



MARITIME Institute of Ireland

2025
Winter Edition

NEWSLETTER



A happy group at Kilkenny Castle

Price: €3 (Free to members)

Maritime Institute of Ireland
Winter Newsletter
2025

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Suha Shaheen.**

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President's Address by David Curtis



I am writing this update in September 2025, and it is pleasing to report that a great deal has taken place at the Institute since the last newsletter.

You may have noticed a new name at the top of the address, and it is a

great privilege to have been elected as your president at the recent AGM. It would be remiss to go any further without passing on my sincere thanks to Joe Varley, our outgoing president, who has given so much to the Institute, and it is pleasing to report that Joe will remain on the Board of the Institute as a director and will also continue to help us as we move forward. I look forward with confidence to the continued success of the Institute in the coming years.

Following the AGM and since the last newsletter, we have some new directors and officers, Alison Boyle, Amy Walsh (Secretary), Jess Milhausen (Vice-President), Stephane Maurin, Keith Stratford, and Robert Conway-Kenny, who are warmly welcomed, and I very much look forward to working with them as we go forward. I also want to sincerely thank Ray Traynor, who stepped down from the Board after some 20 years, and whose help with the CE Scheme and guidance to the Board over the years has been very gratefully received. Ray was awarded Honorary Life Membership of the Institute at the AGM. We wish him well for the future, and thankfully, he continues to volunteer with us.

Coming to the Museum Committee, I want to acknowledge and say a big thank you to Seamus O'Connor, who has stepped down as Chair of the Committee and whose service was recognised at the recent AGM. Seamus will continue to volunteer and assist the Committee. I am pleased to welcome Roger Kirker as the new Chair of the Committee, and I look forward to working with him and the Committee in the future.

A key development for the Museum was the attainment of MSPI standards accreditation from the Heritage

Council. We were one of 11 Museums that were formally recognised via the Heritage Council's Museum Standards Programme for Ireland (MSPI) at a special awards ceremony in Kilkenny Castle in July 2025. This accreditation is an incredible achievement for a small, volunteer-run Museum, and I would like to acknowledge this and extend my thanks to all the members of the Museum Committee and volunteers who made this possible. The accreditation was featured in a recent article in the *Southside People*.

The Library continues to go from strength to strength, and a recent development to enable an online catalogue for some 7,000 titles is ongoing, for which we received grant assistance from Dun Laoghaire Rathdown County Council. I would like to thank both Dun Laoghaire Rathdown County Council for the funding and Richard McCormick for doing the hard work on the successful application.

Without the dedication of Declan and the CE Scheme staff, plus the volunteers, the Institute and the Museum would not be what it is today—my sincere thanks to them for their continued effort and commitment. On the CE Scheme, I want to welcome Suha, Alan, and Olena to the Scheme. I also want to wish Peter well as he leaves the Scheme to take up new employment. His new employer's gain is our loss, and we wish him well.

A small but successful commemoration of the Leinster sinking was held at the Anchor on 10th of October 2025, followed by an informal reception at the Museum. The city Quay remembrance took place on 23rd of November 2025.

The Pat Sweeney photographic collection has been digitised with the grateful assistance of Dublin Port Company, and this great collection of maritime heritage is a wonderful treasure for the Institute to have. We are incredibly thankful to the Sweeney family for this bequest. With Dublin Port, we are making plans for an exhibition of this work in 2026 details to follow in due course.

As you can see, there is much going on, and it is an exciting time to be president, which I am very much looking forward to representing you all.

Memories of Arthur Reynolds

by Lorna Siggins



Arthur Reynolds in 2013

Former Maritime Institute member Arthur Reynolds, who died in March 2023 at the age of 93, often attributed his interest in the sea and its potential to maritime historian Dr John de Courcy Ireland.

He was also inspired by his uncle Willie Walters, who survived not one but two shipwrecks.

Arthur Noel Reynolds was born in Leeson Street, Dublin, on Christmas Day, 1929, the only son of an Irish mother and an English father who, as an electrical engineer and pioneer radio manufacturer, introduced several electrical innovations to Ireland, including x-rays, and had interests in early cinemas.

He spent ten years at St. Patrick's Cathedral Grammar School in Dublin. Selected for the school choir, his talent for singing meant that he was kept from classes, and he felt that his education suffered. It turned him against music for a time, until he developed a love for Irish traditional music much later. He didn't sit the Intermediate or Leaving Certificate exams.

He took up angling and would ride on coal barges along the canals, and he also ran a number of enterprises while still a student. These included selling minnows to angling shops, selling used light bulbs to a factory in

Bray, collecting gull eggs for restaurants, and horse manure for Dublin homes when the then government urged people to grow their own vegetables.

Dr John de Courcy Ireland was one of his teachers at St Patrick's Cathedral school and was a major early influence. It was through De Courcy Ireland that Reynolds developed a keen interest in all things maritime, and the two shared a lifelong friendship and involvement in left-wing politics.

Arthur met Justin Keating, former Labour energy minister, through the Promethean Society, a left-wing student group associated with Trinity College, Dublin. He didn't go to university himself - his first job was selling cars in a garage owned by racing motorcyclist Stanley Woods.

As a result of creating a model of one of these cars, he pursued an education in art for a time and spent a year at the Académie des Beaux-Arts in Paris.

He moved to London, where he became secretary of the Hampstead branch of the Communist Party. He then became involved in journalism, selling advertising for The Daily Worker newspaper. He was active in the Connolly Association and campaigned for the return of the Hugh Lane paintings to Ireland, speaking at Hyde Park Corner on the issue.

It was through a shared interest in politics that he met Stephanie Rayner in London in 1954. After they married, they moved with Stephanie's daughter, Anne, to Dublin, where he secured a job in the Irish Press, and the couple had a son, Fintan.

In 1955, just 18 months after joining The Irish Press, Reynolds was "bought out", as he put it, by The Irish Times at an above-rate salary. In 1959, he built a house in Coliemore Road, Dalkey, largely with his own hands, on a site considered impossible for construction.

The house, still standing today, was built on five pillars for £3,000 (Irish pounds). It took four years to complete and made one of the highest prices for a three-bed home in Ireland when it sold in 1970.

He believed the fishing industry represented Ireland's best economic hope – Ireland's "blue fields" as he

termed it. Frustrated with slow progress after 19 years of political involvement, he started a magazine dedicated to development of the Irish fishing industry.

After an initial four-year start-up period, *The Irish Skipper* turned out to be a sound financial success. He had already established a reputation for reporting on marine affairs in *The Irish Times*, where his full-time post was then in production, in charge of the paper's city edition.

He joined the Labour Party and was a correspondent for the Russian news agency TASS for a time before it appointed its own staff correspondents.

The Irish Skipper had become a voice for the commercial fishing industry at a time of considerable expansion of the Irish fleet. The publication opposed Ireland's decision to join the EU in 1973, mainly because of the impact on some of the richest waters in Europe off this coast and the unsatisfactory handling by Irish negotiators of accession terms in relation to fisheries.

Reynolds felt the magazine's stance was vindicated when Ireland, with 16 per cent of EU waters at that time, was awarded just over four per cent of the annual catch.

He acted as a mediator when a dispute broke out between trawlers from the Republic and from Northern Ireland fishing off Dunmore East, Co Waterford, for herring. He also supported a plan in 1972 for a multi-million-euro oil refinery in Dublin Bay, arguing that it might offer Ireland a degree of energy independence and release Irish fishermen from the tyranny of rising fuel prices.

He sat in on talks with the Government, including then-minister Charles J Haughey, about the refinery, but said that at a late critical stage, Haughey "killed off" the idea. Reynolds said later he believed vested interests did not want to lose valuable shipping and insurance business attached to transporting refined oil to Ireland from Milford Haven in Wales.

