

SIGNAL

WINTER, 1972

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

VOL. 10. NO. 3.



The 26,000 d.w.t. "Irish Maple" going down the slipway at Govan Shipyards, Glasgow on 16th October, the second of four bulk-carriers being built at the yard for Irish Shipping Ltd. The "Irish Pine" was launched earlier this year.

NEWS FROM HOME



G.A.A.

In the current National Hurling League Kilkenny and Clare are still unbeaten and they head the First Division table followed by Limerick, Wexford and Tipperary. Cork are surprisingly out of contention for final honours with only 3 points from four games. The tie between Cork and Tipperary was marred by bouts of rough play and the scenes during and after the match will be the subject of an enquiry by the Central Council.

Offaly, the All-Ireland champions, are proving worthy champions by retaining their unbeaten record in the current National Football League series. At the special Congress of the G.A.A. held in Dublin on 1st and 2nd December motions calling for an open draw for the All-Ireland series in hurling and football were defeated.

Soccer

Ireland won her first international soccer match for many a long day when France was beaten by 2 goals to 1 at Dalymount Park recently. A big factor in the success was the return of Johnny Giles to the team.

In the current League of Ireland series Finn Harps head the table with 17 points from 9 games with Waterford one point behind and third place being shared by Limerick and Shamrock Rovers with eleven points each.

Rugby

In the interprovincial games played to date Ulster have beaten both Connaught and Munster while Munster beat Leinster 17 points to 3. Ulster now meet Leinster in the most important match remaining and on current form the Northern side should make it a clean sweep by beating Leinster.

The two matches that the New Zealand All-Blacks touring side have played in Ireland so far have been against Leinster and Ulster and the visitors met with very stiff opposition although emerging winners in both matches.

Golf

John O'Leary, the young Irish professional, with rounds of 67, 67 and 64 led the field at the end of the third in the South African Dunlop Masters. In the final round O'Leary had a 72 to finish third behind Gary Player and Harold Henning, both of whom are from South Africa.

Athletics

A big surprise in Irish athletics has been the announcement by Frank Murphy, the well-known Irish Olympic middle-distance runner that he intends to turn professional if he gets a sufficiently attractive offer. Murphy has been in touch with the newly-formed International Track Association and has indicated that he will join the paid ranks if he gets a reasonable offer. He would thus become the first European to join the new association which has already signed-up some of the world's top athletes including Jim Ryan, Bob Seagren, Bob Hayes and Randy Matson of the United States.

Dublin Explosion

The first major outbreak of violence in the Republic of Ireland occurred on Friday night, 1st December, when two car-bombs exploded in the centre of Dublin, killing two men and injuring more than a hundred people. The dead men were employed by C.I.E. as busmen and the bomb which caused their tragic deaths exploded in Sackville Place just as the men were leaving the C.I.E. Club. One of our own colleagues, Miss Eileen Maslin, was injured in the explosion but happily her injuries were not serious.

Following the bombing the special Bill introduced by the Government to amend the Offences Against the State Act was passed speedily through both the Dáil and Seanad when Fine Gael withdrew their opposition to it. The new measure gives wider powers to the Garda Authorities in dealing with members of illegal organisations.

Nollaig Fé Shéan Is Fé Mhaise

D'ár Léitheoirí Uile

A Happy Christmas
To All Our Readers

R.T.E. Body Dismissed

Following the broadcast of a report by Radio Eireann on an interview with Sean MacStiofain, the Minister for Posts and Telegraphs, Mr. G. Collins, has removed the entire R.T.E. Authority from office and a new Body has been appointed to replace the former Authority which was under the Chairmanship of Mr. Donal O'Morain. The Government felt that the broadcast of the report constituted a breach of the Government directive banning all publicity for the views of illegal organisations and the Minister expressed dissatisfaction with the disciplinary action which the Authority proposed to take against the R.T.E. employees involved in the affair.

In the court proceedings following the arrest of Mr. MacStiofain, the well-known R.T.E. journalist, Mr. Kevin O'Kelly, was sentenced to three months imprisonment for contempt of court when he refused, on a point of ethics, to answer certain questions in connection with the relevant interview.

New Tax

A new Value Added Tax was introduced in this country last month to replace the former Turnover and Wholesale Taxes as part of the new legislation required to bring our finance arrangements into line with the European Economic Community countries. Our advent to the E.E.C. is scheduled for 1st January and a major overhaul and improvement of our Social Welfare schemes will also be necessary to adjust the schemes to E.E.C. standards.

Referendum

A national referendum will be held on 7th December in which voters will be asked to signify their approval or otherwise of amendments to the Constitution which will give votes to persons over 18 years as against the present age limit of 21 and which will delete the reference to the 'special position' of the Catholic Church.

It is expected that a majority will vote in favour of both amendments.

Details of New Ferry Service Announced

At a special reception for the press and representatives of the travel trade in Dublin on 28th November details of the new car-ferry and roll-on/roll-off freight service between Rosslare and Le Havre were announced. The service will commence on 2nd June next and booking will open on 1st January.

Mr. Henrik Meijer, President of Lion Ferry A.B.; Mr. Olle Malmberg, Vice-President, Lion Ferry A.B., and Mr. Christian Omreng, Director of Fearnley & Eger (Chartering) of Oslo, were present for the official launch of the new service.

Guest of honour at the reception was Mr. Brian Lenehan, Minister for Transport & Power, who paid tribute to Irish Shipping's representatives for obtaining such a suitable vessel and such experienced associates for the operation of the new service. He said he was confident that the ferry would prove successful in bringing tourists from Germany and France to this country in greater numbers than we could otherwise hope to attract. Mr. Lenehan welcomed the Swedish and Norwegian partners in the venture and said that it was appropriate that there should be a Scandinavian interest in the service in view of the ancient ties which the people of Northern Europe had with this country in matters maritime. Mr. W. A. O'Neill, General Manager Designate, I.S.L., welcomed all the guests and expressed his appreciation for the assistance and interest of the other partners in Irish Continental Line.

Mr. H. Meijer also spoke and said that although they may have been a thousand years late in starting the service he was confident that the optimism of Irish Shipping was based on well researched facts and that the service would be successful.

ALL YEAR ROUND SERVICE

The new service will provide three sailings per week in each direction all year round, increasing to seven round trips fortnightly during the peak months of July and August. Single fares will range from £14 with half fare for children under 14 and free travel for children under 4 years. Single car fares will range from £17. Excluding July/August, fares range from £21 return per adult with free transport of car for 4 or more adults. Two or three adults making a return trip in low season will have their car carried for the single journey fare.

The Irish flag vessel which will operate the service is at present being built at Bremerhaven and she will be named 'St. Patrick' when she is launched next February. There will be cabins for 550 passengers on board and space for 200 cars. Most cabins will be sited on the main deck and will have their own shower and toilet facilities. Many of the cabins will have port holes.

Amenities on board will include a spacious restaurant which will offer a wide variety of food and will feature a selection of smörgåsbörd dishes prepared by a catering staff well qualified in Scandinavian cuisine. Entertainment will be provided by a musical group which will also cater for those wishing to join in the late evening dancing. More leisurely forms of recreational activity will be available for the older age groups, while the children will

also be well catered for with special facilities. Another popular amenity will be the ship's duty free shop.

The convenience and comfort of passengers have been the prime considerations in planning the timetable for sailings. The departure time of 1700 hours and arrival at 1300 hours will enable travellers to enjoy a whole evening's entertainment and relaxation before retiring

and the early afternoon disembarkation should ensure that passengers are fully rested and refreshed when going ashore.

Roll-On/Roll-Off

The ferry will also provide a direct link with the Continent for roll-on/roll-off freight. The vessel will have accommodation for thirty 40 ft. lorries and the Company is confident that the new ferry will make a substantial contribution to the further development of Irish Exports, especially the meat export trade.

Irish Continental Line

The new service is being introduced by the Irish Continental Line as a replacement for the Normandy Ferries service which ceased last year following the withdrawal from the route of the vessels involved by the British and French interests associated with Irish Shipping Ltd. in the venture. Following this sudden and unexpected decision by their British and French partners Irish Shipping immediately set about finding a suitable alternative car ferry. Numerous arrangements were considered and many vessels were inspected both in Europe and overseas before a final decision was made. After lengthy negotiations a 50% interest in an ideal new building was secured by Irish Shipping with the remaining 50% being shared equally by two highly successful Scandinavian shipowners



At the reception (l. to r.) Mr. E. Ceannt, Bord Fáilte; Mr. C. Omreng, Fearnley & Eger; Mr. A. McElhatton, Irish Continental Line's General Manager; Mr. H. Meijer, Lion Ferry; Mr. B. Lenehan, Minister for Transport & Power, and Mr. W. A. O'Neill, Irish Shipping.

and experienced ferry operators—Lion Ferry A.B. and Fearnley and Eger. The three companies have combined to form Irish Continental Line.

