

# Tralee Times

Volume 3 No.2

## Caherslee News

June 2008

### Unemployment Figures

YEAR	Q 1 %	Q 2 %	Q 3 %	Q 4 %
1998	8.7	8.0	7.2	6.5
1999	5.9	5.9	5.4	5.1
2000	4.8	4.4	4.0	3.9
2001	3.7	3.8	4.0	4.0
2002	4.4	4.3	4.3	4.6
2003	4.8	4.5	4.8	4.6
2004	4.6	4.5	4.4	4.4
2005	4.3	4.3	4.4	4.5
2006	4.5	4.4	4.6	4.3
2007	4.5	4.6	4.5	4.6

### The Quarterly National

**Household Survey**, which began in September 1997, has now replaced the Labour Force Survey and provides quarterly estimates of the **unemployment rate**. The estimates (adjusted for seasonality) are:

**Live Register—Seasonally Adjusted**  
**2006 April = 158,600**  
**2007 April = 158,400**  
**2008 April = 199,700 (5.5 %)**

### The Cost of Accidents

on our roads—Road Safety Authority figures reveal that according to their Road Safety Strategy 2007—2012 the Average cost annually is more than €1.7 billion. In more recent times many accidents are taking place on secondary roads and regional roads—which are the roads most need of repair and maintenance—poor surfaces, potholes, acute bends, patchy repairs etc. Motorways and dual-carriageways do not have as many accidents principally because of separation of traffic but also because they are well built and maintained. It is high time that secondary and regional roads were audited and then acted upon.

**Lisbon Treaty**

**Inform Yourself**

**VOTE**

### IMD-World Competitive-ness Yearbook 2008

POSITION		COUNTRY
2008	2007	
1	1	USA
2	2	Singapore
3	3	Hong Kong
4	6	Switzerland
5	4	Luxemburg
6	5	Denmark
7	12	Australia
8	10	Canada
9	9	Sweden
10	8	Netherlands
11	13	Norway
12	14	Ireland

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**Tralee Times Website**  
[www.traleetimes.com](http://www.traleetimes.com)

This website includes many useful local and national links for all. We would value your help and input too. Log on and Contact Us.

Download this edition and give it to a friend when you have finished reading it.

### Is Rural Ireland Dead and Buried Yet?

It would seem that, according to Government policy, it would be better if we all left rural Ireland and moved to large urban areas.

The inconveniences that we cause by living in remote areas is staggering. Do we not realise that we are inconsiderate and down right awkward.

The Government, try as it may, cannot provide for us with a decent choice of public transport systems, Garda stations, proper road infrastructure etc...etc...

Leave rural Ireland to the sheep, goats, cattle and the odd tourist who wishes to visit. We too should visit rural Ireland, from time to time, just to ensure the animals are ok and that the tourists and visitors from urban Ireland don't get lost, or stuck (on the poor roads) and that they have enough water and fuel to get to the next urban area. And don't forget to smile (!) after all this is the land of a thousand welcomes—not much good if we're not there to smile though.

Oh Yeah, Co. Kerry—so you want to visit there—well you better ring before you go, to ensure someone is there to welcome you and to show you how to get back! Good luck and let me know how you get on.

By the way you'll be able to drive on the middle of the road at any speed because there won't be too many people around and you certainly won't see too many Gardai there unless you have had a drink or two in a quiet country pub if it is open!

**Driving Safety Tip**

**Start Your Journey Earlier**

Province, County or City	Personal computer ownership			Total	Access to the internet			
	Yes	No	Not Stated		Yes, Broadband	Yes, Other Connection	No Access	Not Stated
Munster	219,611	178,422	8,765	406,798	64,269	116,056	206,641	19,832
Kerry	24,049	22,688	1,006	47,743	5,368	14,389	25,020	2,966
State	828,356	499,417	34,523	1,462,296	292,110	390,535	703,907	75,744

Number of private households in permanent housing units in each Province, County and City, classified by personal computer ownership and access to the internet, 2006.  
 These are the figures available from the Central Statistics Office ([www.cso.ie](http://www.cso.ie)) from information gathered during the 2006 Census of population. Private household Broadband access in Co. Kerry is according to these figures was 22.32% of those with personal computers. In the State a little over 35% of private households with personal computers had Broadband access.