The proposal had been opposed by the Dublin Bay Preservation Association, whose spokesman, Seán "Dublin Bay" Loftus, became an environmental campaigner and a politician.

While working at his two journalism jobs, Reynolds built a house in south Wicklow which he had designed at the Bolton Street School of Architecture in Dublin. He

had maintained his interest in art and became a keen collector with his second wife, Mairead Dunlevy, a curator at the National Museum of Ireland after his divorce from Stephanie in 1968.

He also contributed to RTÉ Radio 1, including *Sunday Miscellany*, and wrote on maritime issues for Ireland of *The Welcomes* and the French maritime journal, *Le Chasse-Marée*.

Arthur took early retirement from *The Irish Times* due to stomach trouble after he had an ulcer removed. Even during that operation, he produced an edition of *The Irish Skipper* from his hospital bed. At its peak, the magazine had 13,000 readers, ranging from former Taoiseach Charles J Haughey to the US State Department.

After 27 years, he sold his maritime publishing company; the magazine continued under new owners, and Arthur was invited to mark its 50th anniversary at *The Skipper Expo* in Galway in 2014. The magazine marked its 60th anniversary in 2024, a year after Arthur's passing.

He spent one term as a member of the Board of the State sea-fisheries organisation *Bord Iascaigh Mhara*, having been appointed by then Fine Gael marine minister Seán Barrett.

He was an active member of the DMYC and sailed extensively in a Ruffian named *Diolinda* (after his uncle Willie Walter's ship), and in two cruisers he had built, *Blue Fin* and *Gulliver*, with close friend the late Ivor Davies.

In 1995, he circumnavigated Ireland in yacht *Gulliver* with journalist Lorna Siggins, photographer Frank Miller and crew Ivor Davies and Breeda Murphy for a four-part series commissioned by *The Irish Times* features editor Caroline Walsh.

He travelled, wrote the occasional *Irishman's Diary* for *The Irish Times*, contributed material to the "Y" column written by former editor Douglas Gageby, and took a keen interest in Irish traditional music. He attended *Comhaltas Ceoltóirí Éireann* weekly music sessions in Monkstown.

In his later years, he moved to Bergen in Norway where he married Borghild Lieng, a Labour party city councillor. The couple undertook many adventures in their camper van, at one point driving all the way up the Norwegian coast to the Lofoten islands.

Arthur also undertook several sea passages on the Norwegian sail training ship Statsraad Lehmkuhl with Borghild when he was in his eighties.

After the sudden death of Borghild in February 2021, he moved back to Ireland to Rosepark Independent Living in Blackrock. Failing sight meant he could no longer read newspapers, but an invitation by Rosepark manager Aidan McNamara to give Sunday storytelling sessions allowed Arthur to indulge in, and share, his love of people and humour.

Close friends in Norway, who sent a message which was read by humanist celebrant Bryan Nolan at his cremation, said that “Arthur brought with him an unforgettable joy of living, a great wit and wittiness”.

“He also passed on to us an unfathomable amount of knowledge and stories of Irish society and way of living,

frequently coupled with mischievous jokes and great laughs. What a wonderful companion he was,” they said.

“And he enjoyed drawing comparison between Irish and Norwegian politics, especially in fisheries, of course, and oil industries. So knowledgeable, so keen on discussions – preferably with a provocative twist and a political proclamation. Arthur brought Ireland and the Irish into our lives. What a great voyage it was,” they said.

Last year, a bench in Arthur’s memory, complete with the epitaph he reworked, was unveiled at Dun Laoghaire Motor Yacht Club.

Arthur Reynolds is survived by his son Fintan, step-daughter Anne (Childs), grandchildren Jessica, John, Katherine and Stephanie and godson Cian Siggins, and many close friends.

Dublin Port History: The Digitised Pat Sweeney Collection

The lecture successfully held on 8th October 2025 at Dublin Port

A full report and pictures will be featured in our next newsletter issue.

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DUBLIN PORT

National Maritime
Museum of Ireland

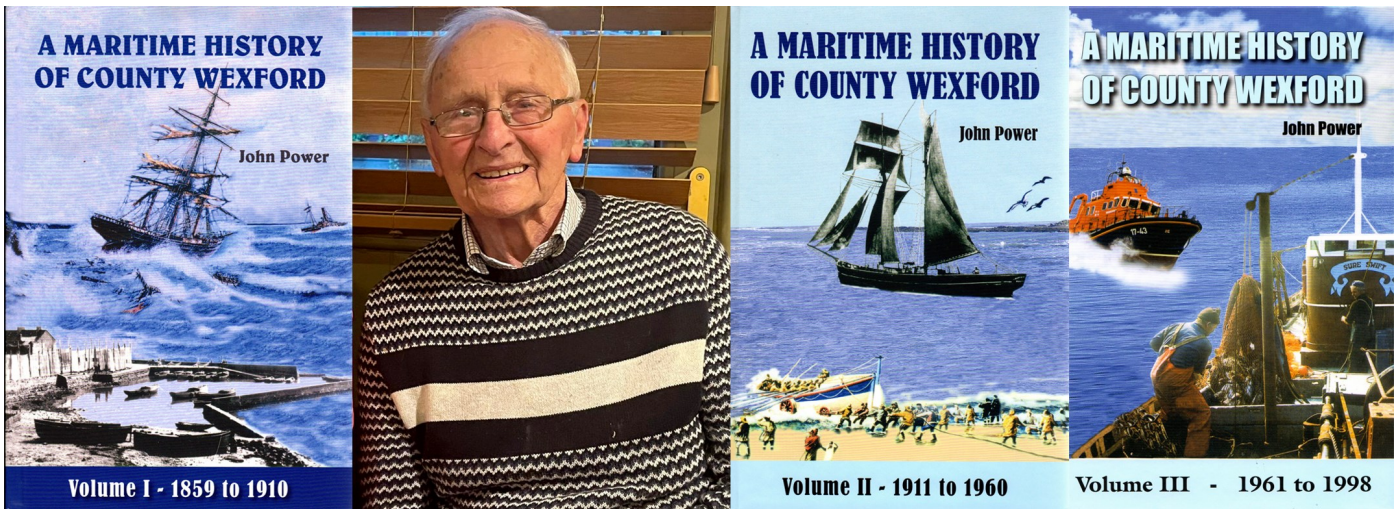
DON'T MISS THIS UNIQUE OPPORTUNITY!

**JOIN US AT
DUBLIN PORT
TO EXPLORE
PAT SWEENEY
COLLECTION**

09 August 1955

John Power Obituary

by Richard McCormick



John Power, a member of the Maritime Institute of Ireland, was a man of many diverse talents with an abiding passion for writing and the development of his beloved Kilmore Quay, Co. Wexford. The three volumes of his Maritime History of County Wexford in our Library are always the first to be consulted when responding to Wexford maritime queries. He also provided images and information for the MV Kerlogue Exhibition touch screen.

Born in 1933, John leaves a very considerable legacy behind him: first as a commercial fisherman between 1958 and 1995, then in maritime and community activism. He was Secretary of Kilmore Quay Fishermen's Co-Operative Society and Chairman of the National Federation of Fishing Co-Ops, as well as serving on the Board of BIM, plus involvement with the Inland Fisheries Commission, the Marine Institute and the Sea Fisheries Protection Authority. As well as being a Peace Commissioner, John was also a valued and highly respected member of Wexford environmental, rural and local development committees.

I had the privilege of knowing John in BIM while dealing with ice plants and fisheries training and through our shared interest in maritime history. Very few people have made such an exceptional contribution to fisheries, and his talent for maritime research gave him great pleasure. Wexford has a rich tradition of maritime seamanship, but it takes an especially dedicated person to commit 20 years of research to paper,

which John did for posterity.

