



PORT SECOND ONLY TO DUBLIN

Mr. Ted Russell was elected Chairman of Limerick Harbour Commissioners for the 24th consecutive year at the recent annual general meeting in the Pery Square headquarters.

He told the commissioners;

"I regard my re-election not only as a great honour, but also as confirmation of the teamwork and unity of purpose which successive Boards have demonstrated over the years".

He said that 1988 was another record year for the port and harbour of Limerick, when 477 vessels transporting 5.55 million tonnes of goods passed through the port. The equivalent returns for 1987 were 426 vessels and 4.66 million tonnes of goods.

On the basis of the 1988 figures Limerick Port, including the Estuary, was second only to Dublin in terms of total tonnage discharged and loaded. Present indications are that the current year's tonnage through the harbour will approximate to that of 1988, he added.

As an indication of the enormous changes that have taken place in the pattern of shipping, it is interesting to look back some sixty years to 1928, he went on. In that year 355 vessels entered the port of Limerick and loaded or discharged a total of 413,000 tonnes of cargo. In the long intervening period the total number of ships entering the port and Estuary has increased by approximately one third while the volume of goods handled increased by more than twelve times.

He declared: "In the past I have referred to ports as the 'Cinderellas' of the transport industry

in this country. Compared to the millions of pounds, in grants and subsidies, which rail, road and air services have received, the ports of Ireland, which handle over ninety per cent of the country's external trade, have received a mere pittance. And of this pittance the Shannon Estuary and its ports have received a very small share."

HEALTHY

Mr. Russell said that notwithstanding the heavy expenditures incurred by the Commissioners over the past years, their finances - thanks to prudent management - are in a very healthy state with total long-term debt in the region of £600,000 and net assets considerably in excess of that figure. Indeed the stage has now been reached when consideration might well be given to paying off some, or all, of the outstanding loans at an appropriate date.

He suggested that, in the years immediately ahead Irish ports, including Limerick and the Shannon Estuary are going to be faced with a major challenge. "As an island nation, dependent for survival on maintaining and expanding our external trade, we must face up to the reality that, post 1992, if we do not provide ourselves with efficient and low cost transportation systems, including port services, our hopes for expanding our economy and creating badly needed jobs will be severely diminished.



Limerick Harbour Commissioners and staff pictured at The Annual General Meeting at their Pery Square headquarters.

"With the completion of the Channel Tunnel in 1993 Ireland will be the only country in Europe without road or rail links with the Continent. More than ever before we will be dependent on sea transport links to ensure that imports reach us, and exports leave our shores, at the lowest possible cost," he added.

At present all twenty five scheduled Irish ports operate under the Harbours Act, 1946, which, in turn, is based on the report of the Ports and Harbours Tribunal of 1930. This means, in effect, that the Irish port industry is operating under legislation first initiated some sixty years ago, pointed out the Chairman.

This is not to suggest that the 1946 Act does not contain many good features which are still relevant to-day. "Nevertheless, times have changed and particularly so in the shipping industry and there is now an urgent need to bring our legislation into line with the current requirements of Irish ports and harbours if they are to successfully meet the challenges in the years that lie ahead.

"I would, therefore, respectfully suggest that the Minister for the Marine, Mr. John Wilson,

T.D., should as a matter of urgency, establish an expert advisory committee, comprised of officials of his own Department together with representatives of the port industry, commerce, shipping, marketing and other appropriate interests.

"This committee should be requested to examine in depth the current state of the Irish port industry and to report to the Minister, at the earliest possible date, on the steps, legislative or otherwise needed to provide the country with modern, efficient and low cost ports", he declared.

MARKETING

Some port authorities in addition to fulfilling their primary purpose of providing facilities for the efficient transport of goods have played an important developmental role in the attraction of port-related industries to their contiguous regions, said Mr Russell.

"In this respect the foremost Irish port in recent years has been Limerick where investment in port-related activities, including Aughinish Alumina and Moneypoint Power Station in the Shannon Estuary, has reached a level of two billion pounds. This invest-

ment has created directly and indirectly over 3,000 jobs. It is vital for the Mid-West Region that the momentum achieved to-date in attracting industry to the Estuary be further exploited.

"This will require a major marketing effort, not alone involving the harbour and local authorities, but, above all, the Shannon Free Airport Development Company, which has worldwide contacts, particularly in Europe, the United States and the Far East. This worldwide network has a key role to play in inducing foreign industry to establish in the region and, in particular, the type of heavy maritime industries which require the deep and safe waters which we have in the Shannon Estuary."

Mr. Jack Daly and his team at the Shannon Development Company can be assured of the full support and co-operation of the Harbour Commissioners in the pursuit of this vital goal, which is so essential to the future prosperity of the Mid-West Region and the Irish nation as a whole", he added.

REGIONAL FUNDS

Over the last twelve months there has been

considerable effort by national, regional, and local bodies in formulating proposals designed to qualify for assistance from the EC Structural Funds. The Harbour Commissioners have applied to the Department of the Marine for assistance in carrying out a development programme in the period 1990-95 at an estimated cost of twenty million pounds and incorporating the following works:

- the dredging of a deepwater channel for vessels of 400,000 d.w.t.
- the provision of dry bulk handling facilities in the Lower Estuary.
- the construction of coal loading facilities for transshipment at Moneypoint.
- the provision of improved cranes facilities and additional warehousing at Limerick Docks.
- the installation of improved navigational aids.

If this development programme can be implemented by 1995, Limerick Harbour and the Shannon Estuary will be in a position to fulfil a primary role in the generation of industry and employment, in the European as well as in the Irish context, concluded Mr Russell.

