

SIGNAL

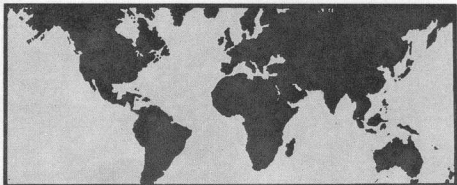
AUTUMN 1973

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

Vol. 11, No. 2



The Port of Durban at which Irish Shipping Vessels have frequently called for bunkers in recent times.



FLEET NEWS

"Irish Elm" begins new charter

The "Irish Elm" completed her first five years in operation under charter to Wallenius Line of Stockholm recently. After being fitted out with her car decks at Hamburg, the "Elm" began her charter with the Swedish company on 2nd July, 1968 and during her charter she was employed mainly in the carrying of European-built motor cars from Antwerp to the U.S., loading bulk cargoes in the Gulf of Mexico for Japan and returning to Europe with Japanese-built motor cars.

At the end of September the vessel began a further five years time charter to the Japanese firm of Yamashita-Shinnihon Steamship. This will be the first long term charter of an I.S.L. vessel to a Japanese company and the "Elm" was delivered to her new charterers after repairs at Rotterdam. While on her final voyage for Wallenius from Tampa to Rotterdam the ship experienced a breakdown of a gear bearing when she was about 800 miles off the Cork coast. It is a wonderful tribute to the excellent work performed by the engineering staff and the ship's Master that the vessel was able to

complete her voyage to Rotterdam unaided. The "Elm" spent three weeks at Rotterdam before sailing in ballast for Davant near New Orleans where she is at present loading a cargo of coal for Japanese ports.

The ship is expected to arrive at her first Japanese discharge port about 6th November.

"Irish Cedar"

At present on time charter to Transatlantic Gulf Lines of South Africa the "Irish Cedar" has made a number of voyages between European ports and Morrisville on the Delaware river. She has carried cargoes of coke to the U.S. port and returned with cargoes of scrap iron. On her most recent voyage she arrived at Morrisville on 3rd October where she discharged her cargo of coke and she will load steel products before sailing again on 12th October for Hamburg. She is expected to arrive at the German port about 24th October and sails from there on 27th October for Leningrad where she will complete discharge about 1st November.

On completing at Leningrad the "Cedar" will return to a German port

where she will again load a cargo of coke for Morrisville.

"Irish Rowan"

This vessel arrived at Savona, near Genoa, on 24th September, from Cueta where she took on bunkers.

At Savona the "Rowan" is discharging a cargo of grain which she loaded in the Great Lakes port of Thunder Bay. She is expected to complete discharge on 8th October and will then sail in ballast to Birkenhead where she is expected to arrive about 15th October. She will be redelivered at Savona and is going to Birkenhead for drydocking.

"Irish Sycamore"

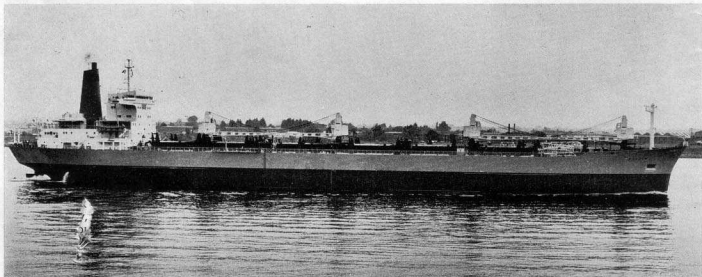
Having completed discharge of a general cargo at Toronto, Detroit, Chicago and Milwaukee, the "Sycamore" is at present loading grain at Chicago for discharge at Rotterdam.

While the vessel was at Montreal on 17th September the crew were relieved and a new crew which had flown out from Dublin took over.

The vessel is expected to complete loading on 11th October and should arrive at Rotterdam about 29th October. On completing discharge at Rotterdam the "Sycamore" will drydock.

First call to Puerto Matanzas

Being painfully aware of the dangers in making claims with regard to first calls at various world ports we make bold to state that an Irish Shipping vessel called for the first time to the Cuban port of Puerto Matanzas when the "Irish Pine" arrived there on 11th September from Antwerp. Capital of the province of Matanzas, Puerto Matanzas has a population of 64,000 people and the "Irish Pine" discharged a cargo of steel at the port. She sailed



The "Elm" pictured shortly after her Car-decks were fitted.

from Cuba on 17th September and completed discharge of her steel cargo at Long Beach, California, on 5th October. She commences loading lumber at Vancouver on 8th October and will complete loading at British Columbia about 24th October when the vessel sails for Cardiff.

The "Pine" is expected to transit the Panama Canal about 5th November and should arrive in Cardiff about 18th November. After Cardiff the vessel will also call at Zbrugge, in Belgium, and at Antwerp.

"Irish Larch"

At present loading pig iron at Kwinana, near Fremantle, Western Australia, the "Irish Larch" is expected to sail for Japan about 12th October and should arrive at her Japanese discharge port about 24th October.

The "Irish Larch" arrived at her Australian port of call on 6th October from Susaki, Japan with a cargo of limestone.

On completing her present voyage the vessel will sail in ballast from Japan to a west coast U.S. port to load a cargo of lumber for the United Kingdom and a Continental port. The ship will be due at her first loading port about 11th November and should complete loading her cargo on 25th November. She is expected at her first U.K. discharge port about 19th December.

"Oak's" quick turn round

Some 25,000 tons of grain were loaded into the holds of the "Irish Oak" in two days at Houston recently when the vessel loaded at the U.S. Gulf port for Japan. As a practical illustration of the vagaries to which the shipping industry is subject the vessel was subsequently delayed one day in her transit of the Panama Canal due to congestion.

The ship arrived at Houston on the 26th September in ballast from Antwerp and sailed again on 27th September. She is expected at her first Japanese discharge port about 24th October. On her previous voyage the "Oak" brought a cargo of lumber from Vancouver to Cardiff, Bremen and Antwerp.

"Irish Maple"

This vessel is at present on voyage from Vancouver to Cardiff with a cargo of lumber. Like her sister ship, the "Irish Oak", the "Maple" will discharge at Cardiff, Bremen and Antwerp. She is due at Cardiff on 13th October and should sail from there on 18th October arriving at Bremen 20th October and finally completing and sailing from Antwerp on 30th October.

On her next voyage the "Maple" will go in ballast to Tampa where she will load a cargo of phosphate for Vizagapatnam on the east coast of

India. She is expected to arrive at Tampa on 12th November and should sail on 14th November and will call at Durban about 7th December for bunkers en route to her discharge port. The "Maple" is expected at Vizagapatnam about 20th December and will probably be at that port for the Christmas holiday period.

"Stardust" on Korean Voyage

Carrying a cargo of grain which she loaded at Kalama, Washington, the "Stardust" arrived at Incheon on 19th September. Incheon is a large seaport on the west coast of South Korea and has a population of half a million people. On completing discharge of part of her cargo the "Stardust" sailed from Incheon on 25th September arriving at Pusan on the south-east coast of Korea on 26th September. Pusan is a larger city than Incheon and has a population of 1.2 million people. The vessel completed discharge of her cargo at Pusan on 6th October when she sailed in ballast for a Japanese port. She will load containers at Japan and is expected to sail from there about 14th October, for west coast U.S. ports.

The "Stardust" is expected at her first American discharge port about 25th October.

"Plane" delayed at Dublin

A recent strike of pilots and tug boat personnel at the port of Dublin delayed the "Irish Plane" which was calling at the port with a cargo of Phosphate from Casablanca. Eventually the vessel sailed on 19th September and completed discharge at Cork on 24th September when she sailed again for Casablanca. She arrived back in Dublin again on 5th October and completes discharge of her cargo on 9th October.