John will be greatly missed by his wife Patricia and their family and all those who knew him. Fittingly, his immense contribution to maritime history was acknowledged at the November 2024 City Quay Commemoration Service, by Dr. Joe Varley, President of the Maritime Institute of Ireland. *Ar dheis Dé go raibh a h-anam dílis.*



Homeward Bound. A sculpture at Kilmore Quay Memorial to those lost at sea

Spanish Naval Donation & Visit

by Joe Varley



Presentation of a Spanish naval book to the Museum Library accepted by Fergus Plunket (on left)

On Tuesday, September 10, 2024, we had a return visit to the Museum and Library from Enrique San Martin and his brother, Fernando. Enrique is a member of the Association of Naval Museums in Spain, and on this visit, he presented a book on Spanish Naval History to the Library. He is passionate about the story of the Spanish Armada in Ireland.

Enrique was disappointed that, at present, we do not have any artefacts or display boards concerning the Armada in the Museum. I mentioned this to Roger Kirkner, the Chairman of the Museum Committee, and it may be something that they can consider.

Museums often focus on anniversaries or special events. From 1986 onwards the Museum worked towards an exhibition on the subject of a 400th anniversary of the Spanish Armada. Ronnie Lewis was the President at that time, and a small group headed up by Philip Smyly, which included Kevin Crothers and Joe Varley.

The Armada was the big attraction at that time, and a major exhibition was mounted at Greenwich, with a series of regional ones held all over Southern and Eastern England. We were well aware of all this, and to avoid duplication, the title of our exhibition was 'Spanish Armada- The Irish Maritime Dimension 1588'

Two lucky occurrences then happened. We obtained a loan from the Office of Public Works of a genuine Ar-

mada cannon that had been retrieved from the recently discovered Armada wrecks at Streedagh Strand in Co. Sligo. Philip Smyly was aware of a series of meteorological maps that showed the weather as the Armada rounded Scotland and came down the West Coast of Ireland. The raw data for these maps were pressure readings, originating from the Danish Meteorological Service. This data had been converted into modern Met Maps at the University of East Anglia. The modern practice of using the concept of fronts, such as cold and warm ones, only originated during the fighting in Flanders during World War I. We got permission from East Anglia to use these, and they were professionally laid out on display boards with appropriate commentary.

The exhibition was very successful and attracted good crowds until the Museum closed for the winter in early November. It is only since 2012, following the OPW renovations, that the Museum has been open on a twelve-month basis. The Spanish Embassy in Dublin was extremely helpful regarding this Armada activity in the distant summer of 1988, the then Ambassador, Dr Jose A. de Yturriaga, was enthusiastic and very much involved.

Enrique's visit prompted this trip down memory lane. The Armada is important, and hopefully, we will commemorate it in our Museum in the not-too-distant future.

**World Ship Society - Cobh
Branch
Lecture 20th January 2026
Somali Piracy
A problem solved?
Mr Muiris Mahon (ex Naval Service)
Commodore Hotel at 8:00 pm**

Well Done Maritime Museum For MSPI Award

23 July 2025

By Jess Milhausen

Last July the National Maritime Museum received full accreditation through the Museum Standards Programme for Ireland (MSPI). This Programme is run by



Roger Kirker being interviewed at Kilkenny Castle

the Heritage Council and requires museums to meet certain standards of care for collection and services to the public. The Irish MSPI standards are in line with other international Museum accreditation programmes such as Spectrum in the UK and the American Association of Museum standards for collections care in the US.

This process of accreditation normally takes about 5 years and is done in two parts by museums. The first part takes museums about 3 years and requires bringing the collections up to a set of best practice standards and submitting certain types of documents outlining policies and procedures. The second part is normally completed in an additional 2 years and requires additional action and documentation. Then every 3 years museums are required to submit additional documentation to ensure they are upholding these best practice standards at their museums.

This year 3 new museums were awarded full accreditation. The Model, in Sligo, Nano Nagle Place in Cork City and the National Maritime Museum of Ireland in

Dún Laoghaire. This brings the total number of fully accredited museums in Ireland to 58.

The National Maritime Museum is one of only a few of museums on this fully accredited list that is volunteer run. Most other museums that have been successfully accredited through the MSPI program have at least one, if not many, paid collections staff, who are academically trained in Museum work. While the Community Employment scheme provides employees to run the front of house, gift shop, administrative tasks and facilities, all the collections and exhibit work at the Na-



A group of awardees at Kilkenny Castle

tional Maritime Museum is done by volunteers. All of the documentation that was provided to MSPI was created by a few dedicated volunteers.

These volunteers have dedicated years to the National Maritime Museum. They learned about Museum best practices, wrote numerous new policies, updated the database and physical care of the collections. The three volunteers who were the backbone of the operation were Roger Kirker, Michael Haugh and Glynis Ryan. While many others assisted, without these three we would not have received the full accreditation certificate this year. This achievement is something everyone involved with the National Maritime Museum should be incredibly proud of and we look forward to upholding our Museum to these professional level of standards.

Philip Smyly Reminisces

Recorded by Padraic O Brolchain July 2006

Introduction:

2025 was a superb year for the Museum. We have rightfully highlighted the granting of the MSPI full accreditation in this issue. However, appreciation is required to the men and women who from the early 1980s developed under difficult circumstances the Mariners Church into the much admired museum we have today. In the vanguard of these was the late Dr. Philip Smyly, the curator at the Museum for a considerable period. Philip lived for the Museum.

We are fortunate to have the transcript of the tape Padraic O'Brolchain made with Philip in 2006. For editorial convenience we will print the transcript of the tape over this and the next issue of the newsletter.

Transcript of tape:

At the mouth of the River Liffey, there was a large sandbar and two strands. Wooden ships going on a sandbar could break up in the next storm. It was decided that something should be done to protect

be anything up to 300 ships here at any one time. It was agreed that there was room for a Mariners Church, and this was purpose-built for people who earned their living on the sea.

The gallery upstairs was reserved for the crew of the Royal Navy guard-ship at the harbour mouth. The church was built in 1837, a particularly unattractive barn. Later, it was added to in the 1880s when the foundation stone for the bell tower was laid. Finally, the present very fine building was completed. It has magnificent acoustics. We have been fortunate to have had many choirs, including the Monkstown Chamber Choir and the Italian Institute choir. In 1996, we were also visited by the choir of Manchester Cathedral. Twenty-two robed choristers sang for us for over an hour. It was really wonderful. [In May 2025 - Cor Fingal choir from the Fingal area performed a concert, "Songs of the Sea" to a full house]

In 1971, the then rector approached the late lamented John De Courcy Ireland, the research officer at The Maritime Institute, and said that he thought the church would make a good Museum. In 1977, the downstairs part was opened as a Museum; FAS workers carried out the conversion. From then on, Robbie Brennan was, among his many activities, appointed as warden. We had two chief wardens (and no other kind), and he was one of them. I came down at that time to help clean the place. We got going gradually. Up there, the gallery over the library was only a dump. There were some broken models and things, which have now been moved downstairs. [Robbie Brennan stalwart of the Museum lived in Northumberland Avenue. The Maritime Institute recorded Robbie's life and times in our archival program in 1980s]

Now the area behind me is mainly devoted to Irish Lights. This is the Baily Optic; it was removed from the lighthouse at Baily in 1971. It was set up here, in their own time, by members of the Commissioners of Irish Lights. It was originally lit by oil, then by coal gas, and later by electricity. At its peak, it had a candle power of



Mary Robinson and Philip Smyly at the Museum
(Source: Newsletter Winter 1998)

approaching shipping, and eventually it was decided to build the harbour here in Dún Laoghaire. There could

nearly 2 million units. As you can see, it is currently lit by a 100-watt bulb; the original would have been far too powerful in this enclosed space.