PORT LEAGUE

Throughput of Cargo by the Top Ten Harbour Authorities during 1988

	Imports	Exports	Total
	000 Tonnes		
Dublin	4,139	1,725	6,988
Limerick	4,600	952	5,552
Cork	3,254	1,903	5,257
Waterford	551	574	1,286
Drogheda	712	364	1,076
New Ross	991	60	1,051
Foynes	669	304	973
Rosslare	300	315	615
Greenore	449	49	498
Galway	394	-	394

REPRESENTING THE UNIONS FOR FIFTEEN YEARS

member of Limerick Harbour Commissioners for fifteen years, John McLoughlin is probably better known for his long involvement in Limerick Council of Trade Unions and his activities as an elected Director on the Board of C.I.E.

He was first elected to the C.I.E. Board in 1980 and held his position in the 1983 and 1986 elections. He is now retiring from this position after nine years of dedicated service to the Board and the workers.

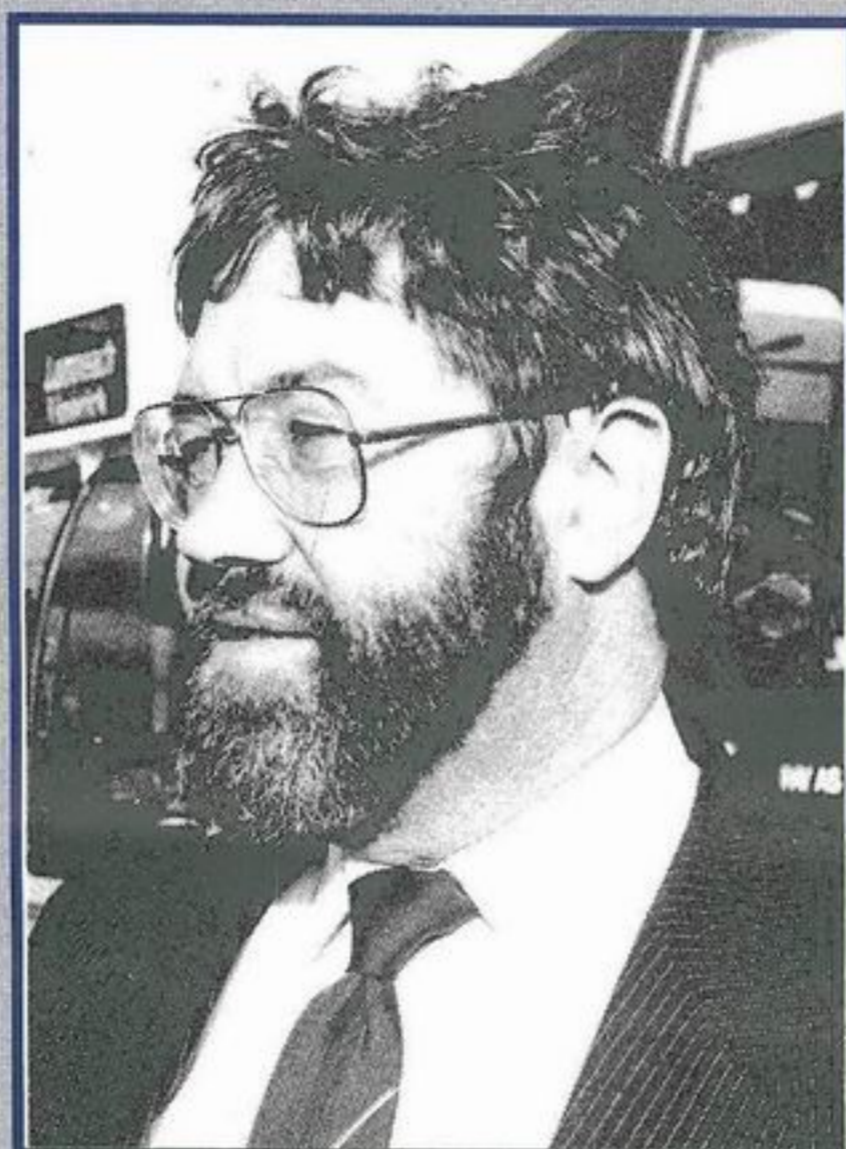
While he represents the Limerick Trade Unions on the Harbour Board, he points out that there is a difference in the selection process for the two bodies. He has no involvement with the harbour staff, but feels that his wide interest in

transport - he is a member of the Chartered Institute of Transport - enables him to play a constructive role as a Commissioner.

As an elected member of the workforce in C.I.E., he feels that his practical experience allows him and his fellow worker directors to make a unique contribution to Board debates.

His present job as a Business Development Executive in Bus Eireann, he finds demanding but challenging and he feels that his company has responded very well to the demands made on it by increased competition and the Government restructuring of the company.

John has been employed by C.I.E. in various capacities for nearly twenty-nine years and has witnessed many



John McLoughlin fifteen years a member of LHC.

changes during that time. His experience as a worker in a semi-State company and a director for nine years, gives him a good understanding of the relationship between the Government and its commercial companies such as the Limerick Harbour Board.

PROUD

He is proud of the achievements of Limerick Harbour Commissioners over the past fifteen years in attracting industry to the Shannon Estuary and the efficiency of the harbour staff in servicing their customers.

A native of Nenagh and educated at the local C.B.S., he has built up a great regard for Limerick city and desires to spend the remainder of his working days here.

His main interests are

sport and he is a former track and cross-country athlete and played hurling in Nenagh and rugby with Richmond RFC in Limerick. Interested in theatre, he joined the Quarry Players in 1973 and worked mainly in a back stage capacity and is now Chairman of the group.

