



# MARITIME Institute of Ireland

JULY 2022  
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## Newsletter



**The Launch of the renovated Captain Halpin exhibition 21st of April 2022.**  
(R-L) Mr. Eamonn O'Reilly CEO, Dublin Port Company, Mr. Joe Varley President of the MII, Cathaoirleach Lettie Mc Carthy DLR COCO, Mr. Seamus O'Connor, Chairperson of the Museum Committee

## Congratulations!

Congratulations to the M.S.P.I team in obtaining interim accreditation for the museum. The presentation of this took place at Kilkenny Castle on July 13th. Full details on Page 10

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## President's Address

By Joe Varley

These notes were penned in late June, and as you are reading them in mid-late July we will have hopefully had a successful A.G.M. which dealt with 2021 business. The focus of these notes is on the period January to June 2022.



The main take from this time is that the museum is open and the Institute is relatively active. Hopefully covid is receding into the past and we can approach the future with some confidence. Activity is picking up at the museum and the month of June has experienced some excellent trading days. A feature of this is the small but relatively consistent custom from the cruise liners now calling on a regular basis to off-shore Dun Laoghaire.

Two very significant happenings this year has been the opening of the Halpin Exhibition in April and the granting of interim accreditation under the Museum Standards Programme of Ireland to the Museum from the Heritage Council. This award will be presented to the Museum Committee at a function at Kilkenny Castle on July 13th. These events do not happen by themselves and my sincere thanks is extended to all the volunteers who were responsible.

We have had very good visits from groups during the period reviewed. Some notable ones were the Chilean Ambassador and some of her officials from their Embassy in Dublin and the recent visit by a large group of ex-mariners who were in Dun Laoghaire for a conference on 'The Paris memorandum of understanding of port state control held at the Royal Marine Hotel.

The work of the Institute continues; Brian, Richard and Joe deal with the library and a considerable volume of queries. I welcome the arrival of Fergus to help in this area.

It would be nice to report development in regards to S.T.E.M. (schools) and liaison with groups outside of Dublin. Unfortunately, with the exception of working with Jim Rees of Arklow museum in relation to Halpin, this has not happened.

Of course, it would be better if there was progress in these areas, but the reality is that is that we do not have enough people to do the various jobs. I am very appreciative of the work of Seamus O' Connor in relation to museum volunteers and Michael McCormack in relation to the recruitment of other specialist volunteers. I would ask readers to engage with us if their particular circumstances allow. It can be very interesting and varied work.

In conclusion, I would like to say thanks to all the people who keep the museum and institute going. This relates to both our volunteers and the C.E. staff. I tend to be in the museum a fair amount, and I am continually amazed and delighted with the good humour and commitment of everyone concerned.

Unfortunately, people do leave from time to time, In relation to this can I wish every good luck, to Jochen Romstedt and Malcolm Fitzell who are leaving the Board, Jacqueline McStay who is departing from arranging the lecture programme and Brian Ellis who is in the process of retiring. I would also like to give best wishes, to Esther and Irina who have come to the end of their time on our C.E. scheme. Inevitably, and fortunately not leaving, Declan has to be thanked for the considerable effort and expertise he puts into everything at Haigh Terrace.

In conclusion, can I wish all readers a pleasant and safe summer

Best wishes,

Joe

### **My First Trip By Denis Ranaghan**

Dennis Ranaghan has given service to the Maritime Institute and to the Museum. He was librarian and also was on the old Council (The modern Board) He was instrumental in forming our link with the Merchant Navy Association of Northern Ireland.

