

# The Port of Cork

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The early importance of the Port of Cork is proved by the Charter granted by Henry VII in the year 1500 under which the Mayor of Cork was given jurisdiction over its waters. From this Grant arose the quaint and ancient custom of "Throwing the Dart," in discharge of which until recently (1917) the Lord Mayor of Cork, like the Doge of Venice, asserted his authority by proceeding every three years to a point outside the harbour entrance which marked the limit of his rule and there with due pomp and ceremony cast a dart into the sea. The subsequent growth of the port was retarded by wars and economic restrictions, but the slow and steady revival of the country's economic life during the 18th and 19th centuries were reflected in its progressive development. Situated almost in the centre of the Southern seaboard, facing south to the Atlantic within easy reach of the Southern and Western ports of England, its fine natural harbour became an important port of call for Atlantic shipping and the natural exit for our Southern agricultural exports. In 1838 the *Serius* sailing from Cork Harbour under the command of a Corkman, Captain Roberts, made the historic first west-bound steamship crossing of the Atlantic in the then record time of seventeen days.

The first important step to improve the port was taken in 1820 when the Cork Harbour Commissioners (who are still, under a different constitution, responsible for its management) were constituted under Act of Parliament. Then, and for many years afterwards, the accommodation for shipping in the Upper Harbour, or river port, at Cork was entirely inadequate. There were no lighthouses or buoys to mark the approach channels, and these waterways would only take vessels of fifteen feet draught at spring tides. At Cork all vessels had to lie aground at low tide. Overseas vessels often had to anchor at Passage West and discharge portion of their cargo before they could proceed to Cork. From 1850 onwards a steady improvement took place in the River Port. The river was dredged, the berths at Cork were deepened, the quays extended and improved and lighted buoys provided in the channel. By 1875 a thousand feet of deep water berthage had been provided at Cork. The improvements thus begun have since been maintained and extended. The modern Port of Cork fulfils various purposes. It is both a river port and an ocean port, in fact the only real ocean port in the State. As regards trade it is primarily a distributing and exporting port. As regards functions it is a port of call, a transit port, a port of destination and a port of distribution. As regards auxiliary services it is a barge port, a rail port, a lorry port and a ship repairing port. Oil bunkering is available at Cork, and should be made available in the Lower Harbour where the tanks exist but not the

supplies. Dock labour is co-operative and efficient and the turn-round of ships expeditious and satisfactory.

Whilst the Port of Cork is one administrative unit it comprises two distinct areas: the Lower Harbour, or Ocean Port, with its great sheltered, almost land-locked basin, one of the finest, safest and most commodious natural harbours in the world where a large fleet can lie securely at anchor, and the Upper Harbour, or artificially created River Port, which consists of the river channel from Passage West to Cork and the berthage at the Cork City quays. The ocean approach to the Lower Harbour, a wide bay over five miles across from Pool Head, on the East, to Cork Head on the West, is so sheltered that in reasonably fine weather the trans-Atlantic liners can embark and disembark passengers there from the Harbour Commissioners' tenders. The entrance to the Lower Harbour proper in the centre of this bay is through a channel about 3,000 feet wide at the entrance, which is not obstructed by a bar and divides into two short channels with a minimum depth of 38 feet at L W O S T in the Eastern and 42 feet in the Western Channel. These channels are divided by the Harbour Rock, the position of which is marked by lighted buoys. Leading lights and marks enable either channel to be navigated in complete safety. After passing the Harbour Rock these channels merge into one broad approach to the trans-Atlantic Liner Anchorage of 4,000 feet by 2,000 feet with a minimum depth of 36 feet at L W O S T. A short distance North of the Liner Anchorage the channel turns westwards and shoals to 30 feet at low water, but then deepens to 60 feet as far as Passage. At Cove the Harbour Commissioners own the Ballast Quay, depth 14 feet at L W O S T, which is used for the discharge of coal and other goods, and the Deep Water Quay, depth 22 feet L W O S T. This latter quay is adjacent to the railway station, and here the tenders from the trans-Atlantic liners berth to receive or discharge passengers. Up-to-date passenger accommodation, customs examination facilities and reception rooms with appropriate offices have been recently provided at the point of disembarkation.