John is a former Chairman of Feile Luimni drama festival committee and a founder member and first Chairman of Community Siamsa, a light entertainment and drama festival for Limerick community groups.

Appointed a Peace Commissioner in 1984, and an active member of the Labour Party, he became a member of Limerick Prison Visiting Committee in 1983.

DOCKERS PRAISED FOR GOOD JOB

A new importing operation to Limerick docks started in the Summer with the unloading of 4,800 bales of cotton yarn from Greece weighing 1,000 tonnes.

The first ship, the 3,000 tonne "Biblos" arrived in August with the cargo bound for Atlantic Mills, Tullamore.

The value of the cargo was £1 million and getting it into Limerick is seen as a significant coup for the port. The yarn was transported by container to Tullamore by Walsh Western.

The operation according to Limerick Cargo Handling General Manager, Mr John Hogan, went off without a hitch and sixty juggernauts were used. The discharging operation took four days and the loading onto the containers was a nine-day operation. Forklifts fitted with special clamps to avoid damaging the goods were used.

Said Mr. Hogan: "The dockers did a very good job in what was a delicate and new operation to them".

Limerick docks has also handled new business in a cargo of wire rod for the construction industry. It came from Spain for B.R.C. McMahon, Tipperary Town.

Four cargos of malting barley have gone out to Scotland.



Dock workers; Christy Hannan, Sam Clancy, Martin Cosgrave and Paddy Benson.

Sean Says Farewell To Docks

Almost forty years working at Limerick docks ended in July for Sean McNamara. And a fitting retirement party was given by the Harbour Commissioners.

Sean was a noted rugby player in his time with Shannon and Garryowen and is the proud possessor of three Munster senior cup medals with the Dooradoyle club. He did general work on the docks such as keeping the lights on the Shannon Estuary and he enjoyed his time there.

"Shannon Shipping News" visited him in his comfortable home in de Valera Park, Thomondgate hours before he was due to fly out to Australia with his wife Hilda for a two-month holiday.

His walls are adorned with pictures of the three Garryowen cup-winning teams captained respectively by Paddy Reid, Tom Reid

and Kevin Quilligan back in the late Forties and Fifties, all won at the Mecca of Limerick rugby, Thomond Park.

"They were great teams and we had our share of internationals too", he recalled.

He played for Munster against the RAF and in his ten years playing with Garryowen he experienced six senior cup finals losing three as a front row prop forward. He won a Transfield League medal with Shannon.

THOMOND

"After I retired, I trained Thomond for over fifteen years and they won their first Munster Junior Cup during that time and won the league as well", he declared.

A regular match-goer and asked who he supported today he reflected cautiously: "Thomond, St. Mary's, Shannon and Garryowen - I can't go wrong with that".



Sean McNamara.

He considered the rugby today "a bit livelier, but the foot rush is gone which was an exciting part of the game".

Like so many Limerick families, the McNamaras have a tradition of working on the docks and his father and grandfather worked there before Sean.

"I was working since I was twelve years of age. I worked in the city tannery for eleven years

which was greasy and tough work", he said.

Added Sean: "When I started in the docks it was all tub and shovel and there were no grabs at that time.

Born and reared in Nicholas St. in The Parish, he now walks a lot and has a few pints when he can. There are nine children in the family scattered at home and abroad.

As he prepared to visit his daughter Anne and family in Melbourne he reflected: "I enjoyed my time on the docks. I loved the outdoors and the river and there was great variety in the work".

Nervously looking forward to his long plane journey, Sean thanked all those who wished him and his wife well and "Shannon Shipping News" would also like to take this opportunity of wishing him a happy and peaceful retirement.

New Civic Centre on Target

The new £6.25 million Limerick Civic Centre is scheduled for completion this month.

December 20 is the target date for the project built on former harbour authority land. It is at present being carpeted and fitted and will be occupied by the end of January.

The new prestige project at Merchant's Quay will have administration headquarters for the Corporation, a civic museum, children's

