



Cumann na nIarl - Oifigeach Coimisiúnta

newsletter

Association of Retired Commissioned Officers

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ARCO Web Site: www.iarco.info

New Chief of Staff



The Government on the recommendation of the Minister for Justice, Equality and Defence, Mr Alan Shatter T.D., has nominated Deputy Chief of Staff Support Major General Conor O'Boyle for appointment by the President as Chief of Staff of the Defence Forces.

Major-General Conor O'Boyle joined the Defence Forces in 1970 and was commissioned into the Artillery Corps of the Army in 1972. He has served in a wide variety of appointments and ranks throughout the Defence Forces as a commander, staff officer and instructor. His overseas experience includes over three and half years in the Middle East with UNTSO and UNIFIL with multiple tours to Lebanon, Syria and Israel and also a three year appointment in Brussels as the Deputy Irish Military Representative to the EU from 2003-2006.

Major-General O'Boyle was promoted to general rank in October 2009 and has commanded the 1st Southern Brigade in Cork and the Defence Forces Training Centre in the Curragh. He was appointed to his current position as Deputy Chief of Staff (Support) in March 2012 and has responsibility for Logistics, Finance, Human Resources, Administration and Legal Matters for the Defence Forces.

He is married to Fionnula and has two children, Ciara and Ian. He is a keen golfer and has a long association with the Curragh Golf Club.

New Deputy Chief of Staff - Logistics



Minister for Justice Alan Shatter has promoted a Naval Service officer to the position of Defence Forces Deputy Chief of Staff for the first time in the State's history.

Commodore Mark Mellett was confirmed in the new position by Cabinet, following Mr Shatter's nomination. The promotion is perceived as recognition of the strategic importance of the maritime economy, and the Naval Service's role in patrolling one of Europe's largest sea areas.

Cmdr Mellett, who holds a distinguished service medal for drug interdiction, has been associated with developing the Irish Maritime and Energy Resource Cluster in Cork, which is focusing on ocean energy research and innovation partnerships. From Mayo, Cmdr Mellett joined the Naval Service in 1976 and his first command was the LÉ Orla in 1992, followed by the LÉ Ciara in 1997 and the flagship LÉ Eithne in 2005.

The President and Executive Committee of ARCO wish all their members A Happy and Healthy Christmas and a Prosperous New Year



EDITOR'S NOTE

The newsletter is issued in Spring and Autumn. Articles or items of interest are always welcome. If you have any contribution please send them to the editor at brianandsheila@eircom.net or post to Col B. O'Connor (Retd) 92 The Paddocks, Naas, Co. Kildare.



McKee Officers Club

McKee Officers Club is a social club which enables retired officers of the Defence Forces (Permanent and Reserve) to maintain contact with colleagues after they have retired. Far too often strong bonds of friendship developed over years of service fade and disappear after retirement.



The club endeavours to provide "something for everyone", arranging events to which members are welcome to invite a friend. Every year outings are arranged to locations such as Stormont, the Titanic Centre, War of Independence Sites, Defence Forces Establishments, Clonmacnoise, Chester Beatty Museum and Christchurch Cathedral.



Collins Barracks, Cork

Suggestions from members for outings are always welcome. The club is fortunate in having the use of the excellent auditorium in McKee Barracks which is ideal for our guest speakers who cover a wide range of topics including the arts, history, sport and current affairs.

Membership of the club is open to all retired commissioned officers of the Defence Forces who have served in McKee Barracks, DFHQ or any other barracks within the Eastern Brigade area.

In accordance with the existing agreement, members of McKee Officers Club will become Associate Members of McKee Officers Mess thereby enabling them to avail of the Mess facilities and attend many of the social events held in the Mess during the year.

The annual subscription to the club is £10 which is due on the date membership is approved by Council and thereafter on the 1st October each year.



To apply for membership please contact:

Hon. Secretary, McKee Officer's Club,
CIO McKee Officer's Mess,
McKee Barracks,
Blackhorse Avenue, Dublin 7.
Tel: 01 8046194
Or E-mail: SecMcKeeClub@gmail.com

"Oh Come all ye faithful"



Spike Island through the Centuries:

A (Very) Short History

By Author Hugh Beckett, 2013*

This year, 2013, marks the 75th anniversary of the handover of the treaty ports from British control to Irish control. Spike Island was one of the Forts within Cork Harbour which had been retained by Britain under one of the special clauses of the December 1921 Anglo-Irish Treaty. Once all the details of the handover were decided in a series of meetings between Irish and British representatives from May 1938 onwards, the historic date of the 11th July was set.