THE SHIP

The car ferry which will operate the new Rosslare-Le Havre service is a 5,465 g.R.t vessel which is being built at the Bremerhaven yard of SchichauUnterweser Aktiengesellschaft. She will have a service speed of 21 knots with twin screw variable-pitch propellers and Denny Brown fin stabilisers. Her overall length will be 392' 5", beam 58' 5" and she will have a draught of 15' 1".

The vessel is being fitted with the most modern safety and navigational equipment and she will be the first Irish vessel ever to incorporate all rules and standards laid down by the U.S. government through the U.S. Coastguard, for the construction of passenger vessels. These standards of construction and use of materials are recognised as the highest in the world for ship construction and safety. Navigational equipment consists of Automatic Steering, two Radar sets, Automatic Navigator, Automatic Direction Finder and twin Echo Sounders. The dual Bridge Console incorporates complete bridge control of engines, Bow Thruster, Fin Stabilisers and Detection and Alarm systems. The vessel's Bridge wings overhang the ship's sides giving a clear view fore and aft. Radio equipment is also to U.S. standards and passengers can call their friends in Ireland or the Continent by V.H.F. telephone, or radio telephone from the kiosks situated in the ship's shopping arcade.

SPECIAL AID TO VISIBILITY

Another first for the 'St. Patrick', if present plans are finalised, will be the fitting of special equipment on the vessel which will allow the Captain and Navigators to have a perfectly clear picture of all that surrounds the ship for a distance of at least a half mile in the darkest night or in dense fog. The equipment is at present undergoing marine trials in Germany and the Irish Continental Line is in very close touch with the inventor, Herr Otto Schuller, on the results of these trials and tests. The equipment is unique in that it literally turns darkness into daylight and fog is eliminated on a special ship's receiver. Unlike radar, the picture shown is exactly what would be seen by the naked eye in normal daylight conditions.



ACCOMMODATION

Accommodation for 200 cars or thirty x 40 foot lorries will be provided on two levels of car decks. Most of the ship's 158 cabins will have their own individual shower and toilet facilities. All accommodation will be fully air-conditioned. The ship's restaurant and cafeteria will have seating capacity for 560 passengers and other amenities will include two bars, a duty free shop and a recreation room for the younger passengers. Interior decor is by Gustav Sauter of Killarney.

The ship will be launched next February and will be delivered in May 1973. She will be named 'St. Patrick' and it is hoped that her port of registry will be Rosslare in which case she would become the first ship to be registered at that port.

The St. Patrick will use the Normandy Ferries berth at Le Havre.

FIRST DIRECT SERVICE

In 1968, Irish Shipping Ltd., in association with General Steam Navigation Co. of Britain and S.A.G.A. of Paris, introduced the first ever direct car ferry service between Ireland and the Continent when the mv 'Leopard' began operations on the Rosslare-Le Havre route. It was hoped that an Irish flag vessel would soon be employed on the service. However, the British and French partners withdrew their support unexpectedly in July 1971 and indicated that neither the mv 'Leopard' nor the mv 'Dragon', the two vessels which had been involved in the service, would be available after the end of the 1971 season. Extensive investigation of alternative arrangements eventually led to a joint venture with Lion

Ferry A.B. and Fearnley and Eger in the purchase of an option on a very suitable vessel which was under construction at Bremerhaven.

IRISH FLAG AND IRISH CREW

The existing arrangement provides for the operation of the vessel under the Irish flag and manned by an Irish crew. She will be engaged solely on the Rosslare-Le Havre route thus enabling Irish Continental Line to provide a service geared exclusively to meet the needs of travellers on the route. Arrangements on board the vessel and the timetable of sailings have been carefully planned to cater for the comfort and convenience of passengers on the 20 hour voyage. Lion Ferry A.B. operate nine other car-ferries both in Europe and in North America while Fearnley and Eger have been prominent in Norwegian and International shipping circles since 1846. Their present fleet exceeds one million dead-weight tons.



Mr. Olle Malmberg
Vice-President, Lion Ferry A.B.

Meteorological Presentations



(L. to R.) Dr. P. M. Bourke, Mr. W. A. O'Neill, Capt. E. C. G. Horne and Mr. P. J. O'Shea.

At a special reception held on board the ss 'Irish Poplar' at Dublin on 6th December, Capt. E. C. G. Horne of Rushbrooke, Co. Cork, was presented with an inscribed barograph in acknowledgment and appreciation of the voluntary weather reporting carried out on a world wide basis by Irish Shipping Masters and Officers.

A further presentation of a weather atlas was made to Radio Officer, Mr. P. J. O'Shea of Santry, Dublin in appreciation for voluntary services in transmitting weather reports to meteorological stations throughout the world. Both presentations were made by Dr. P. M. Bourke, Director of Meteorological Services, Department of Transport and Power.

This is the second award made by the Irish Meteorological Service to an Irish Ship's captain and the first to an Irish Radio Officer. Last year the first award was made to Capt. P. F. O Seaghdha, now Master of the 'Irish Poplar'.

For many years Irish Shipping vessels have participated in an international programme of weather reporting on board what are known as 'selected ships'. This scheme is organised by the Commission for Marine Meteorology, a commission operating under the World Meteorological Organisation which is itself a specialised agency of the United Nations. There are 60 nations par-

ticipating in the 'selected ships' scheme under which specially selected ships are equipped with meteorological instruments so as to enable these ships to provide a service of regular reporting of meteorological observations from the oceans. These observations provide the main source of meteorological information from the oceans and supply meteorologists with the basic material necessary for issuing weather forecasts and warnings for sea areas.

The equipment includes a precision aneroid barometer for measuring atmospheric pressure; a marine barograph for determining the rate of pressure change; a whirling psychrometer fitted with thermometers for measuring the temperature of the air and dew point temperature and a sea bucket specially designed and fitted with a thermometer for measuring the temperature of the top layer of water.

In addition the ship's officers make visual observations of wind speed and direction, using the Beaufort Scale, of cloud amount and types, of weather visibility and of sea waves and swells. The observations are finally encoded in a special meteorological code designed by the World Meteorological Organisation and reports are sent on a six-hourly basis by radio to the nearest coastal radio station. They are then made available very quick-

ly in the main forecasting offices of the world.

A special word of praise for the catering staff of the "Poplar" and Mr. H. Bond, Chief Steward. The guests were eloquent in their tributes to the excellence of the fare provided.

PRESIDENT OF WORLD METEOROLOGICAL BODY

Mr. S. L. Tierney, Assistant Director of Meteorological Services, Department of Defence, completed his four-year term of office as President of the Commission for Marine Meteorology earlier this year at the Commission's conference held in Tokyo.

Mr. Tierney was amongst the guests present on board the "Irish Poplar" for the presentations to Capt. Horne and Mr. O'Shea.

PORT SERVICES DINNER/DANCE

Bombs or the Breathlysers—you can take your pick. Where Bunny Fitzsimons is involved, you can be sure that it will be a little different. Simultaneously he announced a bomb scare and the fact that the Gardai were operating the B-test in the North Dublin area. There was a force of seven men waiting with their little bags just itching to be blown up and hopefully, as far as the men in blue were concerned, ready to turn a bright shade of green.

Dear reader, you are perhaps wondering just where all this took place. Well, it was at the second dinner/dance of Port Services which was held in the Marine Hotel in Sutton. The attendance was unfortunately rather poor (maybe they were scared), but those who did attend had a very enjoyable evening. The meal was excellent and the new layout of the Marine made for a pleasant evening.

The guests were welcomed by the P.S.L. Chairman—Mr. R. A. Burke—and it was quite an E.E.C. type gathering as it included Captain Schulte, and Captain Haberlandt of Bugsier's, Captain Grabenmaker of Dammer's Holland, and Capt. Hamilton of the other Irish capital city "Liverpool".

Mr. and Mrs. Ned Harris were celebrating their Silver Wedding and they received a warm ovation.

Our thanks to Connie Lonergan and to Bunny for a great evening. I bet the Fitzsimons' were glad they came; they won three 'spots'. Watch it Bunny, those 'casseroles' are lethal!

SOAKED IN SEAWEED

(An Old-fashioned Sea Story)

This torrid tale of the briny by the late Stephen Leacock is enough to make any brave buccaneer who has ever buckled a swash gyrate in his watery grave.

It was in August in 1867 that I stepped on board the deck of the *Saucy Sally*, lying in dock at Gravesend, to fill the berth of second mate.

Let me first say a word about myself.

I was a tall, handsome young fellow, squarely and powerfully built, bronzed by the sun and the moon (and even copper-coloured in spots from the effect of the stars), and with a face in which honesty, intelligence, and exceptional brain-power were combined with Christianity, simplicity, and modesty.

