

# SIGNAL

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1968



*"Irish Cedar" swinging  
in River Lee at Cork.*

*—Courtesy Cork Examiner.*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# Officers Ashore

**Masters:** J. A. Gleeson, M. McMahon, M. G. O'Dwyer, I. A. Shiel.

**Chief Officers:** P. V. Buckley, M. Doyle, M. Devine, P. Kelly, C. Mahon, F. G. Raftery.

**Second Officers:** G. Burgum, D. Daly, P. V. Flynn, N. Hearne, F. Henderson, G. M. Kyne, B. Kehoe.

**Third Officers:** M. J. Brophy, M. Coleman, K. Geoghegan, J. A. Desmond, D. O. Kirk, J. P. Shelton, J. Tallon.

**Fourth Officers:** E. Coleman, P. D. Kelly, C. O'Connell, J. J. Whyte.

**Deck Cadets:** P. A. Cowman, J. Daly, A. E. Essien, D. P. Hopkins, S. A. Jebutu, W. Stokes.

**Chief Stewards:** J. Clinton, N. Curran, T. O'Connell, J. Murphy, G. Zachert.

**Chief Engineers:** M. Curley, M. Dillon, J. T. Morgan, P. Otter, M. O'Connell, R. Tennent.

**Second Engineers:** T. J. Carroll, W. Cleary, J. Corrigan, J. Doyle, T. Flynn, W. F. Fleming, R. Murdock, W. D. MacCarthy, T. O'Driscoll.

**Third Engineers:** P. Cullen, C. Dorgan, D. J. W. Knott, J. S. Little, J. S. Masterson, J. M. McArdle, M. J. Murphy, T. J. Wren.

**Fourth Engineers:** C. A. Curriuan, E. Curriuan, G. R. A. Faulkner, D. Harrington, J. Hamilton, J. Healy, M. Kearney, P. O'Brien, J. P. Murphy, T. S. Nolan, P. T. Walsh.

**Junior Engineers:** D. O. Barry, D. Corrigan, J. Connolly, J. A. Daly, J. P. Doyle, M. M. Dunleavy, P. Kirby, J. McCann, S. A. McGuinness, W. D. O'Mahoney.

**Engineer Cadets:** W. Bormann, J. Brady, H. P. Briody, E. Burke, A. Byrne, J. T. Carroll, F. B. Cronin, F. P. J. Fenlon, T. J. Hanrahan, D. J. Menzies, J. J. Mooney, M. A. O'Sullivan, T. A. Ryan, E. Sweney, R. N. A. Lett.

**Electrical Engineers:** J. B. Keyes, T. D. Nolan, P. O'Connor, E. Walsh.

# Congratulations

To **Mr. K. McKenzie** on his promotion to Chief Officer on the m.v. "Irish Fir."

To **Mr. P. Kehoe** on his promotion to Second Officer on the m.v. "Irish Rose."

To **Mr. R. Gordon** on his promotion to Second Officer on the s.s. "Irish Poplar."

To **Mr. M. Doyle** on his promotion to Second Officer on the m.v. "Irish Willow."

To **Mr. P. Cowman** on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on the s.s. "Irish Poplar."

To **Mr. F. Perrott** on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on the s.s. "Irish Spruce."

To **Mr. J. Desmond** on obtaining his Second Mate's Foreign-Going Certificate.

To **Mr. J. Doyle** on obtaining his First Class Motor Certificate.

To **Mr. D. Harrington** on obtaining his Second Class Steam Certificate.

To **Mr. D. Healy** on obtaining his Second Class Motor Certificate.

To **Mr. J. Murphy** on obtaining his Second Class Motor Certificate.

To **Mr. J. Cunningham**, Chief Engineer, on obtaining a Motor Endorsement on his First Class Steam Certificate.

To **Mr. L. O'Toole** on his promotion to Second Engineer on the m.v. "Irish Elm."

To **Mr. M. Kennedy** on his promotion to Third Engineer on the m.v. "Irish Elm."

To **Mr. W. Quigley** on his promotion to Fourth Engineer on the m.v. "Irish Elm."

To **Mr. R. Broderick** on his promotion to Second Engineer on the m.v. "Irish Fir."

To **Mr. P. V. Carroll** on his promotion to Third Engineer on the m.v. "Irish Larch."

To **Mr. E. Lynch** on his promotion to Third Engineer on the m.v. "Irish Fir."

To **Mr. J. P. Brady** on his promotion to Fourth Engineer on the m.v. "Irish Fir."

To **Mr. J. Kelly** on his promotion to Senior Electrical Engineer on the s.s. "Irish Poplar."

# New Office Formally Opened

The Minister for Transport and Power, Mr. E. Childers, formally opened the new booking office for our Liner and Ferry Services on March 26th. Our guests for the occasion included the Rt. Hon. Lord Mayor of Dublin, Mr. T. Stafford; Messrs. T. P. Hogan and D. Herlihy, C.I.E.; A. M. Beaton, Northern Ireland Tourist Board; M. K. O'Doherty and R. Irvine, Bórd Fáilte; T. Connolly, Coras Trachtala; A. Whitehead and R. Harrison, R. & H. Hall; J. F. Kearney, Williams & Woods; A. Buttenshaw, Players/Wills; W. Beatty, J. Power & Sons; H. Noyek, A. Noyek & Sons; J. Kelly, Unidare; C. Curran, P. J. Carroll & Co., and representatives of press, radio and television.

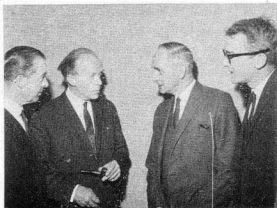
Welcoming the guests, Mr. P. H. Greer, Chairman, Irish Shipping Ltd., referred to the great progress and development which had taken place within the Company over the past year. "Significant improvements have been achieved in our trans-Atlantic liner service," said Mr. Greer. "Now, thanks to our link-up with Manchester Liners, our ships sail heavily loaded and our service has been extended to cover practically the entire eastern seaboard of North America, from Canada to Florida. What's more, the service is more frequent and, above all, is now profitable."

Referring to the Ferry Service, the Chairman said that bookings were very heavy and the company was actively investigating the possibility of providing more frequent sailings next year. Details of a direct roll-on/roll-off freight service, to commence on May 18, would be announced shortly. Mr. Greer thanked the Minister and the Government for their support. "The Press, Bord Fáilte, the travel agents and officers of the Department of Transport and Power also deserve our thanks," Mr. Greer said.

## AN EXCITING PROSPECT

Mr. Childers, who had just returned from Cork, where he attended services for the victims of the recent Aer Lingus air crash, expressed sympathy with the air company and all those bereaved by the tragic disaster.

The Minister said that development of Irish Shipping's activities was most significant in relation to the Company's operations and



Mr. L. S. Furlong, Mr. E. Childers, Minister for Transport and Power; Mr. P. H. Greer and Mr. A. McElhatton.

the economy of the country generally. He added that the extended liner service, which provided more frequent sailings to a wider range of ports, should be of considerable assistance to exporters in their efforts to expand trade to North America.

"I regard the decision of Irish Shipping Ltd. to participate with the Societe Anonyme de Gerance et D'Armement and General Steam Navigation Co. Ltd. in a car ferry service between the Continent and Ireland as an exciting prospect," said Mr. Childers. It would make Ireland more accessible to Europeans and would be a stimulus to tourism exchange.

Mr. Childers referred to the huge potential tourist market on the Continent for a car ferry service and he said that Bord Fáilte had set a target of 155,000 Continental visitors by 1970. The Minister also commented on the fact that in the new link-up with Manchester Liners, and in the car ferry project, Irish Shipping had co-operated with private companies. This was a development which he welcomed and he felt that such co-operation between State and private enterprise was to be encouraged.

## RECEPTION

After the Minister's speech a reception was held and the new office took on the unusual appearance and atmosphere of a buffet. Liner Department and Ferry Service staff members

were delighted to meet socially the many business friends of Irish Shipping who were present. As our Chairman said, it was fitting that our most important friends, our customers, should share in this special occasion in this year of exceptional progress for the Company.

Once again the Company's catering staff, under the guidance of Mr. L. J. O'Meara, received much well deserved praise for the excellence of the fare and service which they provided. The catering staff included Mr. J. Doran, Chief Steward, assisted by Messrs. C. Cashin, J. Caffrey, A. Stephens, D. Joyce and G. McGovern.



