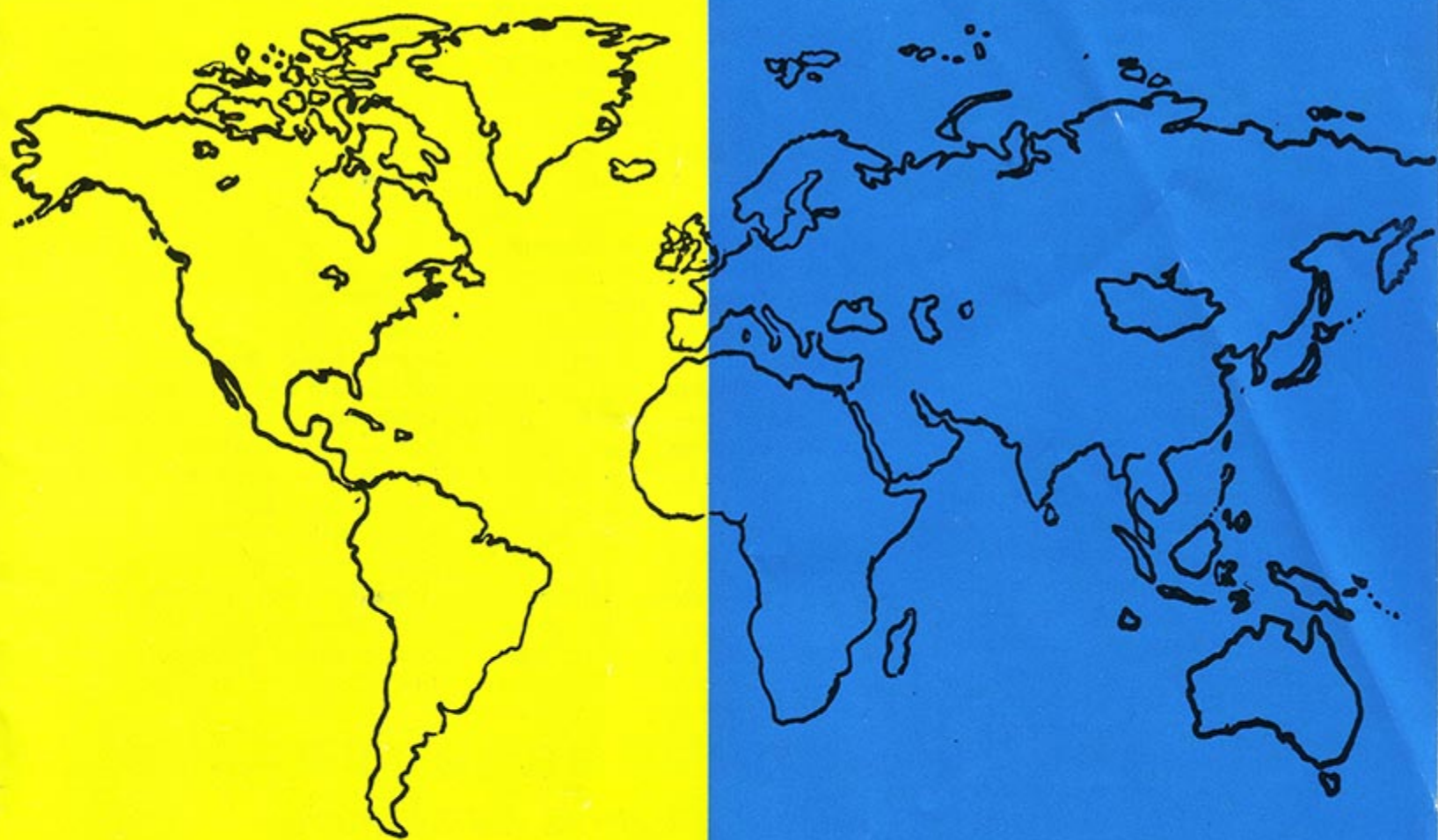


SIGNAL



1980

International
Journal of
Signal Processing
and
Communication

Officers Ashore

As at 10th December, 1981

Masters: T. Byrne, H. Fiddler, T. Hughes, G. Kyne, E. Greevy, J. Ryder, D. Mundow, B. Kehoe.

Chief Engineers: P. Dowling, Hughes, J. Moynihan, M. Purcell, J. F. Murphy, J. Whyte, R. Fennessy, P. Richardson.

Second Officers: G. Burns, G. Farrell, R. Mullins, M. Poole, A. Kingston, J. Hobbs, N. Cummins.

Third Officers: S. Myles, J. Whelan, N. Cantwell, C. Neave, D. Scanlon.

Chief Engineeers: P. Dowling, D. Horan, E. Kealy, D. O'Brien, P. Morris, P. O'Halloran, M. Hayes.

Second Engineers: P. Conran, N. McGarrigle, W. Sammon, J. Farrell Dillon.

Third Engineers: M. Boland, P. Gunning, B. Kelleher, O. Mortimer, G. Sheehan, D. O'Reilly, K. Barry, D. O'Loughlin.

Fourth Engineers: E. Burke, B. Desmond, E. McQuillan, J. Murphy, G. Osborne, T. Sweeney, T. Taylor, P. Dolan.

Junior Engineers: P. Bowring, D. Bolster, E. Hopkins, J. Tyrrell, N. Cleary, W. Delaney, B. Dixon, P. Kealy, W. Leahy, P. O'Riordan, J. McCooney, J. White.

Electrical Engineers: M. Horgan, T. White, J. Warren, T. Willoughby.

Catering Officers: B. Dorgan, G. McGovern, P. F. Walsh, U. Maher.

Season's Greetings

We gratefully acknowledge kind seasonal greetings from readers **Patrick Mockler** of Ardmore, Youghal, Co. Waterford, and **Mrs. C. Irish** of Virginia Beach, U.S.A. Mr. Mockler has a keen interest in the war-time fleet series and Mrs. Irish takes a very active interest in the Irish ships which visit her area occasionally. Unfortunately, Mrs. Irish says that in recent times our ships have not called to Virginia as often as she would wish. And on behalf of all our seafaring readers who have experienced the hospitality of the Irish family, we send a special word of thanks.

CONGRATULATIONS

To **M. Boland** on obtaining his Class II Engine Certificate.

To **O. Mortimer** on obtaining his Class II Engine Certificate.

To **T. Sweeney** on obtaining his Class II Engine Certificate.

To **E. Burke** on obtaining his Class II Engine Certificate.

To **W. Leahy** on obtaining his Class IV Engine Certificate.

To **P. O'Riordan** on obtaining his Class IV Engine Certificate.

To **B. Dixon** on obtaining his Class IV Engine Certificate.

To the following AnCO/Irish Shipping Trainees on passing the E.D.H. examination we extend our congratulations: **John Elland, Daniel Horgan, Dermot Kelly, Peadar O'Connor, Patrick Moloney** and **Hugh McGroary**.

We also extend congratulations and best wishes to **Brian Sloan** on obtaining his E.D.H. Certificate recently.

Late William Stacey

We are sorry to record the recent death of Mr. William Stacey, General Secretary of the Seamen's Union of Ireland. The late Mr. Stacey was well-known both in the Trade Union Movement and amongst a wide circle of people engaged in the shipping industry.

William Stacey had been a leading figure in the Seamen's Union of Ireland since the early 1960's and prior to that had gained wide and varied experience of life on board ship. He had served on the second "Irish Cedar" and had earlier in his sea-going career served with some British companies.

News of Willie Stacey's untimely death was received with sadness by a very wide circle of friends and the huge attendance at his funeral gave testimony to his popularity. To Mrs. Stacey and her family we offer our sincere sympathy in their great loss.

Calendar for 1982

The Irish Shipping calendar makes a welcome re-appearance after an absence of over 25 years when the Company issues a single sheet calendar for 1982. The new calendar will feature a painting by the Co. Louth artist, Peter Jay, of Hook Point Lighthouse. The calendar has been designed by Albert J. Brady, B.Arch., F.R.I.A.I., who designed the original Irish Shipping house flag.

It is anticipated that the calendar will be well received by our business associates and friends.



*Nolaig faoi shéan agus cumhdach
Dé ar ár Léitheoirí san Athbhliain*



Oceanbank Developments Ltd.

The year 1981 has been a particularly eventful and significant one for Irish Shipping Ltd. In March of this year we celebrated our fortieth anniversary by recording a record profit of £5.314 million before deduction of loan interest and taxation and a net profit before tax of £4.24 million. Then, on 1st December came a joint statement from Allied Irish Banks Ltd. and Irish Shipping Ltd. to the effect that a new jointly-owned commercial holding company was to be formed and would commence operation in January, 1982.

The new company, which will be named Oceanbank Developments Ltd., will be a subsidiary of Irish Shipping Ltd. and will be owned 75% by Irish Shipping and 25% by Allied Irish Banks Ltd. The Bank has an option to increase its holding to 30%

Oceanbank Developments Ltd. will be vested by Irish Shipping with the ownership of Irish Continental Line Ltd. together with the interests of Irish Shipping in the Insurance Corporation of Ireland and its 50% stake in Property Corporation of Ireland Ltd. Allied Irish Banks will subscribe £8 million for its shareholding in Oceanbank Developments Ltd. which will have gross assets in excess of £32 million. The joint statement said that both shareholders saw Oceanbank Developments Ltd. as a major new development for the companies and as a significant partnership between public and private enterprise. The new company will conform with and support the long term development policies of both Allied Irish Banks and Irish Shipping.

Oceanbank Developments Ltd. will be maintaining a balance of trading and investment interests and new trading opportunities will be sought in those areas appropriate to the experience, expertise and capacities of the two shareholders.

Allied Irish Banks believe that this new development diversifies the Group's operations into new areas with profitable growth potential and represents a

broadening of Allied Irish Banks' earnings base. Additionally, it meets Allied Irish Banks' declared objective of supporting viable Irish enterprise. The Bank views its involvement in Oceanbank Developments Ltd. as being a major contribution to the future prosperity of that company.

Irish Shipping regards Oceanbank Developments Ltd. as a progressive extension of its well tried and successful policy of developing diverse commercial activities to balance the cyclical trends associated with the operation of its deep-sea strategic shipping fleet.

BACKGROUND

In order to fully appreciate the significance of this new arrangement it is necessary to consider the development of Irish Shipping Ltd. over the past 15 years.

In 1966 Irish Shipping found itself in severe financial difficulties following a period of heavy losses. There was a large debit balance on the Company's profit and loss account and most vessels of the fleet, if not all, were uneconomic. The Company was without reserves or resources and, as a first step in

setting about the rescue of the Company from this situation, a new set of objectives were adopted in the following terms:-

"Within the framework of a profitable Company, to provide, maintain and operate efficiently and economically a basic fleet of vessels under the Irish flag, together with the necessary organisation, management and personnel to run this fleet. The aggregate size and composition of the basic fleet to be reviewed and agreed from time to time with the Minister for Transport and Power". To these new objectives the Board also added a series of specific policies including (1) the broadening of the base of trading by engaging in profitable projects or services ancillary to functional shipping so as to have profit areas of activity not subject to cyclical freight depressions and (2) that the Company would finance all developments by the use of its own liquid resources or borrowing powers and that no additional Government capital would be sought.

The success which followed the adoption of these new objectives and policies is best illustrated by the Table of results which is shown on the following page:

PERIOD – 1958 to 1967	LOSS	PERIOD – 1967 to 1981	PROFIT
1958/59	£553,327	1967/68	20,345
1959/60	596,272	1968/69	315,596
1960/61	264,879	1969/70	508,469
1961/62	208,673	1970/71	851,847
1962/63	838,365	1971/72	772,725
1963/64	556,721	1972/73	538,976
1964/65	274,842	1973/74	1,514,824
1965/66	1,357,158	1974/75	2,102,629
1966/67	67,471	1975/76	1,024,571
		1976/77	2,480,105
		1977/78	1,304,597
		1978/79	3,027,000
		1979/80	3,508,000
		1980/81	4,214,000
TOTAL LOSS:	£4,717,708	TOTAL PROFIT:	£22,183,684

This massive swing in the fortunes of the Company has allowed us to revitalise the fleet, remain profitable through a long period of difficulty in the shipping business, and has provided us with a Balance Sheet which is now immensely strong.

CAPITAL

Shipping is a capital intensive business and the ships, which are our main assets, are also our stock-in-trade. With the ever increasing capital cost of new tonnage, the Company must constantly look into its capital needs and particularly so in the light of its stated policy of avoiding dependence on the Exchequer.

Currently, we have a number of projects on hand which call for a significant degree of self-financing, including our commitment to the "Panamax" vessel being built in Verolme Cork Dockyard; the lengthening of the "Saint Killian" and the probable replacement of the "Saint Patrick" with a larger and faster vessel to meet the growing need of the Rosslare/France ferry service. These commitments must be viewed against the background of a very severe depression on the international freight market, a depression which is one of the most severe in the history of the shipping industry, and which may well last

for some years to come. Although the Company remains profitable, the result of a weak freight market will adversely affect the very positive cash flow which the Company has enjoyed in more recent years. Because of the Company's stated policy of not being a burden on the Exchequer we must, of necessity, adopt an inventive approach to the continuing task of dealing with funds for expansion. It was towards this end that the arrangement resulting in the formation of Oceanbank Developments Ltd. was devised and brought to a successful conclusion. This arrangement will deal with current needs and will leave the Company in a greatly strengthened position to cope with foreseeable future demand on funds.