The vessel discharged all her cargo at Dublin on the present voyage.

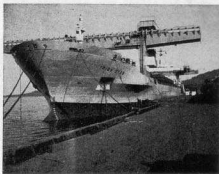
A very welcome visitor on board the vessel at Dublin was the Minister for Transport and Power, Mr. Peter Barry who was received on board by the Master, Capt. J. Poole, and the Company Chairman, Mr. Perry Greer. This was an informal visit and was the first time that Mr. Barry has been on board an Irish Shipping vessel.

"Irish Star" in Rescue Operation

During a recent passage from British Columbia the "Irish Star" reported a small coastal vessel in distress and subsequently took on board a survivor from the sunken tug.

The "Irish Star" arrived at Vancouver on 25th September with a cargo of Phosphate from Tampa, Florida. Having discharged her phosphate cargo the vessel is at present under-going repairs at Vancouver and expects to remain in British Columbia until 22nd

October when she will sail with a cargo of paper products for a European port. She is expected to arrive at her discharge port, which has not yet been nominated, about 16th November.



"Star" Loading at British Columbia

"IRISH STAR"

In Panama Rescue

On the 1st August, 1973, at 0022 hours, in position Lat. 7° 03' North 80° 35' West, the Officer on watch, Mr. F. Kirk, received a signal by Aldis lamp and then by V.H.F. radio stating that there were men in the water about two miles ahead of the "Irish Star". The ship's Master, Captain M. McMahon, was immediately notified and the vessel reduced speed and placed extra look-outs on watch. The message received on the "Irish Star" was sent by the American container ship, m.v. "Defiance" of New York.

Shortly afterwards a further message came stating that the position of the men in the water was Morro Puerco in a position 1½ miles North of the "Irish Star". The vessel altered course towards the area in which the men were reported to be and a search of the area was begun. Also searching were the m.v. "Defiance" and the m.v. "Ocean Harvest".

At approximately 0130 hours faint shouts were heard by some of the look-outs on the "Irish Star" and at about that time the "Ocean Harvest" reported that two men could be seen in the water. The "Irish Star" launched the starboard lifeboat and went to pick up the men. By this time the men in the water had drifted astern of the "Ocean Harvest" and could no longer be seen. After searching the small area enclosed by the two vessels the lifeboat rescued one man at approximately 0210 hours and continued to search for the second man. At 0315 hours the rescued man, whose identity was afterwards established as Kenneth Lee Abshire of Rayne, Louisiana, was transferred to the "Irish Star" and the lifeboat continued to search for the second man. As searching the area proved fruitless for the three ships and lifeboat, the "Irish Star" picked up her boat and kept it swung out for

immediate launching if required. The area of the search was extended and at 0430 hours an aircraft came over and began to drop flares. This continued until daylight but despite a thorough search by the aircraft only empty lifejackets and lifebuoys were found.

During this time the Rescue Co-ordination Centre at Balboa was kept advised of the situation and was given details of the rescued man and his ship as these facts became established. It was discovered that the man had been on board the tug "Miriam", towing a barge from New Orleans to Punta Arenas, Costa Rica via Panama. When fire broke out in the "Miriam's" engine room at about 2030 hours on Sunday, 29th July, 1973, the crew were forced to abandon the vessel. Kenneth Abshire had been in the water for about 54 hours.

At 0800 hours the Rescue Co-ordination Centre at Balboa advised the Master of the "Defiance", who was search co-ordinator, that if he was satisfied that the area had been well searched the vessels involved should break off the search and proceed on their voyages. A few minutes later "Defiance" reported sighting two men in the water and at 0825 hours her lifeboat had rescued them. The search then continued.

No further persons were found and meanwhile more ships had joined in the search. At 1120 hours the Rescue Co-ordination Centre instructed the "Defiance" and the "Irish Star" to proceed to Balboa with the survivors. At 1-30 hours the "Irish Star" began making a final pass through the area leaving the scene at 1315 hours and proceeding to Balboa. A number of vessels continued the search after the "Irish Star's" departure, in addition to the rescue aircraft.

In a communication and report to Head Office the Master of the "Irish Star", Captain M. McMahon, paid tribute to the Officers and Crew for the admirable manner in which the various duties involved in the search operation were carried out, including the launching and recovery of the lifeboat. Despite long hours of watching and the consequent fatigue involved, Captain McMahon said that a wonderful spirit of co-operation prevailed throughout.

Christmas Greetings

Readers who wish to have Christmas Greetings published in the next issue of "Signal" are asked to kindly send their messages to the Editor not later than 20th November, 1973.

Sympathy

We offer our sympathy to **Mr. P. Collins**, Second Engineer, on the death of his father recently.

Late Captain Michael Doyle



It is with deep regret we report the unexpected death of Captain Michael Doyle which took place on board the "Irish Pine" at Dunkirk on 16th August, 1973.

Captain Doyle who was in apparent good health collapsed on board the vessel and his death came as a great shock to his wife and family and to his many friends ashore and afloat.

The late Captain Doyle was a native of Arklow, Co. Wicklow, and came from a great seafaring family. His father also served on Irish Shipping vessels and Michael, who was educated in Arklow, served on a number of British vessels before joining Irish Shipping Ltd. in 1956. He was appointed third officer on the "Irish Willow" which was then trading to West African ports. He obtained his Master's Certificate in 1963 and later the same year was appointed Chief Officer on the "Irish Oak". He subsequently served on many of the Company's vessels and stood-by the "Irish Star" when she was being built at Birkenhead in 1969. He subsequently sailed as Chief Officer on the maiden voyage of the "Star". During the building of this vessel Michael spent some time at Head Office where he made many new friends.

More recently Michael stood-by the new buildings at Govan and subsequently was appointed Chief Officer on the "Irish Pine" before his appointment as Master of the vessel.

The sudden death at such an early age of Michael Doyle was all the more regrettable coming as it did at a very important time in his seafaring career.

To his wife, Mrs. Ann Doyle, and to their daughters Linda, Louise and Sandra we offer our sympathy on their very sad loss.

Appreciation

Needless to say the sudden and untimely death of Michael shocked all his colleagues and friends and, indeed, created the unthinkable sadness and shock for his wife and family who were with him at the end.

His well-deserved promotion earlier this year was appreciated by all of us who knew him - a genuinely sincere man devoted to family and profession and to me a close and good friend.

On my first promotion to Master of the "Irish Oak", in 1963, I had the good fortune to have Michael join as Chief Officer. His support - sorely needed at the time - his dedication to duty coupled with his gentle and quiet manner deeply impressed me as I am sure it did so many. So much so indeed in self-admission I thought our positions should have been reversed. Every man meets his better.

Our voyages together lasted almost two years on the "Oak". Later we sailed together on the "Plane" from Poland to South America and Japan. We had many long chats, often late into the night, on that voyage across the Pacific. These will always be remembered for few secrets were withheld, if any, but all in confidence. Such was that good and reliable friend.

Finally, I must express my heartfelt sympathy to Ann, his wife, and daughters, Linda, Louise and Sandra.

Ivan Shiel

Acknowledgement

We have been asked by Mrs. Ann Doyle, wife of the late Captain Michael Doyle, to convey her sincere appreciation to all in Irish Shipping, afloat and ashore, for the many floral tributes and messages of sympathy which she has received following her recent sad bereavement. Mrs. Doyle is especially grateful to Mr. Charles Devlin for his kindness and consideration in attendance to all the necessary arrangements at Dunkirk.

Mrs. Doyle hopes that this message will be taken as grateful acknowledgement by all concerned.