Mr. and Mrs. J. O'Neill and Mr. W. A. O'Neill at the opening of the new office.



Mr. E. Taylor, Dublin Junior Chamber of Commerce; Miss L. McKenna, French Tourist Office; Miss M. McGovern and Miss S. Murphy.



Mr. A. McElhatton, the Lord Mayor, Mr. T. Stafford, and Mr. P. H. Greer share a joke at the opening of the new Booking Office for Liner and Ferry Services.

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### VALE

To shipmates of all ranks with whom I have sailed during the last eleven years, and to the I.S.L. fleet in general, I wish pleasant voyages, fair winds and safe landfalls. To the entire ship's company of the "Irish Plane," April/December, 1967, I send special thanks for having made my last voyage a memorable one.

To the management and office staff, my thanks for their patience and co-operation over the years: I wish them well. And to the Company in general, good luck and prosperity.

"Happy to meet, sorry to part."

"Happy to meet again."

—R. N. Woolfenden, 14th March, 1968.

\* \* \*

On behalf of all our shore and sea-going staff we wish Capt. Woolfenden many pleasant years in retirement and we shall certainly be happy to meet again a man who made so many friends amongst us during his years of service with the Company.

# Maiden Voyage

By J. Kennedy

On the clear sunny winter's morning of January 8th, we boarded a Viscount at Dublin Airport and flew to Rotterdam to join the new addition to the fleet—the "Irish Elm". However there was snow on the ground as we disembarked from the coach that had taken us from the Airport to Verolme Dockyard, Botlek. The leviathan "Elm" towered over us as we first beheld her floating majestically in the dock, her deck seemed to stretch interminably forward bereft of derricks or rigging. She had arrived that morning after her three day passage and sea trials from Cobh. She was to spend about two weeks in the dockyard being completed, cranes being fitted on deck and various improvements and modifications carried out.

Botlek is a £3 taxi ride from Rotterdam and so we had a relatively quiet time. Ashore one fateful Saturday night, it rained and completely froze over, bringing traffic to a standstill—result:—£5 in a taxi back! However, by the end of the fortnight all hands had become somewhat more accustomed to their surroundings and began to settle in.

We sailed on the cold bleak foggy morning of January 20th, a grey-black pall of smoke hung over the refinery where a disastrous explosion had occurred in the early hours. We made our way downriver on the first leg of our maiden voyage (for those of us that had joined in Rotterdam, it was our first experience of the "Elm" under way) but only to anchor two miles off the Maas entrance, fogbound! There we remained for three more days surrounded by countless other vessels—so bad was the fog that the Pilot and Tug services were suspended for the duration.

However, it so came to pass that on the 23rd, the haze lifted somewhat and we quietly slipped away and down the Channel. Off Dover it was completely cleared away and so we proceeded onwards at a fair speed, southward bound to warmer climates! Our destination was Pepel in Sierra Leone, where we were to load our first cargo, iron ore, for Rotterdam.

## ALL MOD. CON.

The "Irish Elm", call sign EIWT, port of registry Cork, is a bulk carrier. She has an overall length of 632' and a moulded breadth of 92', she is 22,186 tons gross and 14,157

tons nett, the largest vessel constructed in the Irish Republic and the largest of Irish Shipping's Fleet. The accommodation is all aft and on her lengthy foredeck are seven hatches, also four cranes (8 ton S.W.L.) and self-tensioning winches—two forward, two aft, and one midships.

The bridge displays a formidable array of navigational equipment — Arkas Automatic Steering, Decca Navigator, Sal Log, Course recorder, Marconi Raymarc True-Motion Radar, Automatic D/F., Echo Sounder, 28 Channel V.H.F., Bridge Control for the Main Engine, Automatic Telegraph Printer, Auto-phone for Foc'stle and Poop, push button Crew-call system, Sound-Powered Telephone system throughout the ship and switchboard for all navigation and deck lights.

In the engine room, the air-conditioned, sound-proof, insulated, centralised Control Room, with it's Main Control Console, Data Logger Printer and Remote-Control Panel with multitudinous multi-coloured flashing lights and buttons, is like something one encounters in a science-fiction novel!

On deck we no longer have AB's, in the engine room we no longer have DG's, what we now have are GP's! The correct title is GPR, General Purpose Rating, a new form of manning causing both departments to work in closer harmony.

Conditions for personnel aboard are first class—the accommodation is very comfortable and the cuisine, sorry—grub, is good! When off duty, one's leisure hours can be quite pleasantly spent—we have facilities for showing films, a library, to which we are gradually adding by imposing a levy on all hands in each port for the purchasing of more literature and two bars which are a great success. Various individuals take turns behind the bar until such time as we can acquire barmaids! Of course the ultimate is the sky-blue swimming pool on the boat deck.

What luxury, in the lower latitudes, when feeling a little "clammy" after four hours on watch, to just plunge into the 65 degrees Fahrenheit pool salt water and soak for half an hour—the 2nd Mate was first in, of course.

We have a Welfare Committee, with representatives chosen from each department on the board, which meets regularly to discuss matters pertaining to social and sporting activi-

tics, complaints and suggestions and any other matters relating to the general welfare of the ship or crew. There is a darts competition constantly in progress, in which a great interest is taken, the 2nd Mate, him again, reached the final only to be ignominiously beaten by a Junior Engineer who carried off the thirst-quenching spoils of victory! Preparations are being made for the organisation and training of a football team, unfortunately the "pool" is not spacious enough for water-polo.

### PEPEL

And so after a passage of nine days we arrived off Freetown, entered the Harbour, picked up the Pilot and proceeded upriver to Pepel. Pepel consists of a loading gantry around the base of which is clustered one village. For the duration of our stay we had several small craft in attendance in the form of dug-out canoes laden with fruits and other objects and manned by sinister, half-clad, dark salesmen! Some rather odd souvenirs were purchased on a "change for change" basis by various individuals aboard.

If one removed the ship and gantry, the scene would probably be exactly as it was when Livingstone, or whoever the good gentleman was, first set his eyes on the place. A broad deep-flowing, mud-coloured, turbid river bordered on both sides by dense tropical jungle that suffered but an occasional clearance where stood a native village with leaf-huts and canoes drawn up on the alluvial bank.

And so, having loaded our cargo—35,400 tons—in roughly 24 hours, all hands aboard and the ship ready for sea, we sailed from Pepel, heading north once again to the cold. Off Cape St. Vincent the "Alder" and "Cedar" were quite close, the former heading down around the Cape for East African ports, the latter on her way to Dublin. As we ventured farther north the weather grew progressively colder, thereby curtailing our enjoyment of the delight of the "pool."

We arrived and berthed with the assistance of five tugs at Vlaardingen Ore Berth on Tuesday, February 13th, and no sooner had we tied up than discharging had begun with the overhead grabs plunging into the depths of the holds and emerging with their massive jaws full to their 16 ton capacity which they yielded to the barges alongside offshore. We discharged the complete cargo in under 30 hours and began to realise the difference between general cargo "jobs" and the bulk carriers.

We left Rotterdam on Thursday, February 15th, in the very early hours of the morning bound for the Gulf of Mexico, port unspecified. From the English Channel we steered a great circle course to the Azores and from thence towards the Bahamas. The weather during the latter state was "rough" which made us appreciate the calm after the storm all the more—the ship did not behave too badly considering it was her baptism of fire.

Passing through the Bahamas, long deserted stretches of yellow sandy beaches could be clearly seen from the bridge, but try as we might, not a single comely inhabitant could we discern—must be "off-season." We then made our way down round the coast of the sunshine state and across the Gulf to the mouth of that mighty, also deep-flowing, mud-coloured, etc., river—the Mississippi.

We dropped "the hook" in the quarantine anchorage just below New Orleans and having been cleared shifted back to the general anchorage to await our turn to proceed to the berth. We are to load a cargo of grain for—once again—Rotterdam.

At present we are lying quietly to both anchors with the weather fine and sunny, the river bustling with the usual noisy traffic scurrying up and down. To-day, half the Canadian fleet passed up (well, a carrier and six frigates!). The captain was made a citizen of and received the keys of the city. Two television sets arrived on board and all hands are re-reading their mail, those who received none complaining of inefficient agents, etc. There is a lunch ashore to-morrow and top of the list of items to be tended to are: a change of films, purchase \$30 worth of paperbacks and two rubber footballs for playing in one of the spacious lower holds.

