

The Ladies Soccer Team's Annual Disco will be held in Bubbles Discoteque on Tuesday, 28th February, with a bar extension until 1 a.m. Tickets are available at £2.50 from any team member.

Restructure of management organisation

AT a series of meetings including one with the Policy Group, the Chief Executive, Mr. W. B. Mulligan, announced a major and significant restructuring in Executive and Managerial functions.

This included the elevation of the personnel and financial functions to a higher level in the Company structure than heretofore and is in line with Management development in industry world-wide.

The restructuring in these areas see the appointment of Mr. B. O'Rourke to the position of Group Personnel Manager and Mr. P. Ryan as Group Financial Controller. The changes also result in Capt. C. Allen, Marine Personnel Superintendent being responsible to the Group Personnel Manager. In line with the emphasis on the personnel function, a new senior position, that of Industrial Relations Manager, will be created. This position is also responsible to the Group Personnel Manager.

Separate tasks

Mr. R. Delany is Executive Business Developments and Mr. T. Ward, Executive Technical. Mr. Mulligan stressed the priority of making a quick return to profitability and in their respective roles as head of Car Ferries and Freight, Mr. J. J. Kennedy and Mr. B. Bird

(Assistant Chief Executives) were charged with that responsibility and to have nothing to distract them from their goal of profitability. Mr. Mulligan said he had placed technical matters and business development into separate areas of responsibility.

Port in its own right

Mr. R. Richardson becomes General Manager of B+1 Port. The use of the title B+1 Port is new and overdue because B+1 is now a port in its own right as the single biggest customer using the port of Dublin, being responsible for approx. 2m. tons per annum.

On the financial side of the house, Mr. J. Barry becomes Manager Travel Accounts reporting to Mr. Ryan.

A separate entity

As a separate entity, the B+1 Port can be seen as a sub-division of B+1, one completely independent having a separate identity within the overall organisation structure with a Port Group in the mould of the cooperative concept controlling the operation.



B+1 GROUP PERSONNEL MANAGER, MR. B. O'ROURKE

The Chief Executive asked the representatives for their views on this concept and it was agreed that in the normal

course of events the Policy Group would be discussing this item and others during the opening of the new year.

Exhibition attracted widespread interest

THE BULLETIN PHOTOGRAPHIC EXHIBITION, presented by T. Muldowney, was very well received during the three weeks exhibit in the Restaurant at Dublin Complex and at North Wall House and and the Passenger Office, Westmoreland Street.

The photographs covering the eleven years since the *Bulletin* was launched, attracted the attention of large numbers of staff at all three centres. This was particularly true on the occasion of the Annual Reunion for retired Dublin-based staff, sponsored by the National Catering Organisation.

Most of the photographs on display—they numbered around 300—were "clicked" by Derek Peyton of the Publicity Department. The hard work of preparing, maintaining and the general arranging of the exhibition was carried out most efficiently by Dermot Kernan, also of the Publicity Department.

This photograph supplied by retired Docked, Noel McDermott, was taken during the unloading of the *Wirrill*, one of the first of the container ships to come to B+I. Noel recalls that a Captain Brown was the skipper. He also knows the names of his colleagues in the photograph, he himself is also there. Can our older readers recall the name of the dockers?

Retired Staff Reunion in Dublin

THE ANNUAL CHRISTMAS REUNION for B+I Dublin based retired staff—sponsored by the National Catering Organisation—held in the Restaurant at Dublin Complex on 15th December, attracted the largest numbers to date and was hailed by all as a high success.

Over 125 retired staff were in attendance. Mr. W. B. Mulligan, Chief Executive presided at the top table, accompanied by Mr.

Devlin, Managing Director of the National Catering Organisation. Members of Executive and

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New B+I freight service between Dublin and Antwerp

B + I Line has introduced a new weekly lift-on / lift-off freight service between the ports of Dublin and Antwerp.

The new weekly Dublin/Antwerp service operates in addition to the Company's existing comprehensive range of freight operations between Ireland and the Continent and Ireland and Britain.

Announcing the service, B+I Lines Chief Executive, Mr. Brendan Bird said: "The new Dublin/Antwerp service will complement B+I's existing range of freight operations—Lo/Lo services to the Continent and Ro/Ro to Britain—and will enable us to maintain a high level of prompt service to both Irish and Continental customers."

Operations on the route will be weekly in each direction departing Dublin on Tuesdays via Rotterdam (Thursdays) arriv-

ing Antwerp on Saturdays; departing Antwerp on Saturdays, arriving Dublin on Tuesdays.

Prompt door-to-door collection and delivery facilities will connect with the new weekly service. All arrivals and departures will be synchronised with B+I's established road haulage networks in Ireland and on the Continent.