As I stepped on the deck, I could not help a slight feeling of triumph as I caught sight of my sailor-like features reflected in a tar-barrel that stood beside the mast, while a little later I could scarcely express a sense of gratification as I noticed them reflected again in a bucket of bilge-water.

"Welcome on board, Mr. Blowhard," called out Captain Bilge, stepping out of the binnacle and shaking hands across the taffrail.

I saw before me a fine, sailor-like man from thirty to sixty, clean-shaven except for an enormous pair of whiskers, a heavy beard, and a thick moustache, powerful in build, and carrying his beam well aft, in a pair of broad duck trousers, across the back of which there would have been room to write a history of the British Navy.

Beside him were the first and third mates, both of them being quiet men of poor stature, who looked at Captain Bilge with what seemed to me an apprehensive expression in their eyes.

The vessel was on the eve of departure. Her deck presented that scene of bustle and alacrity dear to the sailor's heart. Men were busy nailing up the masts, hanging the bowsprit over the side, varnishing the lee-scuppers, and pouring hot tar down the companion-way.

Captain Bilge, with a megaphone to his lips, kept calling out to the men in his rough sailor fashion:

"Now, then, don't over-exert yourselves, gentlemen. Remember, please, that we have plenty of time. Keep out of the sun as much as you can. Step carefully in the rigging

there, Jones; I fear it's a little high for you. Tut, tut, Williams, don't get yourself so dirty with that tar; you won't look fit to be seen."

I stood leaning over the gaff of the mainsail and thinking—yes, thinking, dear reader, of my mother. I hope that you will think none the less of me for that. Whenever things look dark, I lean up against something and think of mother. If they get positively black, I stand on one leg and think of father. After that I can face anything.

Did I think, too, of another, younger than mother and fairer than father? Yes, I did. "Bear up, darling," I had whispered, as she nestled her head beneath my oilskins and kicked out backward with one heel in the agony of her girlish grief; "in five years the voyage will be over, and, after three more like it, I shall come back with money enough to buy a second-hand fishing-net and settle down on shore."

Meantime the ship's preparations were complete. The masts were all in position, the sails nailed up, and men with axes were busy chopping away the gangway.

"All ready?" called the Captain.

"Aye, aye, sir."

"Then hoist the anchor on board and send a man down with the key to open the bar."

Opening the bar! The last rite of departure. How often in my voyages have I seen it; the little group of men, soon to be exiled from their home, standing about with saddened faces, waiting to see the man with the key open the bar—held there by some strange fascination.

Next morning, with a fair wind astern, we had buzzed around the corner of England and were running down the Channel.

I know no finer sight, for those who have never seen it, than the English Channel. It is the highway of the world, ships of all nations are passing up and down, Dutch, Scotch, Venezuelan, and even American.

Chinese junks rush to and fro. Warships, motor-yachts, icebergs, and lumber-rafts are everywhere. If I add to this fact that so thick a fog hangs over it that it is entirely hidden from sight, my readers can form some idea of the majesty of the scene.

OOPS!

We had now been three days at sea. My first seasickness was wearing off and I thought less of father.

On the third morning Captain

Bilge descended to my cabin.

"Mr. Blowhard," he said, "I must ask you to stand double watches."

"What is the matter?" I enquired. "The two other mates have fallen overboard," he said uneasily, and avoiding my eye.

I contented myself with saying "Very good, sir," but I could not help thinking it a trifle odd that both the mates should have fallen overboard in the same night.

Surely there was some mystery in this.

Two mornings later the Captain appeared at the breakfast-table with the same shifting and uneasy look in his eyes.

"Anything wrong, sir?" I asked.

"Yes," he answered, trying to appear at ease, and twisting a fried egg to and fro between his fingers with such nervous force as almost to break it in two, "I regret to say we have lost the bo'sun."

"The bo'sun?" I cried.

"Yes," said Captain Bilge more quickly, "he is overboard. I blame myself for it, partly. It was early this morning. I was holding him up in my arms to look at an iceberg, and—quite accidentally, I assure you—I dropped him overboard."

"Captain Bilge," I asked, "have you taken any steps to recover him?"

"Not as yet," he replied uneasily.

I looked at him fixedly, but said nothing.

Ten days passed.

The mystery thickened. On Thursday two men of the starboard watch were reported missing. On Friday the carpenter's assistant disappeared. On the night of Saturday a circumstance occurred which, slight as it was, gave me some clue as to what was happening.

As I stood at the wheel about midnight, I saw the Captain approach in the darkness, carrying the cabin-boy by the hind leg. The lad was a bright little fellow, whose merry disposition had already endeared him to me, and I watched with some interest to see what the Captain would do to him. Arrived at the stern of the vessel, Captain Bilge looked cautiously around for a moment and then dropped the boy into the sea. For a brief moment the lad's head appeared in the phosphorus of the waves. The Captain threw a boot at him, sighed deeply, and went below.

Here, then, was the key to the mystery! The Captain was throwing the crew overboard. Next morning we met at breakfast as usual.



No. 7.—The Last Phase: Retirement.

"Poor little William has fallen overboard," said the Captain, seizing a strip of ship's bacon and tearing at it with his teeth as if he almost meant to eat it.

"Captain," I said, greatly excited, and stabbing at a ship's loaf in my agitation with such ferocity as almost to drive my knife into it, "you threw that boy overboard!"

"I did," said Captain Bilge, grown suddenly quiet. "I threw them all over, and intend to throw the rest. Listen, Blowhard; you are young, ambitious, and trustworthy. I will confide in you."

Perfectly calm now, he stepped to a locker, rummaged in it a moment, and drew out a piece of faded yellow parchment, which he

spread on the table. It was a map or chart. In the centre of it was a circle. In the middle of the circle was a small dot and the letter T, while at one side of the map was a letter N, and against it on the other side a letter S.

"What is this?" I asked.

"Can you not guess?" queried Captain Bilge. "It is a desert island."

"Ah!" I rejoined with a sudden flash of intuition, "and N is for north, and S is for south."

"Blowhard," said the Captain, striking the table with such force as to cause a loaf of ship's bread to bounce up and down three or four times, "you've struck it. That part of it had not yet occurred to me."

"And the letter T?" I asked.

"The treasure—the buried treasure," said the Captain, and, turning the map over, he read from the back of it: "The point T indicates the spot where the treasure is buried under the sand; it consists of a million Spanish dollars, and is buried in a brown leather dress-suit case."

"And where is the island?" I enquired, mad with excitement.

"That I do not know," said the Captain. "I intend to sail up and down the parallels of latitude till I find it."

"And meantime?"

"Meantime, the first thing to do is to reduce the numbers of the crew, so as to have fewer hands to divide among. Come, come," he added, in a burst of frankness, which made me love the man in spite of his shortcomings, "will you join me in this? We'll throw them all over, keeping the cook to the last, dig up the treasure, and be rich for the rest of our lives."

Reader, do you blame me if I said yes? I was young, ardent, ambitious, full of bright hopes and boyish enthusiasm.

"Captain Bilge," I said, putting my hand in his, "I am yours."

"Good," he said. "Now go forward to the forecabin and get an idea what the men are thinking."

I went forward to the men's quarters—a plain room in the front of the ship, with only a rough carpet on the floor, a few simple arm-chairs, writing-desks, spittoons of a plain pattern, and small brass beds with blue-and-green screens. It was Sunday morning, and the men were mostly sitting about in their dressing-gowns.

They rose as I entered and curtseyed.

"Sir," said Tompkins, the bosun's mate, "I think it my duty to tell you there is a great deal of dissatisfaction among the men."

Several of the men nodded.

"They don't like the way the men keep going overboard," he continued, his voice rising to a tone of uncontrolled passion. "It is positively absurd, sir, and, if you will allow me to say so, the men are far from pleased."

"Tompkins," I said sternly, "you must understand that my position will not allow me to listen to mutinous language of this sort."

I returned to the Captain. "I think the men mean mutiny," I said.

"Good," returned Captain Bilge, rubbing his hands; "that will get rid of a lot of them, and of course," he added musingly, looking out of the broad, old-fashioned porthole at the stern of the cabin, at the heaving waves of the South Atlantic, "I am

expecting pirates at any time, and that will take off quite a few of them. However"—and here he pressed the bell for a cabin-boy—"kindly ask Mr. Tompkins to step this way."

"Tompkins," said the Captain, as the bo-sun's mate entered, "be good enough to stand on the locker and stick your head through the stern porthole and tell me what you think of the weather."

Tompkins stood on the locker and put his head and shoulders out of the port.

Taking a leg each, we pushed him through. We heard him plump into the sea.

"Tompkins was easy," said Captain Bilge. "Excuse me as I enter his death in the log."

"Yes," he continued presently, "it will be a great help if they mutiny. I suppose they will, sooner or later. It's customary to do so. But I shall take no step to precipitate it until we have first fallen in with pirates. I am expecting them in these latitudes at any time. Meanwhile, Mr. Blowhard," he said, rising, "if you can continue to drop overboard one or two more each week, I shall feel extremely grateful."