And so we leave the "Irish Elm" as she patiently bides her time resting after her longest passage yet. There is an air of dignity about her, as there should be of a vessel of her class, and she seems to appear slightly disdainful at having to consort with such company as a rather scruffy looking Greek tramp anchored ahead and a puny sized 15,000 tons Liberian tanker astern—a "proper lady" is she!

## RED LETTER DAY

Sunday, May 19th, 1968, will be a red letter day in the history of Irish Shipping Ltd., for that will be the date of the first sailing of our car Ferry Service. Passengers for the first trip from Rosslare to Le Havre will include a number of travel agents and press representatives. On the previous week-end, the m.v. "Leopard" will pay a courtesy visit to Rosslare, Dublin and Belfast, and receptions will be held on board in Dublin on May 11th and in Belfast on May 13th. The ship will be open for public viewing during her visit.

### M.V. "LEOPARD"

The 2,425 d.w.t. vessel was built jointly by Ateliers et Chantiers de Nantes and Dubigeon-Normandie at Nantes and was launched on November 3rd, 1967. She will be delivered to the owners on April 22nd, after completing her sea trials. Her overall length is 440 feet and she has a moulded breadth of 70 feet. With a cruising speed of 19 knots, the "Leopard" has accommodation for 511 passengers and 300 cars and will make the crossing to France in 22 hours. Vehicles enter and leave the main car deck through hydraulically operated stern doors and a stern ramp. A second ramp is provided for the upper deck which accommodates trailers and special vehicles carrying outside cargo up to a width of 22 feet and a maximum height of 21 feet. The recreational and catering facilities aboard the vessel compare favourably with the amenities provided in a luxury hotel so that the crossing itself is a pleasant and enjoyable part of the traveller's holiday.

That the service was welcomed by Irish and, indeed, by Continental tourists is amply demonstrated by the heavy bookings which have been received both here and in France. Peak season sailings are already completely booked out. Enquiries and bookings from Germany have been especially encouraging and with the vast potential market on the Continent now open to the new service, the prospect is undoubtedly exciting.

Bookings here at home started to pour in immediately details of the service were announced and even prior to the formal announcement many enquiries were received. An interesting feature of the local booking trend has been the interest which the service has aroused in Northern Ireland. Approximately forty per cent of the Irish bookings have been from north of the Border.



Aubrey McElhatton, Manager of the car Ferry Service, joined Irish Shipping Ltd. in 1963. He was educated at Carlow Christian Brothers' Schools and U.C.D. and, as well as being a chartered accountant, he is also a Bachelor of Commerce and a Master of Economic Science. He was Assistant Accountant until 1965 when he was appointed Economic Planning Officer. Mr. McElhatton was very much involved in the preliminary investigations carried out prior to the setting up of the Ferry Service and the background knowledge and experience which he thus acquired has been invaluable in ensuring the successful launching and operation of this latest Irish Shipping project.

Golf is Aubrey's favourite game and he is a low handicap player. Modest and unassuming, he has been very popular with all his colleagues since he first joined the Company and all wish him every success in this highly important field of development, not only for Irish Shipping Ltd. but for the general economic progress of the country.

### AT ROSSLARE

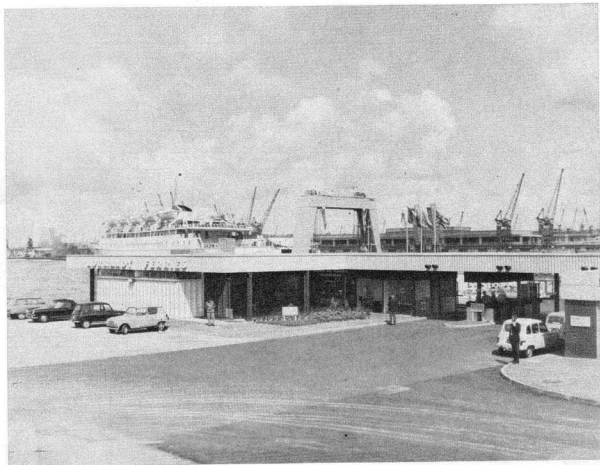
Work on the pier at Rosslare will be completed by May 6th, so that all will be in readiness for the courtesy visit of the "Leopard" on the following week-end. The facilities for car ferries which previously existed at the port were suitable only for side-loading vessels and could not cater for the "Leopard." A stern-loading ramp has been provided at a cost of £80,000 and the local traders are eagerly looking forward to the increase in trade and prosperity which the new venture will undoubtedly bring to the town.

# LE HAVRE

— gateway to EUROPE

No doubt Rotterdam, with its Europort, would contest the right of France's eleventh town to call itself the 'Gateway' but Le Havre certainly deserves to be classed as one of the world's major ports. The port has three distinct zones. The outer port and tidal dock, Theophile-Ducrocq, are used mostly by the great ocean liners and huge tankers. Forty liners, including the 'France' 'United States' and 'Rotterdam' make regular calls there. The seven and a half miles of quays are used by merchant ships while the Tancarville Canal and Vetillart dock are for river traffic. In 1959 goods moving through the port amounted to 16 million tons and by 1962 the volume of traffic had increased to 21 million tons. Figures for 1964 showed that goods passing through Le Havre in that year had further increased to 27 million tons.





An exterior view of the Ferry reception area at Le Havre.

Situated at the mouth of the magnificent valley of the Seine, Le Havre was founded in 1517 by King Francois, the First. The present importance of the port as a point of entry for Transatlantic goods and passenger traffic to Europe began with the American War of Independence. It was from there that the rebels received a large part of their supplies and the thousands of foreign sailors who visited the port brought great wealth to Le Havre. In 1784 the Stock Exchange was founded. The people of Le Havre have for centuries enjoyed a reputation for initiative and industry, a reputation which would appear to be well founded. The city's population had grown from 20,000 in 1800 to 60,000 in 1851 and to 100,000 in 1900. To-day Le Havre has 220,000 inhabitants.

#### **CITY DESTROYED**

During the Second World War, Le Havre suffered greater damage than any other European city. More than 4,000 people were killed, 10,000 buildings were destroyed and another 10,000 damaged in 146 bombard-

ments. In September, 1944, the Battle of Normandy was over and Paris was liberated, but the German Army still occupied Le Havre. The Allies carried out heavy and sustained air attacks until the Germans were forced to retreat, but not before they had blown up all the port installations which were still usable.

Reconstruction work began in 1946 and as the old city had been almost completely razed it was possible to plan and build an almost entirely new city. The rebuilt Le Havre is one of the finest examples of modern town-planning with broad tree-lined boulevards and imposing buildings of the most up-to-date design.

The Avenue Foch, which is the city's most famous thoroughfare, is wider than the Champs-Élysées in Paris and extends from the Hôtel de Ville to the Porte Océane. The Hôtel de Ville itself, with its 236 feet high tower, stands in the Place de l'Hôtel-de-Ville which is one of the largest squares in Europe. The central roadway of the broad avenue is

bordered by green lawns and buildings which present a pleasing aspect of architectural unity. The Porte Océane or Ocean Gate stands on the sea front and is a symbol of welcome to the countless numbers of foreign tourists who arrive at the port each year.

Other places of interest to the visitor are the Church of St. Joseph, with its 348 feet high belfry, the Museum of Old Havre, the Palace of the Chamber of Commerce, the Fine Arts Museum, the Maritime Station of the Port Authority, from which the arrival of the great ocean liners can be observed, and the Fort de Ste. Adresse.

### ST. LAURENCE O'TOOLE

Irish travellers on the Rosslare/Lc Havre ferry, and especially Dubliners, may be tempted to travel the eighty odd miles north to visit the famous church dedicated to the patron saint of our capital city. It was in the monastery at Eu in Northern France that St. Laurence O'Toole, Archbishop of Dublin, died in 1181 while on a mission of peace to Henry the Second of England. The collegiate church of Notre Dame et St. Laurent is dedicated to the Blessed Virgin and the Irish saint and



Interior of the Reception Building at Le Havre.

is the main tourist attraction in the richly historic little town of Eu. This is just one of the many historical associations which exist between this country and Normandy. On May 19th will begin a further association which will also be historic. Apart altogether from its potential as a commercial enterprise, the new direct sea link with Le Havre will make possible social and cultural exchanges between Ireland and the Continent which can only lead to better understanding and increased goodwill to our mutual benefit.