### Schools Not Being Built

Twenty-six schools across the country have builders ready to start on new building projects but cannot get cash from the Department to begin construction. Twenty-six much needed school projects in 18 counties are stuck on a list while the Department of Education refuses to give them the green light. In all cases they have completed the lengthy 'staged' process employed by the Department over many years and the only decision left to take is for the Minister to allow the schools to move to construction stage. They have obtained approval for their plans from Departmental officials, have planning permission and have builders selected for the works. This process often takes ten years and, having completed all of the bureaucratic requirements imposed by the Department, each of the schools does not know at this stage where it stands and the likely start date. It must be highlighted that

these projects represent major works in terms of the school building programme and were expected to be part of the Minister's announcement in February of this year. Simply allowing these schools to languish on a list where there is no clear direction as to when projects can commence, represents atrocious management on the part of the Department of Education and Science.

County	Tenders
Cavan	1
Cork	1
Donegal	2
Dublin	3
Galway	1
Kerry	1
Kildare	4
Kilkenny	1
Laois	1
Longford	1
Mayo	1
Meath	3
Monaghan	1
Offaly	1
Roscommon	1
Tipperary	1
Westmeath	1
Wicklow	1

Total 26

### 40 Schools to Lose Teachers Despite Promises

40 schools which, as a result of Fianna Fáil's broken Programme for Government promise to reduce primary school class sizes, have been ordered to let teachers go. In the Programme for Government drawn up last June, the Government pledged to reduce the current rule of having one teacher for every 27 children per classroom to one teacher for every 26 children by September 2008 but, within months, had broken this promise. As a result of this, 40 schools who would have kept their full compliment of teachers will see teachers sacked. Primary schools are already suffering hugely with overcrowded classrooms and the betrayal of the Government in breaking their commitment on staff schedules has made a bad situation worse. Staff schedules determine the number of teachers that will generally be employed in a school. This is currently set at one teacher for every 27 students but the Programme for Government pledged to reduce this to one teacher for every 26 pupils in September 2008, 25 pupils in 2009 and 24 pupils in 2010. Months later the Government broke this commitment. As a result of this, a number of schools that would have maintained the number of teachers employed there if the staff schedule was set at one teacher per 26 students have now been ordered to let teachers go. These schools are already suffering with overcrowded classrooms and it makes no sense to insist teachers be let go. Children in the schools on this 'List of Shame' will not get the attention they need and the negative impact of forcing teachers out will be felt throughout the area.

**Tide Times, Sunrise & Sunset Times, Weather Statistics, Business Directory, Important Local Contact Details, Local Sports Clubs etc. information for you on : [www.traleetimes.com](http://www.traleetimes.com)**

## About Tides

Tides are the *twice daily vertical rise and fall of the waters of the ocean*.

Approximately **every 12 hours**, the tide **risers (flows)** and **falls (ebb)**.

Oceanographers believe that the tides are due to the gravitational force of the moon and to a lesser extent of the sun.

As the earth rotates on its axis and revolves round the sun, the moon revolves around the earth once in **28 days**. When the earth, sun and moon are in a straight line, the sun and moon are pulling together, and so very high tides and very low tides occur. These are known as **spring tides** and they occur twice on alternative weeks each month. When the sun and the moon are at right angles to the earth their "**puling force**" is partially neutralized and so high tides are not so high and low tides are not so low. Such tides are known as **neap tides** and like spring tides they occur every second week each month.

The difference in the level of the water between low and high tides is known as the **tidal range** or the **tidal amplitude**. The tidal range in the open oceans and small seas is usually only a few feet but near land it varies with such local conditions as the depth of the channel, the slope of the ocean floor, the shape of the inlet and the direction and force of the prevailing wind.

The average tidal range around Ireland is less than 20 feet or 6.09 metres. In the rivers Ganges, Severn and Yangste Kiang the flowing tides rise rapidly that a tidal wave known as a **bore, race or eager** (of 50 feet or 15.24 metres) occur. This is similar to a wall of water moving up the estuary.

Where tidal range is great and where the ebbing tide is reinforced by a river current the speed of the water may be so rapid that it carries sand and silts seawards. Thus these tides restrict the formation of marine deltas.

In the **Mediterranean**, which is a small sea, the **tidal range is small**. Deltas are growing rapidly at the mouths of the Nile (Egypt), the Po (Italy) and the Rhone-Saone (France).

A large **delta** has been formed by the **Mississippi-Missourri** because the Gulf of Mexico is large with a gently sloping floor and so has a low tidal range.

**Fishermen** get their best catches with the **ebbing and flowing tide** and many ports are only accessible only during high tide.

Flowing and ebbing tides are also harnessed to **generate electricity** in the **Rance Estuary of north-west France**.

