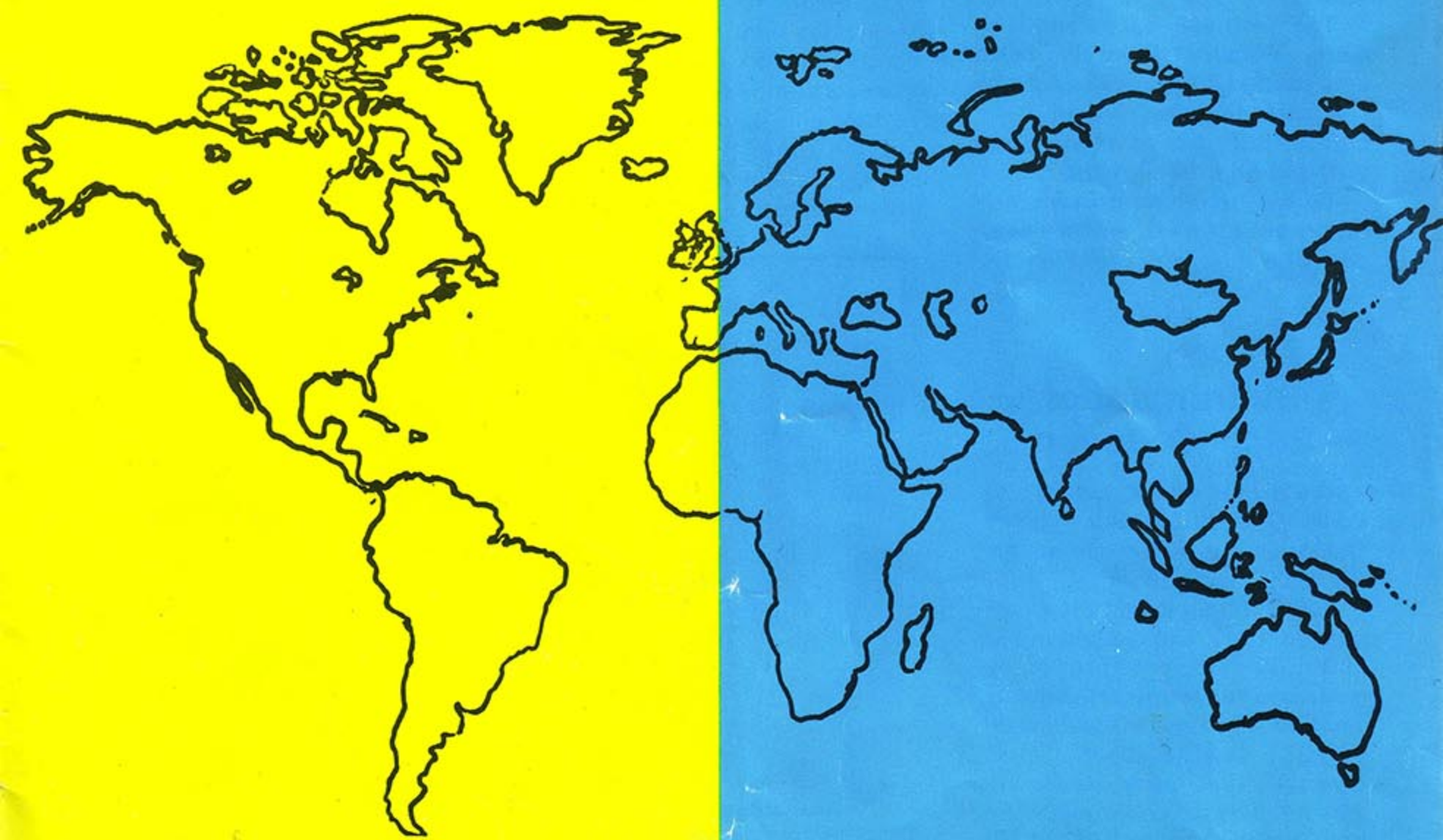


SIGNAL



PORT KELANG TRAGEDY

In a tragic accident at Port Kelang on 3rd November last, Mr. John Gerard Walsh, Second Steward on the "Irish Pine" lost his life. Mr. Walsh fell from the jetty gangway on to a concrete pontoon and died from his injuries six hours later.

The tragedy caused great shock amongst his shipmates as the late Mr. Walsh was extremely popular with his colleagues on board ship, and was also very well liked by those with whom he came in contact at Head Office.

Mr. Walsh joined the Company as a Catering Trainee on board the "Irish Pine" in 1978. He served subsequently on the "Irish Cedar", "Irish Rowan" and "Irish Maple" before returning to the "Pine" in July, 1982.

The sadness occasioned by Gerry Walsh's untimely death was made all the more acute by the fact that he would have celebrated his twenty-sixth birthday on the following day.

To his bereaved parents and family we offer our sincere sympathy on their very great loss.

Retirement of Eddie O'Regan

We extend our best wishes to Eddie O'Regan of Our Agency Division who retired from the Company last October.

Mr. O'Regan joined the Company in 1947 and worked in our Liner Department for many years. He moved to the Agency Division when it was established in 1971 and has been Claims Executive for many years. He was feted by his colleagues from both Aston Quay and Head Office prior to taking his leave of them.

Clem Kinsella, a colleague of

World Maritime Day Exhibition



Pictured at the Irish Shipping Stand during last September's World Maritime Day Exhibition at the Maritime Museum, Dun Laoghaire were (L. to R.) Engineer Cadet C. Dunne; Capt. Ivan Tyrrell; Minister for Transport, Mr. John Wilson, T.D.; Mr. C. Breslin, Maritime Institute of Ireland and Mr. D. O'Mahony, Assistant Secretary, Department of Transport.

Eddie's, even before their Irish Shipping days, paid eloquent tribute to his close friend and business associate and wished Eddie continued good health in his retirement. Knowing Eddie and his many and varied interests ranging from classical music and literature to pursuits of the great outdoors such as fishing, canoeing and camping, his greatest problem will be

planning his schedule of activities rather than wondering what to do with his leisure time. His ability as a writer has been much appreciated by this magazine to which he has contributed generously over the years and we hope he will do so again. On behalf of all in Irish Shipping we wish Eddie many years of health and happiness.

Chamber of Commerce Luncheon



At the December luncheon of the Dublin Chamber of Commerce were (L. to R.) S. M. Clery, Manager, Agency Division, Irish Shipping Ltd.; M. McNulty, Bord Failte; Claire Shortall, Deputy President Chamber of Commerce; D. Lennon, President, Chamber of Commerce and C. P. Kinsella, Commercial Manager, Irish Shipping Ltd., Agency Division.

Problems Posed by Shipping Slump

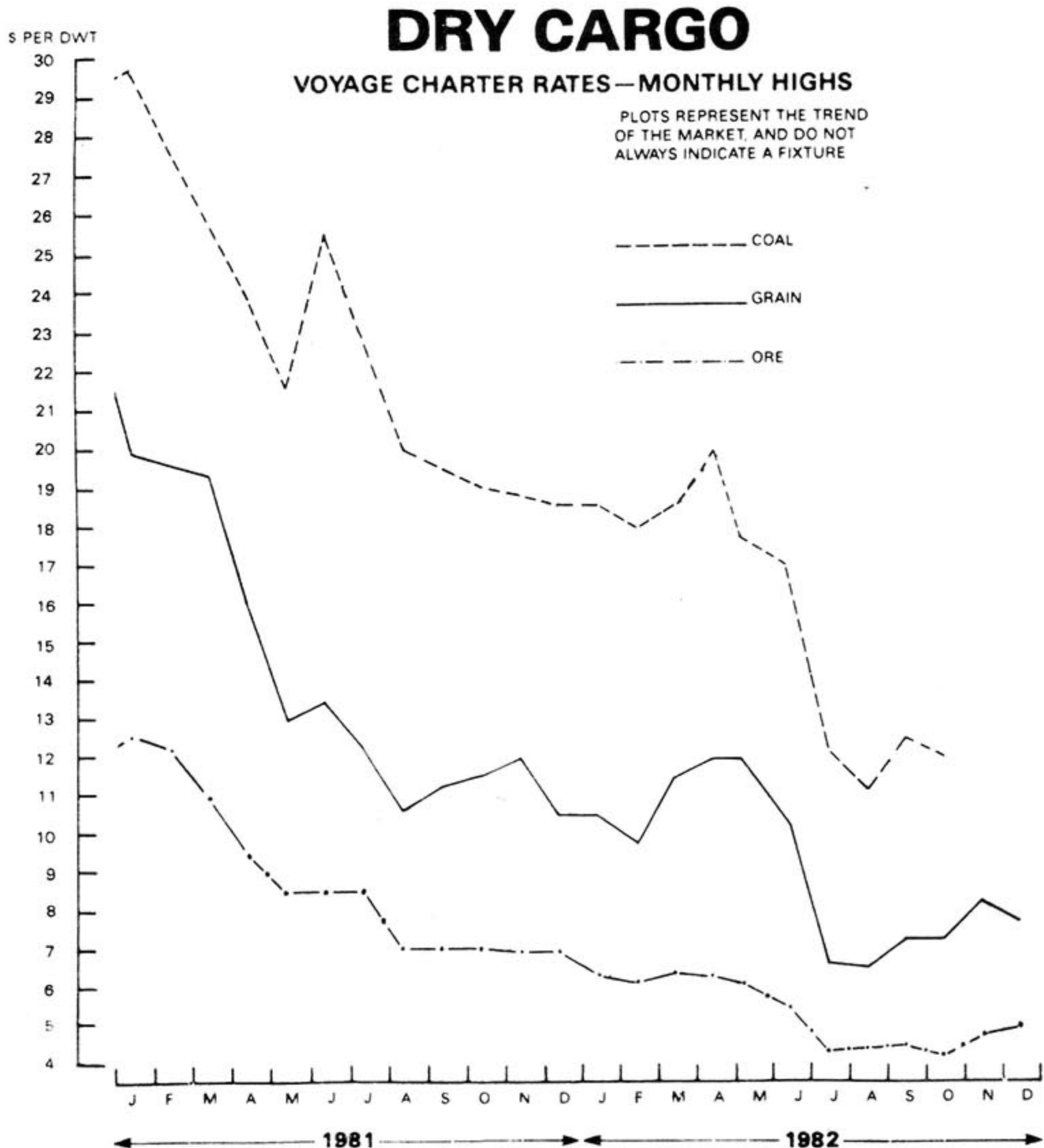
The world-wide economic recession which has adversely affected most industrial and commercial enterprises over the past two years has had a disastrous effect on the shipping industry and on tramp shipping in particular. Periods of depressed freight rates are nothing new in our industry and, indeed, Irish Shipping has long since come to terms with the volatile nature of the business in which we are engaged. Fifteen years of uninterrupted profit to 31st March, 1982, testify to the effectiveness of the measures taken

by the Company to offset even prolonged periods of low freight rates such as were experienced from 1974 to 1978. During that time the Company achieved profits before tax amounting to a total of £8.43 million despite a drop of 50% in freight rates and an increase of more than 400% in fuel costs over the same period.

However, as the graph shown hereunder demonstrates, even the best fixtures obtainable over the past two years in the main bulk trades show a sharp decline to levels which cover only a frac-

tion of operating costs and with which even the most prudent owner cannot cope.

In the case of Irish Shipping, our problems have been compounded by our involvement in the chartering-in of vessels, a venture which has been an important factor in enabling Celtic Bulk Carriers to meet their contractual commitments over the past eight years. In 1981, when our overall deep-sea operations showed a modest profit, we had five chartered-in vessels and this practice was an essential element in the Celtic Bulk Carrier



strategy to gain advantageous contracts in the fiercely competitive tramp shipping market. It should be added that the Celtic Bulk Carriers partnership achieved profits during the past eight years at a time when tramp shipping in general was recording massive losses.