The windows are essential. The East window is a replica of one in York Minster, and the one at the other end is a memorial to the Reverend Darling. He had a boat and used to go around ships visiting them. It is a representation of a Holman Hunt painting, "The Light of the World." Christ stands at the door and knocks. The critical part of the painting is that there is no handle on the outside of the door; it was up to the Christian within to open it.

Now, on the right, under this gallery, the first section is devoted to the French expedition of 1796. It set out on December 16th with 44 ships. Due to appalling weather and poor planning, the expedition failed. Wolfe Tone had persuaded the government of the new Republic to send this fleet. The idea was to get 20,000 men, or as many of them as possible, to Ireland as quickly as possible, and without a sea battle, to support the patriots in the struggle against England.

They assigned the senior officers to the speedy, single-decked frigates to expedite their arrival and get things organised quickly. Some of them never arrived at all, as they were blown out as far as the Azores. The whole thing finished up in disaster. Finally, the Admiral of the Advance Guard managed to get back to France. The authorities didn't believe his account of what happened, and it took him ten years to get his pension. **[This exhibit is now (2025) in a different location in the Museum. It is now in front of the library]**

The next bit is part of a series of things commemorating the laying of the transatlantic cable by the Great Eastern. The master of the Great Eastern was Captain Robert Halpin; his portrait is located at the end of the gallery. Capt. Halpin was mate on the first expedition to lay a cable in 1865. They laid a cable, which broke. They came back, collected the insurance, and went out with a better cable, laying it from Valentia Island in Co. Kerry to Heart's Content in Newfoundland.

On their way back, they grappled, you'll see on the model a grappling hook on the bow, and found the other cable and welded it on board, and then they had two cables. These cables would take 18 words in Morse code in 35 minutes. You can see a section of the cable

with a copper core on display. There are 2000 miles of that to go up and down the hills and valleys at the bottom of the Atlantic Ocean. It is covered in gutta-percha and iron. On display beside it is some fibre optic cable, which now connects Malahide to North Wales, capable of handling 20,000 voice messages simultaneously. That's only since great-grandfather was alive. **[In 2022, a major exhibition on Captain Halpin was sponsored by the Heritage Council of Ireland and Dublin Port Company opened in the Museum.]**

On the left of the door at the end of the hall, there are two peculiar-looking objects on the ground. An American named Smith discovered that Morse code can be transmitted through water. In the days before wireless, the Fastnet Rock was vitally important for sending messages to Liverpool or Southampton as Atlantic ships came into sight, so that they could get the trains ready for passengers and mail.

The cable was continually breaking, and with those things, which were very heavy, they could go to and fro with the current, and the Morse code could travel from one to the other. Then by land line - so that solved that. In 1996, we commemorated Signor Marconi's first outside sports broadcast from the Clyde Shipping Company's paddle tug, the Flying Sprite. **[This wireless traffic originated from Moran House which is beside the Lexicon Library near the Museum]** Outside the harbour here, the big J class yachts owned by people such as King Edward VII and Sir Thomas Lipton, the tea man - they were all over here and there was high jinks in 'Kingstown'.

Marconi was able to send messages indicating the yachts' locations, via Morse code, to Moran Park House, the harbour master's house located behind the bowling green, which had a landline connection to the Dublin Daily Express. The newspaper had a world scoop on the event.

The importance of the occasion was that Marconi demonstrated that he could send Morse code over the sea.

They then sent him down to Clifden, where he sent the letter S (three dots) to America. We had Signor Marconi's daughter and her fine son here, and they heard the choir from Manchester Cathedral. Prof. MacField from Maynooth College kindly lent the actual

apparatus Marconi had used for this amazing broadcast for the weekend.

On the left, a memorial tablet commemorates Captain Hutchison, the harbourmaster, who was awarded both the gold and silver medals of the RNLI, a testament to his courage. He lived in Moran Park House and also worshipped in this church, as did Capt. Boyd, for whom there is a memorial on the east pier. He went with volunteers to rescue those on the rocks. They were all swept away by a great wave.

The far room is dedicated to the late Col. Lawlor, who is the founder of the Maritime Institute. He and Sean Lemass established Irish Shipping. There are several paintings by Ken King, a former Royal Navy chaplain, who lives in Donegal. He painted all the Irish ships, which were lost at sea during the war. **[This is now the location of the library and it is also used as a general purpose room where we show our introductory video to our visitors at the Museum]**

To your left, you will see pictures of the rescue of the Plassy. Beyond that, I will be able to show you a breeches buoy. The pillar at the end represents the mast of a ship, and we can work the breeches buoy up and down, demonstrating how the crew was rescued. Nowadays, it is strictly a Museum piece, as they use the helicopter service, which is much drier and more comfortable. One man, who visited, said that it was a rough ride on the breeches buoy.

Here in front of the library is a half-model of the Leinster. She was torpedoed by U Boat 123 on the Kish Bank, 6 weeks before the end of the First World War, with tremendous loss of life. People in Dún Laoghaire to this day are greatly affected by this disaster. The model is on loan to the Museum. It is interesting because the mirror is on the front surface of the glass, not on the back. This prevents a gap appearing between the model and the reflection, which would occur if an ordinary domestic mirror were used. If you stand on the steps and look along the model, you can see how it works.

We have models of other coastal ships. The Munster was a B&I boat on the Dublin-Liverpool service, and it was withdrawn when car ferries were introduced. Swan Hellenic Tours had her doing inter-island tours in Greece until October four years ago. **[2002]**

In the gallery, immediately beneath the rose window, a series of maps dating back to 1795 is displayed, illustrating how the sandbank was managed over the years. **[This is the area where we now display the World War 2 painting of Irish vessels by the late Kenneth King]** In each corner are two prisoners' docks; to these sailors from the guard-ship who were under for Naval misdemeanours were marched to church on Sundays and kept in these little boxes until the service was over.

There are memorabilia of the Titanic and the Lusitania. In the library, there are allegedly 4,000 volumes. We have Lloyds' Register back to 1842, some of which came from a shipping company in Waterford, and the rest from the Pollexfens family in Sligo. These were cousins of Yeats, and they were merchant seamen and, I think, pirates in their time. We have a remarkable collection of these valuable books. **[An indication of the development of the present library is well illustrated in the library report in this issue by Richard McCormick]**

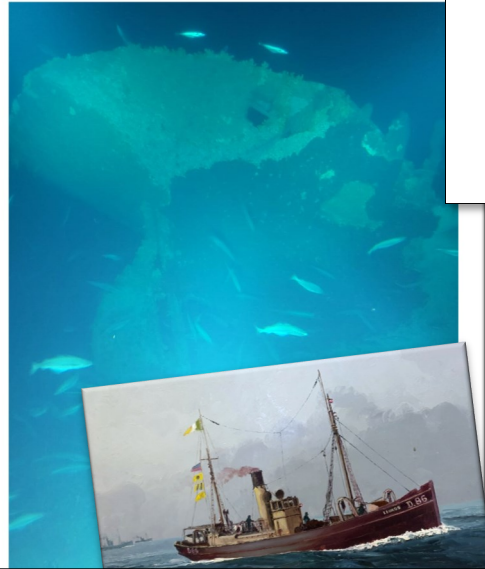
In the stern of a lightship model, you may see four cannons. These would be fired in fog, and as you know, there was a lightship on the Kish Bank, and the crew would go out for three weeks, and sometimes, if the weather was bad, they would be stuck there for six weeks. The principal keeper got a halfpenny for every time the gun was fired- at intervals of one minute. His lady in the town here had a slate in the kitchen, and every time there was a bang, she made a mark. When he came home, she knew how much more he had in his pay packet! In those days, a halfpenny meant quite a bit.