Tourists at the gates of Fort Mitchel on Spike Island

Spike Island itself had already had quite a long and varied history up to this point, with the first mention of its status as a 'Holy Isle' in the 7th century coming from Cardinal Moren's edition of "Archdall's Monasticon Hibernicum". Saint Mochuada (or Carthage) was granted lands including Spike Island (called Inis Pice in old Irish, or else Pick Island at that time) after curing Cathal, the King of Munster, of all his diseases through prayer. He then built a monastery on the island, living on it for one year, and it was subsequently known as a holy site. At least 40 of his brothers remained on the island after he left, maintaining the high profile of the island.

There is little further record of the island up until the 12th century, which was probably due to the disappearance of the Monastery (perhaps a victim of one of the many raids by the Danes in the area). There was, however, still a church on the island (Saint Ruison's) in 1178, suggesting that it was still regarded as a holy site. Following on from this, with the Normans taking control of the area, the island was mostly owned by various landed families. The island's ownership changed hands on numerous occasions until it remained uninhabited for a time in the mid 18th century and gained notoriety as a landing place for smugglers.

It became British Government property as concerns grew over the possibility of invasion by the French and a battery of twenty one 24 pounder guns was completed by July 1779. Military development of the island continued apace, with estimates of an average of £4,000, per month, being spent on the fortifications here and at Bantry Bay. The larger, centrally positioned fort being built there (to replace the earlier earthwork fortification at the eastern end of the island) was named after the Earl of Westmoreland. The Barracks was built later in 1806 and the island was established as an ordnance depot in 1811. The cost of works on the island appeared to have reached £1,000,000 around this time, according to Edward Wakefield in his 1812 book "Ireland, Statistical and Political".

In 1847, Spike Island first became a depot for convicts, with room for 2000 'guests' by 1850. Irish patriots such as John Mitchel were temporarily held there, while in later years convicts were sent there for hard labour, working on the extension of the fortifications. The amount of convict work done nearly matched the cost of running the prison itself, according to the Presbyterian Chaplain to Spike island, the Reverend C.B. Gibson. The convicts were withdrawn in 1883 and the island came under full military control from then on. Its main function all the way up to 1938 was as the British Headquarters for the South Irish Coast Defences (S.I.C.D.).

Spike was again used as a place of internment of 'Irish Rebels' during the War of Independence, due to the perception that it was a secure facility to hold these political prisoners. Despite this perception, there were apparently at least two breakouts of IRA prisoners from the island. One of these took place in late March/early April 1921 and was a combined operation between the Cobh, Shanbally and Ringaskiddy IRA companies. They acquired a motor launch, while the internees prepared their plans to overwhelm the guards. Once the Destroyer (that was usually moored in the channel on the Ringaskiddy side of the island) made a morning trip to the pier, the launch left Cobh to moor off Spike. The internees waited for the signal, which was a pennant raised on the boat. Three prisoners managed to knock out and disarm the guards and escape down to the shore, including Sean McSwiney (brother of the late Terence McSwiney), where the launch was able to pick them up and bring them to the tower at Ringaskiddy. A pony and trap took them up past Raffeen, where they then made their way on foot towards Carrigaline, to a pre-arranged rendezvous.

Another version of this story gives a bit more detail about the escape. It mentions that the garrison officers were attempting to lay out a golf course on the south east coast of the island and, on that day, these three prisoners were working on this particular project with one soldier on guard duty. When the launch came as close as possible to them, they knocked out that guard (and an NCO who happened to come on the scene), and made their escape.



Prior to the handover, the Fort was occupied by the 8th Heavy Battery, Royal Artillery, S.I.C.D. and the advance Irish

Defence Forces party arrived on the 6th July 1938. The main body arrived on the 11th July, with the first ceremony taking place at 18.10 hours. Major P. Maher, Director of Artillery, took formal possession on behalf of the Irish Government from Lieutenant Colonel R.H.A.D. Love, Royal Artillery, Officer Commanding S.I.C.D. The British Forces marched down to the pier, headed by the Army No. 2 Band, and boarded the S.S. Saorstát, later transferring to the M.V. "Innisfallen" en route to England.