By June 1901 Marconi had established radio stations in England and at Rosslare and Crookhaven in Ireland. By September 1909, the British post office Marine Radio Communications Service had been established and radio stations were taken over from the Marconi Company and Lloyds. These stations provided a short range safety of life and radio telegraph service for the 286 British ships then equipped with radio equipment in addition to some foreign vessels.

The 1914, the station at Crookhaven was closed down and the service was transferred to its present location on Valentia Island. By 1920, only two marine radio stations remained operational in Ireland, those at Malinhead and Valentia, which have provided a continuous service to shipping to the present day. Both stations were administered by the British post Office up to the 1st June, 1950, when they were handed over to the Irish Dept. of Posts and Telegraphs. During 1956, the Dept. of Transport and Power took over the administration of the Aviation Radio stations at Ballygireen, Shannon and Dublin. On the 1st April, 1967, Malinhead and Valentia Radio Station joined forces with the Aviation Radio Service and became known as the Aviation and Marine Radio Service (AMCS), initially under the Dept. of Transport & Power and then under the Dept. of Communications, and now Dept. of the Marine.

The primary function of a coast radio station is safety of life at sea and Malinhead and Valentia Radio Stations were well located to cover the Northwest and Southwest approaches to Europe from the Atlantic. In addition to the safety of life factor, both stations were well placed to handle W/T ship/shore radio traffic and provide services to trans-Atlantic shipping. Also provided is a service to provide medical assistance from ship to shore.

The records will show that Valentia Radio handled more traffic than any other UK., Radio Station during the mid 20's. This was during the days of the big trans-Atlantic liners, when Radio signals were limited to a range of a few hundred miles. Valentia Radio is the only Radio station in Ireland to still use Morse code, this old and trusted method. Morse Code being an international and reliable means of long distance communications. During the second world war Valentia received a faint message from a civilian liner way out in the Atlantic. Even though the message was very faint Valentia coordinated the rescue operation and a great many lives were saved, thanks to the signal of Morse Code. Morse Code is gradually being put into disuse due to strides in modern technology, but all the time even a small number of ships have morse. Valentia Radio Station tapped it's last Morse message on Monday 1 st February, 1999, one of the last stations to do so.

Subsequent developments, such as long distance high frequency transmitters led to a change in this situation, as regards large vol-

umes of radio traffic, from that source and eventually the liners themselves gave way to trans-Atlantic aviation.

However, the importance of both Radio Stations in relation to safety of life, still holds true and is highlighted on an ongoing basis by the numerous incidents involving ships and aircraft, in any given year, at any given hour.

As far as the commercial side of Valentia activities is concerned, it has taken on a new lease of life, with the introduction of link call facilities during 1972. Again Valentia Radio found itself in the ideal location in respect of one of the main European fishing grounds being situated off the west coast of Ireland. Within a relatively short space of time, the Spanish fishing fleet, whose traditional fishing grounds are on the Porcupine Banks and along the Atlantic Shelf became aware of this new service and despite language problems a number of radiotelephone links calls were successfully operated to Spain. However, when it became known that there was potentially a very substantial traffic source available within the area under our control, the staff very quickly took it upon themselves to acquire a sufficient knowledge of the Spanish language to enable them to provide s service, and this has developed over the years to a stage where it now forms a very large part of the day to day operations. In addition to the commercial aspect Valentia Radio are also frequently involved with Spanish vessels in such matters as medical assistance and advice, not to mention casualty operations, whenever they get into difficulties.

A further bonus, traffic wise, emerged from the EC regulations concerning fishing in territorial waters, when the Spanish fleet were obliged to report movements and catches via EC Radio Stations when in EC waters. This still applies.

The real purpose of the Radio Station is to monitor emergency frequencies in the maritime bands and respond to calls for assistance from vessels getting into difficulties or where medical problems arise. The appropriate emergency services are then activated to deal with the problem.

When atmospheric conditions prevail, radio communications between the US Coast Guard can be heard at Valentia, even as far as the Hudson River.

**For more information:**

<http://indigo.ie/~cguiney/valentia.html>

## Valentia Coastguard Station

The first radio signals over water are credited to Marconi, on the 11th May, 1887. During August 1898 Lloyds of London, set up a radio installation to operate between Ballycastle, Co. Antrim and Rathlin Island and the tests carried out were so successful, that they decided to equip all their signal stations with radio equipment and thus the radio station at Malin head came into being.