Port and Docks Board Appointment

We congratulate Mr. B. W. Lynch, Personnel Manager on his appointment to the Dublin Port and Docks Board in succession to Mr. L. S. Furlong who recently resigned from the Board. Mr. Lynch has considerable experience of the affairs of the Port of Dublin and has been a central figure in the negotiations for the dockers decasualisation scheme as well as being prominent in the Irish Shipowners Association and its successor the Irish Chamber of Shipping.

General Manager Retires

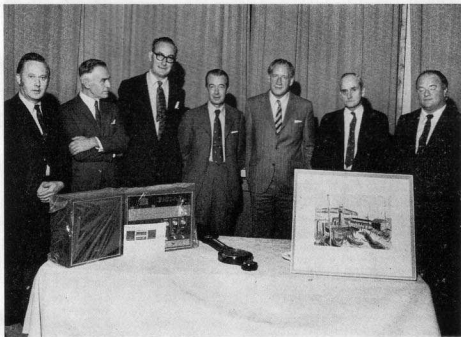
At a reception held in the Clarence Hotel, Dublin on Wednesday, 10th October the staff of Irish Shipping ashore and afloat attended in great numbers to pay tribute to our retiring General Manager, Mr. L. S. Furlong.

Mr. W. A. O'Neill, who succeeds Mr. Furlong as the Company's chief executive, introduced the four men who presented Mr. Furlong with special mementoes of the occasion on behalf

of the sea-going, shore, Cork and Port Services personnel. Mr. C. P. Kinsella, who was the principal speaker, outlined Mr. Furlong's career with the Company and paid tribute to the guest of honour for his achievements as the head of the Company's executive for twenty-eight years. Mr. Kinsella stressed the compassion and humanity which Mr. Furlong had shown in his dealings with the staff and said that the proud

position now held by Irish Shipping in world shipping circles was in no small way due to the ability and shrewd guidance of the man now going into a well deserved retirement.

Capt. J. Poole on behalf of the sea-going staff, Mr. P. J. Crowley, representing Cork Office and Mr. M. J.



At the presentation in the Clarence Hotel we photographed (L to R.) P. J. Crowley, Capt. J. Poole, C. P. Kinsella, L. S. Furlong, W. A. O'Neill, P. H. Greer and M. J. Fitzsimons.



CAREER

Mr. L. S. Furlong is a native of Waterford city and was an Administrative Officer in the Ministry of Finance from 1932 to 1941. He became Assistant Principal (Shipping) in the Department of Supplies in 1941 and as such was responsible for the allocation of shipping space during the most difficult years of the Second World War.

He was appointed Secretary of Irish Shipping Ltd., in 1946, succeeding Mr. J. F. Dempsey who had been Secretary/Accountant and Director of Irish Shipping from 1941 to 1946. In 1948, Mr. Furlong and the late Capt. John O'Neill were appointed Joint General Managers until Capt. O'Neill's retirement in 1961. Since then Mr. Furlong has been General Manager of the Company.

In addition to his membership of the Dublin Port and Docks Board he was Chairman of the Board from 1958 to 1960 and is currently a member of the Hospitals' Trust Board and a Director of the Insurance Corporation of Ireland Ltd.

Mr. Furlong is married and has a son and daughter, both of whom are married.

Fitzsimons of Port Services Ltd., also joined in the tributes to Mr. Furlong and presented him with various tokens of their esteem and tendered good wishes to Mrs. Furlong and himself for his retirement.

In reply, Mr. Furlong thanked all who had come to wish him well and also those on the ships of the fleet



Pictured at the Launch of the "Irish Holly" at Wm. Gray's Yard, West Hartlepool in 1954 with J. P. Hamilton, Mrs. L. S. Furlong, Lady Sponsor, and the late Capt. J. O'Neill.

whose messages of goodwill had earlier been read by Mr. W. A. O'Neill. "It was," said Mr. Furlong, "a very great expression of their good wishes that so many ship and shore staff members have come along to the function." He expressed appreciation for the co-operation and loyalty which he had always received from the staff and said it was through team spirit and unity of purpose that the Company had been so successful. He paid tribute to his successor, Mr. W. A. O'Neill, for his help and for the easy manner which had made him a worthy choice as head of the Company 'family' to which reference had rightly been made by the various speakers. Mr. Furlong also referred to the co-operation and helpful approach shown by the various Chairmen and Directors he had dealt with down the years. This approach was especially true of our present Chairman, Mr. Perry Greer, said Mr. Furlong, and it was typical of the man that both he and Mrs. Greer should be with the rest of the 'family' on this occasion.

Amongst the large attendance were many former staff members including Mr. Padraic English, former Secretary of Irish Shipping.

OFFICERS ASHORE as at 12th October, 1973

Masters: T. Byrne, W. Garvey, M. McMahon, P. Kelly, M. Carey.

Chief Officers: P. Donohoe, H. Fiddler, B. Kehoe.

Second Officers: M. Mundow, J. Ryder, D. Hopkins, P. Hughes, A. Coghlan.

Third Officers: J. Flanagan, J. Kenny, M. Cronin.

Chief Engineers: G. Cunningham, M. J. Byrne, P. Otter.

Second Engineers: D. Menzies, R. Broderick, J. Nangle, D. Knott, N. O'Neill, P. Bardon.

Third Engineers: J. Waters, W. Quigley, J. Scanlon, W. Roberts.

Fourth Engineers: F. Mullin, E. Kealy, P. McGlade, P. O'Halloran, C. Teehan.

Junior Engineers: P. Herlihy, M. McCann, M. O'Gorman, J. O'Leary, D. O'Loughlin, J. O'Keefe, P. Smyth, M. Taft, J. Denham, J. Garvey, B. Scully.

Electrical Engineers: P. Fitzgerald, J. Bradley, E. Walsh, J. Clarke, T. Duggan.

Chief Stewards: J. Dillon, E. Fricker, P. Murphy, H. Bond.

Deck Cadets: D. Coleman, M. Kinsella, M. Purcell.

Engineer Cadets: E. Tubridy.

Deck Cadets (attending Plymouth College): L. Gavin, S. O'Byrne, P. Cahalane, J. Whelan, P. Murphy, P. O'Shea, J. Foley, G. Hopkins, G. Kelly, D. Meagher, F. Traynor.



The first visit of the "Irish Sycamore" in 1961 to Dublin was marked by an official reception on board for the Taoiseach, the late Mr. Sean Lemass and then Minister for Transport and Power, Mr. Erskine Childers now President Childers, also in the picture are the late Mr. J. J. Stafford, Mr. D. Barnes, Capt. and Mrs. Woolfenden, Mrs. Childers and daughter, Nessa.

Shipbuilding Dilemma

At present Japanese shipbuilders are building more than half of the total world tonnage of ships exceeding 200,000 tons each with her nearest rivals Sweden, Denmark and France each accounting for 7%. Britain's shipyards have orders for less than 4% of this tonnage despite the fact that the Swan Hunter yard, which has two docks, is booked for ten years ahead by the Israeli shipowner Jacob Meridor. The Harland and Wolff yard at Belfast is handling the bulk of Britain's share of the supertanker market. The biggest of the German shipyards in Hamburg and Kiel have their order books full up to 1976 and leading French builders are fully committed up to 1977. All these yards are mainly engaged in the building of large tankers for which there is at present an unprecedented demand. Current world orders for supertankers amount to 82.5 million tons.

