

# SIGNAL



**DECK AND ENGINEER OFFICERS ASHORE  
AS AT  
1st FEBRUARY, 1984**

**Masters:** P. Kehoe, M. Carey, P. Murphy, T. Byrne, M. McMahon, T. Hughes, D. Mundow, P. J. Murphy.

**Chief Officers:** J. Whyte, M. McCarthy, N. Cummins, E. Curry, D. Dignam, P. Boyd.

**Second Officers:** M. Poole, G. Farrell, R. O'Shea, T. McMahon, D. Meagher, R. McCabe.

**Third Officers:** D. Scanlan, N. Cantwell, J. Whelan, A. Jameson, T. O'Callaghan, M. Ruddy, S. Myles.

**Chief Engineers:** A. Curran, C. Kealy, A. Bolster, P. Dowling, D. O'Brien, M. Scully, S. Jenkins, N. Hayes.

**Second Engineers:** J. Keane, P.

Curran, D. O'Connor, L. Byrne, O. Mullins, P. Conran, D. Gerety, N. McGarrigle.

**Third Engineers:** G. Sheehan, F. Hetherington, O. Mortimer.

**Fourth Engineers:** S. White, P. Bowring, D. Potter, B. Kennedy, T. Furlong, E. McQuillan, E. Cadwell.

**Junior Engineers:** A. Butler, B. Byrne, A. Lydon.

**Electrical Engineers:** J. Dunn, C. Murphy, J. Warren, T. White.

**Catering Officers:** H. Bond, T. O'Connell, J. Doran, E. Walsh.

**Deck Cadets:** A. Bendon, D. Hodnett.

**Engineer Cadets:** K. O'Donovan, P. O'Donovan.

### 1916 BOOK REPRINTED

We are pleased to learn that the booklet "The Sea and the Easter Rising", written by John de Courcy Ireland has been reprinted in Philadelphia where sales have been most encouraging at a price of £2 per copy.

It will be recalled that this publication included a comprehensive account of the voyage of the "Libau" the "U-19", in which Roger Casement landed on the Kerry coast in April 1916, and of the "Helga" which was later to become known as the "Muirchu".

Dr. Ireland's book was first published by the Maritime Institute of Ireland in 1966 under the sponsorship of Irish Shipping Ltd. As the original edition was completely sold out, readers wishing to obtain copies of the reprint should contact Dr. Ireland through the Maritime Institute of Ireland, Haigh Terrace, Dun Laoghaire, Co. Dublin.

### LATE CAPT. EAMONN MCGEE

The news from Canada that former Irish Shipping ship

Master, Eamonn McGee, had died on 20th January, was received with sadness by those ashore and afloat who knew him well.

Eamonn was a Dublin man who joined Irish Shipping as a Third Officer in 1951 and his first voyage for the Company was on the 'Irish Pine'. He was promoted to Chief Officer on the 'Irish Oak' and his first command was as Master of the 'Irish Willow' in 1957. He also served on most of the other ships of the fleet in the late 1950's and early 1960's including the 'Maple', 'Ash', 'Hazel', 'Rose', 'Spruce', 'Poplar' and 'Fern'. It was on the last-named vessel that he ended his career with Irish Shipping prior to joining the B + I Line.

On leaving the B + I the late Capt. McGee emigrated to Canada where he took up a career ashore. Many of our readers will recall this good humoured man and the countless stories of his ever-ready wit which are frequently recounted at gatherings of I.S.L. survivors from 'the good old days'. May he rest in peace.

### LETTER FROM COBH

Dear Sir,

As an ex-engineer with your Company in the late 1960's, I would be obliged if you could send me a postcard photo of the last "Irish Poplar" and "Plane" as these are some of your ships on which I served.

During my time on the "Poplar" we visited ports like Tahiti, New Caledonia and ports in New Zealand, U.S.A. and Canada. A Chief Engineer on that trip was the late John Morgan and the Captain was the late John Poole. I really enjoyed myself while with the Company and I would like to wish the best in the near future to the Company.

Yours faithfully,  
Dermot J. O'Rourke

### FROM NEWCASTLE-UPON-TYNE

Dear Sir,

Thank you for the issue of "Signal" received to-day.

May I, through your columns, offer my best wishes to Clem Kinsella on his retirement. I trust he has healthy and happy years ahead.

Some of your readers may be interested to learn that I was able to pass on this issue to Kevin Geoghegan, an ex-apprentice with I.S.L. who is now Master with Rowbotham, Tankships and presently in command of m.t. "Rudderman". The vessel has just completed annual drydocking on the Tyne.

It is good to see Tom Glanville looking so well.

With best wishes to all my friends in I.S.L. both ashore and afloat and continued success to your publication.

Yours sincerely,

Robin Dudley  
*Editor: Mr. Dudley of Souter Shipping Ltd. will be remembered by many of our readers for his long and happy association with our Company and, we are sure, that our readers would wish us to reciprocate Robin's good wishes.*



## New Company Secretary appointed



**Dermot J. McNulty, Barrister-at-Law**

Our congratulations and best wishes are extended to Dermot J. McNulty who was appointed Secretary of Irish Shipping Ltd. since our last issue.

Dermot, who was previously Manager of our Insurance and Claims Department, joined the Company in 1951 and was called to the Bar in 1967. In addition to his Honorary Secretaryship of the Irish Maritime Law Association, he is also well-known in G.A.A. circles both in Dublin and further afield. He is a founder member and former Chairman of the Na Fianna Club in the city and has played inter-county football and hurling for Dublin.

Dermot is an extremely popular member of the I.S.L. Head Office staff and his promotion has been warmly welcomed by all his colleagues throughout the Irish Shipping Group of companies and by his many friends aboard the vessels of the fleet.

We wish our new Secretary a long and successful term of office.

## Budget 1984

Bain Usáid as  
do chuid  
Gaeilge

### OTHER CHANGES

A new VAT rate of 8% will be introduced on clothing from 1st May except for children under 10 years of age. Excise duty and VAT on beer is increased by 2p per pint with no increase on spirits. Wine is increased by 8p per bottle and sparkling wine by 16p per bottle. Cigarettes are increased by 10p for a packet of 20 with pro rata increases for cigars and tobacco. Petrol, diesel and LPG for cars have been increased by 6p per gallon. The road tax on cars has been increased up to £14 per annum for family cars.

In general Social Welfare Benefits are up by 7% with effect from 5th July next. Childrens' Allowances will be increased by 7% from 1st August.

The main provisions of the budget introduced recently by the Minister for Finance are as follows: **Income Tax:** Tax-free allowances are up by £350 in the case of single people and by £700 for married couples; The 25% tax band is abolished and the 35% tax band has been broadened from £3,000 — £4,000;

The 1% income levy has been renewed but those earning less than £96 per week are exempt;

The ceiling for 1% PRSI health contribution is raised from £11,000 to £12,000; There is no change for the tax relief for PRSI contributions which continue at £286;

The age threshold for private rental relief is reduced from 65 to 60 years.

## Acknowledgments

We thank most sincerely those kind friends who sent us Christmas and New Year greetings and we heartily reciprocate their good wishes for 1984.

In particular we are grateful to the following for their seasonal messages of goodwill:

**Mrs. Charlotte Irish** of Norfolk, Virginia, U.S.A.

**Mr. Tom McHugh and Pupils** of Garranbane National School, Co. Waterford.

**Mr. Jim Bennett**, retired Catering Officer of I.S.L.

**Mr. Harry Spong** of the World Ship Society; and

**Rev. Sr. de Chantal** of Convent of Mercy, Roscommon.

*Go raibh cumhdach Dé oraibh san Athbhlai*

## Congratulations

To **T. Taylor** on obtaining his Class One Engine Certificate;

To **D. O'Reilly** on obtaining his Class One Engine Certificate;

To **M. Calvert** on obtaining his Class Two Engine Certificate.

To **J. Lane** on obtaining his E.D.H. Certificate.

To **J. Bulman** on obtaining his E.D.H. Certificate.

To **S. Lacey** on obtaining his E.D.H. Certificate.

To **J. Sheridan** on obtaining his E.D.H. Certificate.

To **J. Reid** on obtaining his E.D.H. Certificate.

To **M. McDonnell** on obtaining his E.D.H. Certificate.

To **J. O'Brien** on obtaining his E.D.H. Certificate.

To **B. O'Toole** on obtaining his E.D.H. Certificate.

To **K. O'Sullivan** on obtaining his E.D.H. Certificate.

To **P. Maher** on obtaining his E.D.H. Certificate.

To **J. O'Kennedy** on obtaining his E.D.H. Certificate.

To **A. Organ** on obtaining his E.D.H. Certificate.

To **J. Fitzpatrick** on obtaining his E.D.H. Certificate.

To **M. Regan** on obtaining his E.D.H. Certificate.



## THE LATE DAVID FITZPATRICK

His many friends in Irish Shipping were very saddened on learning of the death of Dave Fitzpatrick after a very long illness.

David joined the Company in May 1947 and was a very highly respected and popular member of the Accounts Department staff for many years until illness forced him to retire at a very early age.

David Fitzpatrick was a very keen cyclist during his early years with the Company and regularly travelled long distances at week-ends as a member of a very active cycling club. He participated to the full in the staff social events and his own contribution to the entertainment on such occasions was much appreciated by his colleagues.

As a member of the Accounts Department staff, David will probably be best remembered for his service with Joe Molloy in the Cash Office. In his capacity as cashier, his work brought him into contact with seagoing and shore staffs as well as with those who operated from our Dock Office. Amongst all of those with whom he had direct dealings he established many friendships and won respect for his many fine personal qualities.

When eventually, David was forced to give up an active life due to the onset of multiple sclerosis, he bore his cross with great fortitude and with singular determination to overcome the great physical handicap involved. In this he was fortunate in the wonderful support and dedicated attention which he received from his wife, Maureen; his daughter, Bernadette and his sons, Michael and Paul.

That David lived for 18 years suffering from such severe physical handicap is at once a tribute to his own strength of character and to the loving care of his family.

David Fitzpatrick will be remembered by all who knew him as a man of outstanding courage and resilience in the face of great suffering and the memory of these exceptional

## IRISH MARITIME LAW SEMINAR

The first Maritime Law seminar to be run under the auspices of the Irish Maritime Law Association was held at the Incorporated Law Society headquarters in Dublin on Thursday, 6th October, 1983.

A wide range of shipping, insurance, commercial and legal interests were represented at the event which, to judge from the subsequent favourable comment, was regarded by those present as a highly successful undertaking by the I.M.L.A. The Association was founded in 1963 and is affiliated to the Comité Maritime International which has its headquarters in Antwerp and is the consultative body dealing with international maritime law. The I.M.L.A. was established to promote the study and advancement of Irish and international maritime law. Officers of the Association for

1983 were Mr. J. N. McGovern, B.L., President; Mr. P. Smith, F.C.I.L., Vice-President, Mr. D. J. McNulty, B.L., Honorary Secretary and Mr. F. J. Lynn, F.C.I.L., Honorary Treasurer.