At Passage West where the Upper Harbour begins the channel is about 1,000 feet wide with depths up to 52 feet at low water, but from Horse Head, north of Passage, the remainder of the well sheltered channel to Cork is practically an artificial ship canal, marked with buoys, with a minimum depth of 16 feet at L W O S T. This approach through wooded hills and past riverside towns is very beautiful. In the River Port at Cork City deep water berthage is provided which enables vessels drawing up to 27 feet of fresh water draught to remain afloat at all tides. The channel at the North and South Deep Water Quays expands into a swinging basin 660 feet long which is 491 feet wide at the eastern end and 475 feet wide at the western end. From here it is approximately 425 feet wide to the junction of the North and South Channels of the River Lee which, above this point, are respectively 200 and 180 feet wide. The width of this swinging basin (soon to be increased) allows for the safe turning of vessels not exceeding 460 feet in length overall. With the exception of the quays fronting the premises of Henry Ford & Son, Ltd and the Electricity Supply Board all the quays are the property of the Harbour Commissioners. The principal quays have rail connections with the Irish

railway system and ships can load from hold to wagon. Grain discharging machinery is provided at Victoria Quay alongside the grain elevators.

The management and administration of the port is carried on by the Cork Harbour Commissioners under the powers conferred on them by the Harbour Acts, 1946 and 1947. This body like the other principal Harbour Boards is constituted as follows —Four members appointed by the Cork Corporation, one member appointed by the Cove Urban Council, four members appointed by the Cork Chamber of Commerce, two members appointed by the cattle trade organisation, two members appointed by the Federation of Irish Manufacturers, two members appointed by the trade union Councils, four members elected by the shipowners and four members nominated by the Minister for Industry and Commerce. With the exception of agriculture all the interests using the port are fairly represented and the Board can be said to be both vocational and export. The chief executive officer is the General Manager who has much the same powers as a city manager and can engage or discharge employees.

As regards port facilities, the Cork Harbour Commissioners have available for hire a 40 ton sheer legs, a 25 ton fixed electric transporter crane and a 4 ton mobile crane in addition to a number of 2 and 3 ton hand cranes. Four travelling electric transporter cranes of from 2 to 5 ton capacity on Penrose Quay are leased to the City of Cork Steam Packet Company, and Henry Ford & Son, Ltd. have two 5 ton travelling electric transporter cranes on their private wharf. The C.I.E. have four hydraulic cranes of 30 cwt capacity for the discharge of coal from ship to wagon direct. There are also a number of mobile cranes of 2 to 5 ton capacity used for rapid handling of goods on the quays.

Ample bonded warehouse accommodation is provided by the Cork Bonded Warehouses Ltd. and cold storage accommodation by two other companies. The regular cross-channel and continental steamship companies also provide their own storage and customs accommodation as well as cattle lairage. The aggregate grain storage capacity is 60,000 tons.

At Rushbrooke is situated the Cork Dockyard Ltd., the dimensions of whose drydock are —length on blocks to inner recess, 519 feet, length on blocks to outer recess, 541 feet, width at bottom, 70 feet, depth on sill, 27 feet. This dockyard employs a large number of skilled mechanics and workers and can carry out repairs on ships of any tonnage using the port. Private firms at Cove and Crosshaven undertake repairs to small craft. The Commissioners have available at Cork a gridiron 300 feet in length and a patent slip which are used for repairs of the Commissioners' ships and other small vessels.

The traffic through the Port of Cork comes principally from the counties of Cork and Kerry and adjacent parts of the counties of Waterford, Tipperary and Limerick. Its situation in the centre of a prosperous agricultural and live-stock district ensures that its principal exports consist of provisions and live-stock to Great Britain. The number and tonnage of vessels entering the port during the years 1912, 1938 and 1954 are shown on Table 1.

**TABLE 1**  
*Number and Tonnage of Vessels*

Year	Total		Cross channel and Coastwise		Overseas		Fishing Boats		Trans Atlantic Liners		Other Vessels	
	No	Tonnage	No	Tonnage	No	Tonnage	No.	Tonnage	No	Tonnage	No	Tonnage
1912*				589,880		150,385		1,174				
1938	1,624	3,819,194	1,084	598,114	239	280,403	—	—	215	2,837,511	86	103,166
1954	1,689	3,556,769	1,024	660,763	358	336,064	49	2,102	177	2,490,598	81	67,242

\* The records for the year 1912 are incomplete.

The details of the goods imported and exported and live-stock exports are given in the appendix tables from which particulars of the principal fluctuations in the nature of traffic since 1912 can be seen.

Owing to changes in the Schedules of Goods Classifications and changes in the method of statistical grouping between the years 1912 and 1954, definite conclusions cannot be drawn with regard to the fluctuations of traffic but the figures in these Tables give an idea of the trends in important items. To give an example, "Chocolate Crumb" is now separately classified. Prior to the year 1954 it was included under the heading of Confectionery.