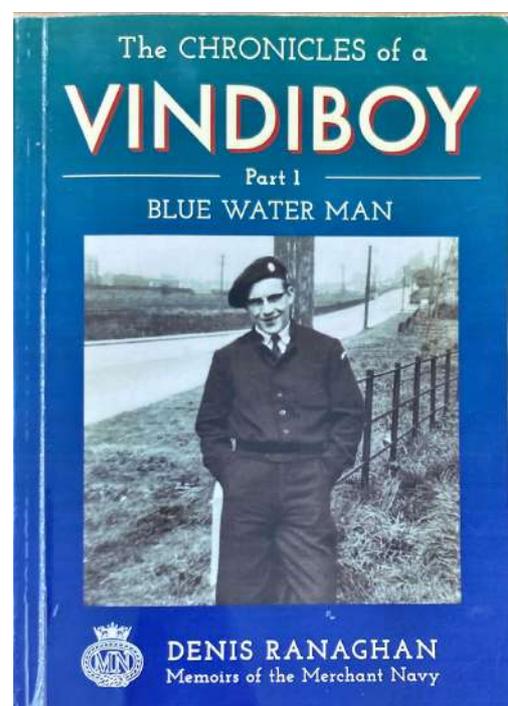
When the question is put to a seafarer it is often put by two different groups of people; those who have never been to sea and other seafarers. The first group will ask something like what was your first trip like and were you seasick?" The fellow seafarer will simply ask what "What was your first ship?" The latter's interest is in your first ship and not your health. You volunteer that bit later.

Way back in the spring of 1956 I was collected in a travel agent of all places by the Captain of my first ship. Was I delighted to see him? I certainly was. It was one of those very hot spring days and I had been sitting sweltering in the travel agent's main office. I was wearing the uniform I had been issued with on my training ship. This uniform was of heavy wool and my battledress jacket was quite tight. Regulations at the school were very strict and we had to have our shirts and ties buttoned up and tight and the battle dress buttoned up except for the top two buttons. Luckily my beret was tucked into my shoulder strap. And I had of course my kit bag at my side. The various people that came into this office must have thought I was part of a travel promotion.

The captain had a taxi outside and we made our way down to the docks, he told me I was joining a tanker, and in the near distance I could see the stern of a very, large oil tanker. I knew a little about oil tankers and I was dreaming of sailing to the Persian Gulf, ports at the Venezuelan oil fields or Texan oil in the USA. We alighted from the taxi about fifty yards from the tanker and I wondered why. I soon had the answer as the Captain said to me "Be careful going down that ladder". And then I saw our tanker, except for her masts there was a small grey object many feet down that rocked gently against the quay and that was the Assurity my first ship. She was one of the Everard Company's grey ghosts and would certainly not be sailing to the Persian Gulf or any other oil producing country. We would instead be sailing to an oil refinery called Fawley near Southampton. The catering staff on board consisted of a cook and me and I was signed on as a cabin boy.

We sailed the next morning and I was delighted as we sailed down Belfast Lough bound for Fawley

on my first trip. Just after lunch we rounded the Copeland Islands and ran into a full gale in the Irish Sea, the Assurity practically went over on her beam ends both port and starboard at the same time dropping her stern into a frothy sea and then dipping her bow into huge waves. Needless to say, I was as sick as a dog within a very short while, I fell asleep in an armchair in the officer's lounge wishing I had stayed at school, wishing we could turn back to Belfast wishing I could die and vowing to get off in Fawley and go home and never see the sea again. My brain was working overtime as I then remembered that just a little over three and a half years ago the car ferry Princess Victoria foundered. Somehow, I struggled through dinner and went aft to my single berth cabin and my bunk. When I open my cabin door there was an awful mess, my locker had opened and most of my clothes were on the deck, luckily, I had closed and dogged down my port hole. Every time she rolled to starboard green water would cloud the glass and as she heeled over further the water turned to darker and blacked out all light. It wasn't much better when she rolled to port because there was only grey sky. I managed to secure my locker but I threw all my clothes on my settee, climbed into my bunk where I drifted off to sleep to the thump of waves on my port hole. A strange maritime lullaby.



Next morning, I awoke as fresh as a daisy and it was after breakfast time I realised I was no longer sea sick though the Assurity was still rocking and rolling all over the place. I had beaten the dread mal de mer and was never sea sick during my long sea career. Two or three days later, we docked in Fawley and I had completed my first trip.

Not really, I was to stay several months on board sailing to many ports around the UK and the Continent.