Despite the boom in current shipbuilding, European yards are fearful that the market will collapse around 1975 when, according to EEC and other studies, there will be an excess of shipping space of around 40 million tons dwt. To add to their predicament the present boom is expected to cause extension and modernisation of world shipbuilding capacity to double the requirement

in relation to the demand for new ships. It is estimated that the Japanese yards alone will, by 1975, be able to build all the new ships that will be needed. Approaches have been made by representatives of the European shipbuilding industry to Japanese shipbuilders in an effort to rationalise the organisation of the world market. The negotiations, however, are reported to have been unproductive. The European shipbuilders endeavoured to obtain the adoption of an EEC regulation which would require shipowners to have a certain quota of their ships built in their own countries. It was reported that the share would be 50/50 but shipowners are strongly against such a move. Owners would like to retain their freedom to get ships where the best prices obtain and it would appear that the idea of subsidies to shipyards is more acceptable to all concerned and has already been adopted in one way or another by all the European countries. Britain has paid out £160 million in five years to the shipbuilding industry. Italy too subsidises its shipbuilding industry by providing capital to make good the losses of the country's one shipbuilding yard. The United States has allotted \$1,500 million to assist its shipbuilding industry.

While subsidising of shipbuilding is a most unsatisfactory solution to the problem it does seem to be the only one available at present.

NEWS FROM HOME



G.A.A.

Followers of Gaelic games both at home and overseas have welcomed the emergence of new All-Ireland title-holders in both hurling and football this year. The first break-through came when Limerick overcame Tipperary in the Munster Senior Hurling Final and ace marksman, Richie Bennis, scored the winning point with the last stroke of the game from a seventy. Despite their dramatic win Limerick were very much outsiders in the All-Ireland final against title-holders Kilkenny. However in the actual event the Shannonsiders left no doubts about their right to the title. They outstayed and outthrew Kilkenny in a first-class game played under the handicap of a continuous downpour of rain. This was Limerick's first win in a senior All-Ireland for thirty three years and celebrations in the Treaty City were enthusiastic and of many weeks duration.

Likewise the advent of new football titleholders in Cork was well received in G.A.A. circles but nowhere as joyously as in the Munster capital where they celebrated their first title in twenty eight years. Again the Corkmen proved much superior to a Galway team which had toppled All-Ireland titleholders Offaly in a keenly contested semi-final.

In minor hurling and football, Kilkenny and Tyrone are All-Ireland champions.

The big talking point amongst Gaelic games followers at the moment is the question of the revolutionary changes proposed by a special committee set up to investigate ways and means of improving both games as required to meet modern standards. The major change in the rules as suggested in the recommendations of the committee would enlarge the penalty area to a distance of seven yards on either side of each goalpost and fourteen yards long. Fouls by defenders inside this area would entail a penalty with only the goalkeeper in football to defend the goal. In hurling a penalty shot would be awarded from the twenty one yards line and only three defenders would be allowed to line the goal. Also in football the goalkeeper would be immune from any charge inside the 5 yards penalty box which still remains.

SOCCER

All League of Ireland teams participating in European competitions have been eliminated in the first round. Waterford, Finn Harps and Cork Hibernians all went down to their first

round opponents. In the European Cup-Winners Cork Hibernians were beaten 3 goals to 1 on aggregate by Banik Ostrava of Czechoslovakia. Finn Harps were beaten 7 goals to 2 on aggregate by Aberdeen in the U.E.F.A. Cup and Waterford made their exit from the European Cup against Ujpest Dozsa of Hungary on the aggregate score of 6 goals to 2. To add to the dismal record of League of Ireland sides Shamrock Rovers were beaten 6 goals to 3 on aggregate by Portadown in the Texaco Cup.

In the local competitions the semi-finalists in the League Cup are Dundalk and Finn Harps and Cork Hibernians who meet Waterford. In the first series of matches in the League of Ireland the only major shock was the defeat of Shamrock Rovers by Sligo who won by the only goal of the match.

In preparation for a friendly international against Poland to be played at Dalymount Park on 21st October it is expected that most of the players from English clubs will not be available. Accordingly two sides drawn from Dublin and the Provinces have been put in training under the supervision of Johnny Giles who is the international team manager.

RUGBY

In a recent representative game a Leinster fifteen showed excellent form in scoring a runaway win over a touring Fijian side which had previously overwhelmed a strong Swansea team. The form shown by the Leinster team is an indication that they will be a strong force in the coming inter-provincial series and their international players should hold their places on the Irish team for this season's internationals.

BOXING

An Irish amateur boxing team recently toured the United States and were beaten by the American International side by a 7-4 margin. The match took place at Soldier's Field, Chicago, and winners for Ireland were Ray Heaney (light-weight), Mick Boyle (light-welter), Terry Riordan (light-middle) and Christy Elliott at middle-weight.

Danny McAlinden of Newry who won the British heavyweight championship when he beat Jack Bodell once again disappointed his fans when his fight with Mexican Manuel Ortiz was postponed because of a sudden illness which caused Ortiz to withdraw. McAlinden's last fight was a losing

one against an unranked American, Morris Jackson, in London last May. McAlinden who has bought back his contract from Jack Solomons for £10,000 will have to gain some worthwhile victories if he is to justify his claim to the British title.

GOLF

The evergreen Christy O'Connor has been playing as well as ever against the world's top players in recent big tournaments. Playing in the British and Irish Ryder Cup team for a record 10th time Christy gave an outstanding performance in holding the current British Open champion, Tom Weiskopf, to a draw in their singles match.

In the John Player Classic, Christy finished in fourth place to take a prize of £3,166. In this competition and in other major British competitions the two young Irish players, Eddie Pollard and Pat McGuirk have not managed to reproduce the form which they showed in home competitions earlier in the season.

INCREASED PRICES

Irish motorists will have to face increased charges for motor insurance in addition to the increases already levied on motor taxation and driving licences. Increases are being applied for by the insurances companies at present in addition to the 10 per cent increase in basic premiums which was granted by the National Prices Commission six months ago. The new increases if granted would amount to as much as 30 per cent on existing premiums. Earlier this year a special committee of enquiry recommended in an interim report that the Minister for Industry and Commerce should set up a representative board to advise him on motor insurance rates. Such a board would press complaints about matters affecting motor insurance such as overcharging, unfair treatment and inability to secure insurance cover.

In addition to the likely increases in motor insurance premiums motorists have already been hit by higher petrol costs and increased maintenance costs. In addition to the increased cost of motoring the cost of travelling by bus has also increased and television viewers face increased charges for licence fees of £15 for coloured television and £10 for black and white reception. In addition people at present receiving piped television will have to pay an extra £2 per annum as a levy towards R.T.E.'s operating costs.

Bank charges and mortgage interest rates have also increased recently and house purchasers have suffered increases in interest rates as a result of a Government order which allows building societies charge up to 11 per cent per annum on house loans.

RUSSIAN EMBASSY

As a result of an agreement signed in New York by Dr. Garrett Fitzgerald and Mr. Gromyko, a Russian Embassy is to be set up in Dublin and an Irish Embassy will be established in Moscow. In a joint statement the two Ministers expressed confidence that the establishment of diplomatic missions in Dublin and Moscow would contribute to the development of trade and other forms of co-operation between the two countries for the benefit of Irish and Soviet peoples and in the interest of strengthening international peace and security.

INCOME TAX

Trade unions have been exerting pressure on the government to in-

roduce a tax on farm income and while the suggestion has been resisted by farming organisations it is likely that farmers in the higher income bracket will be subject to tax after the next budget.

In a recent government move some tax concessions granted to mining companies in the Republic are likely to be revoked. Again the abolition of the tax concessions is being resisted by the mining development companies but the trade union movement has welcomed the government statement of intention to review the tax issue. The revenue which the government expects to gain from the change in the tax concessions is £65 million and increased royalties could possibly bring the government as much more.

HIGHER EDUCATION

The new National Institute for Higher Education at Limerick will cost a total of £18½ million. The building and equipment of the new Institute will take 20 years to complete. When fully operational the new institute will accommodate 8,000 students and is expected to contain one of the top language departments in the country. Already the cost of work completed has reached a total of £6.2 million.