FINANCIAL ARRANGEMENT

There are two main aspects to the arrangement now concluded with Allied Irish Banks Limited.

On 3rd. November, 1981, it was announced by the Insurance Corporation of Ireland that discussions were taking place with Allied Irish Banks Ltd. which, if successfully concluded, would involve the subscription by A.I.B. for 1,862,500 Ordinary Shares

representing 25% of the enlarged share capital of the Insurance Corporation. The offer was at a rate of IR£5.50 per share and the total investment by A.I.B. would amount to IR£10.244 million.

Whilst the proposal was a matter between the Insurance Corporation of Ireland and the Bank in the first instance and, subsequently, for the shareholders of the Insurance Corporation of Ireland, nevertheless it did open up an opportunity for Irish Shipping to restructure a number of the Company's investments of a non-strategic nature. Secondly, the Board of Irish Shipping accepted, subject to the approval of the Minister for Transport, a proposal outlined as follows: The formation of a new Company by Irish Shipping with the name Oceanbank Developments Ltd. to which Company would be transferred the following Irish Shipping assets:-

- a) I.S.L. Holding in Insurance Corporation of Ireland;
- b) I.S.L. Holding in Property Corporation of Ireland, and
- c) I.S.L. Holding in Irish Continental Line.

In turn the Bank will pay £8 million for a 25% share in the newly formed Oceanbank Developments Ltd.

Belfast/Liverpool Ferry Service

As we go to press a statement is being issued by the Company as follows: "In regard to the continued efforts to re-open the Belfast/Liverpool ferry service, Irish Shipping Ltd. today confirms that it has been in discussion with the Department of the Environment for Northern Ireland since July 1981 with regard to its interest in assisting in the restarting of a Belfast/Liverpool ferry service on a commercial basis. Moreover, Irish Shipping also confirms that it is a party to the letter issued last week by Mr. Denis Boyd of ACAS to Mr. Jim Slater of the National Union of Seamen.

Because of the continuing and sensitive nature of these discussions, Irish Shipping does not wish to add to this statement.

Further information will be released as matters are finalised".

OVERALL VIEW OF THE ARRANGEMENT

Our role as a major shareholder in the Insurance Corporation of Ireland from the earliest date up to the start of the 1970's was passive in the extreme. Dividends were minimal and market value of the shares were frequently below issued price. Following the appointment of our Chairman, Mr. P. H. Greer, as Chairman of the Insurance Corporation of Ireland in 1971, there has been a dramatic improvement in the profits, dividends policy and market capitalisation of the I.C.I. For instance, in the period prior to the change, annual profits were no greater than £200,000 with the Irish Shipping Ltd. dividend at £14,000 - currently profits are in the £8/£9 million with the I.S.L. dividend at £350,000/£400,000. However, it remains true that the cash value of the investments to Irish

Shipping Ltd. is confined to dividend.

On the other hand there is an inevitability about Rights Issues in the growth pattern of insurance companies, and Irish Shipping would undoubtedly have to meet very substantial sums in any normal Rights Issue if it wished to avoid dilution of its shareholding. To do so against the background of depressed freight markets and very heavy capital commitments would seriously blunt the development of Irish Shipping Ltd. The Property Corporation of Ireland is a joint Irish Shipping Ltd./Insurance Corporation of Ireland venture. Its principal accomplishment to date has been the development of Merrion Hall and, while further progress has been hampered by lack of adequate funds, there is a very real prospect of significant development within the Property Corporation of Ireland through the Oceanbank proposal, with the possibility of profits rising above £3 million mark over a three-year period.

Irish Shipping Ltd.'s involvement in Continental ferry services was based from its inception on partnership with private enterprise. Because of the untimely death of one of the Company's partners and difficulties which arose for the others from causes not concerned with the ferry service itself, Irish Shipping have, for a few years found itself in control of the service but it has always been the Company's intention to revert to the former status of private enterprise involvement when the opportunity arose. The Company believes that this is in the best interests of the development of Irish continental Line.

The present depressed state of the international freight market coupled with our capital needs will pose serious cash problems for the Company during the next few years. Because it is unwise to increase borrowings at high interest rates, the solution, of necessity would centre around the realisation of cash from other quarters most

likely resulting in the sale of ships. This would indeed be a great pity and gives particular point to the possibilities inherent in the Oceanbank proposal.

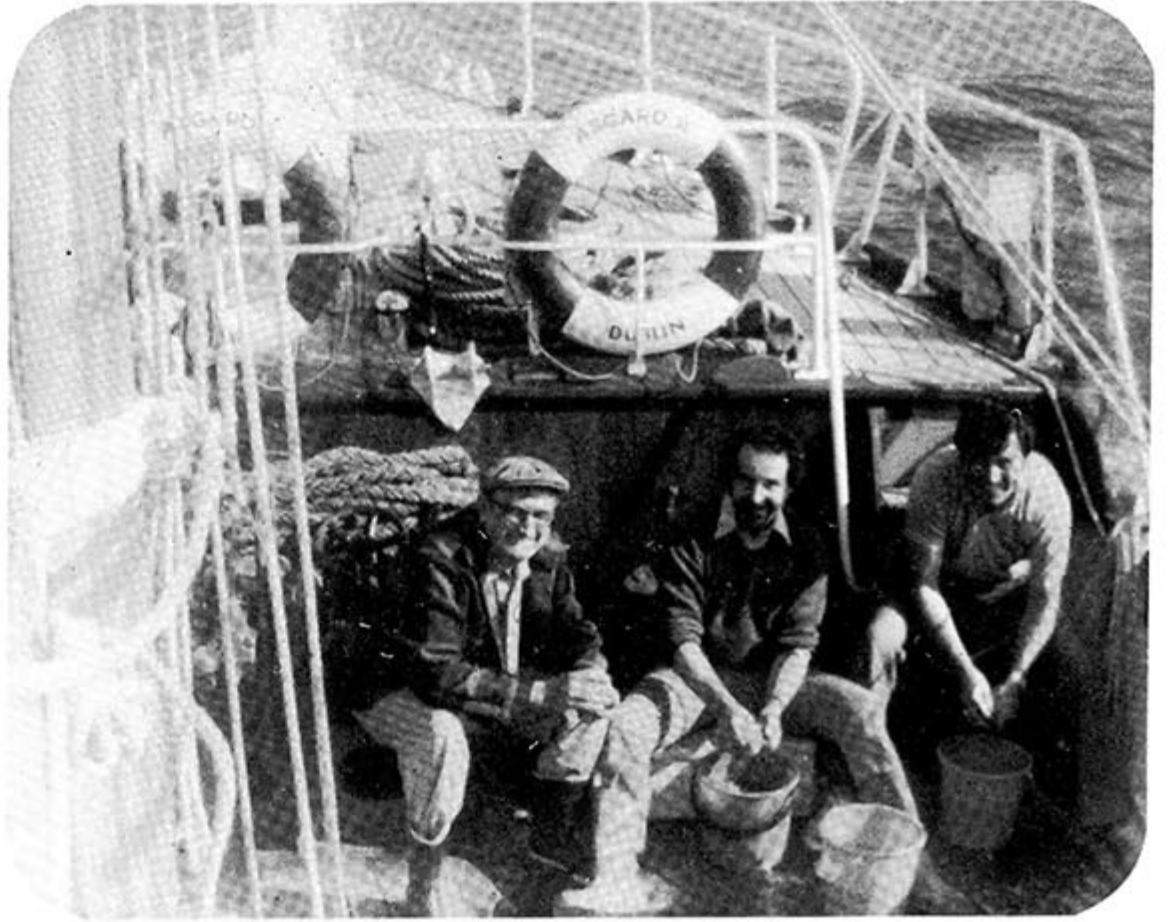
Under the new arrangement it is intended that the funds realised will be utilised in the following way:-

- a) *Some £3 million will be made available to Irish Continental Line to minimise its borrowing requirements in respect of the jumboising of the "Saint Killian" and the probable replacement of the "Saint Patrick". By so doing this Company will be able to deal with its needs to meet the tourist demand on its services.*
- b) *Some £2½ million will be allocated to Irish Shipping Ltd. to ease its burden in respect of the "Panamax" vessel in Cork, together with the demands which the continuation of the depression will make on cash resources.*
- c) *The balance of some £2.5 million will be available to enhance the rapid growth of Oceanbank through Property Corporation of Ireland and other desirable developments.*

The results of the formation of Oceanbank Developments Ltd. will be positive for the Irish Shipping Group in each of the years 1981/82, 1982/83 and 1983/84, with an increase in Retained Reserves of over £400,000 in 1981/82, and an increase in pre-tax profits of £386,000 in 1982/83 and £715,000 in 1983/84. Whilst figures have not been projected beyond 31st March 1984, it is reasonable to assume Irish Shipping Ltd.'s pre-tax profit position would continue to rise during the succeeding years. In addition, the Irish Shipping Ltd. Balance Sheet would be strengthened by an increase in reserves of some £18 million and the Group Balance Sheet by an increase in Net Current Assets in excess of £8 million.

The package is an excellent one from Irish Shipping Ltd.'s stand point and it has the added merit of a move by a State Com-

pany in the direction of private enterprise. It will leave us with a materially stronger Balance Sheet, a tangible cash gain at a time of cash difficulty for the Company and with our share of attributable profits from Associated and Subsidiary companies maintained at a high level which offers immense scope for the expansion of the Group and allows us to continue our stated policy of avoiding recourse to the Exchequer for capital needs. It will also have the important effect of underpinning the Company's profitability during periods of depression on the international freight market. This latter point is, of course, not only crucial to the availability of a deep-sea merchant fleet for the nation but more especially that it should be so at no cost to the Country.

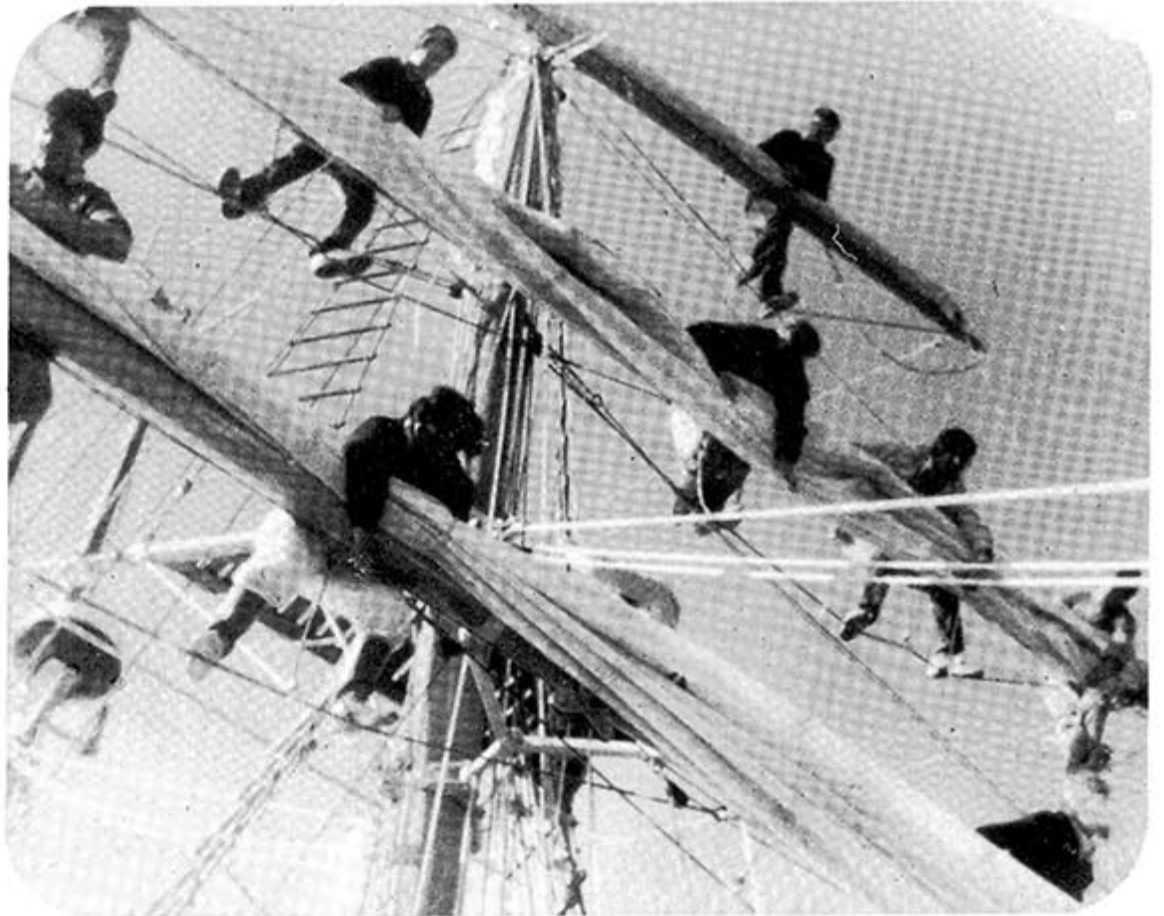


The loneliness of the long-distance potato peeler! Captains J. Flanagan, P. Cowman and

COMMODORE JOHN BARRY DAY



This picture shows Dr. John De Courcy Ireland, Research Officer of the Maritime Institute of Ireland, on left, receiving a replica of the Liberty Bell from the Mayor of Philadelphia, Mayor William J. Green with the Chairman of "Commodore John Barry Day" Committee, Mr. Bernard W. Croke in centre. September 13th was designated "Commodore John Barry Day" by the President of the United States Mr. Ronald Reagan as a tribute to one of the earliest and greatest of America's patriots. Dr. De Courcy Ireland represented the Maritime Institute at the Barry celebrations in America.



