

IRIS na MARA

Journal of the Sea

THE MARITIME INSTITUTE OF IRELAND



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Bord Iascaigh Mhara
Irish Sea Fisheries Board



BIM/Irish Sea Fisheries Board was established under the Sea Fisheries Act 1952 as the State agency with primary responsibility for developing the seafishing and aquaculture industries.

BIM's aim is to promote the sustainable development of the Irish seafood industry both at sea and ashore and support its diversification in the coastal regions so as to enhance the contribution of the sector to employment, income and welfare both regionally and nationally.

A primary objective of our policy is to expand the volume, quality and value of output from the seafish and aquaculture sectors within the context of EU policy and the National Development Plan 2000-2006.

BIM provides information and support services to all sectors of the Irish industry. These services include advisory, financial, technical, marketing and training support.

The outline services are delivered through a number of integrated development programmes, which are administered by four development divisions namely, Market Development, Aquaculture Development, Fisheries Development and Marine Services.

BIM's Head Office is located in Dun Laoghaire. There is a network of regionally-based officers located in coastal counties with particular involvement in aquaculture and fisheries development as well as area representation in Killybegs, Galway, Castletownbere and Howth. Market support services are also provided through BIM's overseas offices located in Paris, Madrid and Dusseldorf.

Visit our website www.bim.ie for further information.

MARKET DEVELOPMENT DIVISION

BIM's marketing strategy for the period 2001-2006 is outlined in a report entitled *Realising the Market Potential for Irish Seafood*. This publication sets out the measures and supports which are specifically geared towards Irish seafood companies to assist them to maximise the

potential of the seafood industry, to increase the value of total sales to €375 million and to create a high level of marketing competence within the seafood sector.

BIM's Market Development Division can be contacted by e-mailing markets@bim.ie or by telephone on **01 2144100**.

AQUACULTURE DEVELOPMENT DIVISION

BIM's Aquaculture Development Programme aims to promote the expansion of output and enterprise throughout the aquaculture sector thereby enhancing aquaculture's economic contribution to rural, coastal

communities and the national economy while promoting social inclusion and ensuring consistency with environmental conservation needs.

BIM's Aquaculture Development Division can be contacted by e-mailing aqua@bim.ie or by telephone on **01 2144100**.

FISHERIES DEVELOPMENT DIVISION

The remit of the Fisheries Development Division is to promote the sustainable development of the sea fisheries sector through the pursuit of new fishing opportunities,

conservation measures and the renewal, modernization and restructuring of the fishing fleet.

BIM's Fisheries Development Division can be contacted by e-mailing fishdev@bim.ie or by telephone on **01 2144100**.

MARINE SERVICES

BIM Marine Services Division Training Sector has responsibility for providing fisheries and aquaculture vocational training in accordance with BIM's Integrated Training Plan for the Irish Seafood Industry 2000-2006.

The National Fisheries College is located in Greencastle,

Co Donegal and the Regional Fisheries Centre is located in Castletownbere, Co Cork. In addition there are two BIM Coastal mobile Training Units, which offer training courses around the coast.

BIM's Marine Services Division can be contacted by e-mailing training@bim.ie or by telephone on **01 2144100**.



Journal of the
Maritime Institute of Ireland

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Message from the President

The Maritime Institute of Ireland - a wholly volunteer-based, not-for-profit-organisation - has entered its 65th year, having been established in 1941. During each of the decades since its foundation, the Institute has identified various critical tasks to which it has addressed itself.

However, during each of these decades the ability to mobilise well-informed and active volunteers was significantly more achievable than is the case today. Further, the policy community was a lot smaller then and much more accessible to conventional interest groups who, by and large, shared the same or similar social backgrounds.

Today the fast-moving activity which underpins globalisation has spawned numerous ideologically motivated NGOs (Non Government Organisations) who campaign much more professionally and aggressively than did their antecedents. While the Maritime Institute of Ireland is justly proud of its record, there comes a time in the affairs of all human endeavour when it becomes appropriate to consider how best such activity might identify its place in the larger scheme of things.

Such reflection suggests to a number of my colleagues and myself that the Institute ought concentrate on promoting the value of education (at all three levels; Primary, Secondary and Third Level) as being the driving force in ensuring that the next generation of citizens, who are involved in marine and maritime affairs, have an intuitive grasp of how critical to our wider welfare as a nation is a more effective engagement in such matters.

Two distinguished international commentators - Christopher Lasch in the *"Revolt of the Elites"* and George Soros in his *"Open Society"* (book and philanthropic foundation) - have expressed deep concern as to where Globalisation will take us. I will return to this below.

The Institute is also committed to its traditional role of promoting, in a variety of ways, a better appreciation of how critical a role the sea and marine activities have insofar as the "Public Good" is concerned.

Modern marine research has clearly demonstrated the part oceans play in the stability of the earth's climate and the subtle ways in which vital eco-systems can be undermined. While some scientists believe we have passed a point of no return insofar as the future of the planet is concerned, that ought not deter us from promoting good practice in addressing malign activities such as pollution, global warming etc., which are the product of either ignorance or recklessness or both.

Only an informed citizenry can ensure that Governments address these matters in as effective a way as is possible. Irish Governments have a proud tradition going back to Frank Aiken's time of being highly effective at International Fora, at bringing some sanity to how nuclear proliferation is curbed. Despair in the face of malign Globalisation is never an answer.

William Langewiesche in his book *"The Outlaw Sea"* highlights many disreputable practices engaged in as a matter of routine by both rogue and distinguished shipping lines. While I do not propose to address individual examples of bad practice, it is only by promoting the rule of law that such activities can be prevented from being recognised as practices that have to be tolerated. "The price of freedom is eternal vigilance", and you can play your part, however modest, in that effort by becoming a member of this Institute. (See application form, page 20)

Michael Prior,
President

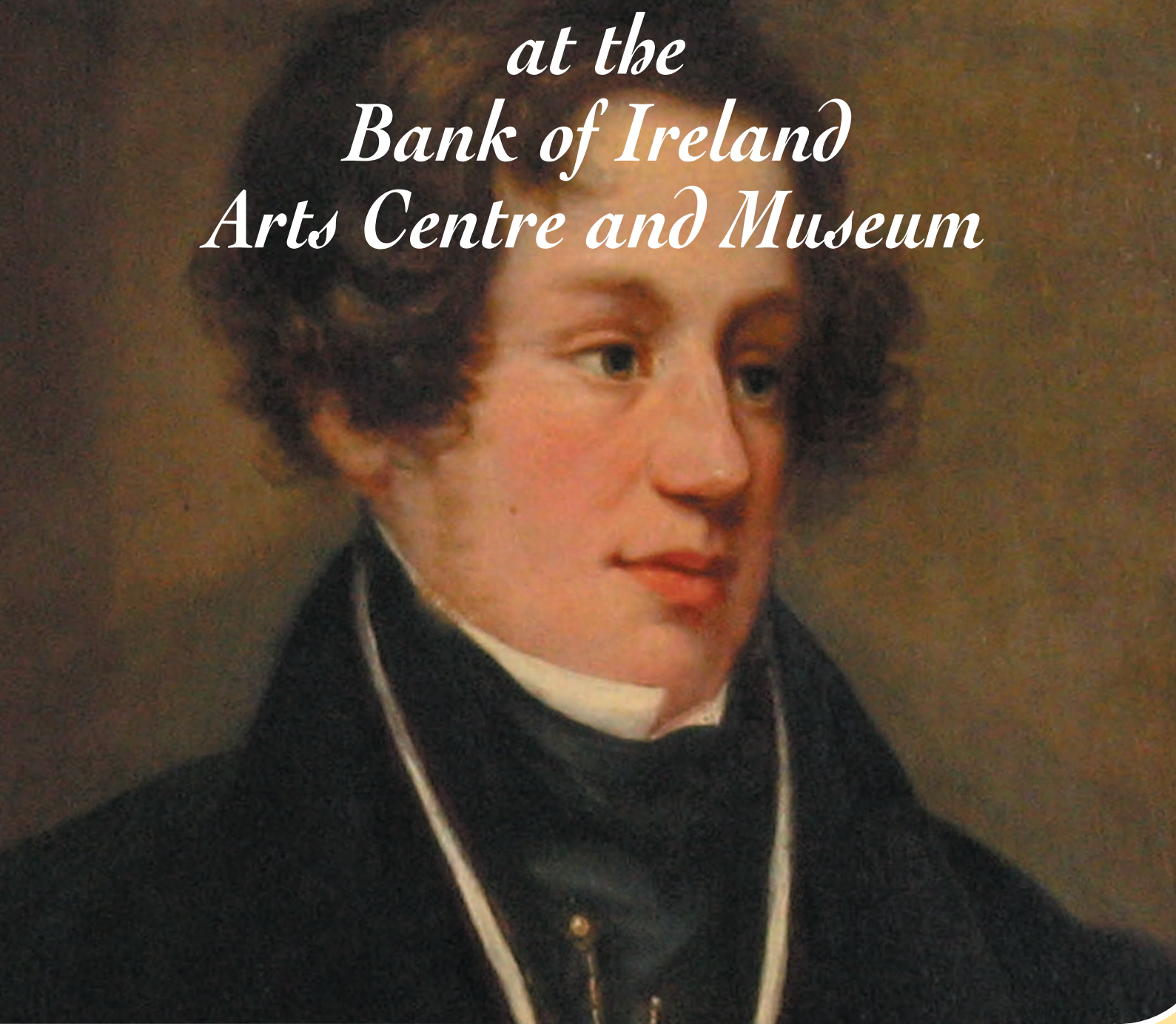
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PRESENT FUTURE PAST

The views expressed in this Journal are not necessarily those of the Maritime Institute of Ireland.

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NATION LOSES FOUNDING FATHER OF OUR MODERN MARITIME ACHIEVEMENTS

This edition of *Iris na Mara* was about to be printed when we learned the sad tidings of the death, after a long illness, of Dr. John de Courcy Ireland.

As a maritime historian and author, linguist and scholar, Dr. Ireland, who was 94, was peerless in this country. He held distinguished honours bestowed for a lifetime of study in maritime history by many countries and institutions.

In maritime circles in France, Portugal, Spain, Argentina, Yugoslavia, Algeria, his was a household name.

But the honour that he himself regarded most highly was that bestowed jointly on himself and his wife, lifetime companion and friend, Betty.

This is recognised by a plaque in the People's Park in his beloved Dun Laoghaire.

His wife pre-deceased him and it was on her passing that his rugged health began to suffer its first serious decline.

Expert lecturer

Dr. Ireland's in-depth studies of the contributions of Irish people to international maritime affairs provided him with an encyclopedic knowledge of the subject and so he could deliver detailed, hour-long discourses without reference to notes.

He was able to converse fluently in many languages including Chinese, Arabic, Serbo-Croat, in addition to the main European languages.

In maritime circles, as a result, being an enthusiastic traveller abroad, he was on demand throughout the entire European lecture circuit. In his specialised field of expertise he had few equals.

Despite a constantly busy schedule up to the time of his wife's death and on top of a demanding international correspondence with maritime authorities overseas, he was hugely generous with his time and

found it difficult to decline invitations to speak on his favourite subject - the commanding influence of Irish mariners in international affairs.

Dr. Ireland was born in

without success.

Students at St. Patrick's Cathedral Grammar School and later Newpark Comprehensive School, where he taught History, French, Spanish and Italian for



Dr. Ireland (right) with the Arklow shipbuilder, Jack Tyrrell, on the occasion in 1981 when the Asgard II was formally named by the then Taoiseach, Charles J. Haughey, in Arklow. John had campaigned relentlessly for this nation to have a sail trainer.

Lucknow, India, where his father was serving as a senior negotiating officer with the British Army.

He was educated at Marlborough College, Oxford University and Trinity College, Dublin, where he was awarded a PhD in 1951 for his research into maritime history. The title of his thesis was "The Influence of the Sea on Civilisation".

A humanist and peace activist, his politics were radical. Eamon Gilmore, the Labour Party T.D. for Dun Laoghaire, recalled Dr. Ireland's response when he asked him, in 1989, to sign his nomination papers for Dail Eireann.

"You know the last time I signed one of these was for Big Jim Larkin. I was his election agent."

As a member of Jim Kemmy's Democratic Socialist Party Dr. Ireland ran for public office in 1982

almost a decade up to the mid-1980s would remember him with affection as a gentle, patient and understanding teacher who was forever encouraging his classes to engage actively in their own research.

To his pupils he was simply "Doc." A colleague on the school's staff said of him: "He was immensely popular among the students."

His proficiency in languages resulted in one commission far removed from his chosen maritime field. RTE was seeking a language expert to provide a complete translation service for the groups participating in the 1970 Eurovision Song Contest, won by Dana.

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ACKNOWLEDGED AS A “SUPERB COMMUNICATOR”

FROM PAGE 5

In Ireland he will be remembered, particularly, as the major influence in the founding of the Maritime Institute of Ireland and, some 16 years later, the Maritime Museum.

At the height of its influence the Institute, then under the Presidency of Colonel Tony Lawlor, made significant recommendations to Government, while Government, for its part, sought the Institute's advice on important maritime matters.

The establishment of Irish Shipping and the reconstruction of Bord Iascaigh Mara, under the Chairmanship of Brendan O'Kelly in 1962 were at the urging of the Maritime Institute of Ireland.

Prolific author

Dr. de Courcy Ireland was a prolific author. His ten books included *“The History of Dun Laoghaire Harbour”*, *“The Admiral from Mayo”*, *“The Sea and the Easter Rising”*, *“Ireland's Sea Fisheries”*, *“Wreck and Rescue on the East Coast of Ireland”* and *“Ireland and the Irish in Maritime History”*.

His all-consuming interest in affairs of the sea was nurtured and inspired by his brief years as a merchant seaman.

Many years later he would play a major role in getting governments to recognise and honour those merchant seamen who paid the ultimate price to ensure Ireland's survival in the years of The Emergency.

In his final days he was made aware of the present Government's commitment to finance the remaining work programme that will result in the Mariners' Church in Dun Laoghaire being dedicated to the memory of those courageous merchant seamen.

That successful outcome of years of campaigning by senior members of the Institute, particularly former Institute President, Desmond Branigan, brought him considerable satisfaction.

He was also an ardent supporter of this Journal, frequently declaring;

Holder of many institutional honours

Dr. Ireland had been for 55 years a Council member of the Maritime Institute of Ireland and its Hon. Research Officer. His honours in Europe are worth listing:

He is the

- Holder of the Portuguese Order of the Infante
- Holder of the Order of the Yugoslav Flag
- Holder of the Order of Spanish Naval Merit
- Holder of the Order des

- Palmes Acadamiques of France
- Member of Marine Academies of France and Portugal
- Holder of Caird Medal of the British National Maritime Museum
- Member of Instituto Browniano and holder of the Centenary Medal of Almirante Brown of Argentina
- He was an Hon. Life Governor of the R.N.L.I.

“The Maritime Institute must have a strong voice.”

As honorary Research Officer he worked feverishly to service on his own the litanies of requests for detailed information the Institute received at the height of its influence.

He was generally acknowledged in Irish media circles as a superb communicator. One of his closest and most influential friends was Seamus Kelly of the *Irish Times*, who regularly featured Dr. Ireland and the Institute in his widely read “Quidnunc” column.

On top of all this activity he agreed to take on the responsibilities of official spokesman for the Dun Laoghaire RNLI Station.

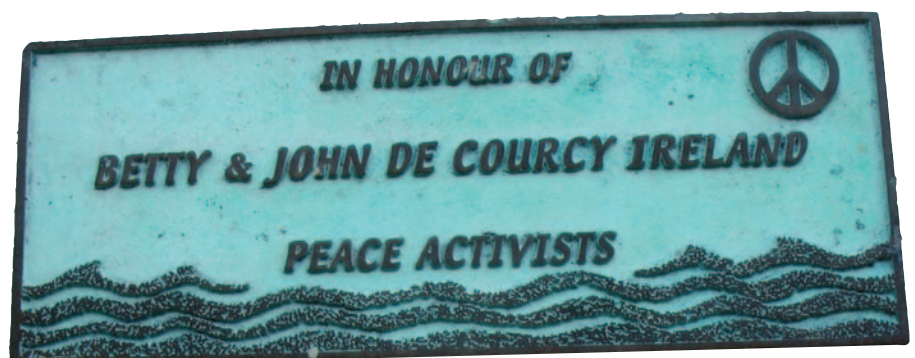
As Honorary Secretary from 1957 until 1982 he was required to be on call day and night to deal with emergencies and instruct the lifeboat crew to muster and take to

sea. He was Chairman of the Lifeboat from 1983 until 1985 and in the following year rose to the position of President. He held this position until his death.

For his services to the RNLI he was the recipient of awards including Gold Badge in 1983, Bar to Gold Badge in 1991 and in 1995, the highest award the Institute can bestow - Honorary Life Governor.

In the course of a distinguished lifetime of work Dr. de Courcy Ireland brought much honour on this country on whose passport he travelled far and wide.