An Taoiseach, Eamon De Valera, accompanied by various Ministers and senior Officers, arrived on the island at 19.40 hours and, accompanied by a 21 gun salute, raised the Tricolour on the main mast at 20.00 hours. Simultaneously, the Irish Flag was raised on the outer Forts of Carlisle, Camden and Templebreedy, with flag-raising ceremonies in military barracks throughout the country. This completed the handover of the Treaty Forts to Irish control.



Six inch coastal defence gun in casemate in the fort

The newly renamed Fort Mitchell on Spike Island became part of the Coastal Defence Artillery scheme for the defence of Cork Harbour, which consisted of preventing mine-laying or torpedo attacks

in the approaches to the port. The 6 inch guns were moved to provide maximum displacement between them, a new reinforced concrete umbrella was constructed for their protection and searchlights were also installed on the foreshore.



It has since been used as both a military and a civilian prison/internment facility, with PDF personnel being posted there permanently over the years. The accommodation for these men and officers, even with the houses which comprised the Officer's Quarters being named individually, left a bit to be desired. In particular, Nos. 1 and 2, "Bleak House" definitely seem to have lived up to their name. They were exposed to all the elements, which put all their efforts into passing right through the front door and windows, by all accounts. The prison on Spike was finally closed by the Department of Justice in 2004 and plans to reopen it have not come to fruition as yet, with calls to develop it as a heritage tourism location instead.

The Moon Car

By John Clothier,
research by Mr Liam O'Callaghan
and Mr Roger McCann.

Stories have been in circulation involving Rolls-Royce motor cars since they were first introduced, some true, some apocryphal, but none with more tragic overtones or air of mystery than the following, in which one such vehicle featured prominently, becoming known in local folklore as 'the Moon Car'. It is probably the single most historic Irish Rolls-Royce Silver Ghost existing, chassis number 5PP, 1919, the 5th car built by the company after World War I and supplied to Mr R .R. Adamson of Galway. IRA volunteers captured this car early in 1921 as an antidote to the successes of the Roll-Royce armoured car squadrons of The British army during the Irish War of Independence, 5PP's touring body was lightly armoured and mounted with twin Lewis .303 machine guns, being lightly bodied and a speed model, the car became a fast hit and run attack vehicle. It was used on several daring attacks around Cork and Blarney and was reputedly used on the attack that flattened Blarney police station.

The car was hidden during the hours of daylight under hay in the remote hills of Cork and Kerry and was brought out during the hours of darkness by the Cork brigades. The last and most spectacular action of 5PP which had become famous in Ireland as "The Moon Car"(partially because it only came out at night, partially because of its bright yellow colour) was a spectacular attack on the British garrison in the harbour of Cobh near Cork, which took place in 1924. Newspaper accounts tell of the ferocious speed of the car as it left the scene, only to stop on high ground and open fire a British destroyer at anchor in the harbour. The big yellow car was then seen to speed away into the darkness and was never seen again, that is, until it was dug out of a bog in the 1980's were the Irish Republican Army volunteers had buried it. The car has been fully researched and fully restored to first class condition and fitted with an original body by Henri Chaprone of France. It was refinished in its original bright yellow paint and it has just completed the 2013 Alpine Centenary Rally.

1915 – 1920 Although hampered by incomplete records, long and extensive research has established the fact that the car in question was a Silver Ghost tourer, built some time between 1915 and 1920 and originally supplied to the family that owned the Clark Tobacco Company in Southern Ireland, who lived in the Macroom district of County Cork. At that time Ireland was in turmoil, divided over the question of a united country, with feelings running high on both sides. Bloody guerrilla warfare raged in town and countryside between the forces of the British Crown and those who wished for complete independence. Oral reminiscences from old men still alive today who lived through those times must necessarily be regarded with a touch of scepticism, but although lacking documentary evidence, and ignoring the more blatant embellishments brought forth by over-indulgence in the hard stuff, enough convincing facts can be gleaned.

Somehow or other the Clark's Silver Ghost came into the possession of the Republican faction opposing British rule and was converted into a military vehicle, transporting men and arms on various forays against the occupying British forces. A thick steel plate was fitted to the rear passenger compartment, to which were bolted twin Lewis machine guns, and the bodywork was strengthened with armour plating. Its firepower and speed made it a serious force to be reckoned with. In sporadic raids against the military over a long period of time it was used almost entirely during the hours of darkness, thus earning its sobriquet 'the Moon Car', among those who observed it. The Irish Free State was formed in 1922, headed by Michael Collins, the Sinn Féin leader who had previously organised resistance against the British. Many opposed this act and continued the fight against what they regarded as an occupying power. Collins himself was killed later that year in a Republican ambush in wild country between Macroom and Bandon. The Moon Car was reported to be still in use by the rebels but reliable information is again scanty.