For Heaven's sake, lads, be careful, Ship Masters don't grow on trees, you know!



Ah! That's better – back in control again!

SEAMEN'S MEMORIAL SERVICES

The 30th Annual Memorial Services for seamen lost aboard Irish merchant vessels during the War years, 1939-1945, and organised by the Maritime Institute of Ireland, took place on Sunday, 29th November, 1981.

The Commemoration this year was also held for the first time in Cork where an ecumenical service arranged by the Cork Regional Group took place in Anchor House, the Seafarer's Club, at 11 a.m. The Cork service was jointly conducted by Rev. Fr. Raphael Hannigan, Port Chaplain and Rev. William Beare of the Church of Ireland. The lessons were read by Mr. Brian Foley, Chairman of Cork Harbour Commissioners; Mark Digby, Engineer Cadet Captain, Irish Shipping, and Ensign M. O Cearbhaill of An Slua Muiiri. The attendance of over 60, representing Cork Harbour Commissioners, Naval Service, Shipowners, Ship Agents, Slua Muiiri and Cork Regional Technical College were welcomed by Mr. Charles McSwiney, Chairman of the Cork Group of the Maritime Institute of Ireland.



Chatting after the service at City Quay were (l to r) Mr. Pat Sweeney, Chairman, Merchant Marine Committee of the Maritime Institute of Ireland; Mr. Frank Ellis, President, Marine Port & General Workers' Union and Commodore Liam Moloney, Flag Officer Commanding the Naval Service.

(Courtesy Irish Times)

In Dublin, the Commemoration followed the traditional pat-

tern. At 10 a.m. Mass was celebrated at the Church of the Immaculate Heart of Mary, City Quay, by Rev. Fr. John Sinnott, C.C., assisted by Rev. Fr. Fintan O'Shea, O.F.M., Port Chaplain. The lessons were read by Engineer Cadet Derek Walker of Irish Shipping and Pat Sweeney, Merchant Marine Committee of the Maritime Institute. In St. Patrick's Cathedral there was a Church of Ireland Service at 11.15 a.m. conducted by the Dean, Very Rev. Victor Griffin, assisted by the Rev. W. J. Bradley and Rev. Charles Severs, Chaplain of the Mission to Seamen.

The lessons at St. Patrick's were read by Duncan Lorraine of the Institute of Marine Engineers, Dublin Branch, and by Bernard Crossan, Dublin Secretary of the National Union



Pictured at the Seamen's Memorial Service at City Quay were (left to right) Engineer Cadet D. Walker; Commander Patrick O'Mahony, Naval Service representing President Hillary; Mr. Sean Moore, T.D. and Dr. Maurice Craig.

(Courtesy Irish Times)

of Seamen. The President of Ireland was represented by commander Patrick O'Mahony of the Naval Service and the attendance included members of the Diplomatic Corps and representatives from Irish Shipping Ltd.; Dublin Port & Docks Board; B+I Line; Irish Association of Master Mariners; Seamen's Union of Ireland; representatives of the Dun Laoghaire Harbour Office; Irish Chamber of Shipping; Marine Port & General Workers' Union; Commissioners of Irish Lights; Irish Continental Line; Irish Marine Pilots' Association; Stella Maris; Sea Scouts; Missions to Seamen and many individual seafarers both active and retired. The guests were welcomed by the Deputy President of the Maritime Institute of Ireland, Mr. James Hughes.

SERVICE AT ST. PATRICK'S



Chatting after the Service at St. Patrick's Cathedral were (l. to r.): Mr. D. Lorraine, Institute of Marine Engineers; Dean Griffin, Mr. B. Crossan, N.U.S. and Mr. J. Hughes, Deputy President, Maritime Institute of Ireland.

Revision of CLC and Compensation Fund Convention

By J. N. McGovern

An informal group of interested governments and organisations met in Washington between the 1st and 4th of June 1981. The purpose of the meeting was to discuss a possible revision of the International Convention on Civil Liability for Oil Pollution Damage 1969 (CLC 1969), and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1971 (The Fund 1971). It is likely that the group will meet again, probably in December 1981. In view of these developments it is perhaps no harm to consider the origins of these Conventions.

These two Conventions were a direct consequence of the loss of the "Torrey Canyon" which went aground on Pollard Rock in the Seven Stones at 08.45 hours on the 18th of March 1967. Pollard Rock lies between the Isles of Scilly on the west and Land's End on the east. Oil from the "Torrey Canyon" extensively polluted the shores of the United Kingdom and France. The Inter-Governmental Maritime Consultative Organisation (IMCO) was asked by the British Government to study the problems exposed by the "Torrey Canyon" disaster and to

recommend solutions. The Council of IMCO met in extraordinary session on the 4th of May 1967. It recognised that some of the problems were essentially legal in character. An ad hoc Legal Committee was therefore established. It met for the first time on the 21st and 22nd of June 1967. It had become a permanent organ of IMCO by the time it held its second session in November 1967.

In May 1967 the Comité Maritime International (CMI) appointed an International Sub-Committee of which Lord Devlin was Chairman to study the

problems posed by the "Torrey Canyon" disaster. CMI applied for, and was granted, consultative status by IMCO, and thus began the close co-operation and consultation between these two organisations which has persisted ever since. The first child resulting from this liaison was the CLC 1969.

The system of maritime law which prevailed up to 1969 was reasonably adequate to deal with the ordinary maritime casualty, but the loss of the "Torrey Canyon" demonstrated that the ordinary rules of maritime law might be seriously inadequate to provide a satisfactory remedy for victims of oil pollution on a massive scale. The liability of shipowners was based on fault. As a general rule in the absence of fault there was no liability, but pollution might occur without any fault on the part of the carrying tanker. A tanker might be involved in a collision with a dry cargo ship in circumstances in which the dry cargo ship is alone to blame. Furthermore, the claim of a victim of oil pollution might well be defeated by the application of the principle that the damage must not be too remote from the negligent act upon which the claim is based. In certain circum-

stances a Court might hold that the proximate cause of the damage suffered was the action of the wind and waves, and not the negligent act which caused the oil to be discharged on to the waters in the first place.

Owner's Liability

The right of a shipowner to limit his liability is also a feature of maritime law. Limits that might be adequate to apportion the risks between the parties to the maritime adventure seemed to many to be inappropriate in the case of oil pollution. The victims of oil pollution might be unable to recover adequate compensation because the limits of liability in general were too low.

The difficulty of obtaining security for a claim within the jurisdiction of the state wherein the damage occurred presented a further problem. A ship is a highly moveable piece of property. The prospect of being obliged to chase the offending ship, or another asset of the shipowner, around the world to obtain security was unacceptable to governments.

These were some of the problems for which the delegates to the International Legal Conference on Marine Pollution Damage 1969 had to find a solution. The Conference which was organised by IMCO met in Brussels from the 10th to the 29th of November 1969. The two fundamental issues upon which the Conference had to reach a decision were (a) the nature of liability, and, (b) the party who should bear that liability. States which had coastlines particularly vulnerable to oil pollution demanded a legal remedy which would ensure that they could recover clean-up costs and compensation for damage to resources within their territory, including their territorial seas. Nothing short of strict, if not absolute, liability would effectively guarantee such a remedy. Maritime states with large tanker fleets demanded that if the ship was to be liable that liability must be based on fault. They were prepared to consider a system of

strict or absolute liability only if that liability was placed on cargo.

By Monday the 17th of November 1969 the possibility of obtaining a Convention acceptable to two-thirds of the delegations present looked rather remote. The deadlock was not broken until the 24th of November 1969 when eventually a compromise was reached. Many delegations had become convinced that only a system of strict liability would provide an adequate remedy. Many doubted the feasibility of establishing an oil pollution compensation fund based on a levy on cargoes of persistent oil moving on the oceans of the world. A Working Group had been set up to consider this concept during the Conference, but it was obvious that it would not be able to complete its work in the remaining time available at the Conference. Most delegations realised that some solution was urgently required. A Convention was therefore adopted which placed liability on the ship. Liability under the Convention is strict subject to a very limited number of exceptions set out in Article 3.2. As an agreed part of the compromise the Conference adopted a resolution calling for an International Legal Conference not later than 1971 to consider and adopt a new

compensation scheme, taking into account as a foundation the following principles:

1. *Victims should be fully and adequately compensated under a system based on the principle of strict liability.*
2. *The Fund should, in principle, relieve the shipowners of the additional financial burden imposed by the present Convention". (i.e. the CLC)*

Compensation Fund

In due course another Diplomatic Conference convened by IMCO met at Brussels between the 28th of November and the 18th of December, 1971. This Conference produced the Fund Convention which provides for the establishment of an International Fund financed by contributions from persons in contracting states who, in a particular calendar year, received in total quantities exceeding 150,000 tons of contributing oil which means crude oil and fuel oil as defined in the Convention. The Convention contains detailed provisions relating to administrative matters and the method of assessing the amount of annual contributions. The preamble to the Fund Convention specifically states "That the economic consequences of oil pollution damage resulting from the escape or discharge of oil carried in bulk at sea by ships



Col. A. T. Lawlor, President, Maritime Institute of Ireland (left) presenting an Institute Ensign to Mr. P. H. Greer, Chairman Irish Shipping Ltd. (right) to mark the Company's fortieth anniversary. Mr. J. N. McGovern, I.S.L. also lends a hand.

should not exclusively be borne by the shipping industry, but should in part be borne by oil cargo interests". It goes on to refer to "the need to elaborate a compensation and indemnification system supplementary to the International Convention on Civil Liability for Oil Pollution Damage with a view to ensuring that full compensation will be available to victims of oil pollution incidents, and that the shipowners are at the same time given relief in respect of the additional financial burdens imposed on them by the said Convention".

The CLC 1969 entered into force on the 19th of June 1975.

The Fund Convention 1971 entered into force on the 16th of October 1978. Already there is considerable pressure for a revision of these two Conventions. This pressure comes in the main from the International Tanker Owners Pollution Federation Ltd. which introduced the Tanker Owners Voluntary Agreement concerning Liability for Oil Pollution (Tovalop), which came into force in 1969, and from the Oil Companies Institute for Marine Pollution Compensation Ltd. which introduced the Contract Regarding an Interim Supplement to Tanker Liability for Oil Pollution (Cristal), which came into force in 1971.

Amongst the matters upon which revision is sought are the

following:

1. *An increase in the amount to which a shipowner may limit his liability. Under the CLC 1969 the shipowner's liability was limited to Poincaré francs 2,000 per ton, with a maximum of Poincaré francs 210 million. By a Protocol of 1976 these figures were changed to 133 SDR and 14 million SDR.*

The maximum liability of the International Oil Pollution Compensation Fund was set by the Convention at Poincaré francs 450 million, which was changed by the Protocol of 1976 to 30 million SDR. That figure was increased again by decision of the Fund Assembly on the 20th of April 1979 to 45 million SDR.

2. *The Fund has an obligation to indemnify a shipowner in respect of that part of his liability which exceeds Poincaré francs 1,500, (100 SDR), per ton, or Poincaré francs 125 million, (8 million SDR), whichever is the less. It is suggested that this relief function of the Fund should be discontinued.*

3. *The introduction of a minimum amount of liability for small ships.*

4. *An unbreakable right to limit liability. At present an owner's right to limit liability*

under the CLC depends on the absence of fault or privity on his part.

5. *The extension of the Convention to unladen tankers and to vessels other than tankers.*

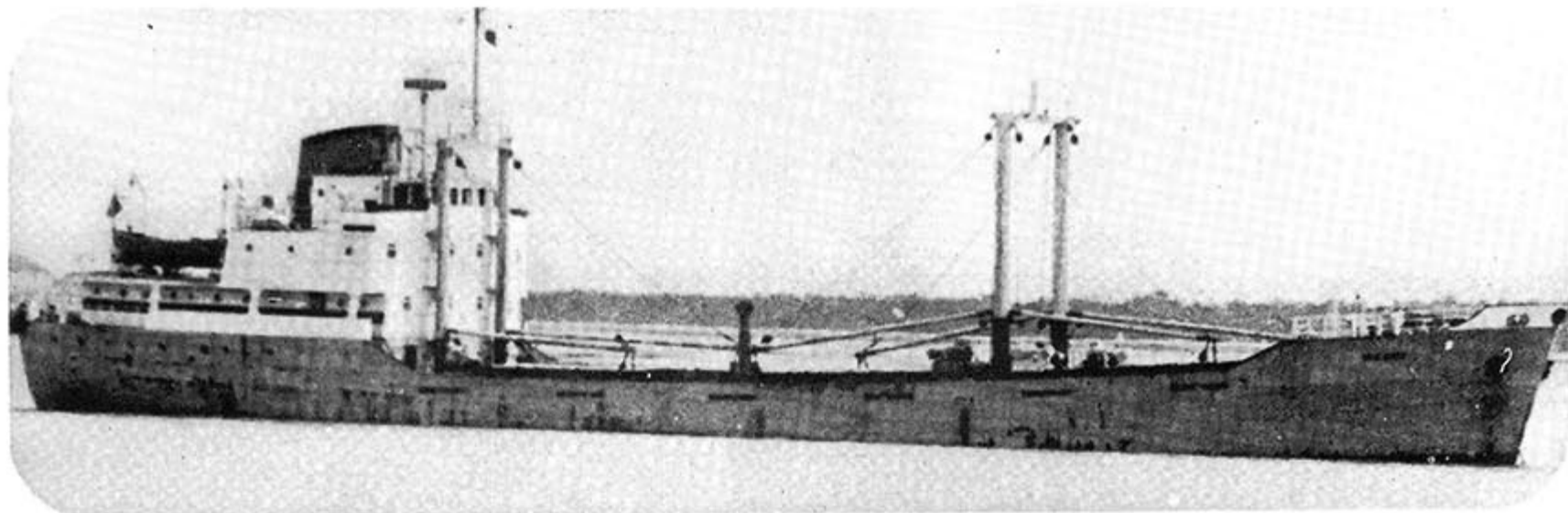
6. *The extension of the Convention to include non-persistent oils.*

7. *The extension of the geographical scope of the Conventions. At present the Conventions apply to pollution damage caused on the territory, including the territorial sea, of a contracting state.*

8. *The extension of the definition of preventive measures to include reasonable expenditure incurred before a spill for the purpose of preventing a spillage of oil which, if it escaped, would cause pollution.*

Obviously any discussion relating to a possible revision of these two Conventions raises the question of the relative contributions of the shipping industry and the oil industry to the cost of oil pollution. A fundamental question which merits re-examination is whether the primary liability for the cost of oil pollution should be borne by the oil industry or by the shipping industry. When the question of who should pay for oil pollution was being discussed between

TWENTY FIVE YEARS OLD AND STILL GOING STRONG



This picture of the third "Irish Willow" now named "Mandi" was taken while the Panama registered vessel was at anchor at Setubal, loaded with cement for Portuguese Atlantic islands, in April this year. We are indebted to Mr. Terry Conlon of the Maritime Institute of Ireland for this interesting picture.