We would fill all our tanks in Fawley and one or two other refineries around the UK to fill the large oil tanks ashore in many ports. We could be in two or three different ports in any one week, what you might call a maritime equivalent of an oil delivery truck.

So, theoretically Belfast to Fawley was my first trip but as a seafarer the four months I sailed in the Assurity, was my actual first trip and I will always have fond memories of that little ship and her crew. It should be remembered that at this time in 1956 was still a world of grey as it was only a short eleven years since the Second World War. I was reminded of this a few times in the chart room besides the principle chart of where we were at that time there were smaller coloured charts of channels that had been cleared of war time mines that had to be carefully navigated before picking up the harbour pilot. I thought that if we did strike a stray mine and us laden with perhaps petrol or aviation fuel it would be parachutes we would need not life jackets.

We used to sail into Le Havre and Cherbourg with cargoes where I knew my elder brother Richard had been before me on the large Atlantic passenger ships. And I remember a couple of us going ashore in Hamburg and with the exception of a few buildings acres of the city was a sea of debris, the result of day and night bombing and a later firestorm by Allied bombers in 1943 destroying shipyards, oil refineries, U Boat facilities and much of the city. This eight daily bombing was to be known as Operation Gomorrah. Up the River Seine in tranquil waters was the little Port Jerome where we discharged petrol, we used to take a ferry across the river to the quaint village of Quillebeuf. It had typical

French cafes and trees dotted the village. We used to get the long French breads and cheeses to vary our diet on board. And it was here I was introduced to that interesting drink Pernod. Another French port was Lorient where on the way to our oil berth we used to pass the enormous German U Boat pens that were impervious to land, sea and air attack.

These pens could contain many U Boats in complete safety and it was here that the U boats were repaired, replenished with stores, torpedoes etc. and prepared for sea again. Another quaint place was the beautiful city of Aarhus in the Kattegat Sea nor too far from Copenhagen with all its traditional buildings. And I can't forget the huge port of Rotterdam, back in those days it was huge, so much so that we didn't bother going ashore there.

On that marvelous little ship within a few months on my first trip I had visited places I had never heard of in my life. The schoolmates I had left behind a few short months back were leading dull, repetitive lives and talked about their holidays in Ireland, the furthest any of them had travelled was about 50 or 60 miles to Dundalk in Ireland. I on the other hand had been to France, Germany, Holland and Denmark, many ports in Ireland and England, had exciting times and got paid into the bargain. I was to do countless trips worldwide in my three decades plus career on many ships but like one's first kiss one remembers fondly that first trip to sea.



**Lord Fitt in conversation with Denis Ranaghan at the unvailling of statue commemorating the life of Michael Magennis V.C Royal Navy at Belfast city Hall.**

# Children's Art Competition 2022



CHILDREN'S ART COMPETITION 2022

7 to 9 Years

10 to 12 Years

Highly Commended

SAVE THE OCEAN

On Saturday May 7th a very successful prize-giving in relation to the art competition took place at the Museum. Sincere thanks are due to Sue and Padraic O Brolchain for all their organising work and to Eason's Dun Laoghaire for sponsorship. On the day Colm Hand the manager at Eason's acted as M.C. and presented the prizes. He was accompanied by Laoise from the shop.

# The Halpin Restoration

## By Eve Courtenay

On Thursday the 21st of April 2022 the National Maritime Museum of Ireland opened their exhibit on the life and achievements of Captain Robert Halpin. A man who spent his life on the sea and who was most notably responsible for the laying of the Trans-Atlantic Cables in 1866 which was the first step in developing the instant, international mass communication we take for granted today. But the process of getting this exhibit ready was almost as long and with as many hiccups as the laying of the Trans-Atlantic Cable!