This oil lamp was designed to be mounted in a buoy, featuring springs and gimbals that allow it to move only 10 degrees. It can burn for up to 31 days. There is a special wick, supplied by Wighams, who are still in business. They supply lighthouse fittings worldwide. We have a cupboard there, which held the papers for the lighthouse service; the papers are now preserved in the National Archive under the control of Brian Donnelly, a former officer of the Maritime Institute. We still have the cabinet and the labels on the drawers referring to Arklow, Sydney and so on; it is quite remarkable.

A Busy Year for and its M



City Quay 2025



Lukeos Wreck Found



Book



Cór Fingal Choir



Ray Receiving Honorary Life Membership at the AGM



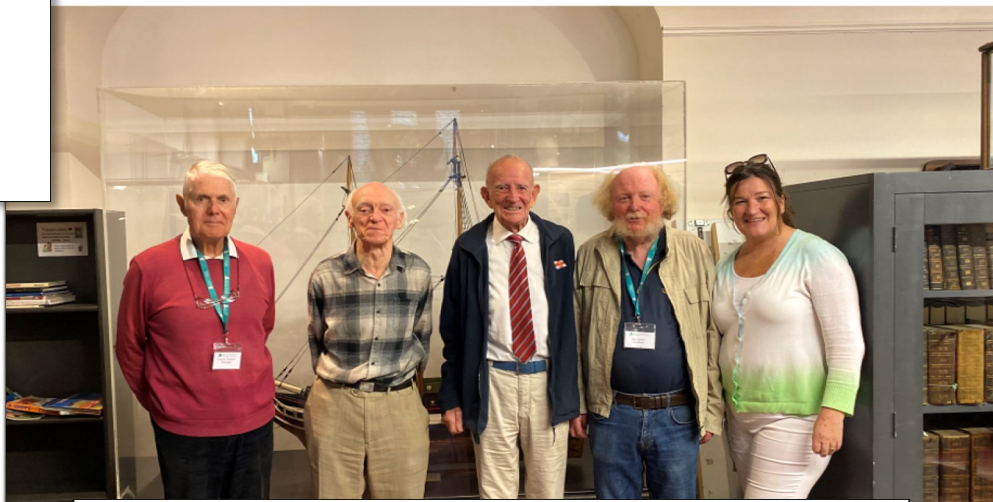
Thanks Seamus for long service to the Museum Committee



for the Institute Museum!



Lunch



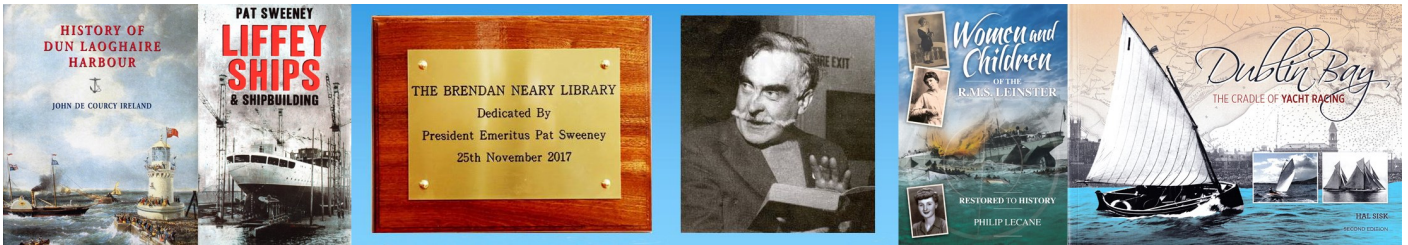
A Link with the Mariners Church



Lusitania Talk



Children's Art Competition Winners



Library Report

by Richard McCormick

Jochen Romstedt's meticulous research in the Military Archives and the Curragh Camp, along with his personal access to the incredible H.H. Karch sketches, proved invaluable for compiling the touchscreen display accompanying the MV Kerlogue exhibition, for which the Library digitised and photoshopped over 100 historic images. Seventy people gathered for the official launch by Deputy German Ambassador, Mr Christian Riesch, in the presence of 12 descendants of the 168 rescued survivors of 3 German Naval Ships sunk in December 1943, plus 16 relatives of the crew of MV Kerlogue. A 2-page illustrated article was subsequently published in the Marine Times.

The excellent 254-title online digital Irish Newspaper Archives installed gratis in the Library and is frequently accessed by the Library Volunteers, members and visiting researchers alike. Access is free to paid-up members and researchers working in the study area, when they link their personal PCs or tablets to the Guest WiFi. The Library is now evaluating other key research websites considered essential for serious maritime research.

The family of deceased President Emeritus Pat Sweeney generously donated his very significant book collection to the Library, in addition to their earlier donation of his incredible lifelong maritime photo collection. Total donations donated this past year amount to a record of over 1000 books plus magazines. This highlights a growing storage problem, leading to the inevitable conclusion that surplus duplicates should be offered for second-hand sale to maritime enthusiasts, with the proceeds devoted to further developing the Library.

UCD's EU-funded SCORE Programme installed a Weather Sensor accompanied by indoor and outdoor Air Quality sensors, along with a digital Base Station, in the Library. The data is transmitted to the Library's Base

Station and UCD via the Internet, where it is interpreted for this EU project. Members can view local data online on a PC, Tablet or Phone via the link <https://www.wunderground.com/dashboard/pws/IDNLAO6>

A significant project digitising historic MII Newsletters came to fruition with the uploading of 83 newsletters in chronological order, commencing in 1946, onto a touchscreen, whereby the pages are turned like a flip book. These newsletters feature contemporary articles on Irish maritime history, invaluable to students and authors alike.

The earliest MII Newsletter digitised to date is 1946, though the Maritime Magazine, published by Cahill & Company Ltd., Dublin, also in circulation during that era, will eventually be hosted on a touch screen. Significant MII Newsletter gaps are evident in every decade, with a substantial gap between 1941 and 1973 other than 1942 and 1946. Hence, all members are invited to fill in these gaps. Subsequently, 2 French Intern Students commenced a long term project indexing Newsletter topic headings to assist future researchers and students.

Author and lecturer extraordinaire, Cormac Lowth, gave a fascinating lunchtime lecture for the 200th Anniversary of the RNLI, entitled The History of Lifeboats in Dublin Bay. The 100-plus attendees included visiting Maritime Institute members from Dundalk, Cork and Wexford, who enjoyed a historical and social outing among their peers.

One hundred and thirty participants at an EU Fisheries Local Action Group Forward Planning Conference in the Royal Marine Hotel visited the Museum to see the three BIM/EU/FLAG/DLR grant-aided touch screens in action. The total capital expenditure for these three touch screens was €15,850, costing the Institute only €4,300 nett (27% of the cost) due to grants. Curated by

the Library since 2017 and operating 7 days a week, they host rare digitised historic photos and fragile documents for which no other display options are available in the Museum. It is fair to say that the Institute's return on this modest investment over the past seven years, since 2017, is quite impressive.

To meet a very tight deadline, the Library compiled the Institute/Museum's submission to the Dún Laoghaire Harbour Master Plan 2024, which was submitted by the President. A second visit by Spaniard Enrique Sanmartin Fernandez en route to Streedagh Strand, Co. Sligo, resulted in the donation of a book entitled *The Spanish Armada* to the Library, with a suggestion of future collaboration. The Library also assisted a local artist, Ms Bex Shelford, with research material about the mysterious seventeenth-century Ouzel Galley voyage for a very popular children's autumn exhibition in the DLR Lexicon. Former Librarian Brian Ellis updated his 300-image Dun Laoghaire Harbour "loop" on the Marine Institute's 75" screen.