Our present commitment to chartered-in tonnage stems mainly from contracts entered into some two years ago when freight rates were buoyant but, more importantly, at a time when the most reliable indicators available forecast a huge increase in the sale and shipment of coal. Since the oil embargo of 1973, coal has been regarded as the cheapest and most practical alternative energy source. Due to problems which beset two of the major suppliers of coal – Poland, suffering from political instability and Australia with chronic labour troubles – buyers of coal turned to the United States and its reserves of as much as 500 billion tons of coal. Exports of coal from North America made enormous advances reaching 40/50 million tons in 1978, 64.8 million tons in 1979, 89.9 million in 1980 and 110 million in 1981. It was confidently estimated by United States Energy Department officials that exports would increase to as much as 150 million tons a year by 1985 and that overseas sales would reach 200 million tons by 1990. Huge investment by Port Authorities in coal handling facilities was further evidence of widespread confidence in the growth of coal exports. It was in that context that the present charters were negotiated. The terms of the charters gave the Company a very acceptable margin of profit based on the then current level of freight rates with the highly attractive prospect of much enhanced profit to be realised from the expected increase in demand for bulk carriers. Notwithstanding these favourable circumstances, the Company, very conscious of the vagaries of the international freight market, so arranged our charter obligations that a drop of

as much as 50% in freight rates would not have imposed undue strain on our financial resources.

However, the drop in freight rates between October, 1980, and November, 1982, of 60% for handy-size vessels and 73% for larger vessels was not envisaged even in the most ~~vie~~aged even in the most pessimistic forecasts of freight market trends. The world-wide trade recession which greatly reduced demand for cargo space combined with the increase in the supply of ships following the comparative shipping boom of 1979/80 has resulted in the virtual collapse of the tramp shipping market. It is no exaggeration to say that the difficulties which now confront our Company are the most serious in the post-war history of Irish Shipping.

Already two of our ships have been sold in order to reduce losses and to assist our critical cash flow requirements. It is inevitable that further and equally unwelcome measures will have to be taken. The Company has submitted proposals to the Government to enable Irish Shipping Ltd. to overcome our present difficulties. Although it is obviously impossible in the present uncertain state of the shipping business to give any firm assurances, every possible step is being taken to protect the interests of all employed in Irish Shipping. The Company aims to ensure that the fleet will not be reduced to less than four ships despite the gravity of the situation.

In the light of our experience of the freight market over the past several months, however, it would be imprudent to speculate on the likely time scale for recovery of the market. It can only be hoped that indicators of a possible return to more acceptable freight rate levels by the end of 1984 do not prove to be unduly optimistic. In the meantime, the task confronting the Company is enormous. Even allowing for Government acceptance of the recommendations made to ensure the Company's survival, it will require the best

efforts of all employed by the Company in their various capacities to overcome the grave problems which beset our industry at the present time.

Third "Irish Willow" scrapped

On 4th November last the Panamanian registered cargo vessel "Mandi" passed through the Manchester Ship Canal to No. 3 drydock, Mode Wheel, on her final journey. She arrived there to be broken up by Stretford Ship Breakers, a subsidiary of United Ship Repairers and newly established Shipbreaking firm.

The "Mandi" was originally the third "Irish Willow" and was built in 1956 by Ailsa Shipbuilding Company Ltd., Troon, Scotland. At her naming ceremony the sponsor was Mrs. Goodbody, wife of the Chairman of Grain Importers Ltd., and bad weather caused the launching to be delayed when gale force winds necessitated a postponement in the interests of the vessel's safety.

The third "Irish Willow" was unique in that she was the only vessel ever owned by the Company to be registered in Galway.

The "Irish Willow" was sold in 1969 to Anel Shipping Company, S.A., of Panama and was renamed "Sparta". The vessel changed hands again in 1977 and was renamed "Klio" under other Panamanian ownership. In 1980 the vessel was renamed "Mandi" when she was purchased by Sueloscon. S.A. of Panama. The "Irish Willow" had a deadweight of 1,971 tons and in the early part of her career she traded between European and North African ports. Subsequently she made a number of North Atlantic voyages. Among those who commanded this vessel when she traded in Canadian waters during the early 1960's were Captain Alan Evans, Captain Michael O'Dwyer and Captain Cyril Brennan. Sadly Cap-

tain Brennan died following a prolonged illness after he had been taken ashore in Canada for hospital treatment. Captains J. Lee, W. Garvey, J. J. Walsh, I. Shiel, J. Flanagan and T. Hughes were other well-known Masters who held command of this vessel in the 1960's. Master on the maiden voyage of the vessel was Captain E. H. White and prior to her sale in 1969 she had spent several months trading between the Gulf of St. Lawrence and Ilo in Peru before returning to dry-dock at Jarrow. In 1968 along with the "Irish Sycamore" she participated on a supply convoy which brought provisions into the Northern outposts of the Hudson Bay. Among those who served as Chief Engineer on the vessel were Messrs. R. Tennent, M. Whooley and H. Mooney.

Good Wishes

We are pleased to learn that Marie McGouran of Head Office and Tom Byrne of Agency Division are both making good progress after their recent spell in hospital. We hope to see them fit and well again soon.

We also send our best wishes to Con Power of Agency Division for a speedy recovery from his present illness.

Deck and Engineer Officers Ashore as at 4th February, 1983

Masters: M. Carey, H. Fiddler, J. Gleeson, E. Greevy, P. Murphy, H. McGowan, B. Hearne.

Chief Officers: J. Bourke, P. Kehoe, F. McCarthy, D. Dignam, P. Miley, F. Traynor, N. Cummins, J. Fennessy, P. Boyd, E. Curry, P. Hughes.

Second Officers: G. Farrell, G. Hopkins, J. Flaherty, M. Poole, R. Mullins, R. O'Shea, D. Meagher, R. McCabe.

Third Officers: A. Jameson, F. Britton, S. Myles, T. O'Callaghan, A. Kingston.

Chief Engineers: A. Bolster, D. O'Brien, L. Byrne, P. Dowling, M. Culbert, D. Gabriel, M. Scully, P. O'Halloran, D. Horan.

Second Engineers: M. Flynn, W. Sammon, J. Keane, P. Gunning, F. McGarry, V. Hetherington, J. Cummins.

Third Engineers: O. Mortimer, T. Taylor, P. Curran, D. O'Connor, D. O'Loughlin, G. Sheehan, F. Hetherington.

Fourth Engineers: E. McQuillan, E. Cadwell, B. Desmond, P. Dolan, T. Fenelon, E. O'Sullivan, N. Wright, S. White, J. D. Murphy.

Junior Engineers: D. Aylward, P. Bowering, A. Butler, M. Cleary, D. Cody, N. Delaney, B. Frahill, T. Furlong, P. Good, E. Hopkins, B. Kennedy, S. Larkin, G. Launder, A. Lydon, I. Mills, G. O'Cearuill, P. O'Riordan, D. Potter, M. Quinlan, A. Stack.

Electrical Engineers: J. Dunn, J. Devereux, J. Warren, T. White.

Catering Officers: J. Rogan, J. Doran, T. O'Connell, H. Bond, G. McGovern.

Deck Cadets: B. Clarke, M. Dempsey, P. Fagan, D. Hodnett, F. Hogan, C. Meaney, P. Murphy, P. Reid, P. Walsh, D. Whelan, S. Greenwood, P. Maher.

Engineer Cadets: G. Stillman, A. Synnot.

New Panamax Launched

The Company's 71,500 dead-weight tonnes bulk carrier built at Verolme Cork Dockyard was launched early on 1st February. She is at present being fitted out and is expected to go into service in late June or early July.

The ship is a single-screw diesel-driven motor bulk carrier without a poop, forecastle or loading gear. She is suitable for the carriage of bulk cargoes such as grain, coal or ore, and has seven cargo holds, nine transverse bulkheads, raked stem above the summer waterline, bulbous bow, transom stern with "Mariner-type" rudder arrangement and with machinery, all accommodation and navigating bridge aft. A special feature of the Panamax is its two MaK six-cylinder M601 AK engines, each of 7,956BHP at 425 Rev/min, driving a 7m KaMeWa c.p. propeller at 98 rev/min. via Pneumaflex highly flexible clutches and Lohman & Stolterfoht reduction gears. A power take-off from the gearbox will drive a 650 kW alternator and the fuel system is designed to bunker 600 cSt fuel. The auxiliary diesel engines are Bergen KRG 5 with a continuous output of 687 kW each

and are designed to operate on blended fuel, 180 cSt or 1500 SR1.

The vessel's holds will have hatch openings of 14 x 17.5 metres on Number 1 hold and 16.00 x 17.5 metres on the other six holds. The McGregor jack-knife type hatch covers will be hydraulically operated, water tight and self clearing.

The accommodation and crew amenities will be similar to that provided on the "Irish Cedar" with certain additions. The vessel will have a swimming pool, gymnasium and the usual recreational facilities which are provided on other vessels of the fleet. A notable feature of the new vessel, however, will be the reduction in noise levels in the crew accommodation due to the location and design of the engine room. A further new feature will be the provision of totally enclosed motor lifeboats. Other details are as follows: length overall - 226.06 metres; length between perpendiculars 212.16 metres; width moulded 32.25 metres; height moulded 19.18 metres; drafts: moulded/load draft 14.32 metres; ballast draft, with 50% bunkers, 8.53 metres.

Scientific Research and "Asgard II"

By Raymond Keary

The idea of using a sailing vessel for scientific work at sea is not original, but it has not been seriously attempted in this part of the world for a long time. The cost of running a research vessel, even a modest one is always looked at askance. Very often there is no obvious immediate return for the investment made. Long term benefits are difficult to justify satisfactorily when urgent, more immediate problems intervene.

Consequently the use of a method of propulsion which costs nothing has unusual attractions. In recent years the use of sail-assisted motor vessels on certain cargo routes has resulted in significant savings, up to 10% of fuel costs in some cases. These savings have been made while adhering to normal schedules. If strict schedules are not involved, it is conceivable that much greater savings would be possible. The next logical step from sail-assisted motor vessel to auxiliary-powered sail is probably not worth considering if one is concerned with passenger or cargo schedules. However it might well be interesting in other spheres.

In an attempt to discover if it were feasible to use a sailing vessel for general oceanographic work an experiment took place in October 1982. A team of six scientists, from various sources, but under the operational control of the Geological Survey Marine Division, spent two weeks on the sail-training vessel "Asgard II". Although the planned programme was not attained due to bad weather, the experiment showed that not only could useful work be carried out from a sailing vessel, but that in certain circumstances it had distinct advantages.

A sail training vessel such as "Asgard II" is designed, built, rigged and run for a single purpose. A research vessel, or any working boat, has its own functional requirements which overlap with those of a sail-training vessel only in the broadest way.

Lack of specialized handling equipment and of suitable quantities of electric power limited the type of work which could be done but had no fundamental effect on the general suitability of the vessel.

There are two main types of scientific work at sea:

(a) those which require the ves-

sel to stay in one spot for as long as necessary, then go to another, predetermined position, and stay there for a period;

(b) operations which are carried out while the ship is underway. Normally this requires a reasonably steady speed and course and very often requires the vessel to cover a grid or "search pattern".

We tried out both types of work on the "Asgard II". It is evident that a motor vessel has an advantage when covering a predetermined pattern. However it is very seldom that a pattern is so sacrosanct that you cannot adjust it to suit the wind and finish up with a result as good as the original.

On station in a heavy swell the sailing vessel has a definite advantage. The pitching and rolling experienced on a motor vessel can be smoothed enormously by the steadying effect of the sails. It may be possible to stay more accurately on station with a motor vessel, it certainly is with a bow thruster. There is no reason why a specially built sailing vessel, with a bow-thruster, should not be able to stay on station as well as any motor-



Dr. Raymond Keary.

ship and have the enormous advantages of a steady deck also.