Antwerp is fast developing as one of Europe's important ports, strategically located to serve the heartland of Europe, while also offering transshipment services to almost any part of the world. Over the past three years container traffic through Antwerp has grown by 40 per cent, with 20 per cent growth during 1983 alone.

Looking back

by JOHN MACKEY

JOHN MACKEY'S article published in our last issue, evoked great interest and a tremendous response, especially from his friends and colleagues. It is very difficult as John found out, to compress 40 years onto one page. This month, John writes:

How I could forget some people is unbelievable. Reggie Knox was one of my favourite drivers and I copied Reggie's style of driving. We had great years together. I also omitted Mickser Dunne. Mickser was made of iron, dragging and pulling chains thick with muck and grease. A loveable character! Also Mick Ward, not unlike Mickser, loved to be in the thick of everything. Two of my fellow foremen, Mickey Brennan and Tony Hutchinson, also worked at 85 North Wall.

Food for 80 horses

I must mention the feeding system, how it worked and how 80 horses were kept. B+I had a big farm in Carrollstown, near Trim. Hay and oats were drawn daily by lorry. The remnants of the stables are still visible at 9 North Wall, also living quarters for the head stableman. A loft for storing the feeding spanned about 50ft. long. The hay was pitchforked from the lorry to the loft and later chopped by a machine. Some oats were mixed through it—thus providing the horse food. Tom Considine was head stab-

with horses. Andy replied—"I drove a horse-and-4 sir," to which Mr. Dexter replied—"I am only asking if you can drive one". For years it was joked about.

Paddy O'Keefe was appointed my motor assistant in the late 50's. The first few weeks must have been embarrassing for Paddy.

Cat calls left, right and centre greeted us everywhere we went. "Black Pudding," "Wheel a Day"—were all common jargon. I learned later that Tommy Coates was the instigator of it. Paddy was hard-working, honest, and our good relationship extended even outside the job.

New faces

New faces were noticeable in B+I. Harry Gorman, C. O'Neill, Tommy Cushen and several others. Harry, as we knew, was the main athlete for years and has hundreds of trophies to prove it on display at his home.

No chapter of events should pass without mentioning "The Famous Loo Lahs". I had hung up my boots after years of en-

POLICY GROUP

Moves to advance pay claim

THE POLICY GROUP CHAIRMAN, T. Muldowney, sent the following letters in respect of the 24th Wage Round and also the rationalisation of benefits, addressed to trade union representatives.

The B+I Group wish the various Trade Unions and representatives to consider what approach should be adopted within B+I to the 24th Wage Round. Of course, a National Agreement may emerge. If not, however, we should have our approach prepared.

A collective approach by the majority of Union in B+I was made on the 23rd Round, but they represented only a minority of the staff.

If a collective approach is to be made on this occasion, all Trade Unions with members in B+I should be asked to become associated with the claim as it has become clear that the original recommendation becomes the norm. Therefore, a joint approach involving all Unions representing the full workforce, would hopefully do better than a lesser representation. The extent of the involvement is to become associated with the claim, without ongoing obligations to the Group. Again the established procedure in B+I is for each section to make their own decision. In short, despite a joint claim, no section hold veto over another.

The following points emerged at the last Group meeting:

(1) There should be no pay pause in the 24th Round.

(2) There should be a flat across-the-board increase, or if it is to be percentage agreement, there should be a minimum rate included.

Rationalisation of Benefits

A number of requests have been made by staff representatives to seek from the company a review of the Rationalisation of Benefits.

Before doing so, as it serves no useful purpose to call a meeting if staff opinion has not been sought, I am proposing that every representative discuss with his members the Rationalisation of Benefits document. Each section should then formulate their aspiration and bring to our meeting all relevant items for discussion.

A meeting of the Group could discuss ways and means of formulating a global approach to the whole question of benefits, before meeting with the company.

leman with 3 men working under him. Ned Keating earned his name as the best man at pitching hay and Ned was near seventy years old. Later on, Kevin Egan, John Murphy, Paddy Byrne were to try and wrest the title from Ned. However, enough said!

The 1947 Harvest Campaign

As a matter of interest, 1947 was a very bad year. A Save-the-Harvest-Appeal was launched, which saw most of the B+I transport in Carrollstown on Saturdays and Sundays doing their bit, with no extra pay.

The stablemen would report earlier than the horsemen, so as to have the horses fed, while the horse men in turn would report at 7.40 a.m., checking for shoeing and grooming the horses—and all out by 8 o'clock. Needless to say there were no catering facilities. Some men dined on the horse-lorry. I lived for playing cards during dinner hour. Solo was my dish, with Kevin O'Brien's "Hoyley". I recall one man going straight home—with nerves. If you made a mistake you paid for it.