During SFI's Science Week, the Library, in conjunction with UCD's iCrag (SFI Research Centre in Applied Geosciences), hosted Forum, a 10-day visual art event melding art, society and marine climate change. This focused on tiny microscopic planktonic organisms holding essential clues about the Earth's ancient climate patterns, which help scientists understand the effects of our rapidly changing climate. After the official launch, a lively discussion session followed on the consequences of climate change. A video was also displayed in the Museum over 10 days, arising from a neurodivergent artist's residency on board the Marine Institute's RV Celtic Explorer on a voyage to the Arctic Ocean and the Greenland coast.

The newly formed MII Grant Committee successfully obtained a 70% Heritage Grant from Dun Laoghaire Rathdown County Council for the installation of Bailey Solutions Ltd. SLLS Online Library Catalogue software. During the Pilot Phase considerable time was devoted to merging and deduplicating 7 historic library databases spanning 15 years into one Combined Deduplicated Excel file. Logistical problems were quickly resolved by the supplier's first-rate support staff e.g. a bespoke temporary "warehousing" solution for books

stored in the crypt whilst the Main Library books are being audited prior to hosting online.

The Pilot Stage is now drawing to a close with the next priority being the barcoding and validation of bibliographic details by deploying SLLS's AutoCat System, whereby books with ISBN numbers generate explanatory text and front cover images for the catalogue. However, all pre-1967 (non ISBN) book entries will be extracted from the Deduplicated SLLS Data File and a digitised front cover image manually uploaded. The positions of all books on shelves in the Main Library must then be audited, because many have moved from their original shelf locations. Additionally, less popular catalogued and barcoded titles will be relegated to boxes in the Crypt to free up shelf space for more interesting donations. The above processes will then be repeated in the Crypt, the overall objective being to host all books in the Main Library and the Crypt online for members, students and visiting researchers alike.

Meanwhile, the seven Library Volunteers and staff continue their regular tasks of recording book donations, digitising, photoshopping and updating touch screens, while also assisting library visitors, students, online enquirers, maritime history academics and increasingly maritime genealogy researchers.

Over the past year, 70 maritime history/technical/genealogy queries were received from members of the public. Some were quite complex, and others involved mentoring second-level students, as well as Undergraduate, Masters, and PhD level students preparing their



dissertations or theses. Their research topics were as diverse as Technology Advances in Drogheda during the Inter-War Period, Dublin Port Canals, The Social Effects of the US Navy in Cobh 1917 – 1920, Ballinacurra Cork Harbour Brewing/Distilling, and The Seaman's Body and the Moral Position of the Naval Surgeon, 1730-1860.

Library and Museum updates: Cataloguing and Fascinating Queries

by Richard Hamilton

The library has recently received generous donations from many kind individuals through their wills. As a result, we have registered over a thousand books this year. To manage this influx, we have installed a new computer system to catalogue all the books in the library and donations efficiently. This will be done by Richard McCormick, Fergus Plunkett, Gary Moore and Richard Hamilton

In response to numerous queries received throughout the year, the library team decided to keep a log of them. Many of these queries related to long-lost family members, shipwrecks, and other maritime topics. They represented fascinating stories and incredible adventures, from sailors lost in the world wars to identifying shipwrecks, monuments, plans for lighthouses, famous ships, and individuals.

During the year, our President Emeritus Richard McCormick managed to get us access to the Irish Newspaper Archives, which have been a great help in tracking down some of the queries that we received. Here are a few of these intriguing queries:

The SS Trenenglos

We received a query about the SS Trenenglos, which was wrecked on the Shannon in July 1883. As there wasn't much information on the internet about this



The Ouzel Galley Plaque

particular wreck, I decided to check the newspapers of the period and found a fascinating article about how

this ship was lost. It turns out that the SS Trenenglos was en route from Taganrog in Russia with a cargo of maize to Limerick. On entering the Shannon, a pilot came on board to guide them to Grass Island, where another local pilot would come on board. All went well until they reached "The Bridges", a well-known local hazard and the sharpest impediment known on the Shannon. The rule here is that a pilot resident at Loop Head is taken on board for the remainder of the journey to the docks. However, at Loop Head, the second pilot was not taken aboard to avoid missing the tide, and the ship steamed on and hit the rocks not visible at high tide. The subsequent report from Lloyds exonerated the officers and crew of the Trenenglos and blamed the pilot. As no lives were lost, a big salvage operation went on to save the cargo.

Another request was to find out what happened to the Ouzel Galley plaque, which had been removed from its mounting on College Green. We contacted the Dublin Chamber of Commerce and discovered that the plaque had been relocated to the back of their premises. The legend of the Ouzel Galley is a captivating tale from the 1700s. A ship of that name left Ringsend, Dublin, to trade in the Levant. After being gone for many years, it was presumed lost. Following numerous court battles with insurers, the matter was resolved. Unexpectedly, the ship returned five years later with a fantastic story of being enslaved by pirates, eventual recapture, and a triumphant sail home with a cargo worth many times more than the original. After the investors were remunerated, a group of prominent Dublin merchants established the "Ouzel Galley" society to distribute the remainder to charitable causes in the city. This society became the forerunner of the Dublin Chamber of Commerce.

Search for a Relative

An Australian lady contacted us with information about a relative from Hillsborough, Co. Down, who was the master of a sloop called the "John Thomas" out of

Larne which arrived in Australia in the 1820s. With limited information, we weren't too hopeful of a successful outcome. However, by checking court records, we found the man, Ralph Welsh in the Scottish Indexes. He was guilty of uttering forged notes and sentenced to transportation. His sloop was called the "John and Thomas." This information was passed on to the lady, along with a link to access the full court record for £45.

These stories and queries highlight the rich history

and the incredible adventures that are part of our maritime heritage. The library and Museum remain dedicated to preserving these tales and assisting with inquiries to uncover more fascinating details. We are grateful for the generous donations and the support from our community, which enable us to continue our work. We look forward to more discoveries and the opportunity to share them with you.

Memory Lane



Viewing the model of Holland No. 6.

L-R: Ciaran Johnson, Dr. Philip Smyly, Hon. Curator. Robbie Brennan, Hon. Administrator and John Moore.

***Ciaran Johnson* made the model. *Philp*, *Robbie* and *John* were stalwarts at the Museum.**

***Philip* was curator, *Robbie* was a warden and a *Jack* of all trades and *John* opened the first shop at the Museum.**

(Source: Newsletter Winter 1998)

“Die Gefangenen der Grünen Insel”

By Jochen Romstedt

“The prisoners of the Green Isle” is the title of a book written in 1964 by one Alexander Berger, a pseudonym used by Georg Fleischmann, a Luftwaffe officer, who tells the story of his plane, a Heinkel bomber, crash-landing in Southwestern Ireland in 1941 and his time spent in Curragh Camp where internees from USA, UK, Canada and Germany were accommodated.

I met Georg, his wife, Margaret, and her son, Jack, in 1965 in Munich, where Georg was working on a film project. They told me a great deal about Ireland, where they lived, and it inspired me to go and take a look. Georg also spoke at length about his life in Curragh Camp.

An Austrian undergraduate, Ms Nicole Altmanninger also used this title in 2013 for her Diploma dissertation on Ireland’s neutrality during WW 2 with particular focus on German and Austrian “POWs”.

Her work provided a better understanding of the Curragh camp organisation and its inhabitants, including a listing of the German mariners from the Kerlogue rescue.