Experts in various aspects of maritime law presented papers at the Seminar. These included Mr. Gerald J. Moloney, Solicitor, who spoke on "Circumstances in which one may Arrest a Vessel". Mr. Peter Kelly, Barrister-at-Law, presented a paper on "The Procedure involved in Arresting a Vessel" and the other two speakers at the Seminar were Mr. J. Niall McGovern, Barrister-at-Law, and Mr. David M. Byrne, Barrister-at-Law. Mr. McGovern spoke on the "History and Development of the Concept of Limitation in International Law" and Mr. Byrne's paper dealt with "Limitation of Shipowners' Liability in Ireland".



Pictured at the Maritime Law Seminar were (l. to r.): Miss Petria McDonnell, Admiralty Solicitor; Mr. J. Niall McGovern and Mr. Gerald J. Moloney, speakers at the Seminar.

personal qualities represents a unique legacy which will help to sustain his wife, Maureen and their three children in their sad bereavement.

Ar dheis Dé go raibh a anam.

### CONDOLENCES

We extend our sincere sympathy to Mr. N. J. Healy on the

death of his wife which took place on the morning of Friday, 20th January. Our condolences are also tendered to **Captain M. O'Dwyer** on the death of his mother; to **Mr. John Murphy, Chief Officer**, on the death of his father and to **Mr. John Foley, Agency Division** whose mother also died recently.



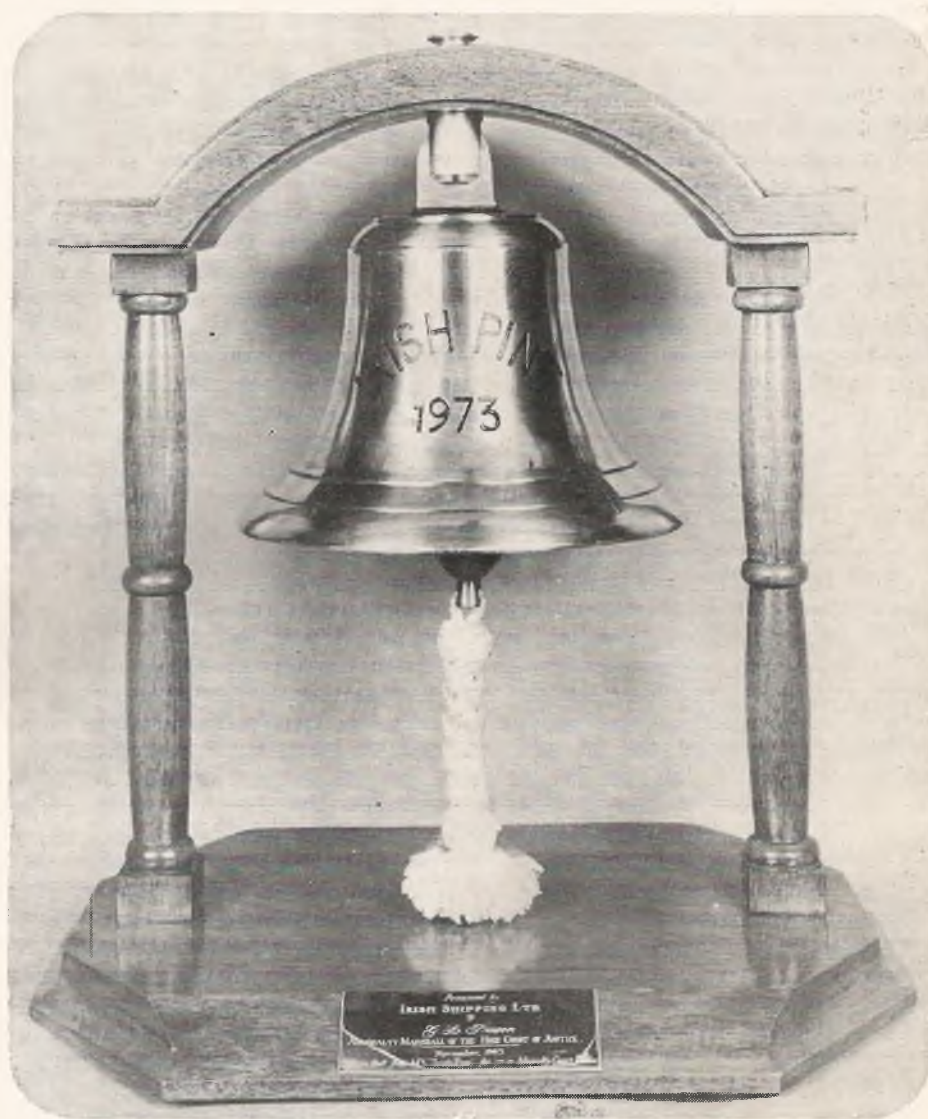
# HISTORIC OCCASION

*A visit from the Admiralty Marshal is not normally regarded as a cause for celebration by those on board ship. However, when the present incumbent of that office arrived on board "Asgard II" on the night of November 18th last, the vessel's Master, Captain Eric Healy, and his Officers extended a very warm welcome, not only to the Admiralty Marshal, Mr. G. L. Frewen, but to the select group of legal dignitaries and other guests who had assembled for an event which was both unique and historic. The occasion was the presentation to the Admiralty Marshal of a ship's bell, that of the former "Irish Pine", beautifully polished and mounted on an ornate wooden stand. The presentation of the bell was conceived with the object of providing our Admiralty Court with a symbol of authority similar to the Silver Oar which has traditionally symbolised the authority of the Admiralty Court in Britain.*

It is intended that the bell will be placed in the Court of the Admiralty Judge when he is sitting for admiralty business. This specialised jurisdiction is exercised by a judge of the Court nominated by the President of the High Court. Mr. Justice J. McMahon, the present holder of that nomination, together with the Master of the High Court, Mr. Patrick Lindsay, were amongst the guests on board "Asgard II" for the presentation ceremony which was performed by Mr. J. Niall McGovern, General Manager of Irish Shipping.

In presenting the bell, Mr. McGovern referred to the special significance attaching to the name "Irish Pine", not only in Irish Shipping but also in Irish Maritime history. He recalled the fate of the first "Irish Pine" and her Master and crew who made the ultimate sacrifice in the service of their country during the second World War. Having traced the history of the second and third "Irish Pine", Mr. McGovern said he hoped that the bell now being presented would serve, not only as a symbol of the authority vested in the Admiralty Court, but also as a reminder of those brave Irish seamen who lost their lives on Irish ships during the war years.

In an equally appropriate speech, Mr. Gerry Frewen graciously accepted the bell. He referred to the ancient origins of the office of Admiralty Marshal, an office which is known to have existed in England as early as the fourteenth century. One Sir Thomas Beaufort claimed the title of "Admiral of the Fleet" and "Admiral of England, Ireland and



Aquitane" as far back as 1407. It would appear that the Admiralty Marshal did not always enjoy the respect or reputation which might be expected to attach to such office. This was entirely due to the dual jurisdiction which the Admiralty Court exercised. This jurisdiction included authority in such matters as maritime contract, seamen's wages and salvage as well as

what was known as "prize" jurisdiction in relation to the seizure and exploitation of enemy vessels and property. This latter jurisdiction enabled many holders of office to amass considerable personal fortunes and led to frequent complaints by the unhappy victims of such practices.

One unhappy Admiralty Marshal is remembered in





At the presentation ceremony on board s.t.v. "Asgard 11" (l. to r.) Mr. Justice J. McMahon, Admiralty Judge; Mr. J. N. McGovern, General Manager, I.S.L.; Mr. G. L. Frewen, Admiralty Marshal and Captain Eric Healy, Master, s.t.v. "Asgard 11".

Empringham's Case, when he was convicted in 1611, fined and imprisoned as well as being dispossessed of his ill-gotten gains. Indeed, one contemporary description of Admiralty Marshals as venal office holders who prostituted learning would indicate that the 17th century holders of that office were wholly lacking in the qualities of integrity and impartiality which characterise their modern counterparts.

In the course of his interesting and humorous acceptance speech, Mr. Frewen expressed his sincere appreciation to Captain Michael Langran who was responsible for the original concept of the bell as a symbolic representation of the authority of the Admiralty Court. He also paid tribute to Captain Langran for the efficiency and imagination displayed in putting the original idea into effect. Mr. Frewen also complimented those at the Cork Regional Technical College who designed and executed the mounting of the bell in such an artistic and visually beautiful form. He said that the arrangements for the presentation were typical of the skill and efficiency which he had experienced from the Irish Shipping representatives who assisted at the "Betelguese" inquiry.

Captain Langran thanked Mr. Frewen for his kind remarks and said that Irish Shipping was pleased to be of assistance on the occasion of the "Betelguese" inquiry. He said it was appropriate that the presentation ceremony was being held

on board "Asgard II" but he hoped that her wooden mast would never have nailed to it "Notice of Arrest".

Mr. Justice McMahon and Captain Eric Healy, Master of the "Asgard II" also spoke briefly.

The organisation of the function on board the sail training vessel was the subject of much favourable comment by all the guests and Captain Healy and his Officers are to be complimented on their handling of the arrangements.

## A long and Colourful History

*The function of the Admiralty Marshal and of the Silver Oar were the subject of the following interesting article published in the magazine "Country Life" in April, 1958.*

"The execution of a Georgian ship's captain was a spectacular ceremony. After the Admiralty sessions, sitting at the Old Bailey in November, 1802, had sentenced Captain Codling to be hanged for defrauding the underwriters by sinking the brigantine "Adventure", he was taken from Newgate in a cart draped with black, attended by a chaplain and Jack Ketch, the executioner, and surrounded by twenty sheriff's officers on horseback. Behind came the Marshal of the Admiralty in his carriage, attended by a numerous escort of constables and the whole sombre procession to Executioner's Fields was

led by the Deputy Marshal bearing the handsome and highly prized symbol of the Admiralty Court's authority, the Silver Oar.

Pirates were executed at Execution Dock, Wapping, at the water's edge. Their bodies were then hung in chains at Blackwall Point, lower down the river, as a warning to all passing mariners. These executions were always attended by the Marshal with the Silver Oar.

"To-day the Silver Oar serves a less fearsome purpose. In the procession of judges on the first day of the Michaelmas Law Sittings it is carried by the Marshal, walking before the President of the Admiralty Division. When the President is hearing Admiralty cases, the Silver Oar is laid in front of him on a pair of brackets fitted a few inches below the bench.

"This oar-shaped mace was formerly the visible sign of the authority possessed by the Admiralty Court to arrest persons and vessels in respect of certain occurrences — such as collisions on the high seas — to-day the authority extends to vessels only, but since 1840 all creeks and rivers of Great Britain have also been under the jurisdiction of the Admiralty Court. No one knows where the Silver Oar originated as a mace, but certainly it was earlier than the reign of Henry VII (1485–1509). The existence of a Silver Oar can be traced to 1559, the coronation year of Elizabeth I. In Priory Church, Abergavenny, South Wales, is an altar tomb erected in memory of David Lewis, Doctor of Civil Law and Judge of the High Court of Admiralty of England from 1559 until his death in 1584. Octavius Morgan in 1845 recorded a comprehensive description of the tomb. He noted that the front is carved with an arcade of three arches, the middle one displaying an anchor with the flukes downward. To the left are represented large manuscript volumes belonging to the Admiralty Court and still in existence; the Ordinances of the Admiralty and the Black Book of the Admiralty.