The Collegiate Church of Our Lady and St. Laurence O'Toole at Eu.

# FERRY STAFF

**Mary Foley**, who has been with the Ferry Service since the beginning of January last, joined the Company in 1963. She was educated at St. Mary's Convent School, King's Inns Street, and she takes a very keen interest in social and cultural activities. Her performances on the stage as a member of the Star-Ring Productions Dramatic Society has won her acclaim in the press, while she is also a prominent member of the Maurice O'Neill's camogie team.

Mary worked in the Operations Department before taking up her present duties and, like all her Ferry Service colleagues, she enjoys widespread popularity amongst the staff.



Our picture shows, from left, Misses Mary Foley, Glynis Miller and Sheila Murphy. Miss Miller, of course, won the Irish section of the Eurofashion Contest held recently and went on to take second place in the finals held at Oxford last month. This talented young fashion designer, who has been commissioned to design the uniforms for our Ferry Service staff, was present at the official opening of the new booking office on March 26th.

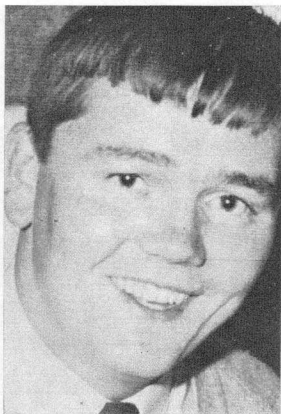


**Gerry Carthy** came to Irish Shipping Ltd. in 1962 and since then he has spent most of his service with the Personnel Department. In the course of his duties with Personnel he has made trips to Brussels, Gibraltar, Rotterdam and many Continental and British ports for the signing-on of ships' crews. He is, of course, well-known to our sea-going staff and is well liked by all his colleagues ashore and afloat.

Gerry commenced with the Ferry Service in January. His outside interests include soccer and athletics. At present he is the hon. secretary of the Metropolitan Harriers Club and he has had many successes as a runner on the athletic field.

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**Sheila Murphy** of Dun Laoghaire was educated at the Loreto Convent, Dalkey, and joined Irish Shipping Ltd. in 1963 as a shorthand typist in the Accounts Department. She subsequently held the post of private secretary to the Company Secretary and she joined the Ferry Service last November. She has played hockey with the Pembroke Wanderers Club in Dublin. Possessing a pleasing personality, Sheila is ideally suited to her present duties and she finds the work both interesting and stimulating.



**Michael Stynes** joined the Company's Accounts Department in 1962 and was the first staff member assigned to the Ferry Service last year. Educated at Blackrock College, Michael was a more than useful footballer in the soccer code until a knee injury put him out of the game some months ago. He played with the Belfield United Club and, at present, he is a keen advocate of physical culture. Also a golfer, of sorts, Michael figures prominently in the annual office golf outings and is a popular contributor to the ensuing entertainment.

He has made many trips to France and Southampton to familiarise himself with the operational procedures relating to the car Ferry Service.

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## LAW EXAM. SUCCESS

Our congratulations to Mr. John Wright of Claims Department on taking first place in the second term of his law examinations. John, who is studying for his B.L., also filled the premier place in the first term examination. We hear that Claims Department staff will be known in future as "The Defenders."

A VERSE FOR MANANAAN  
If you wonder why I scowl,  
It's not the eel-fish in my hair  
Nor the seaweed streaming there,  
I'm accustomed to that cowl,  
By me soul!

What makes me jaundiced-eyed,  
Is the blank and bleak partition  
I'm to stare at 'till perdition;  
Faith it sorely pricks me pride,  
I'd rather hide.

As for them that lurk behind,  
After twenty years you'll see  
How strangely altered they will be;  
Bedad, I think you'll find  
They look like me!

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## BUSINESS HOUSES TENNIS LEAGUE

Irish Shipping made an excellent start to this year's tennis tournament for business houses when they accounted for Royal Exchange Insurance by 3 matches to 2 on Saturday, 30th March.

Winners for I.S.L. were Mr. K. Bray and Miss A. Keegan in the singles and Mr. B. W. Lynch and Mr. K. Bray in the men's doubles.

Miss A. Keegan and Miss A. O'Brien lost the ladies' doubles and Miss A. O'Brien and Mr. B. W. Lynch were beaten in the mixed doubles.

The tournament consists of 5 matches and the remaining fixtures are against Coras Trachtala on April 6th, and against C.I.E., Telefis Eireann and E.S.B. on subsequent Saturdays.

We wish the team every success.

## PHOTOGRAPHIC COMPETITION

The number of entries which we have received so far has been disappointing and we wish to remind readers that photographs should be forwarded to reach the Editor, *Signal*, 19/21 Aston Quay, Dublin 2, not later than May 31st, 1968.

# POLLUTION PROBLEM

Newspaper headlines last month told of two tankers in distress, the Liberian "Ocean Eagle," which broke up off San Juan Harbour in Puerto Rico, and the Greek "General Colocotronis," which ran aground off the Bahamas after striking a reef. In both cases, large-scale spillage of oil resulted and the Puerto Rican authorities declared a state of emergency as a fifteen miles' long oil slick drifted on to the San Juan shoreline. The beaches of Eleuthra Island were badly effected by oil from the "General Colocotronis." These incidents, following on the "Torrey Canyon" disaster, bring home to us the increasing danger involved in the use of bigger and bigger tankers which has been a feature of shipping development in recent years.

Here in Ireland we are very much concerned in this matter with the new oil terminal at Whiddy Island due to come into operation in the near future. Six of the world's largest tankers, of around 312,000 tons each, have been ordered by Gulf Oil for the transport of crude oil from Kuwait to Whiddy and the first of these supertankers is already almost ready for delivery from a Japanese shipyard. It is little wonder, therefore, that the Irish Government is taking a very active part in the work of the Inter-Governmental Maritime Consultative Organisation (I.M.C.O.) in formulating internationally acceptable measures to prevent oil pollution. The Irish Government is represented by Mr. J. Niall McGovern, Administration Manager, Irish Shipping Ltd., on the Legal Committee of I.M.C.O. which is studying the legal implications of the "Torrey Canyon" disaster.

## PROPOSALS

Certain points referred to its subsidiary bodies for study by the sixteen nation Council of I.M.C.O. include speed restrictions, marking and charting of hazards, special sea lanes, testing of navigational equipment, guidance by shore radio where necessary, reinforced look-outs at night and in congested areas and the powers of surveillance and control which should be entrusted to coastal states to ensure that measures adopted by I.M.C.O. are effective. All these measures and the many others

which the Council will consider are designed mainly to prevent accidents at sea. However, it is unlikely that sea routes which are regularly used by tankers can be kept free from pollution. It is estimated that the residue of reclaimable oil left in the tanks of an average size tanker after each trip is about 200 tons. The residue in the larger vessels would be proportionately greater. For this reason oil pollution is caused when fuel tanks are being washed out either at sea or in harbours. To cope with this particular problem, oily water separators are installed aboard tankers and these devices reduce the proportion of oil lost when tanks are being washed out. This, of course, also helps the shipper apart altogether from the question of sea pollution. Oily water separators were in use long before the advent of the present world-wide concern over pollution.



Mr. J. N. McGovern addressing a recent diplomatic conference on maritime law at Brussels.



# FLEET NEWS



## NEW ORLEANS HONOUR FOR CAPTAIN REILLY

While the "Irish Elm" was in New Orleans in early March after her first Atlantic crossing, her Master, Capt. B. Reilly, was made an Honorary Citizen and was presented with a key to the city. The proclamation conferring the Honorary Citizenship was signed by the Mayor, Mr. Victor Schiro. On March 4th a reception was held on board to mark the ship's first visit to the port.

The "Elm" arrived in Rotterdam on March 25th with her cargo of grain from the U.S. Gulf. She sailed again for the Gulf on March 28th to load another grain cargo for the Continent.

A detailed account of the vessel's first two voyages, by Mr. J. Kennedy, Deck Officer Cadet, appears elsewhere in this issue.