These facts, along with many others, came to light in my research for the 80th anniversary of the rescue of 168 German mariners from the cold seas of the Gulf of Biscay in December 1943 by Captain Tom Donohue and his crew of 10 men on the Irish merchant vessel KERLOGUE.

The 50th anniversary in 1994 was a truly magnificent event with some 20 survivors in attendance, extensively documented and fondly remembered.

In 2019, Achim Klüber, the son of one of the rescued mariners, came to visit the Maritime Museum to gather any material we might have to contribute to the story for a potential film project. We are also aware of other interests in adapting this heroic human effort into a big-screen story.

A number of families in Germany and Ireland expressed great interest in attending an 80th anniversary event which took place in 2024. Several personal archives came to our attention, enabling us to present a

wide range of pictures and supporting facts on one of our touch screens and through a reimagined display of the Kerlogue story in our Museum.

Ms Wiebke Hochhaus, granddaughter of Richard Langer (Z 27 Destroyer), Ms Alison O’Reilly, granddaughter of Eric Giggins (MV Kerlogue) and the two



sons of Hans Helmut Karsch (Z 27 Destroyer), Harold and Ulrich, provided a large volume of new material and subsequently attended the 80th event along with others.

We are particularly indebted to the Karsch brothers for allowing us access to the archive created by their father, which contains a handwritten, illustrated diary of his time with the German Navy. The diary recounts the shipwreck and rescue by the brave men of the Kerlogue.

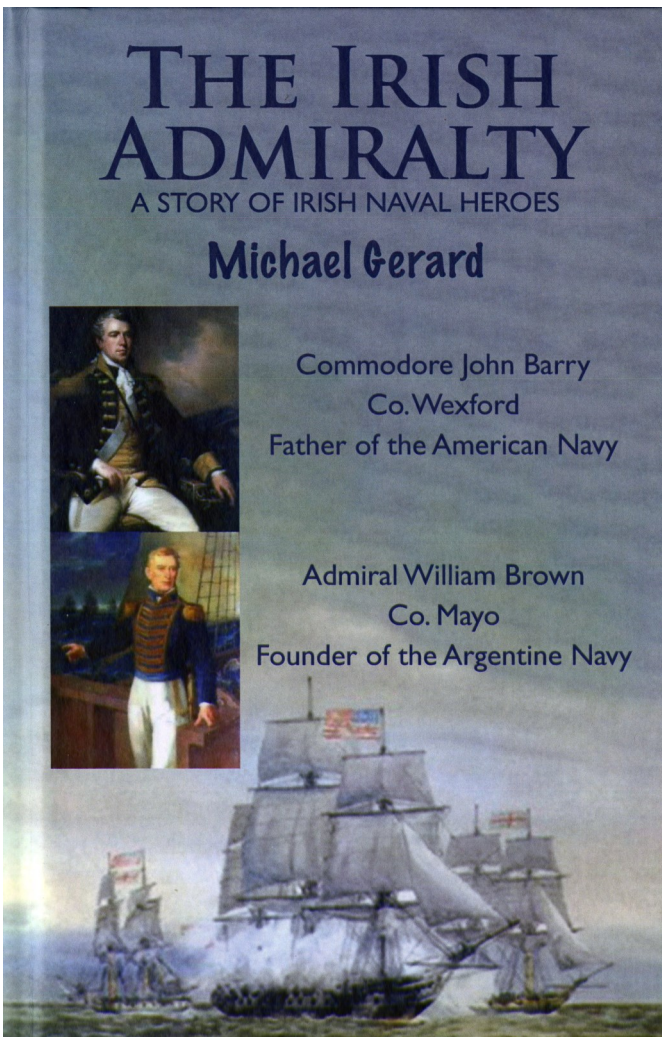
We learned that life at Curragh Camp was fairly easy-going; day passes allowed for excursions and visits to cinemas, dances, and the pub. We have accounts of their enterprise by working for businesses and families in the vicinity.

Whilst there is little trace today of the camps in the Curragh where the internees lived, the local Museum has a number of artefacts, and an enthusiastic local historical society has many facts and stories relating to the period. We met with them to add to our knowledge.

The Military Archives in Rathmines also holds many documents relating to and dealing with the events of December 1943 and subsequent months in Curragh Camp.

Book review

By Joe Varley 27-08-2025



In early 2025, The Library received a request from Michael Gerard of Georgia in the U.S.A. to proofread the manuscript of *The Irish Admiralty*. This comprised two biographies, the first of Commodore Barry (United States Navy) and the second of Admiral Brown (Argentinian Navy). The subsequent book was published this summer (2025) and is being reviewed here.

The age difference between Barry (B.1745) and Brown (B.1777) is thirty-two years. This is significant. Barry fought throughout the American Revolutionary War and died at the commencement of the Napoleonic War (1803). Brown, on the other hand, did not participate directly in the latter war. He was back in Deal, in Southern England, courting Eliza Chitty, the daughter of his employer, Thomas Chitty, a local shipowner, during the time of the British invasion of the Argentine in 1806

-07. However, the political and economic situation of Spain after 1815 created opportunities for Brown to distinguish himself in the Wars of Independence in South America.

Michael Gerard's examination of his two subjects follows a definite pattern in exploring their lives and circumstances. This can be mainly divided into their early lives in Ireland and the opportunities they found in their adopted countries. He acknowledges a substantial amount of fictional dialogue as he develops the childhood backgrounds and experiences of both Barry and Brown. This is a relatively unusual writing technique in biography. However, it works as the narrative gives clarity to circumstances which are often either obscured or minimised.

The wars, complicated and perhaps sometimes confusing, are clearly described in this book. Charts of the sea areas are very useful for this purpose. In Barry's case, there were major sea battles in the Delaware River Estuary and in the West Indies. Brown's major engagements were in the estuary of the River Plate between Argentina and Uruguay. The River Plate chart, though small, is excellent. However, the older charts of the Delaware and the West Indies are too detailed for the general reader. Uruguay and the River Plate chart, though small is excellent.

These were amazing men in equally turbulent times. Incidents detailing Barry's return to the Merchant Service and in 1788-89 undertaking a return voyage from America to China, and Browne's visit to Ireland and his native Foxford in Mayo during the 'Black 47' at the height of the Irish famine are worth noting.

This is an excellent book and a lovely read. I am delighted that Michael Gerard made contact with our Library. I thank him for his review copy and also for the copy he presented to the Institute's Library. Further information on this book and on Michael's other publications is available on Michael Gerard website www.michaelgerardauthor.com

Gary Moore's New RMS Leinster Bellrope

by Richard Mc Cormick



Gary Moore's Leinster Bell Rope With Bell

Gary Moore, a former merchant seaman and Irish Lights crewman, now a volunteer in the National Maritime Museum, learned the intricate art of making bellropes from older sailors familiar with the technique. Recently, he made a new bellrope for the Museum's RMS Leinster bell. Here he describes how, with reference to the nine stages in the accompanying diagram.

"To make the bellrope: take four, 3-metre lengths of 3 mm braided polypropylene and plait up about 7 cm of 4-Strand Square Sennet (1) in the middle. Double this over and whip the ends together: this gives eight strands.

Next, tie a Full Matthew Walker Knot (2) in the eight strands, followed by an 8-Strand Star Knot (3). Next, create a core of seven strands, approximately 30 cm in length, held together with a few marling hitches.

Insert the core with two more 3-metre lengths doubled over into the heart of the star knot, secured with some sail twine. This gives twelve strands around a seven-strand core.