Written evidence of its existence comes in the following news report from the Times of 21 st March, 1924:

**'OUTRAGE AT QUEENSTOWN:
BRITISH SOLDIERS FIRED ON:
MACHINE GUN ATTACK'**
*(from our correspondent
Queenstown, March 21)*

Just before dark tonight a motor car with four men dressed in the uniform of Irish Army officers dashed into Queenstown from the Westbourne end, stopping when they had got to the beach right opposite the pierhead where British soldiers from Spike Island had just landed. The occupants of the motor car were seen to train a machine gun on to the pierhead and fire, wounding a number of British soldiers there. Twelve is the number given as being wounded, and one is said to be dead. They were all subsequently taken in the military launch to Spike Island. The persons in the motor car then drove furiously out of Queenstown along the High road past the Yacht Club and when opposite the destroyer Scythe they turned, and, training the machine-gun on her, fired again, but no casualty is reported among the Scythe's crew. The motor car with the four men in Irish National army uniforms then disappeared along the high-road going towards Rushbrooke at a furious pace. The utmost

consternation prevails at Queenstown in consequence of this unexpected occurrence.

A Press Association message from Queenstown last night stated: The latest information gives the casualties as one dead, four seriously wounded and not expected to recover, seventeen others wounded. Patrols of Free State troops are scouring the district to capture the perpetrators of the outrage. It is believed there were no casualties aboard the destroyer Scythe. Subsequent newspaper reports described the car used in the attack as a 'yellow Rolls-Royce of the touring type equipped with two Lewis machine-guns'. Eyewitness accounts stated that 'the big yellow touring car from which the shots were fired had been noticed in the little town on more than one occasion recently and that it arrived abreast of the jetty less than five minutes before the leave launch bringing the soldiers ashore from Spike Island drew alongside'. Another statement from a witness who was walking towards Queenstown that evening about seven o'clock read: 'It was still light enough to see a good distance ahead when I saw this car coming towards me at a reckless pace. I reckoned that all was not well with its occupants.'

Yet again from the Times: 'Two other motor-cars covered the retreat of the flying car on the roads beyond Belvelly bridge, the only exit from the great island on which Queenstown is built to the mainland. Having got safely off the great island and then off Fota Island and the demesne of Lord Barrymore, a choice of roads lay before it, and it is asserted that before darkness fell it was seen disappearing, still at breakneck speed, along that road which goes north-east towards Fermoy. As the car was of notably powerful appearance it must have engaged the attention of many people along the public highway.' Apparently not, for no information was forthcoming about the vehicle after these few brief reports, either from fear of reprisals or sympathy with the Republican cause. The attack on the soldiers and the destroyer Scythe had evidently been carefully planned and there was conjecture as to whether or not it had been carried out as a gesture of defiance by members of the Free State Army who had mutinied earlier that month. It seems more likely though that the Republican army was responsible.

Be that as it may, the Moon Car had struck its latest, and as it turned out, last blow in the struggle for Irish independence. A £10,000 reward was offered by the Free State Government for information leading to the arrest of the attackers and 'strong hopes are entertained that their capture will not long be delayed. Up to the present no news of their whereabouts is forthcoming, but they will probably find some difficulty in disposing of their big motor-car and the two Lewis guns unless they travelled through the night of Friday and reached either the fastnesses of the Kerry mountains or the wild and desolate regions of South Tipperary'. And there the matter ended. No more was heard or seen of the 'Moon Car' that had for so long remained a thorn in the flesh of the authorities.

Later that year, in the House of Commons, Mr Thomas, replying to Mr Rhys (Romford, U.), who asked if he had any further information as to the likelihood of the arrest of the perpetrators of the

murderous attack on British soldiers at Queenstown three months ago, said: 'I regret that no further information is available but I am aware that the Government of the Irish Free State have by no means abandoned hope of bringing them to justice.' Sir W Davison (Kensington, S.U.) said: 'Can the Right Honourable gentleman say what happened to the Rolls-Royce car used by these men who fired on our troops? Has it been found and do the authorities know who owned it?' The answer in both cases was 'no'. This aura of mystery surrounding the Rolls-Royce touring motor car was to last for another fifty-seven years.