\* \* \*

## "SYCAMORE" RESCUES FISHING VESSEL

As happened in the case of the "Fir" last year, the "Irish Sycamore" was called on to come to the assistance of a fishing vessel in distress off the coast of Peru on March 30th. She towed the disabled boat safely into port before proceeding on her way. The "Sycamore" began her present voyage at Naples after being delivered to her charterers, A. Lauro & Company of Naples, off Gibraltar on February 16th. She subsequently called at Leghorn, Genoa, Marseilles and Malaga before sailing for South American ports. The ship passed through Panama on March 24th and Mr. J. Hartford, Engine Dept., was taken ashore at Cristobal with a back injury. He is expected to rejoin the vessel at Callao, Peru. Other ports of call in South America are Salaverry, Chimbote, Guayaquil, Matarani, Arica, Antofagasta and Valparaiso.

Both Mr. P. Keane, Second Officer, and Mr. K. Ramsey, Electrical Engineer, were also hospitalised recently, but they are also due to rejoin the vessel soon, we are glad to learn.

The "Sycamore" is expected to complete loading her eastbound cargo of fishmeal and copper blisters at Valparaiso about April 14th. She then sails for the Mediterranean where she should arrive about mid-May.

## "IRISH ROWAN"

On time charter to Tesco Steamship Corporation, the "Rowan" is at present on her way from Durban to Montreal with a general cargo. She will call at St. Vincent, Cape Verde, for bunkers on April 9th and she is expected at Montreal on April 20th.

Capt. E. C. G. Horne, Master of the ship, injured his ankle aboard on the outward passage to Durban, but we are pleased to hear that the broken bone is healing satisfactorily.

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## "IRISH ROSE"

Having completed a voyage from Middlesbrough to Skaramanga in Greece with a general cargo, the "Rose" arrived in Sfax on April 1st. There she will load phosphates for discharge at either Portland in Dorset or Ayr in Scotland.

Master of the "Rose" is Capt. T. Hughes who joined the vessel at Middlesbrough and the Chief Engineer is Mr. H. Dowdall.

\* \* \*

## "IRISH CEDAR"

Capt. T. Byrne has taken over command of the "Cedar" from Capt. J. A. Gleeson, and Mr. S. Jolley is Chief Engineer. On the current voyage the vessel is due to arrive in Cork on April 6th from Casablanca. She continues on her charter to Gouldings (Fertilisers) Ltd., which she is due to complete next June.

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## "IRISH FIR"

The "Fir" drydocked at Cardiff last month and sailed from Port Talbot on March 20th with a cargo of steel for Bilbao in Spain. She arrived on March 24th and completed discharge on 26th, then going on to Casablanca to load phosphate for Tonny Charente, France. The vessel is due to sail on April 2nd and is expected at her French discharge port on April 6th.

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## "IRISH POPLAR"

The "Irish Poplar" arrived in Dublin from New York on March 29th with a cargo of liner board, tobacco, grain and general goods. She will also discharge at Manchester before taking on export cargo at both ports for the U.S.

Capt. J. Onions is Master of the "Poplar" and the Chief Engineer is Mr. J. Johnson.

### "ALDER" AT MAURITIUS

The "Irish Alder" completed her time charter with South Africa Marine Corporation at Beira and then sailed for Mauritius where she arrived on March 15th. The vessel was in Port Louis for the "celebrations" which marked the granting of independence to this small island in the Indian Ocean.

The "Alder" loaded to her new loadline a cargo of 10,350 tons of sugar for Canada and sailed on March 25th. She is due to call at St. Vincent, Cape Verde, on April 14th for bunkers. On April 25th the vessel is expected in Montreal, after which she will go on to Toronto. When she arrives in Toronto about April 29th she will be the first I.S.L. vessel to visit the port since November, 1966. She will also have sailed 10,000 miles on her voyage from the Indian Ocean.

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### WATERFORD GLASS ON "SPRUCE"

There was a large consignment of thirty tons of Waterford glass on board the "Irish Spruce" when she sailed from Dublin on March 22nd. The glass was for New York, where the ship arrived on March 31st. Also loaded at Dublin was a full reefer cargo of 800 tons of meat and a general cargo of confectionery, meal, whiskey, wool and fruit juice.

After New York the vessel will call at Philadelphia, Wilmington, Norfolk, Savannah, Jacksonville and back again to Norfolk and New York. Her Irish ports of call are Belfast and Dublin before she goes on to Manchester to complete her eastbound cargo.

On the present voyage, Mr. W. Garvey, Chief Officer, relieved Mr. P. Kelly, and Mr. G. Zachert, Chief Steward, was relieved by Mr. T. Forde.

\* \* \*

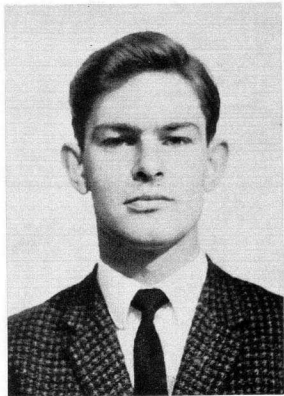
### "MAPLE" FOR AUSTRALIAN PORTS

After coming out of drydock at Jarrow-on-Tyne, the "Irish Maple" was delivered on time charter to Federal Steam Navigation Co. Ltd. of London at Newport on March 1st. She loaded a general cargo at Liverpool and sailed on March 19th, calling at Las Palmas on March 24th on her way to the first port of call in Australia, Dampier. The "Maple" is due at this Western Australian port on April 27th and she then goes on to Melbourne, Sydney, Newcastle and Brisbane. The vessel, which is under the command of Capt. J. Flanagan, is due for re-delivery towards the end of May.

### "LARCH" RETURNS TO PERSIAN GULF

The "Irish Larch" was in the Persian Gulf on St. Patrick's Day last year and we subsequently published details of the occasion which were kindly supplied to us by Rev. Fr. Mulligan who is stationed at Abadan. Father Mulligan was home in Dublin on holiday some time ago and he has since returned to his parish in Abadan. We hope he will have an opportunity of renewing acquaintance with the vessel during the ship's present sojourn in the East.

The "Larch" is on time charter to Kuwait Shipping Company and was delivered at Antwerp on March 9th. Subsequently she called at Liverpool and Milford Haven before sailing with her grain and general cargo on—yes—St. Patrick's Day. Her itinerary shows Dubai as the first discharge port and she is expected there on April 19th. Other ports of call in discharge order are Kuwait, Mena-Al-Ahmadi, Shuwaik, Shuaiba, Bahrain, Dammam, Abu Dhabi, Basrah and Khorramshahr.



Mr. J. A. Desmond who recently obtained his Second Mate's Foreign-Going Certificate.

## **"ASH" VISITS SOUTH AMERICAN PORTS**

Since she dry-docked at Rotterdam in September last, the "Irish Ash" has voyaged to the U.S. Gulf to load grain for India and thence to Japan where she took on steel and cars for discharge at Newark and New Orleans. From New Orleans she went to Beaumont and Houston and is expected to complete her cargo of grain and general cargo at another Gulf port on April 5th. The "Ash" will discharge at six Peruvian ports, namely, Talara, Pimentel, Salaverry, Callao, San Juan and Ilo.

The "Irish Ash" is on 12 months' time charter and was delivered to the charterers, Peruvian State Line, at New Orleans on March 24th. Relatives and friends of the ship's personnel are advised to send mail to Boyd Brothers' Steamship Agencies, P.O. Box 5077, Cristobal, Panama Canal Zone.

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## **"PLANE" CHARTER EXTENDED**

The "Irish Plane" time charter to Vigo Steamship Company was extended on March 13th for a further period of 11/13 months. She arrived at Philadelphia on March 25th from Antwerp with a cargo of steel. She also discharged at Wilmington, Delaware, before going on to Baltimore where she arrived on March 30th. The "Plane" is at present loading soya beans for a Continental port which is not yet nominated.

Capt. J. Caird is Master of the "Irish Plane" and Mr. T. Loughran is Chief Engineer.

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## **"WILLOW" DELAYED BY WEATHER**

Due to extremely bad weather on her passage from Middlesbrough to Richmond, Virginia, with a cargo of steel, the "Willow" took twenty four days on a crossing which would normally take twelve days. As a result of the delay the vessel had to make an un-scheduled call at Bermuda for bunkers.