The name O'Keeffe was popular in B+I—Andy, Christy and Paddy, with whom I was to spend happy years. A story goes about Andy. He approached Mr. Dexter, looking for a job driving a horse and Mr. Dexter said if he had any experience

Football teams, when I was persuaded by Dinny McMahon to have another go. The next years were to be the most enjoyable of my life. Dinny mustered some more "has beens" like myself. Spud Murphy comes to mind — he wouldn't kick snow off the proverbial rope. Training around Mountjoy Square twice weekly, hot bath and rub down — Manchester United were only trotting after us, and under the guidance of John McGrath.

Dinny McMahon was going to emulate the great B+I of the 30's, Poolo Young, Paddy Bradshaw, Dick Whittaker, with "The Loo Lahs". I would hate someone to dig out our record. While playing, one of our players, fell in muck and called for attention to get his hands cleaned. He'll never live it down, even today. Why do we have to grow old?

Apart from the stables, the garage adjoined it at 9 North Wall. 20 lorries were under cover. Starting at 8 a.m. straight over to the South Side under Johnny Harrison's jurisdiction, we would secure a checker, Johnny Mernagh was our man for a short while. Later Dick Murphy was to be our permanent checker.

I thought the North side was bad for the cat calls about Paddy, but the South side was worse. Albert Hutchinson, Mick Byrne and others would give

Paddy a dog's life. Bob Perry, Peter Delaney, Bob Wilson, Mick Boyle, Sheamie and Paddy Martin, Joe Euff, Gerry Rattigan, Tommy Elliott, Nobbler Nolan and several others were mates I was to familiarise with for years.

Other crews on lorries included Paddy Power, "The Iron Man", Jack Mullane, Dinny Byrne, Tom Bryan, Peter O'Brien—all worked at North Wall.

Jack McConkey's tractor was always spic and span. Jack Yeoman was as strong as an ox. John McGrath was an excellent crane man. Dick Whittaker was always in good humour. Paddy Donoghue, a lovable man with whom we had many great days. The harness room—men would stay back until all hours listening to tall tales from "The Brick".

A period as Foreman at Burns & Laird, 71 North Wall, where Glasgow traffic was handled, saw a new body of men. Bob Wilson was in charge of Stores Personnel, John Duffy, Mickey Mackey (my brother), Jack Glynn, Kevin Byrne and John Smith, were all in demand for checking. 3 to 4 horses and one lorry was average for operating at 71. Paddy Reid drove a horse around South City with Sundries. Matt Sharkey, Mick Wynne, Mick Edwards were old stagers with horses. Paddy Mulhall was Stevedore at 71 North Wall, a duty he relished.

Looking back over the years it would be difficult to highlight the most enjoyable time. I was an admirer of Noel Weldon. Noel would stay back at night and take extra care of his horse. The horse was always immaculate.

The next article in this series, entitled "Old days in the B+I Stores", written by John Evans, will be published in our next edition.

B + I SOCIAL CLUB

DECEMBER DRAW WINNERS

D. Gillen	Marine
R. Beare	Engineering
A. W. Shipton	Clerical U.K.
E. Kavanagh	Outdoor
N. Sherwood	Engineers
R. Quish	Ferryport

JANUARY DRAW WINNERS

H. McElhenny	Engineers
C. Taylor	Engineers
D. O'Meara	Management
D. Peyton	North Wall
J. Ruane	Clerical
J. Ivory	Marine

Successful celebration

Leinster Football Club has been in existence now since 1981. Comprising of players totally from m.v. *Leinster* we have had success both on and off the football field. Recently, we had our 1st Annual Dinner Dance and this proved to be an excellent night for all concerned.

For three months before the dance, the m.v. *Leinster* was busily getting ready for the annual Dinner Dance. While the passengers on board were happily sampling the comforts and service of B+1, a 'select group' of crew members were down in their cabins, busily organising their "First Baby". Problems, more problems, cried Manager Al Burtenshaw as he busily sifted through the miles of literature, like a new carpet on the cabin floor. Week after week the preparations continued with Geraldine O'Reilly to the fore. Finally a week before the "happening" everything was in order and tickets began to sell like mad.

Crew members on the *Leinster* could buy tickets priced at £12.50 for £2.50. This was due to the generous subsidy by Leinster Celtic Football Club as a result of their weekly raffle.

The night arrived and over 200 people arrived at the Gresham Hotel. "Oh—nothing like it," mused one of the sailors—"it's a change from pulling in ropes at Ferryport." As the guests arrived steadily, one could be mistaken for thinking a fashion show was in progress as female eyes gazed downwards at each other's dress and accessories. "Well, I only got a few pence change out of my £200", boasted one young lady, her figure and dress reminding us all that Marilyn Munroe might be still alive. Handshakes, laughter and friendliness were the norm of the night and guests awaited cabaret time excitedly.