YO! HO! AND A BOTTLE OF GINGER POP

Three days later we rounded the Cape of Good Hope and entered upon the inky waters of the Indian Ocean. Our course lay now in zig-zags, and, the weather being favourable, we sailed up and down at a furious rate over a sea as calm as glass.

On the fourth day a pirate ship appeared. Reader, I do not know if you have ever seen a pirate ship. The sight was one to appal the stoutest heart. The entire ship was painted black, a black flag hung at

the masthead, the sails were black and on the deck people dressed all in black walked up and down arm-in-arm. The words "Pirate Ship" were painted in white letters on the bow. At the sight of it our crew were visibly cowed. It was a spectacle that would have cowed a dog.

The two ships were brought side by side. They were then lashed tightly together with bag string and binder twine, and a gang-plank laid between them. In a moment the pirates swarmed upon our deck, rolling their eyes, gnashing their teeth, and filing their nails.

Then the fight began. It lasted two hours—with fifteen minutes off for lunch. It was awful. The men grappled with one another, kicked one another from behind, slapped one another across the face and in many cases completely lost their temper and tried to bite one another. I noticed one gigantic fellow brandishing a knotted towel, and striking right and left among our men, until Captain Bilge rushed at him and struck him flat across the mouth with a banana skin.

At the end of two hours, by mutual consent, the fight was declared a draw, the points standing at sixty-one and a half against sixty-two.

The ships were unlashd, and, with three cheers from each crew, were headed on their way.

"Now, then," said the Captain to me, aside, "let us see how many of the crew are sufficiently exhausted to be thrown overboard."

He went below. In a few minutes he reappeared, his face deadly pale.

"Blowhard," he said, "the ship is sinking. One of the pirates (sheer accident, of course; I blame no one) has kicked a hole in the side. Let us sound the well."

We put our ear to the ship's well. It sounded like water.

The men were put to the pumps,

and worked with the frenzied effort which only those who have been drowned in a sinking ship can understand.

At 6 p.m. the well marked one half an inch of water, at nightfall three-quarters of an inch, and at day-break, after a night of unremitting toil, seven-eighths of an inch.

By noon of the next day the water had risen to fifteen-sixteenths of an inch, and on the next night the sounding showed thirty-one thirty-seconds of an inch of water in the hold. The situation was desperate. At this rate of increase few, if any, could tell where it would rise to in a few days.

That night the Captain called me to his cabin. He had a book of mathematical tables in front of him, and great sheets of vulgar fractions littered the floor on all sides.

"The ship is bound to sink," he said; "in fact, Blowhard she is sinking. I can prove it. It may be six months or it may take years, but if she goes on like this, sink she must. There is nothing for it but to abandon her."

That night, in the dead of darkness, while the crew were busy at the pumps, the Captain and I built a raft.

Unobserved, we cut down the masts, chopped them into suitable lengths, laid them crosswise in a pile, and lashed them tightly together with bootlaces.

Hastily we threw on board a couple of boxes of food and bottles of drinking fluid, a sextant, a chronometer, a gas-meter, a bicycle pump, and a few other scientific instruments. Then, taking advantage of a roll in the motion of the ship, we launched the raft, lowered ourselves upon a line, and, under cover of the heavy dark of a tropical night, we paddled away from the doomed vessel.

(continued on page 9)

GALLEY GRUB

CHOCOLATE CHALET CAKE

* ½ lb. PLAIN CHOCOLATE * 2 LEVEL TABLESPOONFULS GOLDEN SYRUP
* 2 OZ. BUTTER * 1 LEVEL TEASPOONFUL CINNAMON POWDER
* 2 LARGE EGGS * ¼ lb. FLAIN BROWN BISCUITS * ¼ PT. DOUBLE CREAM * ½ GILL SINGLE CREAM (GILL = ¼ PT.) * 1 OZ. GRATED CHOCOLATE



LIGHTLY GREASE 1 POUND LOAF TIN • BREAK CHOCOLATE INTO SMALL PIECES AND PUT INTO A SAIKEPAN WITH THE SYRUP BUTTER AND CINNAMON • MELT THE INGREDIENTS OVER A GENTLE HEAT AND WHISK IN EGGS SEPARATELY (TO PREVENT CURDLING) • STIR IN BROWN BISCUITS (IN FAIRLY LARGE PIECES) • PRESS MIXTURE INTO THE TIN AND SMOOTH OVER THE SURFACE • LEAVE IN A COOL PLACE, IDEALLY IN A 'FRIDGE', FOR AT LEAST TWO HOURS.

TURN CAKE ONTO A SERVING DISH • MIX THE CREAMS TOGETHER AND WHISK THEM UNTIL THEY STAND IN STIFF PEAKS • COAT THE CAKE COMPLETELY WITH THE CREAM • SCATTER THE TOP WITH THE GRATED CHOCOLATE.



Ancient Irish Mariners No 2

JOHN BARRY, FIRST COMMODORE OF THE AMERICAN NAVY

John Barry, son of Catherine and John Barry of Tacumshane, Co. Wexford was born in 1745 and received no formal education. He went to sea as a cabin boy at a very early age and on a voyage to New England he decided to remain there. He settled in Philadelphia in 1760 and as master of a merchant ship he acquired considerable wealth. He was thus fully involved in the life of his adopted country and when the revolution broke out he offered his services to Congress. In February, 1776 he was appointed to command the 'Lexington', a brig armed with sixteen 4-pounder guns and on April 17th he chanced to meet the English tender 'Edward' off the coast of Virginia. The 'Edward', which was only nominally a man-of-war, was poorly equipped for the purpose of suppressing smuggling and was inadequately armed to take any effective action against the attack of the 'Lexington'. She was overcome by Barry and the 'Edward' became the first ship of war in American Annals to be captured by the American Navy. Barry's success was rewarded by his appointment as commander of the twenty-eight guns frigate, 'Effingham'. The frigate was then being built at Philadelphia and was burned by the English in May 1778 before she was ready to put to sea.

(continued from page 8)

The break of day found us a tiny speck on the Indian Ocean. We looked about as big as this (.).

In the morning, after dressing and shaving as best we could, we opened our boxes of food and drink.

Then came the awful horror of our situation.

One by one the Captain took from the box the square blue tins of canned beef which it contained. We counted fifty-two in all. Anxiously and with drawn faces we watched until the last can was lifted from the box. A single thought was in our minds. When the end came the Captain stood up on the raft, with wild eyes staring at the sky.

"The can-opener!" he shrieked. "Just heaven, the can-opener!" He fell prostrate.

Meantime, with trembling hands, I opened the box of bottles. It contained lager-beer bottles, each with a patent tin top. One by one I took them out. There were fifty-two in all. As I withdrew the last one and saw

In 1777, while awaiting the completion of the 'Effingham' Barry, at the head of four boats captured an enemy man-of-war schooner in the Delaware after a courageous action. Finding that the ice on the river and bay was preventing sailing and being unwilling to remain inactive, he joined the army and for a short period he served as aide-de-camp to General Cadwalader and rendered outstanding service in army action around Trenton.

A few months later Barry was assigned to the 'Raleigh' which had thirty-two guns and sailed from Boston on 25th September. He was almost at once sighted by the 50-gun ship 'Experiment' under the command of Sir James Wallace. Under pressure from the enemy Barry was obliged to run his ship ashore in Penobscot Bay.

The English took possession of the 'Raleigh' and added her to the British Navy in which the name has been perpetuated to the present time. Early in 1781 he was appointed to the 'Alliance', a frigate of thirty-two guns, which had just returned from a very remarkable voyage round the coast of Great Britain as one of the squadron of ships under the command of Paul Jones. Barry sailed for France carrying on board Col. Henry Laurens of South Carolina, the new representative of the United States at the Court of Versailles. On the return journey the 'Alliance' left Lorient on 31st

the empty box before me, I shrieked out, "The thing! The thing! Oh, merciful heaven! The thing you open them with!"

I fell prostrate upon the Captain. We awoke to find ourselves still a mere speck upon the ocean. We felt even smaller than before.

Over us was the burnished copper sky of the tropics. The heavy, leaden sea lapped the sides of the raft. All about us was a litter of corned-beef cans and lager-beer bottles. Our sufferings in the ensuing days were indescribable. We beat and thumped on the cans with our fists. Even at the risk of spoiling the tins for ever we hammered them fiercely against the raft. We stamped on them, bit at them, and swore at them. We pulled and clawed at the bottles with our hands, and chipped and knocked them against the cans, regardless even of breaking the glass and ruining the bottles.