"The arch to the right contains a standing effigy of the Admiralty Marshal encircled with a scroll which is labelled "The Sargant of the Admiraltee". He carries a pair of gloves in his left hand while his right grasps a short, paddle-shaped oar, its blade resting on his right shoulder, obviously the emblem of the sergeant's office. Octavious Morgan describes this: 'The face of the paddle is carved with a well-worn heraldic shield displaying the Royal Arms, France and England quarterly surmounted by an arched crown, and supported by a winged dragon and a greyhound rampant; below the Royal Arms is the anchor. The armorial bearings on the shield are those of Henry VII; the scales of the Cadwallader dragon, which is the dexter supporter of the shield, being clearly discernible. The coat-of-arms represented on the oar carved on the tomb is identical with that on the Silver Oar in use at the present time, 1845, in the High Court. It is not unreasonable to conjecture that the figure is the identical Jasper Swift, styled on the Silver Oar "Marshall of the Admiralte", being also under his letters patent the Sergeant at the Mace of the Admiralty Court'.

"It is stated in the Admiralty records of 1586 that Lord Charles Howard, Baron of Effingham and Lord High Admiral, directed Jasper Swift to arrest certain persons "for piracies and felonies by them committed on the high seas and the River Thames below bridge towards sea". Jasper Swift is recorded as Marshal and Sargant at Mace at the time of the Armada invasion in 1558 and again late in the following year. According to Anthony A. Wood, writing in 1674, the monument at Abergavenny was erected during the lifetime of Dr. David Lewis. It is obvious, then, that the portrait of the mace bearing sergeant was carved with accuracy and received Dr. Lewis' approval. The proportions of this mace differ from those of the Silver Oar, now in the custody of the Admiralty

Marshal. It is probably that the Elizabethan mace was melted with the other precious metal during the civil war when Britain's silver plate suffered depredations from royalists and republicans alike.

"The possession of a mace from the time of Richard I was deemed sufficient authority for a sergeant-at-arms to make an arrest. Until the 13th century maces were entirely of iron, gilded and brilliantly painted. By 1250 the twenty-four sergeants-at-arms serving the king were permitted to encase their iron maces in silver plate. Not until 1354 were London's sergeants-at-arms allowed "to carry gilt, or silver, or silvered maces adorned with the ensign of our armes or of others everywhere in the said city". This concession embraced the Lord Mayor and, from 1360, the Judge of the High Court of the Admiralty.

## Jasper Swift

"The Silver Oar now preserved at the Royal Courts of Justice is probably the third to have been carried by a long line of Admiralty Marshals. Hallmarks on the shaft show this part to have been made in 1798, the year in which the celebrated Lord Stowell became Judge of the High Court of Admiralty. The blade bears in relief the coat of arms of James, Duke of York, Lord High Admiral from 1560, suggesting that a new oar was designed to celebrate the return of Charles II in 1660 to replace the destroyed original.

"This present Oar measures 33½ inches in length; the paddle shaped blade is 12 inches long and the loom or inboard shaft 21½ inches. This shaft is built from several units; three tubular sections of silver hand-wrought from heavy plate and invisibly seamed vertically; two annular knops joining them into a single entity; a near spherical boss connecting blade and loom; a 3-inch wide terminal button. At the base of this is a screwed flat cover engraved with the Ad-

miralty anchor surrounded by a raised edge inscribed "Jasper Swift, Marshall of the Admiralte". This is the Jasper Swift whose effigy is carved upon Dr. Lewis' tomb at Abergavenny. When this cover is removed it reveals a flat-faced iron core cut diametrically with a deep slot so that it may be turned with a screwdriver. This unscrews a stout iron core extending through the loom and screwed into the core of iron shaped to line the silver blade.

Vice-Admiralty Courts abroad were permitted the dignity of a mace in the form of a silver oar with the Royal Arms engraved on its blade. These were never the property of the Crown, or of the Lords of the Admiralty, and therefore the number in existence to-day is unknown. Bermuda acquired a mace similar to the Admiralty Oar, struck with the hall mark for 1697. At Capetown one was always laid on the table before the Governor sitting as Vice Admiral and a third is at Sydney.

"There was long a prevalent belief that no person could be arrested on board ship, or a ship itself detained, unless the Admiralty Marshal's Deputy produced a silver miniature of the Admiralty Court mace as proof of his authority. No such Admiralty Oar has been recorded, but the Deputy did carry a 6-inch circular staff of ivory surmounted by a royal crown in silver and encircled with a silver band engraved with the foul anchor. The head unscrewed, giving access to a space within the ivory staff for carrying the warrant issued by the Admiralty Court. The staff now in the possession of the Admiralty Marshal is a replacement dating to the 1870's when the earlier staff was mislaid. It was not until the 1870's that the exceptional jurisdiction of the Admiralty Court was brought into line with that of the Courts of Common Law, and the system as it is known to-day came into being. England, being a maritime nation with a large merchant fleet, has greater need for an Admiralty Court than Ireland has.



Nevertheless, ship collisions, salvage claims, disputed repair and supply bills, unpaid mortgages, etc. provide sufficient business for the Irish court during the year. Earlier this year a German vessel was sold by the Admiralty Marshal by order of the Court and a year ago another vessel realised the sum of £380,000.

As we have already seen, the history of the Silver Oar in Britain goes back to 1559 when Elizabeth I ascended the British throne. In the words of Mr. Gerry Frewen, "the "Irish Pine" bell has a long way to go before it can lay claim to equal antiquity, but its first use in the High Court in 1983 will hopefully mark the beginning of a tradition which will continue for many years to come, and keep alive the memory of brave men who gave their lives in the service of Ireland's fledgling merchant navy".

## BOYS FROM THE COUNTY CORK



The men at Cork Regional Technical College who prepared and mounted the "Irish Pine" Bell for presentation to the Admiralty Marshal. (l. to r.) Ned Barry (Wood Staining); Willie Hodnett (made Lanyard); Peter Otter (Renovated Bell); C. J. McSwiney (every encouragement); Seán Healy (made Belfry) and Paddy O'Brien (designed Belfry).

### HOSPITAL CHARGES

The cost of staying in a private or semi-private ward of a public hospital has been increased from 1 January 1984. The new charges are as follows:

	Daily Charge for	
	Private Room	Semi-Private Room
	£	£
Health Board Regional Hospital, Voluntary Training Hospital and Joint Board Teaching Hospital	69	50
County Hospitals and Voluntary Non-Teaching Hospitals	50	41
District Hospitals	26	20

### VHI CHARGES INCREASED

VHI members are fully covered for the new public hospital charges up to their chosen plan level. Those in VHI's Plan A have full coverage for maintenance charges in a private or semi-private ward of a public hospital, while those in Plans B and C also have private hospital coverage. Annual VHI charges have been increased by 12%.

### ANNUAL COMMEMORATION SERVICES

The 1983 memorial services for Irish Seamen took place on Sunday, 27th November, at Cork and Dublin.

In Cork, an ecumenical service was held in Anchor House, The Seafarer's Club at 12.30 p.m. where one of the Lessons was read by the Lord Mayor, Councillor John Dennehy. This event was arranged by the Cork Regional group of the Irish Maritime Institute, led by their Chairman, Mr. Gerry Trant and was attended by Cork Harbour, Naval, Shipping and Nautical College representatives.

In Dublin, Mass was celebrated at 9.00 a.m. in the Church of the Immaculate Heart of Mary, City Quay and at 11.15 a.m. a Memorial Service took place at St. Patrick's Cathedral.

The President of Ireland, Dr. Patrick Hillery, a patron of the Maritime Institute, attended as did the Lord Mayor of Dublin, Alderman Michael Keating, T.D. and the Taoiseach was represented. Also present were members of the Diplomatic Corps and Dublin Port & Docks



Board as well as representatives of the Master Mariners' Association, the Seamen's Union, Dublin Dockers, the Naval Service, the various shipping companies and a number of survivors of the war-time Irish Merchant Service.

The Maritime Institute of Ireland was represented by its President, Mr. James Hughes, the Deputy President Mr. Pat Sweeney, Mr. R. Lewis, Vice-President, Mr. James Wolohan, Honorary Treasurer, Mr. Joe Varley, Programme Officer and Mr. Brendan Neary, Librarian.

At City Quay, the Lessons were read by Mr. William Stacey, General Secretary S.U.I. and Mr. Colm O'Sullivan, Secretary of B + I Line. The Mass was celebrated by Rev. Fr. H. Daly, Administrator, who also preached. At St. Patrick's Cathedral, the Service was conducted by the Dean, Very Rev. Victor Griffith assisted by Rev. W. G. Bradley, Canon David Woodworth of Bandon, who preached and Canon James Martin, Precentor of St. Patrick's Cathedral. The Readings at St. Patrick's were by Mr. Duncan Lorraine, Institute of Marine Engineers and Mr. Eric Stedmond, Radio Officer of the "Saint Columba".



Chatting after the Seamen's Memorial Mass at City Quay were (l. to r.) Captain Liam Brett, Officer Commanding the Naval Service; Alderman Michael Keating, T.D., Lord Mayor of Dublin; The President of Ireland, Dr. P. Hillery; Mr. James Hughes, President Maritime Institute of Ireland and Rev. Fr. H. Daly, Administrator, City Quay, celebrant and preacher at the Mass.



Captain J. Devanney, (left) B + I Line and Captain J. P. Kelly pictured following the Memorial Service at City Quay.

## SEAMEN'S MEMORIAL FUND

At a special reception held in the Mansion House, Dublin, last November plans were announced for the erection of the long-awaited national memorial to Irish seamen who were lost during the Second World War. The function marked the beginning of a fund raising campaign to finance the project. The Chairman of the Memorial Committee, Mr. Paddy Launders of the Marine Port and General Workers' Union, announced details of the proposed Memorial to a selected audience

of civic dignitaries and representatives of the various maritime interests in Dublin and further afield.

The Memorial, which was designed by Mr. Niall Montgomery, will feature a seventeen feet high anchor, backed by a granite obelisk on a site at Custom House Quay, Dublin. Planning permission for the erection of such a Memorial has been obtained and the cost of the structure is estimated at £30,000. The government has promised a contribution which is

the renewal of a commitment made to the Maritime Institute as long ago as 1967.

The fund which is known as The Irish Merchant Seamen's Memorial Fund, has the support of the civic leaders of the four main ports as patrons. These include Councillor John Dennehy, Lord Mayor of Cork; Alderman Michael Keating, T.D. Lord Mayor of Dublin; Councillor Mrs. Terry Kelly, Mayor of Limerick and Alderman Richard Jones, Mayor of Waterford.