It seems now that he is gone particularly sad that this island state which he served so valiantly, faithfully and with such distinction failed to recognise him officially for all his honest endeavour, notable accomplishments and ceaseless campaigning for Irish seamen and national maritime affairs.



Of all the honours he received in his lifetime Dr. John de Courcy Ireland considered this the most precious. All the others were personal. This was the only one that coupled his name with that of his wife and dearest friend, Betty. It is on a granite plinth in the Peoples' Park, Dun Laoghaire.

SCANDAL OF THE BARALONG INCIDENT WAS HIDDEN IN VEIL OF SECRECY

by
Gerry O'Neill

With few exceptions, it has been accepted that seamen of all nations have shown a degree of chivalry and compassion towards one another, even in times of war. The affair of the “*Baralong*” must be regarded as one of the most notable exceptions, when blind hate brought about an incident, the subsequent shame of which caused those involved, and even those who were made aware of the affair, to cast a veil of secrecy over the event for years afterwards.

In the hey-day of coal-burning ships, most of the engine-room crews, firemen and trimmers in the British Merchant Navy came from Liverpool, especially from the Scotland Road area of the city. Most of them were descendants of the Irish who flocked to Liverpool during and after the famine of 1847. These were the men who stoked the fires of the White Star, Cunard and Leyland liners.

The Leyland line had about 25 ships mainly carrying mules from the U.S.A. to Europe during the first World War. On August 19th 1915, the “*Nicosian*”, whose master was C.H. Manning, was approaching the South West coast of Ireland at 3.00 p.m.

Loss of lives

At the same time, a nondescript tramp ship of 4,200 tons was also making her way in the same direction. The captain of this vessel was Willie McBride, who hoped to get away safely from this U-boat infested area. Several ships had been

(This is an extract from “*Favourable Winds*”, the author’s memoir, which is available on the internet at:

www.tallrite.com/favourablewinds (all lower case) and with the author’s permission is published for the first time.)

torpedoed the same day in that area, and only ten weeks before the Cunard liner “*Lusitania*” had been sunk off the Old Head of Kinsale with the loss of 1,198 lives.

Captain Willie McBride’s ship wasn’t really what she appeared to be. She was, in fact, “*H.M.S. Baralong*”, a “Q” Ship, armed with three (concealed) 12-pounder guns plus depth charges. With Commander Godfrey Herbert, D.S.O., R.N. as her commanding officer, her crew comprised Gunnery Officer, Lieutenant G.C. Steele, R.N.R., Petty Officer Dickenson, who had been with Captain Scott to the Antarctic, eight naval ratings and twelve Royal Marines led by Sergeant Collins.

About 80 miles west of the Scilly Isles, at noon on that August 19th, the “*Baralong*” had picked up a distress call from the White Star Liner “*Arabic*”, which had been torpedoed about 20 miles away. “Action Stations” were sounded and the “*Baralong*”, flying the neutral American flag, headed for the

“*Arabic*”. The “*Baralong*” did not know that the “*Arabic*” had already been sunk with the loss of 44 lives.

By this time, August 1915, Kapitän-Lieutenant Bernard Wegener of U-27 was already famous. In the first winter of the war, Wegener had torpedoed the British submarine E-3, which was blown in two with the loss of all hands. He had also torpedoed the seaplane-carrier “*H.M.S. Hermes*” with the loss of 22 men. On March



*Commander Herbert,
Master of the Baralong*

11th 1915, he had sunk the armed merchant cruiser “*H.M.S. Bayano*” in the Firth of Clyde with the loss of 200 lives. In all, he had sunk, on 10 patrols, 29 ships for a total of 29,402 tons.

As the “*Baralong*” steamed towards the direction of the attack on the “*Arabic*”, smoke was detected almost dead ahead which was not coming from the “*Arabic*”, this vessel having already been sunk, but from the “*Nicosian*”. Wegener’s U-boat had previously stopped the “*Nicosian*”, bound for Avonmouth with a cargo of 800 mules.

He had sent a boarding party of six and ordered the crew into the lifeboats, which soon pulled away from the captured vessel while the Germans stood on deck watching them. It would appear that the U-boat was running short of torpedoes



The Baralong sought permission “to save lives only”, then opened fire.



The U-27 under attack from Baralong as sketched by a naval witness.

BARALONG

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and Wegener intended sinking the “Nicosian” by opening the seacocks or putting explosive charges aboard later.

As the “Baralong” approached to about half a mile away from the scene, Commander Herbert ran up the signal asking for permission “to save life only” which U-27 immediately granted. Wegener had been completely fooled by the American flag, the Stars and Stripes signboards on the sides of the “Baralong” and her grimy appearance.

Fast sinking

The “Baralong” got almost right up to the U-boat before she dropped her disguise and fired her full armament of 12-pounders, shot after shot, 34 rounds in all, until the submarine heeled over and sank, in about one minute. She had managed to fire her own gun only once before most of the crew jumped overboard and started swimming for the “Nicosian’s” pilot ladder.

But all were shot in the water by the Royal Marines. Two who managed to reach the side of the “Nicosian” were allowed to climb up the pilot ladder and were then shot just before they reached the deck. The six Germans of the boarding party stood aghast at this almost incredible turn of events. They were, for the time being, the only survivors of U-27.

The crew of the “Nicosian” rapidly towed the lifeboats back to their ship. It must be remembered that many of the white-faced Liverpool firemen and trimmers had

relations and friends who had suffered cruelly as the result of U-boat action since the beginning of the war and revenge was uppermost in their minds.

Captain Herbert brought the “Baralong” alongside the “Nicosian”. The sea was calm. There was no movement between the two ships and the party of Marines led by Sergeant Collins

was able to jump from one ship to the other.

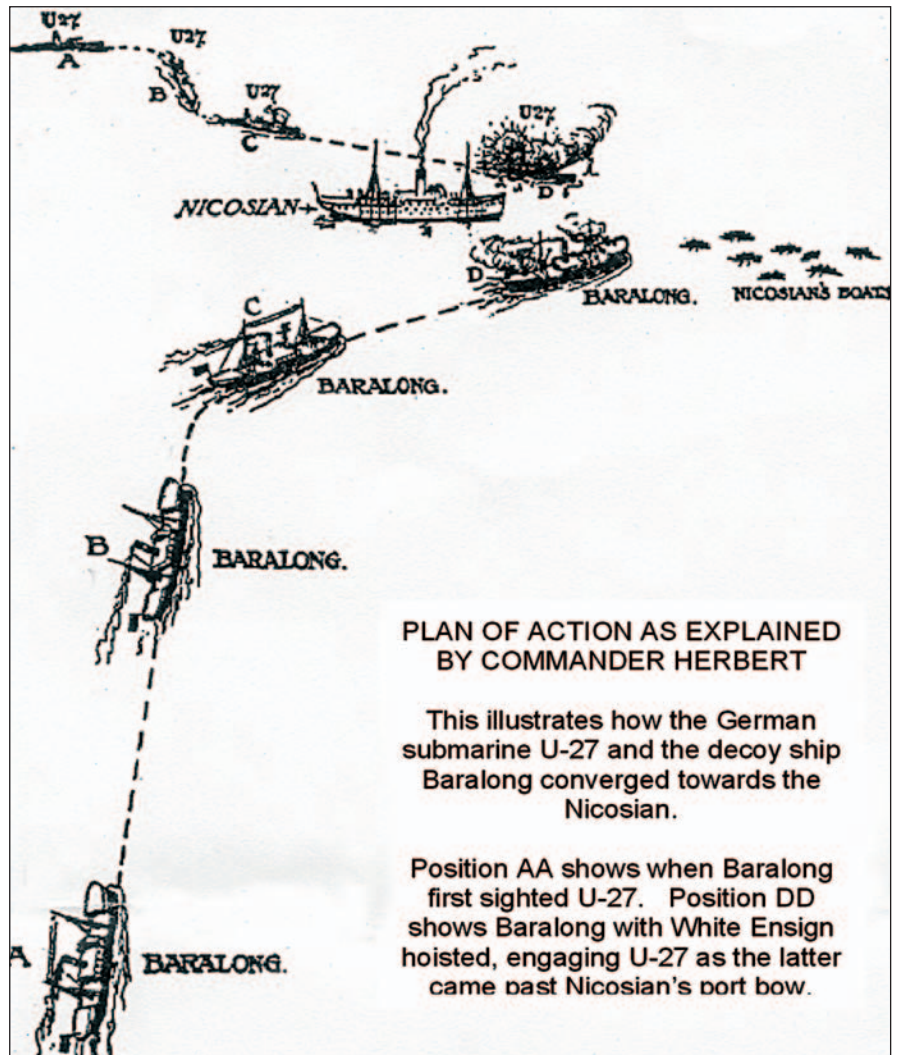
One of the German boarding party was shot immediately and the other five promptly scattered, but all were wounded as they scuttled for cover behind winches and hatch coamings. Another was soon shot but the remaining Germans had escaped into the engine room where they were pursued by the Marines.

Bloody battle

The Liverpool firemen and trimmers then took over from the Marines and after a bloody battle in the engine room all four suffered death at the hands of the Liverpoolians who had taken their revenge for the deaths of so many of their Scotland Road compatriots, especially the great number of firemen and trimmers on board the “Armenian” and the “Mercian” just

TO NEXT PAGE

Below is a plan of the action as explained by Commander Herbert as Baralong approached



'SOMETIMES AT NIGHT I WOULD HEAR SHRIEKS'

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a little time previously.

Thus the U-27 and her entire crew of ten were wiped out. Not a single German lived to tell the tale. But in spite of official secrecy, it was all over Avonmouth and Plymouth within an hour of the safe arrival of the "Nicosian". And it was all over Merseyside soon after.

William Craig of Belfast was



Third Mate of the "Torr Head" and was in Avonmouth in late August 1915. He went ashore on business and called at the Royal Hotel for a drink.

When he entered the bar there was another young ship's officer there and when he heard Craig's Belfast accent he came over and said that he also was Irish, from Cork, and he told Craig that he was Third Mate of the "Nicosian" - a horse transport lately in from the U.S.A.

They had a few drinks and the Corkman said a nasty incident had occurred during the voyage but he was not allowed to talk about it. Craig returned to the Royal Hotel later in the evening and met the Corkman again, who, because he had been drinking heavily all day, became more talkative about events as described above which were related to Craig.

However not every crewman saw the incident as shameful. Harold Edgar Wilkinson served on the *Baralong* during the incident as a rating with the Royal Naval Volunteer Reserves.

In a 1960s unpublished interview recently unearthed by his grandson he said: "My feeling about it was that it was all quite normal. I didn't think a terrible thing had been done. Nobody did. The *Nicosian* had arms aboard and was full of fod-

der, so they could have set light to her; she wasn't sinking. You could not leave the enemy in command of a ship; you had to get them out."

Nevertheless the incident did leave its mark on many of the other participants. During my early days at sea, I was shipmates with a very old Chief Steward whose cabin was close to mine. Sometimes at night I would hear nightmarish shrieks and Bill would emerge bathed in sweat and trembling with terror. I learned that Bill had been one of the crew on the "Nicosian" when the slaughter took place and he eventually recounted the tale to me.

Eye Witness

A friend of mine served on the P.S.N.L. "Losada" during the Second World War. Among the engineroom staff was a queer old Liverpoolian who was tolerated because of what he had been through during the First World War. He had been torpedoed in the "Atlantean", but his chief claim to notoriety was that he was on the "Nicosian" in 1915. (It was via my friend that I thus obtained further details of the notorious events.)

The "Baralong" affair was later discussed quite openly by eye-witnesses. Although there were no survivors from the U-boat, it was assumed that details of the destruction of the U-27 and her crew might be picked up by German

agents and relayed back to Germany.

This did happen, and the Germans put the "Nicosian" and her crew on the "Black List", meaning that any member of her crew was to be shot on sight if captured. The ship's name was changed to "Nevisian" and the crew were issued with new Discharge Books, with this particular voyage omitted.

The time had also come for the Navy to protect its seamen. The "Baralong" changed its name to "Whyalla" and became a fleet ammunition ship (and as such sank another U-boat, U-41, which was attacking the liner *Urbino* on September 23rd 1915). Her name was later changed again to "Manica" and she became a commissioned merchant vessel. In April 1916 she underwent yet another name-change, this time to "H.M.S. Manica" after which she served as a seaplane and kite ship, both in the Dardanelles and in German East Africa. In 1922 she was sold to Japan and sailed as the "Kyokuto Maru", and in 1925 she became the "Shinsei Maru". She was at last broken up in 1933.

Many of the crew of the "Nicosian" who took part in the affair found it advisable to change their own names. Some were still sailing in the Leyland Line vessels up to the year 1934, when the Leyland Line came to an end.



Dramatic photo shows one of Baralong's 12-pounders being aimed.

WHAT LIES IN THE WAKE OF THE IRISH FERRIES

Immigration has had a powerful long-term benefit on the living standards of all Irish families. The number of migrant workers in employment in the Republic at the end of 2005, about 160,000, or 8 per cent of our work force, has given rise to serious public debate about issues of 'displacement' and the 'outsourcing' of labour. The Irish Ferries dispute has, in particular, focussed attention on the maritime industry's labour practices. These must be of serious concern to all members of the Maritime Institute of Ireland.

The immediate question arises - how do we prevent the exploitation of migrant workers on sea and on shore? Firstly, our trade unions must organise a concerted campaign to recruit and represent migrant workers. Such campaigns are notoriously difficult to organise and expensive to maintain.

Social protections

Some shipping recruitment agencies are adroit at circumventing labour regulations and exploiting vulnerable workers with poor language skills and desperate for a living wage. Cheap air transport and the globalisation of shipping have diminished the social protections of such workers even in the developed world. But our unions in Ireland and those in the International Transport Federation have a fundamental obligation to campaign and organise.

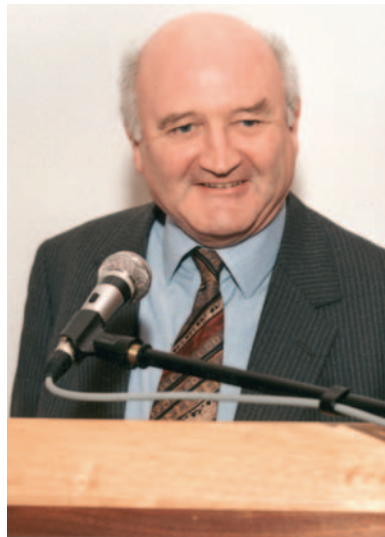
The second way to prevent cheap labour fodder for exploitive employers and agents is to enshrine and enforce statutory protective measures at national and international levels. Down through the decades the International Labour Office has mobilised governments to provide cross-border minimum standards and entitlements for all workers.

Positive contribution

The February vote in the European Parliament in favour of an amended draft services directive within the twenty-five member states of the EU is a major positive contribution. Services account for some 60 per cent of the EU's

CONTROVERSY?

Iris na Mara asked former Government Minister and Executive member of the M.I.I., Barry Desmond, for his views.



Barry Desmond

combined wealth. The amended directive means that greater protection will be afforded, based on the principle of "country of destination" rather than "country of origin". It means that companies setting up in Ireland will have to adhere to our public service and labour legislation and basic standards.

Continuing scandal

However, the ongoing scandal of 'flags of convenience' in the world's shipping industry continues unabated. As the single market of the enlarged EU strengthens we must ensure that there is no 'race to the bottom' in workers pay and conditions. Migrant labour in Ireland must be welcomed and protected. Otherwise we will drift into xenophobia and social tension based on ignorance and the exploitation of vulnerable citizens.

GSI ENTERS PROJECT'S NEW PHASE

1999 was an historic year for Ireland's offshore territory as it was in that year that the Irish Government recognised the need for a comprehensive seabed survey to map and identify the opportunities for Ireland's extensive seabed territory and approved the Irish National Seabed Survey (INSS). The late Dr. Ray Keary of the Geological Survey of Ireland (GSI) championed this magnificent project.

The INSS finished in 2005 but the energy and momentum created by it has generated a successor project to be known as INFOMAR (Integrated Mapping For the Sustainable Development of Ireland's Marine Resource). INFOMAR builds on significant expertise developed at the GSI and the Marine Institute (MI) during the INSS.

Mapping the deep

The focus of INFOMAR will switch from mapping the deep to mapping our near shore areas. A total of 26 priority bays and 3 priority areas have been identified.

The beneficiaries of modern bathymetric data are as many as those who use the sea and include shipping, fishing, aquaculture, seaweed harvesting, natural resources, engineering, infrastructure, renewable ocean energy, marine archaeology, and leisure sectors as well as providing stimulus and data to those involved in marine research.

The result will be more enlightened approaches to the designation of areas for different activities and the highlighting of areas in need of special protection. It will supply policy and decision makers with the necessary tools to provide for responsible sustainable management of our offshore resources and will assist the development and growth of varied aspects of safety at sea, harbour development, charted sail-

TO PAGE 25

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WATERFORD HOSTED BRILLIANT TALL SHIPS EVENT

There were so many positive aspects of Waterford's staging of the first-ever Irish start of a Tall Ships race in the heart of the summer of 2005 that one searches in vain for a sufficiency of superlatives to do justice to it.