TABLE 2  
*Livestock Exports for Years 1938 and 1954*

Description	1938		
	Total Exports to all countries	Shipped from Cork	Percentage shipped from Cork
	No	No	%
Cattle	702,290	61,274	8.72
Sheep	297,440	690	0.23
Pigs	45,773	16,198	35.39
Horses	10,251	470	4.58
	1954		
Cattle	617,111	36,926	5.98
Sheep	193,876	536	0.28
Pigs	237	12	5.06
Horses	22,456	218	0.97

Table 2 shows in particular the relationship of the exports of live-stock through Cork to the total of all such exports in 1938 and 1954. It will be noted that the proportion of livestock exports through Cork has decreased since 1938. The cattle trade attribute this to the existence of a special wagon rate through the port of Dublin while cattle exported through Cork are charged a head rate, and to the fact that the livestock carrying capacity on the Liverpool and Fish-guard services from Cork have been considerably reduced during the period in question.

TABLE 3  
*Income and Expenditure in various years since 1912*

Year	Income			Expenditure			Surplus			Deficiency		
	£	s	d	£	s	d	£	s	d	£	s	d
1912	49,848	3	9	54,392	0	10	—	—	—	4,543	17	1
1917	53,323	13	8	52,780	14	8	542	18	7	—	—	—
1938	82,013	5	5	80,628	14	4	1,384	11	1	—	—	—
1942	51,097	2	5	52,400	18	9	—	—	—	1,303	16	4
1945	64,153	9	10	67,687	19	5	—	—	—	3,534	9	7
1946	95,548	4	10	93,249	17	2	2,298	7	8	—	—	—
1954	255,966	12	2	255,355	7	7	611	4	7	—	—	—

NOTE: The following transfers to Capital Account are included in expenditure—  
1938—£763 9s 0d 1945—£185 13s 3d 1946—£1,373 17s 8d  
1954—£11,416 17s 3d

The accounts from 1946 onwards include receipts and expenditure on Tender Account.

As regards rail and shipping services Cork is linked to the rest of the country by rail and bus services. Amongst the shipping lines using the port are the following—Cunard Steam-Ship Co., Ltd., passenger and mail services to New York, Le Havre, Southampton, United States Lines, passenger and mail services to New York, Bremerhaven, Le Havre and Southampton, Greek Line, passenger service to New York, Boston, Cherbourg, Southampton and Bremen, Holland-America Line, passenger service to New York, Southampton, Le Havre and Rotterdam. The trans-Atlantic passenger lines are permitted to load or discharge cargo to or from any port in the United States or Canada not exceeding 25 tons in any one shipment or unshipment without altering classification. Other cross-channel and continental services are the City of Cork Steam Packet Co., Ltd., tri-weekly passenger, cargo and livestock service to Fishguard, weekly service to Liverpool and fortnightly service to London or Bristol Channel ports by special arrangement. Clyde Shipping Co., Ltd., cargo services weekly to Belfast, Glasgow, Dublin and Waterford, Irish Shipping, Ltd., passenger and cargo services between American and Canadian ports, Head Line, cargo services to American and Canadian ports, Moss Hutchinson Line, Ltd., cargo service to Greece, Turkey, Spain and Portugal, Saorstat and Continental Steamship Co., Ltd., cargo service to Hamburg, Antwerp, Amsterdam, Rotterdam, the Bratt Line, cargo service to Gothenburg.

Table 4 shows the present tonnage rates at the Port of Cork as compared with Dublin, Waterford and Limerick. Comparative figures for Cork are given for 1938.

TABLE 4  
*Principal Tonnage Rates*

Category	1938		1955						
	Cork (a)		Cork	Dublin	Waterford (b)	Limerick (c)			
	s	d	s	d	s	d	s	d	
Overseas vessels	1	4	2	3	1	11	2	1	At Quays 1 3 $\frac{3}{4}$
									In Dock 2 4 $\frac{1}{2}$
Coasting and cross channel vessels	4 $\frac{1}{2}$	or 7 $\frac{1}{2}$	1	6	1	5	1	4	At Quays 10
									In Dock 1 5 $\frac{1}{2}$
Trans Atlantic Liners		$\frac{1}{4}$		$\frac{3}{4}$					

NOTES (a) Cork, 1938—Overseas tonnage rate 1/—, coasting and cross channel rate 4 $\frac{1}{2}$ d plus an additional 4d overseas, and 3d coasting and cross channel if vessel uses a deep water quay