She completed discharge at Richmond on March 13th, and proceeded to St. John, New Brunswick, where she loaded ammonium nitrate for Ilo, Peru. The "Willow" passed through the Panama Canal on March 31st and is expected to arrive at Ilo on April 9th. After unloading at Ilo she will take on a cargo of copper blisters for Baltimore where she should arrive about April 29th.

## **CHAIRMAN AND A.G.M. TO ADDRESS EUROPEAN WORK STUDY CONFERENCE**

By arrangement with the Irish Work Study Institute, the European Work Study Federation will hold their Seventh International Conference in Dublin, at the Intercontinental Hotel, Ballsbridge, from May 21st to May 24th, this year. During the four-day event, a total of 33 papers will be read by Work Study Practitioners from Italy, Germany, Sweden, Norway, the Netherlands, Great Britain and Ireland.

A plenary session on the Task and Place of Work Study in the Organisation will be addressed by Dr. J. E. Faraday, B.O.A.C. Headquarters, Middlesex, England; Dr. Giovanni Nassi, President, Italian Institute of Work Study; Professor K. Holt, Norway, and Mr. P. H. Greer, Managing Director, Unidare Ltd., Dublin.

Four sessions will run simultaneously on May 22nd. Three will cover Work Study in shipping, road transport and distribution, and local government. The fourth deals with research.

Works projects visits have been arranged for May 23rd and these will include a visit to an Irish Shipping vessel, subject to a ship being in port.

Irish speakers at the Conference will include Mr. Niall F. McConnell, Director, Planning and Development, Gateaux Ltd.; Mr. Desmond H. L. Bradley, Chief Work Study Engineer, Irish Biscuits Ltd.; Mr. James T. McCabe, Controller of Management Services Unit, Department of Lands; Mr. M. Murray, Southern Region Productivity Manager, British Oxygen, and Mr. W. A. O'Neill, Assistant General Manager, Irish Shipping Ltd. Mr. O'Neill will address the conference on "Consideration of Shipping".

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**WE OFFER OUR SINCERE SYMPATHY TO MR. KERRY BRAY OF TECHNICAL DEPARTMENT WHOSE SISTER, MRS. J. McHENRY, DIED RECENTLY FOLLOWING A ROAD ACCIDENT.**

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# Progress Report

By W. A. O'NEILL,  
Assistant General Manager

Last October, through the columns of "Signal," I outlined details of a number of major changes in the pattern of Company operations and the development of certain new projects. These changes had been decided upon following a thorough examination of all aspects of the Company's activities and were vitally necessary if the Company was to prosper and develop. Now, in order that our staff at all levels afloat and ashore may be aware of the progress made since October, the time is opportune to report on our present position.

## LINER SERVICE

The progress made on the Liner Service has been substantial and the gross earnings on the Atlantic since October exceed anything we have ever achieved in the past. Plans have been prepared with our partners, Manchester Liners, for an increased frequency on the U.S.A. service for the coming year. Three ships will operate full time on this service, including the "Irish Poplar" and "Irish Spruce." It is our hope that the increased frequency and more regular schedule will further enhance the earnings on this service.

On the Canadian run, Manchester Liners will continue to supply the ships and as they are the major operator on the North Atlantic to Canada, we can look forward to enhanced earnings on the improvement of the service which their expertise has made possible.

## FERRY SERVICE

Progress with the Ferry Service has exceeded even our most optimistic hopes and a very high percentage of the total available accommodation for the first full season is already booked out. Indications are that an increased frequency in sailings will be necessary next year and we are at present engaged in planning for this eventuality. Should we continue to make this type of progress, there is every reason to hope for the addition of a car ferry to the Irish Shipping Ltd. fleet over the next few years.

## THE PRESENT AND THE FUTURE

Sudden and frequent changes in world trading conditions wrought by political and economic pressures have bedevilled shipping for many years.

We have been endeavouring to devise solutions to this problem so that the full burden of slumps will not devolve on all our

fleet at any one time. To this end, and as a first step, we have already secured attractive long-term business for a number of our ships. Most notable of these is the "Irish Elm," where the fitting of car decks has made possible a five-year contract at an assured level of profit.

We must continue with our efforts to improve the profitability of the fleet as a whole and to replace the uneconomic units with ships more suited to present demands and having within them an inherent profit potential.

The success of our efforts to reduce overheads will be evidenced by the accounts for the year just ended and as soon as these figures are available they will be communicated to you.

I think you will agree that the past year has been one of progress; progress that has been made possible by the enthusiastic co-operation of all sections of our staff. I have every confidence that this progress will be maintained.

It is my confident hope that the coming years will see a real growth in our fleet. If we can successfully put together those circumstances which give an acceptable level of profit, there is no reason on earth why this hope cannot be fully realised. A large, modern fleet of vessels under the Irish flag, rivalling even the Norwegians, is not just a dream. Even if it were, I say—why not?



Miss June Butler of Head Office whose engagement to Mr. Anthony Moran has just been announced. We extend our congratulations to June and we wish her every happiness.

# Cadet News

## PLYMOUTH

On St. Patrick's Day, Sunday, March 17th, a special function was held at the Berni Grand Hotel, Plymouth, at which the seventeen Irish Shipping Cadets and three Irish Cadets from British shipping companies celebrated the feast of our national saint.

Captain M. D. Langran from Head Office was in Plymouth for the occasion and presented shamrock to the Cadets. Also present for a very enjoyable social evening were Captain and Mrs. Hughes, Captain and Mrs. Hopwood and Captain and Mrs. Moreby of the Plymouth Technical Institute.

On March 8th last the foundation stone for the new Cadet College at Plymouth was laid by the Duke of Edinburgh. Cadet B. Stockdale was a member of the official party which accompanied the Duke on his tour of the College. Cadet Stockdale is Chief Cadet Captain at Plymouth. All our Cadets at Plymouth College will be coming home for the Easter holidays on April 4th and no doubt they will welcome the 16-day break from study. B. Stockdale and E. Connellan, who have completed their Release Course, will be going to sea at the end of the Easter holidays, while ten of the other Cadets will be going to sea for the first time having completed their Pre-sea Training Course. The latter ten are: M. Lydon, J. McAuley, P. Hughes, J. D'Arcy, J. Richardson, I. Connellan, A. Davis, D. Mundow, T. Farnon and J. Robinson.

At the commencement of the next term on 21st April a further group of ten Cadets will go to Plymouth to begin their studies there. They are: W. Twomey, E. Coburn, F. Perrin, R. Donoghue, D. Hopkins, D. Farrell, E. Keane, J. Kenny, P. Richardson and P. Finnegan.

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## GIRL CADET

We were interested to hear that Denhams were represented at Plymouth by the first girl Cadet, a Miss Sheila Edmundson. Miss Edmundson has now gone to sea after completing her Pre-sea Training Course. At Panama she joined the m.v. "Jersey Bridge" which is now en route to Japan. We wish Miss Edmundson "bon voyage" and every success in her seagoing career.



—Courtesy "Western Morning News."  
The Duke of Edinburgh speaking to Cadet B. Stockdale during the Duke's visit to Plymouth for the laying of the foundation stone of the new College. In the foreground is Cadet Sheila Edmundson, the first female Cadet at Plymouth.

## REV. FR. LENNON, O.P.

In the course of a recent television interview on R.T.E. the Cork Port Chaplain, Rev. Fr. Lennon, O.P., paid tribute to the assistance he was receiving from the I.S.L. Cadets at Crawford Technical Institute to run the new Stella Maris Club at Cork. It was gratifying to hear of the good work being done by these young men who give a large part of their spare time to help in such a praiseworthy cause.

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## CADET D. HOPKINS

We were interested to learn that Cadet Hopkins is helping to carry on a family tradition in choosing a seagoing career. In the days when life at sea was more of an adventure than a career, David's grandfather, Mr. Joseph Hopkins of Ringsend, was a seafarer and he lost his life while serving aboard the s.s. "Hare" when the vessel was torpedoed off the Kish Lighthouse in 1917.



—Courtesy "Western Morning News."  
Captain M. D. Langran presenting shamrock to Cadet D. O'Brien at the St. Patrick's Day celebrations at Plymouth. Also included are, from left, Cadets B. Stockdale, J. Robinson and R. McGrath.