It was futile. Then day after day we sat in moody silence, gnawed with hun-

March and engaged in a fierce battle with the English privateer 'Atalanta' and her consort, the 'Trespassy'. In the encounter Barry was severely wounded in the shoulder from a burst of grapeshot. On his return to America Barry received a hero's welcome as he vessels with him the two enemy vessels which he had captured. On 21st December of the same year he sailed again in the 'Alliance' from Boston, with the Marquis de Lafayette and the Comte de Noailles on board, both of whom were returning to France on important public business. On the return voyage Barry captured a number of enemy vessels including a vessel of the same size as the 'Alliance' but this was re-taken by an English force of superior strength.

Barry continued to serve with distinction during the war and he is reputed to have rejected the most tempting offers from the British Government and refused to turn traitor to the cause of his adopted country. After the cessation of hostilities he was employed by the United States Government to superintend the building of the frigate 'United States'. He retained command of this vessel until after the accession of Mr. Thomas Jefferson to the office of President when the 'United States' was laid-up.

When, in 1794 the American Navy was reorganised on something like its present footing, Barry was placed at the head of the fleet as commodore, a position which he held until his death at Philadelphia on 13th September, 1803.

ger, with nothing to read, nothing to smoke, and practically nothing to talk about.

On the tenth day the Captain broke silence.

"Get ready the lots, Blowhard," he said. "It's got to come to that."

"Yes," I answered drearily, "we're getting thinner every day."

Then, with the awful prospect of cannibalism before us, we drew lots.

I prepared the lots and held them to the Captain. He drew the longer one.

"Which does that mean?" he asked, trembling between hope and despair. "Do I win?"

"No, Bilge," I said sadly, "you lose."

SICK TRANSIT

But I mustn't dwell on the days that followed—the long, quiet days of lazy dreaming on the raft, during which I slowly built up my strength, which had been shattered by privation. They were days, dear reader, of deep and quiet peace, and yet I

cannot recall them without shedding a tear for the brave man who made them what they were.

It was the fifth day after, that I was awakened from a sound sleep by the bumping of the raft against the shore. I had eaten perhaps over-heartily, and had not observed the vicinity of land.

Before me was an island, the circular shape of which, with its low, sandy shore, recalled at once its identity.

"The treasure island! I cried. "At last I am rewarded for all my heroism."

In a fever of haste I rushed to the centre of the island. What was the sight that confronted me? A great hollow scooped in the sand, an empty dress-suit case lying beside it, and, on a ship's plank driven deep into the sand, the legend, "Saucy Sally", October 1867." So the miscreants had made good the vessel, headed it for the island of whose existence they must have learned from the chart we so carelessly left upon the cabin table, and had plundered poor Bilge and me of our well-earned treasure!

Sick with the sense of human ingratitude, I sank upon the sand.

The island became my home.

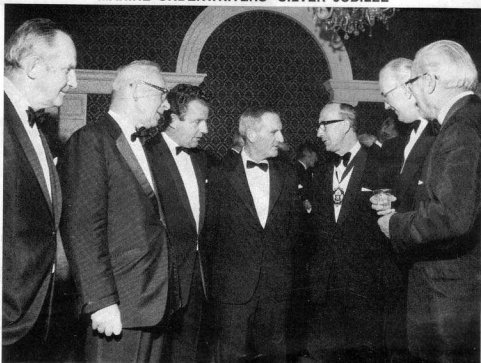
There I eked out a miserable existence, feeding myself on sand and gravel, and dressing myself in cactus plants. Years passed. Eating sand and mud slowly undermined my robust constitution. I fell ill. I died. I buried myself.

Would that others who write sea-stories would do as much.



TWENTY-ONE YEARS' SERVICE PRESENTATIONS

At a special function in the Shelbourne Hotel, Dublin on 6th December a number of our sea-going and shore staffs were presented with gold cuff-links engraved with the Company's insignia to mark the completion of twenty-one years' service. Recipients at the function were Messrs. John Dillon, Chief Steward; Dermot McNulty, Claims Executive; Michael J. Byrne, Chief



Pictured at the Silver Jubilee Dinner of the Irish Institute of Marine Underwriters' (l. to r.) Messrs. P. W. Redmond, D. Herlihy, B. W. Lynch, J. B. Ricker, F. Morris, J. N. McGovern and M. J. Bruton.

Engineer and Captains C. C. Raftery, Marine Superintendent; E. C. G. Horne and M. R. McMahon.

Those unable to attend and who were due to receive presentations were Captains Michael O'Connell and Michael O'Dwyer as well as Messrs. John Murphy, Engineer Superintendent; H. Mooney, Chief Engineer, Patrick Walker, Chief Engineer, Derry O'Neill, Chartering Manager, and W. E. Nolan, Engineer Superintendent.

At this function also Capt. C. C. Raftery presented Capt. Horne with an inscribed silver salver on behalf of all Irish Shipping Masters.

INTERNATIONAL HONOUR FOR IRISH SHIPPING EXECUTIVE

The Secretary and Administration Manager of Irish Shipping Ltd., Mr. J. Niall McGovern, has been elected to the Executive Council of the Comité Maritime International (CMI).

The CMI is an international organisation, established in 1897, to rationalise international maritime law and to establish a uniform law affecting the various interests concerned in shipping and maritime affairs in general. This body includes representatives of all the major maritime nations and many of the smaller countries such as Ireland.

Recently the Constitution of the CMI was revised and in order to enable the organisation to operate more efficiently it was decided that a small select group of officers

would be elected with executive powers to act on behalf of the CMI. The five-man Executive Council of the CMI was elected unanimously at a meeting held in Antwerp on 6th and 7th November and the representatives chosen were:—
Mr. W. B. Birch Reynardson, United Kingdom;

Mr. Francesco Berlingieri, Italy;
Mr. Jean Warot, France;
Mr. Nicholas J. Healy, U.S.A.;
Mr. J. N. McGovern, Ireland.

Mr. McGovern has been very active in the field of international Maritime law for a number of years and was appointed on a special committee which investigated the legal implications involved in the 'Torrey Canyon' disaster. This latest honour by the CMI's thirty-three nation membership is a tribute to the high standing which Mr. McGovern has achieved for Irish Shipping and this country in the field of international maritime law. We congratulate him on his election and we wish him success in his future work on behalf of the CMI.

MISSIONS TO SEAMEN EDEN QUAY DUBLIN 1

To the Crew 'IRISH PLANE'

I wish to thank you all sincerely for your kindness in forwarding ship's collection.

It is nice to know I am not forgotten by my shipmates.

Thanks again.

Smoko
(E. Kinney)

The Port of Vancouver



General view of the Inner-Port South Shore of Vancouver "at the mouth of the copious river" Fraser.

EARLY HISTORY

Canada's third largest city, Vancouver, lies in a setting of natural beauty at the foot of soaring mountains and fringed by beaches and evergreen forests.

The site on which Vancouver is built was first discovered by the Spaniards tucked between the fjord of Howe Sound and the Olympic Peninsula—"at the mouth of a copious river" according to Don Jose Narvaez, the Spanish navigator who mapped the area in 1791. In the following year Spain surrendered her claim in favour of Britain and Capt. George Vancouver from Norfolk, England, sailing the HMS 'Discovery' in quest of the Northwest Passage took possession of the territory. The Hudson Bay Company soon established trading posts and a company of Royal Engineers arrived there in 1859 to set up a civic administration. In 1886 the city was incorporated in the name of Vancouver and was burned to the ground within two months. How-

ever, its population of two thousand citizens were so enchanted with the beauty of the place that they quickly rebuilt their city.

At one time in its early history the city was known as 'Gastown' having earned the name from one of its most famous citizens, an innkeeper called 'Gassy Joe' Deighton, a man who had previously been a British sailor and whose establishment was much frequented by sailors, loggers and lumbermen. Two major developments in the field of communications have contributed in very large measure to the growth of Vancouver as a city and even more so as a port. The construction of the Canadian Pacific Railway in the early 1880's and the opening of the Panama Canal in 1914. In August, 1884 William Cornelius Van Horne, Vice-President of the C.P.R. and the government of British Columbia agreed that the railway should be extended to Coal Harbour, the site of Vancouver. It was Van Horne who named the city after Vancouver in 1886. The completion of the Pan-

ama Canal opened up a direct sea connection with Europe, the West Indies and the Eastern seaboard of North America. Today Vancouver is the busiest port on the Pacific coast of North America and plays a vital role in the economy of Canada.

THE PORT

First imports to Vancouver harbour began in 1886 when 800 tons of tea from China were received and in the same year 23 ships loaded 30 million board feet of lumber and spars for export. Since then the yearly waterborne cargo handled at the port has increased to a total of 23 million tons. This vast tonnage is transported by about 1,800 deepsea ships and 20,000 coastal vessels with net registered tonnages of over 11 million and 9 million respectively.