(b) The Waterford figures include local lights rate

(c) The Limerick figures include local light dues

The pilot service of the port is maintained from two pilot watch-houses and a powerful sea-going pilot launch, the Cove watch-house being equipped with a radio telephone. Pilotage is optional from sea to the Spit Lighthouse in the Lower Harbour and compulsory from

there to Cork Pilotage rates are charged on the net register tonnage of each vessel and are graduated according to the size of the ship Trans-Atlantic liners are charged special rates

Port authorities nowadays are faced with the problem of keeping pace with the ever-increasing length and draught of ships In many ports quay walls and wharves initially designed with an eye to future ship development have long since become obsolete because of the increase in ships' lengths and draughts A typical pre-war overseas cargo ship was about 430 feet in length with a loaded draught of about 24 feet, but the tendency now appears to be towards longer and deeper ships To meet this situation the Cork Harbour Commissioners have during recent years taken steps to modernise and recondition the River Port They approached the problem boldly and decided to reconstruct 3,332 feet of quays on both sides of the river and to give a depth alongside of 30 feet at low water spring tides The reconstruction of Anderson's Quay and the North Custom House Quay has already been completed and the South Jetties have been reconstructed in reinforced concrete The total length of these quays is 2,177 feet The northern quays are now to be reconstructed from the Fishguard Wharf eastward for a distance of 1,155 feet From this point the swinging basin will extend 480 feet further eastward and will be widened by 40 feet for that distance This will give ample room for swinging any ship using the Upper Harbour Expenditure on special dredging plant a sea-going tug, a motor launch with echo sounding equipment, additional machinery, extension of the Tivoli Reclamation Embankment enclosing an area of 150 acres into which dredged material is pumped and the work of reconstruction already carried out amounts to £694,000, to this must be added the cost of work yet to be done This includes reconstruction of the north quays, enlargement of swinging basin and a further extension of the reclamation embankment These works are estimated to cost £430,000, making a total cost of £1,124,000 £31,000 has already been provided out of surplus revenue towards this expenditure The balance will be financed from a Harbour Vote Grant of £246,000 and a National Development Fund Grant of £387,000, leaving a sum of £460,000 to be provided by the Harbour Commissioners by borrowing or otherwise

During the war years the river channel approach to the River Port deteriorated as dredging was held up through lack of funds and fuel The Commissioners first post-war step was to restore the channel so that modern cargo boats could use it at all tides With this end in view they reconditioned the "Loughmahon" dredger at a cost of £28,500 The special dredging plant purchased includes a new type of Dutch pump-ashore plant which has proved very successful in operation When the area for the disposal of dredged material has been filled in, an industrial development site of 150 acres will be available alongside deep water and the main railway line An oil storage depot has already been erected on part of this site More land is now ready for occupation On the termination of the war, private interests which had formerly provided a tender service for trans-Atlantic liner traffic were no longer prepared to do so and in order to ensure the resumption of trans-Atlantic liner calls the Harbour Commissioners were left with no alternative but to provide a tender service themselves

The two tenders engaged in this work are well appointed and equipped with radio telephony. Another recent development is the setting up of a Cork Harbour wireless station for port and pilotage work.

In spite of many and magnificent ministerial promises Cork still lacks a scheduled air service which is essential to a trans-Atlantic port. A private airfield at Farmers Cross on the high land south of the city is occasionally used for charter services. In 1952 the then Minister for Industry and Commerce announced that it has been decided in principle that an airport should be provided at Cork and that a detailed examination of the facilities required would be made. This is no doubt still proceeding. We continue to live in hope.

Cork Harbour has long been noted for its yachting amenities. The Royal Cork Yacht Club (founded in 1720) is the oldest in the world. Ample facilities for the pursuit of this popular and delightful sport are available at both Cove and Crosshaven where the Royal Munster Yacht Club has its headquarters. Races are held in the harbour and surrounding waters during the season. Quiet and picturesque anchorage in wooded estuaries are also available at Drake's Pool near Crosshaven and at East Ferry on the other side of the harbour.

So far I have tried to give you a factual survey of the Port of Cork as it is to-day. If it has seemed at times to be more a "sales talk" than an appraisal you must attribute this to the enthusiasm of a Corkman who has during a long lifetime not only known and loved the Port of Cork in all its varied aspects, but has also been intimately connected with its administration. One of the tragic aspects of Cork Harbour has been the decline of Cove, its maritime town. Every successive development, whether scientific or political, has until recently contributed to this end. In my boyhood I remember the basin of the Lower Harbour full of ships waiting for calls or orders, and I have seen the Channel Fleet lying at anchor in its waters. A Corkman of my generation could then have said with Kipling—

Of no mean city am I for I was born in the gate  
Where the world-end steamers wait