The idea for a national tribute





Mr. Frank Gilligan, second from left handing over a cheque on behalf of the Seamen's Union of Ireland to Mr. Paddy Landers, Chairman, Irish Seamen's Memorial Committee, at the reception in the Mansion House. Also in picture are (l. to r.) Captain Frank Kelly, I.C.L., Alderman M. Keating T.D. and Mrs. Stella Archer, Maritime Institute of Ireland.

to those Irish seamen who lost their lives in the service of their country was first proposed by the Maritime Institute of Ireland in the 1950's and the establishment of the present fund-raising committee is the result of a move by the Institute in 1977 to involve all seafaring bodies. Represented on the committee are the Irish Association of Master Mariners, the Marine Port and General Workers' Union, The Maritime Institute of Ireland and the Seamen's Union of Ireland.

Donations for the fund can be sent to **Mr. Paddy Landers, c/o M.P.G.W.U., 14 Gardiner's Place, Dublin 1.** or may be paid directly by Bank Giro to **The Irish Merchant Seamen's Memorial Fund, Account No: 04575018 at Allied Irish Banks, 45 North Wall, Dublin 1.**



At the fund raising reception for the Seamen's Memorial at the Mansion House, Dublin were (l. to r.) the Lord Mayor of Dublin, Alderman Michael Keating, T.D., the Mayor of Waterford, Alderman R. Jones and Captain Colman Raftery, Operations Director, Irish Continental Line.

## Presentation to National Maritime Museum



This picture shows a presentation being made to the Maritime Institute of a Bill of Quantities for the Great South Wall on Dublin's docks which was specially framed by Mr. Brian McLoughlin of Dublin Port & Docks Board, on extreme left. The historic document is a worthy addition to the exhibits on view at the National Maritime Museum, Dun Laoghaire. Also in the photograph are (l. to r.) Mrs. A. McLoughlin, Mr. James Wolohan, Mrs. Stella Archer and Mr. James Hughes, President of the Maritime Institute.



# ICL SAILING AND HOLIDAY PROGRAMME 1984

Irish Continental Line and its inclusive holidays division Ferrytours this year present their most comprehensive holiday programme yet. The 1984 I.C.L./Ferrytours Brochure is a most colourful presentation of a wide range of ferry-based holiday ideas.

New in this year's line up is a major assault on the singles' and young couples' market with apartment holiday packages on the French Riviera, Spain's Costa Brava and Jersey.

## **FOUR-DAY FRENCH WINTER MINI BREAK**

A four-day French Mini Break to Le Havre from just IR£77 per person was launched by the Ferrytours Division of Irish Continental Line last November.

The package is aimed at Irish groups and individuals with a free Winter week's holidays during which they can sample a little of the flavour of France, enjoy its fine food, go shopping and spend a relaxing four days away from home.

Included in the French Mini Break price is return rail travel from any CIE station to Rosslare Harbour, return travel by Irish Continental Line car ferry between Rosslare and Le Havre, cabin accommodation in a four-berth lower deck cabin with washbasin, return transfers in Le Havre from port to hotel by coach plus one night bed and breakfast in a two-star hotel in Le Havre based on sharing a double/twin room with wash-hand basin. The price also includes a welcome drink at the hotel plus two complimentary bus tickets for the Le Havre bus service.

Four adults travelling together can take their car free on this French Mini Break. In addition various supplementary charges can be paid for improved levels of hotel and cabin accommodation.

The City of Le Havre dates

back to the 16th century. The old town which was virtually destroyed during the Second World War has been completely rebuilt as a modern twentieth century city. Its department stores, hyper-market shops and boutiques offer visitors excellent shopping opportunities added to which there are many French restaurants where tourists can sample French cuisine at its very best. Near the port there is a picturesque beach and yachting harbour.

Travellers on the Irish Continental Line French Mini Break can also take advantage of duty-free shopping on board ship and a special leaflet published in connection with this package also describes some of the major tourist attractions within the Le Havre area.

## **Daily Summer Sailings**

Daily Summer sailings between Ireland and France operate this year between May 24th and September 15th. During this period also the Cork/Le Havre service will come into operation with one round trip weekly commencing on June 22nd and finishing on September 7th.

Between April 1st and May 23rd a continuous sailing schedule will be maintained with one ship in operation giving a departure from Rosslare every second day.

Outside these peak periods a Winter service will come into operation between January 1st and March 31st and between September 16th and December 31st with three round trips weekly.

## **Three Route Choice**

Once again this year Irish Continental Line offers passengers a three route choice between Ireland and France. Services will operate between Rosslare and Le Havre, Rosslare and Cherbourg and, for the second year, between Cork and Le Havre. Sailing time on the Le Havre services is 21 hours (from Cork) and 17 hours on the Cherbourg route.

## **'83 Review / '84 Forecast**

Incoming tourist traffic carried by Irish Continental Line in 1983 rose by 2 per cent despite what Passenger Sales Director, Frank Carey, has referred to as "a difficult year".

Germany and the "emerging markets" of Italy, Switzerland and Austria, together accounted for this growth.

However, the economic situation at home did offset this increase by causing a slight reduction in overall carryings compared with last year.

Looking to the year ahead Irish Continental Line will be looking for growth in their German and French markets particularly as a result of the lifting of France's foreign travel



currency restrictions. Improvement on the domestic market will depend significantly on taxation and budgetary policy.

#### **Coach Tours**

This year's range of coach tours features a 5-day Normandy tour, a 7-day Paris/Loire Valley tour and a new 10-day Normandy, Paris and Champagne Region tour. Prices start at IR£129 for the 5-day tour.

#### **Cherbourg Mini Tours**

Mini Tours to the picturesque town of Cherbourg — giving 3-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£119 per person with four adults travelling.

#### **French Motorail**

For those with destinations in the South of France or Spain or further afield in Europe who want to reach their destination, quickly, Ferrytours make all the arrangements 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.

#### **"France Vacances"**

These give unlimited travel on the French railways network for which a Rail Rover ticket ("France Vacances") is available. There is a choice of First and Second class tickets for 1 week, 2 weeks or a month and prices start at IR£87 for a 1-week Second Class adult ticket.

#### **Pick-A-Package**

Pick-a-Package allows holidaymakers to choose from camping, caravanning, and a variety of other holiday ideas organised in co-operation with a number of major tour operators.

#### **'Poundsavers'**

Railsaver fares to Paris from any C.I.E. station from IR£103.00; Student fares from IR£39.00; Inter-Rail Cards valid in 19 European countries for the

under 26's at IR£147.00; Youth Fares also for under 26's and Senior Citizens 25 per cent off-season discounts. Senior Citizens who hold a Rail Europea Senior Card plus Travel Identity Card can also save up to 50 per cent on car ferry and rail travel costs throughout Europe under EEC arrangements.

#### **Villa/Gites and Apartment Holidays**

Once again this year I.C.L. retains its range of highly successful Villa, Gites and Apartment holidays. These ever-popular Ferrytours self-catering Villa holidays which offer a choice of 12 resorts in France and Spain, include in their cost return passenger and car fares with cabin accommodation on Irish Continental Line ferries plus two weeks Villa rental. Based on two adults and four children travelling prices start at IR£118 per person in May/June.

### **New Company Secretary**



Our congratulations to Alex Mullin on his appointment as Secretary of Irish Continental Line. He retains the position of Chief Accountant and is also Company Secretary of Ferrytours Ltd., a subsidiary of I.C.L. Alex joined I.C.L. when the Company was established in 1972 and had previously been with Irish Shipping Ltd. He joined I.S.L. in 1966. We wish him every success in his new role.

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£137 per person again during May and early June.

To assist passengers with information and a direct Gite holiday booking facility the Gites de France organisation continues to retain a booking facility in the Irish Continental Line office at Aston Quay, Dublin. Persons booking a Gite holiday through this office get a special reduced tariff on I.C.L. ferry fares.

#### **Motoring Tours**

Motoring tours offer freedom and flexibility with dinner, bed and breakfast accommodation selected en route from over 180 hotels throughout France, including Paris. Prices for the Drive-As-You-Please motoring tour begin at IR£131 per person based on four adults travelling. A special offer on a May/June 7-10 days Drive - As - You - Please touring holiday is a feature of this programme for 1984 starting from IR£142 per person for 7 days with four travelling.

#### **Paris Weekends**

For the non motorist, ship and rail travel from your local CIE station for short breaks to Paris are available from IR£119 for a 5-day tour (January to April); IR£149 (May to mid June and September to October); and IR£172 (late June to August) with prices based on four adults travelling together.

#### **Simplified Fare Structure**

For the further convenience of passengers a new simplified, easy-to-read fare structure features in this year's brochure.

Fares are now based on the number of adults travelling and the number of children accompanying them with car cost and a berth in a basic four-berth lower deck cabin with wash basin included in the price. Cost variations therefore depend on the number of persons in the



group and the additional level of cabin accommodation required.

#### **1984 Fares**

Standard fares on the Rosslare - Cherbourg route range from IR£49.50 single (deck fare) per person to IR£71.50 single in a 2-berth cabin (shower and toilet) with reduced fares for children. Deluxe suites with bath, shower and toilet on the m.v. St. Killian II are offered to passengers without car at IR£79.50 single.

Travel for two adults and two children with car, for example, starts from IR£217.00 single (off-season) to IR£253.00 single (standard season) individual cabin accommodation.

Under a mid-week arrangement the same group of two adults and two children with car could travel from IR£366.00 return. This year Irish Continental Line fare increases have been held down to an average 8%, in line with current inflation rates.

#### **Budget Breaks**

One particularly attractive fare arrangement is the Budget Break now valid on all routes outside the peak season. The Budget Break fare allows for up

to 7 nights abroad plus two nights aboard ship from IR£74.50 per person return inclusive of berth in a 4-berth lower deck cabin with wash-basin.

#### **Off Season Offers**

Outside the peak season a number of low fare offers are available including mid-week return fares from IR£91.50 per person. The Budget Break already described from IR£74.50 (return) allows for up to seven nights in France and a Duty Free Mini Cruise to Cherbourg inclusive of a free bottle of spirits and a berth in a four-berth cabin is on offer from IR£41.50 return. Special discounts continue to apply to groups, senior citizens and students.

#### **Travel Agency of the Year Award**

A Ballinasloe travel agency, Keller Brothers' Travel, has won the 1983 Irish Continental Line 'Travel Agency of the Year' Award.

Keller Brothers' Travel was established in Ballinasloe twenty five years ago by Liam Keller and his late brother, Michael. This is

the second year in succession that Keller Brothers Travel have won an award in this event. Last year the agency won the Connaught Regional Award.