The museum was already in possession of the real dress uniform of Captain Robert Halpin- a wonderful artifact as it was, but due to its years, was in a state of distress. A piece of such historical significance, the museum committee including Roger Kirker, Glynis Ryan, Padraic O'Brolchain, and Michael Haugh, decided, ought to form the centrepiece of the new exhibit. But first it would need to be restored. The National Maritime Museum applied for and received a grant of €11,635 from the Heritage Council as part of the Community Heritage Grant Scheme 2021. This was used to restore and then display Halpin's uniform. The committee selected Rachel Phelan, a textile conservator, to restore the uniform. The restoration process was very thorough. First, Rachel removed ingrained soiling before humidifying the object to remove creasing. She then polished the metallic parts of the uniform. Any faded fabric was dyed and any torn fabric was stitched back together. The sword was given a protective coat. This was not just about restoration but about conservation. In order to preserve this restoration a grant from Dublin port for an additional case to store and present Halpin's telescope was ordered. The case in particular was of the utmost importance- it was to be airtight so as to preserve the uniform perfectly. The total cost for the refurbishment of the uniform and supply of a new display case was €17,656.40.

Now that the plan for an exhibit was in motion, the museum set about gaining public interest. The publicity team had Jochen Romstedt on conventional print media. However, for the first time the museum used technology in order to



promote an event. Conor Doyle led the internet presentation of the exhibit while Michael McCormack organised the social media outreach with Esther Kane on design and helping with the social media. Interested parties were kept up to date with regular Facebook updates managed by two Master's students from UCD, Jade Connell-Carroll and Diarmaid Hough as well as documenting the process of restoration. They also released quizzes and word searches for the children to keep them engaged as well as sharing 'quick Captain Halpin Fast Facts to keep you entertained'. The engagement on all of these posts was very good, people were excited for the new Halpin exhibit.

Unfortunately, due to BREXIT, the special case the museum had ordered for the uniform to be displayed in had not arrived in time for the October opening (and would not do so until the 26th of November!) and so, like the first laying of the Trans-Atlantic Cable by Anderson which failed and had to be attempted again by Robert Halpin, so too were our plans delayed! Fortunately, the Heritage Council were understanding when it came to our difficulties in meeting the deadline and allowed for some flexibility.

As the arrival of the case drew closer, the rest of the exhibit could be planned. Other features, such as Halpin's hat box, christening cup and epaulettes and the menu that was had at Halpin's portrait presentation found their place among the exhibit. Additionally, Jade and Diarmaid began

work on an interactive video to go alongside the display. This was to be a particularly modern thing with motion sensor technology to activate the story of Halpin when visitors walked by. Wicklow-native Jim Rees was selected to read Jade and Diarmaid's script about Halpin something he was rather excited for.

Now the exhibit itself had been set up, it was time to move onto the planning of the launch. The CEO of Dublin Port Company Eamon O'Reilly was offered the opportunity to open the exhibit. Dublin Port also provided the catering for the launch.

The date for the launch was set: Thursday 21st April 2022. Now that the exhibit was confirmed, the museum began to stir public interest again with a press release sent to various news outlets to spread the word. Publications such as Afloat wrote pieces on Halpin and the display.

On the day, Joe Varley acted as Chairman. The speakers were Jim Rees of the Arklow Maritime Museum who spoke on the life of Captain Halpin. Cathaoirleach Lettie McCarthy spoke on Halpin's contribution to civic life in Wicklow. Seamus O'Connor, chairman of the museum committee spoke on how the museum committee went about getting this exhibit up and running as reflected in the article above. Finally, Eamon O'Reilly, as well as opening the exhibit, outlined the significant contribution Captain Halpin made to international communication when he spoke.

The exhibition can be viewed at the National Maritime Museum 7 days a week 11:00 to 17:00.

Eve Courtenay from the Wirral on Merseyside is on a 8 week internship at the museum. She is a graduate of the University of Leeds. A capable lady and a multi-tasker she will start post-graduate studies in museum work at the University of Glasgow in September.

We would like to give a sincere thanks to Eve, Shania and Cian who have been interning at the museum recently. It is a remarkable coincidence that they will be all studying together at Glasgow University this Autumn.