Coastal shipping plays an important part in the port's activities with more than 400 tugs and a large fleet of barges and other vessels, engaged in coastwise traffic, having their base in Vancouver. Grain from

Alberta and Saskatchewan; lumber, wood-pulp, paper and other products from the great forests of British Columbia; ores and stone from the province's mines and quarries as well as fresh and canned fish from local rivers and from the Pacific Ocean rank high in the volume of commodities handled for shipment through the port. Other items handled in considerable quantity at Vancouver are flour, cement, motor vehicles, sugar, coal, iron and steel, sulphur and potash. The number of passengers landed and embarked at the port each year totals about 200,000 of which the greater proportion are carried on coastal vessels.

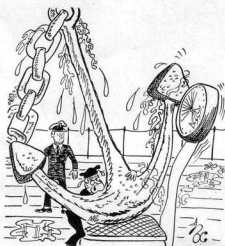
One of the outstanding features of the port is its 'mosquito fleet'—the essential 'work horses' of the sea—Vancouver's all-purpose tugboats. Churning the harbour waters day and night, the great towing fleet comprises vessels ranging in size from the snub-nosed, radio-equipped berthing tugs to ocean-going tugboats of 3,800 horsepower. Several of these are world-famous for trans-oceanic voyages with huge freighters in tow.

Another familiar sight to callers at the port of Vancouver is the forest of masts rising from the thousands of boats of the coastal and deep-sea fishing fleet. Some of these vessels are radar equipped seiners that cruise as far as the Alaskan coast in search of their harvest of fish. Sophisticated facilities are available for the speedy handling of the perishable cargoes of fish at modern cold-storage docks.

GRAIN

A major factor in the growth and expansion of Vancouver port has been its position as a centre for the shipment of grain from its vast hinterland of rich grainfields. From an initial shipment of 50,000 bushels in sacks back in 1909, Vancouver has become the world's largest grain handling port with shipments totaling some 200 billion bushels per annum.

The port's first grain elevator was constructed following the opening of the Panama Canal in 1914 and the first bulk shipment was made in 1921. In that year 1½ million bushels moved through the port and in the years that followed other elevators were built to take care of the steadily increasing grain traffic. Today there are thirteen grain berths in Vancouver, three of them located alongside transit sheds making it possible to handle general cargo and grain simultaneously. Eight large grain elevators with a storage



capacity of close to 27 million bushels have been constructed in the harbour area.

These elevators have a receiving capacity of 234,000 bushels of grain per hour and they move the grain into ships' holds at a rate of 380,000 bushels per hour. Modern equipment is also available for drying, cleaning and sacking grain and this is hardly surprising since Vancouver must provide all facilities for shippers to justify its ranking as the world's number one wheat port.

THE FUTURE

More than a century of progress in the port of Vancouver has seen cargo handling develop from a primitive hand-loading of lumber to sophisticated cranes, containers and fast moving grain and bulk loading equipment. Today the port's essential facilities are valued at more than 65 million dollars. A recently concluded programme of expansion has seen 100 million dollars injected into capital construction in the port including a 20 million dollar grain elevator, millions in new bulk loading facilities, expanded grain docks, more piers for general cargo and greatly improved rail connections to new pier areas. Undoubtedly the most important development has been the opening of the Roberts Bank deep water facility in the outer port area. At this facility the biggest bulk-carriers afloat can be handled. As more and more raw materials are being demanded from primary producing countries by secondary manufacturing nations competition for the great markets has become fierce and uncompromising. Ports as well as the other interests engaged in international trade must keep pace with technical progress to survive. Situated as it is on the Pacific, Vancouver must needs meet the changing demands which inevitably come from the Pacific Rim countries with their 1½ billion people.

CHRISTMAS GREETINGS

To **Jeremiah B. Sexton**—Hope you have a very happy Christmas and good wishes also for the New Year from Mummy, Daddy, Eleanor, Catherine, Jimmy and Ann.

To **P. M. Wrafter**, Catering Department, 'Irish Star'—A very happy Christmas, Peter, and a happy time on your 18th birthday which takes place on 14th January. Love and best wishes from Mam and Dad.

To **T. C. Wrafter**, Junior Engineer, 'Irish Stardust'—Happy Birthday, Tim, on 27th November and also a very happy Christmas and New Year. With lots of love and best wishes from Mam and Dad.

To **Sean O'Byrne**, Cadet 'Irish Poplar'—Greetings and best wishes on your 21st birthday and for Christmas from all at Templeogue.

To **John Whelan**, Deck Cadet, 'Irish Cedar'—Happy Christmas, John, and best wishes from Mam, Dad, Marian, Ed. and Karen.

To **Kenneth Edwards**, Third Engineer, 'Irish Elm'—Greetings and best wishes for Christmas and the New Year from all at home.

To **Thomas J. O'Keefe**, Third Engineer, 'Irish Cedar'—Merry Christmas and a Happy New Year from Dad, Mam, brother, sisters, brothers-in-law and sister-in-law.

CADET NEWS

Congratulations to Deck Cadet **Michael McCarthy** who has been appointed Cadet Captain at Plymouth School of Maritime Studies. We also congratulate the following cadets who have been appointed Executive Cadets at Plymouth.—**H. O'Brien, P. Miley, C. Lawless and M. Kinsella.**

At the Crawford Institute, Cork Cadet F. Keane has been appointed Cadet Captain and here again we offer our congratulations.

Cork Prizewinners

Engineer Cadets recently awarded prizes are **Cadet John O'Keefe** of Cork who has been awarded the Burmah Castrol Trophy for 1971 and **Cadet D. Power** who has been selected as the recipient of Duais Mhic Eoin. Both prizewinners will be presented with their awards at the Engineer Cadets Annual Dinner Dance which will be held at the Imperial Hotel, Cork on 15th December.

Correction

In the last issue of 'Signal' we listed under the heading of Engineer Cadets selected this year and now attending Crawford Institute K. O'Dwyer and we now understand that the correct name was **Patrick Molloy**. Cadet Molloy is from Glenties, Co. Donegal.

OFFICERS ASHORE (as at 6/12/72)

Masters: J. A. Caird, T. Hughes, M. McMahon, J. Onions, J. Poole, J. J. Walsh.

Chief Officers: M. Carey, M. Doyle, M. Devine, P. Donohoe, W. Garvey, J. Kelly, P. Kelly, C. Mahon.

Second Officers: F. Healy, D. Kavanagh, F. Kirk, J. Moynihan, J. Whyte.

Third Officers: B. Coburn, J. Daly, M. Darcy, P. Farnan, J. Hickey, D. Hopkins, E. Keane, P. Kenny, J. Kenny, J. Murphy, W. Twomey.

Deck Cadets: M. Cahalane, J. Clarke, E. Curry, M. O'Callaghan, C. Spain.

Chief Engineers: M. J. Byrne, G. Cunningham, H. Dowdall, H. Mooney, J. Morgan, P. Otter, M. Peters, P. Walker.

Second Engineers: P. Bardon A. Bolster, M. Byrne, P. Collins, D. Knott, B. Larkin, J. Nangle, D. Menzies.

Third Engineers: K. A. Barry, T. Kenny, M. Mulligan, T. O'Toole, W. Quigley, E. Sweeney, D. Walsh, J. Waters.

Fourth Engineers: A. Barry, J. Carr, J. Devitt, P. Dowling, D. Gabriel, D. Gerety, N. Kearns, A. McCarthy, W. Roberts.

Junior Engineers: C. Corcoran, T. Farrell, P. Hagan, M. McCann, P. McGlade, J. O'Connor, J. O'Keefe, J. O'Meara, H. Teehan, D. Tierney.

Electrical Engineers: W. Cadogan, T. Duggan, P. Fitzgerald, P. O'Toole, E. Walsh.

Engineer Cadets: K. Daly, J. Denham, J. O'Leary.

Chief Stewards: J. Dillon, J. Doran, B. Dorgan, T. O'Connell, P. Walsh.

LATE MR. TOM FORDE

Just as we go to press comes the very sad news of the death of Mr. Tom Forde, Chief Steward, and a native of Callan, Co. Kilkenny.

The late Tom Forde joined the Company shortly after the end of the Second World War and served as Chief Cook on the maiden voyage of the 'Irish Pine' in 1948. He was appointed Chief Steward on the second 'Irish Plane' in December, 1949 and he served on this vessel for the following four years. He subsequently served on the 'Hazel' and 'Rose' and on the 'Holly' from 1954 to 1958 before spending some time on the larger tankers, the 'Irish Hawthorn' and 'Irish Blackthorn'. Mr. Forde served on most vessels of the current fleet and his last voyage was on the 'Irish Plane' trading on the Casablanca to Dublin and Cork run.

We know that he will be sadly

missed by his many friends afloat and ashore and most of all by his wife and family to whom we offer our sympathy on their great loss.

The following is an appreciation by Mr. Liam J. O'Meara, Purchasing Officer, who has been closely associated with the late Mr. Forde for many years.