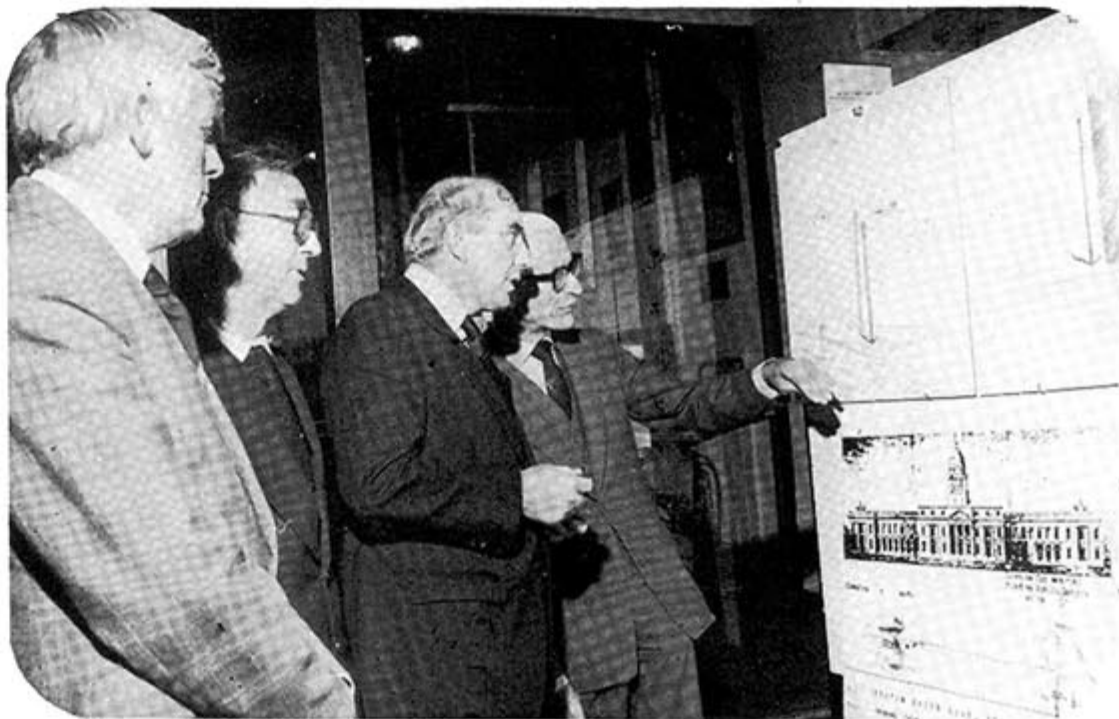
March 1967 when the "Torrey Canyon" went aground and November 1969 when the CLC 1969 was adopted, the oil industry maintained a profile which was so low as to render the industry almost invisible. In 1969 the major multinational oil companies were so powerful that even Governments of Sovereign States were reluctant to embark upon a trial of strength with them. Independent tanker owners were hardly in a position to oppose the will of the multinational oil companies upon whom they depended for employment for their vessels. In 1969 there was no Fund Convention 1971, nor had the Convention on Limitation of Liability for Maritime Claims 1976 been adopted. It is hardly surprising therefore that in 1969 the primary liability for oil pollution was placed on the ship regardless of fault.

Much has happened since 1969. To an increasing extent Governments are displaying concern about the power of very large multinational corporations in general, and about the power of multinational oil corporations in particular, since the oil crisis in the 1970's occurred. The system of compensation for oil pollution damage now consists not only of the CLC 1969 and the Fund 1971, but includes also Tovalop 1969 and Cristal 1971. Both of these voluntary schemes, Tovalop and Cristal, came into existence on the initiative of the oil industry, either in its capacity as shipper or owner of oil on the one hand, or in its capacity as owner or charterer of tankers on the other. The dates are not without significance. Neither of these initiatives became effective until the shape of things to come in relation to the two Conventions became apparent.

Fund Established

An International Oil Pollution Compensation Fund now exists. It provides compensation for oil pollution damage up to 45,000,000 SDR, (£27,675,180). The liability of the fund is secondary. This could be changed. Liability

Seamen's Memorial



The Minister for Transport, Mr. Patrick Cooney, T.D. being shown the Seamen's Memorial Design by the Designer, Mr. Niall Montgomery with Captain Frank Forde, author of "The Long Watch", extreme left, and Mr. Paddy Launders, a member of the Joint Memorial Committee and Official of the Seamen's Union of Ireland.

for oil pollution damage could be channelled to the fund. At present the ship is primarily liable, and that liability is strict. This could be changed. The ship's liability could be based on fault with a right to limit that liability. Under such a system of compensation the contribution of the shipping industry to the cost of oil pollution damage would be substantial, but it would be based on more equitable grounds than is presently the case. In most cases of pollution which have occurred in the past there was fault on the part of the shipowner or on the part of his servants or agents. It is likely to be so in the future. If the ship's liability for oil pollution is to be based on fault, even with a right to limit liability, that liability will still be high. The limit of liability for a tanker of 150,000 GRT under the Limitation Convention 1976 would be 16,733,500 SDR (£10,291,169). The present limit for such a tanker under CLC is 14,000,000 SDR (£8,610,056). Under such a system of compensation the International Oil Pollution Compensation Fund having compensated the victims of oil

pollution will be able to recover from the guilty ship a substantial portion of its outlay, if not the entire amount.

If, however, oil pollution does occur without fault on the part of the shipowner there is no reason in principle why the shipowner should pay. In such a case the damage arises not from negligent navigation but from the very nature of the cargo. If the "Torrey Canyon" had been full of grain or timber it is unlikely that its name would now be remembered. It is the cargo which causes the type of damage with which these Conventions are concerned. A cargo of persistent oil can cause much greater damage than can be caused by the ship which is carrying it.

Strict liability was placed on the ship in the CLC because many doubted the feasibility of establishing an oil pollution compensation fund. The establishment of the Fund, and Cristal, has proved the feasibility of providing compensation for oil pollution from a fund based on a levy on persistent oil. It is not necessary to place strict liability

on the ship in order to collect from the shipping industry a fair proportion of the cost of oil pollution damage. If the ship's liability is based on fault the shipping industry will be paying for that part of the total cost of oil pollution damage for which it should pay, but it will not be paying for that part of oil pollution damage for which the oil industry should pay.

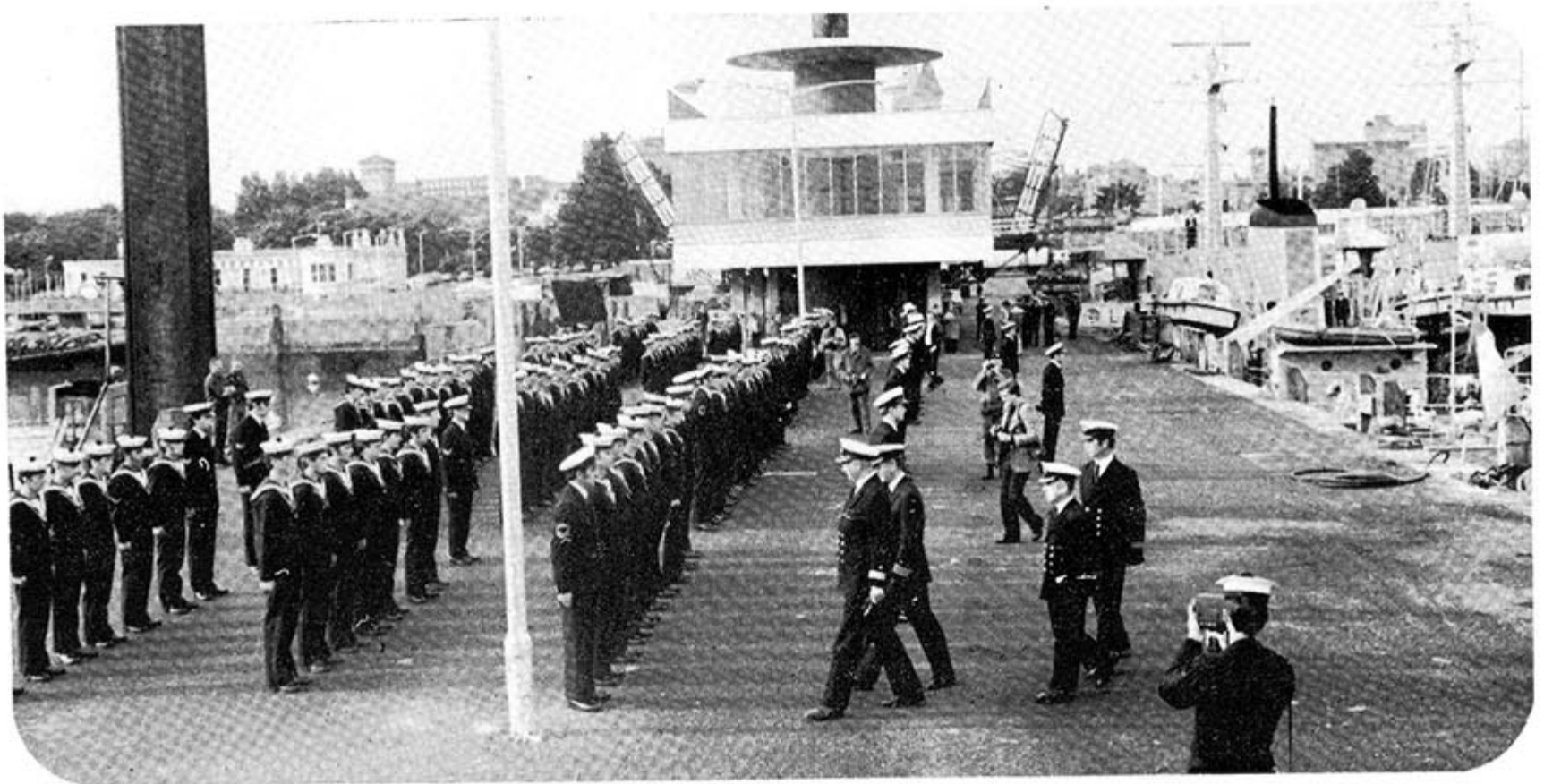
It is indeed time to revise the CLC and Fund Convention so that the cost of oil pollution may be apportioned on a more equitable basis. All law, including maritime law, should be practical, but it should be slow to sacrifice justice for expediency.

This article was first published in Lloyd's List on 11th November, 1981.

NAVAL EXERCISE "DAN BUOY"



The scene at Dun Laoghaire Harbour during the naval exercise "Dan Buoy" last September showing, in foreground, L.E. "Emer" and "L.E. "Aoife" with L.E. "Deirdre" breaking away and L.E. "Aisling" to right of picture.



This historic picture was taken at the new ferry pier at Dun Laoghaire on 17th September last on the occasion of the inspection by Flag Officer Commanding Naval Service, Commodore L. Moloney, of the naval vessels L.E. "Aoife", L.E. "Aisling", L.E. "Emer" and L.E. "Deirdre". The event took place before the conclusion of exercise "Dan Buoy" in which the four ships participated. This was the first occasion that the Commodore's inspection took place outside Haulbowline Naval Base.

GOOD GIRLS, LADS!

The annual seven-a-side mixed soccer competition for the Tara Travel Perpetual Trophy was won by the boys and girls of I.C.L. who beat Tara Travel by 5 goals to 2. The team was C. O'Neill, P. Butterly, G. Dunne, L. Doyle, E. Connolly, M. Sweeney and Tommy O'Keeffe also lent active support.

MARITIME

L'art de braver l'adversité...

L'« Irish Shipping Line » en 1980-1981

Alors que l'on s'inquiète si souvent de l'évolution, d'ailleurs parfois catastrophique, des taux de fret, que l'on signale des désarmements de navires par douzaines et des pertes d'exploitation énormes qui forcent certains armateurs à renoncer à leur activité, il est intéressant de relever de brillantes exceptions.