TOURISM

According to figures recently published by the Central Statistics Office earnings from tourism fell from £102 million to £91 million in the past year while the expenditure by Irish people on holidays abroad increased by £4 million. Visitors from Britain spent £28.9 million as compared with £41.7 million in the previous year.

MARITIME INSTITUTE HONOURS ARGENTINIANS

Two senior officers of the Argentine navy have been made Honorary Members of the Maritime Institute of Ireland.

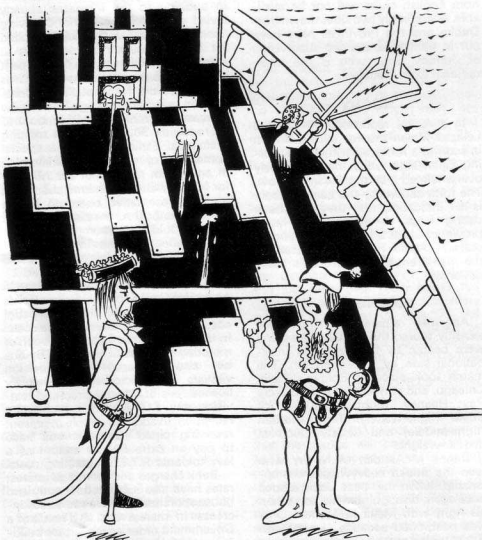
The officers involved were Vice-Admiral D. Gabriel Malleville and Rear-Admiral D. Edmundo Manera of the Liga Naval base, Buenos Aires, at a function in the Argentine Embassy in Dublin. Scrolls of membership were presented to the Honourable D. Salvador Armando Zito, Charge d'Affaires by Col. A. T. Lawlor, President of the Maritime Institute. They will be sent by the Embassy to the recipients who have joined a very exclusive list of Honorary Members of the Institute. Only three times before in the 30 years history of the Institute has honorary membership been granted. The previous men honoured were President Childers, when he was Minister for Industry and Commerce; the late Mr. Sean Lemass and the late Dr. Quinn of Newry a direct descendant of Commodore John Barry, founder of the United States Navy. The two Admirals were given membership of the Institute because of the help they gave Col. Lawlor when in the Argentine last year. He was seeking information on Admiral William Brown, founder of the Argentine Navy. The two officers furnished a great deal of information and material on the famous Irish-born Admiral.

ENGINEER CADETS' DINNER DANCE

The Annual Dinner Dance of the Engineer Cadets studying at Crawford Technical Institute, Cork will be held at the Imperial Hotel, Cork, on Tuesday, 18th December, 1973.

Tickets can be had from Mr. V. McMahon, 41 South Mall, Cork.

THE WOODEN WALK by J.C.



"Captain, I think for the sake of the ship we'd better relax discipline"

Amver Awards

At a very pleasant ceremony held in the American Embassy, the American Ambassador to Ireland, Mr. John D. J. Moore, presented Amver Awards to three Irish Shipping Masters. **Captain J. Onions, Captain T. Byrne and Captain J. Walsh.**

These awards are made in recognition of the contributions made by Merchant Ships' Masters in the interests of safety at sea. The Amver system is operated by the United States Coast Guard and is a maritime mutual assistance programme which provides important aid to the development and co-ordination of search and rescue efforts in the oceans of the world. Merchant vessels of all nations making off-shore passages of more than 24 hours are encouraged to send sailing plans and periodic position

reports to the Amver Centre in New York. There is no charge for these radio messages when they are sent to "Coast Guard New York" via the radio stations listed on the communication charts issued by the Coast Guard. Information from these messages is entered into an electronic computer which generates and maintains dead reckoning positions of participating vessels throughout their voyages. The predicted locations of all vessels are known to be within a given area and are furnished upon request to recognised agencies of any nation for use during an emergency. Predicted vessel locations are disclosed only for reasons related to maritime safety.

The Amver programme is free and voluntary and benefits to shipping

include the improved likelihood of rapid aid in emergencies; reduced number of calls for assistance to vessels not favourably located; reduced time lost for vessels responding to calls for assistance and the knowledge that a centralised agency exists to help in cases of distress.

Amver Awards have previously been presented to a number of Irish Shipping personnel and ships of the I.S.L. fleet have frequently been cited in the Amver Bulletin, the official publication of the agency.

Wedding Bells

Our congratulations and best wishes to **Captain Joe McPolin** on his recent marriage to **Miss B. Reilly**, Trim, Co. Meath, daughter of **Captain B. Reilly**, who has been a Master with Irish Shipping Limited for many years. Captain McPolin was formerly in charge of our Personnel Department and is now attached to the Mercantile Marine Office, Department of Transport & Power. Congratulations also to **Mr. P. Farrelly** who was married on 1st September to **Miss Maureen Griffin**, of Bantry, Co. Cork.

Congratulations

To **C. Mahon** and **P. Kelly** on their appointments as Acting Masters.

To **M. O'Sullivan** and **P. Bardon** on their promotion to Chief Engineer.

To **P. Hughes** and **T. A. O'Connor** on obtaining their Mate's Foreign-going Certificates.

To **M. Egan** on obtaining his Second Class Steam and Motor Certificate.

To **J. T. O'Reilly** and **P. Dowling** on obtaining their Second Class Certificates.

To **P. Shortall** on obtaining his Second Class Steam Certificate.

To **P. Kelly** and **C. Graham** on obtaining their Second Class Mate's Foreign-going Certificates.



L. to R.) W. A. O'Neill, Capt. T. Byrne, B. W. Lynch, the Ambassador, Capts. J. Onions, M. D. Langran, and J. Walsh.



Port of New Orleans

When in 1718, Jean Baptiste le Moyne, Sieur de Bienville reclaimed land from the Cypress marshes of the Mississippi River and built a small, frontier village on the spot, few could have visualised that the Frenchman's settlement would become the great New Orleans of today. Having celebrated its 250th anniversary in 1968, New Orleans combines old world charm with modern progress and industry, is the second largest port in the United States and ranks fifth amongst the greatest ports of the world.

Le Moyne established his settlement on the edge of a swamp within a crescent of the Mississippi River, 100 miles upstream from the Gulf of Mexico and named it after the Duke of Orleans. Its location gives New Orleans its title as the "Crescent City". The new settlement struggled for existence until 1792 when Le Moyne persuaded the French Government to make it the Capital of the Louisiana territory and in the same year Adrien de Pauger laid out the city with a square on the bank of the river around which important buildings now stand. The area occupied by the original city is known as the Vieux Carre, or French Quarter, so attractive to the millions of tourists who visit the Quarter's museum's, shops, restaurants, markets, jazz centres and residential patios.

The Port

After France sold Louisiana to the United States, responsibility for the administration and organisation of the port was given to the State Governor and the first port regulations were issued in 1808. In 1896, the State Legislature created a Board of Commissioners of the port of New Orleans. In 1920 the Board of Directors of the port of New Orleans were given permanent status and were authorised to organise and maintain the port's own police department. The Board were also given a free hand in setting up facilities for the collection of rates and charges and today the Board of Commissioners of the port of New Orleans sets all policies and makes all major decisions. Its members meet regularly and carry numerous duties which are translated into action by the Director of the port, a paid executive who has various departments working under his control and employing several hundred workers. To meet the

port's growing traffic and to accommodate modern concepts of transportation the port of New Orleans has drawn up a bold new plan that will combine port and industrial activities involving an investment of \$400 million.