(R-L) Michael Haugh MII, Ronnie Lewis MII, Lar Joye, Heritage Officer Dublin Port Company



Chairman Jim Rees, Arklow Maritime Museum



Jill O'Byrne, Dorothy Conaghan & Peadar Ward MII



Lesley Ann Hayden, Heritage Council & Glynis Ryan, Museum Committee

# The Halpin Launch

## By Richard McCormick

Like heritage organisations worldwide, the Maritime Institute of Ireland suffered significant footfall and revenue shortfalls during the Covid-19 pandemic. Nonetheless, having survived 81 cyclical years of prosperity and adversity since 1941, the Institute's Directors determined that a new Captain Robert Halpin (1836 – 1894) Exhibition should form a central feature of Dún Laoghaire's National Maritime Museum when it re-opened. This notable aspiration was accomplished by the Museum Committee in April 2022 with the welcome assistance of a €11,635 Community Heritage Grant from the Heritage Council and the support of Dublin Port Company. The CEO of Dublin Port Company, Eamonn O'Reilly, officially launched the Captain Halpin Exhibition saying: "During my time in Dublin Port, I have come to understand the importance of heritage in planning for the future. We have a dedicated team headed by Port Heritage Director, Lar Joye, working on heritage and culture programmes and designing infrastructure which contributes to our stated objective to integrate Dublin Port with Dublin City and, in so doing, to offer a cure to the all too prevalent ailment of sea blindness." An insightful antidote indeed to the neglected state of Irish maritime and heritage affairs.

Emphasising Halpin's enduring impact on international trade and communications, he elaborated: "In this context the Halpin Exhibition and the work of the National Maritime Museum are important contributions to the preservation of our maritime heritage, bringing together an exceptional seafarer, his uniform and a remarkable SS Great Eastern model to both entertain and educate within a museum setting"

Dr Joe Varley, President of the Maritime Institute of Ireland and Councillor Lettie Mc Carthy Cathaoirleach of Dún Laoghaire Rathdown County Council praised the Museum Committee's innovative interpretation of Halpin's pivotal influence on nineteenth century international communications. Arklow Maritime Museum Chairman and Halpin biographer Jim Rees and

Seamus O'Connor, Chairman of the Museum Committee related key highlights of Captain Robert Halpin's illustrious career. Going to sea at 11 years of age, Wicklow Town born Robert Halpin survived two shipwrecks and the American Civil War, eventually rising to command the cable laying SS Great Eastern, the largest ship in the world at that time (see October 2019 edition of Marine Times).

Visitors to the Museum will marvel at Captain Halpin's Royal Naval Reserve dress uniform, complete with epaulettes, bicorn hat and dress sword, which were bequeathed to the Institute along with other artefacts by his daughters Belle and Ethel Halpin. This extremely rare 150-year-old RNR uniform, painstakingly restored by professional textile conservator Rachel Phelan, is proudly displayed on a custom made mannequin safely enclosed within an environmentally protective display case, all funded by the Heritage Council. The Captain's ceremonial sword was last used by the Institute's Patron, President Michael D. Higgins when in 2012 he officially re-opened the newly refurbished Department of The Taoiseach funded National Maritime Museum, supervised by the OPW.

Other artefacts include Captain Halpin's sea chest, his portrait, a painting and detailed scale model of SS Great Eastern plus original nineteenth century undersea cables. His telescope, and personal effects including his christening cup, hat and epaulette box and a teapot are displayed in a separate secure exhibition case funded by Dublin Port Company. An interactive touch screen display illustrates his career, the history of SS Great Eastern and cable laying, whilst a separate visual display loop features a fascinating voice-over, with his incredible exploits retold by his biographer, historian Jim Rees. All these elements seamlessly combine to make a visit to the Maritime Museum extremely worthwhile thanks to the Heritage Council and Dublin Port Company.

# MSPI

## By Roger Kirker

What is it? The Museum Standards Programme for Ireland is a set of professional standards in collections care and its purpose aims to recognise the achievement of those standards within the Irish museum sector.

Where is it done? Accreditation is open to all Irish museums that meet the eligibility criteria, and is achievable in all museums of all sizes and levels of funding.