La situation financière

Dans le rapport que vient de publier l'Irish Shipping Limited sur son trafic de 1980-81, on lit d'entrée de jeu la phrase suivante : « Le bénéfice, cette année atteint un nouveau record historique depuis que la Compagnie a été dotée de son statut actuel, il y a 40 ans ». Et les auteurs ajoutent : « C'est la quatorzième année consécutive que nous avons le plaisir d'annoncer un bénéfice lors de l'assemblée générale. » Donc, depuis 1967, et au travers des divers chocs pétroliers que la compagnie subit elle aussi, puisqu'elle exploite des navires à moteur Diesel, elle va gaillardement de l'avant et dépasse presque chaque année les résultats de l'exercice antérieur.

Le bénéfice avant impôts (toutes déductions comprises) s'élève pour l'exercice au 31 mars dernier à 5 314 000 livres irlandaises contre 4 835 000 en 1979-80. Quant au bénéfice net, il est de 4 214 000 livres contre 3 508 000 pour l'exercice 1979-80; le fonds de réserve, antérieurement de 14 446 000 livres, est à présent de près de 20,3 millions de livres. Vu sa trésorerie favorable, la compagnie se propose d'accélérer l'amortissement de ses navires et d'en ramener la durée de 20 à 15 ans. Au 31 mars, le rapport dettes/capital (debt/equity ratio) était de 113 p.c. en 1978, mais n'était plus que de 37 p.c. à fin mars 1981.

L'activité de la flotte

La flotte de l'armement se compose de six vraquiers, propriété intégrale de l'Irish Shipping Limited et de cinq unités affrétées en coopération avec la Celtic Bulk Carriers, Reardon Smith Line. La navigation côtière internationale a présenté des caractéristiques fort irrégulières, mais les taux de fret payés pour les unités de la taille dont l'armement dispose ont été suffisants pour que dans ce secteur-là aussi, Irish Shipping Limited enregistre un bénéfice.

Le transport des passagers

Celui-ci est assuré par l'Irish Continental Line, à l'aide de deux unités et il a valu, lui aussi, à l'armement un bénéfice substantiel, en dépit d'une majoration de 45 p.c. dans les prix du carburant, malgré le blocus du port du Havre par les pêcheurs français et une forte baisse du fret transporté par les paquebots. Cette baisse a été en effet de 20 p.c. par rapport à l'année antérieure et s'y sont ajoutés l'insuffisance des taux de fret, le ralentissement de l'activité économique et la crise que traverse en ce moment l'agriculture irlandaise.

En présence du blocus du Havre, la société a voulu éviter l'arrêt de son activité qui menaçait clairement au cours de la 2^e moitié d'août et a fait partir le « Saint Patrick » et le « Saint Killian » de Rotterdam. Il en est résulté une chute de capacité d'un tiers pendant la période du blocus, car les unités devaient parcourir un trajet nettement plus long. Résultat final : des frais inattendus de 600 000 livres. Malgré cela, le total de 203 000 passagers transportés représente un progrès de 4 p.c. sur l'exercice antérieur. Il y a eu des « glissements » de natio-

Regard sur le futur

Pendant l'exercice sous revue, l'armement a pu achever de payer trois unités, entièrement par ses moyens propres et verser le dernier acompte sur un bâtiment en construction. Dans quelques années, il aura amorti tous ses emprunts. Le président du conseil d'administration a donc engagé chacun à prester au moins aussi bien en 1981-82 que pendant l'exercice écoulé.

C'est d'un regard pragmatique que le Conseil considère la situation des frets. Il déclare notamment : « Les frets que l'on peut obtenir dans la navigation côtière n'ont rien de commun avec le coût d'exploitation. La loi de l'offre et de la demande joue à titre essentiel, mais les événements politiques et l'économie mondiale introduisent, eux aussi, des éléments perturbateurs. Ni l'armateur privé, ni les gouvernements ne sont à même d'intervenir dans de pareilles circonstances ». Il faut attendre et voir venir, mais cela ne signifie pas rester inactif. Nous avons été témoins, il y a quelques mois d'opérations-tourisme extrêmement bien agencées par l'Irish Tourist Board, responsable pour le Benelux et les pays scandinaves, et qui ont connu un franc succès.

L'exercice 1981-82 est arrivé à la moitié de sa course ou un peu plus, déjà l'on prépare le prochain. L'Irish Shipping Limited aura à cœur, comme par le passé, d'assurer une présence qui attire la clientèle, laquelle est génératrice de recettes et de bénéfices. Il ne nous étonnerait pas autrement que le rapport 1981-82 exprime une fois de plus le plaisir que le Conseil éprouve à annoncer de nouveaux chiffres records.

■ E.V.

NEWS from Irish Continental Line

"STRETCH" in dry dock

Right now, in an Amsterdam dry dock, work has begun on the car ferry, "Saint Killian" to actually increase the size of the ship. And when she leaves the dock in February next year, she will be 32 metres longer than before — by simply cutting the ship in two and adding a completely new section.

The "jumboisation", as this incredible process is called, will cost £7.5 million and will mean an increase in bed numbers by over 60% (857 to 1,400), car spaces by over 35% (280 to 378), and cabins by over 40% (279 to 385), some fitted out specially to facilitate invalids. The extra section will also house a new restaurant.

The Amsterdamse Droog Dok (Amsterdam Dry Dock Company) was chosen because of its expertise in the field of ship-building.

Seventeen shipyards were asked to quote for the work and the contract was placed following consultations with Danish naval architect Knud Hansen, one of the World's foremost car ferry designers.

The project, recommended in a recent Joint Oireachtas Committee Report on Irish Shipping, will be done over a 3½ month period with the Saint Killian scheduled to re-enter service in March 1982.

The conversion is being undertaken in anticipation of a future recovery in tourism in Ireland and underlines the Company's faith in the Ireland-France link.

MAJOR EUROPEAN TOUR FOR BIGGER SAINT KILLIAN

When the enlarged "Saint Killian" leaves Amsterdam in March next year, she will embark on a series of courtesy calls

to a number of major European ports.

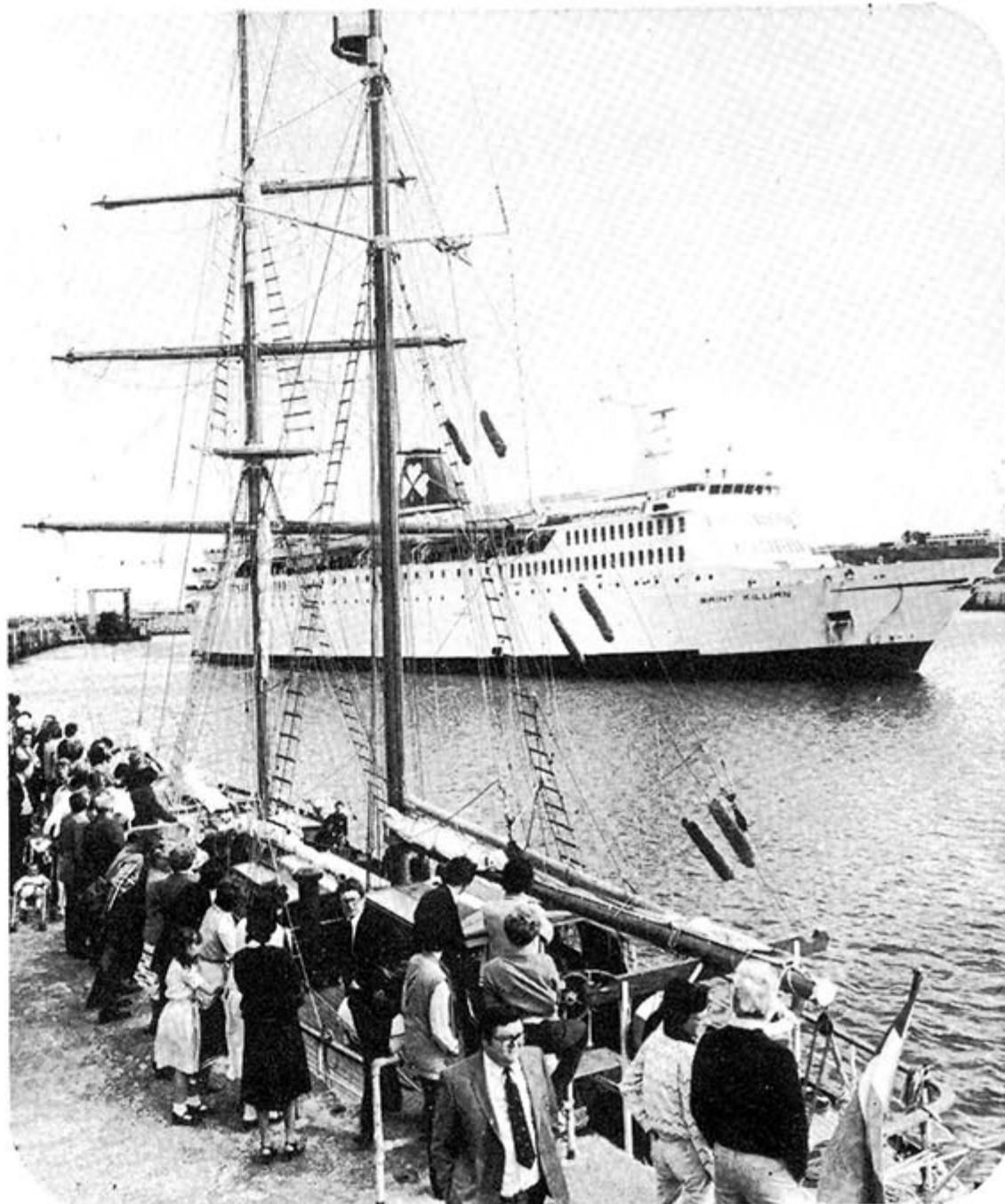
Special celebrations — Press Receptions, Cocktails/Dinners and Breakfast — will be laid on for the travel trade and media at each port and it is also hoped to provide, in conjunction with the Irish Tourist Board, Irish entertainment in the form of the Bunratty Shannon Singers.

In Amsterdam, the Dutch travel trade and press will be our guests for Cocktails/Dinner and the following day, the "Saint Killian" will head for Hamburg.

There, a Press Reception will be held on board and this will be followed by Dinner for all our German guests.

The next port of call will be Antwerp in Belgium and here there will be a repeat of the hospitality provided in Holland and Germany.

Following Antwerp, the ship will sail for Le Havre, where she has been a familiar sight over the past three years. Here the French travel trade and press will be guests on board and once the festivities are over, the



An unusual picture showing the "Saint Killian" at Rosslare with the sail training vessel "Asgard II" berthed in foreground. Also to be seen in this picture is a well known Merrion Hall personality.

"Saint Killian" will head for Ireland.

However, she will not be sailing for Rosslare, but rather to Dun Laoghaire where she docked for her "first" inauguration in 1978. Then it will be the turn of the Irish travel trade and press to be welcomed aboard before the ship returns to normal service.

The purpose of the tour is to create an even greater awareness in Europe of the direct link to Ireland, to announce the increased capacity now available on the two routes as a result of the "jumboisation" and also as a form of "thank you" to the travel trade and press in the various markets for their continued support and co-operation over the past eight years.

CATERING APPOINTMENT

Our congratulations to Peter O'Donovan on his appointment as Catering Operations Superintendent at Rosslare Harbour.

Peter has, of course, been a Chief Purser with ICL for many years and so he brings to this new position a wealth of experience in the Supervision of ship's operations.

In his new capacity, Peter will work closely with Catering Manager, Joseph Hudson and will have specific responsibility for such areas as Rosters, Manning Levels, On-board procedures, Breakdowns and Repairs and cleaning maintenance.

HOLIDAY AND LEISURE FAIR

Early in the New Year, many families start to think about their Summer holidays and the annual Holiday and Leisure Fair is designed to show the public what is on offer each year.

This year's Fair takes place from February 2nd to 7th in the Main Hall of the R.D.S. in Ballsbridge.

Naturally Irish Continental Line will be there, with an



This picture shows some of the thousands of Irish pilgrims leaving the "Saint Killian" at Le Havre to board coaches and trains bound for Rome where they had a special audience with Pope John Paul II.

impressive exhibit of all that is available in Continental holidays, with brochures, information, displays and an audio-visual presentation.

In addition, the company will also be exhibiting at the end of January at the Holidays and Hobbies Fair in Belfast, where the 1982 package will be "on view" to the Northern Ireland market — traditionally one of the most important to Irish Continental Line.

TRINITY GO TO FRANCE

The link between ICL and the sport of sailing was further maintained recently when the Dublin University Sailing Team travelled on the service to reach a major Inter-Varsity Sailing

Championship at Rochelle.

Over a series of six races, the Trinity team of four men and one woman, sailed consistently well against universities from sixteen European countries, to finish second overall.

Trinity finished close behind Lausanne University (Switzerland) and ahead of third placed Trondheim University of Norway.

MEETING AGENTS ABROAD

For a change, the annual meeting with the Company's General Sales Agents was not held in Dublin as in previous years, but on the Continent instead.

Brussels was the venue on

this occasion and the experiment was found to be most acceptable to all concerned and so is likely to be repeated every two years, alternating with Dublin.

Representing the Company at the meeting were, Managing Director Aubrey McElhatton, Passenger Sales Director Frank Carey, Passenger Sales Representative Paddy Murphy and Customer Relations Assistant Susan Donovan.