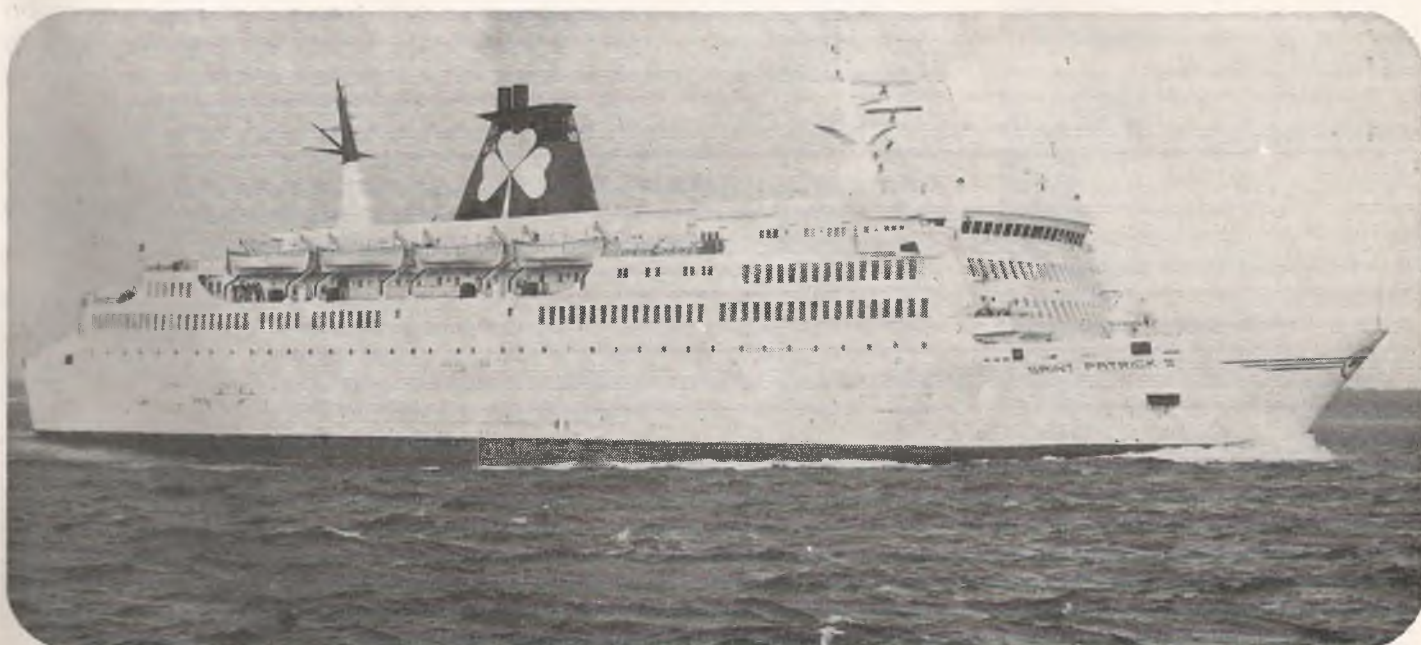
Keller Brothers Travel handles all form of travel arrangements and specialises in camping and family holiday programmes to France. Its co-founder Liam Keller is also Chairman, Connaught Chapter of the Irish Travel Agency Association.

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 Eugene Magee Travel (Dublin City and County); Liam Byrne Travel, Navan (Leinster); Joe O'Reilly Travel, Blarney, County Cork (Munster); Aran Travel, Galway, (Connaught) and La Mon Travel, Armagh (Ulster).

Organised and sponsored by Irish Continental Line in co-operation with the Irish Travel Agents Association, the Travel Agency of the Year Awards Scheme is designed to publicly acknowledge the service offered by those travel agents who in the opinion of their customers,

*Má tá Gaeilge agat, labhair í*

## **"SAINT PATRICK II" ON TIME CHARTER**



The "Saint Patrick II" pictured leaving Dublin for Liverpool during her current short-term charter to B+I Line. She commenced the time charter on 30th January.



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.

Besides the Travel Agency of the Year Award a prize of an

Irish Continental Line holiday for four plus car was presented to Brian Greenan of Slate Cabin Lane, Sandyford who nominated Keller Brothers Travel, the winning agency.

Mr. Greenan, who had booked a family holiday in France for himself, wife and four children, wrote in his nomination "The confidence of their staff in imparting information in the knowledge that it was accurate and up-to-date was one of the agency's most impressive features".

Presenting the awards was Frank Carey, Passenger Sales Director, Irish Continental Line. Speaking he said, "the public have become increasingly aware of the expertise which a good travel agency can place before its customers within the overall area of advice and holiday planning. The Travel Agency of the Year Award Scheme offers the travelling public an opportunity to bestow recognition upon those travel agencies which provide a comprehensive service for their clients".

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## IRISH CONTINENTAL LINE LAUNCHES WINTER SKI HOLIDAY PROGRAMME

A Winter Ski Holiday Programme operative from October 1st, 1983 to April 30th, 1984 has been introduced by the Ferrytours Division of Irish Continental Line.

The programme starts with a series of special Ski Tariff fares on the Rosslare to Le Havre or Cherbourg routes. These range from £250 for a car and two adults including berths in a two-berth cabin to £295 for a car plus four adults including berths in a four-berth cabin. There are special rates for additional adults and special children's discounts.

To qualify for the special Ski Tariff travellers are required to provide proof of Ski Club Membership or confirmation of a Ski Resort Booking.

The Winter Ski Programme centres upon four of France's top ski resorts. These are Savoie/Isere in the Alpes Maritime, Auvergne in the Massif Central, Pyrenees and Jura/Vosges regions.

At each of these resorts accommodation is offered on a half-board basis in over twenty competitively priced hotels. All of these are members of the France Accueil Hotels chain offering "OO Category" good standard or 'OOO Category" superior standard of comfort and cuisine. Prices for a twin/double room for two sharing with washbasin range from £14 per person per night.

The Programme also includes a wide choice of stop-over hotels in Paris and in country locations along the route to and from each French ski resort. Again these come in "OO" and "OOO" levels of comfort and range in price from £15 per night for sharing a twin/double room.

For Winter holidaymakers the Irish Continental Line special Ski Tariff offers considerable savings on air travel in addition to which there is the added convenience of having a car available for their holiday, thus saving on costly car hire. In addition passengers also have the advantage of being able to carry excess baggage and can load the car and roof-rack with all the essentials for an enjoyable ski holiday.

Irish Continental Line's Winter Ski Package prices provide for passenger cars of any length and over-height roof-racks are permitted without extra charge under the special Ski Tariff.

Ferrytours will pre-book resort and stop-over hotels in advance and will issue passengers with vouchers to cover each night's accommodation. Prices quoted above and in the specially designed brochure which is available from Ferrytours or through local travel agents do not include Irish Government Foreign Travel Duty.

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## French Riviera and Costa Brava Apartment Holidays

The young adult market which traditionally travels air charter on holidays to Spain, Greece, Canary Islands and other sun destinations will be a major target for Irish Continental Line in the coming year.

In this way I.C.L. plans to make France appeal to this affluent and growing market segment and thus expand the overall range of inclusive holidays which the company currently offers.

New in this year's programme will be apartment holidays on the Cote d'Azur at Nice and Cap d'Antibes complete with pool and central restaurant facilities for an all inclusive price from IR£163 per person based on four travelling with their own car. Rail arrangements are also available.

Spain's Costa Brava also comes into this programme for the first time with self-catering apartment holidays on offer at Tossa de Mar and Lloret de Mar. On these arrangements passengers travel by coach and ferry via Le Havre spending ten nights at the resort plus a further two nights in Paris and two nights en route in France all from IR£219 per person.

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# HISTORY OF DUBLIN PORT — Part 2

*We continue our extract from the "History of the City of Dublin (1818)" by J. Warburton, J. Whitelaw and R. Walsh. The first part of this feature appeared in the Winter 1982/83 issue of 'Signal'*

The care and superintendence of the *light-houses* round the coast of Ireland has passed through various hands. Charles II first laid a tonnage duty upon all vessels inwards and outwards, to maintain six light-houses in Ireland, and a patent was granted to the Earl of Arran for that purpose. In the year 1703 the Irish House of Commons finding only two of the six light-houses maintained, passed resolutions on the subject, which were presented to the Lord Lieutenant. The patent was revoked, and the care of the light-houses placed under the commissioners of the revenue. By an Act passed in George I it was vested in the commissioners for barracks; but the Chancellor of the Irish Exchequer, Mr. Foster, with the approbation of Government, and of the commissioners of customs, intimated to the corporation for preserving and improving the port of Dublin, that he considered it would be a measure of public utility if the management of the lights around the coast of Ireland were assimilated to that in Great Britain; and for the purpose of carrying this measure into effect, proposed that the corporation should be formed into a body, somewhat like the Elder Brethren of the *Trinity-house, London*. The corporation acquiesced in the measure, as being one of vital importance to navigation, and the principle of assimilation has been carried into effect under an Act of Legislature, passed in 1810, which vested and committed to their management, the superintendence of all the light-houses in Ireland, building new ones, towers, and beacons, or other sea marks, with a stipulation that all new works should, prior to their execution, be communicated to the Elder Brethren of the Trinity-house; and after

their opinion, to the Lord Lieutenant of this kingdom, and the Lords of the Treasury. The measure of the communication with the Trinity-house arose from a consideration that the arrangement of lights on each coast should be such as would not clash with each other, and to prevent the possibility of mistaking one for another.

All the lights in Ireland were formerly from coal fires, which it must be evident were highly objectionable, as in bad weather, when they were *most* required, they were *most* liable to be obscured, or totally extinguished by rain. The first alteration that took place in this kingdom, was at the time when the light-house at the extremity of the great south wall, Dublin, which was, on being completed, illuminated with candles. This is now lighted with oil, as are all others, with the exception of the light-houses on Wicklow Head, which are still lighted by candles; but will be re-built the ensuing season, and then altered on the new principle.

Howth was the next that underwent a change, a new light-house having been built near the very high ground where coal light had formerly stood. It appears to have been the universal principle when fixing on a situation for a light-house, to choose the highest ground the neighbourhood admitted of; this was the case with respect to Howth, but experience has since elevated situations being liable to, and very frequently obscured by fogs. This light the corporation determined on altering to a situation on a point of land considerably lower, called the Little Bailey of Howth, and near the verge of the sea, where has been constructed a very commodious building, and which is found most excellently adapted to the intended purpose, not being

liable to be obscured by vapour and can be seen at a much greater distance, than if from a higher situation.

The establishment of a floating-light ship, on a bank called the *Kish Bank*, south-east of Dublin Bay, about nine miles, engaged the attention of the corporation at a very early period after receiving their powers; for this purpose, a properly constructed vessel, *Dutch built*, was provided, and fitted out for the purpose, bearing three lanterns, one at each mast, the centre one about four feet higher than the two others, and manned with fourteen seamen, and placed at her moorings on the 16th November, 1811, where she has since safely rode out all weathers, and proved a most extensively useful light to the trade of the Irish channel.

The light-ship is a strong flat built vessel, about 140 tons burthen, with three masts, to each of which is attached a large lantern, in which there is six properly constructed lights, with small reflectors; these lanterns slide in a groove on the masts, are hoisted by the crew without much difficulty; although heavy, the centre one is elevated from four to six feet higher than the other two, thus completely distinguishing her from all other lights, particularly Wicklow, where there are two near to each other. She is moored off the north-end of the Kish Bank (distant from Dublin harbour about nine miles), being the tail or extremity of this dangerous shoal — composed of quick sand, which begins off the coast of Wexford, and extend with different intervals from thence along the coast of Arklow and Wicklow, and may be said to die away at the Kish Bank.

