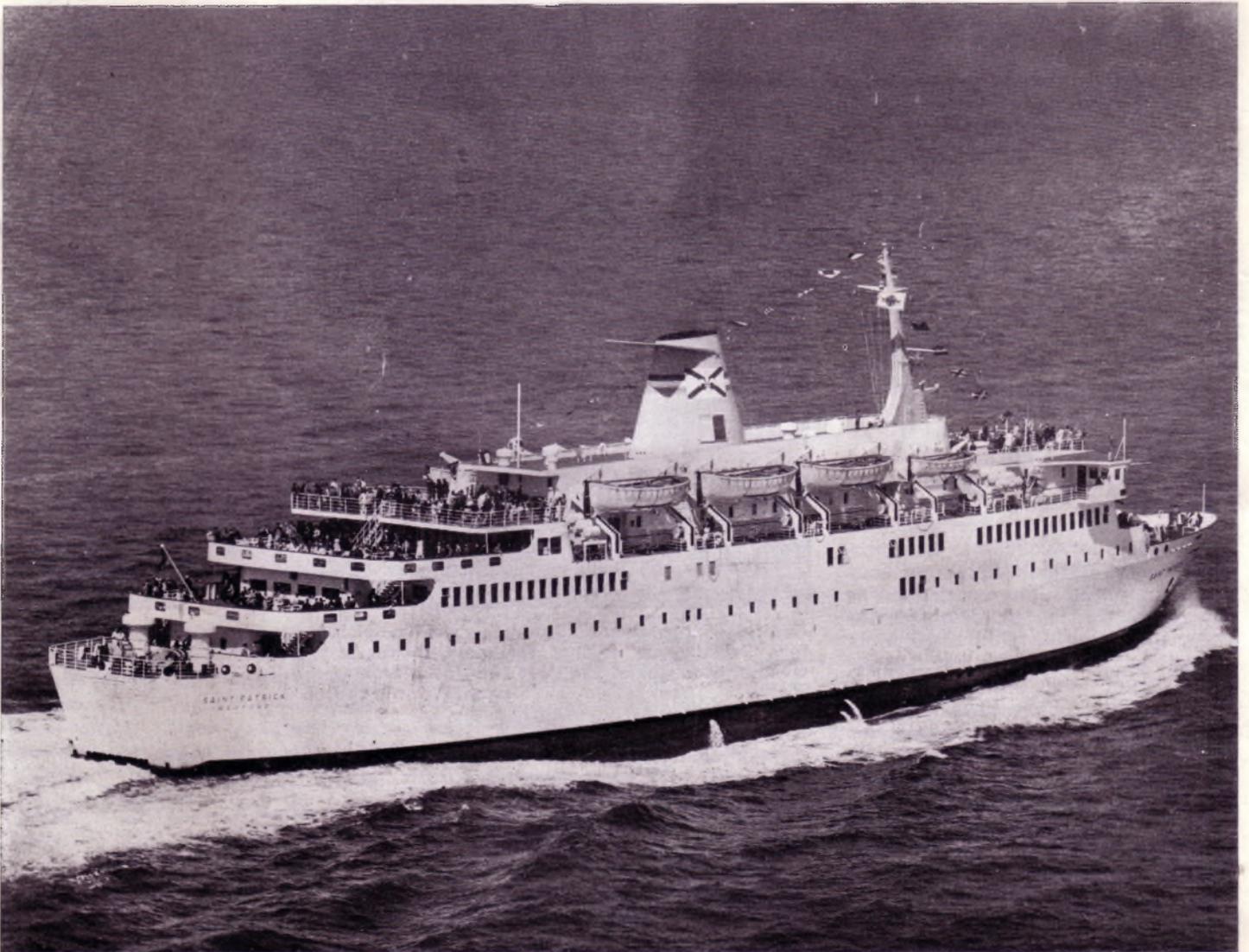


SIGNAL

SUMMER 1973

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

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The m.v. "Saint Patrick" on passage to Le Havre on her inaugural voyage from Rosslare



FLEET NEWS

"Sycamore" at Taiwan

Congratulations to **Capt. Michael Carey** on his appointment as master of the "Irish Sycamore". **Capt. Carey** took over command from **Capt. J. H. Onions** while the vessel was at Kaohsiung, Taiwan. The vessel arrived there from Rosario and Buenos Aires with a cargo of grain and called at Durban for bunkers en route.