Over a three day period, a series of meetings were held with the Agents and also Bord Failte, covering items such as the year's results, new developments and targets for 1982.

NEW CONTRACT

A contract has recently been signed for the shipment each month to Le Havre, of approx. 150 Renault 4L type cars. The cars will be assembled in Wexford and their ultimate destination is Italy. Shipments are scheduled to begin in January 1982.

Irish Continental Line also have contracts for the shipment from Le Havre and Cherbourg of Fiat, Alfa, Lancia, Peugeot, Citroen and Volvo cars. However, Freight Manager, Declan Mescall, is especially pleased with this new traffic as it is the first contract I.C.L. have gained for the shipment of new cars from Ireland to the Continent.

JOINT SERVICE A SUCCESS

During the busy tourist season just gone by, Irish Continental Line successfully operated a roll-on/roll-off freight-only service jointly with Brittany Ferries.

The service operated from Rosslare to the French Ports of Cherbourg and Roscoff, with two sailings a week to and from France. The vessel "Breizh-Izel" had capacity for 34 x 15m. trucks and accommodation for 50 drivers.

While trucks were the main vehicles shipped the service also carried about 1,000 trade cars and an assortment of heavy

machinery.

This was the first season Irish Continental Line supplemented its scheduled sailings of the Saint Patrick and Saint Killian with a freight-only vessel. As the venture was a success both operationally and financially it is hoped to provide a similar service each year.

INCREASED FREIGHT TRAFFIC

Irish Continental Line has recorded a 30% increase in freight carrying in 1981 over the previous year's figures.

The company's schedule of daily departures from Ireland and France in the peak Summer months and the convenience of the direct route for hauliers are being attributed to this significant growth in freight traffic.

Demand for space on the service was so high this year that the normal schedule had to be supplemented with extra freight

sailings in September and October.

In addition, Irish Continental Line successfully operated a twice-weekly freighter service to and from France during the Summer months in conjunction with Brittany Ferries, using that company's freight vessel "Breizh-Izel". As a result it is hoped to repeat the joint-venture in the Summer of 1982.

When the mv. "Saint Killian" resumes service next February, after her 'jumboisation' in Amsterdam, the additional space created will allow the accommodation of up to ten more freight units on each of her sailings in 1982.

At a time when other freight services are experiencing difficulties, the increase in our freight carryings this year is indicative of the fact that the direct route to the European markets has proven to be the most favourable to Irish hauliers.

HONORARY LIFE MEMBERSHIPS

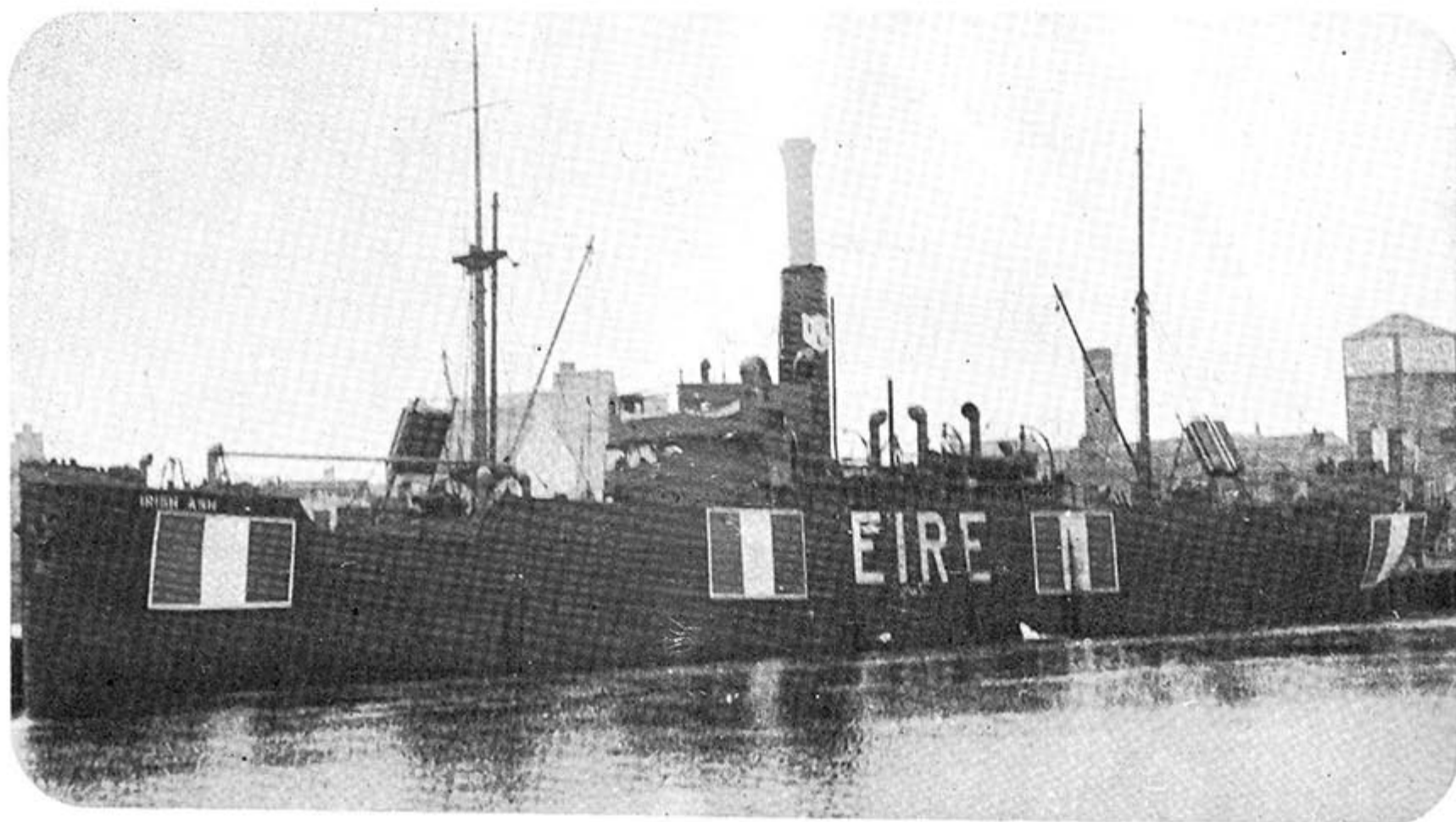


To mark the fortieth anniversary of the Maritime Institute of Ireland and in recognition of exemplary service for and on behalf of Irish Maritime affairs, the Institute presented six Life Membership Certificates at a special ceremony held at the National Maritime Centre and Museum on Thursday, 29th October last. Those honoured were (l. to r.) Mr. Ronald C. Lewis, Mr. Jack Tyrrell, Mr. Perry Greer, Mr. John Courlander, Mr. J. Niall McGovern and Dr. Maurice Craig. On the same evening Mr. McGovern delivered the first lecture to be presented in the new 'Lawlor Room' of the Museum. The lecture dealt with the history of Irish Shipping Ltd. and the Company's development in recent years.

WAR-TIME FLEET: NO. 14

"IRISH ASH"

The "Irish Ash" could well be termed the baby of the fleet when she was acquired by the Company in September, 1942. She had only then come of age having been built at Glasgow in 1921 for the Danish Shipowners A. Kronn, of Copenhagen. She was then registered at Aalborg and was named "Haderslev". Four years later the vessel was purchased by another Danish owner, A. P. Moller, also of Copenhagen, and she was re-named "Peter Maersk", a name that was changed to "Mathilde Maersk" in 1932.

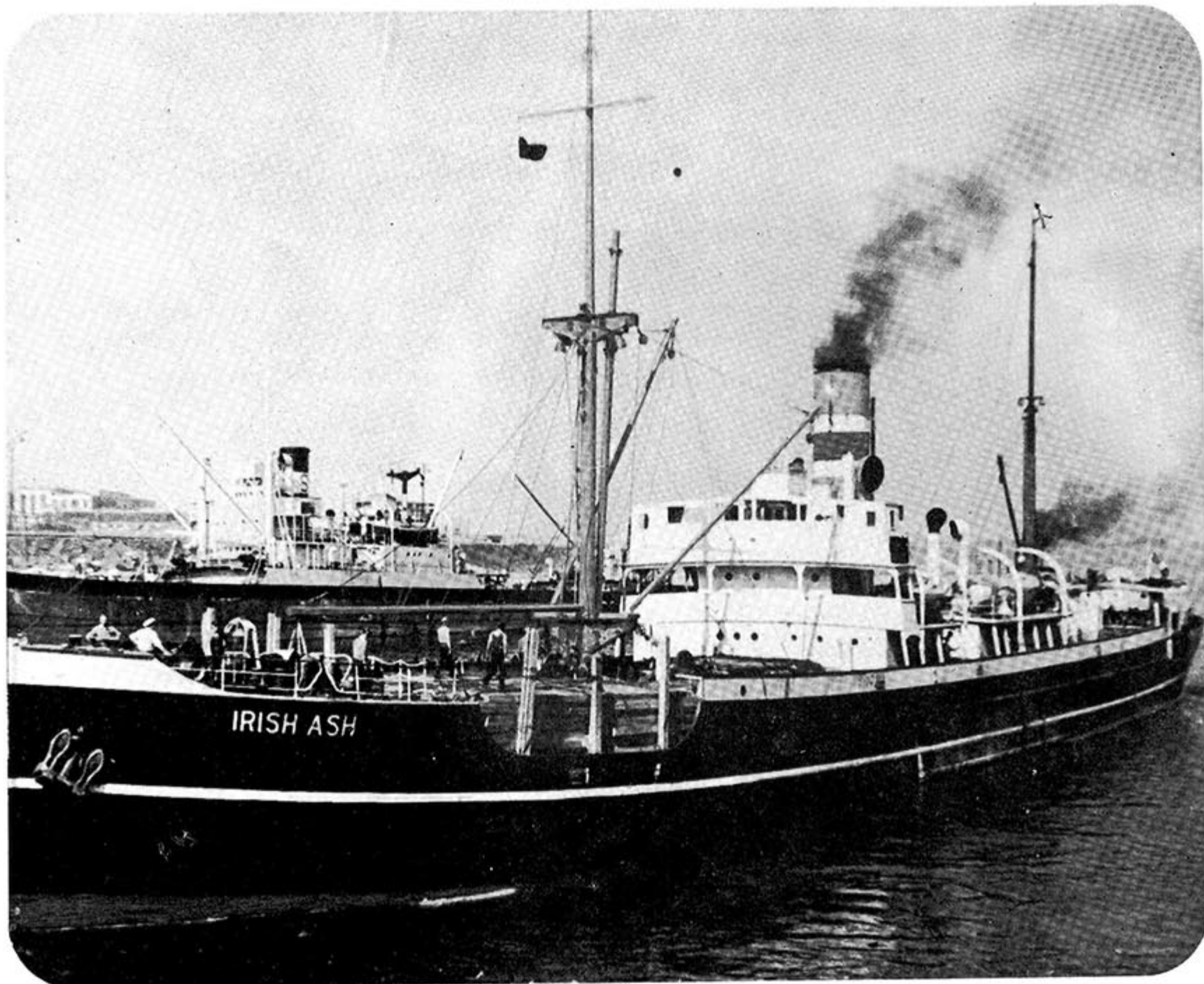


It was as the "Mathilde Maersk" that the vessel was purchased by Irish Shipping Ltd. and was taken over on 28th September, 1942. She was then lying at Limerick and was moved to Rushbrooke to undergo repairs. On her way to Port Talbot for bunkers on 21st January, 1943, the vessel's circulating pump broke down and she returned to Rushbrooke with the assistance of Ballycotton lifeboat, the B+I vessel "Kenmare" and the Maritime Inscript-

tion. Eventually the "Ash" did not sail for St. John until 31st January and arrived at her loading port on 22nd January to take on a cargo of grain for Dublin. From then until the end of the war, the "Irish Ash" continued to trade to St. John for grain and general cargo.

During her post-war career with Irish Shipping, the "Ash" became the first Irish ship to enter the port of Portland, Maine, when she called there in July 1946 to take on grain and

flour for Dublin and Liverpool. The late **Commodore John Poole** was Master of the vessel on that occasion and the late **Commander Peter Kavanagh** of the Naval Service was Chief Officer. Second Officer was **Peter Conlan** who was to lose his life tragically less than six months later while serving as Chief Officer on the same vessel. On that voyage to Portland, Catering Officer **James Clinton**, so well-known in the Company afloat and ashore to-day, was a



The "Irish Ash" pictured at the Port of St. John, New Brunswick shortly after the end of the second World War.

young crew member. The "Ash" on that occasion also loaded tobacco and general cargo at Norfolk and New York. Her Third Officer was the late **Horace Curtis**.

During her war-time service, the "Irish Ash" was homeward bound on 15th May 1943 when she was passed by the "Irish Plane" sailing in the opposite direction and later that day effected the rescue of survivors of the "Irish Oak".

By a further coincidence the Chief Engineer on the "Irish Plane" on that occasion, **N. J. Healy**, was later to supervise the installation of refrigerated plant on the "Ash" in 1948 and was also Irish Shipping's representative on the handing over of the "Irish Ash" to her new owners at Limerick in December, 1949. Her new

owners were Rederi A. B. Skeldervik, Sweden. They re-named the vessel "Scania" which name she retained until withdrawn from register at owner's request in October, 1956.

During her war-time service, the "Irish Ash" was managed by Wexford Steamship Company Ltd. She had a deadweight of 3,600 tons with an overall length of 286 feet, breadth of 43 ft. 4 ins. and a depth of 80 ft. 7 ins.