It was then in 1981, that a local historian, Mr Liam O'Callaghan, intrigued by the whole story, started his long and arduous task of unravelling the mystery of the car. After many visits to reference libraries, reading anything that might hold some tiny shred of enlightenment, and talking to anyone, young or old, who may have heard some relevant detail, his patience was at length rewarded. The varied snippets that he at last pieced together solved once and for all the enigma of the vanished 'Moon Car'. It appeared that after the attack at Queenstown, and realising that the furore caused would make further use of the car inadvisable, it was driven to a small, uninhabited farm in Dunamore, County Cork. There, it was burnt out and buried in a bog. In order to allay local suspicion about the lights used on the farm by the men digging the grave, rumours were spread that the place was haunted. Such was the fear of the country folk in the area, both of the spirits and the long arm of the Republican army, that no word was ever spoken of it to anyone in authority.

Liam, convinced that he had finally uncovered the truth of the matter and reasonably sure of the location of the buried car, spent many long hours with a metal detector searching the bog on Walker's Farm, Dunamore. Suffice it to say that his efforts were fruitful, and so after much hard work with pickaxe and shovel in damp, cold conditions, the remains of the once splendid Silver Ghost saw the

light of day once again. All those years in the ground had taken their toll however. Most of the aluminium components that had not been first destroyed by the burning had been eaten away by the high acid content of the bog water. Sump, bulkhead and gearbox, all destroyed, while the front block of three cylinders had decayed, exposing the pistons. A JCB mechanical digger was then employed to lift the chassis from the excavation, but unfortunately the serious metal corrosion caused buckling of the entire frame during the winching operation. After repositioning the lifting tackle, the work went ahead without further incident and eventually all that was left of the 'Moon Car' was safe on dry ground. After all his hard work it was another blow to Mr O'Callaghan when he discovered that, while he was absent from the site arranging transport for his discovery, 'some thieving little devil', as he succinctly put it, had stolen the radiator and attempted to split the differential case with a sledge hammer. Evidently the lure of financial gain for scrap metal had overcome any feelings of historical interest in the breast of the felon.

However the surviving remains of the chassis, with the supporting plate for the weapons, are now secure, and research is still continuing to fill the gaps in the existence of the 'Moon Car' which played its part in Irish history. The car was later acquired by James Black and was in a rather sad and sorry state, furthermore the removal of the car from its resting place resulted in the chassis being twisted, adding further to the restoration problems. This unique and fascinating piece of Irish and Rolls-Royce history is offered for immediate sale.

Please do not hesitate to contact us on 02892 652800, for further information, photographs or to arrange an appointment to view the vehicle. Asking price £750,000



Defence Forces Re-Organisation

The Minister for Defence, Mr Alan Shatter TD, when presenting the 2013 Defence Estimates in the Dáil in October 2012, announced that, in light of the reduction in strength of the Defence Forces to 9,500 personnel, it had been decided to re-organise the Army and reduce the number of brigades from three to two. He also stated that there would be no further reduction in personnel beyond 9,500.

This re-organisation took place this year resulting in the demise of the 4th Western Brigade and a re-drawing of the boundaries of the 1st Southern Brigade and 2nd Eastern Brigade.

These brigades were re-named 1 Brigade with headquarters in Cork and 2 Brigade with headquarters in Dublin. 1 Brigade has territorial responsibility for counties Wexford, Waterford, Cork, Kerry, Limerick, Clare, Galway, Tipperary, Carlow, Laois and Offaly. 2 Brigade has territorial responsibility for counties Dublin, Wicklow, Meath, Louth, Monaghan, Cavan, Leitrim, Donegal, Sligo, Mayo, Roscommon, Longford, Kildare and Westmeath.

As part of the re-organisation the 2nd, 4th and 5th Infantry Battalions were stood down. The 2nd and 5th Battalions were replaced by the 7th Battalion based in Cathal Brugha Barracks, Dublin. There are three infantry battalions in 1 Brigade, the 1st, 3rd and 12th based in Galway, Kilkenny and Limerick respectively and four in 2 Brigade, the 6th, 7th, 27th and 28th based in Athlone, Dublin, Dundalk and Finner Camp. All Corps units of the 4th Western Brigade were stood down with their personnel being subsumed into 2 Brigade. The 2nd Field Artillery Regiment moved from Dublin to Athlone to become the 2nd Artillery Regiment. The Air Defence Regiment has been stood down and both the 1st and 2nd Artillery Regiments have been given an air defence battery. All other Corps units of 2 Brigade are based in Dublin. All Corps units of 1 Brigade are based in Cork.