The superior seaworthiness and seakindliness of a sailing vessel when compared with a motor-ship of equivalent size is astonishing when first experienced. In a small motor vessel with a main engine and one or more powerful auxiliaries working, a vibration can be set up which pervades the ship and over a period of days has an effect on personnel which renders them more or less punchdrunk. It probably resembles the effects of a pneumatic drill. The reduction in vibration, added to the steadying effect of the sails results in a working environment which is comfortable and safe. More attention can be paid to work and less to avoiding injury and trying to sleep.

In brief, we covered 1,786 kms., towed a magnetometer sensor for 1,320 kms., occupied 10 oceanographic stations and experienced 50 knot winds on two occasions. The overall result of the cruise was to show that even under unsuitable conditions, useful work can be done from a sailing vessel. In fact, the opinion of many of those involved was, that with a motor

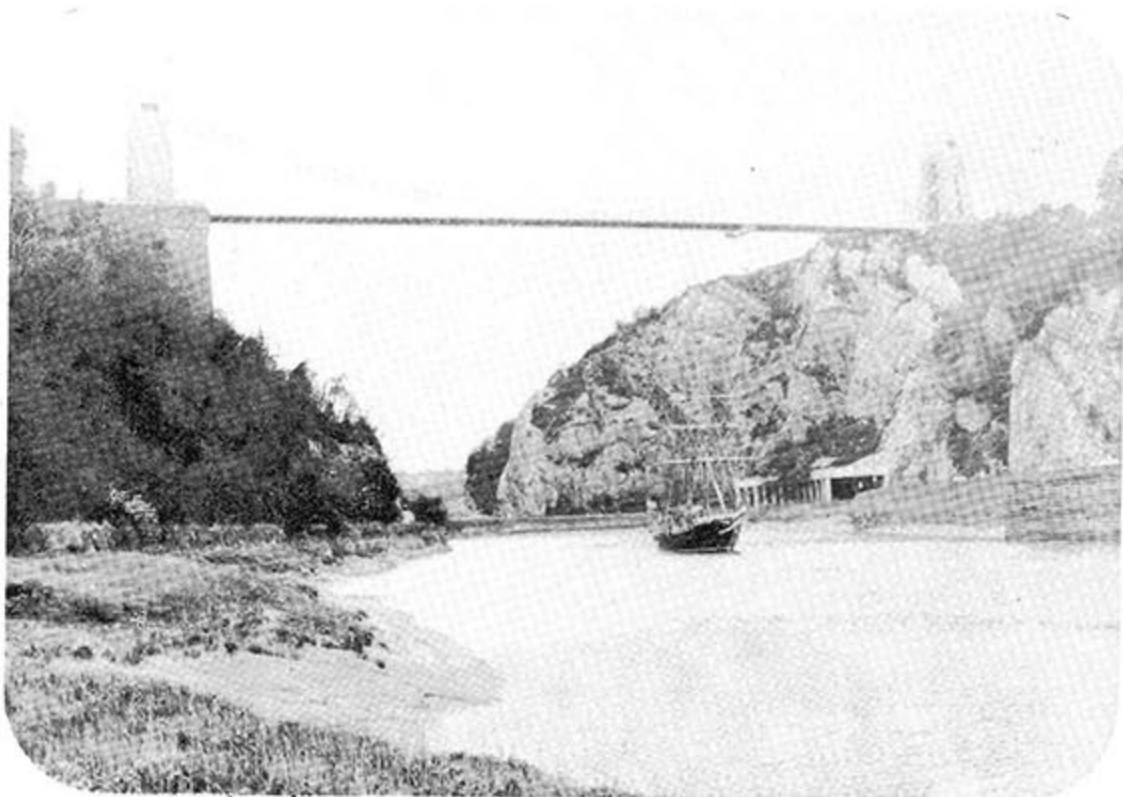
vessel of equivalent size, we would have been lucky to have got a couple of days work out of the fortnight.

Costs are not directly comparable because in some areas the differences in working practices are so great between a training and a working vessel. For example the "Asgard II" carries a complement of 25. A working (sailing) research vessel of equivalent size would manage with half that number.

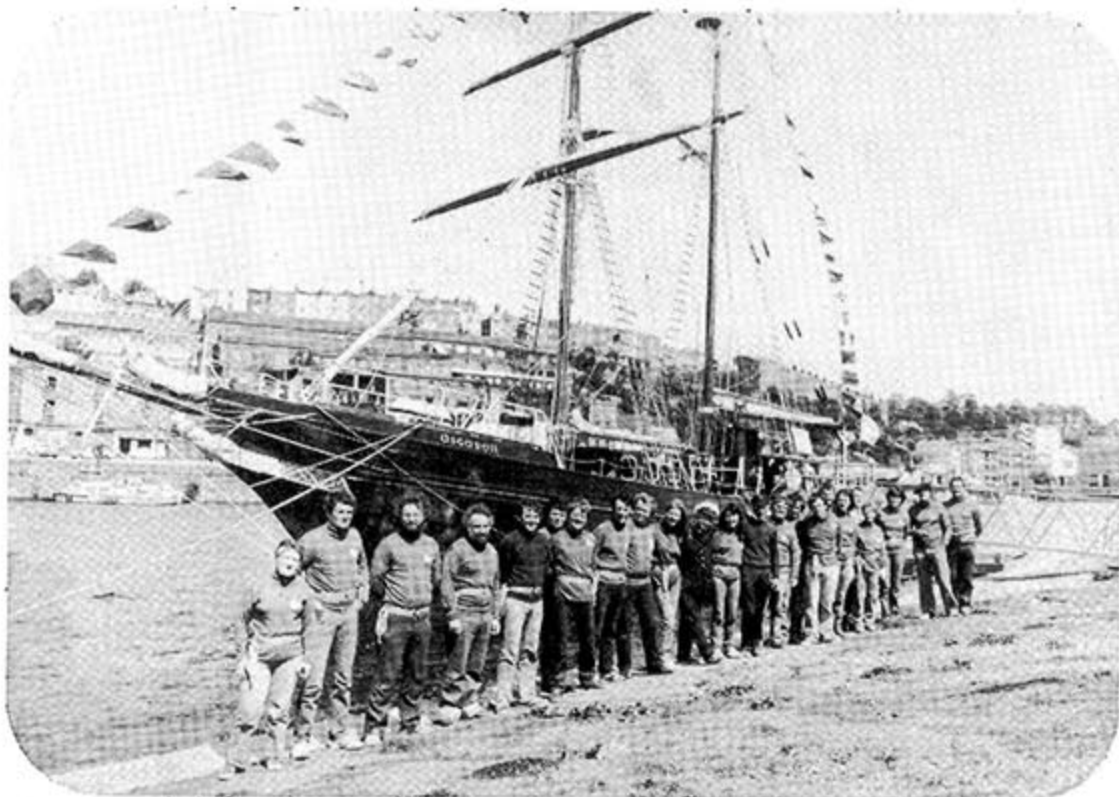
Insurance is a heavy item on a training vessel. In the matter of fuel an estimate can be made. We used 2,612 litres of fuel in a total of 210 hours on passage. This includes use for domestic purposes, cooking, heating and the generation of electricity for scientific purposes even when the ship was under sail. An equivalent sized motor vessel would probably have used between 55 and 70 litres per hour. Taking the lower figure this amounts to 11,550 litres for 210 hours or a cost of £2,550 approx. for fuel against an actual cost of £575.

This of course, must be offset against the cost and maintenance of spars, sails and cordage. There does seem to be a strong case for the use of sail in scientific work. It may well be worth further investigation, now that the U.N. Law of the Sea Conference has been concluded and we are likely to find ourselves legally responsible for

(Contd. on Page 15)



"Asgard II" pictured at Bristol.



The "Asgard II" berthed at Bristol with her crew from Allied Irish Banks together with Officers from the vessel including Captain Eric Healy.



Pictured at the "Asgard" reunion held in Dublin on 5th January were (L. to R.) S. Morris, Engineer; M. Geoghegan of the Geological Survey Office; M. Wallace, Watch Leader; Captain Frank Traynor, Master; R. Keary, Geological Survey Office; B. Martin, Second Mate; L. Keating, Bosun; Helen O'Rourke, Watch Leader and G. Sargent, Watch Leader.

POSTED ON THE HIGH SEAS

By Brian Limrick

Since World War II use of the Paquebot privilege by merchant ships has declined to where most (but not all) such mail today is probably of philatelic origin.

Many of the old Paquebot markings have disappeared but surprisingly, except for the Latin

Printed Matter

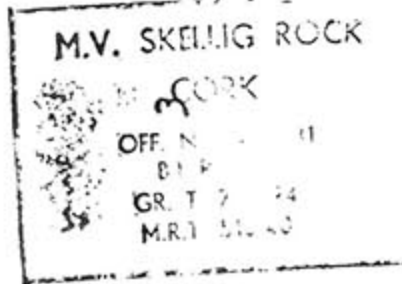
The whole concept of Paquebot mail would seem to be surrounded by much confusion, both in maritime and postal circles. It might be true to say that few seafarers are acquainted with, and understand the rules regarding the Paquebot mail privileges. Unfortunately, the same can also be said to be true of many postal officials.

The concept is based on the fact that a merchant ship on the high seas is sovereign national territory of the country whose flag she flies (similar to an embassy) and therefore mail posted aboard a ship in international waters is entitled to be franked with stamps of, and in accordance with the postal rates of the country of the ship's registry. It can be seen that when the ship reaches its next port and mail posted by passengers and crew is handed over to the local postal authorities, that difficulties will arise and for this reason, back in 1893, rules were laid down by the Universal Postal Union (U.P.U.). These rules have been regularly updated, the last time being in Lausanne in 1974.

The relevant articles referring to the legal use of Paquebot mail are as below:

Article 26 (2). If the items are posted on board on the high seas they may be prepaid - by means of the postage stamps and according to the rates of the country to which the ship appertains or is under contract. Items prepaid in this way must be handed over to the post office at the port of call as soon as possible after the ship's arrival.

Article 133 (6). The stamping (postmarking) of the items posted on ships shall be the responsibility of the postal official on board charged with the



NAVIRE



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duty or, failing those, with the post office at the port of call at which these items are handed over. In that case the office shall impress the correspondence with its date stamp and add the word NAVIRE, PAQUEBOT or any similar note.

Many of the passenger carrying ships of certain countries still have post offices on board, mainly Scandinavian ferries and cruise ships but also some ships of the Italian, German and Russian fleets.

American countries, there is continued use of such markings at most of the older ports and many of the new ports and new markings keep appearing from not only the old ports but from the new ones as well.

During 1981 some 116 new Paquebot markings were reported, 37 of these being from previously unreported ports. Included were new markings from large ports like New York and Bremen and smaller ports such as Port Cartier in Canada,

Printed Matter.

M.V. IRISH MAPLE
DUBLIN.
OFF. NO. 401218
G.T. 16703.84
N.I.T. 11360.88
B.H.P. 11600.00



PAQUE BOT

M.V. IRISH MAPLE

Brian Limrick,
11 Chestnut Drive,
YEOVIL, Somerset,
England. BA20 2NL.

Brian Limrick
MASTER. 18 NOV 1980
PAQUE BOT

Printed Matter.
M. V. IRISH PINE
DUBLIN.
OFF. NO. 401214
G.T. 16703.84
N.T. 11360.88
B.H.P. 11600.00

B. Limrick
Master

M. V. IRISH PINE

IRISH SHIPPING LTD.
MERRION HALL,
STRAND ROAD,
DUBLIN, 4,
IRELAND.