On completing discharge at Taiwan the "Sycamore" sailed on 26th June for Kobe where she is expected to arrive on 30th June and she will load steel there and at other Japanese ports for discharge at Canadian Great Lakes ports. She is expected to sail from her final Japanese loading port about 15th July and should transit the Panama Canal about 10th August. She will discharge part cargo in an east coast U.S. port about 15th to 18th August and will arrive at the Great Lakes about 28th August.

"Rowan's" Oriental Journey

This vessel is at present on a voyage from Penang and Belawan in Malaysia with a cargo of rubber and general cargo for discharge at Great Lakes ports.

In early April **Capt. J. S. Kerr** relieved **Capt. S. Gleeson** while the vessel was at Calcutta. Subsequently the "Rowan" made a voyage from Port Lincoln in Australia to Colombo with a cargo of grain. She completed discharge on 5th June and loaded at the two Malaysian ports where she completed on 21st June. She is expected at Durban for bunkers about 4th July and should arrive at Montreal about 25th July. She will spend about three weeks in the Great Lakes prior to her subsequent voyage. Many of the present crew members joined the vessel at Colombo and Chief Engineer **Mr. B. Larkin** relieved **Mr. W. D. McCarthy** at that port.

"Irish Cedar"

This vessel has been making a number of voyages between North America and European Continental and U.K. ports while on time charter

to Transatlantic Gulf Lines. Having completed her latest voyage at Glasgow where she discharged scrap iron from Detroit. The ship sailed on 19th June and arrived at Montreal on 27th June. She will load a further cargo of scrap iron at Detroit where she is expected about 1st July and should complete loading on 6th July when she will sail for her British discharge port. The "Cedar" will be due back in the U.K. about 20th July where she will spend 10 days discharging.

at Cork around about 7th July. Further E.T.A.'s are Casablanca 11th July and Dublin 16th July.

"Oak" on Maiden Voyage

The third of the Clyde bulk carriers sailed from Govan on 25th May on her maiden voyage to Antwerp where she loaded steel for Los Angeles and Oakland, California. She sailed from Antwerp on 8th June and went to Panama on 22nd June. She is expected at Los Angeles on 30th June and at Oakland on 6th July. After completing at Oakland the "Irish Oak" will load wood products at Vancouver and other British Columbian ports for Cardiff, Bremen and Antwerp. She will be due back in Cardiff about 27th August on her return voyage.

Special Reception for "Irish Maple"

When the "Irish Maple" called recently at the ports of Los Angeles and Portland she was given a very special welcome by the respective port authorities. At each port special presentations were made to the vessel's Master, **Capt. M. O'Dwyer**, to mark the first visit of the vessel to the ports.



Receiving a plaque commemorating the first visit to the Port of Los Angeles by the m.v. "Irish Maple" is **Capt. Michael O'Dwyer** (left) from **Fred Crawford**, Assistant General Manager of the Port and **Joe Moreno** (right) of **Salen - Interocean, Inc.**, agents for the vessel.

"Irish Plane"

This vessel recently completed 15 days in drydock at Swansea from 3rd May to 19th May and then returned to her regular schedule on the Casablanca /Dublin/Cork route.

At present under the command of **Capt. J. Poole**, the vessel is expected to sail from Casablanca with phosphate on 27th June and will arrive at Dublin about 1st July and complete discharge

A picture of the Los Angeles presentation is shown above.

The vessel is at present on her way to Cardiff with lumber from Vancouver and is expected at the Welsh port on 2nd July. She will complete about 9th July and sail for Bremen where she discharges the remainder of her lumber cargo. After Bremen the vessel will load steel at Antwerp for Long Beach, California. She will be due at Long

"IRISH MAPLE" ON HER MAIDEN VOYAGE



The "Irish Maple" pictured on her maiden voyage from the Builders' Yard at Glasgow to Antwerp.

Beach about 16th August and on completing discharge at Long Beach she will again load at Vancouver.

"Irish Pine"

Since this vessel sailed on her maiden voyage last February she has visited the ports of New Orleans, Hamburg, Tampa, Pointe Noire, Durban, Nigata, Sakata, Vancouver and Panama. At present she is on her way from Panama to Port Everglades with a cargo of wood products loaded at Vancouver.