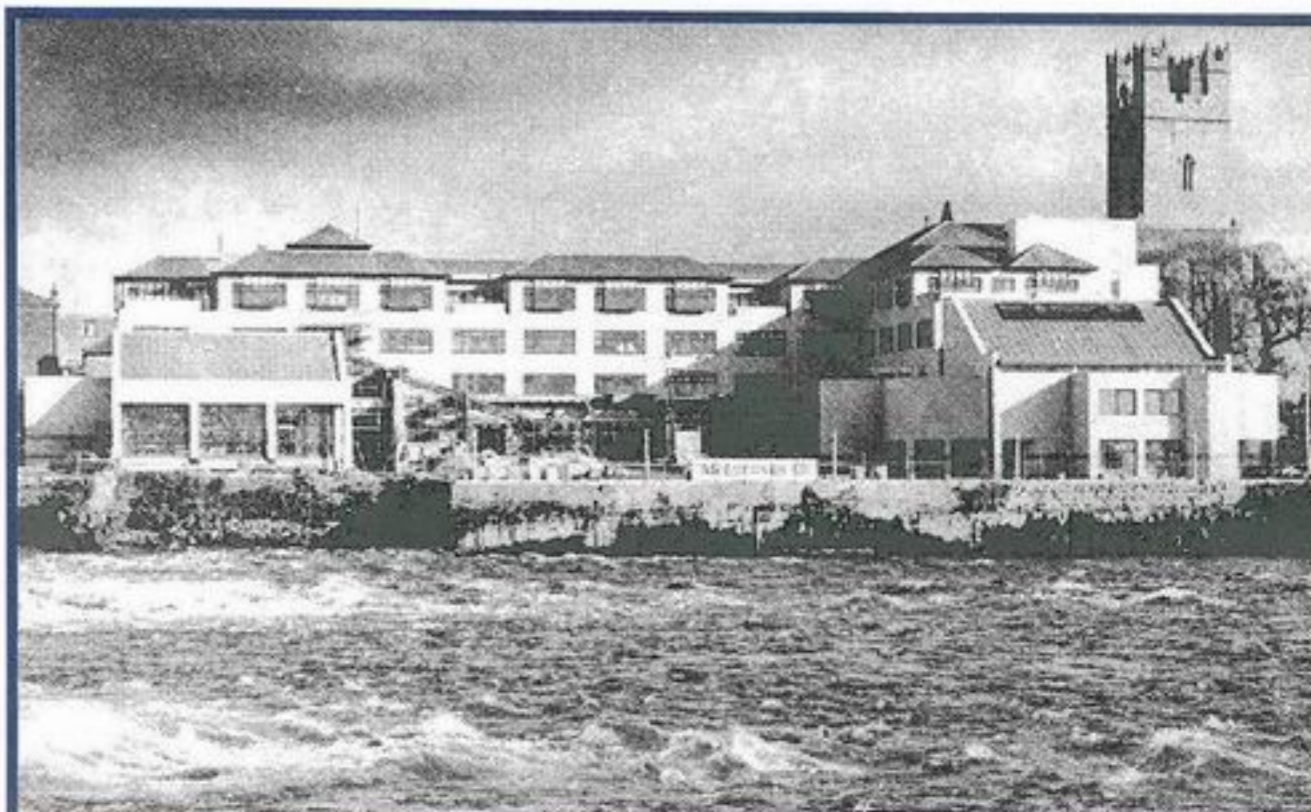
court and recreational area.

On approximately three acres, some 200 people will work in the centre employed mainly by the Corporation.

Expressing satisfaction at progress to date, the City Architect Mr Jim Barrett told "Shannon Shipping News", that the new centre signifies the new image the Corporation is seeking to establish for itself, "breaking away from the old town hall image".

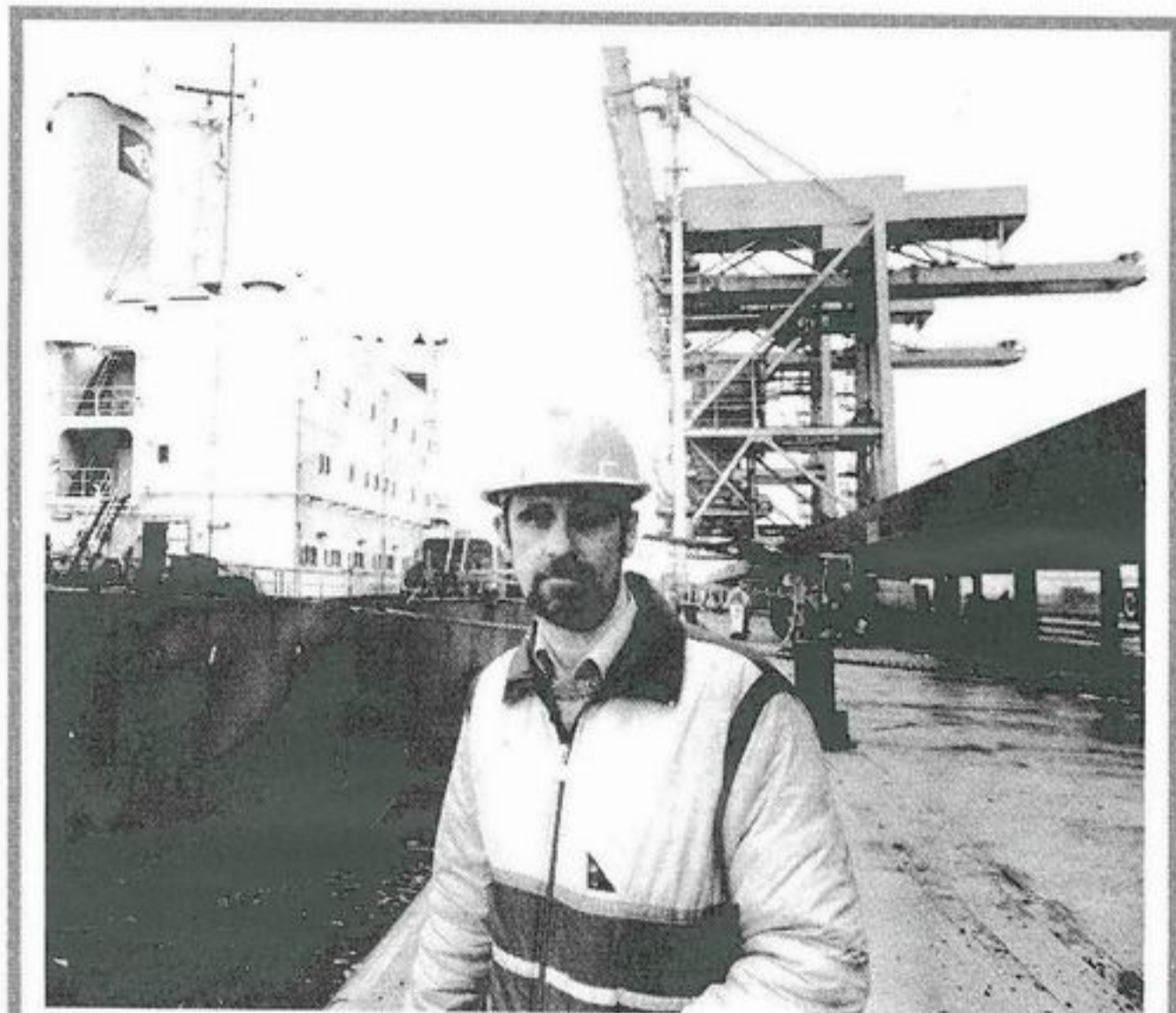
He said the centre would be a place where people could meet and relax in the centre restaurant and it would be a place of activity and ideal for holding exhibitions etc.