The Defence Forces Training Centre at the Curragh Camp continues as the location for advanced military training. The Military College is the main training unit and consists of the Command & Staff School, Officer Training Wing, Cadet School, NCO Training Wing, Infantry Weapons Training Wing, United Nations Training School, Cavalry School, Artillery School, Military School of Administration and Defence Forces Physical Education



Training School. The other units are CIS Group, Ordnance Group, Engineer Group, Transport Group and Military Police Group. Each group includes its respective school and depot. The other units in the Curragh Camp are 1 Mechanised Infantry Company (formerly part of the 3rd Infantry Battalion), 1st Armoured Cavalry Squadron, Army Ranger Wing and a Medical Detachment of the Central Medical Unit. The Central Medical Unit is located at St Bricins Military Hospital.

Defence Forces Headquarters will be primarily located in McKee Barracks, Dublin with elements in the Curragh Camp and the Dept of Defence, Newbridge. McKee Barracks Company continues to be responsible for McKee Barracks and the administration of all Defence Forces Headquarters personnel. Defence Force Headquarters CIS Company continues in operation at McKee Barracks as does The Army Equitation School. The Army School of Music continues to be located in Cathal Barracks with three bands based in Dublin, Athlone and Cork. The Air Corps and the Naval Service also had their established strengths reduced but retain the same structure. The re-organisation saw the re-deployment of 1,772 personnel across the Permanent Defence Force.



Defence Forces Promotions

The Defence Forces have announced the following promotions;

M.G. C. O'Boyle DCOS SP
to Lt Gen and appointed Chief of Staff.

Comdr Mark Mellet FOCNS
to Major General and appointed DCOS SP.



AGM 2013

Members of ARCO who attended the Annual General Meeting in McKee Barracks on Saturday 9 October 2013 prior to dining in the Officers Mess.

The Irish Artillery Corps Since 1922

*Author: Ralph A Riccio 3rd October 2012
Review By Chris Banyai-Riepl*

Mushroom Model Publications have been focusing on the Irish lately, with a book on Irish AFVs. This latest title continues that coverage, this time taking a look at artillery since 1922. The time covers the Civil War in 1922 all the way to current day, and covers all types of artillery pieces. Throughout the book there are copious photos and drawings, which, when coupled with the text, makes for what is easily the most complete reference on Irish artillery in print.

The book is divided up into several logical sections. Of course the book begins with Irish artillery in the Civil War, but after that comes the type breakdown. First up is field artillery, followed by UN operations and unit name and numbering conventions. After that are sections on air defense artillery, coastal artillery, and prime movers. A separate chapter documents the specific artillery equipment.

With the text enjoyable to read and quite informative, it is easy to overlook the visual materials in this book. But to do so would be to miss some good stuff, as the photos are quite impressive. There are both color and black and white photos, and a separate appendix that provides unit patches and emblems. In addition to the photos, there are a handful of drawings of various artillery pieces. All together, this is definitely a solid reference for Irish artillery.



The following link will bring you to the publishers website.
http://mmpbooks.biz/mmp/books.php?book_id=179

Welcome to ARCO's New Members:

Col Declan Carbury	Lt Col Richard O'Leary
Comdt Gerry Harney	Comdt Pdraig Moran
Comdt Mairin McEnery	Lt Gen Sean McCann DSM
Comdt Gerry Shinnors	Capt John Madigan
Comdt Joseph Murphy	Comdt Martin McDermott
Comdt Iain Foster	Comdt Patrick Hession

Deceased Officers

Ar dheis Dé go raibh a n-Anamacha

Our condolences to the families and friends of those comrades who passed away since our last newsletter.

Lt Col John Rigney	19 March 2013
Comdt Shane McMahon	28 July 2013
Lt Col Pat Scanlon	29 July 2013
MG Michael Minehan	12 August 2013
Lt Col Mick Gaffney	19 October 2013
BG Pat Daly	31 October 2013
BG James Kelly	17 November 2013