

can be expected in all European Ports, in order to try and limit these disastrous accidents.

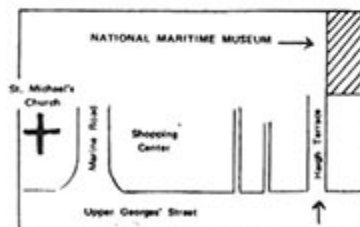
I would like to thank the Chamber for their confidence in allowing me represent the Irish point of view in CAACE. I find it very rewarding, and challenging at the same time. I feel our contribution whilst minute, we do have a voice, and that voice is a direct link with the Transport Directorate in the EEC Commission there is no doubt in my mind with the progress made by Irish Shipowners in re-styling their tonnage and their approach, it will not be long before CAACE becomes even more important than it is at this time.

## NATIONAL MARITIME MUSEUM Opening 12th May for the 1981 Season

FESTIVAL EXHIBITION — 20th June - 4th July  
MARINE BATIKS by FRANCES CULHANE

FOLLOW-THE-FLEET — 7th July - 8th August

1981 Winners from Irish Shipping Competition Project — "A Harbour for Dun Laoghaire"







### Deck and Engineering Officers in Order of Rank

(as at 8th June, 1981)

**m.v. "Irish Pine":** Captain T. Byrne; Deck Officers: T. McCarthy, D. Meagher, R. Mullins; Engineering Officers: E. Kealy, J. J. Cummins, P. Gunning, E. O'Sullivan, J. White, A. Byrne, W. Delaney; Electrical Engineer: C. Murphy; Catering Officer: H. Bond; Radio Officer: T. Lynch; Deck Department: H. Hannon, C. Tynan, S. Doyle, G. O'Shea, S. Butler, P. Cusack, J. McGinty, P. Marshall, V. Keenan, A. O'Keefe, T. Byrne, J. S. P. Moloney; Catering Department: F. Brogan, C. Kiernan, C. Dunne, T. Dell, A. Connolly, J. Pratt.

**m.v. "Irish Maple"** Captain B. Reilly; Deck Officers: M. McCarthy, D. Dignam, J. Whelan; Deck Cadets: M. Ruddy, Julie Dowsett; Engineering Officers: P. Dowling, M. O'Leary, B. Kelleher, E. McQuillan, D. Bolster, S. Finneran, J. McCooney; Electrical Engineer: M. Horgan; Catering Officer: J. Doran; Radio Officer: Mary Sweeney; Deck Department: J. Gallagher, J. Whelan, H. McElwaine, J. Nolan, J. Carroll, J. Macken, N. Magee, J. Collins, W. Ahern, R. Lyons, D. Horgan, H. McGroary; Catering Department: R. Proctor, A. McGovern, R. Redmond, S. Hannay, A. McGrath, E. Cruise, T. Behan.

**m.v. "Irish Oak":** Captain M. O'Dwyer; Deck Officers: P. Murphy, R. McCabe, D. Scanlon; Engineering Officers: A. Curran, N. McGarrigle, G. Sheehan, M. Boland, B. Dixon, N. Cleary, M. Cleary; Electrical Engineer: T. Willoughby; Catering Officer: E. Murphy; Radio Officer: D. Campsie; Deck Department: K. O'Malley, T. O'Driscoll, P. O'Neill, M. Boyle, M. Keogh, J. McGran, P. O'Connor, E. O'Reilly, D. Farrell, L. Heapes, J. Byrne, A. Murphy,

Catering Department: T. Kelly, K. Taylor, D. Brown, E. Hick, M. Moloney, J. Kelly, P. Hegarty.

**m.v. "Irish Larch":** Captain P. Murphy; Deck Officers: M. Purcell, M. Poole, T. O'Callaghan; Deck Cadets: P. Maher, S. Donnelly; Engineering Officers: D. Horan, J. Keane, P. Curran, E. Burke, W. Leahy, M. Keogh, P. Good; Engineer Cadet: G. O'Cearruill; Electrical Engineer: T. White; Catering Officer: J. Clinton; Radio Officer: P. J. O'Shea; Deck Department: P. Garry, W. Phelan, J. Fenton, M. Rice, J. Carey, P. Jackson, J. Grace, K. Burke, R. Larkin, P. Nolan, M. Tucker, A. McGrath; Catering Department: W. Richardson, P. Byrne, E. Byrne, N. Byrne, L. Foley, C. D'Arcy, D. Clayton.

**m.v. "Irish Rowan":** Captain J. Gleeson; Deck Officers: B. Kinch, G. Burns, K. Jackson; Engineering Officers: J. Reynolds, M. Flynn, D. O'Connor, P. O'Riordan, D. Nolan, P. Martin, D. Cody; Electrical Engineer: J. Dunn; Catering Officer: T. O'Connell; Radio Officer: C. O'Sullivan; Deck Department: D. Hunt, P. McDonnell, P. Hughes, C. Glavin, R. Scanlon, G. Carty, L. Scallan, P. Maguire, J. Byrne, P. Dunning, E. Lillis, D. Kelly, P. O'Connor; Catering Department: E. Mulready, A. Gavan, M. Mulready, P. Kennedy, E. Doyle, P. Williams.

**m.v. "Irish Cedar":** Captain G. Kyne; Deck Officers: P. Kehoe, P. Boyd, S. Myles, Deck Cadet: M. Keating; Engineering Officers: D. O'Brien, R. Tennent, F. McGarry, D. O'Reilly, S. Larkin, P. Bowring; Engineer Cadets: B.

Byrne, A. Butler; Electrical Engineer: M. Kelly; Catering Officer: G. McGovern; Radio Officer: W. Hughes; Deck Department: J. McGrath, G. Byrne, K. Kelly, M. Healy, D. Coleman, L. Byrne, R. Adams, D. Talbot, P. Shortall, R. Brown, J. Ellard; Catering Department: E. Byrne, P. O'Reilly, P. Nugent, K. Keogh, T. Keegan, C. Doherty, J. Mullen.

**m.v. "Daunt Rock":** Captain D. Mundow; Deck Officer: D. Elliott; Engineering Officer: M. Scully; Cook Steward: J. Mulligan; Deck Department: T. Ryan, P. Southam, D. Russell, B. Malone.

**m.v. "Fastnet Rock":** Captain H. McGowan; Deck Officers: P. Hughes, A. Harris; Engineering Officers: P. Morris, D. Coulter; Cook Steward: M. Moody; Deck Department: P. Fennell, M. Taylor, J. Coleman.

**m.v. "Tuskar Rock":** Captain B. Kehoe; Deck Officers: M. Brennan, J. Hill; Engineering Officers: H. Mahon, T. Sweeney; Cook Steward: J. T. Mason; Deck Department: C. Brady, A. Martin, C. Lumsden.

**m.v. "Skellig Rock":** Captain J. Ryder; Deck Officers: K. Rowden, K. Tracey; Engineering Officer: M. Hayes; Cook Steward: S. Dempsey; Deck Department: J. Lynch, N. Murrells, D. Hegarty, B. Monan.

**Asgard II:** Captain G. Healy; Deck Officer: F. Traynor; Engineering Officer: P. Reynolds; Cook Steward: B. Clarke; Deck Department: B. Martin.