The Civic Centre is part of a £51 million inner city facelift for the city being currently spearheaded by the Corporation and Shannon Development. The city is undergoing the largest inner-city development in the country.



The new Civic Offices with St. Mary's Cathedral in the background.

Moneypoint Country's Largest Jetty



Mr. James Marsh, E.S.B. Marine Terminal Manager at Moneypoint supervising the docking of the "Combi Trader".

The largest ship to dock at the E.S.B. Moneypoint jetty on the Shannon Estuary, a 150,000 tonner, will arrive this month with a cargo of coal from South America.

"Shannon Shipping News" visited the jetty recently as the 110,000 tonne "Combi Trader" registered in Norway was docking at the largest jetty in the country to unload 77,000 tonnes of coal from Baltimore.

The Marine Terminal Manager at Moneypoint is James Marsh and along with Capt. Danny McLaughlin, Assistant Harbour Master Limerick Harbour Commissioners, they were overseeing the docking operation.

A native of Carrickfergus, Co. Antrim Mr. Marsh points out that only two ports in Europe, both in Holland, can take in larger bulk carriers

than Moneypoint.

The jetty receives 23 ships approx. per year - one per fortnight from South America, North America and Australia with coal cargos. Last year 1.8 million tonnes of coal was unloaded and the figure will be the same this year. Only one ship has come in so far with fuel oil.

Moneypoint imports more coal than the rest of the country and at present it is for E.S.B. consumption totally

BIGGEST

The first ship arrived in April 1985 at the 385 metre long jetty and the biggest ship unloading cranes in the country are located on the jetty and they are 62 metres high.

Unloading is rarely done during gale force conditions for safety reasons and during this operation twelve people

are involved. The jetty has a total staff of thirty. Mr Marsh is also Fuel and Ash Engineer at Moneypoint and when he qualified as an Electrical Engineer from Queen's University, Belfast he joined the E.S.B. in 1970.

He served in four generating stations and now lives with his Mayo-born wife Una and children Barbara (14) and Andrew (12) in Cappa.

Operations at the jetty have so far been accident-free and Mr Marsh pointed out that all jetty staff do a survival course in case they fall into the water.

He declared: "All workers on the jetty wear buoyancy aids and the big danger in Winter is exposure as the water temperature at the jetty is four to five degrees centigrade".

New Operation for Limerick Docks

A new Irish company with international technical support is now operational in Limerick Docks.

Asphalt Products Teo., supply bitumen products in cutbacks and emulsions for road maintenance. The company also blends penetration grade bitumen for tarmacadam and hot rolled asphalt.

The bitumen comes from Venezuela and is supplied to APT by Smid & Hollander from their refinery at Amsterdam. The company is also associated with Kelbit Ltd. U.K.

The APT sales operation began in June of this year and the firm supplies to Co. Councils, tarmacadam producers and contractors. Joint Managing Directors are Colm Gowran and Peter O'Callaghan, who graduated in chemical engineering

together from U.C.D. Dublin-born Colm and Dundalk native Peter have a background in oil and chemical industries.

The main bitumen suppliers are located in Dublin and APT chose Limerick as it is a good distribution centre for the Midlands, the West and South. The company is also supplying to the North.