## Water Safety

**Care should be taken at all times while out in the water**  
**For further information and advice :**

<http://www.traleetimes.com/files/WaterSafetyPage.html>

### Driving Tip - Fuels Gold!

If you are increasingly concerned about petrol costs after the recent price rises, ask yourself these questions next time you are driving. What is the delay time between lifting off the accelerator and applying the brake? And what gears are you using?

According to Irish Advanced Motorists you can improve fuel consumption and gain the environmental benefits of advanced driving by lifting off the accelerator earlier on your approach to traffic lights etc, and therefore reducing your braking at the end, because you have already lost speed.

Acceleration sense is about how you vary your foot pressure on the accelerator pedal so you don't have to brake as often or as hard.

Surprisingly to some, one of the pillars of fuel efficient driving is accelerating briskly to a safe cruising speed and then taking the highest gear.

The longer you can avoid braking, the more you are using the momentum you've built up. It means thinking a bit further ahead of where you are. Most drivers tend to go straight from accelerator to brake – and that is when fuel consumption suffers.

Plan your arrival at roundabouts so that you decelerate for a longer period in a higher gear. That way you may not have to stop by allowing other traffic to clear before you get there.

And lastly, think long and hard about that overtake. Not only do you have to be entirely sure you can get past safely (important, to put it mildly) there is also the possibility that you are not gaining much in journey time. Advanced driving is all about thinking ahead, sometimes further than you can see.

For more driving tips visit:  
<http://www.iam.org.uk/fleetirelandabout/NewsIAM+Fleet+Ireland+News+Summary.htm>

*'Nothing endures but change.'*

**Heraclitus**

[www.traleetimes.com](http://www.traleetimes.com)

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### SAMHLAÍOCHT GALLERY ISSUES CALL FOR SUBMISSIONS

The Samhlaiocht Gallery has issued a call for entries from Artists interested in exhibiting as part of Samhlaiocht's 2009 Gallery programme.

"As part of Samhlaiocht's ongoing collaboration with Artists we're inviting them to submit work for consideration for our 2009 Gallery programme," said Trish Thompson, Samhlaiocht's Art Gallery Co-ordinator. "The past two years have been wonderfully successful for us in terms of exhibitions. We had more exhibitions, sold more paintings and discovered more talent than ever before. We're hoping that 2009 will bring more of the same and that this call for entries will attract the best and brightest up and coming artists from throughout Ireland, while also attracting more established artists looking for an additional outlet for their work."

The submission is open to all Artists. Applications are invited from individual artists, or groups of artists, working in any medium for inclusion in the 2009 Samhlaiocht Gallery Programme. Applications should be submitted in writing by Friday, June 27<sup>th</sup>.

The Application should contain:

1. Current Biography or CV.
2. Artist's Statement (max. 400 words) &

3. 10 – 12 high quality images of the work. Images can be submitted as digital prints, photographs, slides, or jpeg format.
4. Image list with titles, medium and dimensions clearly labeled.

The Samhlaiocht Gallery first opened in July 1999 in Maine Street, Tralee. The philosophy behind the Gallery mirrors the overall philosophy of Samhlaiocht, which is to help, promote and establish up-and-coming Artists, provide an outlet for more established artists and facilitate community groups working in any artistic medium.

The New Samhlaiocht Gallery is located in the Old Presbytery on Lower Castle Street in the heart of Tralee. The Gallery is open from 10 am to 5 pm, Monday to Friday, is free to visit and all are welcome.

Please address your applications to: Trish Thompson, Art Gallery Coordinator, Samhlaiocht, The Old Presbytery, Lower Castle St. Tralee or email [trish@samhlaiocht.com](mailto:trish@samhlaiocht.com) or phone 066 7129934

For more information on Samhlaiocht please log on to [www.samhlaiocht.com](http://www.samhlaiocht.com)  
For more information on the Samhlaiocht Gallery please log on to <http://www.samhlaiocht.com/thegallery/>

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**Weather in May 2008**  
**Valentia Observatory**

Rainfall	2008 = 103.3 mm
	2007 = 76.6 mm
Average Temperature	2008 = 13.5 C
	2007 = 11.8 C

Why not grow your own summer salad vegetables—cheaper than buying them and easy—just grow a limited amount to cater for yourself.

**'Just a Thought'**  
When we listened to the so called economic experts talking about 'peak oil' and scarcity of supply last winter did we not realise that they were 'talking-up' the oil price at the time. There is little talk of 'peak oil' today just an increase in prices ensuring that the producers get more, including by the way the income that our government is getting in excise and vat on the price.

**All—Ireland Series 2008**  
**Best Wishes**



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