The only occasion when things went a bit off the rails was when the organisers could not influence events.

The wind deserted them for the parade of sail and the start of the race to France and in truth a measure of anti climax hung in the windless air around Dunmore East when the race had to be cancelled.

“A Painted Ship”

Looking down on the scene from the edge of the 15th fairway of the Dunmore East Golf Club and above Ardnamult Head, half a mile or so from Dunmore East Harbour, one thought of the Rhyme of the Ancient Mariner and “a painted ship upon a painted ocean.”

Except that there was more than one ship. Rather was it probably the finest assembly of classic craft ever to occur in these waters with 12 Class A Tall Ships from almost as many nations headed by the great *Kruzenshtern* of Russia, second largest sailing ship in the world, plus 80 or so smaller craft.

The other notable entrant was the elegant *Tenacious* - of the Jubilee Sailing Trust, the only organisation in the world that enables physically disabled and able-bodied people to share the adventure of Tall Ship sailing.

This was her first sailing to Waterford and it was my pleasure to join her crew on a passage from Portsmouth with a number of disabled Irish friends.

There was one sight that filled all Irish hearts with much pride and that was the slow passage of five fine Irish vessels proceeding line

Tenacious is a triumph of handicapped and able-bodied co-operation



ahead . . . *Le Eithne* leading *Asgard II*, *ILV Granuaile* the *Jeannie Johnston* and the *Dunbrody*.

For those who stayed long term to gaze on the extraordinary sight of so many fine ships manouvering in the dead calm like timid day-old chicks, there was one other stirring moment.

Cork's own Captain Tom McCarthy, Master of the *Dunbrody* and one time Master of both *Asgard II* and the *Jeannie Johnston*, and never one to do things by half, seemed from the shore to be keeping the *Dunbrody* at anchor or at least motionless and detached from the rest of the fleet while the parade of sail proceeded in the haze.

The tailenders of the fleet were passing below when Tom made his move. He brought *Dunbrody* to the tail end of the parade and appeared to be following the track of the other vessels. But instead of bearing to port as he approached the entrance to Dunmore East Harbour Tom kept the barque on a steady line heading

for the harbour entrance.

Up on Ardnamult Head, Stephen Whittle, for 25 years Coxwain of the Dunmore East lifeboat, watched as fascinated as anyone else as *Dunbrody* seemed set to make the entrance to the harbour. Her bowsprit must have been on the line of the harbour mouth before Tom brought *Dunbrody*, under sail, to port and bore away for more open water. Said Stephen some time later: “It was as if Tom was thinking ‘I’ll stick her nose on the dock’ ” to coin a local phrase. It was another magic moment in a magic weekend.

It would be typical of Tom to give the locals the thrill of a close-up of their own ship performing the tricks that well-drilled ships should.

For this old salt and champion of captains courageous wherever they are Tom's tactics provided a memorable final curtain for Waterford's great Tall Ships show.

T.M.

SEE ALSO PAGE 15

RNLI SAVES 1,161 LIVES IN BUSY YEAR

Search and rescue statistics issued for 2005 show that the Royal National Lifeboat Institution (RNLI) volunteer crews in Ireland rescued 1,161 people, approximately an average of 22 people each week.

Last year in Ireland RNLI lifeboat crews launched a total of 916 times. The busiest stations were Kilmore Quay with 59 launches and 58 people rescued, and Dun Laoghaire with 51 launches and 56 people rescued. The Howth and Aran Islands lifeboat crews rescued 84 and 71 people respectively.

The RNLI operate 43 lifeboat stations in Ireland, two of which are on inland waterways. Enniskillen and Lough Derg volunteer crews launched 56 times and rescued 89 people last year. It has 56 lifeboats ranging from 5m to 17m in length.

Tribute paid

Colin Williams, RNLI Divisional Inspector for Ireland, paid tribute to the RNLI lifeboat stations' crews and other volunteers in Ireland who give so much of their time and energy to the charity. He said:

"Our volunteers are the lifeblood of the RNLI. Without their support we could not save lives at sea, 24 hours a day, 7 days a week, all year round. The volunteer crews, station personnel and supporters all work together to ensure the RNLI continues to be recognised as an effective, innovative and dependable lifeboat service."

"Howth, with 84 people rescued in 2005, topped the national list of individual rescues, an average of just under 2 people per launch. To ensure it is able to provide its volunteer crews with the best possible training, the RNLI launched a fundraising appeal last year called the Crew Training Campaign. The appeal aims to raise €14 million over five years to make sure its lifeboatmen and women can continue to save lives at sea as safely and effectively as possible."

Kilmore Quay gains the top honours



Heroic crew on training exercise

TALL SHIPS' PROGRAMME

By
Tim Magennis

The fog is beginning to lift over the immediate future of our fine brace of Tall Ships, the *Jeanie Johnston* and the *Dunbrody*.

The good news is that they will both be actively engaged on the sea in the forthcoming sailing season.

Of the two *Dunbrody's* programme is, at the time of going to press, the more detailed.

While her primary role will continue to be a tourist attraction at New Ross, Co. Wexford, where she draws 60,000 (multiply that by 10 for Euro earnings), people annually she will assume a sail training and ambassadorial role, according to Sean Reidy, Chief Executive Officer of the JFK Trust.

Commanding role

The vessel is being brought up to a classification for international voyaging and June will see her in a commanding role at the Sea Fair Haven Festival in Milford Haven where she will join over 100 classic craft from France and the UK.

Prior to crossing the pond she will take part in the Dublin Maritime Festival in late May.

Both these engagements will be significant dates for *Dunbrody* for they will be her first short sail training voyages, thereafter it is intended that the replica famine ship will develop a sail training programme in the shoulder tourism season based in Waterford Estuary and supporting the National Sail Training Vessel *Asgard II*. Captain

Tom McCarthy, her Captain at the Waterford Tall Ships (see page 13) will be in command.

The acquisition of the *Jeanie Johnston* by the Dublin Docklands Development Authority came as a great relief to those who feared that she might have been sold out of this country.

Today her three masts stand out proudly against the massive modern development of Dublin Port. Her first official function this year was intended to be the participation in the St. Patrick's Day festivities.

Home Waters

Prior to our going to press her provisional schedule for the year included the Ostende Anchor Festival in Belgium in late May followed shortly afterwards by her flag flying appearance in home waters at the Docklands Maritime Festival.

The third week of June should see her at Bangor Maritime Festival in Belfast Lough and shortly after that in the Belfast Maritime Festival, (this is a first-time effort) in the Northern Ireland capital starting on July 1. Mid-July should see her at the Glasgow River Festival (July 15-16).

In August she is expected to be back in the Tall Ships fleet with participation in the second leg race from La Coruna to Antwerp.

Note: Early in March the ship's owners issued a tender notice for operators of this summer programme and it was pointed out that bookings could not be made until such time as an operator had been appointed.

BELFAST KNEW THE 'OLD DUCHESS'

By Tim Magennis

To all who sailed on her she was "the Old Duchess". To contemporary sailors she was the weatherly ship with a turn of speed that could match the best of them in the Australian grain trade in the last years of the windjammers. To Belfast dockers who knew her well in the pre WW2 years she was a classic ship with a noble style and fine appearance. To her many admirers the world over she was the *Herzogin Cecilie*.

How I got to know so much about her is a story of a succession of strange coincidences.

To begin at the beginning.

She earned her nickname from her figurehead, a likeness of the Duchess Cecilie, daughter of the Duke of Oldenbourg, according to Richard Larn in his *Shipwrecks of Great Britain and Ireland* (ISBN 0-7153-7491-5). She was built by Rickmers of Bremerhaven for the Norddeutscher Lloyd Company of Bremen and launched in 1902 to serve as a training ship for future officers of that company.

Her future Chief Mate, Ellis Karlsson, wrote of her in his splendid book "*Mother Sea*", published by the Oxford University press in 1964: "No expense had been spared in making her stronger than most ships afloat at the time, but added to this she was given lines drawn with

April 2006 will mark the 70th Anniversary of the loss of one of the last and the finest of the big windjammers that took part in the exciting grain races from Australia in the years when steam finally took over. This Iris na Mara article recounts some unusual associations with the ship that was well-known in Belfast in the nineteen thirties.

a skill acquired over a long period of ship designing.

The result was a ship outstanding in most respects. Under both German and Finnish colours she proved herself to be equal, and often superior, to the finest ships of her day in making fast passages."

She was later acquired by the Eriksson Line of Mariehamn in the islands of Finland, owned by the famous Gustaf Erikson, home base for the last survivors of the great steel-hulled windjammers of the world. She was only exceeded in size in the fleet by the mighty five-master, *Preussen*, and she had a reputation for being a "hard worked ship".

Though no great performer in light winds Ellis Karlsson said of the *Herzogin*: "in a gale she was in her element and it is doubtful if any ship that ever sailed, clipper or otherwise, could have sailed her under the horizon in a force nine."

Ellis Karlsson joined her as a crewman in 1924. Forty years later I was a journalist working in Salisbury (now Harare) in Southern Rhodesia (now Zimbabwe) as far away from the sea as one could ever wish to be. In my free time I used to help out in the running of a rest home for journalists seeking some respite from the pressures of covering the Congolese War and other nearby conflicts. The house was on the shores of Lake Macilwaine and we had three Enterprise dinghies there on which I learned to sail.

One windless week-end I went walkabout in the nearby bush and came on a small wooden hut. Approaching it inquisitively I was amazed to hear the unmistakable tip tap of a typewriter.

Intrigued, I knocked on the door.

It was opened by a tall, lean man with steely eyes and a pair of massive hands. I apologised for disturbing him, introduced myself as a local journalist and expressed surprise at hearing a typewriter in use in this neck of the woods.

He introduced himself as Ellis Karlsson, retired seaman, and explained that he had come there to get as far away as possible from the sea and the world at large to write his account of his life as a sailor on the oceans of the world in the late days of the windjammers.

This was the first of many meetings I had with Ellis Karlsson. We became close friends. It so happened that at that time I had reached a career cross-roads and was seeking a temporary break from newspaperwork.

The thought of sailing long distance on a yacht had fleetingly crossed my mind after a night spent on my own sailing Lake Macilwaine and listening to the sounds of Africa at night.

All next day I kept thinking how a night on an African lake could have excited me so much and what it must be like to spend night after night sailing under the stars in the immensity of the Pacific Ocean.

I recall discussing this with Ellis. He listened carefully and said: "You'll never know until you do it, and if you do it you'll never forget it".

A month or two later I went to South Africa on Ellis's advice and started looking for a yacht with a serious sailing intent. I found a South African-registered ketch in Durban then getting fitted out for a circumnavigation and was invited to join her crew.

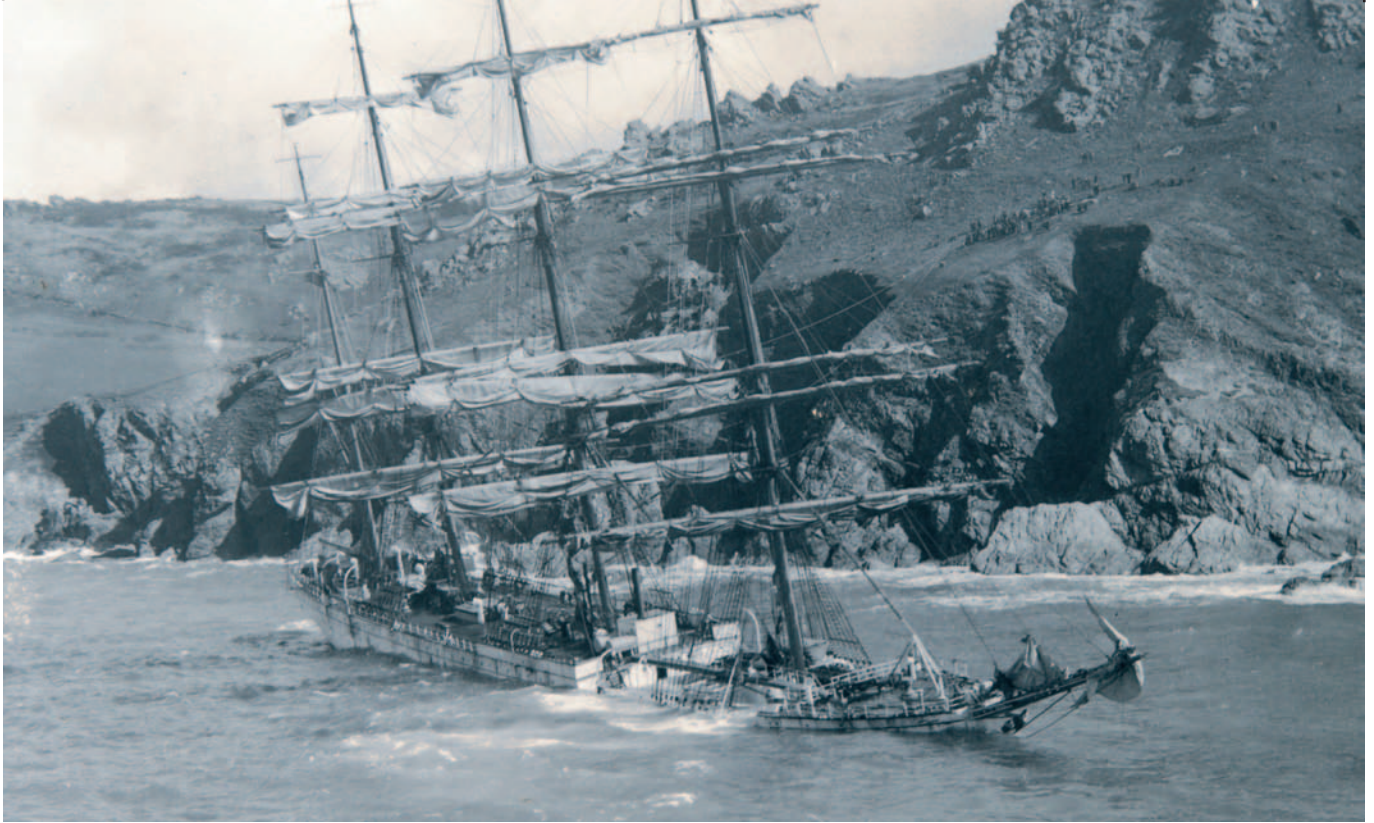
Ellis had told me about Pamela Eriksson, wife of the Captain of the *Duchess* on her final voyage and how she had insisted on staying on board in circumstances of some danger. Mrs Eriksson was then living in Cape Town. "Try to get there and meet her and say 'hello' for me," Ellis had urged.

The widows of world famous windjammer masters with thousands of deep sea miles behind them would be a rare enough commodity at anytime but through newspaper



Herzogin in Belfast Lough

Herzogin's great career ended on Bolt Head



FROM PREVIOUS PAGE

friends I was able to discover her address.

I wrote giving a reasonable ETA for our arrival in Cape Town en route to the South Atlantic and the Panama Canal and shortly before we set sail she came on board in Table Bay. The talk was mostly about the last hours of the *Duchess*. "Ellis took her loss very badly: I think he gave up the sea shortly afterwards."

Some years later, back on dry land after the completion of our two-year-long, 25,000 + mile circumnavigation and struggling to endure the dullness of city life and daily office toil in London I found myself in Plymouth on business.

With nothing to do one afternoon I went walkabout in the city. I happened on a photographic shop and centre piece in the window was a large photograph of a splendid sailing ship hard aground on rocks with a small crowd of people looking down on her from a nearby cliff-top.

Something more than the sheer tragedy of the photograph prompted me to inquire within. I was told it was a photograph taken by the owner of the shop of a famous wind

jammer that went aground locally on the south coast some years before.

"Was it the *Herzogin Cecilie* I inquired. "Yes", I was told: "How did you know that?" My answer was a story long in the telling. I bought the print there and then.

I tried to make contact with Ellis after his "*Mother Sea*" was awarded a major prize in that year's book awards. He had long left his African hut. His publishers gave me an address in the Aland Islands and I wrote to him but failed to make any contact.

Fast Passage

Around mid April 1936 the *Herzogin Cecilie* had reached Plymouth in 86 days on her last passage more than a week ahead of *Pommern*, her nearest rival. Whether she reached anything near her highest recorded speed of twenty and three quarter knots - a quarter of a knot less than the highest speed ever recorded by a sailing ship - that of the Yankee clipper *James Baines*, I cannot say.

She spent two days there waiting for orders and sailed for Ipswich on April 24 with a pilot on board. Early next morning, 10 miles out of dead

reckoning and enveloped in fog, she struck rocks off Bolt Head near Salcombe in Devon. Most of her crew were taken off by lifeboat.

Weeks on rocks

Captain Sven Eriksson, wife Pamela, Ellis and another mate stayed on board. For seven weeks she lay on the rocks. Her grain cargo was rotting and giving off an appalling smell and the Salcombe harbour authorities refused to allow her in. Eventually, virtually undamaged, she was refloated because of fears of sea pollution. On June 19 she was beached in nearby Starehole Bay.

There she settled on what appeared to be a sandy bottom. But below her was a hidden reef. During a mid-July gale she broke her back, and that was the end.