SUITED

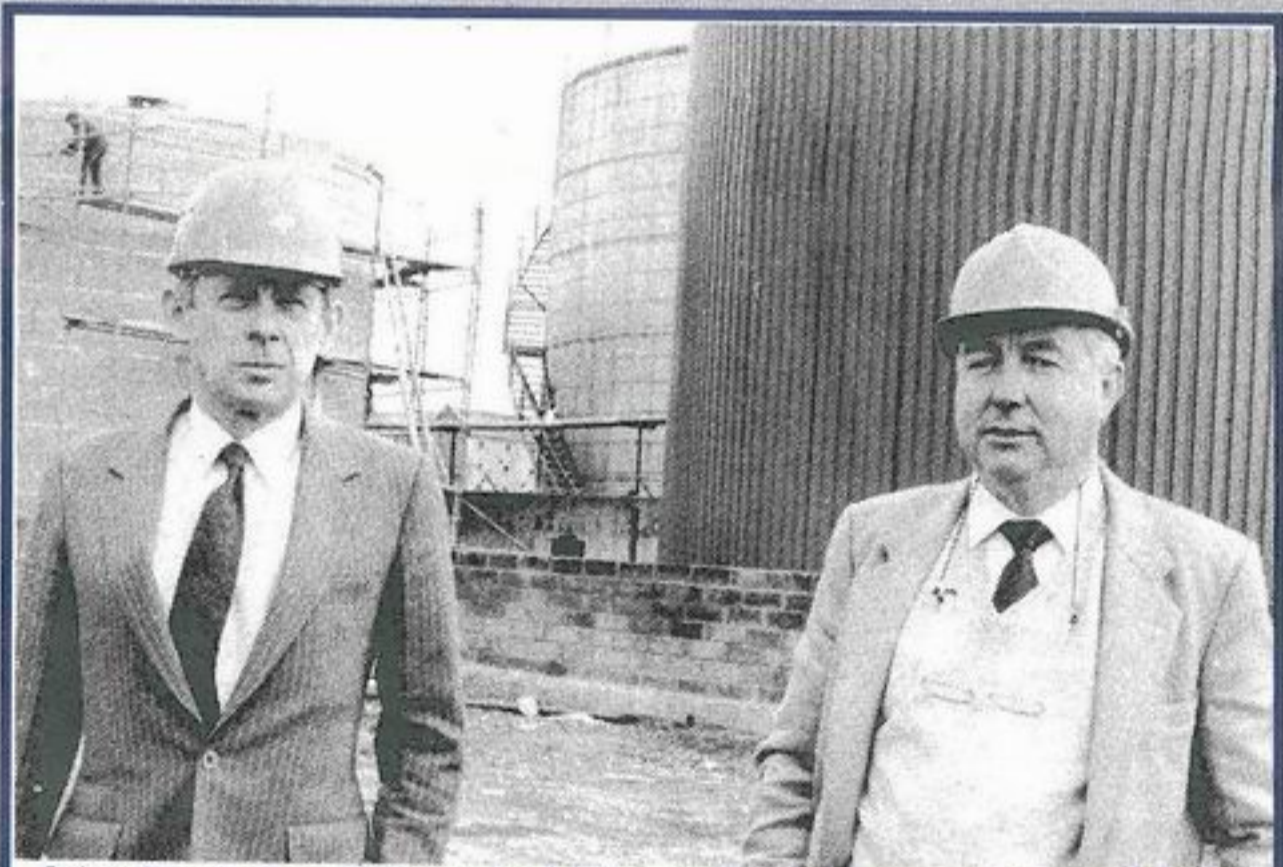
Said Colm Gowran: "We had to bring the product in by sea and Limerick Docks suited the size of shipment. We bring in up to 3,000 tonnes".

The company bought part of the Texaco facility on the docks and converted it to make it suitable for bitumen. The heating system was upgraded and tankage was installed. There is one large 2,000 tonne

tank and two 500 tonne tanks and several smaller tanks for holding the product. A mill for making emulsions and a blending system were installed.

With seven people employed APT will be making its first big sales pitch next year in a highly competitive market. Said Colm Gowran: "We missed most of the market for 1989, but we have already sold to most of the Munster counties. Our arrival on the scene has meant a reduction in the cost of bitumen products to customers throughout Ireland."

"We are here for the long haul. We feel we can get our niche in the market and we have a very good backup and technical support from Smid & Hollander and Kelbit", he said. APT has plans for other bitumen products on the market in the future.



Joint Managing Directors of Limerick Docks based Asphalt Products Teo., Mr. Peter O'Callaghan (left) and Mr. Colm Gowran.

EXPORTS TO ICELAND FROM LIMERICK

Trade between Ireland and Iceland has not been high, but now a new operation established at Limerick docks offers exporters the opportunity of exporting direct to that country.

An Icelandic cargo ship paid its first visit to Limerick in September and picked up Reykjavik-bound Irish exports worth some £100,000. Huge fish cages manufactured by the Wave-master Company in Meath accounted for most of the cargo. Boat Hardmetals in Shannon also used the service.

Other users included Erin Foods, Leaf Industries, Topps, Midland International and Emets.

The ship "Hvitanes" or "White Peninsula", is now offering a regular export service to Iceland, an initiative organised by Limerick ship-brokers, Mullock & Sons, agents for the service. Its arrival in Limerick followed a visit in June by a sister ship from the Nesskip line.

The General Manager of Limerick Harbour Commissioners, Mr Michael Hocht told "Shannon Shipping News": "It's a promising beginning. We're delighted that the service is starting and we'd like to congratulate Mullock & Sons for having the initiative to get this off the ground".

Added Mr Hocht:

"We look forward to a very successful future for all parties concerned and we would ask C.T.T. to note the service which will have the effect of considerably

increasing trade between the two countries".

The ship's Master Captain Jon Gunnarsson pointed out that the journey from Limerick to Reykjavik is made in

just 60 hours. This compares with three weeks if the only shipping alternative is used via Dublin and Rotterdam. Mr Reynir Gudmundsson of Nesskip, said that Ice-

land imports a very high percentage of its needs. Foodstuffs, agricultural machinery and manufactured goods were Irish products that could be sold on the Icelandic market, he suggested. The General Manager of Limerick Cargo Handling, Mr John Hogan said that it's a welcome addition to port business and hopefully it will grow into a thriving enterprise. "With 1992 in mind, this offers exporters and potential exporters an opportunity to seek out customers in areas that were inaccessible up to now, he declared.

The 80 metres long "Hvitanes" takes up to 2,300 tonnes of cargo.



The "Hvitanes" at Limerick Docks. Picture courtesy Limerick Leader.

Michael Joyce

Squarerigger - Shannon Pilot - M.P.

"S.S.N." acknowledges with thanks this article written by Mr. Brian Donnelly, Archivist, Irish Manuscripts Commission.

Without doubt the most remarkable Shannon Pilot was Michael Joyce, Squarerigger, Alderman, Member of Parliament, Mayor of Limerick and President of the United Kingdom Pilots' Association. He was born on the 4th September 1851 at Merchants' Quay in Limerick City. This area had been the centre of a prosperous corn export trade in the early 19th Century and was soon to be eclipsed in importance as the shipping centre of the city by the opening of the new floating docks down - river, two years after Joyce's birth.