The invention of radio ended the necessity of ships calling for orders and the Treaty of 1921 terminated the visits of the British Navy. Again the increase in the size of trans-Atlantic liners, and the emergence of Southampton as a port of destination for these vessels, reduced, and for a time virtually eliminated the use of Cove as a port of call for liners. The Second World War (euphemistically called "the emergency") terminated these calls altogether. They would never have been revived had not the Cork Harbour Commissioners purchased tenders and inaugurated the present tender services which private enterprise was no longer prepared to provide. For ten years Cork public bodies agitated to secure the provision of proper landing facilities at Cove but it is only recently that this vital matter has been attended to. Too many government departments were involved and what's everybody's business is nobody's business. While millions were being lavished on the Shannon Airport to comfort and sustain the "flutter-byes" who pass through it we found it almost impossible to get anything done for the landing place at Cove where over 11,000 passengers landed from liners in the year 1954. All of these remain for at least some time in the country and many of them make their first acquaintance with Irish conditions there. This unhappy situation has at last



been remedied and not a moment too soon. Those acquainted with the landing facilities at Le Havre, Southampton and Bremerhaven will realise the importance that other people rightly attach to such matters. On the other hand it must be said that the Department of Industry and Commerce were prepared to make a grant of £50,000 towards the cost of certain Lower Harbour improvements contemplated in 1952 which were not proceeded with after a more detailed examination showed that they were unnecessary. Certain vociferous critics believe that a remedy for Cove's misfortunes could be found by closing the Upper Harbour or River Port, deepening the quay accommodation at Cove and concentrating all port services there. These people have neither considered, nor perhaps even realised, that such a policy would involve the virtual closing down of Cork City and the transference of its inhabitants and industries to Cove, a feat worthy of Aladdin himself. Soon after the establishment of the Irish State a scheme was prepared by Mr Nicholson, an American harbour engineer, which provided for a new deep water pier at Cuskenny, near Cove on the Lower Harbour, where liners could have come alongside. The chaos and ruin following the Civil War coupled with the refusal of the liner companies concerned to use such facilities put an end to this project and it is hardly likely to be revived. It is not always appreciated that liners want to make as short a stay as possible in a port-of-call and will not come alongside a quay if they can possibly avoid it. When the Harbour Commissioners raised the matter with the liner companies at the end of World War Two the following comment was made by Captain Devlin, Marine Superintendent of the United States Lines—"You must have money to spare when you talk of building what I would call a super-de-luxe, palatial extravaganza. If you spend money on building a pier down there you will be throwing good money after bad. That is my good, humble, American opinion and I would hate to see you do it. If you have money to spare give us the nicely turned-out tender service that we want." And this we did. So far as the Harbour Commissioners are concerned they have always been ready to consider, and if possible carry out, any practicable scheme for the benefit of Cove and the Lower Harbour. In recent years they have, as I have pointed out, inaugurated a tender service at great expense, made exhaustive surveys of the liner anchorage and contributed to the new accommodation for liner passengers at Cove. No harbour authority with limited resources and powers could carry out or finance some of the grandiose projects which have been suggested in connection with the Lower Harbour from time to time. Even if desirable they could only be dealt with on a national basis. I am glad to state, however, that the status of Cork Harbour as a first class ocean port has at last received international recognition. A combination of the leading oil companies, after an exhaustive examination by their experts of the entire country, have this year selected Cork Harbour as the site for an Irish oil refinery. Construction work will soon begin. The site selected, near Whitegate on the eastern side of the lower harbour, has convenient deep water where large tankers can safely berth and manoeuvre. It is understood that this factor, together with the position of the port in relation to ocean and coast-wise sea routes, was the determining factor in the choice of Cork Harbour. The refinery, which will cost about £15,000,000 to construct

and take several years to build, will give employment to many hundred people. It will undoubtedly attract subsidiary industries. This important development is bound to be of advantage to the port and to Cove which certainly deserves some good fortune.

In conclusion may I indulge in a few reflections on national port policy. Apart from the discussions and recommendations of our very competent civil servants (which are necessarily secret) no attempt seems to have been made to formulate such a policy. We have been content to proceed "by guess and by God" as the sailors say. The Ports and Harbours Tribunal of 1930, which did first-class work, was mainly concerned with administrative changes and made no suggestions as regards national policy, which was doubtless outside their province. The matters which demand consideration seem to me fairly obvious. Should we for instance fritter away large sums of money trying to develop small ports none of which are, or can be, economically viable, or should we concentrate our necessarily limited resources on making our important harbours first class in every respect? For the exports of our basic and vital industry, agriculture, we clearly need at least two or three well-equipped ports on the eastern coast with an ocean port of the south-west to deal with large vessels, trans-Atlantic traffic and international trade. There is virtually no port so far as I am aware on the western coast which could be developed satisfactorily for these purposes. Some of the small ports, so long as they function effectively, no doubt furnish an approach to some of our disseminated industries, and, if the larger ports were to be destroyed or put out of commission in some future "emergency" they might perhaps fulfil a relatively minor function in keeping our economic door open. I do not therefore suggest that they should be closed or neglected but I do suggest that it is futile to spend large sums of money on developing or enlarging them. We should I think aim at having at least three really first-class ports. By doing so we can ensure that the best use is made of our necessarily limited resources and provide for the future development of our maritime trade on rational lines.