Port Huon, Tasmania and Landskrona, Sweden. One new port also reported was Avilas in Spain with a new marking first used on an envelope posted to me by the Master of m.v. Tuskar Rock! Many of the ports of call of the ships of Irish Shipping have Paquebot markings, including Durban, Baltimore,

PAQUEBOT



Brian Limrick.
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Antwerp, Liverpool, Singapore and also many of the smaller European ports.

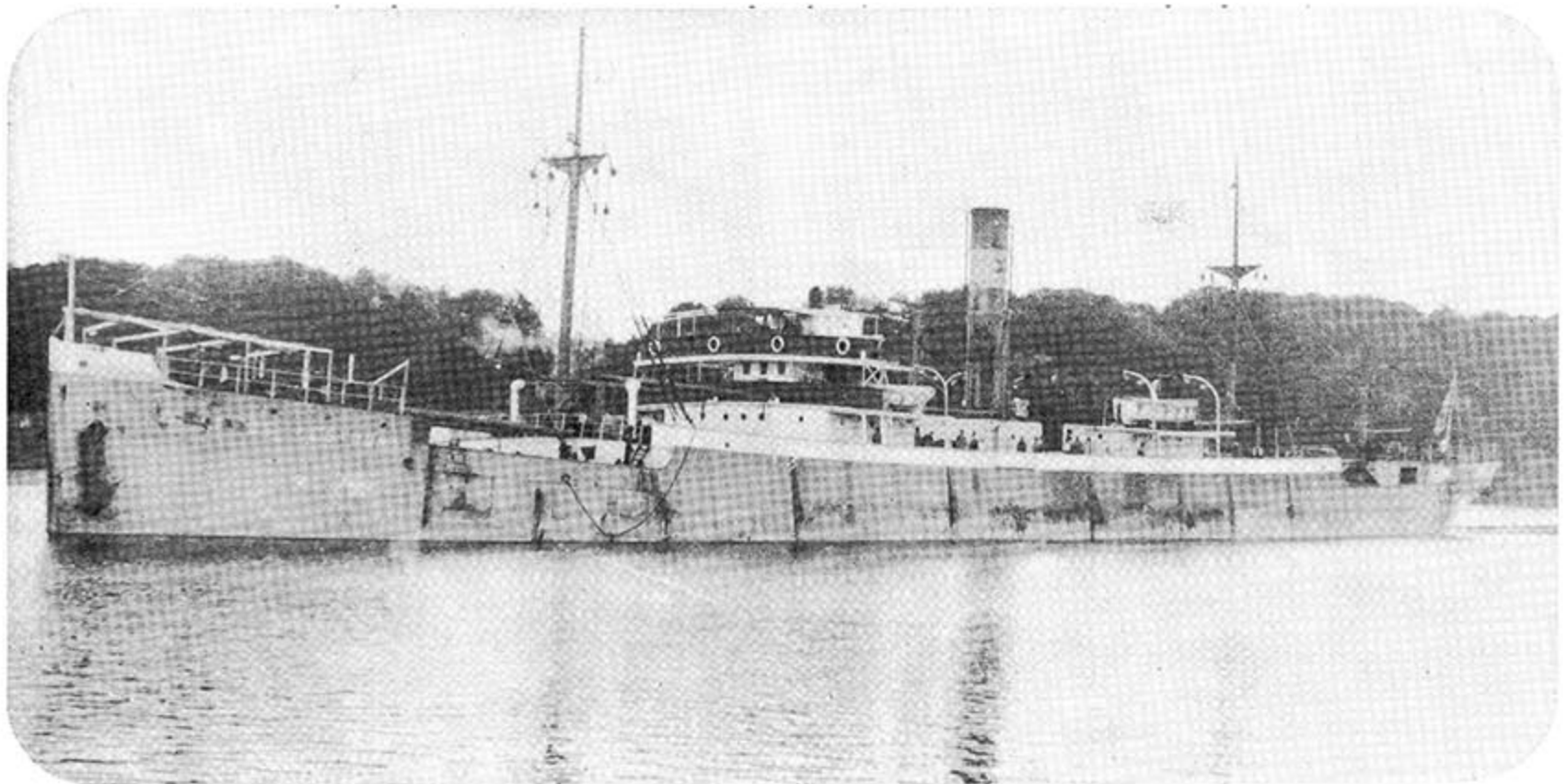
The U.P.U regulations were originally intended to apply to surface mail but have since been revised to include Paquebot privileges for airmail. However, these airmail regulations are more complicated than for sur-

face mail and therefore rarely used. Quite often, though, mail, with only second class rate or printed matter rate, posted for me by obliging ship's officers has arrived within days rather than weeks.

There are many types of Paquebot markings in use throughout the world and it is their variety, and the difficulty in obtaining them, that makes them interesting to collect. Most are straight line marks, sometimes with the name of the port included, or combined in a datestamp. Some of these are illustrated with this article.

Mr. Limrick is a member of the World Ship Society and has been a regular reader of "Signal". He has asked us to convey his thanks to all those ship Masters who have helped him in his hobby. We, in turn, thank the writer of this article for the very interesting information which he gives on the little-known subject of Paquebot mail.

A Rare Picture



Following the publication of a large selection of War-time fleet pictures in the last issue of "Signal" we were delighted to receive a letter from our good friend, Dick Scott, enclosing a very rare picture of the first ves-

sel ever owned by Irish Shipping taken four years prior to her acquisition by the Company.

This is a picture of the "Vasilios Destounis" seen arriving at the Port of Waterford in 1937. It will be recalled that this was the

vessel which was found abandoned by Spanish fishermen in the Atlantic off the coast of Spain. She had been attacked by a German bomber and her crew had abandoned the ship leaving on board her cargo of 1000 tons

of grain. The fishermen who salvaged the vessel were awarded £80,000 for bringing her into their home port of Aviles.

In the course of his interesting letter, Dick referred to some photocaptions which he tells us were transposed in the last issue of "Signal". He writes as follows "the middle photo on page 11 looks to me like the "Larch" and the bottom picture of page 10 could be the "Plane". The piece you had on the recent issue of boat stamps by the post office was probably taken from their publicity leaflet. There are a lot of errors in this and I am sorry they did not have it fully checked out first. For a start, the 22p stamp is supposed to illustrate a hooker or 'Bád Mór', which it does, but the title 'Gleoitog' is a different size boat out west. When they came to the Irish translation they used the term 'Púcán', which is a different class again. Other points - there were not 52 hookers in commission in 1977 - there were 15. The rest were smaller craft, many motorised without sails and some laid up. The "Connacht" was not built around 1800 - local tradition says around 1850. The reason I was interested in these old crafts is that I once owned a small one and I have just completed a book on this, which is due for publication next May".

Dick is quite correct in saying that the information regarding the stamp issue was taken from the Post Office literature on the subject, and we are grateful to him for his interesting and informative letter.

CONGRATULATIONS

To **Miss M. Ruddy** on obtaining her Class III Deck Certificate.
To **T. Fenlon** on obtaining his Class II Engine Certificate.
To **P. Bowring** on obtaining his Class II Engine Certificate.
To **J. J. Cummins** on obtaining his Class I Engine Certificate.
To **C. N. McGarrigle** on obtaining his Class I Engine Certificate.
To **F. McGarry** on obtaining his Class I Engine Certificate.

A Word of Thanks

Our sincere thanks to the following readers who sent us greetings and good wishes for Christmas and the New Year:

Mr. James Bennett; Mr. Felix McCarthy; Sister Mary of Our Lady of Mercy National School, Cahir, Co. Tipperary; Mr. Tom McHugh, Principal, Garranbane National School, Co. Waterford, and Mrs. Irish of Virginia, U.S.A.

We reciprocate the kind wishes of the correspondents mentioned and we hope that 1983 will prove a happy and peaceful year for all our readers.

Site for Seamen's Memorial



Inspecting the site at the Custom House, Dublin, on which it is proposed to erect a memorial to seamen lost on Irish merchant vessels during the war years. (L. to R.) Mr. P. Masterson, Mr. A. Fagan, Mr. P. Walker and Captain D. Valencie, all of whom served at sea during World War Two.

The Memorial which will cost approximately £30,000 will consist of 17 ft. high anchor backed by a granite plinth as a commemorative monument to the 150 seafarers who were lost in 16 ships and 2 fishing vessels during the war years. The project is sponsored by the Irish Seamen's Memorial Committee which is made up of representatives from the Irish Association of Master Mariners; Marine Port & General Workers' Union; Maritime Institute of Ireland and the Seamens' Union of Ireland.

Don't Panic — write a report

The following report from a ship's Master is reproduced by kind permission of the anonymous author who appears to be gifted with remarkable 'sang-froid'.

It is with regret and haste that I write this letter to you, regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own pre-conceived opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the "G" flag for the "H" and, it being his first trip, was having difficulty in rolling the "G" flag up. I therefore proceeded to show him how. Coming to the last part, I told him to "let go". The lad, although willing, is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the Chart room, having been plotting the vessel's progress, and, thinking that it was the anchors that were being referred to, repeated the "let go" to the Third Officer on the forecastle. The port anchor, having been cleared away but not walked out, was promptly let go. The effect of letting the anchor drop from the "pipe" while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled out "by the roots". I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise I would say were pigs. In his efforts to stop the progress of the vessel, the Third Officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a double ring Full Astern on the Engine Room Telegraph and personally rang the Engine Room to order maximum astern revolutions. I was informed that the sea temperature was 53° and asked if there was a film tonight; my reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems.

At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing spring down onto the tug.

The sudden braking effect on the port anchor caused the tug to "run in under" the stern of my vessel, just at the moment when the propeller was answering my double ring Full Astern. The prompt action of the Second Officer in securing the inboard end

of the towing spring delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of that vessel.

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a "cable area" at that time might suggest that we may have touched something on the river bed. It is perhaps lucky that the high-tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout, it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behaviours of foreigners during moments of minor crisis. The pilot, for instance, is at this moment huddled in the corner of my day cabin, alternately crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand reacted violently and had to forcibly be restrained by the Steward, who has him handcuffed in the ship's hospital, where he is telling me to do impossible things with my ship and my crew.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage that they did to the railings of the No. 1 hold.

I am closing this preliminary report, for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that had the apprentice realized that there is no need to fly pilot flags after dark, none of this would have happened.

For weekly Accountability Report I will assign the following Casualty Numbers T/750101 to T/750199 inclusive.

*Yours truly,
Master.*



New Cork/ Le Havre Service

Next year ICL will introduce a new service between Cork and Le Havre.

It commences with a departure from Le Havre on Thursday, June 23rd arriving Cork on June 24th.

There will be eleven round trips served by the car ferries St. Killian II and St. Patrick II.

Sailing time will be 21½ hours.

Cork departures will be every Friday at 17.00 hrs. arriving Le Havre on Saturday at 15.30 hrs. Le Havre sailings will depart every Thursday at 18.00 hrs. arriving Cork on Friday at 14.30 hrs. (local times).

The service will operate from the new Ringaskiddy terminal.

The Irish Continental Line vessels serving the Cork/Le Havre route will provide capacity for 28,000 passengers, 7,600 car spaces and 804 freight units over the season.

The Cork service will be particularly attractive to Continental

visitors many of whom holiday in the Cork/Kerry area. It also offers Munster exporters direct overnight access to major Continental markets and the primary European road system.

ICL sponsors European Angling Competition

ICL has joined forces with the Irish Federation of Sea Anglers to sponsor the 'Irish Continental Line European Surf Casting Championships'.

This is a new competition for shore anglers being organised by the IFSA next September.

The event will attract top sea anglers from throughout Europe who will compete for a number of individual and team awards.

At present a venue is being arranged and full details will be announced in early 1983.