I recall one of the chats I had with Ellis in his African hut. He said he believed that the primary cause of the loss of his beloved, lovely ship was the extent of the lead mines on the south coast of England that threw her compass into a gross distortion of her real track.

He made no mention of this in his account of her loss in "*Mother Sea*".

VESSEL DECOMMISSIONING HERALDS NEW PHASE IN FISHING INDUSTRY

The arrival of the 15m *David Liam* at Union Hall last August had a lot more significance than the delivery of another new vessel to the port.

The past 18 years have witnessed over 60 new arrival celebrations in ports around the country since the start of the Fleet Renewal Programme in 1988.

David Liam was the last of that fleet. The end of the Renewal Programme simultaneously introduced a decommissioning scheme that will in the years ahead remove 70 older and bigger boats from the Irish fleet.

The decommissioning scheme heralds a new phase in the fishing industry, representing the start of a “root and branch” review that will assist the Department of the Marine and BIM in establishing a long-term strategy for sustainable development of the seafood industry.

The offshore whitefish fleet faces significant changes with fewer modern and safe offshore boats fishing in a sustainable manner and hopefully providing economic and social stability.

Fuel Costs

Commenting on this new era BIM’s Chief Executive, Pat Keogh, declared that despite the difficulties currently posed by rising fuel costs the investment of the past seven years had greatly enhanced the competitiveness, safety and operational efficiency of the whitefish fleet as well as the shore-based industries that depend on its activities. The investment exceeded €90m with Exchequer and EU grant aid amounting to over €30m.



Author Gillian Mills



David Liam, last of the renewal programme fleet (pic. from “The Skipper”)

He cautioned however, that restructuring must continue to

The question should be asked: what is to become of Ireland’s decommissioned vessels?

I suggest it would be a productive idea to have them towed engine-less and tank-less to local spots and sunk to provide badly-needed artificial reefs for rod fishermen.

This would be a positive support for sea-fishing tourism at a time when such supports are badly needed.

ensure the fleet was not only modern, safe and efficient but that it was “built on the principles of biological, economic and social sustainability.”

The €45m decommissioning package, administered by BIM to cut Ireland’s whitefish fleet by 25% and reduce the scallop fleet, has been broadly but cautiously welcomed by fishing industry organisations. Under the first tranche 16 vessels have been decommissioned and a second tranche is under way.

The terms of reference of the report compiled by Padraic White - a principal architect of Ireland’s strategy ahead of the Common Fisheries Policy Review in 2003 - was to achieve balance between fleet size and available fishing entitlements. *‘Too many boats are chasing too few fish in most species. This basic imbalance is the root cause of the ills besetting the industry,’* the report states.

Eligibility is restricted to 15-year-old and over whitefish vessels of 18m in length or more, and scallop boats of 15m in length or more.

According to EU regulations, vessels eligible for decommissioning must have carried out fishing activity for at least 75 days at sea in each of the two periods of 12 months preceding the date of application for permanent withdrawal. Clarification is being sought on precisely how the dates are to be calculated.

The Irish Fish Producers’ Organisation has welcomed approval by Government to implement the scheme.

“We welcome the speed with which this project has been agreed and developed,” Lorcán Ó Cinnéide, CEO of the IFPO remarked. “We also welcome other recent positive developments such as the establishment of the Pelagic and North Western Water Regional Advisory Councils, which give fishing interests a much stronger input role in management proposals at EU level.”

Mr Ó Cinnéide warned, however, that these moves came against a very bleak operating environment for the fishing industry in Ireland, beset by enormous increases in fuel costs - up 45% of vessel earnings in some cases - and markets that are not responding in terms of producer prices, which would help offset these additional costs. “These issues must be tackled now with the same urgency and speed as the decommissioning has been,” he said.

DROWNING NUMBERS TOO HIGH SAYS IWS

Irish Water Safety (IWS), the statutory body established to promote water safety in Ireland, is concerned at the high number of drownings.

In 2004, 149 people drowned; 48 drowned accidentally, 87 were drowned by suicide and 14 were undetermined.

In 2003 153 people drowned; 51 drowned accidentally, 90 were drowned by suicide and 12 were undetermined.

There is a positive trend when compared to the ten-year average of 180 people.

As an island nation with a large inland waterways network of rivers, lakes, canals and wetlands, the risk to the public is greater than in most European countries.

Primary schools

Ireland ranks 19th in the World Health Organisation table of drownings for developed nations with Luxembourg leading the table as the safest.

The UK is second, as a result of many years of teaching the public how to swim and many more learning to life-save, coupled with a strong educational programme in all facets of activity on the aquatic environment both in the commercial and leisure industries.

In 2003 the Department of Education and Science recognised the IWS proposal for a primary schools aquatic programme. This now forms part of the physical education curriculum in many primary schools nationwide.

Hazards factor

The children learn about the different types of aquatic environments: the hazards which surround them; cold shock, hypothermia, and carry out 'dry rescues' i.e. how to use the ringbuoy seen in use throughout the country.

Finally they learn to swim, which is an essential life skill we

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Leinster loss commemorated



A mere month and a day before the end of World War 1 the *RMS Leinster* was sunk by a German U-boat just off the Kish Bank. 501 people died including 22 postal workers who had just started work sorting the mail at the start of her passage to Holyhead which the vessel would regularly complete in about two and a half hours.

Plaque unveiled

In October of 2005 a plaque was unveiled on the Dun Laoghaire seafront near where one of the *Leinster's* two large anchors had been put on display in an earlier tribute to those who lost their lives in the worst single disaster on the Irish Sea.

The *Leinster* remains as a strong link between sea-minded folk in the ports of Dun Laoghaire and Holyhead. Personnel from the maritime museums of both ports maintain close contact.

There are plans for the

Leinster's other anchor to be raised at some future date and put on display in Holyhead.

Among those who renewed their own tributes to the *Leinster* dead on the occasion of the recent plaque unveiling were the members of the crew that in 1991 dived for and brought ashore the anchor displayed on the Dun Laoghaire seafront, as our picture above shows.

Lifting crew

They are (l to r) Noel Brien, Dun Laoghaire (diver), Kevin Quinn, Ringsend (surface crew), Tommy Grealy, Greystones, Co. Wicklow (skipper of the 38ft fishing trawler, *Phoenix Girl*, that raised the anchor and towed it to Dun Laoghaire), Billy Owens, Bray (diver), Peter Keay, Dalkey (surface crew), and (centre), Brian Whelan, Dun Laoghaire (diver).

The Maritime Institute of Ireland



FORAS MUIRÍ NA hÉIREANN



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(For subscription form please see page 7)

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Dun Laoghaire honours friend of Institute



A good friend of the Maritime Institute of Ireland, Richard Burnell, was a recent recipient of one of the Dun Laoghaire Business Association's Community and Good Neighbour Awards. Richard, seen here on the right, is one of the leading lights of the Maritime Museum in Holyhead and is a regular visitor to Dun Laoghaire. Making the presentation of an enscribed Newbridge clock is Don McManus of McManus Jewellers, Dun Laoghaire.

READER ASKS: HOW MANY MAIDEN VOYAGE SINKINGS BEFORE *TITANIC*?

Sir - To settle an argument - and a substantial bet - how many liners have shared *Titanic's* fate of being lost on their maiden voyage?

**Yours faithfully,
James McCormack,
Cork.**

Reply:

In addition to *Titanic* - three, according to the respected American publication "*The Dictionary of Nautical History.*"

SS Magdalena, a British Royal Mail liner of 1949, was lost while on the homeward leg of her maiden voyage from London to Buenos

Aires. The 17,547-gross-ton steamer ran aground off Rio de Janeiro without loss of life. Although refloated, the ship foundered and was scrapped later the same year.

In 1932 the 17,539-gross-ton French motor liner *Georges Phillippar* caught fire in the Gulf of Aden while homeward bound on her maiden voyage from French Indo-China with 767 people on board. Built in 1931 for the Marseille to Far East service, the liner sank three days after the fire was first detected, taking 54 lives with her.

The *Hans Hedtoft* was a 2,875-gross-ton Danish motor liner built for operation between Denmark and Greenland by the Royal Greenland

Trading Company. While on her return maiden voyage in January 1959 with 95 passengers and crew on board, she struck an iceberg 40 miles south of Cape Farewell, the southernmost point of Greenland. Rescue ships arriving at the scene the following day found no trace of the wreck nor any survivors.

The Dictionary of Nautical Literacy (over 3,500 entries) is published by the McGraw-Hill Companies, International Marine, P.O. Box 220, Camden, ME 04843.

www.internationalmarine.com

Editor's note: *Iris* is pleased to referee bets provided 10% of the winnings goes to the RNLI.



Oifig an Taoisigh
Office of the Taoiseach

22 February, 2006

Michael Prior Esq.
President
Maritime Institute of Ireland
96 Woodlawn Park Avenue
Firhouse
Dublin 24

Dear Michael,

I am happy to inform you that the Government has agreed to grant €1.5 million for the restoration of the Mariners' Church in Dun Laoire in the Revised Estimates. The grant will be administered by the Office of Public Works which will also carry out the refurbishment project. Pending the successful completion of the restoration, the Government is prepared to look again at the possibility of some further funding for the Maritime Museum.

I know that you and your Committee have worked very hard to achieve your objectives and I assure you that the Government, in making this grant, wishes to honour those brave seafarers who gave their lives to protect Ireland's neutrality and to maintain vital supply lines into our country during the dark days of World War Two. I believe this project will serve as a fitting memorial to them.

Yours sincerely,

Bertie Ahern T.D.
Taoiseach

Generous funding welcomed by Institute

Welcoming the announcement of the €1.5 million allocation by the Government for the continued renovation of the Mariners' Church the President of the Maritime Institute, Mr. Michael Prior, expressed particular appreciation of the generous support from An Taoiseach, Bertie Ahern.

He said that An Taoiseach had given his enthusiastic backing to the Institute's proposal that the fully restored church, which houses the Institute's Museum, should stand as a national tribute to the merchant seamen who had given their lives to the service of the nation during World War Two.

PRESERVATION OF MUSEUM'S BUILDING NOW SECURED

In sailing terms, the Maritime Institute has, for some time now, been becalmed, even on occasions, fogbound. Consequently the last few years has been a time of great strain and stress for the crew, with mutterings from below-decks as to the chances of ever reaching sanctuary or of achieving any of our objectives.

That situation is about to change radically with the announcement of a Government allocation of €1.5m towards the continued renovation of the Mariners' Church for the year 2006.

That outcome is a vindication of the efforts of members of both the Executive and of the Museum Committee, in persevering with what at times must have seemed a hopeless task. A further addition to that difficult set of circumstances is the question of securing the finance needed to purchase outright the fee simple of the Mariners' Church. While the Executive is convinced that this matter will be satisfactorily resolved we still have a distance to go on that front.

Work rewarded

Accordingly, the patient hard work of many years has been rewarded. The gods have been kind: the fog has lifted; the sails have filled out and the good ship Institute can slowly begin to make progress towards the achievement of its long-held ambitions. The building can be saved. With the support and co-operation of all relevant parties the Mariners' Church will be dedicated as a National Memorial to all those merchant seamen who gave their lives to enable this state to survive the ravages of the Second World War.

As before, the Office of Public

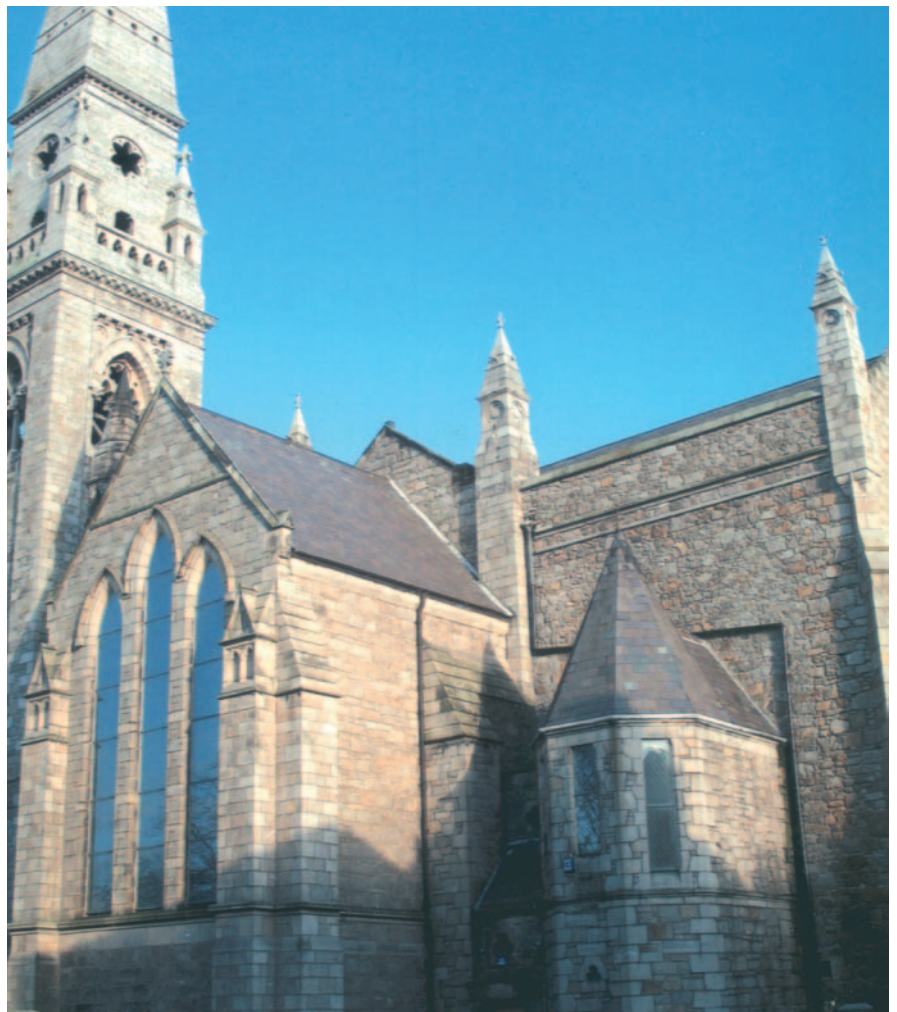
Works will have control of the expenditure on the work, continuing where they left off three years ago. A lot of work is still needed on the roof, the flashings, the guttering and the down pipes and there are still a number of windows to be renovated. Some pointing and repairs to walls both inside and out, renovation to the entrance, to the railings and to the stone wall near the entrance to the Portacabin will also have to be undertaken.

It almost certainly means that the Church will have to be closed for

the duration of the work, to the disappointment of us all, particularly to the hard-working members of the Museum Committee. However, preparations for a grand opening sometime in 2007 will provide some solace.

It is expected that the negotiations to purchase the Church can be completed shortly. If this plan succeeds, the Institute will be in an entirely new situation, master

TO NEXT PAGE



Some of the Church's splendid windows have already been restored

WORTHY MEMORIAL

FROM PREVIOUS PAGE

of its own affairs and owners of a very valuable property. Accordingly, aside from becoming a very fine monument to our lost sailors, the Mariners' Church will be a better-than-ever Maritime Museum and a valuable asset to the cultural and tourism interests of Dun Laoghaire and the south Dublin area. This significant development should prove to be a great boost to the membership of the Institute and is a credit to all those who worked so hard and so long to achieve this result.

Annual General Meeting

The Annual General Meeting was held in December at the Church and a number of necessary amendments to the Memorandum and Articles of Association were carried. It was also decided that the AGM be held annually before October 15. The Meeting was held in the Lawlor Room and the ladies of the Museum Committee provided the catering for the gathering.

Unfortunately five good people (Messrs Sheehy and Moriarty from the Executive, Mary Grogan, Librarian and J. Dowling, key holder) had to step down from their respective roles with the Institute. John Hughes had to step down from his role with the Museum Sub-Committee. Our thanks go to each individual for the contributions made to the activities of the Institute. Mr. Tom Moran has been appointed as Hon. Librarian.

Halpin Exhibition

The County Wicklow Vocational Education Committee and the Maritime Institute combined to mount a very impressive Exhibition of the achievements of Captain Robert Halpin, himself a native of Wicklow, at the Abbey Community School, Wicklow, in late October, 2005. The Honorary Secretary, Andrew O'Brien, was involved from the start and, with the approval of the Institute, a selection of the principal items of the Captain Halpin collection (including the model of the *Great Eastern*), held on

display in the Maritime Museum, were transported and put on display at The Abbey School, where they attracted much attention. The Exhibition was regarded as a great success by the Vocational Education Committee and the people of Wicklow and the area.

Extra members

The Executive Committee was finally filled out to its permitted 15 members by early summer 2005 with the 'acquisition' of some talented and experienced individuals. The effect of this was quite significant.

Annual Services

The 53rd Annual Commemorative Services for Deceased Seafarers took place in November 2005 at the City Quay Church and later at St. Patrick's Cathedral respectively, attended by the Deputy Lord Mayor of Dublin and the Hon. President of the Institute. The Naval Service had a good muster present and the Sea Scouts provided a colour party both on the altar and in procession to the Seamen's memorial on City Quay. The event was organised by Pat Sweeney, Denis Ranaghan, John McKeivitt with the support of others.