There is one other important matter which affects all ports and to which I should like to briefly refer. At the present rate of income tax a harbour authority for every £1,000 it spends on improvements must raise £1,600 in order to provide £600 to be paid in income tax. This is a serious deterrent to development. There is no real difference between the constitution and function of Harbour Authorities and Local Authorities. The latter derive their income from the assessment of rates on property, the former from the assessment of dues on goods and ships. Both are in effect popularly elected taxing authorities and provide services for which direct payments are made. Yet the Local Authorities are in effect relieved of liability for tax and Harbour Authorities are not. The situation is in effect Gilbertian, but taking their stand on certain British decisions of doubtful validity the Revenue Authorities refuse any redress. This situation should be remedied without delay.

Before I close I must thank the Society for giving me this opportunity to speak on a subject long dear to my heart. If any of you do not know the Port of Cork I hope my address will encourage you to visit it so that you may see for yourselves a place which is so aptly described in our proud civic motto "Statio bene fida carinis".

## APPENDIX

TABLE I

*Principal Imports*

Commodity	1912	1938	1954
	Tons	Tons	Tons
Bacon	2,380	13	—
Bricks	1,482	2,905	2,451
Cement	13,600	23,561	22,037
Clay	162	969	2,104
Coal	406,334	368,557	300,541
Cereals and Feeding Stuffs	165,466	196,957	162,676
Fertilisers and Materials for their production	33,089	40,358	87,203
Flour	15,094	536	4
Iron Bar	3,083	468	33
Iron, Galvanised	—	1,914	1,659
Iron	3,918	2,449	2,229
Iron Scrap	48	9	9,797
Machinery	1,798	2,020	7,218
Malt	2,345	6	—
Motor Car Parts	—	7,231	11,174
Motor Spirit	281	14,774	30,763
Oil	7,221	19,326	109,205
Paper	3,562	4,123	3,464
Pigs' Heads	5,310	—	—
Potatoes	3,496	6	—
Rubber	8	1,703	4,192
Salt	5,041	5,570	5,284
Slates	3,222	142	341
Soap	1,152	21	5
Staves	1,068	106	42
Steel	1,160	5,124	5,861
Steel Billets	—	—	1,500
Sugar	14,413	1,032	462
Timber	26,394	25,745	26,750
Tractors and Parts	—	391	3,223
Total above Imports	721,127	726,016	800,158
Other Imports	73,741	76,254	43,551
<b>GRAND TOTAL</b>	<b>794,868</b>	<b>802,270</b>	<b>843,709</b>

TABLE II

*Details concerning Main Imports*

Commodity	1912	1938	1954
	Tons	Tons	Tons
Cereals and Feeding Stuffs			
Barley	4,939	20	18 858
Bran	5,434	6,886	3,307
Maize	78,837	109,173	74,526
Oats	2,029	60	2,485
Pollard	2,539	1 814	31,753
Wheat	62,933	71,014	10,804
Feeding Stuffs unclassified	209	435	7,239
Meal, Cotton	—	2,538	5,279
"  Fish	—	330	3,071
"  Linseed	—	—	764
"  Oat	—	11	149
"  Unclassified	3,115	489	3,919
Oil Cake	5,431	4,187	522
Total Cereals and Feeding Stuffs	165 466	196,957	162,676
Fertilisers and Materials for their production			
Basic Slag	4,243	4,195	8,402
Fertilizer Compound	—	—	7,338
Manures, Artificial	6,123	138	5
Muriate of Potash	—	427	9,111
Nitrates	19	601	3,049
Phosphate Rock	10,762	20,102	29,663
Potash	957	1,304	3,377
Pyrites	6,885	5,186	9,860
Sulphate of Ammonia	—	8,255	8,743
Sulphate of Potash	—	40	70
Superphosphate	4,100	110	7,585
Total Fertilizers and Materials for their production	33,089	40,358	87,203
Oil			
Oil Fuel	—	13,633	98,343
"  Paraffin	2,251	2,801	9,261
"  Unclassified	4,970	2,892	1,601
Total Oil	7,221	19,326	109,205