In addition to Port Everglades the "Pine" will also discharge at Baltimore, Newark, Wilmington, Philadelphia, Providence, Portsmouth, Newhaven and Albany. All these calls will take place between 27th June and 16th July on which date she is expected to complete discharge at Albany.

The vessel's next voyage will be from a U.S. Gulf port to Dunkirk with a cargo of grain.

"Elm" Dry Dock

From 17th June the "Irish Elm" has been undergoing repairs and annual overhaul at North Shields

drydock where she is expected to remain until 8th July. Prior to dry-docking the ship discharged Japanese motor cars at Bremerhaven and Antwerp.

When she completes her present stay in drydock the "Elm" will go in ballast to Antwerp where she is expected on 9th July and should complete loading motor cars about 11th July for Baltimore. Her E.T.A. at the discharge port is 22nd July and she should complete unloading about 24th July when she will return to a U.K. port. Her further itinerary is not available at the time of going to press.

"Stardust" for North Africa

The "Irish Stardust" completed loading wood products at Coos Bay and sailed on 17th June for Livorno, Italy. She went through the Panama Canal on 27th June and is expected at Livorno on 14th July. It is estimated that she will complete discharge at her Italian port of call about 22nd July and will then proceed to El Aium in Spanish North Africa where she will load phosphate rock for discharge at

San Francisco. She will be due at her North African loading port on 23rd July and is expected to complete on 25th July. She is expected at Panama about 5th August and should arrive in San Francisco on 15th August. On completion at San Francisco on 18th August she is expected to load at U.S. west coast and British Columbian ports for the Mediterranean.

"Irish Star"

On 23rd June the "Star" completed loading containers at Osaka and sailed for Tacoma on the U.S. west coast. The vessel then loads pulp and lumber at the Californian port of Eureka and the British Columbian ports of Crofton, Port Mellon, Vancouver and Squamish. She is expected to complete loading about 19th July at Squamish and should transit the Panama Canal on 30th July on her way to Rotterdam and Boulogne. She will be due at Rotterdam on 14th August and is expected to complete discharge at Boulogne on 21st August.

Her next voyage will be in ballast to Tampa, Florida, where she will load a cargo of phosphate for Vancouver.

Net Profit Exceeds £ half million

After providing for all charges including depreciation and loan interest, Irish Shipping made a net profit, before tax, of £538,976 in the latest financial year, compared with £772,725 last year. The trading profit was £348,534 compared with £701,216 for 1971/72.

These were some of the vital statistics given by ISL Chairman, Mr. Perry Greer, in his statement to the Company's Thirty-second Annual General Meeting held on 13th June.

Mr. Greer said it was again his pleasure to be in a position to report a profit although it had been achieved against the background of a difficult year in international shipping. The bogey of low freight rates had been with us through much of the year with rates reaching their lowest ever level. "Whilst remaining far from satisfied with the outcome, results over the past five years are indicative of a general movement in the right direction. Some years ago we set ourselves the goal of achieving a break-even in periods of low freight rates - of itself no mean target in international shipping. The past five years have seen more of their share of severely depressed freights. Thus we can take some encouragement from the results achieved during this period", said Mr. Greer.

NET PROFITS

1968/69	£316,000
1969/70	£508,000
1970/71	£985,000
1971/72	£773,000
1972/73	£538,000
		<hr/>
		£3,120,000

In the course of his address the Chairman emphasised a number of significant events which had taken place and targets achieved in the year under review. These were:

- * The Inauguration of the new Ireland-France direct car ferry service with the m.v. "Saint Patrick".
- * Control of overheads to a level lower than that obtaining in 1966.
- * Success of schemes of diversification and the special pooling arrangement with Reardon Smith Line of Cardiff.

Celtic Bulk Carriers

In referring to the delivery of the "Irish Larch", last of the four bulk carriers ordered from Upper Clyde Shipbuilders, Mr. Greer said that the Company had decided to pool the four carriers with seven similar vessels owned by Reardon Smith Line of Cardiff. These eleven ships, he said,

form a pool of almost 300,000 deadweight tons and will trade under the name Celtic Bulk Carriers. With this tonnage at its disposal the pool can quote for contract business which would not be available to a smaller operator. "This", said Mr. Greer, "is our first venture into this sort of arrangement, and there is every indication that it will be highly successful. Our relations with Reardon Smith Line go back to the earliest days of this Company. We are pleased to be associated again with a company which has proved to be so successful in world-wide tramp shipping. Our capacity to enter into such an arrangement with partners of our choice depends on our reputation in international shipping circles for efficiency and straight dealing".