## CORK

Recent visits by the Cadets at Crawford Technical Institute to the factory of Metal Products Ltd. and the Beamish and Crawford Brewery proved of great interest and were very much appreciated both by the students and instructors. On Saturday, March 9th, a further visit was made to the "Irish Cedar" at Cork by a group of Cadets.

Recently we were pleased to publish a considerable number of engagements involving members of our office staffs at Cork and Dublin. Now it would seem that "romance" has struck our Cork-based Cadets and it was nice to hear of the following recent announcements:

Cadet F. J. P. Fenlon engaged to Miss Ann McDonald; Cadet R. N. A. Lett engaged to Miss Ina Cullen; Cadet T. Hanrahan engaged to Miss Julie Cogan, A.L.C.M. Cadet M. O'Sullivan will be getting married in the near future and we understand that Cadet E. Burke will also be "taking the plunge" shortly.

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## SWIMMING

A much appreciated facility which has been extended to our Cadets at Crawford is the use of the swimming pool in Cork City Hall every Thursday night. The facility is also available to our Cork office staff and a very popular feature of the weekly sessions there is the course of life-saving instruction which is provided by Cadet Lett.

It is hoped that the Cadets will be able to engage in some sailing next term with the Royal Munster Yacht Club at Crosshaven.

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## BIRTHDAY GREETINGS

To **Jack Doran**, Chief Steward, "Irish Ash": Loving birthday wishes to Jack on May 1st.—From Mother, Phil and Peter; also Buddy and family.

To **John E. Maher**, 4th Engineer, "Irish Rowan": Loving birthday greetings from Mam, Daddy, Betty, Paddy and children; from Nan, Aunty Chrissie, Joe and children; from Mr. and Mrs. Doyle and John; from your friends in the Drimnagh Musical Society, Brothers and boys in the Don Bosco Club and from Aunty Bridie and children, and Aunt Lilly, Albert and children.

To **Colm A. Walsh**, Junior Engineer, "Irish Sycamore": Love and best wishes for

a very happy 22nd birthday on the 17th March.—From Dad, Mum, Maura, Noel and Bridie, all of whom are looking forward to seeing you soon.

To **Kenneth H. Ramsey**, Electrical Engineer, "Irish Sycamore": Birthday wishes on March 25th.—With love from your wife Bernie and son Kenneth, Jr. We miss you.

To **David Hopkins**, Deck Officer Cadet, "Irish Spruce": Greetings and best wishes.—From your mother and father and also from twin sisters, Barbara and Marion, and also from Patricia. David was 19 years of age on March 2nd.

To **Paul V. Carroll**, 3rd Engineer, "Irish Larch": Best wishes and congratulations on your 24th birthday on the 15th April.—From Mam, Dad, Barre, Frank, Robert and all the family.

To **Michael Duffy**, Catering Dept., "Irish Sycamore": Happy birthday, Michael, on the 27th March.—From Mum, Dad, brothers and sisters.

To **Michael Pumphrey**, Catering Dept., "Irish Cedar": Birthday greetings. — With love and best wishes from your wife Catherine and son Richard.

To **Patrick MacDonald**, Deck Dept., "Irish Maple": Wishing you a very happy birthday on the 17th March. — From Mam, Dad, brothers and sisters.

To **Liam P. Quigley**, Junior Engineer, "Irish Elm": Wishing you all the best for your birthday on March 22nd.—From your girlfriend Kay and also Aunt Moll, Mam, Eileen and Paula and all at Clonmel.

To **John Prior**, 4th Engineer, "Irish Maple": Love and best wishes for a very happy birthday on March 13th.—From Mam, Dad, sisters and brothers and all your friends.

To **John Molloy**, Catering Dept., "Irish Maple": Greetings and best wishes on your 18th birthday which takes place on May 19th.—From Mam, Dad and all at No. 50.

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## EASTER GREETINGS

To **Noel Fynes**, Deck Dept., "Irish Elm": Love and best wishes from loving girl friend Mary; also from the Hughes family. Hope to see you soon and God bless.—From Mum and Dad.

To **Robert Carrick**, Deck Dept., "Irish Willow": With best wishes from Maisie and Ken Fynes.

# FLEET PERSONNEL

## Deck and Engineer Officers in Order of Rank

**"IRISH POPLAR":** Capt. J. Onions. Deck Officers: M. Carey, R. Gordon, P. A. Cowman. Cadets: M. J. Larkin, B. R. Coburn, F. E. Healy, C. Stockdale. Engineer Officers: J. Johnson, E. Byrne, J. J. Fahey, S. McGarry, A. F. Bolster, W. R. Matthews, J. O'Rourke. Engineer Cadets: M. J. Cahalan, D. J. Menzies. Electrical Engineer: J. Kelly. Chief Steward: B. Dorgan. Radio Officer: P. Clark. Deck Dept.: L. Kelly, J. Byrne, W. Cusack, C. Maguire, P. Edwards, J. Appleby, P. Redmond, R. Saunders, D. Sheedy, P. Walsh, R. O'Reilly, M. Power. Engine Dept.: M. Thullier, E. Brennan, P. Monaghan, P. Proctor, J. Early. Catering Dept.: L. Kennedy, S. O'Reilly, C. Cunningham, J. Burtenshaw, T. Whelan, I. Higgins.

**"IRISH SPRUCE":** Captain P. F. O'Shea. Deck Officers: W. G. Garvey, P. Donohue, F. Perrott, P. J. O. Malone. Cadets: B. Farrell, E. A. P. Keane. Engineer Officers: M. J. Byrne, D. Falvey, J. F. McGonell, J. G. Nolan, D. Graham, D. McGrath, M. O'Sullivan. Engineer Cadets: W. O'Callaghan, W. Sheringham. Electrical Engineers: E. Mullen, J. O'Gorman. Chief Steward: T. Forde. Radio Officer: P. O'Shea. Deck Dept.: J. Heaney, John Farrell, D. Rogan, P. Grant, P. Coyle, J. Kealy, M. O'Regan, D. Clarke, P. Harris, B. Higgins, P. McDonnell, J. Gaughan. Engine Dept.: J. Ryan, T. Nolan, T. Daly, J. White, J. Keogh. Catering Dept.: P. Colgan, T. Byrne, J. Greene, R. Byrne, F. Lalor, C. Maloney.

**"IRISH LARCH":** Captain J. S. Kerr. Deck Officers: H. B. Fidler, L. McLaughlin, M. A. Byrne, D. C. Okoro. Cadets: J. A. Murphy, T. Brennan. Engineer Officers: R. U. N. Murray, J. Nangle, P. V. Carroll, D. P. Kelleher, J. Leary, T. M. Byrne, M. Mulligan. Engineer Cadets: T. J. O'Keefe, P. O'Byrne. Electrical Engineer: T. Torpey. Chief Steward: E. Fricker. Radio Officer: B. Foley. Deck Dept.: M. Leonard, D. Scanlon, T. Grennell, J. Fleming, D. O'Sullivan, M. Lennon, E. McLoughlin, J. Beausang, M. Murrells, D. Nyhan, F. Cooney, B. Muldoon. Engine Dept.: G. Nolan, R. Scanlon, D. Lynch, P. O'Brien. Catering Dept.: E. Murnvh, V. Mayland, W. Croft, P. Farrelly, D. Meagher, M. Griffin.

**"IRISH FIR":** Captain M. O'Connell. Deck Officers: K. McKenry, T. A. O'Brien, D. E. Collins. Engineer Officers: J. J. Reed, B. Broderick, E. Lynch, I. P. Barry. Radio Officer: J. J. Demsey. Deck Dept.: J. Tallon, F. Whitmore, I. Hyland, W. O'Connor, J. Kirwan, N. Mullally. Engine Dept.: T. Mauire. Catering Dept.: J. Buckley, J. Smith, J. Lloyd, M. Murray.

**"IRISH ROSE":** Captain T. A. Hughes. Deck Officers: M. Kelly, P. Kehoe, P. D. Gordon. Engineer Officers: H. Dowdall, J. P. Ward, B. Larkin, M. Punch. Radio Officer: T. J. Lyne. Deck Dept.: T. Byrne, W. Kavanagh, I. W. Byrne, E. Kavanagh, P. O'Neill, G. Redmond. Engine Dept.: M. Kelly, L. Robinson, W. Dunne, P. McLean, N. Kavanagh.