Major new port developments will be located away from the congested city water-front, on the Mississippi River Gulf Outlet which links New Orleans directly to the Gulf of Mexico. Here, new complexes will be developed so that over the years, port activities can be shifted gradually away from the Mississippi River. This will return the river bank area to the city for imaginative new uses, high rise office and department complexes, commercial and recreational centres, services and attractions catering for tourists and a cruise ship passenger terminal are examples of what the future will bring to improve the city environment. The new port area, which will be known as 'Centroport U.S.A.', will be located in the eastern area of the city of New Orleans astride the Gulf Seaway and will cover an area of approximately 5,000 acres. Special facilities will be provided for container ships and for barge carriers and it is expected that the tonnage carried on Lash and Sea-Barge vessels will keep pace with and eventually outstrip the growth of containerised cargo.

The Port of New Orleans is Louisiana's leading industry, generating revenue of over \$20 million. Over 5,000 ships call at the port each year and total traffic through the port totals 114 million tons annually.

Structure of the Port

The Port physically stretches over both banks of the Mississippi River providing frontage of 51.4 miles winding around the city of New Orleans and including Jefferson and St. Bernard parishes. Interlocking waterways provide additional frontage services for the port.

The Industrial Canal connects the Mississippi River with Lake Pontchartrain and provides 11 miles of frontage and access for deep water shipping to a complex of industrial plants along its banks.

The Mississippi River/Gulf - Outlet provides vast frontage in the Port's expanding eastern area. The new 76 mile route links the Port to the Gulf of Mexico and is 40 miles shorter than the river route. There are plans to deepen this route from 36 to 50 feet.

The Gulf Intracoastal Waterway extends 1,100 miles from Texas to Florida and the Waterway is an integrated part of the port of New Orleans in this area. The Harvey Canal provides another barge depth link between the Waterway and the river. Flanking its banks is the heaviest concentration of oil field equipment

and shipbuilding facilities in the world with an inventory in excess of \$2 billion.

International Trade

The International House, founded in 1943 by New Orleans civic leaders, is the first civic nonprofit organisation in the world dedicated entirely to the promotion of trade, peace and international understanding. It has 2,700 members around the world.

Its world trade development programme has obtained thousands of business connections for local firms. A world wide network of world trade centres, now in more than 40 cities and carrying out the same ideas, has sprung from the New Orleans organisation. This network, organised in 1968 and known as the World Trade Centre Association, is represented in the largest port cities and commercial centres of the world. Some of the unusual services of International House are 15,000 volume foreign trade library, translating services and language instruction facilities; the provision of seminars and conferences to bring business and professional leaders together to discuss common problems and the production of regular television programmes on international subjects.

The International Trade Mart building stands 33 storeys tall at the foot of Canal Street on the Bank of the Mississippi River. Thousands of products are exhibited from nearly every state in the country and every nation in the world.

Fun City

The most famous of the city's celebrations is Mardi Gras an event which has been described as "the greatest free show on earth."

CONTINENTAL FERRY MAKES GOOD START

At a press conference held in Dublin on 3rd October, the General Manager of Irish Continental Line, Mr. Aubrey McElhatton, reported on the first four months operations on the Rosslare/Le Havre Service.

During the period from 2nd June to 30th September a record number of passengers were carried on this service. The total passengers carried amounted to 52,000 with a breakdown of this figure showing that 55% of those travelling were Continental visitors while 45% of the total represented Irish tourists travelling to the Continent. 14,000 cars were carried in the same period.

Commenting on the number of Continental passengers carried, Mr. McElhatton said that France and Germany accounted for 25% each and the balance of 5% consisted mainly



This residence in the French quarter of New Orleans is typical of the buildings which characterised the city when it was a Spanish Colony.

The celebration of Mardi Gras in New Orleans dates back to 1837 when the first street parade of record took place. The first formal celebration was not until 1857 and was pioneered by the Mystic Krewe of Comus. Comus now marks the end of the season, its ball and parade being held on Mardi Gras night.

Ideally placed geographically for handling foreign and domestic commerce the city had to conquer threats of Yellow Fever, of river floods and hurricanes to achieve eminence as a World trade centre. That New Orleans managed to overcome so many handicaps and disadvantages is a tribute to its people and by their energy and industry they have earned for their city and their port a leading place amongst the major ports and cities of the World.

of Dutch and Belgian traffic. A similar analysis of 45% Irish passengers carried shows that 30% were from the Republic and 15% from Northern Ireland. Thus Northern Ireland still continues to account for one third of Irish traffic on the route.

Freight carryings have shown a marked increase with a total of 15,000 tons being carried which is a 250% increase in freight traffic over carryings for 1971. Of this 10,000 tons approximately were taken up by meat exports from this country which accounted for the greatest single commodity increase.

Mr. McElhatton said that the prospects for an increase in freight traffic looked encouraging though it is too early to be specific. During the past season the Company found it necessary to charter a special freight vessel in order to fulfil the demand for freight accommodation and the Company expects to do this more often next year.

THE SUEZ CANAL



A view taken shortly after Nationalisation in 1956.

The recent outbreak of war in the Middle East has focussed the World spotlight once again on the almost forgotten Suez Canal.

This 103 miles long stretch of water links the Mediterranean and the Red Sea. Its minimum width is 196 feet and maximum draft for vessels is 38 feet. It was begun on 25th April, 1859, by a French Corporation under Ferdinand de Lesseps and opened on 17th November 1869. Earlier and towards the end of the 18th century, during Napoleon's sojourn in Egypt, work on the Canal was actually started. Unfortunately Napoleon's engineer, Lepere, calculated that the Mediterranean was 33 feet lower than the Red Sea and the project was abandoned. De Lesseps proved that Lepere's calculations were incorrect in 1854 and submitted plans to the Khedive Said Pasha. In spite of considerable opposition, the *Companie Universelle du Canal Maritime de Suez* was formed and on 25th April, 1859, the formidable task of excavation commenced. The building of the Canal took ten years and at times employed as many as 5,000 men at a total cost amounting

to £16 million.

The British Prime Minister, Benjamin Disraeli, obtained control of the Canal for Britain on 24th November, 1875, by buying shares from Khedive Ismail of Egypt for £4 million. Prolonged agitation led to an agreement signed on 27th July 1954 by which Britain agreed to withdraw all her troops, then estimated at 80,000, within twenty months after the signing. The 74 years of British Military occupation ended on 13th June 1956 and on 26th July, President Nasser proclaimed nationalisation of the Canal, seizing it from its French and British stockholders. On 24th April 1957 Egypt promised to abide by the Constantinople Convention of 1888 and to accept the jurisdiction of the International Court in differences arising from its interpretation. Citing item 10 of the Convention, it continued to bar Israeli shipping and cargoes destined for Israel. Item 10 provides that freedom of passage "shall not interfere with measures Egypt might find necessary to take to secure the defence of Egypt".

A final agreement between the

United Arab Republic and the Universal Suez Canal Company, in 1958 called for payments to stockholders of some £10 million and final payments were made on 1st January, 1963. Since nationalisation, United Arab Republic has widened and deepened the Canal. In the year before the seizure the Canal handled 14,666 ships with maximum drafts of 35 feet and maximum loaded capacity of 30,000 tons yielding gross revenue of \$75 million. For the year ended 30th June 1966 the figures were 20,285 ships, 38 ft. draft, 60,000 tons and \$197 million.

As a result of the 1967 war between Israel and the Arab world the Canal was closed to all shipping by Cairo on 6th June 1967 and it has remained closed since then.

Many of our vessels used the Suez Canal in more peaceful times but the development of shipping since the canal's closure in 1967 has been such that it is now doubtful if the canal as it existed prior to the six days war could ever again achieve the importance it then held. When the canal was in operation our agents at Port Said were Lambert Brothers (Egypt) Ltd.

CADET NEWS

Cork Prizewinners

Prizes awarded by B.P. Tankers for best academic results at the Crawford Technical Institute have been won by **Cadets A. G. Keeling** of I.S.L. First Year and **F. Murphy**, I.S.L. 2nd Year.