The light-ship is moored by what is called a mushroom



anchor, from its exact resemblance to a mushroom; the chain to which the cable is attached, is fastened to what may be called the stalk of the mushroom. The advantage derived from this form of anchor is that the vessel can freely swing; preserving the vessel at her station, and making her, as the sea term is, *ride easy*, by accommodating the length of the cable to the height and strength of the waves and the swell of the sea. The greater they are, the more cable is given out, to prevent the possibility of any sudden jerk raising the anchor or straining the cable. The quantity of chain cable attached to the anchor is about 30 fathoms, and being immediately adjoining, lies on the ground; to this is properly fastened 240 fathoms of the best patent cable, being double the length of an ordinary cable for such a vessel, when the whole is let out, which however is seldom.

This bank was, and is, still marked by a very large buoy at either end; but in the night, vessels running for Dublin could not with safety venture to stand in, and, not unfrequently, lost a passage thereby; all which is now obviated, seamen relying so confidently on the light, consider themselves in safety (particularly the packets) the moment it is visible, which is not unfrequent in two or three hours after losing sight of the light-house on the South Stack, Holyhead. A light-house on the Tuscar Rock next seemed most desirable, and has been erected; and was lighted on the 4th of June, 1815. The rock is situated near the coast of Wexford. The base extends a considerable way under the water which increased the danger of being entangled with it. The light-house is a circular building 82 feet high. The apparatus for illuminating it is on a revolving principle, with a red light at intervals to distinguish it. To a vessel at a distance it presents a strong light once in two minutes, being the period of revolution, and every third appearance is of a deep red colour, caused by coloured glass: to the building there is also attached

two very large bells, those placed under the outer gallery of the light-house are tolled by machinery, in thick weather, snow, etc., to warn vessels of the danger when the light might not be discernible.

The Tuskar Rock stands about seven miles from the south-east extremity of the coast of Wexford; it is about 300 feet in length, 150 in breadth, and its most elevated part 30 feet above the level of the sea at high water mark. It stands projected from the coast to meet the unbroken and tremendous surge of the Atlantic bearing up the channel; its base runs a considerable way, shelving towards the sea, on which the surge ascends as on an inclined plane; and although the summit is so considerable raised above the level of the tide, it is constantly submerged by the wintry storms. The importance and exposure of its situation, the arduous difficulty of erecting an edifice on it, and the dreadful accidents to which it has been liable, all combine to render this rock the Eddystone of Ireland. When the Corporation determined to build a light-house, they commenced by laying horizontal beams across the rock, and connected to it firmly by iron cramps; on this was laid a platform, and huts erected capable of containing and sheltering 41 workmen. They were scarcely lodged here, when a West Indiaman from Barbados, bound to Liverpool with a valuable cargo, and having soldiers and other passengers, to the amount of 105 on board, was wrecked on the base of the rock, and went to pieces. The night was dark and the greater part of the crew must have perished, but for the aid afforded by the workmen stationed in these huts, who by ropes raised them to the summit, and, with the exception of four, saved and sheltered the whole crew.

About six weeks after this accident, on the night of the 18th of October, a sudden storm arose and the sea was agitated with unusual violence. Some of the men in the huts ran naked from their beds to the highest

point of the rock, but before the rest could escape, a surge striking the foundation of the huts swept the whole completely away, with the men in their beds; the others were miraculously preserved by clinging to the rock all night, while the waves beat over them: several vessels attempted to assist them here, but they were compelled to remain from Sunday morning at four o'clock till the Wednesday following, when the surge subsided, and they were rescued from their perilous situation. This awful catastrophe made a deep impression on the minds of the people of that neighbourhood; praeternatural visions and warnings were reported to have been seen and heard, and no offers could induce the workmen again to approach the rock: materials to the value of several hundred pounds lay the whole winter in perfect security without a guard, for no one would venture near to take them.

At length the Corporation undertook the work themselves. Smeton's plans of the Eddystone light-house were taken as a model; the stones were raised from the granite rocks near Dublin, and the materials of the light-house were fitted and the whole of the building completed on the spot. From hence they were conveyed by Dublin workmen to Tuscar. Over each course runs a chain of cramps, counter-sunk and leaded; on this the next course was laid, and the lead sunk in that above. In this way the whole is cramped; and as the iron is protected from the actions of the air and sea, it will not be eroded: in about 18 months it was completed, at an expense of £30,000. The Corporation have humanely granted pensions to the widows and children of the unfortunate workmen who were drowned, which amount to £150 per annum. On the night the accident happened, the "Smalls" light-house near the Land's-end was almost entirely destroyed, and other similar disasters occurred on many parts of the coasts of England and France.

By the activity of this corpora-



tion there were now 8 new beacons added to the 14 which existed on the coast of Ireland in 1810, many of which latter were also repaired and relighted. The expenses are defrayed by the following duties:

For every British or Irish ship or vessel which shall pass any such light-house or floating-light for, and in respect of every time of passing the same, whether outward or homeward bound, the sum of one farthing British currency, for every ton burden of such ship or vessel.

For foreign vessels, duty one halfpenny.

Vessels in ballast coastways

in Ireland, half the rates above on British vessels.

His Majesty's vessels and fishing smacks are exempt.

It may not be uninteresting to detail the light-houses that existed on the coast of Ireland in 1810, when committed to the care of the Corporation, and those since added; in which they are noted in the order they are situated, proceeding from Dublin northwards.

Howth, and S. Wall, Dublin Bay.

Balbriggan Pier.

Cranfield. Entrance to Carlingford Bay.

South Rock. A revolving light

on a half tide rock, three miles off the coast of the county of Down, near Strangford.

Copeland Island, Three miles off Donaghadee.

Arran More. Island of Arran, coast of Donegal.

Clare Island. In Clew Bay Coast, county of Mayo.

Loophead. Entrance to the river Shannon, county of Clare side.

Old Head, Kinsale. Entrance to Kinsale.

Charles Fort. In the Harbour of Kinsale, direction up the river.

Hook Town. Entrance to Waterford. This is a tall circular tower of great antiquity, and

Gentlemen

The letter reproduced here was a request for ballast which was raised from the river Liffey, thus helping to deepen the channel for vessels using the river.

Will you have the  
Goodness to Let me have one thousand  
ton of River Mud, on the terms that  
others gets it, for to fill up a Low North  
Lot, and you will much Oblige

your very Humble Servant  
John Glennon  
18 City Quay

To the Corporation for preserving and  
Improving the port of Dublin

September 29-1835



was found standing by Strongbow when he landed near this spot in 1070. (Smith's Hist. of Waterford, p.249).

Duncannon Fort. Harbour light, direction up the river, same as at Kinsale.

Wicklow Head. Two light-houses, so situated that the mariner keeping them both in one line is thereby guided to avoid the Arklow banks.

Thus the coast was lighted in 1810.

Since that, there has been erected by the Corporation, namely, one called Inishtrahul Light-house. On the island of that name nine miles off the most northern point of Ireland coast, county of Donegal, a revolving light distinguishable to the mariner once in two minutes; revolving, to distinguish it from the light at

Copeland, and that at Arranmore.

Tuscar Rock. Seven miles off Grenore Point, county of Wexford.

Floating Light-ship, at the Kish Bank, nine miles S.E. of Dublin Bay.

Fannel Point. At the entrance of Loughswilly. Seeking this place, the Saldanagh frigate was lost some short time since, when all on board perished.



This drawing of the old "Halfpenny Bridge" is taken from "History Of The City of Dublin" (1918) and has the following caption: "This elegant bridge was originally deformed by toll-houses at each end, which blocked up the entrance and ill-accorded with the structure of the bridge. These mean and unjustly edifices have been lately removed".

## French Co-Operation



Towards the end of 1983, two Frenchmen, Luc Gentiline and Andre Martin from the Lyons region were part of a workforce at the Maritime Museum, Dun Laoghaire. They were members of A.F.S. Vivre Sans Frontiere of Paris, an organisation of workers and students who operate outside France and who were in the Republic for eight months with AnCO as part of a European youth programme on an exchange basis. Our picture shows Andre Martin, who is a sign painter by profession, holding a fine representation of the Maritime Institute crest which he painted. On left is Mrs. Stella Archer, Administrator of the Museum Committee and, on right, Mr. Dan Healy of AnCO.

## Loss to Cork Group of Maritime Institute

The departure of Mrs. Rose Taylor, former Honorary Secretary of the Cork Regional branch of the Maritime Institute of Ireland, has left a big void in the ranks of Irish Maritime interests in Cork. Mrs. Taylor and her husband, Chris, have moved to South Wales where Mr. Taylor has taken up a position at a Cardiff Technical College. Prior to their departure, the Taylors were presented with a Waterford Glass memento by their friends in the Cork branch of the Institute.

Mrs. Taylor was a dedicated worker on behalf of maritime interests and her organisational ability will be greatly missed.

On behalf of her friends in Irish Shipping we wish Rose Taylor and her husband, Chris, a successful and enjoyable future in Cardiff.



# New Naval Vessel



The new naval vessel L. E. "Eithne" prior to her launching at Verolme Cork Dockyard last December.

A new offshore patrol vessel for the Irish Naval Service is at present being completed and will be due for launching at Verolme Cork Dockyard next summer. The vessel is of the P.31 Class and has been developed for the Irish Naval Service to carry out fishery protection patrol duty in the 200 nautical miles exclusive economic zone around the Irish coast. The P.31 is the first Irish Naval vessel to be provided with helicopter landing and hangar facilities and when she enters service will be the largest and fastest ship in the naval fleet.

Irish Shipping's Technical Department have been very much involved in the design and construction of this patrol vessel in the capacity of consultants to the Department of Defence. The Company also provides construction supervisory services for this vessel.

Preliminary design work for the P.31 began in 1979.

Seakeeping and ship motions were carefully assessed in the light of resistance and propulsion characteristics; course stability and rapid manoeuvring properties were investigated, wind tunnel tests were carried out to determine the air flow on and above the flight deck and the exhaust flow from the twin funnels and noise and vibration phenomena throughout the ship were also studied.

The P.31 has substantial firefighting capability, not only against fire hazards in the ship, particularly on the flight deck but also with regard to fire in other vessels or on offshore oil/gas installations which can be fought with both water and foam monitors. This capability is linked to a search-rescue role, salvage assistance and pollution control, in addition to a com-

munications fit operating on the broadest spectrum of frequencies enabling the ship to function as a communication centre in the event of an offshore emergency situation.

## Accommodation

The highest standard of crew accommodation consistent with weight constraints has been a major priority in the vessel's design with particular regard to noise levels and air treatment.

## GOOD WISHES

We extend our best wishes to Charlie Doyle who has been attached to our Head Office Accounts Department for the past 19 years. Charlie has left the Company to take up an appointment as instructor with AnCO and all his colleagues in Irish Shipping and Irish Continental Line were present at a presentation function in the Company's Boardroom prior to his departure.

In making the presentation, our Accountant, Mr. Tom Flynn, paid tribute to Charlie Doyle and the contribution which he made to the Company during his years of service in the Accounts Department. During that time Charlie pursued a course of study at University College, Dublin, which led to his graduation with the considerable achievement of a Bachelor of Commerce Degree. This distinction was secured through a combination of ability and dedication which Charlie had displayed in large measure in the performance of his duties for Irish Shipping.

In the course of his service with the Company Charlie was fortunate to meet his future wife, Margaret, who was also a popular and respected member of the Irish Shipping staff prior to her departure to devote her full attention to their young family.