Irish Continental Line's sponsorship of this major tournament springs from the significant number of anglers who sail to

Ireland on fishing holidays each year.

North Sea Charter

The "Saint Patrick II" is at present on charter to North Sea Ferries for their service between Hull and Rotterdam's Europort. The vessel is on charter on this route until 2nd April next and replaces the Noorland Ferry which is still serving on Falklands duty in the South Atlantic.

New passenger Information Leaflet

A new passenger information leaflet which contains a practical guide to information you need to know when sailing Irish Continental Line has been produced by the Customer Relations Department.

Prepared in English, French and German the leaflet contains information on embarkation, car



Pictured at the News Conference in Cork to announce the introduction of the new service from Cork to Le Havre were (L. to R.) P. Gleeson, Manager Access Transport (Bord Failte Eireann); L. French, General Manager, Cork Harbour Commissioners; Captain C.C. Raftery, Marine & Operations Director, I.C.L.; B. Foley, recently retired Chairman, Cork Harbour Commissioners; Frank Carey, Passenger Sales Director, I.C.L.; and D. Murphy, Chairman, Cork Harbour Commissioners and Director, Irish Shipping Ltd.

deck arrangements and finding your cabin.

Details concerning on-board facilities and Currency Exchange are also set-out. The leaflets will be distributed to foot passengers and car drivers at all check-in points.

1982 was a good year

Last year was a good year for Irish Continental Line according to figures revealed by the Company's Passenger Sales Director, Frank Carey, when he addressed the annual Conference of the Irish Travel Agents Association in Limerick on November 19th last. An increase of 9% in total passengers and a corresponding 10% increase in total passenger vehicle carryings was recorded by I.C.L. Passenger traffic from the Continent to Ireland was particularly impressive with the main markets of France and Germany achieving a 30% and 21% growth respectively. These increases offset a slight drop in Irish carryings which was accounted for by this country's difficult domestic economic circumstances.

The introduction next June of the new Cork/Le Havre service will greatly enhance I.C.L.'s marketing efforts on the Continent and will help to boost traffic to the Cork, Kerry and Munster region particularly from France, Germany and Northern Europe. 1983 fares were increased by approximately 12% with the same fare structure applying to Rosslare/Le Havre and Cork/Le Havre services. Rosslare/-Cherbourg will be slightly cheaper. In money terms, single passenger fares from Rosslare/-Cherbourg start from £45.50 and single car fares from £62. On the Le Havre route these will

be £2 more. Recognising the difficult year ahead I.C.L. will offer a number of low-cost packages to Irish holiday makers including a five day excursion fare from £64 return. In addition, their Ferrytours range of package holidays will also be expanded.

In terms of freight carryings, 1982 was also a good year for I.C.L. The increase in traffic by 9% was in line with passenger growth and was recorded during the peak season months from April to October. A major factor in the growth and growth potential of freight traffic is the greater carrying capacity now available on both the "Saint Killian" and "Saint Patrick". These ships can now carry loads bigger than ever before and can also cater for wider items. One heavyweight consignment carried recently was full equipment for a fire brigade. This meant providing for loads of up to 7 metres or 23 feet wide; 4.5 metres or 14' 9" high and weighing up to 100 tons.

Extra film footage

Gîte holidays, Villa Resorts at Quiberon, La Trinite, Les Sables d'Olonne, Cannes, Eze sur Mer and Nice are among the extra sequences added to ICL's promotional film.

For screening to travel agents, groups and clubs the film's extra footage also includes promotional shots of the Loire Valley, Normandy and Cherbourg.

The film incorporates sequences filmed on the new St. Killian II and St. Patrick II and is also available in French and German language versions for screening by ICL General Sales Agents in Europe.

Wedding Bells

Congratulations and best wishes to **Tom Sarsfield**, Second Officer on "Saint Patrick II" who was married recently to Miss Ann Cleary.

Tenth Anniversary

This year Irish Continental Line celebrates its 10th Anniversary. In June, 1973, the inaugural sailing between Le Havre and Rosslare took place. Since then the Irish Continental Line story has been one of continued expansion and profitability. First came a new ship, the Saint Killian, and then a new route from Rosslare to Cherbourg.

As traffic increased so, too, did Irish Continental Line's capacity. The Saint Killian was 'jumboised' and a new 32-metres mid-section added costing £9m. This meant an additional 517 cabin berths, an extra 90 car spaces, 106 new cabins and an overall increased capacity of 60 per cent. Freight space, too, was up by 40 per cent. Next the Saint Patrick was replaced by a new and larger vessel to be named Saint Patrick II. Now in this the tenth year of the service, a further expansion takes place - the commencement of a peak-season service on the new Cork - Le Havre route.

1983 Brochure

Irish Continental Line's sailing schedule and Ferrytours programme of all-inclusive holidays are combined in a bigger full colour 52-page edition. This incorporates 'Pick a Package' which includes details of Camping, Caravanning and other holiday ideas organised in co-operation with some 30 Tour Operators.

A feature of the brochure is the inclusion of the estimated all-in cost of a Ferrytours self-catering villa holiday for a family of four, showing significant savings over a holiday package by air. Using a villa in Erquy as the example, the total cost inclusive of petrol, insurance and meals amounts to around IR£880.00 whilst an air package can be up to IR£300.00 more, depending on the operator.

An article written by Margaret Griffith of Villarea Park, Dun

Laoghaire, winner of the 1983 Free Villa Holiday Competition, is featured and gives a first-hand account of a motoring holiday in France

1983 Fares

Standard fares on the Rosslare-Cherbourg route range from IR£45.50 single (deck fare) per person to IR£66.00 single in a 2-berth cabin (shower and toilet) with reduced rates for children. Deluxe suites with bath, shower and toilet are offered at IR£73.00. Car fares start at IR£62.00, caravans at IR£70.00 and trailers at IR£4.70 per foot. Fares on the Rosslare - Le Havre and Cork - Le Havre routes are on average IR£2.00 dearer than Rosslare - Cherbourg and both represent an 11-12% increase over the 1982 fares.

Priority Travel Service Wins 'Travel Agency of the Year' Award

A Dublin travel agency, Priority Travel Service of Stillorgan, has won the Irish Continental Line 'Travel Agency of the Year' Award.

Priority Travel Service, which handles all forms of travel, has been established in the Stillorgan Shopping Centre since December 1966. The Company was founded by Joe Keane who accepted the Award. Last year's national winner was Intercontinental Travel of Crumlin, Dublin.

In addition to the overall 'Travel Agency of the Year' Award, Regional Awards have gone to five other travel agencies. These have been won by

O'Meara Holidays (Dublin City and County), Southside Travel, Bray (Leinster), Lee Travel, Cork (Munster), Keller Bros. Travel, Ballinasloe (Connacht) and Transworld Travel, Belfast (Ulster).

Organised and sponsored by Irish Continental Line in co-operation with the Irish Travel Agents Association, the Travel Agency of the Year Award Scheme is designed to publicly acknowledge the service offered by those travel agents, who, in the opinion of their customers, are providing an award-winning service. In this way travellers have an opportunity to reward the travel agency which comes out tops on service.

Customers nominating an agency for an award assess the service standards across six headings - friendliness, efficiency and service, understanding customer needs, budget planning, the provision of literature, the availability of advice and hints.

Among those travellers who nominated travel agents for the award, 40% had travelled to the Continent on camping holidays indicating a significant preference among Irish holidaymakers for this type of holiday.

Besides the Travel Agency of the Year Awards a prize of an Irish Continental Line holiday for four plus car was presented to Helen Buckley of Sandyford Road, Dundrum, who nominated Priority Travel Service, the winning agency. Her nomination praised their consistency, friendliness and good service, their interest in customer needs and their willingness to investigate queries.

Presenting the awards, Frank Carey, Passenger Sales Director, I.C.L., said "the scheme, now in its second year, is immensely valuable in encouraging travel agencies to prove to customers what it means to have a travel professional working for you".



Our photograph shows I.C.L. Passenger Sales Director Frank Carey presenting the "Travel Agency of the Year" Award to the winner, Mr. Joe Keane, Founder of Priority Travel Service, Stillorgan, Dublin and his wife Mrs. Maureen Keane.

The following are a number of bargain offers from I.C.L. for the coming year.

Mid-Week Return: Before the 24th June and after 31st August, savings of up to 17½% on standard passenger fares on mid-week sailings i.e., any day except Friday, Saturday and Sunday.

"Free Car Offer": Four adults travelling together can have their car transported free on any sailing outside 24th June - 31st August. This can mean a saving of IR£124.00 or more on standard return fares.

"Half-Fare Car": When 2 or 3 adults travel together outside

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24th June – 31st August, the car travels for half the standard fare; a saving of IR£62.00 or more on a return booking.

"Caravans at 40%": 40% reduction on caravans and trailers accompanied by 4 adults outside the peak season. Two children 4–13 years count as one adult for the purpose of "Free Car" and "Half-Fare" car offers.

"Budget Breaks": Special low excursion fares for return travel within 7 days. "Budget Breaks" start from IR£64.00 return and allow up to five nights on the Continent.

"Mini Cruises": A round trip between Rosslare and Cherbourg with 9 hours ashore in France. Individual fares start at IR£47.50 return (effective 2nd April 1983) and includes a £10 duty-free shopping voucher. Groups of 10 or more travel for a basic IR£37.00.

"Student Fares": Full-time students 14 – 30 years who hold the International Student Identity Card are offered reduced off-season fares to Cherbourg (IR£36.00) and Le Havre (IR£38.00). Peak season fares are IR£40.00 and IR£42.00 respectively.

Villa, Gite and Apartment Holidays

The ever popular Ferry tours self-catering villa holidays, with a choice of 12 resorts in France and Spain, include return passenger and car fares with cabin accommodation on an Irish Continental Line ferry and two weeks villa rental. Based on two adults and two children travelling prices start at IR£123.00 per person (in early June). Gites – inexpensive self-contained holiday homes in the French countryside, usually in or around farms and ideal for family holidays – are offered in the Ferrytours range of all-inclusive self-catering holidays. For a family of two adults and two children prices start at

IR£99.000 per person during May and early June.

To assist passengers with information and a direct Gite holiday booking facility the Gites de France organisation has appointed a permanent representative and reservations desk in Irish Continental Line's Aston Quay offices.

Motoring Tours

Motoring Tours offer freedom and flexibility with dinner, bed and breakfast accommodation selected en route from over 170 hotels throughout France, including Paris. A 7-day tour begins at IR£124.00 (January to April), IR£137.00 (May and late September to October), IR£163.00 (June and early September) and IR£204.00 (late June to end August) each with four adults travelling.

News for 1983 is the Drive-as-you-Please European Motoring Tour offering a choice of over 500 hotels in nine European countries with prices from IR£154.00 (January – April), four travelling.

Paris Weekends

For the non-motorist, ship and rail arrangements for short breaks to Paris are available from IR£109.00 for a 5-day tour (January to April); IR£135.00 (May to mid-June and September to October); and IR£157.00 (late June to August) with prices based on four adults travelling together.

Coach Tours

Newly introduced is the range of French Coach tours, a 5-day Normandy tour, a 7-day Normandy and Paris tour and a 12-day Lourdes and the Shrines of France tour. Prices start at IR£99.00 for the 5-day tour.

"France Vacances"

Giving unlimited travel on the French Railways network, a Rail Rover ticket ("France Vacances") is available through Irish Continental Line. There is a choice of First and Second Class tickets for 1 week, 2 weeks or a month

and prices start at IR£87.00 for a one-week Second Class adult ticket.