The tragedy of Peter Conlan, already referred to, occurred as the "Irish Ash" was on passage from St. John, New Brunswick, when the 33 years old Belfast man was lost overboard some 600 miles west of the Fastnet as he was working on deck. A lifebelt was thrown overboard immediately and the ship stopped. As quickly as possible a

lifeboat was lowered and the first man to start work on it was **Manuel Power** of Waterford, the oldest member of the crew, who had been painting the funnel at the time. A search for the missing man was continued for some time but no sight of him was seen from the time the boat was lowered.

Although Peter Conlan had been serving on the "Irish Ash" for two and a half years, tragically, it was his first voyage as Chief Officer. As a young man he joined the British training ship, "Conway", on the Mersey and trained for the Merchant Marine Service there. Later he joined the Clan Line Shipping Company and some time before the war he left the Merchant Marine to attend Trinity College, Dublin, where he studied for the Bar and was called to the Bar in 1941.

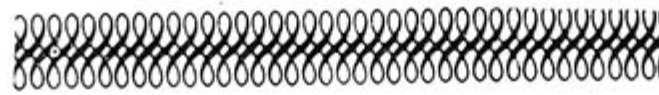
When the war came he joined the Irish Merchant Marine and crossed the Atlantic on numerous occasions. Sadly, he had planned to secure his Master's Certificate before returning to his Bar practise. He specialised in the study of Maritime Law.

When the "Irish Ash", under the command of **John Poole**, arrived at Dublin on 21st January 1947, he was flying the national flag at half mast and on

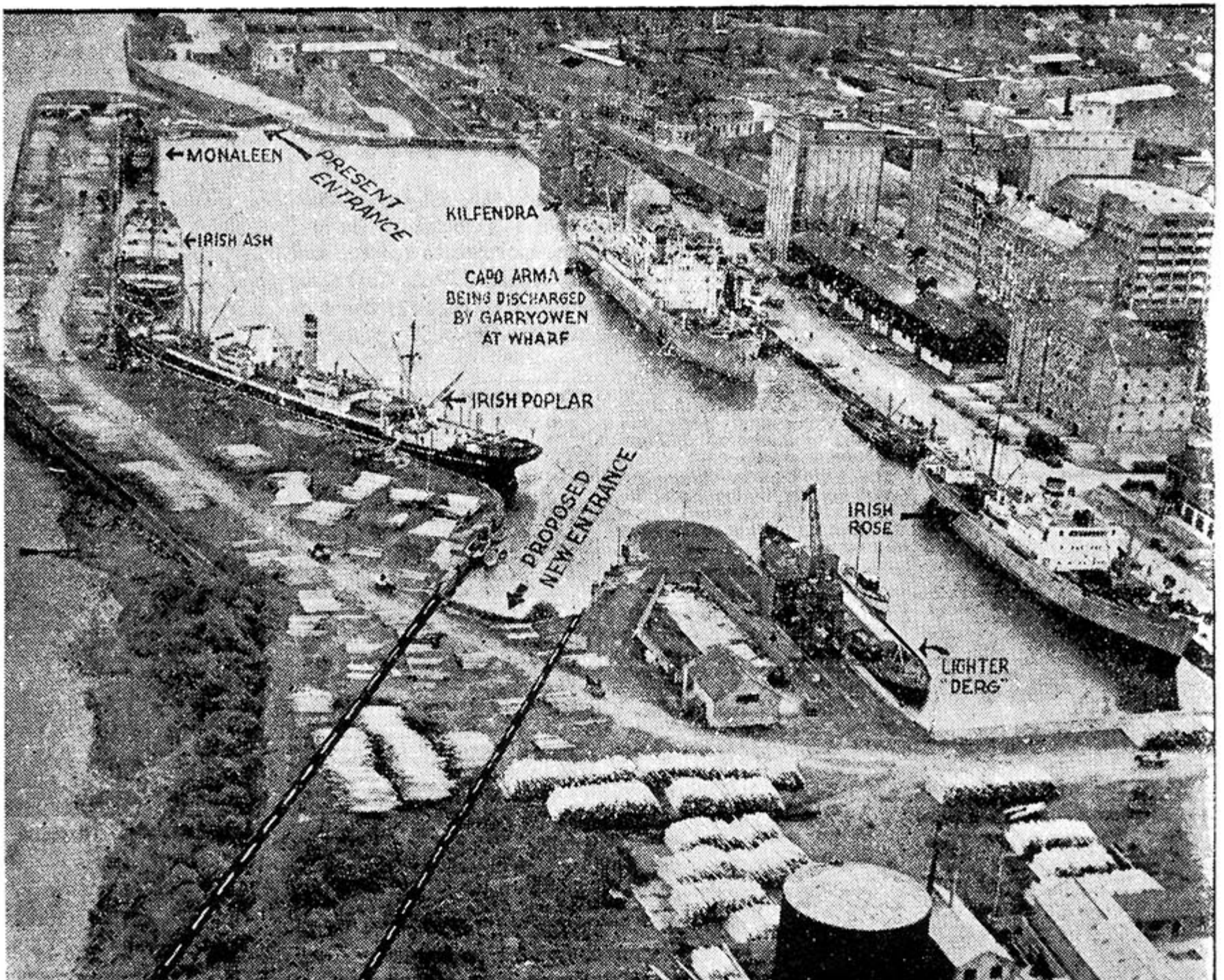
board as a Cadet was the present Dublin Harbour Master, **Colm Lawless**. (It is of interest also to recall that **Pat Walker**, at present with Irish Continental Line, was waiting for the vessel to get some news of his brother **Jack** who, as Fourth Engineer, had been left behind at St. John with an arm injury. Other officers who served on the "Irish Ash" included the late **Captain Frank Kelly**, Chief Officer **P. J. Hennessey**, Captain **David Foley**,

Captain Tom Walsh, Second Engineer **W. A. Trehearne**, Second Engineer **W. Myler**, and Third Officer **J. H. Stewart**.

On a trip to Sfax in October 1945 the ship was under the command of **Captain Tom Donohue**. Capt. Donohue, who was also very closely associated with the "Irish Beech" was a Dungarvan man like **Capt. David Foley** and **Manuel Power**.



Pressure on Dock-Space at Limerick





“Young Men of The Sea”

First Year Engineer Cadets at Cork Regional College are back row (l to r): A. Depuis, S. Kingston, R. Flanagan, P. O'Donovan and C. Dunne. Front row: M. Dunne, F. Ryan and L. McDonald.



A group of Third Year Engineer Cadets (l. to r.): K. O'Neill, G. Stillman, A. Synnott, D. Walker, M. Chester and M. Digby, Cadet Captain.



Included in this group of Anco/Irish Shipping Junior Seamen are (l to r) back row: C. Hackett, R. Walsh, B. Kearns, J. Harnett, P. Walker, D. Murphy, P. Ryan, R. McAuliffe, G. O'Farrell, P. McCarthy and P. Roche. Front row: J. M. Desmond, D. Goucher, J. Kelly, P. White, A. Buckley and J. Muldowney.



Second Year Engineer Cadets (l. to r.) back row: D. MacCionna, H. Brickenden, E. Fouhy and P. O'Donovan. Front row: P. Nardone, K. O'Donovan, and D. O'Sullivan.

Thirty-Six Years Ago

(From "Irish Independent" of 1st January, 1946)

The Insurance Corporation of Ireland, Ltd., at an extraordinary general meeting in Dublin yesterday, decided to allot at par to Irish Shipping, Ltd., 175,000 shares of £1 each. There was one dissident.

The chairman, Mr. John McCann, said that now that peace conditions were returning, the main activity of Irish Shipping Ltd. would be to ensure the maintenance and expansion of the fleet carrying the Irish flag over the seven seas. The directors had arranged the scheme now recommended for approval by which the Corporation would take over the insurance functions of Irish Shipping.

Dissenting, Mr. J. Maguire, a shareholder, said that the shares at present stood at 42/6, and he had hoped to hear some genuine, valid reason why the Corporation should make a present of £175,000 to Irish Shipp-

ing Ltd.

The Directors were there to safeguard the interests of the shareholders, and all they had done was to ask Irish Shipping, Ltd., to take over the Corporation by collaring half the shares at less than half the market value. Half the shares of the Corporation were held by the Industrial Credit Company, which was a Government Company and which, he supposed, would vote in pursuance of Government policy.

Mr. Joseph Brennan, technical director, said that the directors had acted as trustees for the shareholders. Mr. Maguire had suggested that they were making a present of £175,000. Apparently the investing public did not agree, and felt that this was a very good deal indeed, because since it had been made public, the market value of the shares had in-

creased. Very important business would be coming to the Corporation as a result of the successful negotiations which the directors had carried out. Instead of giving £175,000 to Irish Shipping, Ltd., the Corporation were getting £175,000 to develop the Company further.

Irish Shipping Ltd., were giving them a vote of confidence richly deserved on the results of the Corporation in the past ten years. Mr. Maguire was asking the directors to give information which could be used to benefit the Corporation's competitors, and in his view, to use Mr. Maguire's own words, the directors would certainly be wholly and totally incompetent if they agreed to that course. The directors were satisfied that they had done their best for the shareholders, and it was in the hands of the share-holders to accept or reject this proposal.

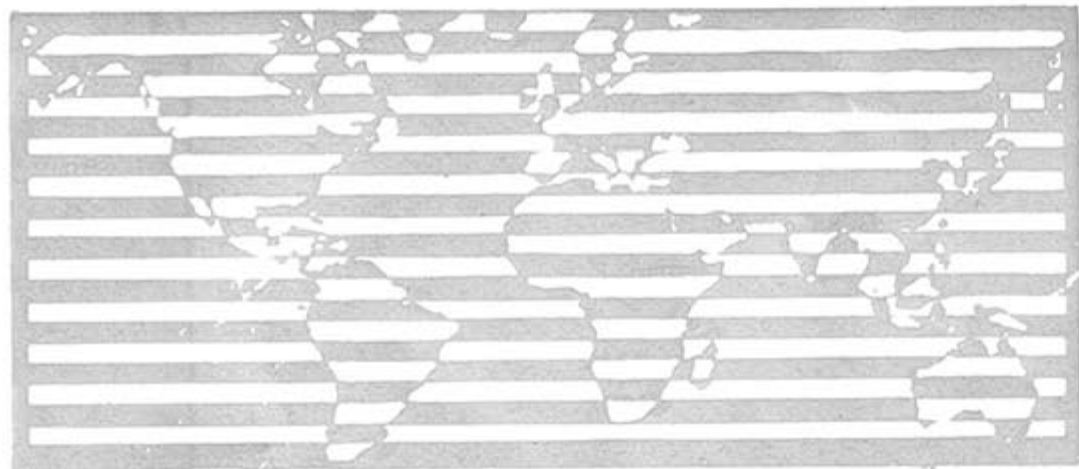
Mr. J. P. Colbert, chairman, Industrial Credit Coy., said that when this matter had cropped up his Board was aware of the negotiations, but had no detailed information whatever. So far as he and his Board were concerned, they relied entirely on the Board of the Insurance Corporation and, particularly, on Mr. Brennan, the technical director, as to whether it was a good deal for the shareholders or not. "I trust the Board and I trust Mr. Brennan", he added.

NORTHERN TRIBUTE

Mr. P. Magennis, Newry, said that, as the only shareholder present from the Six Counties, he would like to congratulate the Board, firstly, upon their announced intention of extending their activities to the northern counties, in which there was a wide field for development, and secondly, upon their successful negotiations on behalf of the shareholders of new business.

He would like to include in these congratulations the names of the Secretary, Mr. F. V. Kirkpatrick, and of Mr. Joseph Brennan, the founder of the company.

The motion was passed, Mr. Maguire dissenting.



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"Irish Rowan"

Although this vessel was expected to return to a U.K. or continental port after completing discharge of her cargo of fertiliser at Durban, she did in fact load pig iron at Richards Bay for Savannah.

While the vessel was at Durban, **Second Officer D. Meagher** relieved **M. Cummins**; **Extra Second Engineer J. J. Cummins** relieved **Third Engineer K. Barry** and **Electrical Engineer C. Murphy** relieved **J. Warren**.

The "Rowan" is due at Savannah on 10th December and is expected to complete part discharge there on 16th December when she will move to the New Orleans area to complete unloading. It is expected that the vessel will complete discharge about Christmas Day.

Afterwards the vessel will load phosphate at Tampa for Le Havre where she should arrive about 10th January.

"Irish Pine" for Dublin

While this vessel was at Antwerp on 19th November, **Third Officer K. Treacy** relieved **Miss C. Neave** and **Catering Officer N. Teehan** relieved **P. F. Walsh**. The "Pine" arrived at Bordeaux on 8th November with coal from Baltimore and after completing discharge she commenced loading steel at Antwerp. She then sailed for Long Beach and is expected to transit the Panama Canal on

14th December and should arrive at her first discharge port on 24th December. The vessel is also expected to discharge at Oakland, Portland and Vancouver where she should complete discharge about 11th January.

On her next voyage the "Irish Pine" will load lumber and grain in the Vancouver area for discharge at London and Dublin. She should complete loading about 24th January and should arrive at London about 22nd February. The "Irish Pine" will be due in Dublin in early March.

"Irish Maple"

This vessel went into drydock at North Shields on 6th November and did not leave again until 23rd November when she went to Antwerp to load steel for east coast United States ports.