Irish Shipping prizes awarded for best workshop results were also won by I.S.L. **Cadets J. O'Brien**, First Year, and **L. O'Byrne**, Second Year. To these cadets we offer our congratulations.

Deck Cadets 1973

The following Deck Cadets have been selected this year and joined the Irish Nautical College for a two weeks Induction Course on 4th September: **James Bourke**, Thurles, Co. Tipperary; **Patrick Boyd**, Carrickmines, Co. Dublin; **Gerard Burns**, Skibbereen, Co. Cork; **Patrick Caffery**, Delgany, Co. Wicklow; **Kieran Cotter**, Baltimore, Co. Cork; **Gerard Crowley**, Bray, Co. Wicklow. **Noel Cummins**, Bishopstown, Co. Cork; **David Dignam**, Kinsale, Co. Cork; **Declan Fleming**, Foxrock, Co. Dublin; **Robert McCabe**, Palmerstown, Co. Dublin; **Geoffrey O'Connor**, Sligo; **Finbar O'Flynn**, Ballinlough, Co. Cork; **Thomas Sarsfield**, Tomhagard, Co. Wexford.

Engineer Cadet Selection 1973

The following Engineer Cadets have been selected this year and joined the Crawford Technical College for their training on 4th September 1973: **Karl Browne**, Dolphin's Barn, Dublin; **John Cummins**, Enfield, Co. Meath; **Paul Gunning**, Bray, Co. Wicklow; **Brendan Kelleher**, Clontarf, Dublin; **Francis McGarry**, Cabra, Dublin; **Owen McGarry**, Bray, Co. Wicklow; **Ciaran McIntyre**, Walkinstown, Dublin; **Damian Matthews**, Ballyfermot, Dublin; **Joseph Murphy**, Dunmore East, Co. Waterford; **Declan O'Connor**, Curragh Camp, Co. Kildare; **James O'Flaherty**, Kilmore Quay, Co. Wexford and **James O'Reilly**, Santry, Dublin.

On "St. Patrick"

The first cadet to serve on the new Rosslare-Le Havre car ferry "Saint Patrick" was **Engineer Cadet Student N. Brick**, who spent some time on the vessel recently.

Prize for Leadership

Irish Shipping Limited has, over the last few years, provided a pair of binoculars as a prize for leadership open to all cadets at Plymouth College. We are very pleased to say that this year it has been brought home by one of our own cadets. This achievement has been accomplished by **Cadet Patrick O'Shea** of Cahirciveen, Co. Kerry, and we congratulate him on his success.

Examination Successes

We offer our congratulations to the following engineer cadets who have been successful in recent examinations:

National Diploma: **F. Cronin**, **F. Keane**, **M. O'Carroll** who passed with credit; **N. Duffy** - pass; **D. Walsh** - full exemptions.

National Certificate: **L. Byrne**, **J. Durham** and **F. Murphy** who obtained this examination with distinction; **N. Brick**, **V. Heatherington**, **T. Lanigan** and **G. O'Toole** - with credit; **P. Conran**, **N. Pearson**, **M. Tracy** and **J. Lynch** - pass.

SUMMER VOYAGES

Cadets completing their second year of training at the Crawford Technical Institute, Cork, have had two weeks training during their holidays before returning to College in September. The ships in which they have served have been the t.s.m.v. "Leinster" - **Cadets N. Pearson**, **G. O'Toole**, **M. Tracy** and **D. Horan**; t.s.m.v. "Innisfallen" - **Cadets A. Kelly**, **P. Conran**, **M. Boland** and **A. Lanigan**; m.v. "Wicklow" - **Cadets J. Durham**, **B. Geoghegan**, **A. Curran** and **V. Heatherington**; m.v. "Irish Plane" - **Cadets F. Murphy** and **Liam Byrne**.

Also during the summer **Cadets M. Flynn**, **G. Keeling** and **J. Dillon** served on the Sail Training Vessel "Asgard" on a trip from Crosshaven to Britain and France returning again to Dun Laoghaire.

Cadet Captain

Our congratulations to **Cadet J. Durham** who has been promoted to Cadet Captain in charge of all Irish Shipping Cadets at present studying at the Crawford Technical Institute, Cork.

Good Wishes

Our best wishes to **Deck Cadet M. Purcell** who was hospitalised while serving on the "Irish Cedar". We are pleased to report that Cadet Purcell has since undergone a successful operation for the removal of an appendix and is making good progress. He expects to be fit to resume his se service shortly.

B + I Contribution

The Management of the B + I Line have indicated that their Company will make a contribution towards the I.S.L. Cadet Training Scheme in 1974. This gesture on the part of our friends in the B + I has been welcomed by our Training Department as a further extension of the close co-operation which has existed between the two companies in the matter of Cadet Training.

THANKS TO B + I

Our Training Superintendent, **Captain M. D. Langran** has expressed his gratitude to the Masters and Officers of the B + I Line and in particular to the personnel on the m.v. "Wicklow" for their help in the extensive training programme undertaken to provide the large number of certificated Lifeboatmen for t.s.m.v. "Saint Patrick". A large number of men were given a one week course at the Irish Nautical College, Dun Laoghaire, where they were instructed principally by their own officers and Mr. Forsyth, seamanship Instructor at the College, and gained their practical experience in the B + I Line ships' lifeboats.

Our thanks also goes to **Captain J. McPolin**, Mercantile Marine Office, for his co-operation in holding a series of special examinations to cope with the large numbers involved.

From Captain Woolfenden

Dear Mr. Editor,

Thanks very much for the Summer edition of "Signal" - the yearly report made very interesting reading.

My congratulations to Ivan Shiel on his appointment to Master of the "St. Patrick", a fine looking vessel judging from the photograph.

I am sorry for the delay in acknowledging "Signal" but I have been away for a while. I also missed the "Cedar" when she was discharging at Birkenhead.

My best wishes for the continued prosperity of the Company and to my former shipmates and friends in the Office.

Yours sincerely,
R. M. Woolfenden

Editor's note:

It is nice to hear from Capt. Woolfenden and we know that his many friends ashore and afloat will be pleased to know that he is well and keeps in contact with activities in I.S.L. through the columns of "Signal". We wish Captain and Mrs. Woolfenden good health and much happiness in retirement.

Birthday Greetings

To James Duff, "Irish Larch", very best wishes for your 19th birthday, 12th Sept. from Dad, Mum, Granny Duff, sisters Irene, Orla and Grainne, brother Ivan and sister-in-law Carmel and your many friends in Termonfeckin.

Congratulations on obtaining your E.D.H. Certificate to Thomas Hughes, "Irish Elm", best wishes for a very happy birthday on 10th November, also lots of love from Mammy, Daddy and all your brothers and sisters at home, also from Liam and Patricia, Mary, Noel and Sharon.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 12th OCTOBER, 1973)

m.v. "Irish Star" — Captain B. Deck Officers: G. Kyne, F. Kirk, J. Murphy; Deck Cadets: P. Miley, L. Foley; Engineer Officers: T. Murphy, M. Byrne, E. Sweeney, M. Egan; Junior Engineers: D. P. Kelly, P. Darcy; Engineer Cadet: N. Polly; Electrical Engineer: D. O'Riordan; Chief Steward: P. Fanning; Radio Officer: J. McRory. Deck Department: D. Rogan, G. Maguire, D. Crowley, J. B. McEvoy, G. Byrne, L. Byrne, J. Murphy, F. Macken, B. Fletcher, P. Cullen, A. Flynn. Catering Department: R. Gorevan, P. Wrafter, K. Wickham, M. Curedale, D. Byrne, R. Hamilton, H. South.

m.v. "Irish Stardust" — Captain J. A. Caird; Deck Officers: B. Hearne, J. Darcy, M. Korrane; Deck Cadets: G. O'Sullivan, B. Kinch; Engineer Officers: M. Dillon, J. O'Toole, D. Walsh, T. O'Keefe; Junior Engineers: P. Caffrey, C. Powell; Engineer Cadets: A. Cummins, K. Vekins; Electrical Engineer: J. Maguire; Chief Steward: J. Rogan; Radio Officer: P. Duffy. Deck Department: W. O'Driscoll, J. Griffin, P. White, J. Cadogan, J. Gorman, B. Quigley, B. Bridgeman, T. Kealy, P. Dowling, T. Handly, J. Coleman.