We are confident that Charlie will make a resounding success of his new undertaking and he takes with him the good wishes of all his colleagues.



## Chur Chun Cinn na Gaeilge

Mar is eol do formhór d'ár Léitheóirí, is Bord Stáit é Bord na Gaeilge. Bunaíodh é chun an Ghaeilge a chur chun cinn mar theanga bheo agus úsáid na Gaeilge mar ghnáthmheán cumarsáide a chruthú. Chun an cuspóir seo a bhaint amach, tá plean dar teideal "Plean Gníomhaíochta don Ghaeilge, 1983-86" bunaithe ag an mBord agus glactha ag an Rialtas. Tá an Bord anois ag plé leis na heagrais éagsúla, Loingeas Éireann in a measc, len a mbaineann an Plean maidir len a fheidmiú.

Tá na spriocanna atá 'sa Phlean le 1983 a bhaineann leis na Comhlachtaí Stáit ar aon leis na spriocanna a bhaineann leis an Státseirbhís. Is léir, áfach, nach bhfuil cuid acu seo oiriúnach do Chomhlachtaí atá ag trá-dáil thar lear agus gnóthaí a dhéanamh acu le daoine ó tíortha i gcéin de ghnáth. Sin mar atá an scéal ag Loingeas Éireann — ní bhíonn deis againn an Ghaeilge a úsáid in ár tráchtáil laethúil. Mar sin féin, is féidir linn an Ghaeilge a labhairt eadrainn féin má's mian linn. Gan amhras, tá beagán Gaeilge ag an chuid is mó de na daoine 'sa Chomhlacht agus tá siad in ann cúpla focal a rá as Gaeilge faoi'n aimsir nó le dhuine a bheannú. Dá bhrí sin, molaimid d'éinne a bhfuil Gaeilge acu í a labhairt comh minic agus is féidir leo. Dála an scéil seo, beidh alt éigin agus foclóirín i "Signal" amach anseo agus tá súil againn go mbainfidh ár léitheóirí tairbhe astu. Beidh na focail atá tofa againn don foclóirín oiriúnach d'ár gnóthaí ar bhord loinge agus 'san oifig. Ar an gcaoi seo cuirfidhmid chun bóthair ár niarrachtaí féin an Ghaeilge agus a húsáid 'sa Chomhlacht a chur chun cinn.

## Promotion of Irish

*As most of our readers know, Bord na Gaeilge is a State Board. It was established to*

## Foclóirín

Long (Lung) = *Ship*.

Ar Bhord Loinge (Air Vord Linng/eh) = *On Board Ship*;

Uinéir Long (Oon/air Lung) = *Ship Owner*;

Bróicéir Long (Broke/air Lung) = *Ship Broker*;

Tógáil Long (Tow/gaw/il Lung) = *Shipbuilding*;

Longcheárta (Lung/karta) = *Shipyards*;

Tógálaí Long (Tow/gaw/lee Lung) = *Ship Builder*;

Lónadóir Long (Lown/a-dow/ir Lung) = *Ship Chandler*;

Máistir Loinge (Maw/stir Linng/eh) = *Ship Master*;

Lasta (Loss/ta) = *Cargo*;

Lasta a chur ar bord (Loss/ta a kur air bord) = *To take on cargo*;

Lastóir (Loss/tow/ir) = *Shipper*;

Lastliosta (Lost/lista) = *Manifest*;

Bille Luchtaithe (Bill/eh Luck/teh/heh) = *Bill of Lading*;

Cairtghostóir Loinge (Kaw/irt/ost/ow/ir Linng/eh) = *Ship Charterer*;

Cairtghostú Loinge (Kaw/irt/ost/oo Linng/eh) = *Ship Chartering*;

Cairtghostaithe Loinge (Kaw/irt/ost/ih/heh Linng/eh) = *Charter Party*;

Cairt Turais (Kaw/irt Truss) = *Voyage Charter*.

Turas Farraige (Truss Farr/iggeh) = *Sea Voyage*;

Foireann (Firinn) = *Crew*;

An Fhoireann (On irinn) = *The crew*.

Ardmáta (Awrđ/maw/ta) = *First Mate*;

Ardinnealtóir (Awrđ/innil/tow/ir) = *Chief Engineer*;

Cléireach Loingis (Klay/rock Linng/ish) = *Shipping Clerk*;

Gníomhaire Loingis (Gneev/arreh Linng/ish) = *Shipping Agent*;

Costas Lódála (Kos/tas Low/dawla) = *Shipping Charges*

Táille (Taw/ille) = *Demurrage*;

Críochnú (Kriok/noo) = *Dispatch*;

Eileamh (Ay/lav) = *Claim*;

Bealach Long (Bal/ock Lung) = *Shipping Route*;

Cabhlach (Kow/lock) = *Fleet*.

*promote Irish as a living language and to promote the use of Irish as a regular means of communication. To achieve this objective, the Board has formed a plan entitled "Plan of Action for Irish, 1983 - 86" which has been accepted by the Government. The Board is now in discussion with different organisations, Irish Shipping among them, on whom the Plan depends for its implementation.*

*The targets in the Plan for 1983 which apply to the State Companies are the same as the targets which apply to the Civil Service. It is obvious, however, that some of these are not appropriate for companies which are trading overseas and which regularly do business with people from foreign countries. That is how it is with Irish Shipping*

*— we do not have an opportunity to use Irish in our daily business. Nevertheless, we can speak Irish amongst ourselves if we wish to do so. Undoubtedly, the majority of people in the Company have a little Irish and they can speak a few words in Irish about the weather or to salute someone. For that reason, we recommend anyone who has Irish to speak it as often as they can. In this connection, there will be an article and a list of words in "Signal" from now on and we hope our readers will derive benefit from them. The words we have chosen for listing will be appropriate to our business on board ship or in the office. In this way we will further our own efforts in promoting Irish and its use within the Company.*



# I Measc na nGael i dTír na Maórach

*'Sé seo alt a scríobh Séamas O Beinéid i nuachtán 'Inniu' tar éis cuairt a thabhairt ar Nua-Shéalainn i rith an tsamhraidh seo caite. Beidh alt eile ó Shéamais ar an ábhar céanna san chéad eagrán eile de 'Signal'. Tá Séamas ag maireachtáil go cúlráideach ach is léir go bhfuil sé gnóthach go leor fós.*

Agus mé ar mo laethanta saoire anseo i Wellington, sa Nua-Shéalainn, ar feadh na míosa seo caite, casadh daoine ó Thiobraid Árann, Luimneach, Maigh Eo, Tír Chonaill, Co. na Mí agus Baile Átha Cliath orm. Tá cuid acu ina gcónaí anseo le daichead bliain anuas agus tá siadsan fite fuaite le muintir na Nua-Shéalainne.

Ach tá Eireannaigh eile nach bhfuil anseo ach cúpla bliain nó mar sin, agus bíonn cumha i ndiaidh an bhaile chomh mór sin gur saghas tinnis é. Deir na "seanfiondúirí" go gcuirfidh siad díobh é ar ball agus go mbeidh siad ceart go leor agus sásta lena saol nua anseo.

De réir mar a chloisim, bhí an inimirce ó Eirinn go han-láidir

sna seascaidí, ach ó shin i leith tá sí imithe in éag.

Bhí an chuid is mó de na daoine seo fostaithe ar thógáil tithe. Tar éis tamaill dóibh ag obair mar sin, thosaigh siad ar a gconlán féin. Rinneadar go rímhaith as.

Chuaigh a lán eile ag obair i gceirdeanna eile — sna siopaí móra, sna bainc, sna gardaí agus ag múinteoireacht, srl.

Tá slí bheatha mhaith acu agus tá siad ina suí go deas teolaí mar a déarfá. Tá tithe deasa acu agus iad suite fiche slat ar a laghad óna chéile, le gairdín mór ar aghaidh an tí agus ar a chúl. Tá an spás atá ag gach aon duine anseo an-fhairsing ar fad — ní hionadh sin nuair a thuigtear gur 240,000 míle cearnach méid na tíre agus nach

bhfuil ach trí mhilliún duine into ar fad.

Mar chaitheamh aimsire téann siad ag bothántaíocht go mór is go minic, agus uair amháin sa mhí ar an Domhnach, bíonn céilí mór acu sa Chlub Gaelach i Wellington.

Tá an iománaíocht agus an pheil go láidir anseo fosta agus bíonn na paróistí éagsúla i gcomórtas le chéile sa séasúr. Imrítear na cluichí in Auckland agus sna cathracha móra ar fud na tíre. Tá an chamógaíocht go láidir ann fosta.

Agus, ar ndóigh, is mór an tsuim a chuirtear sna Feiseanna sa Samhradh i Christchurch.

Tá Coláiste mór cáiliúil — Coláiste Naomh Pádraig — anseo. Tá sé suite in áit darb ainm Silverstream. Tá an Coláiste faoi chúram na nAithreacha Máireacha.

Tagann na mic léinn ó áiteanna i gcéin mar Stáit Aontaithe Mheiriceá, an tSeapáin, an tSín, srl., agus, ar ndóigh, cuireann na tuismitheoirí Gaelacha a bpáistí ann fosta. Tá 650 buachaill ag freastal ann ar fad.

Tá múinteoir óg ann, Dónall O Baoill as Damhliag i gCo na Mí. Múineann sé Matamaitic agus Eolaíocht. Tá cumha nach beag air faoi láthair i ndiaidh a thírín féin, ach san am céanna deir sé, "Sure I'm Irish. I always will be — but I'm in New Zealand now".

Sin an dearcadh céanna atá ag fear as Co. Mhaigh Eo. Seán O Peatáin (John Peyton) is ainm dó. Sea! sin é: deartháir don sagart cáiliúil "Father Peyton of the Rosary".

Tá an fear seo, Seán O Peatáin, ina chónaí anseo sa Nua-Shéalainn le daichead bliain anuas. Ar chasadh ar a chéile dúinn labhraíomar as Gaeilge i dtús ama.

Agus cad é mo bharúil féin faoin tír seo?

Sea, tá an domhan seolta agus siúlta agam. Is iomaí tír agus is iomaí áit álainn a chuaigh ina luí go mór orm. Is maith liom an Nua-Shéalainn, go mór mór na daoine ann.

Ach beidh áthas orm nuair a bheidh mé sa bhaile in Eirinn i lár na míosa seo chugainn.

## Chartered Shipbrokers' Annual Dinner



Pictured at the Institute of Chartered Shipbrokers Annual Dinner were Mr. Ray Burke, left, and Mr. M. J. Fitzsimons of Associated Port Terminals Ltd.





## FLEET NEWS·FLEET NEWS·FLEET NEWS

### **"IRISH CEDAR" BOUND FOR CHINA**

After completing discharge of her cargo of steel from Antwerp at the port of Camden, New Jersey, on 13th September, the "Irish Cedar" proceeded to Tampa where she loaded phosphate and sailed on 20th September for the Australian port of Geelong. The vessel passed through Panama on 25th September and arrived in Geelong on 24th October. She also discharged at Port Pirie and loaded zinc concentrates and rape seed for Antwerp.