Who uses it? Participants range from national institutions, through local authority, to private, co-operative and small volunteer run museums.

Why is it used? It is used to set a base line for management of collections in not for profit institutions that collect, safeguard, hold in trust, research, develop and interpret collections of original objects and items on loan, for the public benefit.

When is it used? The standards are introduced and need to be accepted and complied with continuously by all members of staff from the Board down.

Which? There is no choice in levels of standards for the museums, so one size fits all and is recognised throughout the country and international culture sector.

A consultant coordinator has been appointed by the Heritage Council to manage the programme.

Once the museum is informed of its eligibility, members of the museum's staff will be invited to attend an orientation, where they will be introduced to the people involved in the programme and be given an overview of the accreditation process. They will also be introduced to their mentor museum.

Our first mentor museum was the Print Museum, then following their closure for moving to a new location, we were mentored by the Kilmainham museum.

The specific Standards of the MSPI is based on 34 minimum standards divided into 7 categories:

1. Constitution and policies.
2. Museum management.
3. Caring for the collection.

4. Documenting the collection.
5. Exhibition.
6. Education.
7. Visitor care and access.

25 of the Standards relate to Interim Accreditation and 9 relate to Full Accreditation.

It can take up to 5 years from receipt of the application for eligibility to achieve all the Standards.

The process is divided into 3 stages which take the museum to Interim Accreditation and ultimately to Full Accreditation.

Stage 1: Self-assessment review.

Museums spend 5 to 6 months reviewing their operation against the Standards and further questions on the Accreditation Application Form. This review should involve both museum personnel and their governing bodies, which will be a comprehensive self-assessment of their entire operation. The museum will submit the Accreditation Application Form and supporting documentation, usually by the end of June.

The museum will receive its 1st Assessment site-visit from 2 MSPI Assessors. A follow-up report will confirm their findings both for the museum and the Heritage Council.

Stage 2: Application for Interim Accreditation.

Following the 1st Assessment, the museum had up to 20 months to prepare and apply for Interim Accreditation.

Invites to a rotating series of workshops run by the Heritage Council was organised to complement other training requirements to achieve the standards.

At the end of this stage (which was September 2021), the museum submitted the Interim Accreditation Application and included supporting documents.

The Assessment took place on 10th November 2021 by ZOOM, and the 2 assessors Final Report was forwarded to the Advisory Group for review.

This Advisory Group made recommendations to the Heritage Council to award Interim Accreditation Status to the National Maritime Museum of Ireland under the MSPI..

We have Interim Accreditation!

The awards ceremony is in Kilkenny Castle on the 13th July 2022.

Stage 3: Application for Full Accreditation.

Museums usually apply for Full Accreditation within 12 to 24 months of applying for Interim Accreditation. We have decided to apply in September 2023.

Maintenance of Accreditation.

Accredited organisations are required to submit an application to confirm maintenance of the standards within 3 years of receiving their Final Accreditation Certificate.

**Pros:**

We all learnt a lot about the museum and how to care for our collection of artefacts professionally.

There were a lot of new procedures and practices to be set up and recorded in the Documentation Manual. Which in time will prove to be useful.

It is a recognition in the industry achieved by volunteers which could lead to the borrowing of significant items to enhance our exhibitions.

It was challenging & interesting work.

**Cons:**

Nil.

## Book Review By Joe Varley

It is very seldom that a well-told story based on an actual incident appears in Irish maritime literature. However, 'The Lonely Sea and Sky' by Dermot Bolger, first published in 2016 and now re-issued by New Ireland Books is exactly that.

Dermot's father Roger begins his sea-going career on the M.V. Edenvale, yet artistic licence allows the author to place on the M.V Kerlogue. It is Roger/ Jack in the novel who narrates the story which is the voyage of the vessel when they saved the German sailors in the Bay of Biscay. It is done over a very short timeframe starting in 14th of December 1943 in Wexford and finishing in New Year's Day 1944 in Cork Harbour.