Chief Purser Frank Gilligan, photographed in the Gresham Hotel with his daughters Lorraine and Mary.

Maritime Memorial Appeal

Paddy Launders, Chairman of the Irish Merchant Seamen Memorial Committee, writes:

On behalf of the 136 Irish Seamen who gave their lives bringing essential supplies for the very existence of the Nation during the 1939-45 period of World War II known here as the "Emergency" I appeal through the above mentioned committee for financial support to erect a National Memorial on a central site (Custom House Quay) in the capital city of Dublin.

The project is long overdue and which is under the patronage of Mayors of the four main cities namely Alderman Michael Keating (Dublin), Councillor John Dennehy (Cork), Councillor Terry Kelly (Limerick) and Alderman Richard Jones (Waterford) has a special significance for all people connected to the sea which encompasses almost everyone on this island of ours and the debt we owe these seamen can never be repaid but perhaps through this Memorial they will be remembered and we know we can count on your full support.

The National Memorial will cost in the region of £30,000 and as you can see by the data supplied we are committed to raising the bulk of this on our own initiative in the form of a Public Appeal.

During this time M. Massey, C. Darcy and V. Byrne were busily selling tickets for spot prizes, which were all excellent. The bar men were doing great business and the guests didn't seem to realise or mind that this was not a "Duty Free" zone.

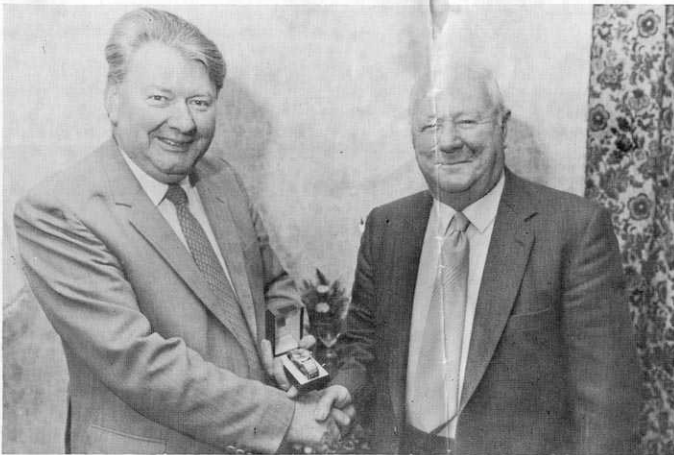
Then lights dimmed—the star of the show appeared. It looked like Rod Stewart. His first words were "Good Evening, Ladies and Gentlemen, it's always nice to be back in Dublin". No, it was Ireland's Rod Stewart—Gary Roche and his band—and he went through all of "Rod the Mods" repertoire and was an instant success.

Sitting at one long table was Chief Purser, Mr. Frank Gilligan and his entourage, while across the floor Pursers Ruly Cahill, Bill Croft, Finbarr Malone and Tom Fitzmaurice busily eyed the 'Boss'. Talk about a Pursers night out. Before the end of the night speeches were made and raffles won. When it was all over the crowds slowly filtered on to O'Connell Street, while the more courageous sat in the lobby like Hollywood film stars enjoying their brief brush with the Gresham Blues.

The football club's "New Baby" had been born untarnished and healthy. A complete success story. Leinster Celtic Football Club wish to thank B+1 for their help and prizes, the crew of the m.v. *Leinster*, the Pursers who gave every help and assistance and the Gresham staff for their service and assistance.

And Rod Stewart "eat your heart out"—"Leinster Celtic Football Club had a great old night, their promise had come through, everything would be all right."

Retirement of Frank Fay



Dublin Ferry Port Checker Frank Fay retired last month, having completed almost 40 years service with B+I. Above photograph was taken at the presentation made by Mr. B. O'Rourke, to mark the occasion.

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Retired Staff reunion in Dublin

Management were also in attendance.

The proceedings went like clockwork with a team of excellent workers under the direction of Administration Manager, Alex Craig keeping the party going with a swing. These included Frances Hand, Mary Black, Sandra O'Hanrahan, Ita Foley, Stephanie McWeeney, Helen Bradfield and Audrey Phelan. Also to the fore were Eamonn Browne, Joe Hearty and Kevin McNamara who acted as compere and presided at the raffle, which was carried out by Sandra O'Hanrahan. After drinks and an excellent lunch, the entertainment got underway. Kay Casey on the piano and with festive songs set the scene for the arrival of husband Chris who soon had everyone holding their sides with his inimitable brand of Dublin humour. The best of the reunions — now around a decade old — was the general consensus of opinion, with the *Bulletin* Photographic Display also adding to the enjoyment of an entertaining afternoon.

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