APPRECIATION — TOM FORDE

My first impression of Tom Forde was gained on the "Irish Rose" in 1948, when, in all his splendour in the full regalia as chef, he entertained the office staff at a reception when the vessel arrived on her maiden voyage. Tom had that wonderful, and almost enviable, quality of being a friend to all with whom he came in contact. He was an easy man to know—an easy man to like—a big man with a big heart. In the 25 years he has served with our Irish fleet, he has left behind him, in numerous ports of the world, a true impression of the friendly, hospitable, and talented Irishman, with a real twinkle in his eye, reflecting an infectious sense of humour—yet he was a shy man—a humble man.

He was probably the best known man of the fleet and this has indeed been emphasised by the number of his colleagues and associates in Customs and Excise, Harbour Officials, Ship's Chandlers, etc. who have continually asked after his welfare in the past couple of years.

If there is anybody who cannot remember him by name, they have surely asked about "the big man with the fiddle". How he loved that fiddle and his repertoire of traditional Irish music. Some may not know that he had established himself for a musical career in Britain before he came to sea with Irish Shipping and he often looked back with joy to his "showband" days.

Many tributes have been paid over the years, since the establishment of Irish Shipping, to those who were instrumental in founding our Company and in developing it successfully, but Tom Forde represented the loyal and trustworthy worker of Irish Shipping who at all times so willingly performed his task well; he too, has been responsible, in no small way, for our progress. He has been an honourable representative of his Company and his country abroad.

It is sad that Tom should be called home at 63 years of age but it is some little consolation that he was laid to rest in his beloved Callan, surrounded by so many of his old friends.

To Mrs. Forde and his sons and relatives we send our deepest sympathy and we pray for his eternal rest.

LATE MRS. FRANK ROBINS

We offer our condolence to Mr. Frank Robins, Director of Irish Shipping Ltd. and to the entire Robins family on their recent bereavement. The late Mrs. Robins was sponsor for the 'Irish Plane' when the ship was launched at Heusden, Holland, in November, 1962.

SYMPATHY

We offer our sympathy to Miss Edna Lightfoot of our Technical Department on the recent death of her mother.

TO TAKE UP NEW APPOINTMENT

Mr. Derek Mills has resigned from the Company to take up a position as General Manager of a newly established shipping company in Dublin.

Mr. Mills joined Irish Shipping in 1947 and served for many years in the Accounts Department before he was transferred to the position of Organisation and Methods Officer. When the Personnel Department was re-organised in the mid-1960s he was appointed Personnel Assistant/Officers a post he held until his resignation from the Company this month (December).

We wish Derek every success in his new role.

NEW CORK HOSPITAL

A contract for the building of a new Regional Hospital at Wilton, Cork has just been concluded between the Cork Hospitals Board and John Sisk & Son Ltd., the building contractors. The new hospital will cost £7 million and will occupy a 45-acre site. It will provide accommodation for 700 patients and will have sophisticated teaching and training as well as medical facilities.

BOXING

The Irish international amateur boxing team lost their annual match with England at London recently by the wide margin of seven bouts to three. Big disappointment of the evening from an Irish viewpoint was the defeat of Mick Dowling who lost his second fight at international level in successive matches. He was also beaten in the match against Wales a short time ago and previous to that he had not been defeated by a British boxer for a number of years.

A DREAM

The night was calm and peaceful; the stars glistened against the ebony sky and I lay down and dreamed.

I dreamed of Ireland a Nation once again; but a nation blessed with peace with its people united not only by their birthright but also by their love and respect for each other.

I dreamed of children going to school together, learning together, playing together, and growing up together in comradeship unsullied by happenings which in the dark past have divided their parents. I dreamed that from their understanding of each other and respect that Ireland once more was the land of Saints and Scholars.

I dreamed that the people in all of Ireland were cared for medically and that men who could and wished to work were furnished the opportunity not only to learn, but to improve themselves and provide and save; not just exist on their earnings.

I dreamed that the land was ruled by Irishmen freely elected whose aim was to advance the entire nation, its people, and who put corruption and personal ambition aside for the betterment of the country.

I dreamed of the 17th of March being a National day celebrated in the streets with all the people rejoicing in being Irish and paying tribute to our Gaelic Saint Patrick.

I dreamed that those who called for the division of the country and those who tried to end the division by violence were shown the light and learned the error of their ways. I dreamed, oh, how I dreamed of an Ireland at peace.

I awoke; the clouds had curtailed God's sky; the day was dull, overcast, and damp, and I realised that the clouds of bigotry, hatred and fear were still with us in Ireland. I kneeled and prayed to the Creator of us all to remove the clouds and let my dream come true.

Robert G. Bunting
New Orleans.

Welcome Back

We are pleased to welcome back to the I.S.L. fold **Chief Engineer T. Murphy** who has spent four years with the Nigerian National Line and Kuwait Shipping Company.

LETTER FROM DAR-ES-SALAAM

Dar-es-Salaam
22/6/72

Dear Sir,

It will probably be of some interest to your readers to learn of the final berth of the old "Elm". On arriving at the port Aviles in Northern Spain last month (20th May) I noticed a familiar vessel at the breakers berth. On closer examination I found it to be the "Glendalough" of Gibraltar owned by Ardea Sg. Co. part of H. Mullions and though masts, derricks and most of the accommodation was gone it was still easily recognisable as the 1953 "Irish Elm". Unfortunately I was not able to get a photograph of her.

Yours faithfully,
M. F. Kelly,
Chief Officer.



The 11,000 d.w.t. "Irish Poplar", oldest vessel in the fleet, which has been sold.



FLEET NEWS

Christmas in Venezuela

Having completed her voyage from Malaysia and the Far East via Trinidad to Pascagoula, the 'Sycamore' unloaded her rubber and general cargo and sailed on 2nd December. She is at present loading grain at Beaumont, Texas, and is expected to complete and sail on 8th December for Puerto Cabello, Venezuela. She should arrive there on 14th December and will be at the South American port over the Christmas holidays.

The 'Sycamore' is expected to sail again on 28th December but her further itinerary is not available at the time of going to press.

'Irish Poplar's' Final Voyage for I.S.L.

On her last voyage for the Company, the 'Poplar' brought a general cargo from Buenos Aires via Las Palmas and Liverpool. She took on bunkers at the Canary Island port and discharged part of her cargo at Liverpool where she was unloading from 20th to 28th November. She is at present discharging at Dublin and is expected to complete about 14th December, when she will be handed over to her new owners, Tower Shipping Co. Ltd. of Limassol, Cyprus.

The 'Irish Poplar' was built at Cammel Laird's yard, Birkenhead in 1956 and her port of registry is Waterford. She has been on her present charter to the Argentine State Line since May, 1971, during which time she has traded mainly between South America and European ports carrying general cargo in both directions. She was a sister-ship of the ill-fated 'Irish Spruce' which went aground off the coast of Nicaragua early this year and was subsequently broken up.

The 'Poplar' was under the command of Capt. P. F. O'Seaghda on her final voyage under I.S.L. ownership. By a coincidence Capt. E. C. G. Horne, who recently received a special award on board the 'Poplar' from the Director of the Irish Meteorological Service, was Master of the

ship when she made her maiden voyage from Birkenhead to Halifax N.S. in 1956.

The 'Irish Poplar' was the second Company vessel to bear the name and it is of interest to recall that this was the name given to the first vessel acquired by Irish Shipping after the Company was formed in 1941.

'Rowan' in Great Lakes

Having duly completed her round the world voyage on 19th November when she arrived at Montreal, the 'Rowan' proceeded to call at a number of Canadian and U.S. ports on the Great Lakes. After leaving Montreal on 20th November she called at Toronto, Hamilton, Astabula and is at present completing discharge at Detroit.

She will then sail for Montreal about 6th December where she is expected to load cargo but her further itinerary is not yet to hand.

'Cedar'

The 'Irish Cedar' sailed from Turku, Finland on 21st November for Hargshamn, Oxeloesund and back again to Hargshamn where she finally completed loading iron ore for Middlesboro. She is due at the latter port on 6th December and will be there until 13th December when she will sail in ballast for Ferrol in north west Spain. There she will load ore and is expected to sail on 19th December for her discharge port of Dunkirk where she will probably be for Christmas Day.

'Irish Elm'

On her present voyage the 'Elm' loaded coal at Mobile for Japan and she made the transit of the Panama Canal on 11th November. She is expected at her discharge port, Ohito, on 7th December and when she finishes unloading she will proceed to Nagoya to load motor cars for the Continent. It is expected that she will sail from Nagoya on 15th December and should pass through the Panama

Canal about 12th January, 1973, arriving at her Continental discharge port about 25th January. This timetable would leave the vessel in mid-Pacific over the Christmas holiday period.