TABLE III  
Principal Exports

Commodity	1912	1938	1954
	Tons	Tons	Tons
Barytes	1 990	—	—
Burnt Ore	3,666	6,110	951
Butter	12,154	10,346	853
Chocolate Crumb	—	—	6 077
Clay	1	1,725	2,268
Confectionery	155	1	1 216
Eggs	4,932	6 008	3,083
Empties	253	532	2,338
Flour	5,035	1,782	—
Hay	2,388	—	—
Iron Scrap	2,161	3,498	1,187
Mackerel	1 833	140	—
Maize	3,209	3 502	1
Malt	4 030	1,748	1,420
Manures, Artificial	1,794	203	—
Margarine	1,213	652	9
Meal Unclassed	3,304	289	75
Meat	10,500	6,054	13,671
Milk Crumb	—	—	12 275
Milk Powder	—	532	1,251
Oats	14,020	296	—
Pitwood	22,960	1,424	—
Porter	1 015	530	17
Poultry	713	1,704	3,238
Rabbits	—	476	2,177
Steel	22	91	9 354
Steel Scrap	—	339	2,166
Total above Exports	97,348	47 912	63,627
Other Exports	19 568	16,246	8,551
GRAND TOTAL	116 916	64,158	72,178
Livestock	No	No	No
Asses	554	169	24
Cattle	54,920	61,274	36,926
Dogs	—	—	388
Goats	—	—	180
Horses	1,667	470	218
Pigs	20,560	16,198	12
Sheep	60,142	690	536
Wild Animals	—	—	2
Total Livestock	137,843	78,801	38 286

TABLE IV  
Details concerning Main Exports

Commodity	1912	1938	1954
Meat	Tons	Tons	Tons
Bacon	9,690	5,980	3,104
Hams	340	39	40
Pork	458	8	6,387
Meat unclassified	12	27	4,140
Total Meat	10,500	6,054	13,671
Livestock	No	No	No
Cattle under two years	16,853	34,508	9,855
Cattle over two years	38,067	26,766	27,071
Total Cattle	54,920	61,274	36,926

## DISCUSSION

*Mr M K O'Doherty* seconded the vote of thanks. I feel personally indebted to Mr Horgan for his comprehensive review because up to the present my view of the port of Cork was shrouded in mist. This may be due to the fact that I saw the entrance to the lower harbour for the first time at dawn at the age of nine and from the deck of a liner bound for Philadelphia. Much later when visiting Cork and Cobh, I arrived at night and proceeded by tender to the entrance of the lower harbour just as the first light brightened the sky.

My perceptions have been sharpened considerably as a result of Mr Horgan's paper even if my interest lies mainly on the less tangible side of the work of the Cork Harbour Commissioners.

As all Dublinmen know, Cork is possessed of a lively spirit of commercial enterprise, greater perhaps than any other municipality in the State. This spirit has been and is being expressed in many ways. As one concerned with the development of the tourist industry, I may perhaps be permitted to say that this enterprising spirit comes home most forcibly to me through the fact that Cork hotel proprietors have recently spent or are engaged in spending a sum not less than £250,000 on the extension and improvement of their premises. To attempt to list all that has been done or is being done under the heading of tourist development in Cork would be beyond the scope of these few remarks but the outlay of private capital to the extent indicated emphasises the realistic and confident outlook of Cork industrialists and augurs well for the future of tourist development in the south.

It is satisfactory to record that in County Cork there are at present some 124 premises registered by Bord Fáilte Éireann comprising 92 hotels and 32 guest houses. These range from the small family type up to the highest grade. The total number of bedrooms registered in County Cork is 1,782 of which 1,580 are in hotels and 202 in guest houses.

Recently the first hotel staff training scheme—a joint effort supported by the hoteliers, the Vocational Education authorities and Bord Fáilte Éireann was started in Cobh.

Mr Horgan in dealing with Cork as a sea port did mention, in passing, the projected airport development. A gateway is a gateway whether for sea or airborne traffic and one can only express the hope that Cork will have its airport with scheduled services operating as quickly as Mr Horgan would wish. In July of this year, our national airline with its usual farsightedness and courage opened at a convenient location in Cork City its first major sales office in Ireland outside Dublin.

To attract more overseas visitors to Cork, the Cork Tostal Council has inaugurated an International Choral Festival which was quite successful in the first two years of its existence and is due to be held again in 1956. Next year Cork is planning a major International Film Festival which will undoubtedly attract widespread interest and support.