Next, plait up about 7 cm of 12-Strand Round Sennet (4), tied over-one-under-one, around the core. Next, tie a Diamond Knot, under-one-over-four-under-one (5), in the twelve strands. Next, plait up about 7 cm of 12-Strand Round Sennet (6), tied over-three-under-three. Next, tie a Diamond Knot, under-three-over-one-under-three (7). Next, cut out two strands that are widely spaced and make up approximately 7 cm of Reverse Crown Sennet (8) using 10 strands. Finish with a 10-Strand Button Knot (9)".

The result is certainly impressive to say the least, and we are extremely lucky indeed to have such rare traditional ropework skills in the National Maritime Museum of Ireland.

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Price 6d.

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FORAS MUIRIDHE NA h-ÉIREANN

(The Maritime Institute of Ireland)



DUBLIN QUAYS IN THE DAYS OF THE SCHOONERS, 1870

Official Opening of Maritime Institute

ON Friday, 17th April last, the offices of Foras Muiridhe na hEireann, the Maritime Institute of Ireland, at 8 Merrion Square, Dublin, were formally opened by Mr. Oscar Traynor, T.D., Minister for Defence, the chairman being Rt. Hon. Lord Glenavy, President of the Institute.

There was a very large and representative attendance of members of the Institute, the Marine Service, Maritime Inscription, and people directly and indirectly interested in shipping and maritime affairs, and the various speakers were listened to with very keen interest throughout. It was evident that the labours of those who brought the Institute into being were appreciated. Senator Joseph Brennan, who was unable to be present, was very much missed.

Lord Glenavy, in introducing Colonel Lawlor, stated that the Institute was the work of a small body of enthusiastic men under the leadership of Colonel Lawlor and Senator Brennan. It was Colonel Lawlor who laid down the main objects of the Institute at the outset, and these were the main outlines on which with very little change the Memorandum and Articles of Association of the Institute were settled.

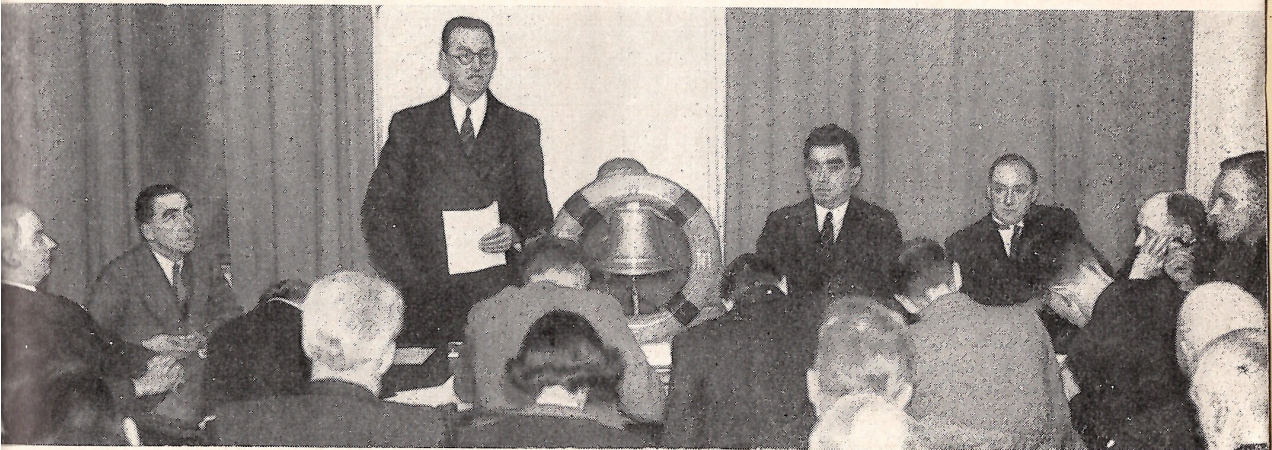
Colonel Lawlor then gave a most interesting talk on the aims and objects of the Institute, in which he reviewed Irish maritime history and traced the historical factors which hitherto operated against the full development of our maritime interests. In his talk, Colonel

Lawlor showed how every department of maritime affairs necessary for our national life could be fostered and aided by the Maritime Institute, and made everyone—especially members—conscious of their responsibility and obligation to do their utmost to further the aims and objects of the Institute.

Mr. Oscar Traynor, T.D., Minister for Defence, expressed the Taoiseach's deep regret at being unable to attend. Mr. Traynor congratulated the Council of Foras Muiridhe na hEireann on the provision of these splendid premises, which gave to Foras Muiridhe na hEireann what may be fairly described as a "flying start", for they are commodious and conveniently situated to the docks and waterside in one of the most important districts of the city, and give reason for the hope that under their roof may be found in a short time all those who are thoroughly and genuinely interested in the re-establishment of Ireland's great sea complex.

If the objects for which the Institute has been established are to be attained they can only be achieved by men who are imbued with the utmost enthusiasm for the work which they have undertaken, and who have in full measure the unflagging energy which will not waver if their efforts sometimes seem to meet with disappointments and apparent failure.

Other speakers were Commander Morris, Lieut.-Commander O'Brien-Twohig, Captain Alan Gordon, Messrs. R. W. Sinnott and O'Connor Broughton.



Mr. Oscar Traynor, T.D., Minister for Defence, speaking at the Official Opening of the Maritime Institute.

As a result of *David Carroll's* splendid work in examining our archives, we will feature newly found material in future issues.

Some Editorial Musings

By Joe Varley

As I write these notes just before the City Quay commemoration, and coming up to the end of 2025, I am conscious that we have not had a newsletter for a considerable period. However, our Winter 2025 edition is nearly ready for distribution. It is my hope as editor to bring out at least two issues a year from now on.

I think that it is a useful exercise to reflect on what we want from our newsletter. As the current editor, I think that it should be readable, lively and informative. It is also a statement of record, in which the activities of the Institute and the Museum are recorded. The importance of this is obvious from our feature on P21 and P22, where I have printed without comment some excerpts from Vol.2 No.4 of the Maritime Magazine published in December 1942. I am not convinced that this was published by the fledgling Maritime Institute of Ireland. If any reader can correct or enlighten me on this assumption, I would be very appreciative.

Yet life moves on, and the year 2025 has been outstanding both for the Institute and the Museum. Jess's article on P 8 gives the background to our phenomenal M.S.P.I achievement. I was so lucky, when Padraig gave me a copy of the transcript of the tape that he had made in 2006, with the then curator of the Museum Dr. Philip Smyly. I have been around Haigh Terrace long enough to marvel at the huge improvements to the Museum. However, in the period before reconstruction in 2006, it was Philip and others who kept the Museum open under the most difficult of circumstances. That is why the picture on P17 is a reflection and appreciation of those times.

I would like to thank all my contributors to this issue. Jess and Padraig have been previously mentioned, yet the contributions of David, Lorna, Richard Mc, Richard H, and Gary are acknowledged. The segments from the 1942 magazine are following from the diligent work that David is currently doing in examining our archives. The newsletter would not be put together only for the skills of initially Michael and laterally Suha in the C.E. office.

I have three articles in this newsletter, I would always hope to do some editorial musings and perhaps the occasional book review. I am extending an open invitation to our members to give me copy for our next issue which I hope will be in early June 2026. I stated earlier in my musings that the newsletter should be readable, lively and informative, I know that there is enough expertise among our members, friends and C.E. staff to attain that goal.

We also have good contact with 'South West Soundings' and 'Topmasts', both maritime journals in the U.K. They are published Quarterly respectively by South West Maritime History Society, and The Society for Nautical Research. We hope in time, to swap articles and news items.

In conclusion, can I wish all readers a happy Christmas and a Peaceful New Year.





National Maritime Museum of Ireland



A WINTER WELCOME



Explore Our Festive Gallery



Find the Perfect Gift

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.