French Motorail

For those with destinations in the South of France or Spain or further afield in Europe who want to avoid a long, tiring drive, Irish Continental Line can arrange for motorists to take their cars by French Motorail. Starting from Paris, the whole French Railways network is open to the motoring tourist who has a relaxing trip with overnight accommodation on the train, so saving time and petrol. A special French Motorail brochure is available on request.

"Mini-Tours"

Mini Tours to the picturesque town of Cherbourg – Giving three nights bed and breakfast in a centrally located hotel, return travel from any C.I.E. station in Ireland, cabin accommodation on board an Irish Continental Line ferry and car transfer from Ferryport to Hotel – are offered from IR£89.00 per person with four adults travelling.

Poundsavers

Other "poundsaver" offers in Irish Continental Line's 1983 Programme include Rilsaver fares to Paris from any C.I.E. station from IR£86.00 (valid to March 31st), Student Fares from IR£36.00, Inter-Rail Cards valid for one month's rail travel in 19 European countries at IR£132.00 for under 26's, Senior Citizens 25% off-season discounts and Youth Fares.

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the sea-bed of a very large slice of the North Atlantic.

Fuel oil will not get cheaper and the wind will continue to blow. Asgard II has been the subject of remarkably few begrudging remarks since she was launched. Maybe the idea of a working sailing research vessel, would get similar broad-based support.

We thank Dr. Keary for this very interesting article on his experiences on board "Asgard II".

History of Dublin Port

We are grateful to Rev. Fr. Fintan Campbell for the following extract from the "History of the City of Dublin (1818)" by J. Warburton, J. Whitelaw and R. Walsh. The literary style of the authors is obviously that of a bygone age but the essential information makes interesting reading in this era of computers and automation.

It appears that the first incorporation for the improvement of the harbour of Dublin was by an act 6th Anne, 1707, for cleaning the port, harbour, and river of Dublin, and erecting a ballast office, which vested powers for the purpose in the Lord Mayor, Commons, and Citizens of Dublin and laid a small tonnage on shipping for that purpose; their operations began in the following year; before this period, the lower part of the river and the harbour were in the state the currents of the river Liffey and the other streams that communicated with it, and the natural effect of the winds and tides, had placed it. The first step for improvement appears to have been by employing lighters to cut a new and more direct channel, of about 100 yards wide, and to stop up the old one. About the same time, the inclosing the ground at the south side of the river, now Sir John Rogerson's Quay, was undertaken. About the year 1714, surveys were ordered relative to the propriety of piling below Ringsend, and in consequence thereof the preparatory work was soon after begun, by sinking wicker-work kishes, filled with stones; and in the year 1717, the piling commenced.

In the same year, the attention of the public was turned to the enclosing of the strand on the north side of the river, which was then an open waste, from below where the present Custom-house stands to the bay, the property of the near part whereof appears to have been in the city of Dublin. To effect this important purpose, and defray the expense, an act of assembly of the city was passed for letting the ground in perpetuity, rent free, to a set of subscribers, who were to undertake the inclosure of it; and a map of the whole ground was made out, which divided it into lots, denominated

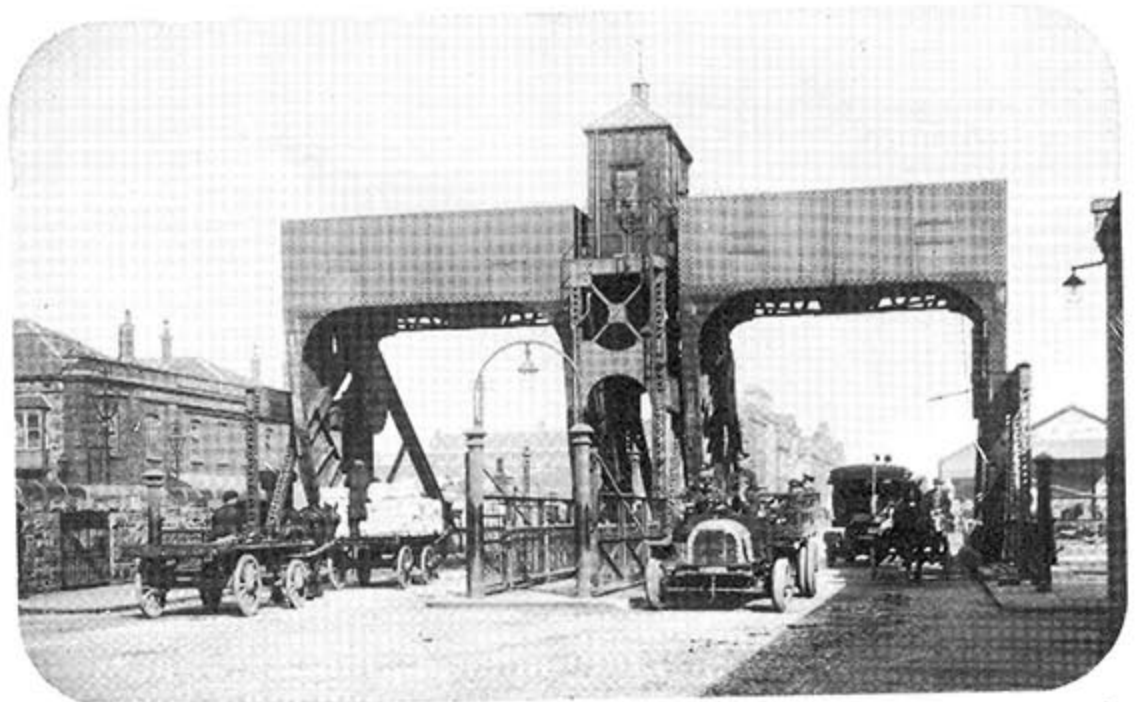
foot and acre lots, leaving room for proper quays and roads.

The foot lots were those that fronted the river, or were near it, and they varied as to their dimensions according to their vicinity to town, so as to be considered of equal value; those distant having in extent what might be supposed to compensate for their being more remotely removed. The entire number of lots were 132 of each class; and the subscribers were obliged to pay a certain sum into the general fund, for the enclosure of and dividing the grounds, making roads, &c. The whole of these lots being numbered, each subscriber was entitled to a foot and an acre lot. The numbers were drawn as a lottery, and leases made out to the several subscribers. In conformity to the drawing, what is now denominated the *north lots* were taken in, inclosed and laid out from the fund; but an almost equal part of the original scheme, which was to have extended the inclosure to the Clontarf Strand road, leaving a channel for the Ballybough river, remains unexecuted, either from a dispute with the family of *Vernon* (Clontarf), as to the

property of that part of the strand, or to the expense of the enclosure already made having been so great, or probably from the combination of both these circumstances.

Shortly after the commencement of the piles, they were found to be inadequate to the intended purpose, as they did not keep the sand out of the harbour, and it was therefore determined on to form a wooden framing, carefully filled with stones, and which was accordingly completed.

In the year 1735, a light ship, being a small sloop, with a lantern at her mast head, was placed at the end of these piles or frames; near to the situation where the present light-house stands; and in the year 1748, the building of the wall from what is now called the Pigeon-house to Ringsend began. The light ship having been found very difficult to be kept at her mooring, and being a very important light, the building a permanent lighthouse was determined on and completed, partly out of the funds belonging to the Ballast-office, and partly by small parliamentary grants. The time when it is proper to erect a



This picture shows the Spencer Dock Bridge, North Wall, Dublin in the early part of the century.

signal, there noticed, for passing the bar, is intimated by a simple but ingenious piece of machinery. In a wooden frame, which stands on the wall, near the building, is suspended a bell. When the tide rises to a certain height, it communicates motion to the bell, which tolls for a short period, and gives a distinct signal, particularly useful at night, when to notify the circumstance to the shipping. This was the invention of Dr. Bernd. M'Mahon, a Roman catholic clergyman, to whose ingenuity the public is much indebted.

Previously to Dr. M'Mahon's time, many vessels were cast away in and about the bay of Dublin. Many valuable lives were consequently lost, for want of an accurate knowledge of the phenomena of the tide on the bar and the adjacent coasts. To ascertain this, Dr. M'Mahon's genius was peculiarly adapted. An admirer of Newton, well skilled in the science of mathematics, endued with an inventive and mechanical genius, and of an active mind, he represented to government the necessity of fathoming the bay, and of deducing from actual observations and experiments, *a posteriori*, a set of tables like those formed for Brest, Plymouth and other ports, for ascertaining the tide. For this he was favoured with the use of a yacht equipped and ready at all hours. On this business the Doctor employed above three years of his life, to the no small detriment of his health, till he was ultimately enabled to form that system of tide-tables adopted by the Commissioners of the Custom-house and of the Coast-office, to the great advantage of the public at large.

This gentleman, after devoting a long life to the service of the public, and the duties of his own profession, died last year (1816) at his chapel in Hadwick-street, at the advanced age of 80, leaving a high character behind him for learning and piety. He was of a cheerful, pleasant temper, abounding with anecdotes – his disposition was amiable, and his views of religion liberal and enlarged.

The South Wall

After the completion of the light-house, the present great south wall, composed of solid masonry, and cut granite stone was commenced and proceeded on, but from the uncertainty of funds, and various untoward circumstances, the progress was slow; and the frame piles had become so much decayed, that the stones with which they were filled were displaced, and the land which had accumulated on the South Bull, was washing into the river continually, and filling up the channel. The merchants and others concerned in the trade and navigation of the port, applied, by petition, to the legislature, to have a new modification of the laws relative to the conservation of the port; and expressed their willingness to contribute more liberally to its improvement, if the superintendance and expenditure were placed in a less changeable body, and who were more closely connected with and interested in the maritime commerce of the city. After considerable opposition, an act of the legislature passed 1786, which transferred all powers relative to the river Liffey, the bay and harbour of Dublin, together with the regulation of the pilotage of the port in a new corporation, to be composed of the *Lord mayor* and *Sheriffs* for the time being, of three aldermen, elected by, and from that board, and of seventeen other persons named in the act, of which a portion were of highly respectable *public characters*, and the remainder merchants, at the time considered much interested in promoting the commerce of the metropolis. They were denominated – *The Corporation for Preserving and Improving the Port of Dublin*, and had perpetual powers given to them for filling up all vacancies occasioned by death or otherwise.

At that period, there was built of the great south wall, from the light-house upwards towards the Pigeon-house, 1522 feet, and the particular attention of the corporation was necessarily applied to the completion of this

great work, as also to removing the different banks and shoals in the river. The former was completed in the year 1796, by joining this wall to that formerly built to the Pigeon-house, and forming a basin there for the convenience of passage and other vessels. The dredging and deepening the channel has been progressively carried on, and still continues; all the great obstructions have been removed, so that loaded vessels, drawing from 13 to 14 feet water, now come up to the Custom-house quay, and further improvements are in progress. To enable them to proceed with their works, they were empowered to receive the following rates from all vessels coming to the port of Dublin –

Foreigners	1s.6d. per-ton
Natives	0s.9d. ditto
Colliers and Coasters	0s.6d. ditto

Besides this, every vessel is obliged to take all its ballast from the corporation, for which

Foreigners pay	2s.6d. per ton
Natives	1s.8d. ditto

The amount of this revenue and the improvement of the port of Dublin, inviting commerce, may be estimated by the following average of shipping invoiced at the period of the incorporation of the board, and since.

Average of ten years previous to 1786.