Catering Department: G. Zachert, P. P. O'Reilly, W. Muldoon, P. McKenna, J. Barry, P. Gavin, D. O'Brien.

m.v. "Irish Sycamore" — Captain C. Mahon; Deck Officers: M. J. Doyle, J. Hickey, J. Clarke; Deck Cadets: J. Boyd, D. Fleming; Engineer Officers: A. Ward, K. Barry, P. Dowling, N. Kears; Junior Engineers: P. Morris, D. O'Flaherty, T. Hoye; Electrical Engineer: D. Niall; Chief Steward: J. Bennett; Radio Officer: G. C. O' Cassidy.

Deck Department: J. McGroarty, C. Coleman, D. Reilly, A. Murray, J. Behan, P. Cantwell, M. Bollard, P. Bulman, S. Doyle. Engine Department: J. Grace, J. Weldon, M. Rice, E. Manson. Catering Department: T. Doyle, J. J. Campion, P. O'Reilly, A. Boyle, M. O'Connor, J. Gilligan, R. Kiernan.

m.v. "Irish Elm" — Captain J. Walsh; Deck Officers: P. Cowman, F. E. Healy, H. McGowan; Deck Cadets: J. Bourke, R. McCabe; Engineer Officers: M. Kennedy, J. Doran, T. Wren, D. O'Brien, P. Hagan; Junior Engineers: C. Corcoran, P. Deaton,

A. Bradley; Engineer Cadets: M. M. O'Carroll, J. Tyrrell; Electrical Engineer: J. Dunn; Chief Steward: J. Clinton; Radio Officer: D. O'Rourke. Deck Department: H. Hannon, T. Hughes, P. Rossiter, J. Gallagher, D. Nyham, D. Hunt, D. Earley, R. Barrett, J. Kellegher, L. Byrne, J. Grimes, P. McGuinness, W. O'Gormon, L. Sheridan. Catering Department: T. Mason, L. Kiernan, J. Evans, J. Buggy, D. Duffin, E. Doyle, T. O'Driscoll.

m.v. "Irish Pine" — Captain M. Devine; Deck Officers: J. Moynihan, M. Darcy, H. O'Brien; Deck Cadet: P. Smyth; Engineer Officers: R. Tennent, J. Mooney, A. Bolster, M. Donovan; Junior Engineers: E. Healy, T. Moloney; Engineer Cadet: J. Lynch; Electrical Engineer: H. Stears; Chief Steward: T. O'Connell; Radio Officer: D. O'Donoghue.

Deck Department: K. Maher, J. Lynch, F. McCarthy, H. Johnson, B. Freaney, M. Browne, D. Cahill, R. Delaney, M. Murray, T. Byrne, D. Murphy, B. Clarke. Catering Department: B. Rogan, J. Kelly, G. O'Toole, A. Simms, G. McGuinness, A. Moloney, A. Preston.

m.v. "Irish Maple" — Captain M. O'Dwyer; Deck Officers: P. Tyrrell, M. Lydon, O. Murphy; Deck Cadets: F. McCarthy; Engineer Officers: J. Morgan, T. Kenny, S. McLoughlin, P. Ruddy; Junior Engineers: V. Reddin, B. Burke, K. Daly; Engineer Cadet: F. Cronin; Electrical Engineer: P. O'Toole; Chief Steward: B. Dorgan; Radio Officer: J. Lyons.

Deck Department: P. Harris, K. O'Malley, J. Donnelly, M. O'Connor, J. Roice, M. Quinn, V. Lotti, J. Stack, C. Chamberlain, V. Murtagh, P. Gibbons, P. Ryan.

Catering Department: E. Murphy, J. Maguire, E. Mulready, W. Lewis, C. Smith, J. Whittaker, J. Kennealy.

m.v. "Irish Oak" — Captain T. Hughes; Deck Officers: J. Kelly, P. Farnan, P. McNulty; Deck Cadet: K. Daly; Engineer Officers: M. Curley, T. O'Toole, J. O'Connor, P. McCarthy; Junior Engineers: J. Hughes, T. Farrell; Electrical Engineer: J. O'Leary; Chief Steward: M. Moody; Radio Officer: M. Murphy.

Deck Department: B. Kerrigan, W. Boon, L. Moloney, P. Garry, A. O'Gormon, E. Frampton, G. Rooney,

A. Gill, M. Redmond. Catering Department: G. McGovern, J. Savage, D. Cronin, J. Cooney, J. Mulligan, J. Killenly.

m.v. "Irish Larch" — Captain S. Gleeson; Deck Officers: E. Greevy, T. O'Connor, E. Curry; Deck Cadet: M. McCarthy; Engineer Officers: W. D. McCarthy, P. Collins, J. Devitt, J. O'Meara; Junior Engineers: F. Cotter, A. Farrell, J. Keane; Engineer Cadet: F. Keane; Electrical Engineer: E. Perry; Chief Steward: J. Doran; Radio Officer: J. Butler.

Deck Department: J. Doyle, D. O'Sullivan, R. Keogh, S. Ryan, J. Ward, J. Duff, L. Ketterer, N. Shields, A. Byrne, L. Byrne. Catering Department: U. Maher, J. McGrath, R. Dunne, J. Roche, W. Coyle, J. O'Brien, A. Askin.

m.v. "Irish Cedar" — Captain J. H. Onions; Deck Officers: P. Murphy, G. Collins, M. O'Callaghan; Deck Cadets: F. O'Flynn, D. Dignam, N. Cummins; Engineer Officers: J. Reed, D. Gabriel, M. Hayes, F. Hennessy; Junior Engineers: A. Kells, R. Walsh, B. McGinley; Engineer Cadets: C. O'Brien, N. Duffy; Electrical Engineer: P. Tobin; Chief Steward: F. Walsh; Radio Officer: T. Porter.

Deck Department: V. Murphy, P. McDonnell, O. McGrath, P. Fitzmartin, C. McAuley, M. Keogh, G. O'Keefe, M. Whitney, P. Savage. Engine Department: P. Leonard, J. Robinson, J. McGran, K. McLoughlin. Catering Department: E. Byrne, J. Edwards, J. Furlong, J. Roche, M. Dooley, G. O'Connor, M. McKenna.

m.v. "Irish Plane" — Captain J. Poole; Deck Officers: D. Kavanagh, J. Whyte, M. Ryan; Deck Cadets: G. O'Connor, G. Burns, T. Sarsfield; Engineer Officers: H. Mooney, W. Sherringham, J. Reilly, T. Wrafter; Junior Engineers: F. Reid, F. Flynn, D. Power; Electrical Engineer: K. Casey; Chief Steward: P. Farrelly; Radio Officer: P. O'Shea.

Deck Department: W. Carroll, H. McElwaine, R. Hayes, J. Crowe, T. Grannell, P. Craine, P. McDonnell, J. Grimston, J. Moloney. Engine Department: T. Kinsella, M. Walsh, D. O'Sullivan. Catering Department: R. Egan, J. O'Reilly, T. Mahoney, D. O'Leary, C. Guiden.

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

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