Three generations of his family had been associated with the sea and pilotage. A John Joyce was given a pilot's licence by the harbour authorities on 9th January 1834. The entry in the pilots' licence book tells us he was aged 36, 5'7" tall with a pale complexion. On the 25th of October 1847 a Richard Joyce 21 years old 5' 7" tall with a fair complexion was issued with a licence. He would appear to have been the son of John Joyce and the father of Michael.

Joyce was educated by the Christian Brothers in their schools at Bridge St., Pery Square and later at Sexton Street. The Limerick Leader was later to comment that he was not, as a result, tainted by the so-called "national (school) system".

At the age of fourteen Joyce joined the barque 'Red Gauntlet' on his first voyage. During his subsequent career at sea he was shipwrecked four times losing all he possessed on each occasion. It would appear that in later years he was reticent as to the details of these disasters.

In the early 1870s Joyce returned to Limerick to serve his apprenticeship as a river pilot and on Friday, 8th of March 1878 he presented himself to the Pilot Committee of Limerick Harbour Commissioners for examination as a candidate for a pilot's licence.

The Committee noted that he is 26 years of age, has been five years at sea and made several foreign voyages and produced enrolment in the Naval Reserve.

He was examined by the Harbour Master, and having answered very satisfactorily that Committee considered him competent and recommended him for a licence.

Apart from the references to Joyce's interview on that Friday in March 1878 which are preserved in the Pilot Committee Minute Book

of the date, the Chairman's notes have also survived from which it appears he was judged particularly suitable to be granted a licence and thus join the ranks of the Limerick Pilots bringing ships up the river to the city from Cain's Island and piloting them down the river to Scatterry Island and even Loop Head.

Henceforth he seems to have played an active part in local nationalist and social affairs. He was, together with the Reverend Robert Ambrose and others, one of the founders of the old Sarsfield Branch of the National League in Limerick. Joyce occupied the chair at the founding of Garryowen Football Club and played in the first fifteen for both Garryowen and Limerick County. He was also a prominent member of St. Michael's Temperance Society.

The Local Government Act of 1898 widened the franchise for local elections and caused an up-heaval in local administration. The first municipal election after the Act in January 1899 saw mass participation on a level unequalled in local elections prior to that date.

LEADER

A poet in the Limerick Leader commented sarcastically:

"The masses have now got a rise, and their power we must recognize, so we'll take off our coats, to capture the votes, of the rabble we used to despise."

Joyce went forward for this election as a Labour Candidate for Custom House Ward pledged to a democratic programme. He headed the poll in his ward and the Labour interest was to secure a majority of 8 men in the new Corporation which was hailed by the Limerick Leader as a "People's Parliament" and an epoch in Limerick's municipal history.

In the general election the following year Joyce went forward as a candidate for the Irish Parliamentary Party. His opponent was Francis Kearney, a well known Limerick solicitor whom the Unionist "Limerick Chronicle" on the 29th September 1900 described as 'not only a solicitor of standing, a gentleman of birth and education, but a brilliant and successful student of politics, with the power, unlike Mr. Joyce - of being able, by oratorical ability combined with forceful arguments, to influence even the assembly of the first gentlemen of the United Kingdom. Kearney was also

Solicitor to the Harbour Board.

When addressing his supporters in Limerick on the 1st of September, Joyce pointed out that '... he did not presume to be a gentleman either by birth or education, but he presumed to be a gentleman, as good as any man of birth or education, by the mere fact that he was an honest intelligent and upright workingman...'. He then proceeded to Corbally to see the Bishop Dr. O'Dwyer. The Limerick Chronicle reported that '... his first duty was to apologise to his Lordship for an insult which he had offered to him 12 years ago

That insult was given through ignorance and was unintentional on his part. His Lordship forgave him and resumed the friendship which had existed before this occurrence...'. Joyce then asked for and received the bishop's blessing... 'his Lordship wishing him every success and expressing the pleasure it afforded him to see that the workmen were asserting their rights, adding that he would be glad to see the labour element properly represented in parliament...'

When the results of the election became known, Joyce, with his '... hardy weatherbeaten countenance, with the bluff hearty manner which characterises the sailor man the world over... 'was found to have won an overwhelming majority over his Unionist opponent, having received 2521 votes to Kearney's 474. The Limerick Chronicle which had supported Kearney commented after the election that '... it is over now, and though we do not believe in Mr. Joyce's politics, or that he is the best man Limerick could have chosen, we do believe in his honesty...'

Joyce was in many ways typical of elements in the composition of the Irish Parliamentary party in the late 19th and early 20th Century - men of comparatively humble origin who found themselves thrust from local to Imperial Politics within a short period.

The year after Joyce was elected to Parliament a census was taken and we find Joyce's family, his wife Annie and their two sons and daughters, living in a house in Arthur's Quay.

For most of the following two decades Joyce served as Alderman of the Corporation, on two occasions was Mayor of Limerick, and was Member of Parliament for the City. He played an active role as

a Member of the Limerick Harbour Board and the Pilotage Committee of that Board. The Board was to derive considerable advantage from Joyce's position as Member of Parliament. On the 8th of January 1907 for example, '... on the motion of Sir Thomas Cleeve, seconded by Mr. Hayes, the secretary was directed to write to Mr. John Redmond and the President of the Board of Trade suggesting that the Mayor should be selected to act as a Commissioner regarding the Enquiry into Lighthouse Administration...'

SHANNON

In 1909 the Limerick Harbour Commissioners were anxious to have the Admiralty re-survey the Shannon and wrote to the Lords Commissioners of the Admiralty to that effect hoping that '... the efforts of Alderman Joyce, our worthy Member of Parliament and to whom we tender our warmest thanks - will still be maintained and that eventually the Admiralty will be led to recognize the reasonableness of our request...'