She completed loading at Geelong and sailed on 11th November and arrived at Antwerp on 17th December. She completed discharge of her Australian cargo on 22nd December and subsequently loaded steel for east coast United States ports. She sailed from Antwerp on 6th January and arrived at Providence, Rhode Island, on 19th January.

The "Irish Cedar" also discharged steel at Bridgeport, Newark, Camden and Baltimore where she completed on 30th January. On her next voyage the vessel will load phosphate at Tampa, Florida, for northern China, and is expected to sail from her loading port on 5th February. She will be due at her Chinese port of discharge around mid-April.

When the "Irish Cedar" was at Antwerp, on 19th January, 22

Captain J. A. Gleeson relieved Captain T. Byrne; Chief Officer T. McCarthy relieved E. Curry; Chief Engineer D. Horan relieved S. O'Brien, and Catering Officer E. Mulready relieved F. Walsh. On 28th December, Electrical Engineer E. O'Keeffe relieved T. White.

### **"IRISH MAPLE"**

This vessel sailed from Gdynia, Poland, on 10th September, after loading steel there and at Gdansk. Her first discharge port was Aqaba in Jordan, and having cleared Suez on 26th September she arrived at Aqaba on 28th September. The "Maple" discharged part cargo at the Jordanian port and sailed on 1st October for Port Kelang where she arrived on 16th October. The vessel completed discharge at Chittagong on 5th November before going into drydock at Singapore on 10th November.

On leaving drydock the "Irish Maple" loaded general cargo at Singapore, Telok Ayer, Taboneo and Palembang for U.K. and continental ports.

On her passage to Tilbury the "Irish Maple" called at Jeddah for bunkers at the end of December and arrived at London on 15th January. The vessel completed discharge at Rotterdam on 31st January and is at present loading steel and general cargo at Antwerp. She

will also load at Hamburg. It is expected that the "Maple" will complete loading and sail on 15th February for her discharge ports of Aqaba in Jordan and the Indian ports of Karachi and Bombay. The vessel is expected to arrive at Aqaba about 3rd March.

While this vessel was at Tilbury, Chief Officer J. Murphy relieved P. Boyd; Chief Engineer J. Reynolds relieved A. Bolster and Electrical Engineer E. Walsh relieved J. Dunn. On 12th December last Catering Officer B. Dorgan relieved U. Maher at Singapore.

### **"IRISH SPRUCE"**

The "Irish Spruce" completed her maiden voyage at Hunterston, Scotland, having arrived there on 21st September with a cargo of coal from Newport News. She completed discharge and sailed on 25th September. The vessel next called at Jacksonville for rudder repairs before proceeding to Norfolk where she arrived on 14th October to load grain. She completed loading and sailed on 22nd October calling at Halifax on 26th October to complete repairs. The vessel finally left Halifax on 4th November and arrived at her discharge port of Ghent, Belgium, on 17th November. Discharge was completed on 22nd November and the vessel sailed from Ghent on 25th November and arrived at New Orleans on 16th December. She subsequently loaded at Baton Rouge and other ports in New Orleans area before finally sailing on 28th December for Spanish ports.

The "Spruce" arrived at Tarragona on 13th January and completed discharge at Barcelona on 21st January before sailing for New Orleans where the vessel is expected on 10th February.

While the ship was at Barcelona, Captain E. Greevy relieved Captain M. McMahon; Chief Engineer D. Gabriel relieved P. Dowling and Se-



cond Engineer **B. Kelleher** relieved **L. Byrne**.

It is expected that the "Irish Spruce" will complete loading her cargo of grain on 12th February and should arrive at her discharge port of Rotterdam on 1st March.

## "IRISH ROWAN" LOADS IN PHILIPPINES

While this vessel was at Singapore on 13th January, **Captain H. Fiddler** relieved **Captain T. Hughes** and **Electrical Engineer E. Dunphy** relieved **C. Murphy**.

This vessel completed discharge of a cargo of barley from Baie Comeau at Gdynia and sailed on 10th September for Hamburg where she commenced loading steel for Port Said. The vessel also loaded at Middlesborough where she completed and sailed on 24th September arriving at Port Said on 6th October. The vessel did not commence discharge until 11th October and completed unloading part cargo on 26th October before sailing for Port Kelang. She arrived at Port Kelang on 12th November and also discharged at Singapore where she completed on 22nd November.

The "Irish Rowan" then sailed for Butuan in the Philippines for re-delivery from charter. The vessel then loaded at Sandakan, Tarakan, Samarinda, Probolinggo, Padang and Pagai with general cargo for Rotterdam.

It is expected that the "Rowan" will sail from Pagai on 3rd February and pass through Suez on 21st February arriving at Rotterdam on 4th. March.

## "FASTNET ROCK"

This vessel is at present on passage from Ostend, with a cargo of calcium ammonium nitrate, to Drogheda where she will be due to arrive on 3rd February. The "Fastnet Rock" is

under the command of **Captain J. Ryder** and her **Chief Engineer** is **Mr. M. Keogh**.

## "SKELLIG ROCK"

This vessel is loading grain at Drogheda for Zeebrugge in Belgium. She is expected to complete loading and sail on 3rd February and should arrive at Zeebrugge on 6th February. **Captain H. McGowan** is

**Master** of the "Skellig Rock" and her **Chief Engineer** is **Mr. G. Osborne**.

## "TUSKAR ROCK"

After loading calcium ammonium nitrate at Heysham, the "Tuskar Rock" will sail on 2nd February for Dordrecht in the Netherlands. She will be due at her discharge port on 5th February. The vessel's **Master** is **Captain B. Kehoe** and **Mr. D. O'Reilly** is her **Chief Engineer**.

# Gnó trí Ghaeilge?

## Bainimis triail as

## BERTHING STATION CLOSED



Berthing Master, **Mr. Paddy Lyons**, of Howth, seen standing outside the berthing hut in Dublin's South Wall on the last day-watch at this station on 28th January. The hut is now closed and the berthing masters have been transferred to alternative locations.

The pole standing beside the chimney carried a "time ball" which was erected in 1912 and removed in 1937. The "time ball" was connected with Dunsink Observatory and at 10.00 hours each day the ball dropped to enable ship masters to set their chronometers correctly. This "time ball" replaced a similar one which was erected on top of the Ballast Office in 1868.





## DECK AND ENGINEERING OFFICERS IN ORDER OF RANK

AS AT 1st FEBRUARY, 1984

**m.v. "Irish Spruce":** Captain E. Greevy; Deck Officers: J. Bourke, A. Kingston, D. Whelan. Deck Cadets: C. Meaney. Engineering Officers: D. Gabriel, B. Kelleher, T. Fenelon, D. Bolster, M. Chester. Engineer Cadets: E. Fouhy, D. O'Sullivan. Electrical Engineer: H. Stears. Catering Officer: J. Rogan. Radio Officer: T. V. Sutton. Deck Department: J. McGrath, P. Southam, P. Garry, K. Burke, K. Kelly, J. Carey, J. Ellard, D. Horgan, K. Morrison, R. Kerfoot, P. Stubbins, E. Hannigan. Catering Department: E. Byrne, A. Gavin, W. Boland, C. Vaughan, K. McKnight, L. Mullen.

**m.v. "Irish Maple":** Captain: M. O'Dwyer; Deck Officers: J. Murphy, W. Kavanagh, P. Reid; Deck Cadet: N. Fagan. Engineering Officers: J. Reynolds, W. Sammon, T. Sweeney, J. O'Shea, N. Delaney, M. Quinlan, D. Aylward. Electrical Engineer: E. Walsh. Catering Officer: B. Dorgan. Radio Officer: S. J. Murphy. Deck Department: J. Lynch, R. Scanlon, G. O'Brien, S. Donohoe, P. O'Connor, P. Webster, R. Armas, J. Roche, S. Glynn, S. Ronan, G. Galvin. Catering Department: A. Rourke, P. O'Reilly, P. Roche, E. Hick, P. Brown, D. Nugent.

**m.v. "Irish Rowan":** Captain H. Fiddler. Deck Officers: P. Miley, G. Hopkins, K. Treacy. Deck Cadet: D. P. Walsh. Engineering

Officers: R. Tennent, M. Boland, J. Tyrrell, P. Martin, B. Frahill, D. Cody. Engineer Cadets: D. McClonna, P. Nardone. Electrical Engineer: J. J. Dunphy. Catering Officer: E. Murphy. Radio Officer: P. Mahon. Deck Department: S. Doyle, J. B. Nolan, D. Talbot, D. Russell, N. Magee, P. Murphy, D. Nesbitt, E. Howlin, P. Murphy, S. Finnerty, J. O'Sullivan. Catering Department: S. Deevy, A. McGovern, P. Nugent, J. Pratt, S. Aylmer, M. Bates.

**m.v. "Irish Cedar":** Captain J. A. Gleeson. Deck Officers: T. McCarthy, R. Mullins, F. Hogan. Deck Cadet: P. Burke. Engineering Officers: D. Horan, T. Taylor, P. Dolan, E. Burke, S. Larkin, A. Synnott, A. Stack. Electrical Engineer: E. O'Keeffe. Catering Officer: E. Mulready. Radio Officer: V. J. Ryan. Deck Department: K. Doherty, J. Gough, J. Foley, J. O'Sullivan, G. O'Shea, A. O'Connor, J. O'Sullivan, M. McDonnell, S. J. Breen, C. O'Driscoll. Catering Department: R. Proctor, D. Donohoe, K. Keogh, J. Mulligan. C. Wolverson. P. Gardiner.

**m.v. "Tuskar Rock":** Captain: B. Kehoe. Deck Officer: P. Richardson. Engineering Officers: D. O'Reilly, A. Byrne. Deck Department: T. Caffrey, J. Cousins, J. O'Brien. Cook Steward: M. Moody.

**m.v. "Skellig Rock":** Captain: H. McGowan. Chief Officer: D. Elliott. Chief Engineer: G. Osborne. Cook Steward: S. O'Neill. Deck Department: M. Healy, D. Murphy, R. Clear, G. O'Farrell.

**m.s. "Fastnet Rock":** Captain J. Ryder. Deck Officers: S. Hughes, J. Fennessy. Engineering Officers: M. Keogh, M. Calvert. Cook Steward: J. Lloyd. Deck Department: M. Doyle, J. O'Kennedy, J. Doyle.

**m.v. "Marylander":** Captain G. Kyne; Deck Officers: John Flaherty, F. Britton. Engineering Officers: T. Kennedy, K. Barry. Deck Department: N. Thompson, J. Morey, S. Treacy, B. O'Halloran, G. Lally. Cook Steward: S. Kenny.

**m.v. "All State":** Captain: B. Hearne. Deck Officers: G. Burns, G. McMahon. Engineering Officers: V. Hetherington, R. Tynan. Cook Steward: T. Mason. Deck Department: T. Ryan, D. Coleman, A. Martin, A. Dillon, J. Howard.

**s.t.v. "Asgard II":** Captain G. F. Healy. Deck Officer: F. Traynor. Engineer Officer: S. Morris. Deck Department: B. Martin. Cook Steward: B. Fanning.