Gold medal

Agreement has been reached on the design and provision of a Gold Medal to be awarded for exceptional service to the Institute and to the aims of the Institute. The medal has been ordered and will be due for presentation in early summer 2006.



Captain Halpin

Death of Eric Stedmond

In early December 2005 long-standing and much respected Maritime Institute of Ireland Member, Eric Stedmond, died. At the outbreak of WWII Eric was sent to Irish Shipping as one of the Company's first R.O.'s and he also helped to organise the other R.O.s at Irish Shipping. He then qualified for the Irish Seaman's Medal, in addition to his British medals, and rejoined the Port Line.

He also worked for British Railways and the Larne-Stranraer ships. He next relieved on the Belfast-Heysham run and on the Holyhead-Dun Laoghaire run, for British Railways. Eventually he was offered a permanent position at Holyhead.

I first sailed with Eric in 1973-74 on the M.V. *Cambria* and M.V. *Hibernia*. He was Senior R.O. at that time and was also the R.O. trades union representative on board, and attended many crucial meetings with his fellow trades union colleagues and senior management during a critical time in the company's labour relations history.

Good writer

Eric remained for a few years after the *St. Columba* arrived in Holyhead, before his well-earned retirement in the early 1980s. when new ships such as the *St. Christopher* and *St. David* took up temporary runs from Holyhead. He was usually the man who checked out the new equipment on these ships.

Eric contributed very readable articles in maritime journals such as "*Ships Monthly*", "*Shipping Today and Yesterday*", "*Sea Breezes*" and the publications of the Maritime Institute of Ireland. His ultimate article for *Iris na Mara* will appear in *Iris 5*. It was written shortly before his death.

At the January 2006 Meeting of the Executive of the Maritime Institute of Ireland a Vote of Sympathy was extended to Eric's widow, Sadie, and the Stedmond family. - D.R.

Over 60 replicas now compete worldwide

BANTRY LONGBOAT TO FEATURE IN MAJOR EXHIBITION IN NATIONAL MUSEUM

The Bantry longboat, for years the major feature of the Maritime Institute of Ireland's Mariners' Church permanent exhibition in Dun Laoghaire, is to re-emerge this summer in what is expected to be the most extensive exhibition ever mounted by the National Museum of Ireland.

The 38 foot-long ship's gig has undergone extensive restoration in the Liverpool Maritime Museum's workshops and it will go on display in an Irish Military History Exhibition covering the start of the 17th century up to the 1970s.

Major interest

Not only is the Bantry longboat an item of major international historical interest - it is probably the oldest ship's gig in existence - but it has inspired a significant and developing fleet of exact copies which compete at classic sailing events throughout the world - the Atlantic

GSI Projects

FROM PAGE 11

ing routes, and the leisure industry, inter alia.

The mapping of our inshore has become vital due to the increasing activity around our coastline, most notably in shipping, fishing, and aquaculture. In many places we rely on charts generated from data collected in the 19th century. Modern bathymetric data is essential not only to realise fully the full potential of our offshore resources but, most importantly, for safety at sea.

Water Safety

FROM PAGE 19

should all have. Regrettably, many readers will not have this vital life skill and whilst some adults, like broadcaster Ray D'arcy, will take it up later in life, more will not.

This is why it is essential that all should wear a personal flotation device or lifejacket when they are on or near the water.

Challenge International series of races.

One of the principal aims of this international campaign is to build trust among nations and form a community of youth and adults while encouraging the practice of traditional maritime skills. Currently Bantry Bay gigs compete in races in over 12 different countries. Almost 60 of the craft are competing worldwide. France alone has over 30 craft and crews.

Invasion fleet

The original Bantry longboat belonged to the 80-ton French *Indomptable* which was part of the 36-strong invasion fleet of General Hoch in 1796. The boat was captured in Bantry Bay in December of that year and was kept in storage by Lord Bantry until it came into the

possession of the National Museum of Ireland.

Until recently the Bantry longboat was a major exhibit in the Maritime Museum, Dun Laoghaire, occupying a central position on the main exhibit floor.

Almost simultaneously with the forthcoming exhibition in Dublin Bantry gigs will be converging on Genoa, Italy, from throughout the world for the Atlantic Challenge International Sailing and Rowing Championships.

Representing Ireland at the world event will be *Unité*, based in Bantry, which has represented Ireland at challenge events since 1988. One of the most recently completed Irish craft is *An Seabhac Mara*, based in Waterford, which made an auspicious debut at the 2005 Tall Ships event in Waterford.

LOST

The fishermen's bereavement counselling service LOST is now established. A 24 -hour helpline, with the assistance of EU funding, was secured by Carmel Currid who founded the organisation. Following the loss of a loved one at sea can be a lonely experience.

A helpful voice at the end of a phone can be a great comfort.

Phone LOST at 051 561389 / 087 6786682



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SHIPPING NEWS

Group keeps ferries busy on charter services

Whilst last year's bitter dispute at Irish Ferries raged on, the parent company of the troubled ferry operator, Irish Continental Group (ICG), continued to operate two ships on charter.

The *Pride of Bilbao* (1985/37,583gt) is on charter to P&O Ferries and operates between Portsmouth and Bilbao. ICG acquired the former Viking Line *Olympia* in 1993. She made her first call to Dublin, her owner's homeport, on a Christmas charter cruise in 2004.

The second vessel is the former *Isle of Innisfree* (1995/22,635gt), the first custom-built cruise ferry for ICG/Irish Ferries after the ailing state-owned B&I Line was privatised in 1991.

In 2002 the *Isle of Innisfree* was also chartered to P&O Ferries at Portsmouth, renamed *Pride of Cherbourg* and operated to the French port. In 2004, the routes to Cherbourg and Le Havre closed.

Following a brief spell with Stena Line in Scandinavia renamed *Challenger*, the ro-pax ferry departed to far distant waters, on the 'Interislander' route in New Zealand.

Re-named *Kaitaki*, the Maori for



Jehan Ashmore, Shipping
Correspondent, Iris na Mara

Italian company runs service into Cork



The *Grande Scandinavia*, seen here passing Cobh en route to the Ringaskiddy deepwater terminal, is one of a number of vessels of the Grimaldi Company than link 17 other ports including the Baltic, English Channel and Mediterranean.

© Jehan Ashmore/ship SNAPs

'*Challenger*', she operates the Wellington to Picton route linking the north and south islands, on one of the most scenic ferry routes in the world.

Master plan for Dublin Bay

The Dublin Regional Authority is to seek funds under the National Development Plan for a complete environmental audit to create a master plan for Dublin Bay.

The Authority, one of eight set up in 1994 to promote developmental co-operation among public services and local authorities, is to establish a Dublin Bay Association that will co-ordinate recreational and other amenities.

One of the most contentious issues is likely to be the possible relocation of Dublin Port to Bremore, near Drogheda.

Vessel delayed by disputes

The vessel at the centre of the Irish Ferries siege-strike at Pembroke Dock, *Isle of Inishmore*, was disrupted twice by industrial action at both her respective ferry ports in a period of just over six months.

The first incident occurred at Rosslare last June when a flotilla of protesting scallop trawlers from Kilmore Quay blockaded all the ferries of the port, except for Celtic Link's *Diplomat*. The freight ferry is owned by the O'Flaherty Brothers of Kilmore Quay.

Titanic tender Belfast bound

The *SS Nomadic* last of the White Star Line vessels to be built at the Harland and Wolff Shipyard, is to return to Belfast for restoration and display.

The vessel, which once ferried passengers to the *Titanic*, had been in dry dock in Le Havre for the last three years having been threatened with a visit to the breaker's yard.

Nomadic's survival has been made possible by Northern Ireland's Department for Social Development (DSD), who paid £170,000 sterling for the ship at an auction in Paris.

In Belfast a special charitable trust has been established to oversee fund raising for its total restoration up to as high a standard as the *Titanic* herself, which was launched in 1912. The DSD paid just over £250,000 sterling for the vessel.

The official funding is however, on strict conditions. Should the millions needed to complete the restoration not be forthcoming in 18 months time, the vessel will be sold, according to Mr. David Hanson, Minister at the DSD.

Nomadic was sold for scrap 56 years after the loss of *Titanic* and was then used as a restaurant on the River Seine, close to the Eiffel Tower.

**MORE SHIPPING NEWS ON
NEXT PAGE**

FERRY MARKS END OF ERA

SHIPPING
NEWS

‘Greyhound’ sold to Greek owner

Last year the Isle of Man Steam Packet Company celebrated its 175th Anniversary. The company claim to be the world’s longest continuously operating shipping company.

This Manx milestone also marked the end of an era as the last traditional ‘classic ferry’ the *Lady of Mann* was sold. The ‘*Lady*’ known as the ‘Greyhound of the Irish Sea’, was sold last October to Greek owners, SAOS Lines, and re-named *Panagia Soumela*.

Built at Troon, in 1976, the ferry has sweeping lines and with vehicle side-loading access, allows the vessel to berth at ports without ramp facilities.

Originally the Isle of Man ferry docked in the city-centre at the North Wall. It was exciting to watch the *Lady of Mann* depart as the vessel went astern through the raised East Link toll bridge. The ‘*Lady*’ will no doubt be missed by ferry fans!

The *Lady of Mann*’s last full season on the Dublin to Douglas route was in 1996. Since then only Easter and October Bank Holidays were covered, the balance of sailings being taken by fast-ferry craft. All these sailings operated from the multi-user ferry terminal at Dublin Port.

Chance to sail on Liffey

Dubliners and visitors alike have had since September the opportunity to cruise the River Liffey with the custom-built *Spirit of Docklands*, marketed as the ‘Liffey Voyage’.

Up to six daily tours depart from Bachelor’s Walk, going downriver to the Point Theatre travelling at 9.5 knots. Passengers on the 45-minute tour receive a commentary with added Dublin humour!

The 48-seater craft cost



Lady of Mann leaving Dublin Bay © Jehan Ashmore/ship SNAPS

€865,000 and was built by Westers Mckaniska AB in Uddevalla, Sweden.

The low-draft design of the boat is by Danish Consultants Ole Steen Knudesen (OSK) A/S. The ultra-sleek profile allows the 23m craft to slip underneath bridges including O’Connell Bridge.

The concept for ‘Liffey Voyage’. was created by the Dublin Docklands Development Authority (DDDA).

Trade growing at Kinsale

The west Cork town of Kinsale is renowned for its culinary status as well as its picturesque harbour, home to fishing and leisure craft. But perhaps surprisingly the harbour is also a port for commercial shipping.

Annually, over 100 vessels use the port berthing at the single quay, mostly to import animal feed, equating to 270,000 tonnes. The

coaster, *Conformity* (1985/993gt) berthed at Custom’s Quay, for the first time during last May’s bank holiday. Onboard was a cargo of animal wheat feed. After being discharged, the *Conformity* sailed light to Ghent, Belgium. (see picture on page 28)

Graceful ship is school

On a glorious May afternoon, a private, yacht-like vessel gracefully slipped quietly to berth at Sir John Rogerson’s Quay, Dublin. The vessel’s true identity gradually emerged as the classically elegant ship, *Sjokurs*, had arrived from Jersey with 60 students onboard. She was in fact a school-ship!

The 55-year vessel was built in Oslo as an overnight fjord ferry named *Sandes*. Since 1976, she has taken the role of school-ship twice. Her present owners are Sorlandels Maritime Vgs (SSS) based in Kristiansand, Norway.

SEE NEXT PAGE



Sjokurs brought 60 students to Dublin © Jehan Ashmore/ship SNAPS

SHIPPING

NEWS

Cill Airne being restored

One of the last ships built at Dublin's Liffey Dockyard, the 1962 built *Cill Airne*, is undergoing a €2.5m restoration project near Skibbereen with work expected to end in August at the earliest.

Her new owners, the Irish Ship & Barge Fabrication Company, through an investor intends to operate the 44-year veteran as a maritime museum, restaurant and art gallery on the River Liffey, in Dublin's city centre.

The 3400-passenger tender is also to operate as a 'working vessel' providing charter cruises in Dublin Bay with calls to Dun Laoghaire.

Built for Cork Harbour Commissioners as a tender to the trans-Atlantic liners at Cobh, she was sold in 1970 to the National Nautical College as a training ship on the River Lee and had become obsolete in recent years.

CORK HAS RECORD YEAR

A record level of 10.42m tonnes in cargo throughput was reached at the Port of Cork in 2005. an increase of over 1m tonnes from both imports and exports was realised.

Commenting in January at the Port of Cork company's annual statement, Chairman Dermot O'Mahony said "I am delighted that the port traffic reached a record level in 2005 and this performance reiterates Cork's position as the premier port on the south coast of Ireland".

Considerable growth continued in Lo/Lo traffic reaching 167,000 TEU's (20ft containers) - up 10,000 TEU's or 6.3%. In addition two new services were introduced by Eurofeeders (an ICG subsidiary) and APL from the Tivoli Container terminal.

Also up are imports in trade cars by 11% to 62,000 vehicles, mostly handled at Ringaskiddy where Brittany Ferries and the Irish-owned Swansea Cork Ferries also operate from.

The year also saw the completion of a €3.6m upgrade of the Cobh Cruise Terminal, enabling the largest cruise ships to be handled. In total 32 vessels called bringing in 29,000 passenger in the first season.

The buoyant traffic levels enjoyed at the port come with plans to advance the next phase of port development at Ringaskiddy.



Conformity: see report page 27

© Jehan Ashmore/ship SNAPS

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S910

BOOKS.....THAT CAME IN WITH THE TIDE

Quality study of local craft

Anyone who has enjoyed the deep satisfaction of having restored a classic wooden craft to full working condition will, certainly in current times, have also endured the frustration induced by the dearth of craftsmen in this field. Like the genuine shoemaker they are a fast disappearing breed.

Film cameraman, Cian de Buitlear, was indeed fortunate to be able to engage the services and talents of one of the best of the modern hookermen when a decade or so ago Johnny Healion built his lovely leathbhád *Star of the West*.

From this successful enterprise emerged a classic film documentary showing master craftsman Healion at work and providing his own running commentary with never a reference to a plan of any kind. It was all done by eye. I know. I was there during the building.

Inspirational Father

The new craft and the resulting film might have satisfied the ambitions of most of us but not this son of an inspirational father, Eamon de Buitlear.

Now he has developed the *Star*



Leading traditional craft experts contributed to trio of new publications

of the West concept into a trio of splendidly produced books. Even at this early review stage it seems likely that this publication is heading for the classic lists.

Detailed plans

The book on the Galway Hooker, follows the building of the *Star of the West* with commentary and photos describing every stage of the complex construction. The work of building a wooden currach and a canvas currach enjoys similar attention to detail to such an extent that the books must inspire anyone who knows the difference between a screwdriver and a chisel to want to have a go at building his or her own craft.

In addition to the photo-commentary each volume contains

detailed plans of construction and, as if that was not value enough, they are accompanied by a DVD of verbal instructions. In addition, the books themselves even have the structure of a new hooker, obviously having been designed for rough handling during the whole period of a craft's construction.

All in all it is a brilliant package. In the context of the opening comments of this review the author/publisher has chosen his time well. Indeed, one has to hope that these books will inspire a new generation of young craftsmen. It is not going over the top to suggest that these books should be recommended study for every woodworking class in this maritime nation of ours.

Tim Magennis

MORE BOOKS NEXT PAGE

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MORE BOOKS - Reviews by guest reviewer Edward J. Bourke**NATURE'S LIFE BELOW THE WAVES*****Great British Marine Animals 2nd Edition -*****- Paul Naylor**

The first edition (2003) of this book was deservedly sold out and very generously the author has decided to re-edit rather than just re-publish this terrific book. This is what every diver interested in sea life needs to solve the simple question "what was that". Unless you are a devoted training freak or something equally bizarre you need this book to maximise enjoyment of a simple dive. The photos are superb and several new ones have been added to this new edition. The high quality printing paper does them full justice as the colours jump out from the pages. The common sea life that can actually be seen is the feature of the

In quest of the depths***Underwater to get out of the rain - Trevor Norton***

Trevor Norton's readable style has conquered again in this autobiography about his career and interests as an underwater biologist. His love for marine biology first outlined in *Reflections on a Summer Sea* continues in this description of his later career. This is no boring series of tales penned in idle evenings watch keeping on a yacht but a vibrant and enthusiastic reminiscence of places visited and wonders seen and observed. The style is action packed, readable and entertaining. Somehow facts and stories seem to drip out from the text between the narratives. The author has spent a lifetime in marine research and education and is Professor of Marine Biology at the University of Liverpool and Director of the Port Erin Marine Laboratory on the Isle of Man. Trevor Norton is also author of *Stars Beneath the Sea* - the history of early diving research in Britain.