Foreign shipping	15,983 tons
British ditto	232,600 ditto
Total	232,600
Average for three years ending January 1816:	
Foreign shipping	21,284 tons
Merchant ditto	84,776 ditto
Colliers ditto	210,517 ditto
Coasters ditto	37,907 ditto
Total	354,484

The ballast is raised from the bed of the river, and is the means of rendering it deep. Eighteen large lighters, of 60 tons each, and containing nine men, are employed in this work, and perhaps display an instance of as much strength and laborious exertion as can any where be found. The lighters, having proceeded at the ebb tide down the river, take their station over the appointed place. A spoon formed of a strong ring of iron, to which is attached a net,

is fixed to the end of a long pole. This is let down to the bottom, perpendicular at the bow of the boat, and by means of a rope fastened to the spoon, and passing over a windlass, is dragged along and raised at the stern, filled with sand, which it had scooped up in its passage. By this simple machine, the boat is filled in four hours, and returns with the flood tide, each loaded with 60 tons of sand, which is transferred immediately to the vessels wanting ballast, who, besides the price of the sand, pay 5d. per ton for loading. The quantity of sand removed from the bed of the river in this way amounts to from 1500 to 2000 tons per week. The utility of this process in improving the river is every day becoming apparent. Since the incorporation of the board, the depth of the bed has been increased from three to four feet. It was formerly the practice for lighters to attend all merchant vessels at Poolbeg, and lighten them of part of their cargo, before they could venture up the river. Vessels of larger burden and deeper draught now proceed up to the Custom-house and Carlisle bridge without discharging any part of their cargo.

Besides the important and primary object of deepening the harbour, the corporation derive a revenue of £2000 per annum for the sale of their ballast.

The quay walls of the river, the building and keeping in

repair of which had heretofore been made good by the proprietors of the opposite ground, had been so much neglected, that on a remarkable high tide in 1792, the waters of the Liffey broke over the wall at Sir John Rogerson's quay, and completely inundated the south lots, at which time a very singular circumstance occurred: a deep laden collier of 200 tons was coming up the river under full sail, and when opposite that part of the wall which had given way, the rapidity of the current through the breach carried her into the middle of a field, from whence she was re-conducted at the ebb of tide into the Liffey; in consequence of this accident, and after a parliamentary enquiry into the circumstances that led to it, an act was passed, vesting the care of all the quays eastward of Carlisle bridge, in the ballast office corporation, and directing a small tax on the proprietors of ground in front of the river, as also a quayage duty on shipping, towards defraying the expense thereof.

The great advantage that has arisen from building regular quays, which then began, appeared so obvious, that in the year 1803, at the desire of the grand juries of the city and county of the city of Dublin signified to the Lord Lieutenant, application was made to the ballast office corporation, conveying to them a wish that they

should undertake the care of the quay walls and bridges, from Carlisle bridge to Barrack bridge, on the north side, and from the west end of Aston or Crampton quay, to Barrack bridge on the south side: and on their acquiescence, an act was passed, which placed those important works under their management, the plan and expense of such works being first laid before the Court of King's Bench, and the respective grand jurors of the city and county of Dublin, who were to present money for their execution. Since the passing of this act, the building of quay walls has been nearly finished. One beautiful bridge has been completed, another commenced, and ballustrades opposite the Courts executed, by which that elegant building can, from the opposite side of the river, be viewed with advantage from its base, so that within a very short period, probably not exceeding two years, there will be completed the most extensive mole and wall in Europe, stretching from the light-house to the Pigeon-house, a length of 9,816 feet, from thence to Ringsend, 7938, and from thence to Barrack bridge, 11,800, nearly six English miles.

The walls are completed by a tax of two shillings per foot on every house, and the bridges by presentment of the grand jury.

(To be continued)

Annual Seafarers' Commemoration Services

Annual services for seamen who lost their lives on Irish vessels during the war years were held on Sunday, 28th November. These annual Memorial Services have been organised by the Maritime Institute of Ireland for the past 31 years.

In Dublin the Commemoration started at the Church of the Immaculate Heart of Mary, City Quay, with Mass celebrated by

Rev. Fr. Hugh Daly, Administrator and the lessons were read by Captain J. P. Kelly and Cadet Michael Lester. At 11.15 a.m. a Service was conducted in St. Patrick's Cathedral by the Dean, Right Rev. Victor Griffin, assisted by Rev. W. R. Bradley and Canon Desmond Sinnamon, of St. Catherine's and St. James. The lessons were read by Mrs. Stella Archer, Vice President of the Maritime Institute and Mr. George Ball, representing the Association of Master Mariners.

The President of Ireland, Dr. Patrick Hillery, who is Patron of the Maritime Institute of Ireland, attended both services. The Lord

Mayor of Dublin was represented by Councillor Mary Frehill and Senior Diplomats present included His Excellency, The Federal German Ambassador, Carl Lahusen; Brigadier W. P. Barton, British Military Attache and Colonel David Thompson, United States Defence Attache. Commodore Liam Moloney, Flag Officer of the Irish Naval Service was also in attendance.

In Cork, an Ecumenical Memorial Service for Irish seamen was held in Anchor House, at 12.30 p.m. This was very well attended and those present included the Lord Mayor

of Cork, Mr. Hugh Coveney and the Lady Mayoress as well as representatives of the Naval Service and the Harbour Commissioners and representatives of shipping and fishing interests. Members of the Lifeboat Service and members of the Maritime Institute of Ireland were also present.

Officiating at this service was Rev. Brian Kennedy and Fr. E. O'Brien, and the lessons were read by the Lord Mayor; Mr. Dermot O'Mahony, Vice Chairman of the Cork Harbour Board and Naval Service Cadet Heery.

Sixteen Irish Merchant ships and two fishing vessels were sunk during World War Two involving the loss of 150 lives and 14 wounded. The Maritime Institute of Ireland has campaigned strenuously over many years for the erection of a Memorial to those who died on Irish ships during the war, and we hope that such a Memorial will become a reality prior to next year's services.

Congratulations

Our congratulations to A. Dillon, J. Kelly, D. Murphy, G. O'Farrell, J. Desmond, P. McCarthy, R. Walsh and P. Roche on passing their E.D.H. Certificate Examination.



Pictured at City Quay following the Memorial Mass in honour of Irish seamen who died during the last World War. (L. to R.) Cadet Michael Chester; Captain J. P. Kelly; Mr. Pat Walker and Mr. N. J. Healy.



At the Memorial Service, St. Patrick's Cathedral were (l. to r.): Canon Desmond Sinnamon, Mr. G. Ball and Very Reverend W. R. Bradley, Dean's Vicar.



The President of Ireland, Dr. Patrick Hillery pictured at the Seamen's Memorial Mass, City Quay, with (l. to r.): Councillor Mary Frehill, Deputy Lord Mayor of Dublin; Commodore Liam Moloney, Naval Service and Mr. James Hughes, President, Maritime Institute of Ireland.

"West Neris" recalled

The 15th May, 1983 will mark the fortieth anniversary of the sinking of the "Irish Oak", one of two vessels chartered by Irish Shipping from the United States government as part of our War-time fleet. Strangely, both vessels were the only casualties of war suffered by the Company during that historic period. The "Irish Pine" was lost on 15th November, 1942 when she was torpedoed by a German submarine while on passage to Boston for repairs prior to loading phosphate at Tampa for the return voyage to Dublin.

Both vessels were sister ships, the "Irish Pine" having been originally named "West Hematite" and the "Irish Oak" was called the "West Neris". Recently, at Head Office, we were pleased to welcome Daniel O'Keefe who related to us his interesting experiences while serving as Engineer Officer on the "West Neris" when she was first delivered to the Company at New Orleans in September, 1941.

When the Irish crew arrived in New Orleans they were given a very warm welcome. In particular, Mr. O'Keefe was singled out for special attention by the Mayor of New Orleans who was a namesake of his. The "West Neris" sailed from New Orleans on 30th September for St. John, New Brunswick. While the vessel was loading at St. John, Mr. O'Keefe was severely burned from a boiler blow-back which caused his immediate hospitalisation. The hospital to which he was taken was under the care of the Salvation Army and there he was treated royally. He especially remembers being given generous supplies of fruit, including bananas, which, at that time were not available in Ireland. Meanwhile the vessel completed loading her cargo of grain at St. John and sailed on 1st November. However, while the vessel was off St. John's, Newfoundland, the vessel's engines broke down and she had



This old newspaper photograph was taken of Officers about to sail from New Orleans on the "West Neris" when that vessel was delivered to Irish Shipping Ltd. in September, 1941. They are holding the Irish flag which is about to be hoisted on the vessel. (L. to R.) Mr. D. O'Keefe, Third Engineer; Mr. Stubbs, Third Officer, who died soon afterwards and Mr. A. Hartnett, Second Officer who was lost on the "Irish Pine" in November of the following year.

to be assisted back to that port for repairs. The vessel spent over four months at St. John's which was at that time an extremely congested port, and because of the necessity to shift from berth to berth, the repairs the vessel needed could not be carried out properly and eventually she had to be towed to Boston where the repairs were completed and the vessel sailed on 16th June.

In the meantime, Daniel O'Keefe had been discharged from hospital and was able to re-join his ship at Boston. The misfortune which had dogged the vessel still continued, and after sailing from Boston she was obliged to put back into port again for still further repairs before finally sailing on 23rd June for Limerick. Despite instructions from the ship's managers, Limerick Steamship Company Ltd., that the first discharge port should be Limerick, the "West Neris" eventually arrived at Dublin on 6th July, 1942 where she commenced discharge of her long awaited cargo of grain.

It was a very happy homecoming for Daniel O'Keefe as he gained his first excited glimpse of his baby daughter who had been born seven months previously while he was still hospitalised in St. John.

Following his eventful voyage on the "West Neris", Mr. O'Keefe did not return to seafaring until January, 1944 when he signed on the "Glencullen" for a coastal voyage. In the following April he joined the "Irish Beech" under the command of Captain D. McGough and continued to serve on this vessel until October, 1945. He rejoined the same vessel in March, 1947 and served on the ship under the command of the late Captain Tom Donoghue and Captain P. A. Brennan before signing off in December, 1947. Subsequently Mr. O'Keefe made three trips on the "Irish Fir" under Captain J. Caird, and three voyages on the "Irish Larch" under the same Master. Having signed off the latter vessel in July 1949, Mr. O'Keefe

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This is an extract from Daniel O'Keefe's Discharge Book.

took a break from the sea until June 1958 when he signed on the s.s. "Inver" and later joined s.s. "Malcolm" of Belfast on a home trade voyage in 1959.

Daniel O'Keefe is still hale and hearty and living in Blackrock, Co. Dublin. When he called to our office he was unaware of the fact that seamen who served on Irish ships during the war were entitled to special service medals for wartime service. Happily when he reported to the Mercantile Marine Office he was gladly presented with his medal and certificate which he now retains as testimony to the courageous and vital contribution which he made together with his shipmates of that period during the dark days of World War Two.

Irish Naval Service; Second was Peter Conlan and Third Officer was Horace Curtis. Sadly all these officers have since gone to their eternal reward.

Jim Clinton has served on almost every ship in the fleet since the late 1950's when he was appointed Chief Steward on the "Irish Elm". Previously he had been Cook on this vessel and joined the "Irish Blackthorn" the following year. He subsequently served on the "Irish Plane", "Irish Hawthorn", "Irish Maple", "Irish Ash", "Irish Spruce", "Irish Oak", "Irish Cedar", "Irish Star", "Irish Stardust", "Irish Larch" and "Irish Rowan". His last ship was the "Irish Cedar" and it is a coincidence that he also served on two of the three previous "Irish Cedars".

Mr. Clinton enjoyed widespread popularity amongst his colleagues afloat and ashore and the good wishes of all will be extended to him in his retirement.



James Clinton.

We wish him good health and every happiness in the years ahead.

Retirement of Jim Clinton

On 1st January one of our best known seagoing personalities retired from the Company. He was Jim Clinton, Senior Catering Officer, who has decided to take a well earned rest from the sea. Jim Clinton has spent a lifetime on Irish ships sailing the seven seas and making many many friends in the process.