If further evidence is needed of this typical Cork spirit of private and civic enterprise, we have the duty-free depot which was formally

opened only last Saturday and which, its commercial sponsors confidently expect, will increase our export trade and in time will rival its elder sister at Shannon Airport

One finds that civic improvements schemes in Cork are generally well integrated and the citizens of Cork certainly play as a team when a project of local or even national interest is mooted. There may not be a direct connection between the Lee Hydro Electric Scheme and the Cork Harbour Commissioners but every native of Cork is equally proud of both. The power stations which are now being built at two points within easy reach of Cork City due to be completed in 1957 will bring the electrification programme into the more remote parts of the county.

In the past few years Cork's housing programme has made remarkable progress and shows a steady upward trend. There has been an increase in the number of houses built for working-class families in each year since 1947. Last year 317 such houses were built and at present 670 are under construction by the Cork Corporation with tenders invited for over 200 more. The Corporation has taken sites for an additional 1,353 houses and the effect of all this is that the city area of Cork now occupies a much larger space than it did even seven years ago. There is a steady volume of private building going on as well as a school building programme and a number of new churches. Is it any wonder that the Cork Corporation loan for housing which opened last Monday and was due to remain open until to day, Friday, closed on Tuesday afternoon.

Far from finding Mr Horgan's paper a "sales talk," I find myself doing the selling.

Mr Horgan in referring to the resumption of tender service by the Harbour Commissioners in 1946 disclosed that due to the operation of these services the Commissioners were enabled to show a surplus of over £600 in 1954 as well as transferring over £11,000 to capital account. If this capital expenditure had not arisen, it is gratifying to see that the surplus would have been nearly £12,000.

The operation of the tender service and the maintenance of adequate passenger handling facilities on shore are most necessary in order that the volume of tourist traffic through the port may be maintained and increased. The improvement of facilities on shore which has been effected in recent years—resulting in more comfortable reception accommodation and improvement in customs examination arrangements—has gone far towards creating a favourable impression. At one stage consideration was being given to the possibility of installing a belt conveyor whereby baggage could be transferred rapidly from tender to customs examination hall as is done at the Ocean Terminal at Southampton. One can only hope that this further improvement will be introduced as soon as circumstances permit.

The two movements, embarkation and disembarkation, involving hundreds of people cannot be handled simultaneously through the one port installation. Where such movements coincide as happens when liners, proceeding in opposite directions call at the same time, extra port installations are necessary. La Havre has four and Southampton seven maritime stations compared to the one at Cobh. Disembarkation normally taxes port facilities much more than does embarkation movement due to simultaneous arrival of the full

passenger complement with baggage and the passengers' natural anxiety to clear formalities quickly. The present arrangement for passenger handling at Cobh, while not ideal, has certainly given much less cause for complaint than was the case immediately after the war.

In discussing the formulation of a national port policy, Mr Horgan remarked that the aim should be to have at least three first-class ports on the eastern coast with an ocean port on the south-west. It is not difficult to see where Mr Horgan's sympathy lies as far as an ocean port is concerned, but the port of Cork is also important for cross-channel traffic. The service from Fishguard in respect of which separate figures are not published carries an important volume of traffic to this country from Great Britain. It is known that the bulk of passenger traffic to and from this country is largely concentrated into the peak months of July and August. This strains the carrying capacity, in particular of the Dun Laoghaire—Holyhead route, with sorry consequences. Efforts are being made to find a solution to this problem of overcrowding and it is hoped that the volume of traffic to and from this country via Fishguard can be increased. To my mind it would certainly be logical to transport a larger share of the tourist traffic going to the south and south-west of Ireland by increased utilisation of Cork facilities.

Turning to eastbound trans-Atlantic traffic, we find that disembarkations at Cobh in the six years up to and including 1954 averaged 10,700 per annum. Passengers disembarking at Shannon Airport have risen in number in the same period from 6,344 in 1949 to 11,855 in 1954. In the present year up to the end of August, 7,600 had disembarked at Cobh against 11,100 at Shannon. American passenger traffic to Europe in 1954 amounted to some 420,000 persons of whom 220,000 came by sea and 200,000 came by air. The air companies are making strenuous efforts to obtain more of this traffic, tourist air fares are now an established feature and in 1954 more than twice as many people flew tourist class as on first class flights. The shipping companies are now catering more extensively for tourist traffic and I feel confident that the port of Cork will play its part in the competition which looks like becoming more intense. Who can say what may happen in the next twenty or even ten years?

I will conclude by saying that the Society is indebted to Mr Horgan for his excellent paper and I have the honour to second this vote of thanks.