**"IRISH WILLOW":** Captain J. J. Walsh. Deck Officers: P. A. Murphy, M. J. Doyle, J. J. Rickard. Engineer Officers: H. Mooney, N. T. O'Neill, J. J. Garud, J. Callahan. Radio Officer: D. Johnson. Deck Dept.: P. Harris, P. Carr, W. Storie, R. Pender, R. Carrick, D. Kelly. Engine Dept.: M. McCabe. Catering Dept.: P. Murphy, P. O'Reilly, M. Curedale, J. Edwards.

**"IRISH ALDER":** Captain J. Poole. Deck Officers: E. Creevy, P. I. Tyrrell, J. A. O'Mahoney. Cadets: A. Cahlan, D. Smith, L. A. Kinsella. Engineer Officers: W. Parlow, J. J. Scott, M. N. Hayes, P. Barton, M. J. Murphy, I. A. Kenny, I. A. O'Neill. Engineer Cadet: D. O'Brien. Electrical Engineer: H. P. Stears. Chief Steward: J. Dillon. Radio Officer: I. Looby. Deck Dept.: G. Stoneham, I. Ryder, B. Byrne, G. Derham, S. Smith, P. Morrison, P. Byrne, P. Hammond, D. Todd, I. McGran. Engine Dept.: F. Kinney, R. Proctor, T. Kinsella, J. Rossiter. Catering Dept.: M. Moody, J. Smith, E. Byrne, J. Reddy, A. Ennis, H. Geraghty.

**"IRISH ASH":** Captain J. Lee. Deck Officers: J. G. St. John, H. Courtney, D. Bruncardi, J. A. Moynihan. Cadet: T. A. O'Connor. Engineer Officers: J. Moynihan, J. A. Lee, D. O'Connell, D. McLonehlin, T. Maxwell, P. Casey, G. M. Egan. Engineer Cadet: I. Pryme. Electrical Engineer: P. O'Toole. Chief Steward: J. Doran. Radio Officer: A. Davy. Deck

Dept.: M. Materson, G. Foley, J. Doyle, E. Jameson, W. Beon, M. Doyle, M. Casey, M. O'Rourke, T. Hussey, J. Holmes, N. Good. Engine Dept.: A. Vaughte, T. Finnegan, J. Hannah, P. O'Brien. Catering Dept.: U. Maher, P. Boyle, P. Fanning, K. Edwards, J. Hanlon, B. Donovan.

**"IRISH MAPLE":** Captain J. Flanagan. Deck Officers: M. Willoughby, J. P. O'Leary, D. P. Bell, P. B. Eim. Cadet: J. A. Cotter. Engineer Officers: G. Rowe, J. Gilmartin, P. Shortall, J. A. Prior, P. Higgins, K. A. Barry, I. O. Kershaw. Electrical Engineer: J. Barrett. Chief Steward: R. Heapes. Radio Officer: M. A. Rooney. Deck Dept.: J. English, M. McCarthy, T. Rowan, W. Kavanagh, J. Whitmore, M. Kavanagh, O. McGrath, R. Gilligan, J. Bradley, M. Moriarty, L. Maloney. Engine Dept.: N. Tobin, J. Robinson, T. Smith, H. Dowdall. Catering Dept.: D. Gibbons, S. Murphy, N. Blake, M. Carpendale, J. Butler, J. Molloy.

**"IRISH PLANE":** Captain J. A. Caird. Deck Officers: F. H. Leigh, W. A. Kirwan, P. Noonan. Cadets: O. J. Neill, G. MacCrum. Engineer Officers: T. Loughran, A. O'Toole, L. J. Wills, M. Duggan, L. Robinson, J. Curtin, M. Haverty. Engineer Cadet: M. Byrne. Electrical Engineer: W. Cadogan. Chief Steward: H. Bond. Radio Officer: A. Woods. Deck Dept.: E. Swan, J. Hall, P. Furlong, M. Kavanagh, J. Donnelly, M. Hurley, T. O'Mahoney, J. O'Driscoll, J. Fergus, W. McDermott, T. Doyle. Engine Dept.: P. Leonard, W. French, J. Byrne, P. Tierney. Catering Dept.: M. Fox, J. McCann, P. Kelly, R. Wheelan, G. McGee, J. Farrell.

**"IRISH CEDAR":** Captain T. Byrne. Deck Officers: F. Kelly, I. P. O'Byrne, F. W. Kirk. Cadets: R. Donohue, F. W. Ferris, D. Twomey, J. Kennv. Engineer Officers: S. Iollev, G. Cunningham, M. O'Connell, K. Edwards, A. Hall, W. F. O'Toole. Engineer Cadets: J. A. McGrath, W. Lettis, T. I. Kenny, J. Doran, T. P. Redmond. Electrical Engineer: E. Griffin. Chief Steward: J. Bennett. Radio Officer: J. Murphy. Deck Dept.: W. Byrne, P. Duffy, E. Hersev, T. O'Donovan, A. McCarthy, C. Chamberlain, M. Boudiokas, P. Johnson, J. Byrne, B. Polley, B. Cornish-Brown, W. Martin. Engine Dept.: J. O'Leary, P. Walsh, W. Brown, I. Lastimour. Catering Dept.: M. Pumphrey, L. Bradley, D. Morgan, E. Russel, J. Rourke, J. McCarthy, N. Browne.

**"IRISH ROWAN":** Captain E. C. G. Horne. Deck Officers: I. J. Martin, N. Foley, D. Murphy, P. J. Fennell. Cadets: B. Daley, E. Cowman. Engineer Officers: M. Whoolov, A. Rolser, J. Waters, J. E. Maher, P. McDonnell, K. P. Healy, E. J. Mason. Engineer Cadets: P. A. Collins, K. J. Branagan. Electrical Engineer: P. Morgan. Chief Steward: I. Movinhan. Radio Officer: D. O'Donohue. Deck Dept.: W. McCann, H. O'Farrell, I. Cahill, M. Russell, M. Donohue, V. Murphy, P. Beags, B. Warren, J. Murphy, P. Bolan, E. Frampton, M. Rollan. Engine Dept.: G. Kavanagh, I. Ryan, P. Freeman, I. Gaffney. Catering Dept.: G. Mollow, W. Burnett, D. Murphy, B. Byrne, P. Orange, A. Dutton.

**"IRISH ELM":** Captain B. Reilly. Deck Officers: J. P. Kelly, T. P. McKenna, D. Kavanagh. Cadet: J. M. Kennedy. Engineer Officers: P. J. Walker, N. Whiffled, L. J. O'Toole, M. I. Kennedy, W. P. Quigley, C. F. Kelly, D. Buckley, T. G. Duff. Electrical Engineers: J. Dunn, M. O'Behan. Chief Steward: C. O'Donovan. Radio Officer: P. Rehan. Deck Dept.: P. Balmaine, M. Murphy, M. Cogan, Oliver Murphy, N. Fynes, B. Mulreedy, D. Ahearne, J. Smith, D. O'Neill, L. Hitchcock, T. Coombes, R. Dornan. Catering Dept.: T. Mason, R. Egan, W. Russell, J. Cullen, L. McCarthy, P. Kelly, D. McLoughlin.

**"IRISH SYCAMORE":** Captain F. W. Kirk. Deck Officers: I. S. Mitchell, P. Keane, J. I. Goulding. Cadets: J. P. N. O'Dowd, I. J. Reilly, A. V. Quixhie. Engineer Officers: D. M. Burke, C. J. Hennessy, T. O'Sullivan, S. O'Sullivan, P. O'Byrne, G. McArdle, C. Walsh. Engineer Cadets: J. A. P. O'Toole, O. Prunty. Electrical Engineers: K. Ramsey, A. Murnvh. Chief Steward: I. Ronan. Radio Officer: H. O'Sullivan. Deck Dept.: P. McDonnell, K. Maher, N. Murphy, D. Wheeler, P. Craine, H. Johnson, C. Nolan, I. Fox, P. Kealy, N. M. Jones, C. Fox, Jr. Engine Dept.: M. McCarthy, J. Harford, P. Rossiter, K. O'Malley. Catering Dept.: J. Byrne, R. Dunne, T. Egan, M. Duffy, V. Harris, J. O'Driscoll.