Back in 1946 he was Assistant Cook on the old "Irish Ash" when that veteran of the Second World War became the first Irish Flag vessel to visit the port of Portland, Maine. His shipmates on that historic occasion included the Master, Captain John Poole; Chief Engineer was H. Rosenberg; Chief Officer was Peter Kavanagh, who was subsequently Commodore of the

COMPETITION WINNERS



Mr. J. Hughes, President of the Maritime Institute of Ireland (left) and Mr. J. Wolahan, Secretary of the Institute with Clare Burke and David Cullen of Dun Laoghaire, winners of the Institute's recent Essay Competition, when the successful entrants were presented with their cheques.



FLEET NEWS • FLEET NEWS NEWS • FLEET NEWS

"Irish Rowan" At Alexandria

This vessel arrived at Kotka, Finland on 2nd November last with a cargo of sulphur from Vancouver, British Columbia. She completed discharge and sailed on 18th November for Hamina where she commenced loading timber on 22nd November. The vessel also loaded timber at the Swedish ports of Oskarshamn and Karlshamn. On completion of loading the "Rowan" sailed from Karlshamn on 12th December for Alexandria. She loaded bunkers at Kiel on 14th December and arrived at her discharge port of Alexandria on 24th December. The vessel completed discharge and sailed on 25th January for Cecita where she took on bunkers. The "Rowan" anchored off Casablanca on 2nd February and will load phosphate there for Rouen where she is expected to arrive on 9th February.

Captain M. O'Dwyer relieved Captain P. Murphy while the ship was at Kotka on 15th November, and Chief Officer M. McCarthy relieved N. Cummins at the same time. Chief Engineer E. Kealy relieved L. Byrne at Kotka on 6th November and other changes on the same date were Second Engineer M. O'Leary who relieved K. Barry; Electrical Engineer J. Dunphy who relieved M. Hogan and Catering Officer B. Dorgan who relieved J. Doran.

On 31st December Second Officer W. Kavanagh relieved G. Hopkins at Alexandria.

Sale of "Irish Larch"

The "Irish Larch" arrived at Hong Kong on 22nd October

with a cargo of steel from Middlesbrough. She moved to Singapore drydock where she arrived on 28th October. The vessel was sold to Prosolotachos Maritime Ltd. of Monrovia, who took delivery of the vessel on 5th November. She has since been renamed "Constantia".

On her final voyage for the Company the "Irish Larch" was under the command of Captain P. Kehoe and her Chief Engineer was D. O'Brien. The "Irish Larch" was built by Upper Clyde Shipbuilders of Glasgow, and was delivered to the Company on 11th July, 1973. Her deadweight was 26,120 tonnes.

"Irish Maple"

On passage from Antwerp to Long Beach with a cargo of steel on 31st October last the "Irish Maple" had to divert to Santo Domingo, Dominican Republic, to land Philip Roche of the Catering Department, who was suffering from appendicitis. Happily he was only a short while hospitalised before being flown home and is now fully recovered from his experience.

On arrival at Cristobal, Panama Canal, on 4th November the vessel required turbo blower repairs which were completed before the ship passed through the Canal on 7th November. She arrived at Long Beach on 16th November. She also discharged at Oakland, Portland and New Westminster before sailing for Tacoma, Washington, where she loaded grain for Taiwan. The vessel



The m.v. "Irish Larch"

completed loading on 19th December and sailed on the following day. She arrived at Kaohsiung on 18th January and completed discharge on 2nd February. Before sailing for Vancouver, B.C. where she will load forest products for U.K./Continent. The "Maple" is due at Vancouver on 20th February.

Chief Officer J. Moynihan relieved D. Dignam at Portland on 1st December and Electrical Engineer C. Murphy relieved J. Warren at Tacoma on 10th December. E. Murphy, Catering Officer relieved T. O'Connell at the same port.

"Irish Pine"

This vessel arrived at the Japanese port of Yokkaichi on 8th October with a cargo of chemicals from Sorel in Canada.

Discharge was completed on 16th October and the vessel sailed on the following day for Telok Ayer in Indonesia, where she arrived on 25th. October. She also loaded general cargo at Port Kelang, Padang, Taboneo, Palembang, Singapore and Menlaboh before sailing on 29th December for Sete, France. The "Pine" passed through Suez on 10th January and arrived at Sete on 17th January to commence discharge. She will also unload at Rotterdam, Tilbury and Antwerp where she is expected to complete discharge about 8th February.

While the vessel was at Port Kelang Chief Engineer R. Tennent relieved A. Bolster. Captain M. McMahan relieved Captain P. Kehoe at Sete on 17th January. At the same port Electrical Engineer E. Walsh relieved J. Dunne and Catering Officer F. Walsh relieved G. McGovern.

"Irish Cedar" In Persian Gulf

While the "Irish Cedar" was at Bordeaux last November Chief Officer J. Whyte relieved E. Curry; Chief Engineer J. Reynolds relieved P. Dowling; Electrical Engineer H. Stears relieved T. Whyte and Catering



We are indebted to Mr. J. J. Cummins for this unusual picture of the former "Irish Oak" with its new name of "Alev" on the vessel's stern. Personnel in the picture are D. Heron, Chief Engineer; E. Hopkins, Junior Engineer; E. Mulready, Chief Steward; Mrs. F. Cummins, wife of J. J. Cummins and T. Willoughby, Electrical Engineer.

Officer U. Maher relieved H. Bond. Second Engineer P. Conran relieved V. Hetherington on 24th. November at Antwerp.

Having completed discharge of her cargo of steel at Baltimore on 22nd October, the "Irish Cedar" arrived at Philadelphia on 23rd October where she loaded coal for Bordeaux. The vessel sailed on 26th October and arrived at her discharge port on 7th. November. She then loaded general cargo at Hamburg, Antwerp and Rotterdam before sailing from the last named port on 3rd. December for Bordeaux where she completed loading and sailed on 10th December for Persian Gulf ports.

The "Cedar" arrived at Shuaiba, Kuwait on 5th January and also discharged at Dammam, Bahrain, Dubai and Abu Dhabi before sailing on 1st February for Port Elizabeth where she will load general cargo for Mediterranean ports. She will be due at Port Elizabeth on 17th February.

"Tuskar Rock"

This vessel is expected to sail from Garston on 9th February with coal for Dublin where she will be due on 10th February. She should sail again on the same day, returning to Garston

to again load coal for an Irish port not yet nominated.

Captain B. Kehoe is Master of the "Tuskar Rock" and her Chief Engineer is Mr. H. Mahon.

"Daunt Rock"

At present the "Daunt Rock" is at Amsterdam loading soya bean meal for Belfast where she will be due on 13th February.

Captain J. Murphy is Master of the "Daunt Rock" and her Chief Engineer is Mr. M. Hayes.

"Skellig Rock"

On passage to Rotterdam in ballast, the "Skellig Rock" will load corn gluten pellets for Teignmouth or Exmouth where she will be due on 13th February.

Master of this vessel is Captain J. Ryder and Mr. M. Culbert is Chief Engineer.

"Fastnet Rock"

This vessel is due at Howden-dyke in the Humber area on 12th February with ammonium nitrate from Safi, Morocco.

Her Master is Captain D. Mundow and her Chief Engineer is T. Kennedy.



DECK AND ENGINEERING OFFICERS IN ORDER OF RANK

As at 4th February, 1983

m.v. "Irish Pine": Captain M. McMahon; Deck Officers: G. Burns, J. Hobbs, M. Ruddy; Engineering Officers: R. Tennent, D. Gerety, K. Barry, M. Boland, M. Calvert, B. Byrne; Engineer Cadets: M. Digby, D. Walker; Electrical Engineer: E. Walsh; Catering Officer: F. Walsh; Radio Officer: P. O'Connor; Deck Department: J. Griffin, J. Coleman, P. Southam, A. Dillon, A. Martin, M. Macken, J. Sullivan, J. Roche, B. O'Connor, M. McDonnell, J. Bulman, J. Reid; Catering Department: T. Kelly, S. Deevy, A. Boyle, A. Corless, A. Gaynor, C. Wolverson, S. Aylmer.

m.v. "Irish Maple": Captain T. Hughes; Deck Officers: J. Moynihan, N. Cantwell; Deck Cadets: M. O'Flynn, E. O'Doherty; Engineering Officers: A. Curran, W. McGarrigle, G. Osborne, J. Tyrrell, J. O'Shea; Engineer Cadets: M. Chester, K. O'Neill; Electrical Engineer: C. Murphy; Catering Officer: E. Murphy; Radio Officer: D. Body; Deck Department: N. Byrne, G. O'Shea, E. Shortall, D. Russell, J. Collins, D. Walsh, D. Kelly, A. McGann, P. Power, P. Hutton, S. Lacey, B. O'Toole; Catering Department: P. J. Murray, S. Kenny, P. Nugent, J. Mulligan, A. Rooney, W. Boland.

m.v. "Irish Rowan": Captain M. O'Dwyer; Deck Officers: M. McCarthy, W. Kavanagh, J. Whelan; Deck Cadets: S. Donnelly, K. Murray, B. Dolan, G. Nolan; Engineering Officers: E. Kealy, M. O'Leary, B. Kelleher, E. Burke, N. Cleary, P. Martin, D. Bolster; Electrical Engineer: J. Dunphy; Catering Officer: B. Dorgan; Radio Officer: M. Sweeney; Deck Department: K. Doherty, D. Hunt, D. Coleman, M. McKeown, G. O'Farrell, G. Ward, N. Magee, T. Brogan, E. Lynch, J. McConnell, J. Sheridan, J. O'Kennedy; Catering Department: P. Codd, A. McGovern, C. Dunne, K. Keogh, C. Buchanan, V. Burne, G. Tuohy.

m.v. "Irish Cedar": Captain T. Byrne; Deck Officers: J. Whyte, T. McMahon, R. Hickey; Deck Cadets: P. Burke, L. Casey, C. Cummins, A. Bendon; Engineering Officers: J. Reynolds, P. Conran, D. O'Reilly, T. Sweeney, D. Nolan, B. Dixon, M. Keogh; Electrical Engineer: H. Stears; Catering Officer: U. Maher; Radio Officer: E. Buggy; Deck Department: A. Gill, K. Kelly, K. Burke, J. Nolan, D. Talbot, A. Murphy, P. Leonard, O. Ford, P. Morgan, J. Lane, A. Organ, J. O'Brien; Catering Department: E. Byrne, D. Donohoe, P. Kelly, A. Mcgrath, G. Hughes, J. Cusack, B. Dorgan.

m.v. "Daunt Rock": Captain J. Murphy; Deck Officer: B. Coburn; Engineering Officer: N. Hayes; Cook Steward: E. Mulready; Deck Department: A. Caffrey, D. Williams, R. Clear, R. Adams, D. Turner.

m.v. "Fastnet Rock": Captain D. Mundow; Deck Officers: P. Murphy, G. McMahon; Engineering Officers: T. Kennedy, J. Bowring; Cook Steward: N. Tehan; Deck Department: M. Dyle, D. Horgan, K. O'Sullivan.

m.v. "Tuskar Rock": Captain B. Kehoe; Deck Officers: P. Richardson, S. Scanlon; Engineering Officers: H. Mahon, A. Byrne; Cook Steward: S. O'Neill; Deck Department: J. McGrath, M. McKeown, J. O'Sullivan.

m.v. "Skellig Rock": Captain J. Ryder; Deck Officer: D. Elliott; Engineer Officer: S. Jenkins; Cook Steward: M. Moody; Deck Department: P. Murray, B. Mooney, J. Byrne, J. Howard.

m.v. "Marylander": Captain G. Kyne; Deck Officer: J. Murphy; Engineering Officers: I. Coe, R. Tynan; Cook Steward: A. Bourke; Deck Department: J. Whelan, N. Thompson, J. Kelly, D. Kenny.