'Stardust' carries Ore Cargo

The 'Irish Stardust' loaded woodpulp at Port Mellon, Vancouver, Port Alberni and Kitimat for Osaki where she is expected to arrive on 7th December. When she completes discharge she will sail for another Japanese port, not yet named, to load ore for Tacoma, Washington. The vessel should sail about 20th December and arrive at Tacoma on 4th January, 1973. She will load wood products on her next voyage for U.K. or European continental ports.

'Irish Star'

Having loaded woodpulp at Eureka, Port Mellon, Vancouver, Crofton and Victoria the 'Star' passed through the Panama Canal on 28th November on her way to London and Brake, West Germany. She will be due at London on 12th December and should complete discharge of her London cargo on 17th December. The 'Star' should arrive at Brake on 18th December and sail from there in ballast on 20th for British Columbia where she will load wood products for Japan. This ship is also expected to spend the festive season at sea.

'Plane' Delayed

On her present voyage, the 'Irish Plane' was delayed for five days at Casablanca where she loaded phosphate for Dublin and Cork. She will be due in Dublin on 9th December and should sail for Cork on 12th. The 'Plane' is expected to complete discharge and sail from Cork on 16th December arriving in Casablanca about 21st. Present indications are that the vessel will be at sea on Christmas Day and should arrive back in Dublin about 28th December.

Congratulations

To **J. Murphy** on obtaining his Second Mate's Foreign Going certificate;

To **J. Hickey** on obtaining his Second Mate's Foreign Going certificate;

To **M. Darcy** on obtaining his Second Mate's Foreign-Going certificate;

To **M. Moody** on obtaining his E.D.H. and Lifeboat certificates;

To **J. Clarke** on successful completion of his Radar Observer and First Aid courses.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 6th DECEMBER, 1972)

m.v. "IRISH SYCAMORE"—Captain J. Kerr. Deck Officers: N. Hearne, D. Kavanagh, D. Mundow. Deck Cadets: P. Kelly, F. McCarthy, J. Foley. Engineer Officers: J. Johnson, T. Hanrahan, M. Hayes, M. Egan, M. Egan. Junior Engineers: P. McCarthy, G. Smyth, J. Hughes. Engineer Cadet: P. Herlihy. Electrical Engineer: E. Perry. Chief Steward: J. Bennett. Radio Officer: J. Hynes. Deck Department: J. Hall, A. Corlett, T. Grannel, M. Russell, E. McKenna, M. Byrne, P. O'Donohoe, M. Murphy, M. Murray, A. Gill, J. Collins. Engine Department: P. O'Brien, J. Robinson, A. Graham, G. O'Keefe. Catering Department: G. Zachert, J. Campion, E. Mulready, S. Paige, P. Boyle, D. McKenna, J. Mulligan.

m.v. "IRISH ELM"—Captain B. Reilly. Deck Officers: H. Fiddler, J. Tallon, J. Darcy. Deck Cadets: T. Ruane, F. Traynor, J. Igoe, G. Hopkins, G. O'Sullivan, P. Smyth, B. Kinch. Engineer Officers: M. Kennedy, M. O'Sullivan, K. Edwards, D. O'Brien. Junior Engineers: F. Foley, J. McGuinness, D. O'Loughlin. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: P. Behan. Deck Department: P. Byrne, B. Kerrigan, J. Dowdall, G. Maguire, J. Kellegher, D. Hunt, W. Boon, L. Byrne, V. Lotti, N. Byrne, J. Sexton, O. McGarry, P. Boland, P. Dowling. Catering Department: J. Smith, A. O'Rourke, T. Mahony, W. Muldoon, J. Hanlon, J. Kelly, H. Kelly.

m.v. "IRISH STAR"—Captain J. Flanagan. Deck Officers: M. Devine, B. Kehoe, P. Hughes. Deck Cadets: C. Grahame, A. Browne. Engineer Officers: M. Dillon, R. Broderick, J. Scanlon, J. English, E. Kealy. Junior Engineer: M. O'Gorman. Electrical Engineer: D. Niall. Chief Steward: J. Rogan. Radio Officer: G. Porter. Deck Department: P. Harris, S. McCarthy, H. Hannon, J. Donnelly,

M. O'Connor, D. Healy, J. Roice, K. O'Malley, P. Cantwell, W. Grimes, J. Murphy. Catering Department: E. Byrne, J. Molloy, G. McGovern, D. Flannery, J. Buggy, P. Codd, P. Wrafter.

s.s. "IRISH POPLAR"—Captain P. O Seaghda. Deck Officers: P. Murphy, A. Coghlan, P. Kenny. Deck Cadets: A. Kelly, D. Meagher. Engineer Officers: J. Fahey, P. Shortall, O. Prunty, S. McLoughlin. Junior Engineers: C. Powell, E. Malone, P. Taft. Engineer Cadet: J. Denham. Electrical Engineer: M. Cheevers. Radio Officer: M. Murphy. Deck Department: J. McGrath, P. White, S. Smyth, D. Crowley, P. McDonnell, J. Murphy, D. McLean. Engine Department: J. Kelleher, J. Gaffney, A. Myler. Catering Department: T. Mason, T. Doyle, J. Lloyd, D. Coombes, A. Kavanagh.

m.v. "IRISH CEDAR"—Captain T. Byrne. Deck Officers: G. Kyne, P. Gordon, J. Kenny. Deck Cadets: J. Whelan, P. O'Shea, D. Coleman, R. Fennessy. Engineer Officers: R. Tennant, M. Byrne, J. O'Toole, T. O'Keefe, W. Malone. Junior Engineers: V. Reddin, F. Mullin, E. Burke. Engineer Cadet: J. Garvey. Electrical Engineer: J. Clarke. Chief Steward: P. Fanning. Radio Officer: M. Corry. Deck Department: K. Maher, P. McDonnell, L. Maloney, D. McDonnell, P. Hyland, J. Mainey, J. Brennan, V. Beech. Engine Department: T. Kinsella, P. Proctor, T. Maguire, P. Leonard. Catering Department: J. Keogh, M. Dooley, J. Savage.

m.v. "IRISH PLANE"—Captain J. Poole. Deck Officers: M. Carey, F. Kirk, M. Cronin. Deck Cadets: E. Curry, L. Gavin, K. O'Higgins, H. McGowan. Engineer Officers: M. Curley, T. Wren, J. Doran, D. O'Connell, P. Dowling. Junior Engineers:

B. Scully, P. Morris, J. Doody. Engineer Cadet: D. Power. Electrical Engineer: T. Brock. Chief Steward: J. Clinton. Radio Officer: R. Clarke. Deck Department: P. Duffy, M. Scallan, D. Shiel, P. Garry, C. Maguire, P. Colgan, H. McElwain, J. Dillon, F. Galvin, D. Early. Engine Department: M. Thullier, M. Sheehan, P. Walsh, M. Coogan. Catering Department: D. Gibbons, E. Murphy, J. Maguire, A. Boyle, C. Guiden.

m.v. "IRISH STARDUST"—Captain I. Shiel. Deck Officers: M. Doyle, P. Kehoe, P. McNulty. Deck Cadets: J. Flanagan, T. Illingworth, D. Cogan. Engineer Officers: H. Dowdall, M. Sherringham, J. Reilly, W. Dalton. Junior Engineers: T. Wrafter, F. Hennessy. Electrical Engineer: J. McCormick. Chief Steward: P. Murphy. Radio Officer: T. Chambers. Deck Department: D. Rogan, P. Carr, C. Coleman, O. Shields, G. O'Brien, M. Macken, J. Griffith, R. Nugent, J. Stack, F. Macken, A. Doyle. Catering Department: J. Chaney, D. O'Neill, J. Byrne, M. Curedale, P. O'Reilly, P. Leonard, G. McGovern.

m.v. "IRISH ROWAN"—Captain J. Gleeson. Deck Officers: P. Tyrrell, J. Robinson, P. Richardson. Deck Cadets: P. Murphy, D. Meagher. Engineer Officers: W. McCarthy, N. O'Neill, T. Rossiter, M. Donovan. Junior Engineers: J. Bowden, T. Hoyer, J. Everett. Engineer Cadets: K. Daly, J. O'Leary. Electrical Engineer: H. Stears. Chief Steward: P. Walsh. Radio Officer: R. McKeever. Deck Department: T. O'Connell, L. Ketterer, P. J. Rice, M. Brennan, H. Gains, J. Duff, J. Gallagher, M. Doyle, T. Kelly, M. Keogh. Engine Department: J. Grace, G. Roche, J. McGrann, T. Doyle. Catering Department: U. Maher, B. Kennedy, J. Evans, S. Moore, M. Heffernan, J. Doyle, P. Flynn.

Contributions and correspondence for "SIGNAL" should be sent to the Editor at

IRISH SHIPPING LTD., 19-21 ASTON QUAY, DUBLIN 2

Editor: John Higgins