The "Maple" completed loading on 4th December and is expected to arrive at her first discharge port of Bridgeport on 14th December. She will also unload at Providence, Wilmington, Camden and Baltimore. She is expected to complete discharge at the latter port about 22nd December and she will then load a cargo of grain for Liverpool. The "Maple" will be due at Liverpool about 10th January.

"Irish Oak"

After unloading her cargo of phosphate from Tampa at Antwerp, this vessel went into

drydock at South Shields on 19th November and is expected to sail for Antwerp on 10th December. She will load steel for Long Beach and is expected to sail from Antwerp on 18th December and should transit the Panama Canal on 3rd January. The "Oak" will be due at Long Beach on 13th January and will also discharge at Oakland and Vancouver where it is expected that discharge will be completed about 20th January.

On her next voyage, the "Irish Oak" will load lumber in the Vancouver area for discharge in the Boston/Port Everglades range of ports.

Captain B. Hearne relieved **Captain E. Greevy** and **Catering Officer J. Doran** relieved **J. Rogan** while the vessel was in drydock at South Shields in December.

"Irish Larch"

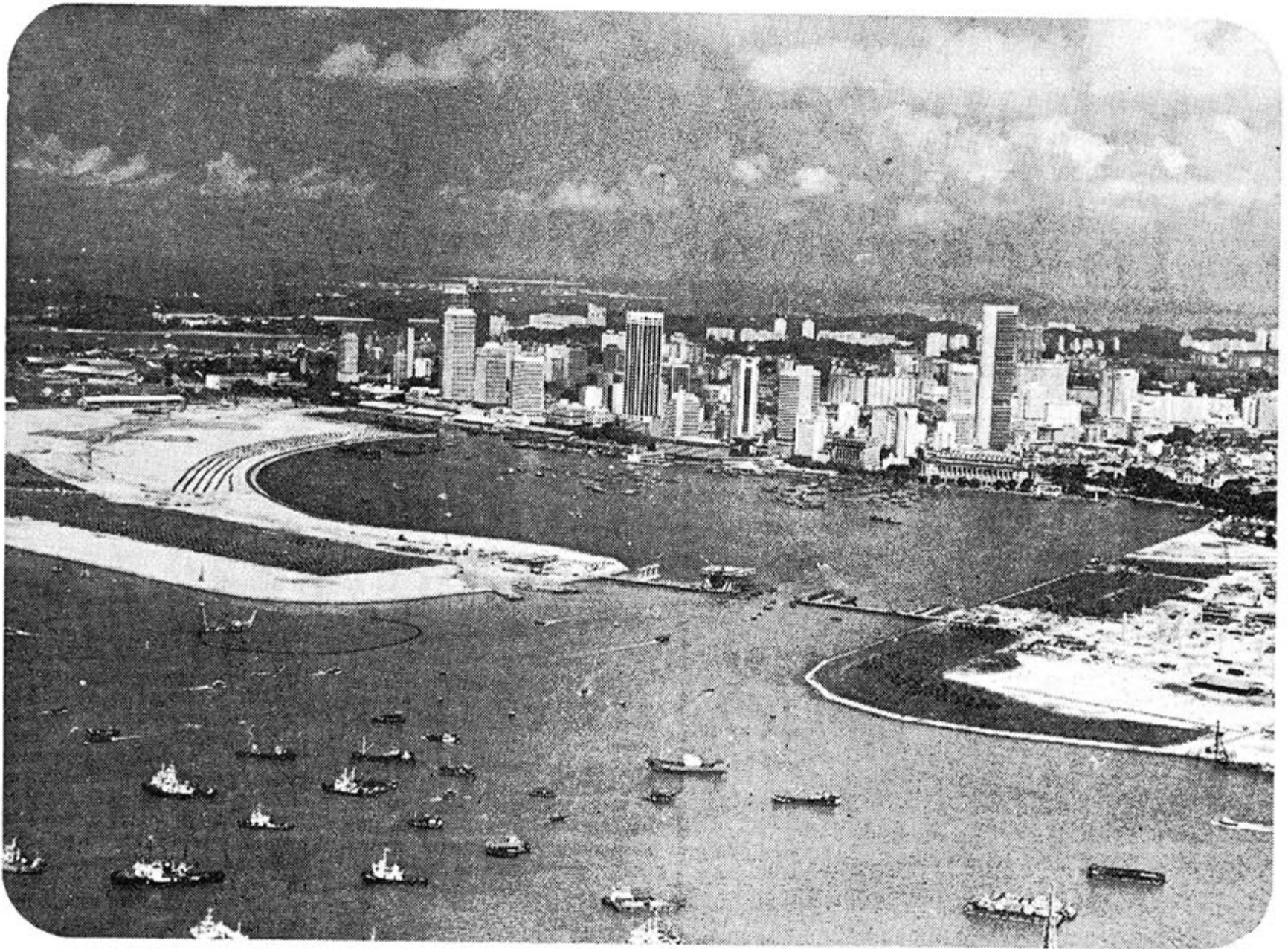
This vessel discharged her cargo of steel from Antwerp before commencing to load forest products at Vancouver for Dublin, U.K. and Continent. The "Larch" is expected to complete loading and sail from Vancouver on 6th December and should transit the Panama Canal on 20th December, arriving at her first port of discharge, Dublin on 4th January. She will also unload at Birkenhead, London, Newcastle and Nordenham where she is expected to complete discharge on 23rd January.

While this vessel was at Vancouver on 24th November her **Chief Officer, T. McCarthy** relieved **J. White**; **Fourth Engineer T. Fenelon** relieved **Third Engineer D. O'Loughlin** and **Junior Engineer, A. Byrne** relieved **J. Tyrrell**.

"Cedar's" Far Eastern Voyage

Having completed discharge of her fertiliser and general cargo from Hamburg and Antwerp, the "Irish Cedar" began loading timber products and general cargo at various In-

PORT OF CALL



A general view of the Port of Singapore where the "Irish Cedar" recently loaded cargo.

donesian and Malaysian ports on 6th December. Her first loading port was Kunak in Malaysia. She will also load at Sandakan, Telok Ayer, Rejang, Samarinda, Taboneo, Sampit, Singapore and Port Kelang where the vessel is expected to complete loading about 7th January. She will then sail for Jeddah where she will take on bunkers and is expected to arrive at Suez on 23rd January. Her first discharge will be Port St. Louis in France and the vessel will be due there at the end of January. She will also discharge at Liverpool from 8th February to 15th February and will complete discharge at Rotterdam about 22nd February.

"Daunt Rock"

Captain J. Murphy is Master

of this vessel and Chief Engineer is **S. Jenkins**. The "Daunt Rock" is unloading coal at Dundalk from Garston and on her next voyage she will load fertiliser at Heysham for Ghent. She will be due at Ghent on 16th December.

"Skellig Rock"

This vessel is on passage to Belfast with tapioca from Rotterdam and is due at Belfast on 13th December. She will sail again on 14th December for Garston to load coal for Dundalk where she should arrive on 16th December. Master of the "Skellig Rock" is **Capt. P. Murphy** and her Chief Engineer is **M. Scully**.

"Fastnet Rock"

This ship sails for Swansea from Dublin on 11th December after discharging coal from Garston. At Swansea she will load steel for Rotterdam where she will be due on 16th December.

"Tuskar Rock"

Captain H. McGowan is Master of this ship and **Chief Engineer H. Mahon** was relieved by **P. Morris** at Bremen on 12th December.

After discharge of her cargo of china clay from Fowey in Cornwall at Bremen she will load coal for Dublin. She will be due in Dublin on 17th December.



Deck and Engineering Officers in Order of Rank

Deck and Engineering Officers in Order of Rank at at 10th December, 1981

m.v. "Irish Rowan": Captain P. Murphy; Deck Officers: B. Kinch, D. Meagher, T. O'Callaghan; Deck Cadets: P. Reid, P. Walsh, M. Dempsey; Engineering Officers: D. Gabriel, F. Brennan, J. Cummins, F. Hetherington, P. Good, G. O'Cearuill, M. Cleary; Electrical Engineer: C. Murphy; Catering Officer: J. Forsey; Radio Officer: W. O'Connell; Deck Department: J. Lynch, P. McDonnell, W. Revington, T. Jackson, J. Greene, W. Southam, J. O'Sullivan, J. Carolan, M. Tucker, J. Grace, J. Gough, P. Morgan, J. Martin; Catering Department: P. Codd, S. Humphries, P. Quilty, J. Kells, E. Doyle, P. Quinn, P. Maher.

m.v. "Irish Cedar": Captain J. Gleeson; Deck Officers: P. Miley, J. Flaherty, F. Britton, P. Burke, P. Murphy; Engineering Officers: J. Reynolds, V. Hetherington, D. O'Connor, R. Tynan, P. Martin, J. O'Shea, D. Cody; Engineer Cadet: I. Mills; Electrical Engineer: E. Walsh; Catering Officer: J. Clinton; Radio Officer: P. J. O'Connor; Deck Department: A. Gill, N. Byrne, K. Kelly, M. Rice, D. Coleman, J. Doherty, R. Adams, D. Talbot, P. Shortall, E. Lynch, R. Brown; Catering Department: E. Byrne, J. Egan, P. Nugent, M. Bolger, J. Kelly, C. Doherty, K. Dowd.

m.v. "Irish Pine": Captain M. McMahon; Deck Officers: P. Boyd, G. Hopkins, K. Treacy; Deck Cadets: B. Clarke, D. Whelan, H. Meaney; Engineering Officers: T. Newell, M. O'Leary, T. Kennedy, E. O'Sullivan, B. Kennedy, M. Calvert, M. Keogh; Electrical Engineer: H. Stears; Catering Officer: N. Tehan; Radio Officer: H. McQuillan; Deck Department: H. Hannon, W. Phelan, M. Christie, M. McCallum, M. Murphy, P. Fitzgerald, D. O'Connor, T.

Brogan, K. McDonnell, R. McAuliffe, P. White, P. Ryan, A. Buckley; Catering Department: A. Rourke, P. Williams, D. Desmond, P. Kennedy, M. Maloney, S. O'Neill, P. Hudson.

m.v. "Irish Maple": Captain M. Carey; Deck Officers: P. Kehoe, T. McMahon, W. Kavanagh; Deck Cadets: T. Walsh, H. McMahon, L. Casey; Engineering Officers A. Bolster, R. Tennent, P. Curran, N. Wright, B. Byrne, S. Larkin, A. Stack; Electrical Engineer: J. Dunn; Catering Officer: H. Bond; Radio Officer: M. O'Malley; Deck Department: T. Perle, C. Tynan, F. O'Connell, G. O'Shea, D. Nesbitt, W. Girvin, P. Ryan, M. O'Haire, J. Roche, R. Walsh, G. O'Farrell, P. Roche, P. Walker; Catering Department: K. Taylor, S. Savage, J. Walsh, T. Beaver, L. Foley, D. Clayton, D. Farrelly.

m.v. "Irish Oak": Captain B. Hearne; Deck Officers: E. Curry, R. O'Shea, G. McMahon; Deck Cadets: F. Hogan, O. Walsh, D. Hodnett, N. Fagan; Engineering Officers: A. Curran, J. Keane, F. McGarry, D. Nolan, A. Butler, M. Quinlan, E. Cadwell; Electrical Engineer: B. Byrne; Catering Officer: J. Rogan; Radio Officer: L. O'Carroll; Deck Department: J. McGrath, J. Whelan, K. Burke, C. Brady, D. Kelly, D. Russell, J. Treacy, D. Kenny, A. Murphy, J. Desmond, P. McCarthy, J. Kelly, C. Hackett; Catering Department: W. Richardson, J. Hawkshaw, P. Kelly, J. Downes, B. O'Halloran, A. Kearney, N. Russell.

m.v. "Irish Larch": Captain M. O'Dwyer; Deck Officers: T. McCarthy, D. Dignam, A. Jameson;

Engineering Officers: L. Byrne, M. Flynn, J. O'Flaherty, T. Fenelon, T. Furlong, A. Byrne, D. Potter; Engineer Cadet: B. Frahill; Electrical Engineer: J. Dunphy; Catering Officer: T. O'Connell; Radio Officer: J. Ahern; Deck Department: M. Doyle, N. Thompson, K. Barry, E. Clarke, A. O'Connor, C. Maguire, P. Nolan, P. Cullen, J. Doyle, A. Dillon, J. Reid, J. Sherlock, K. Doyle; Catering Department: G. Humphries, P. Wade, B. Wallace, E. Conran, P. Kelly, D. McMahon.

m.v. "Fastnet Rock": Captain A. Coghlan; Deck Officers: R. McCabe, M. Hughes; Engineering Officers: M. Culbert, D. Coulter; Cook Steward: T. Mason; Deck Department: P. Norman, T. Byrne, R. Clear, J. Hartnett.

m.v. "Tuskar Rock": Captain H. McGowan; Deck Officers: D. Elliott, A. Harris, Engineering Officers: H. Mahon, O. Mullins; Cook Steward: S. Kenny; Deck Department: G. Byrne, D. Kelly, H. McGroary, D. Murphy.

m.v. "Daunt Rock": Captain J. Murphy; Deck Officer: J. Bourke; Engineering Officer: S. Jenkins; Cook Steward: F. Brogan; Deck Department: M. Healy, J. Jenkins, B. Daly, J. Lally, J. Muldowney.

m.v. "Skellig Rock": Captain P. Murphy; Deck Officer: M. Brennan; Engineering Officer: M. Scully; Cook Steward: J. Mulligan; Deck Department: P. Cullen, J. Thain, G. Boylan, J. McGran, B. Kearns.