A letter survives among the harbour records dated 17/7/1912 from Joyce in the House of Commons to John Power, the Secretary of the Limerick Harbour Board, regarding the efforts of the Irish Party to minimise the damage to Irish trading interests resulting from an outbreak of foot and mouth disease in the country.

Almost two years later foot and mouth disease still posed a problem. At the Limerick Harbour Board Meeting on the 10th of May 1914 '... a letter was read from Alderman Joyce M.P. and a telegram from the Department of Agriculture explaining why the boundary line at present fixed could not be altered so as to open the Port of Limerick for the shipment of cattle owing to fresh outbreaks of foot and mouth disease in the north of the County Cork...'. It was in the area of pilotage legislation however that Joyce was to leave his mark in Parliament.

Joyce became active in the United Kingdom Pilots' Association (founded 1884) and together with the President of the Association, George Cawley, led a deputation to see Winston Churchill which resulted in an order being signed for a Departmental Committee on pilotage to begin work in 1909. Joyce was a member of the Marine Advisory Committee of the Board of Trade and gave evidence during its 25 sittings between

November 1909 and April 1910 as to the state of Pilotage on the Shannon.

The crowning effect of the Committee's work was the Pilotage Act of 1913 which was a considerable advance on previous legislation particularly in respect to freedom from illegal pilotage, a restriction of the issue of pilotage certificates, better representations of Pilotage Committees. When Commander Cawley died in 1910 Joyce succeeded him as President of the U.K. Pilots' Association.

The Great War heralded the end of Joyce's political career as well as that of other notable local supporters of the Irish Parliamentary party. 1914 had seen the false dawn of the Home Rule Act eclipsed by the outbreak of war.

It was a time of personal tragedy for Joyce with the premature death of his second eldest son Joseph. His eldest son Richard had emigrated to America and later fought in France with the 165th United States Regiment, Joyce once again experienced the trauma of shipwreck when the "S.S. Leinster" on which he was a passenger was torpedoed and sunk in the Irish Sea in 1918.

The approach of the General Election at the end of that year saw the Irish Parliamentary Party in disarray as a result of the rise of Sinn Fein. Joyce by then 67 years old, intended to contest the City seat with the Sinn Fein candidate P. Colivett. His election meeting on the 25th November 1918 was however disrupted by Sinn Fein elements and Joyce decided to stand down and preserve the City from turmoil. P. Colivett was returned unopposed. On the 16th of December at a meeting of the Harbour Board Mr. Morley (the Secretary) and the High Sheriff proposed '... a vote of thanks to Alderman Joyce for the services he rendered to the Board and the City whilst representing them in Parliament. The Mayor put the vote and on behalf of the City and himself joined heartily in it...'

Joyce's term as Harbour Commissioner ran for another year. In August 1919 he applied for and received a renewal of his pilot's licence stating however that he did not intend to claim any earnings from the pilot's fund. His eventual retirement from the Harbour Board in January 1920 was a cause of universal regret. Joyce retired as President of the United Kingdom Pilots' Association in 1923. As President he had been well liked and highly respected.

Michael Joyce died at his home, 'The Moorings', O'Connell Avenue, on 9th January 1941 in this 90th year.

Brian Donnelly wishes to acknowledge the assistance of relatives of the late Mr. Joyce, especially Mrs. Maureen O'Brien (nee Dineen), Granddaughter of Mr. Joyce.

Bob Fox

"Shannon Shipping News" learned with regret of the departure of Bob Fox, Managing Director, Aughinish Alumina Limited to the Alcan Company in Australia.

Under Bob Fox's dynamic management the cost of alumina was reduced significantly by increasing production to almost 900,000 tonnes annually thereby bringing down unit costs. He also instigated future plans which provide for increased capacity in order to further reduce costs. Additional economies were also effected with the full co-operation of the staff which demonstrated his expertise in industrial relations and his determination to secure the future of the plant in the face of intense international competition.

Thanks to Bob's efforts, the future for AAL now looks bright.

We wish Bob every success in his new demanding post in Australia to which we are confident he will bring the same high degree of effectiveness and enthusiasm as he displayed at Aughinish.

While bidding a sincere and grateful farewell to Bob, we welcome Frank McGravie and wish him well in his new task.

Frank has had an outstanding career with Alcan in many locations throughout the world and we have no doubt he will be a most worthy successor to Bob.

Late Liam Hickey

At a special meeting of the Harbour Commissioners called to express deep regret on the death of Commissioner, Liam Hickey, the Chairman, Ted Russell said the late Councillor Hickey had had a distinguished public career and gave generously of his time and efforts on behalf of the public whom he served for nearly thirty years.

He was a most pleasant character and outstanding public representative. A former Chairman of Limerick County Council, a role which he filled with dignity and impartiality, he represented the Council on the Harbour Board from October 1985 up to his death and was a regular contributor to the affairs of the port.

The General Manager, Michael Hctor and members of the Commissioners joined in the expression of sympathy.

Sympathy

In a tribute to Martin Wallace (pensioner) who died since the last edition of "SSN", Mr. Michael Hctor, General Manager said Martin had had over forty years' service with the Commissioners. He was skilled in all aspects of harbour work and was a loyal and dedicated employee.

Sincere sympathy is extended to his family and relatives.

Re-Elected

"Shannon Shipping News" extends congratulations to Senator Dan Kiely of Tarbert on his re-election to Seanad Eireann. Senator Kiely represents Kerry Co. Council on the Harbour Commissioners.