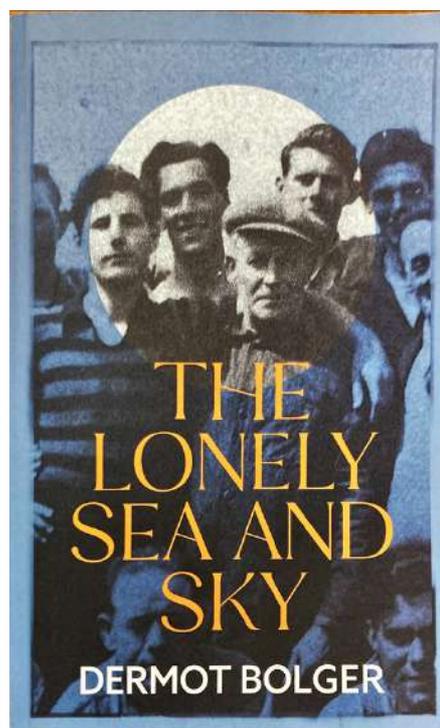
The narrative is extremely authentic from a sea-going perspective. Jack is horribly seasick at the start of the voyage. His developing relationship with and insights into the personalities of his fellow crewmen allows Dermot Bolger to give a

very creditable depiction of the merchant seaman who braved both the elements and torpedoes on the 'Lisbon Run' at that time. This realism finds a delightful development in the sharp wit and black humour that can be a characteristic of life in the merchant navy. The 'The drawing of a dead horse' (an advance note) and 'Bombay Runners' (Cockroaches) are slang well familiar to an older generation of sailors. When Myles Foley, the oldest man on board, is obliquely asked his age his perfect retort is 'I am older than my teeth and that is all I am saying'

Yet on 29th of December 1943, the same gentleman and young Jack/Roger Bolger were hauling Germans out of a storm-tossed Biscay. Dermot Bolger conveys vividly the universality of the sea-going culture. It does not matter what flag they were flying.. If they are in the water, you haul them out if you can.

Do I have any quibbles in regard to this book? I think that Katefina the Jewish girl in Lisbon and the hardened Nazi sailor contribute very little to the story. Yet this is probably myopic sea-blindness on my part. Another reviewer would say that both characters gave contextual background and helped to keep the story going.

It is a long time since I have enjoyed reading a novel so much.



## Chilean Ambassador's Visit By Joe Varley

On Thursday 3rd of March, we had a visit at the museum from the Chilean Ambassador H.E. Carla Serazzi. She was accompanied by Daniel Mara and Pilar Gonzalez both from the embassy. They toured the entire museum, but in their special interest was in relation to Bernardo O' Higgins the founder of the Chilean Navy. In this regard Brian, Joe and Padraic were able to provide information. The party had a great chat with Captain Frank Best. This unfortunately was probably one of the last times Frank guided at the museum. They were received by Joe and Declan and the ambassador was introduced to the C.E. staff on duty. She was very interested in the thinking behind the scheme as they do not have comparable programmes in Chile. Overall it was a very low-key and pleasant visit



**H.E. Ambassador Carla Serazzi presenting Joe Varley with some books for our library**

## Captain Frank Best By Joe Varley & Esther Kane

It is with great regret that we have to announce the death of Captain Frank Best on the 5th of July last. Frank was a true supporter of all our work and a superb guide at the museum. A fuller appreciation of his life and times will appear in the next issue.



**(L-R back row) Padraic O'Brolchain Museum Committee, Daniel Mara Second Secretary, Brian Ellis Librarian**

**(L-R front row) Joe Varley President MII, H.E. Ambassador Carla Serazzi, Captain Frank Best MII.**

For us, the above picture has a certain poignancy as it was the last day Frank was guiding around this museum, a place of which he had a life long connection with.

Captain Best was laid to rest on Thursday 14th July in Deansgrange Cemetery. May he Rest In Peace.

**Disclaimer: The views and opinions expressed in this newsletter are those of the contributors and do not necessarily reflect the official position and policy of the Maritime Institute of Ireland.**