Century, 2005, £12.99,
ISBN O 71263 884 9

book and there is a value in this down to earth approach. The most useful aspect is that the sea animals included are all relevant to UK and ultimately Irish waters. Well indexed, the book is easy to follow and not in any way a boring zoological tome though quality information is assured through Paul Naylor's doctorate in marine biology. There is just the right type of information about life cycles of crabs and other creatures. The organisation of the book is just right

The Art of living underwater - Triewald

It is not often that Subsea reviews a book originally published in 1734 but this is one of the exceptions. The Historical Diving Society has republished this Swedish text written by this contemporary of the bell divers who salvaged the *Vasa*. The equipment of the time is extensively illustrated. Triewald spent a long period in England studying under Edmond Halley (of Halley's comet) and had a sound

with a good front index and a comprehensive alphabetical index. One slight crib is the absence of a scale to go with the photographs which for the super ignorant like me allows confusion between a basking shark and a macro photograph of a jewel anemone. Measurements are given in the text but do not have quite the same visual impact. Highly recommended and great value.

ISBN O 9522831 5 8 £15.

understanding of Boyle's law but decompression sickness was not understood at the time. In England he observed the diving apparatus of the period and was so well connected and regarded that he was awarded the salvage rights for the whole Swedish coast. The book is rich in diving bell and early diving information but has no material of specifically Irish interest.

Published by HDS £24.

**2000 References to Irish coastal zones
funded by the Irish Heritage Council**

Biblio Mara

Beatrice Kelly
bkelly@heritagecouncil.com

This is an important publication for a number of reasons.

One that occurs is that it gives the lie to any argument that this island nation of ours and its island heritage have been neglected by its writers as they have been by successive governments down the years.

For anyone with a traneen of interest in affairs of the sea this has to be a "must have" document.

It describes itself as follows: "an annotated indexed bibliography of over 2,000 references relating to cultural and heritage studies of the coastal zone in Ireland collated between December 2002 and

2003.."

It contains 2080 Gaelic and English references published from 1772 to 2003 with 979 book references, 964 journal articles and 137 postgraduate theses from 1934 to 2002. It focuses on material published in the Republic of Ireland but also includes some references to Northern Ireland.

In addition, in a gesture to the times we live in, it is accompanied by an electron version available on a CD-ROM from the Irish Heritage Council which must be applauded for funding the entire operation.

I read it through at two sittings and made voluminous notes of references to a huge variety of subjects of significant maritime interest for future development.

T.M.

Modern museums have major role in public education

By Arthur Reynolds

Of course it is the policy of some museums in the main to provide material for research, and they, like Greenwich, have archives rich in information cherished by scholars. Indeed one of the previous directors of our own National Museum in Kildare Street used to say that the museum could perform more effectively if the general public was excluded!

My opinion from my visits abroad convinces me that this attitude serves little purpose or benefit to the citizenry, and particularly loses the great value that museums can be in the matter of children's education.

China's example

One of the very best maritime museums I have visited is in Macau, now part of the Peoples' Republic of China. It would be a wonderful example for Ireland to follow when our long-awaited opportunity arrives.

As Macau became a major centre for Far East trade from the 16th century onwards, creating the enormous wealth of nearby Hong Kong, the museum authorities decided that it had to reflect the maritime traditions of those countries whose fleets built the port through their calls.

This was an enormous undertaking, you'll agree, but it was achieved not only at great expense



One of the most interesting exhibits in the Institute's museum, the working optic of the old Baily Lighthouse at Howth.

but also through the use of brilliant imagination in purpose-built premises.

This takes the form of large scale tableaux and montages of such scenes as primitive harbours with simple dwellings and models of fishing craft hauled out of the water. Figures are shown making up fishing lines and traps, and in later periods cargoes are seen being handled by methods of the time.

Boat building, too, is illustrated with part-built models and the tools used. Also, much accent is placed in the Macau museum on the ingenuity of early craftsmen who did not have power sources to help with their work. Films from the National Geographic Society in Washington D.C. run continuously.

Of course this type of treatment requires generous space, but the aim is to inform the visitor of the great rewards to be gained from being able to exploit not only the sea's resources but being capable of efficiently using it as means of communication and transport.

Perhaps Ireland could learn much from this calculated policy by China, which today has the world's fastest growing economy and, as its rivals know, has only begun a global industrial advance that no other nations can possibly attain.

Museums have choices of policy available to them, but the essence of a successful and educational museum fundamentally must depend on

how much knowledge a visitor takes away and remembers.

On my journeys to some 70 countries I have always included a call on the nearest maritime museum to learn something of that nation's achievements on the sea.

At the same time, I have sought to assess how well the museums presented their message and how they explained the benefits the nations gained from their maritime skills and the origins of those skills.

Irish ingenuity

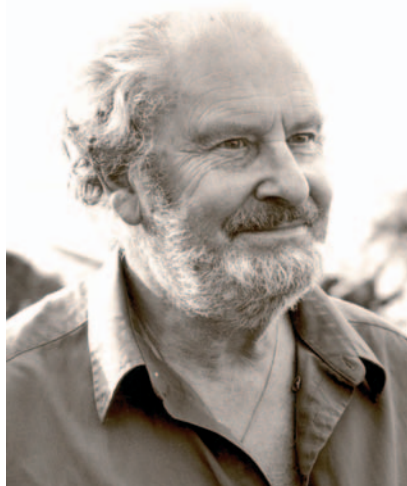
A good example of how effective a museum can be in this regard can be seen in the Viking section of the National Museum in Kildare Street, Dublin.

There, through models of Viking villages and illustrations of garb and tools a visitor can feel a sense of living with the Vikings in the ninth and tenth centuries on Irish soil. Small details included, no doubt the product of the museum's director, Dr Pat Wallace, having done years of research on the Viking settlements in Ireland and elsewhere, reveal the ingenuity and resourcefulness of these great adventurers.

Applying that technique to a maritime museum seems to me to be the best way of getting the most knowledge from the artifacts. On my first and following visits to Britain's Greenwich Museum I have been overawed by the magnificence of the exhibits.

There you have priceless ship models in impressive glass cases; uniforms of important naval personalities and paintings showing the glories of Britain's maritime power. But there is no impression of what it was like to have lived in the periods they represent. German maritime museums tend to have the same fault.

When the time arrives for the Maritime Institute of Ireland to re-organise its museum much thought will surely be given to the most effective way of utilising its valuable collection of artifacts. Clearly maritime competence is seen as playing a major part in that goal.



Arthur Reynolds

HOLLAND HOPED HIS SUBMARINE WOULD DETER ALL FUTURE WARS

In the last days of May 1873 a young Irishman, smarting from his failure to meet the requirements of membership of the Irish Christian Brothers, joined the steerage passengers on a ship bound from Liverpool to Boston with little more in his pocket than a few coins and a set of drawings.

His name was John Philip Holland and the drawings were his passport to future international acclaim as the true father of the modern submarine.

Holland was born on February 24, 1841, in Liscannor, Co. Clare, the eldest son of his coastguard father's second marriage to Mary Scallon. As a child he witnessed the extremes of poverty and hunger in the Famine and watched his brother die of cholera. The memories would haunt him all his days. In later years they would be a major factor in his developing political thinking. Constantly nagging him was the thought that England was largely responsible for his country's pitiable condition.

Poor eyesight

The family moved to Limerick where young John attended the CBS school. A few years later he was admitted to the novitiate of the order having decided that his poor eyesight would be a block to his achieving his first desire, to join the Merchant Navy, Brother Philip - that was the name he took in religion - prospered as a teacher.

He was appointed to Cork's famous North Monastery school where he fell under the influence of a noted teacher of science, Brother James Dominic Burke. The young student soon gave evidence of quite considerable talent for mechanics, draftsmanship and mathematics.

What particularly intrigued him was his teacher's strange experiments with propulsion for underwater vehicles and the remote detonation of explosives by electricity - subjects that were well off the normal charted course for

Fourth article in series on great people in Irish Maritime history.



Holland pictured on Holland VI

youth in immediate post famine Ireland which was then suffering the haemorrhage of its population in the greatest mass movement of people known in the world up to that time.

Wooden model

In a short time the young student produced a drawing of a submarine and his teacher, a craftsman in wood on top of his other talents, in turn produced a model in wood. It became quite clear that John's driving interests were far removed from the three Rs as required in the North Mon., and so he was transferred to Drogheda where he underwent an extended course of exercises to improve his teaching methods, but without much success.

It was clear that something had to give and in 1872 he decided not to proceed further with his religious

vows. He would follow the other members of his family who had joined the throngs emigrating to America and a new life.

The French Christian Brothers in Paterson, New Jersey, welcomed the unusual young Irish teacher. Holland was soon making friends among the emigrant Irish, among them members of the Fenian Brotherhood thirsting for inspiration and ways and means of striking back at their ancient oppressors.

If strange diving machines were a bit of a turn off for the Christian Brothers in Ireland they opened up new and previously unheard of possibilities for the keen minds of the Brotherhood, particularly John Breslin, who would achieve fame as the leader of an audacious rescue of jailed Fenians by the American Whaler *Catalpa* from imprisonment in Australia! The very idea of an underwater craft that could be used to attack British warships was seized on with enthusiasm.

Funding sought

Keen though the interest was funds were not immediately forthcoming and Holland, described as "a slight, bespectacled, Chaplinesque figure with a drooping moustache", would be 34 years old before he was able to persuade a well-to-do businessman to produce the 6,000 dollars with which he built his first submarine.

With financial backing from the Brotherhood via their *Catalpa* Fund, Holland 1 was finished in 1877. She was a small craft, 16 feet long and 20 inches in diameter and her launching was anything but a notable occasion. Some holes in her hull had been left unplugged and after floating for a few minutes she sank. She was hauled out and emptied and the next day began her trials.

The operator, wearing a diving suit, sat amidships working pedals which in turn drove the single propeller. But she did dive and the

TO NEXT PAGE

Irish question inspired Holland

FROM PREVIOUS PAGE

tests provided Holland with the knowledge he needed to advance to Number 2.

This one was also small but was fitted with an engine. John Breslin and his Fenian Brotherhood companions, who had watched all the proceedings with mounting interest, now showed their hand in a way that pleased Holland.

The Fenian Society continued to provide funds for Holland No. 3. She was built in the Delamere Iron Works, New York. She was 33 feet long, six feet in diameter and displaced 19 tons. She had a 15 horse power internal combustion engine that could run on compressed air when submerged and, something which really impressed the Brotherhood, she was equipped with a submarine cannon.

Holland, meticulous to a degree, would spend the next few years refining and incorporating modifications and improvements. Public interest had by now been aroused by the porpoise-like movements in the Hudson River of what had by now become known as the "Fenian Ram".

Progress slow

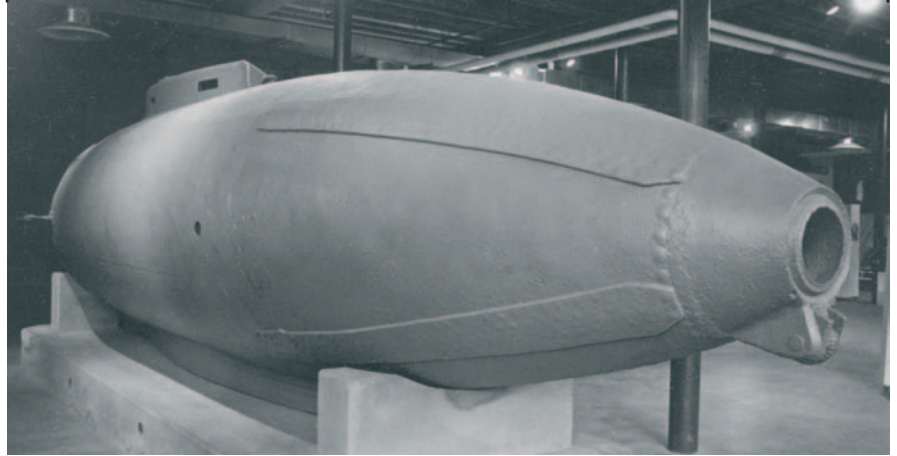
But progress was slow and ammunition could not be found for the cannon. The backers were becoming impatient.

Eventually, in 1884 their frustration boiled over and they stole the "Ram" and towed her to New Haven, Connecticut, hoping to use her themselves. It was a foolhardy action for without Holland's expertise they were very soon in difficulties. A furious Holland disengaged himself from his backers declaring: "I'll let her rot in their hands."

Frank T. Cable, an American electrician and a trial Captain of the craft declared: "It belongs to the record to say that the Irish question produced the modern submarine".

The post-Ram years passed with little progress outside of Holland's becoming an American citizen and

Weapon called the 'Fenian Ram'



Holland's "Fenian Ram" was initially inspired by nationalist politics, but he later angrily abandoned it.

concluding that he must finally make the break from teaching and pursue his chosen career of inventor, however dim the prospects might occasionally appear to be.

He was into his forties, had little money but had acquired a whole new circle of acquaintances and made some influential contacts. He found employment as a draftsman in a New York iron works and then late in 1883 he received a communication from a US naval officer whom he had met earlier.

At this stage enter Lieut Edmund Zalinski, a brilliant US artillery officer and a former Professor of Military Science at the Massachusetts Institute of Technology, who had been introduced to Holland by his other US naval friend, who was at that time far away on a long distance cruise.

Zalinski recognised talent when he saw it and offered Holland a position in his Pneumatic Gun company. Holland wrote to his friend overseas and advised him that his financial affairs were in such a state that he could not be expected to hang on much longer waiting for a move from the Navy.

He accepted Zalinski's offer and soon found himself working in conditions of considerable secrecy on a craft that would be known simply as "the Zalinski Boat."

The new boat would be built mainly of wood. It was launched in the autumn of 1885 and was a total failure. Towards the end of his career Holland would remark that the Zalinski Boat, his fourth, held him back at least 10 years. And in

the meantime other competitors both in America and Europe, well supported financially, were playing catch up on submarine development with serious intent.

For Holland, now in his 44th year, the future once again looked grim. The year was 1885 and it would later be a matter of record that between 1865 and 1900 no fewer than 290 submissions concerning submarines were received by the British Admiralty alone.

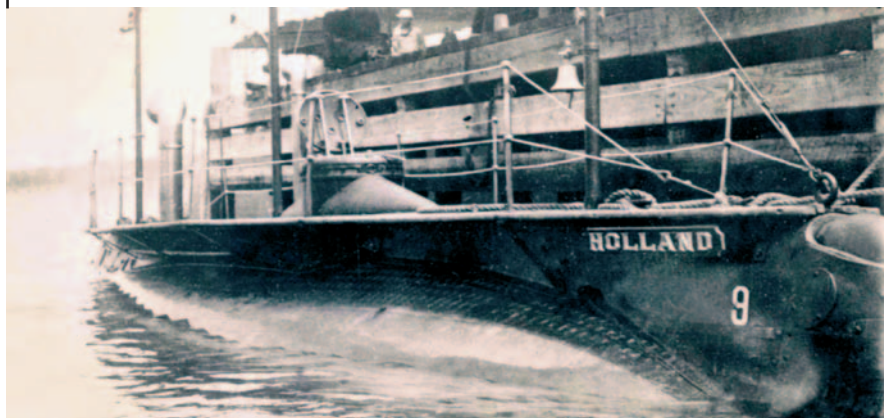
Open competition

Then in 1888 the US navy Department finally announced an open competition for the design of a submarine torpedo boat that, inter alia, would have a surface speed of 18 knots, 8 knots submerged, could fire torpedoes of 100lb charge and submerge safely to a depth of 150 feet. The winning design would have an appropriation of 2 million dollars for construction.

Holland won against international competition only to see the yard chosen for its construction fail to comply with certain conditions. Stalemate again. The competition re-opened next year. Again Holland won but a new Secretary of the Navy decided that the 2 million dollars would be better spent elsewhere. Once again Holland was reminded, if reminding he needed, that the lot of an inventor with no finance was insecurity. In his desperation he even drew up designs of a craft for mechanical flight.

Then out of the blue in 1893 the

Vessel afloat for early trials



The U.S. Submarine Service was born on April 11, 1900 when the Navy Department purchased Holland's sixth submarine which was commissioned as USS Holland, later to be named SS-1.

FROM PREVIOUS PAGE

Navy re-opened the competition for an experimental submarine and Holland submitted designs for his fifth submarine project. With the assistance of good friends he set up the John P. Holland Torpedo Boat Company. He would endure two years of worry and frustration before learning that his drawings had won the day. The Holland 5, known as The Plunger, would be built in Baltimore.

Holland marked his 28th year in submarine development with the Holland VI. It would not only become the first submarine of the US Navy but also be established as the basic design of the submarine fleets of Great Britain and Japan, and, according to his biographer and distinguished authority on submarines, Dr. Richard Knowles Morris, would augment Russia's first operative submarine flotilla.

Whether or not at Holland's insistence the first successful dive of the latest craft from the Irishman's busy design table took place on St. Patrick's Day 1898. Was he thinking of the centenary of another great event in Irish history?

Holland never had any reason to admire the readiness of the US naval brass to give proper acknowledgement for his work, so despite the Navy's adoption of his Holland VI he could not resist an occasional crack at their hesitant, over cautious approach when he commented: "The navy doesn't like submarines because there is no deck to strut on."

In another comment, this time in

response to critics who berated him for devising "a horrible weapon of war", Holland declared that it was his hope that Holland VI would prove to be "a deterrent to all future wars", as Dr. Morris opined: "the perennial reply of arms makers the world over."

Success at last came Holland's way but he was to suffer the fate of many other inventors/designers whose total commitment to their work made them easy targets for opportunists. Behind the scenes lawyers and other unscrupulous agents plotted to cream off the profit from his work by tricks that gained them control of all the foreign rights to his inventions.

Full control of his companies eventually fell into the lap of the Electric Boat Company, the current builder of mammoth submarines in the "submarine capital of the world" in New London, Connecticut.

Holland withdrew from public life in 1911. Only three years later, on August 12, 1914, the former Irish teacher and Christian brother, died at the age of 73 of pneumonia. He rests in the Holy Sepulchre Cemetery, Paterson, New Jersey, close to the scene of his early triumphs.

Dr. Morris in his authoritative biography of Holland recorded that 40 days after his death the German Navy's U9 torpedoed three British cruisers off the Dutch coast.

In 1955 Sir Winston Churchill would declare:

"The only thing that ever really frightened me during the war (WW2) was the U Boat peril."

Our ocean neighbours

NEW GUIDE TO WHALES AND DOLPHINS

That fine organisation, the Irish Whale and Dolphin Group, who have done such an excellent job of alerting us all to the importance of keeping a weather eye for the presence of whales etc. in our ever warmer waters through their annual coast watches have come up with another excellent boon.

Working in association with BIM they have produced a guide aimed at boat users to help them identify eight of the most commonly sighted whale and dolphin types found in our waters.

Sketch details

They have sensibly avoided producing sketch details of the 24 species of whale, dolphin and porpoise that have been recorded hereabouts but confined themselves to the most popular species that make up the majority of Irish sightings.

The *Boat User's Guide* features detailed images of the fin, humpback, minke and killer whales even to the point of shaping the distinctive shapes of the blow water that set the fin whale apart from the humpback.

2,500 - MILE FLIGHT TO FEED

A Christmas Island frigate bird recently completed a 26-day non-stop journey over 2,500 miles in search of food for her chick. The trip, tracked with a device by officials at Christmas Island National Park, is by far the longest known non-stop journey by this critically endangered sea bird. Previously, the black and white scavengers with the distinctive pink beak were only known to fly distances of a few hundred miles from their nests and would be away for only a few days at a time, officials said. The longest ever flight recorded stands at 46 days, held by a grey-headed albatross.

REGULATIONS ENFORCE SAFEGUARDS FOR SEAMEN'S HEALTH AND SAFETY

Former Marine Minister, Pat the Cope Gallagher announced in December '05 that the Merchant Shipping (Medical Examinations) Regulations 2005 (Statutory Instrument (SI) No. 701 of 2005) which he recently signed into law were now operative.

These regulations which replace the Merchant Shipping (Medical Examinations) Regulations 1984 have been revised to reflect the Guidelines set down by the International Labour Organisation (ILO), the International Maritime Organisation (IMO) and the World Health Organisation (WHO) in 1997. They also take cognisance of improvements in the treatment of certain diseases, which now enable seafarers to perform their duties effectively and safely.

Standards detailed

After a comprehensive review of the current medical regulations new detailed standards have been developed which are outlined in Marine.

REQUEST FROM IRISH LIGHTS

The Commissioners of Irish Lights request mariners navigating around the coast of Ireland to exercise the greatest care to avoid damage to floating Aids to Navigation. Mariners should give all lightfloats, landbys, and navigational buoys a wide berth, always having regard for the strength of the wind and tide, and are requested to immediately report any defect in any Aid to Navigation either to the CIL's Monitoring Centre, telephone number +353-1-2801996, or to the nearest coast Radio Station.

The Merchant Shipping Acts make provision for the imposition of a fine on any person who wilfully or negligently runs foul of, or makes fast to, any lightfloat, buoy or beacon, and for the recovery of the expenses for making good any resulting damage. Mariners are invited to contact the Marine Department, Commissioners of Irish Lights, to comment on any aspect of the Aids to Navigation.

Notice No. 30 of 2005 and are also available on the Department's website <http://www.dcmnr.gov.ie/Marine>

Medical conditions

These enhanced medical examination regulations for seafarers:

- Establish a scheme of approved medical practitioners to undertake medical examinations of seafarers;
- Address whether the seafarer meets statutory standards and is fit for being employed at sea;
- Identify medical conditions that may cause risk to the seafarer and others on board vessels;
- Permit the issue of appropriate certification of fitness/unfitness;

The revised medical standards provide for an updated and more comprehensive medical assessment with improvements in the standards relating to certain conditions including cardiac and insulin-dependent diabetics.

The revised medical assessment covers eyesight testing (including

colour vision screening) with the benefit of the latest equipment available. Detailed audiometric testing has also been introduced. Individual physical fitness testing is being introduced to tackle obesity issues among seafarers.

A panel of Approved Doctors has been selected to carry out the new medical assessment of seafarers. There is now widespread coverage throughout the country with the emphasis on coastal counties. Two medical referees have been appointed to handle appeals.

The Department has an ongoing safety programme involving an appropriate combination of statutory regulation, enforcement and safety awareness. The medical examination and certification of seafarers is part of this overall safety regime.

"Ensuring that our seafarers are fit to carry out their duties, which during adverse weather conditions, can at times be arduous, is an important complementary measure to ensure a higher level of safety at sea", said the Minister.

SOME VERBAL PEARLS FROM THE SEA

"Ladies and gentlemen, it is my duty to inform you that we are hopelessly lost. However, I am happy to report we are making wonderful time."

Captain John Treasure Jones, cantankerous final master of the *RMS Queen Mary* on the final delivery voyage of the liner to her, and his, retirement.

.....

"No human being, however great or powerful, was ever so free as a fish."

John Ruskin, British writer.

.....

"Education is what survives when what has been learnt has been forgotten."

B.F. Skinner, US psychologist.

.....

"3rd Fisherman: Master, I marvel how the fishes live in the sea.

1st Fisherman: Why, as men do aland - the great ones eat up the little ones."

Percicles - William Shakespeare.

"I've been in Who's Who and I know what's what, but this is the first time I ever made the dictionary."

Mae West, US actress, comedienne etc. on having a life jacket named after her.

.....

Wouldst thou . . . learn the secret of the sea? Only those who brave its dangers comprehend its mystery."

US poet Henry Longfellow.

.....

"Wealth is like sea water; the more we drink, the thirstier we become; and the same is true of fame."

German philosopher, Arthur Schoenhauer.

.....

Those who plow the seas do not carry the winds in their hands.

Pubilius Syrus

.....

And the sea will grant each man new hope; his sleep brings dreams of home.

Christopher Columbus

DUNMORE MEN CAUGHT THE CREAM OF THE CATCH

Christmas came early last week for Irish fishermen who hauled up an unexpected present in their nets while fishing off the English coast.

The Dunmore East prawn fishermen discovered that their catch included bottles of Carolans Irish Cream liqueur from the seabed.

The fishermen were even more astonished when they found that not only were they catching bottles of drink but they were getting free glasses as well.

Yesterday C&C International, which makes the liqueur, confirmed the loss of 8,000 bottles from a container load on its way to Spain.

The 40ft container was lost in a storm in the Bay of Biscay last month on the way to Spain with supplies for the Christmas market.

The *Whiskey Galore!*- style story surfaced in Dunmore East last weekend when some of the haul was brought back for inspection.

"Fishermen from three trawlers who had been fishing for prawns in

an area known as 'The Smalls' off the English coast brought some bottles into the pub over the weekend," said Mary Power, a local publican. "They told me the bottles were being brought up in the nets of three trawlers, two from Kilkeel and one from Clogherhead, which were here at the weekend," she said.

"They could not believe their eyes when they saw the presentation packs of drink in the nets and the fact that the glasses in the cartons were not damaged in any way," said Mary, who runs Powers Bar with her husband, Peter.

She said the fishermen had brought the haul in to herself and her husband to see if they could identify them or give any clue as to where they might have come from as most of the labels had been washed off.

Last night the mystery of the deep was solved by C&C International which confirmed the loss of a containerload of Carolans, which is the world's second-best-selling cream liqueur.

"A 40ft container of product fell from the deck in a storm in the Bay of Biscay bound for the Spanish Christmas market last month.

The matter is with the insurers at the moment," said the statement.

None of the fishermen who made last week's discovery could be contacted yesterday.

They were back at sea fishing the same area.

Sean MacConnell,
Agricultural Correspondent, *Irish Times*.

Of wrecks, brown crabs, turtles and other things

\$24,675 The auction price fetched in Massachusetts for a pocket watch owned by an Irish woman who survived the sinking of the *Titanic*.

75-80 The percentage of original material that survives in *Asgard* as against

4-5 in the case of Nelson's *Victory* - according to Arklow-born conservation specialist, John Kearon.

400 The number, plus a few, of foreign flagged ships that were inspected by Department of the Marine inspectors in Irish ports in 2004.

3 The number, in billions, of people - half the world's population - who live within 150km of the sea.

13,000 The total tonnage of landings of brown crab in Ireland in 2004 - worth €24 million in export value.

10,200 The bare minimum in tonnes of cod in the Irish Sea needed to be sustainable. This has now fallen to 5,200, according to the EU's Commission on Environmental Pollution in December of 2004.

7,507 The number of people rescued at sea by RNLI crews in 2004. RNLI lifeboats launched a total of 7,656 times and rescued an average of 21 people every day.

43 The number of lifeboat stations in Ireland - including one on evaluation.

106 millions In pounds sterling, the amount the Port of Belfast declared recently it intends to spend on upgrading its facilities over the next five years. Belfast is Ireland's busiest ferry port.

800 The number of miles in a single day that waves generated by a hurricane can travel.

1822 The opening of the Caledonian Canal in Scotland linked the North Sea with the Atlantic.

175 The age of Harriet, a giant Galapagos tortoise now believed to be the oldest living creature on earth. Found in 1835 by Charles Darwin, she is now in a zoo in Australia.

916 The weight in kgs of the biggest leatherback turtle ever recorded. It was found drowned in lobster pot lines at Harlech in north Wales. It measured 2.8 metres (9ft plus) across its flippers. It was stuffed and placed in his own gallery in the National Museum, Cardiff.

2028 The year by which the superstructure of the *Titanic* shipwreck will have collapsed due to attacks by microbial communities, according to expert Canadian research

10,000 The number of wrecks of ships off the Irish coast compiled so far by a specialised unit of the National Monuments Service.

EU TO JOIN IN IRELAND'S SEA PATROLS

Fishery protection vessels from European nations other than our own may soon be operating in Irish waters with the full backing of the EU.

A new body, the Community Fisheries Control Agency is intended to ensure effective Community implementation of current fishing regulations.

It was officially registered in April '05 and, according to an official of the EU Office in Dublin, it was due to come into force within 12 months of that date.

The new body will have its headquarters in Vigo, Spain, and its Administration Board will be headed by Mr. Marcelo Vasconcelos. The new regulations could soon see inspectors from France, Spain and Sweden working in Irish waters.

The Navy honours Admiral Brown



Commander Mark Mellett on the Bridge of LE Eithne. He captained her on the Tour.

Photo: Pat Sweeney

The last vessel to be built in the republic, the 'Flagship' of the Naval Service L.E. *Eithne* (built at Verolme Cork Dockyard in 1984) - is as we go to press on a tour of South American ports.



The Memorial to Admiral Brown in Buenos Aires where Irish navy personnel gathered in salute.

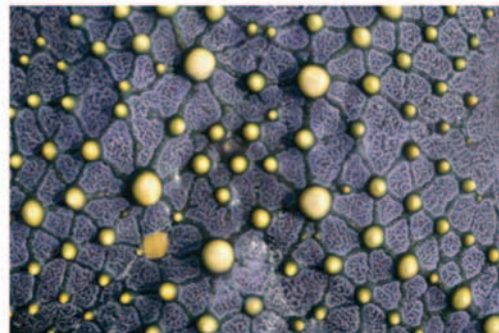
Photo: Arthur Reynolds

The visit is to commemorate Admiral Brown's founding of the Argentinian Navy. The L.E. *Eithne* was due to return to Ireland in early April.



Martin Ryan Institute
Institiúid Mhairtín Uí Riain

MRI Carna seeks to support the sustainable commercialisation of our marine resources by Ireland's coastal communities through its active programmes in:



- Investigating new species for environmentally sustainable cultivation.
- Adapting and trialling the most advanced new technologies as they emerge.
- Facilitating mergers between the commercial and applied-research sectors.
- Clustering expertise in a range of marine disciplines.

In the past four years a number of new companies have clustered around MRI Carna providing the ideal environment for entrepreneurs to avail of the most advanced scientific methodologies and thus enabling community-based enterprise to flourish.

For further information contact Declan Clarke at 091-493422, 095-32201 or declan.clarke@nuigalway.ie

IRELAND WELL REPRESENTED AT COLOURFUL BICENTENNIAL OF BATTLE OF TRAFALGAR

By
Pat Sweeney

Just over two hundred years ago an event took place in the eastern Atlantic Ocean off the south western coast of Spain, which would have worldwide repercussions for the next eight decades of that century. This was the Battle of Trafalgar, which was fought on the 21st October, north of the Spanish naval base of Cadiz, which was then under blockade by a British navy squadron under the command of Vice Admiral Cuthbert Collingwood. His task was to prevent the French fleet inside from escaping and sailing north across the Bay of Biscay, into the English Channel to the Straits of Dover, where it would cover the passage of the Grand Army of Napoleon, 90,000 strong, and invade England.

Plan of attack

At the beginning of October, the man who was recognised as England's greatest Admiral, Lord Horatio Nelson, arrived aboard *HMS Victory*, a three decker of 100 guns, to assume overall command. On the 10th Admiral Nelson convened a meeting aboard the flagship of his Admirals and Captains and outlined how he planned to attack the combined French and Spanish fleet.

Unorthodox tactic

He would break through the enemy line in two places with two columns of ships, one led by himself in *Victory* and the other led by Vice Admiral Collingwood. By striking at the centre of the line, where he assumed Villeneuve would have his flagship, he proposed to throw the French and Spanish ships into confusion by this tactic. His plan was most unorthodox and dangerous. Instead of trying to cross the enemy's T and bringing the greatest amount of gun power to bear on the leading ships, he would allow the French and Spaniards to cross ahead, in theory giving them the advantage. He also issued orders in writing to his commanders.

At 1.15p.m. a ball hit Nelson, smashing into his left shoulder, travelling down through his body,

breaking two ribs, puncturing his left lung and severing a major artery before lodging in his spine. He was carried below to the cockpit and lost blood over the next three hours, finally dying in the arms of his friend, Captain Masterman Hardy, at 4.30 p.m. By the time Nelson died the heavy fighting was over and the British had captured, sunk or repelled the largest fleet of ships of the line of the enemy. 20 were taken in prize or struck their colours.

In the short term Trafalgar achieved the destruction of the French and Spanish fleets, thus ensuring command of the seas for the remainder of the Napoleonic War until the land battle of Waterloo in 1815.

End of empire

The battle was the beginning of the end for the Spanish Empire in South America and the following year Admiral William Brown from Mayo led the Argentine fleet to victory against Spain. In the long term it brought about the Pax Britannica whereby the Royal Navy was the most powerful fighting force at sea and enabled the expansion of the British Empire until the last two decades of the nineteenth century, when the industrial revolution gave other countries the ability to build ironclads.

Famous signal

According to the Oxford Companion to Ships and the Sea there were 33 ships of the line in the combined fleet, 24 French and 9 Spanish, while the Royal Navy had 23. On the morning of the 21st *HMS Victory* hoisted the famous signal spelling out "England expects that every man will do his duty" and the whole fleet cheered. Later the battle commenced a few minutes before noon when Collingwood's flagship *HMS Royal Sovereign* came under fire as she closed the enemy line at

an oblique angle. Meanwhile Nelson had identified Villeneuve's flagship the 74 gun *Bucentaure* and steered to pass under her stern. Aboard the *Victory* were 823 men comprising 17 officers, 70 petty officers and 665 seamen and marines, 31 of whom were boys (powder monkeys).

Irish among crew

Of this crew forty one were Irish, the youngest of whom was William White, 18 years-old from Dublin: others killed were Lieutenant W.A. Rang from Wexford and Captain of Marines, C.W. Adair. The rest of the ship's company were from all over the world. Scattered among the Royal Navy ships were about 1,607 Irish, the youngest Daniel Moore aged 11 years from Dublin aboard *HMS Polyphemus*, a third rate of 74 guns. There were eighty five Irish on the *Royal Sovereign* to say nothing of those Irishmen serving on French and Spanish men o'war.

167 ships came

In the bicentennial year of 2005 at the end of June an international fleet of 167 ships from Britain and 56 other nations across the world including France, Spain and Ireland anchored in the Solent, the stretch of water between the Isle of Wight and Portsmouth from where Nelson had sailed in *Victory* in 1803, to mark the anniversary.

On the afternoon of the 28th Queen Elizabeth reviewed the assembled ships from the flying bridge of the ice patrol ship *HMS Endurance*. This international Naval Review was the biggest since 1977 in British waters.

Ireland was represented by *Le Eithne*, Commander Mark Mellet as Captain, also *Asgard II*. Ironically the biggest warship present was the French nuclear aircraft carrier *Charles de Gaulle* also the largest in

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DINNER ON VICTORY FOR NAVY HEADS

FROM PREVIOUS PAGE

Europe. Spain sent an aircraft carrier the *Principe de Asturias*, which called to Dublin en route, as did the German frigate *Sachsen*. Two other frigates entered Irish waters first; these were the *Tippu Sultan* of Pakistan and the Australian *HMAS Anzac*. There were 57 navy vessels from the host nation including three destroyers and three frigates. There were a number of British merchant vessels and 35 sailing ships, many of whom had been visitors to the Tall Ships events in Belfast, Cork and Dublin. Some of these crossed to Waterford to take part in the 2005 Tall Ships in Waterford city in July.

Fireworks display

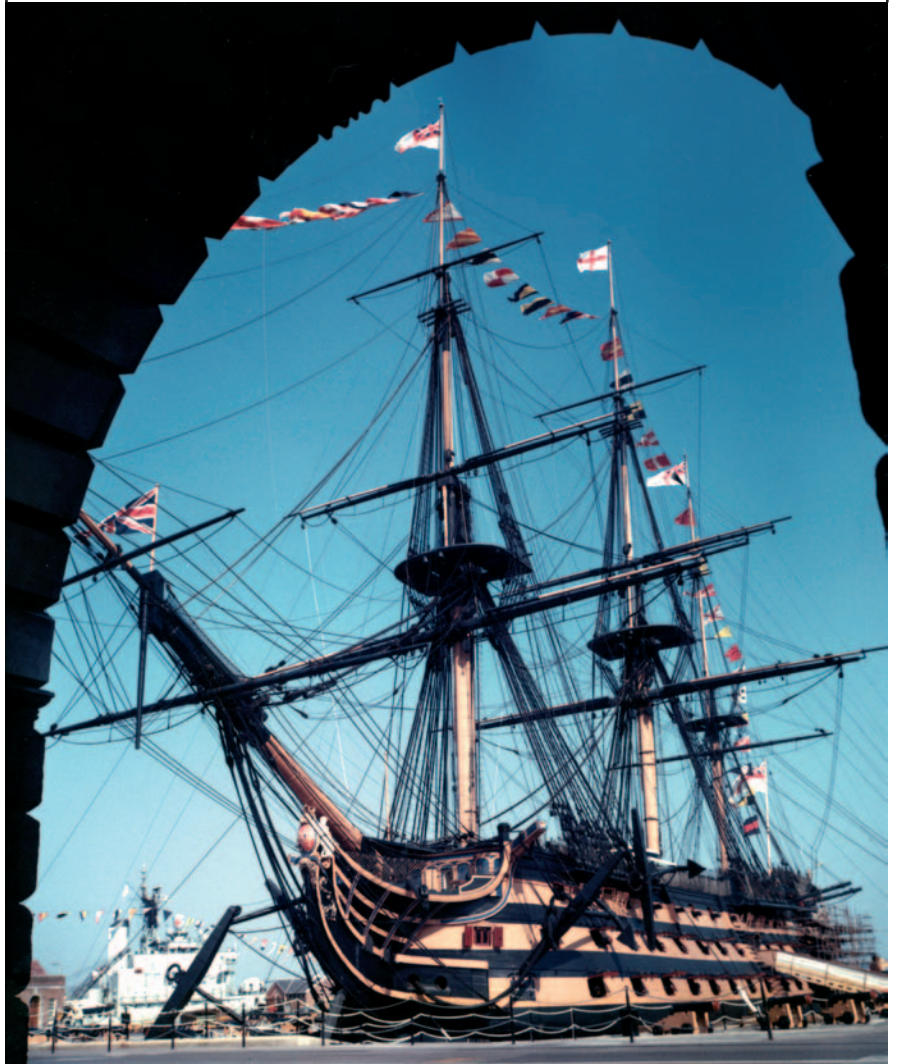
The afternoon ended with a flypast of maritime aircraft and in the evening there was a Son et Lumiere representation of a naval battle followed by a fireworks display. The heads of participating navies were entertained to dinner aboard *HMS Victory*, hosted by the First Sea Lord Admiral, Sir Alan West, at which Commodore Frank Lynch, Flag Officer Commanding Naval Service, was a guest. It has been estimated that some 250,000 people saw the event from afloat and ashore.

Tight security

The writer had a preview on Monday morning the 27th June for the period from 5.20 hrs until 13.45 hrs aboard a chartered angling boat at the cost of some personal sun and wind burn. We cruised about the Spithead buoy photographing warships leaving Portsmouth to take up their allocated anchor points until we were forced to leave around 9.15hrs.

The security was very tight. As we motored up the Solent at about 9.30 hrs. the *Le Eithne* was coming up-stream from the Nab Tower. The spectacle was well worth seeing. I doubt if the like of it will ever be staged again.

Great vessel restored to former glory



An archway in Portsmouth's famous old harbour provides a perfect frame for this splendid picture of Nelson's warship, Victory

Minister stresses dangers faced by fishermen at sea

Former Marine Minister, Pat the Cope Gallagher, used one of his last public appearances in that ministry to warn of the dangers constantly facing fishermen in their work.

Officially launching BIM's latest mobile coastal training unit in Dun Laoghaire in early February he said that the risk of an accident was two and a half times higher for fishermen than the average of all EU industry sectors.

Well fitted out

The splendidly fitted out mobile unit is designed to provide fishermen with detailed training in survival techniques, first aid, fire prevention and vessel safety among other safety training initiatives. It is a follow on from the Government's

mandatory requirement for all fishermen to undergo basic safety training.

The former minister said that to date over 1,500 people had completed the safety training courses. He called on fishing organisations to continue to ensure that safety remained a key priority in the years ahead.

Mr Hugh Byrne, Chairman of BIM, said that the new coastal training unit was set to visit counties Mayo, Galway, Donegal and Kerry in the course of a programme that would eventually bring mandatory safety training to over 4,000 Irish fishing vessel crew members and aquaculture personnel countrywide.

How would our harbours cope with the Thames problem?

It must be in the interests of every maritime nation to learn a lesson from the loss of the Thames Whale in January of this year. To write it off as “just one of those unfortunate things that happen” would surely be foolish in the extreme. Yes, there are those who will say “It could never happen here”. The wise ones, on the other hand, will say “this could happen here. And how well are we prepared for it?”

The sadness of the loss of the whale after days of drama is tempered by a feeling that it might not have ended as it sadly did, had the Thames authorities etc. attempted the raft rescue system much earlier, rather than when, it seemed, the last hopes of a successful outcome had almost been lost.

That said there should be no talk of blame for this sad outcome. Rather should coastal maritime authorities be now seriously considering the question: What would we do if we had to deal with such an emergency on our shores?

NOW is the time to subject ourselves to this test. Yesterday

the Thames. Tomorrow the Liffey, the Lee, Carlingford Lough, Kenmare Bay?

The times and the tides, they are a changing because of global warming.

The tides are sweeping creatures to our shores now that rarely came this way a few years ago.

We should be recognising these changes and adapting our methods to deal with further visits to our waters of great sea creatures gone astray whose dependency presents huge challenges to those who live on the edge of the sea.

“Be prepared” seems to be the best possible advice. “Have a plan”.



open for use by the ordinary sailing punters (pardon the pun), who cannot afford to, or prefer not to, be members of yacht clubs.

The word on the bay is that her owner might be prepared to put her on the market - if a suitable potential buyer were to appear.

Irish waters a sensitive area

Irish waters have formally been recognised as part of a European designated Particularly Sensitive Sea Area - a PSSA in official designation.

From early in July of 2005 single-hull oil tankers with hazardous cargo sailing within 200 miles of the Irish west coast were required to report to the Irish Coast Guard and, according to a statement from the Department of Communications, Marine and Natural Resources, ships have begun reporting their presence. The information is being exchanged between the other participating countries, England, France, Spain, Portugal and Belgium.

The proposal by the EU member states enjoys the approval of the International Maritime Organisation (IMO).

Major boost for Belfast Port

The Port of Belfast is to benefit from a €200 million investment programme as part of its strategic outlook for the next five years.

The funding, which will come from a combination of the Port's own revenue and external sources, is the most money ever to be spent on the Port over such a period.

The Port handles about 25 percent of the whole of Ireland's sea-borne trade and 66 per cent of Northern Ireland's.

Story recounts how young Dublin doctor perished on first posting to sea

Our illustrated feature on the tragic collision between the liner *Queen Mary* and her escort, *HMS Curacoa* (*Iris na Mara 3*) raised a high level of interest.

One reader drew attention to a particularly sad Irish connection that was related in Al Byrne's book *Guinness Times - My Days in the World's most famous Brewery*, which we reproduce by kind permission of the author and his publishers. Douglas Naughton was one of two children of Joseph Naughton, one of over 800 men from the brewery who served with the British forces in WW1.

Douglas was a fine student who became Captain of the Trinity College Boat Club and graduated with honours before taking up his first appointment as a young GP in Ballytore, Co. Kildare.

Douglas joined the Royal Navy as a Surgeon Lieutenant in WW2 and his first posting was as Ship's Surgeon on the *Curacoa*.

He was one of the 25 officers and 313 ratings who perished in one

of the most tragic accidents of the war - a mere 40 miles off the north-west coast of Ireland.

Gold medal *Bonita* lives on

The Tailteann Games were last held in Ireland in 1932. Not many people will be aware that a champion of this last of the series still stands tall and proud although occasionally she might look the worse for wear, particularly in harsh winter weather.

“She” is *Bonita*, the only existing and still-in-commission yacht to have won a Gold Medal in the Games. She can be found at this time on the hard in the boatyard of the Dun Laoghaire Coal Harbour, which members of the Coal Harbour Users' Group (CHUG) have succeeded, against all the odds, in having retained for public use for years to come.

It could rightly be said that *Bonita* adorns the only remaining boat launching facility on the south side of Dublin Bay that remains

HUNGRY GULLS SETTLE INLAND FOR FOOD



What have the herring gull and the fox got in common?

They have been forced by dramatic changes in their traditional environment to become urbanised.

In our first edition we reported the opinion of the late Heritage Service, Duchas, that the enforcement of regulations to safeguard the rapidly declining herring population in the seas around us was forcing the great gull into the lists of endangered species.

Venturing inland

The cute fox had long ago cottoned on to the situation and was bravely venturing into urban areas in search of food. The arrival of the sealed bins then made life even more testing for them so that they are now a frequent sight in urban areas. Folk, conscious of the straightened times, now regularly feed them much against the advice of some vets because they are rabies

carriers.

Now, according to WINGS, the splendid quarterly magazine of Birdwatch Ireland, roof-nesting herring gulls are now well established in Dublin city and in some of the coastal towns to the north such as Howth, Skerries and Balbriggan.

There have been sightings of the urbanised gulls in Dunmore East in Co. Waterford and also in Belfast.

According to WINGS "the advantages of nesting in urban areas appear to include an often plentiful supply of relatively undisturbed nest sites, additional sources of food to avail of, such as discarded material from 'fast-food' outlets and garbage from restaurants, and fewer predators than at many natural sites. WINGS adds: "We anticipate that the habit of roof-nesting will increase further in Ireland in the coming years, as in England roofnesters now account for 27% of the total herring gull population,

whilst in Aberdeen city there are a staggering 3,350 pairs of roof nesting herring gulls! In 2005, we are attempting to get a more accurate estimate of the total numbers of roofnesting gulls in Ireland. We are particularly interested in information from towns outside of those mentioned above, and especially any records from towns on the south coast. Whilst Dublin city has been well covered, we consider that there is a lot of potential in the suburbs."

They would be grateful if sightings of roof-nesting herring and lesser black-backed gulls were reported to Brian Madden (01 - 287 5240. Email: madden@eircom.net)

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“Whatever you want to do someone will tell you you can’t. It’s too difficult or too dangerous; you’re either too young or too old. In fact, the time is never right unless you make it so. My advice, therefore, is simple: just get on and do it.”

Helen Trew, who completed a crossing of the Atlantic and a return to England in her 90th year with her 60 year old son, in her 30ft sloop and finally crossed the bar in November 2004. (See her *Transatlantic at Last*, published just before she passed on.)

Sea’s fascination

It is as hard to describe the fascination of the sea as to explain the beauty of a woman for, to each man, either it is self-evident, or no argument can help him to see it.

Attributed to Claud Worth, from *Yacht Cruising*, 1926.



Ghost ship still haunts lough says legend

It is our fervent hope that we never get a call from a reader advising us that someone has only recently had sight of a ship called the *Lord Blaney*.

A friend in Carlingford tells of a local legend of a ghost ship of that name. It appears that the *Lord Blaney* sailed from the Lough with emigrants over a hundred years ago and was lost with all hands just off the entrance to the Lough.

The story relates that the ghost of the *Lord Blaney* always appears

in the Lough a week or more before a disaster. Indeed it is part of local folklore that it was seen before the collision in 1916 of the *Connemara* and the *Retriever* and before the loss years later of the *Pine* and the *Alder*. Not too intense research has revealed no sightings in recent times, for which The Lord be praised.

On thin water

A tugboat captain working his way up the Mystic River in Connecticut was asked about the depth of water in a small bay.

He replied: *“There’s plenty of water but it’s spread thin.”*

The last word

“I can think of no other edifice constructed by man as altruistic as a lighthouse. They were built only to save. They were not built for any other purpose.”

George Bernard Shaw

Geological Survey of Ireland

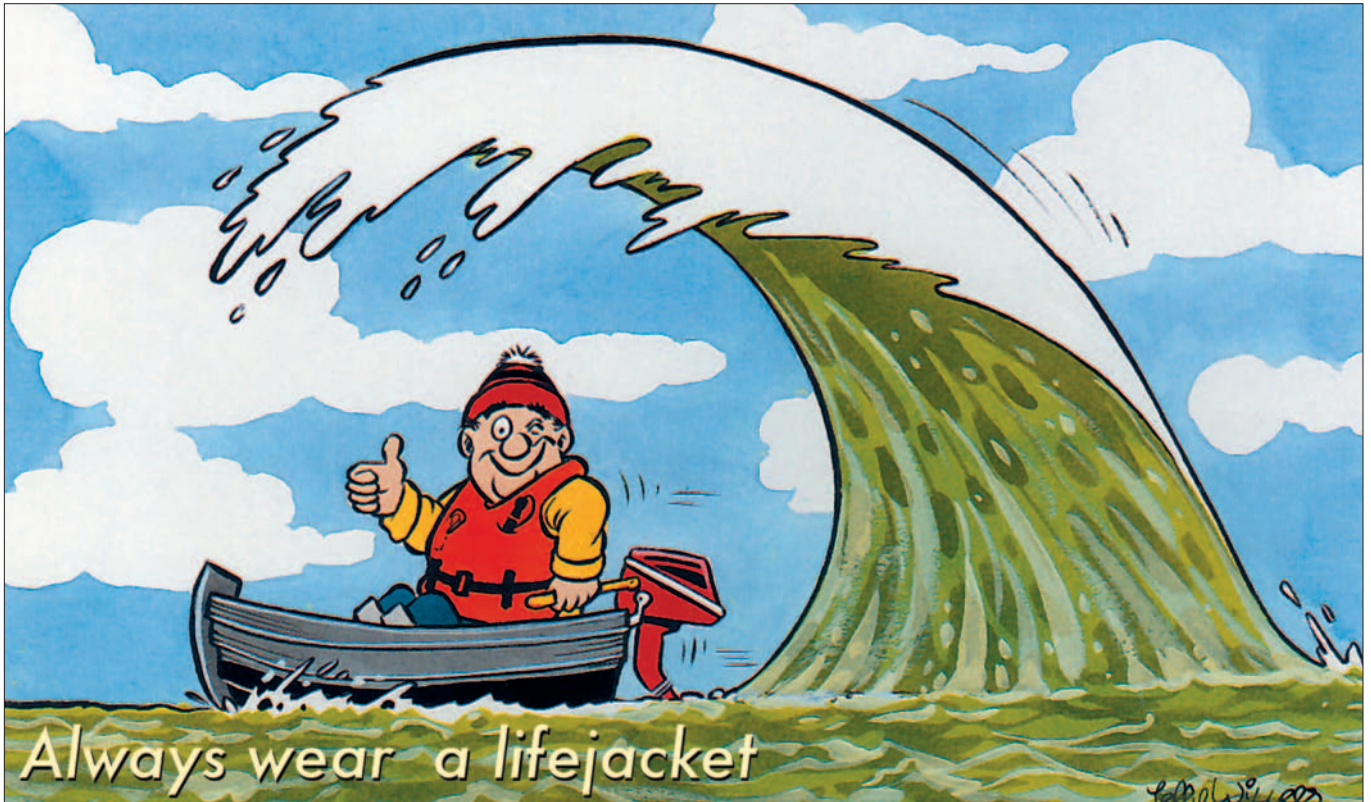
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- *a bhfuil ar fáil i do cheantar féin a chuartú.*

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