Continental Ferry Service

The Company had taken delivery of the fine new car ferry "St. Patrick" on the 29th May and the new service was inaugurated with the first sailing on 2nd June. Irish Shipping are joint owners of this vessel with subsidiaries of Lion Ferries of Halmstad, Sweden, and Fearnley & Eger of Oslo. Irish Shipping owns 50% and the other two companies own 25% each. The vessel will be operated by the new Company which has been formed, namely Irish Continental Line Ltd., in which the shareholders are Irish Shipping, C.I.E., Lion Ferries and Fearnley & Eger. "We are glad to be associated", said Mr. Greer, "with these two progressive Scandinavian Companies, and also particularly glad to have this further association with C.I.E. whose co-operation we have always enjoyed and appreciated.

Bookings to date give us every reason to believe that this new service, which will form a vital tourist link with the Continent will be successful. The success of the venture, however, will depend to a very large extent on our capacity to generate Roll on/Roll off freight during the winter months from October to May".

Fleet

During the year under review the "Irish Poplar" had been sold and the

Company had taken delivery of the "Irish Pine" and "Irish Maple" from Govan Shipbuilders Ltd. of Glasgow who had succeeded the former Upper Clyde Shipbuilders. Delivery of the third of the four vessels was effected on 23rd May and the fourth and last ship, the "Irish Larch", will be delivered in July. Mr. Greer said that this was quite a milestone when the difficulties which beset our orders at Upper Clyde a few years ago are remembered. The eleven cargo vessels together with the new car ferry represent some 264,788 deadweight tons and is the highest tonnage ever achieved since the inception of the Company.

Mr. Greer said that we rely on world-wide trade so we must sell our services to the world. We do so in a market where there can be no protection; where we will get no business merely because we are Irish but only if we are competitive and efficient. International tramp shipping is a tough business which is subject to prolonged periods of intense depression. The Capital employed is considerable and the return on that Capital is by no means as great as can be achieved in



P. H. Greer, Chairman

other industries. There are, however, other substantial benefits to the Nation and its economy.

The recurrence of periods of depressed freight rates led us to the policy of diversification which has materially contributed to the financial health of the Company in recent years. It has provided a cushion against this recurring cycle of depressed freight rates.

Staff

Mr. Greer said that it would be obvious that the operation of a fleet trading in every ocean requires the services of a staff, afloat and ashore, who are equipped with a wide variety of skills. "My colleagues and I on the Board of Irish Shipping take some pride in the fact that we have recruited a team which has gained for the Company a reputation of which it has every right to be proud", said Mr. Greer. "I base this view on:

- 1) The tributes to the performance of our Officers and men which have been paid by foreign companies who have had our ships on charter;
- 2) The election of members of our staff to office in various international organisations, which we regard not only as a recognition of their expertise in their various fields but as an honour to the Company which they represent;
- 3) Requests for the services of members of our technical staff in a consultative capacity at home and abroad. We are particularly glad to have had the opportunity of placing their expertise at the disposal of the Department of Defence during the planning, construction and commissioning of the new naval vessel i.e. "Deirdre".

I think it is fair to say that this reservoir of expertise would not be available in this country but for the development of a deep-sea merchant fleet. I would like to take this opportunity of thanking our staff afloat and ashore for a job well done".

Other Matters

In the course of his statement Mr. Greer also referred to the success of our Agency Division, which Mr. Greer said was a useful profit centre for the Company and helps to maintain a variety of maritime links between this country and distant ports of the world for the benefit of Irish merchants.

The Chairman also referred to the merger of the stevedoring interests of R. A. Burke Ltd., Dublin and Irish Shipping Ltd. in the Company, Port Services Ltd. which had gone from strength to strength and showed what could be done by a marriage between private enterprise and a State-sponsored body. Mr. Greer said he would like to record the Company's appreciation of the progressive and constructive attitude of our partners in this venture.

Property Corporation of Ireland

In dealing with the formation of this Company Mr. Greer said that in conjunction with the Insurance Corporation of Ireland this Company was formed last June as a vehicle whereby both of the parent Companies might diversify. The new Company's first venture is the development of a site purchased some years ago by Irish Shipping at Merrion Hall, Strand Road, Sandymount. The initial development comprises an office block in which Irish Shipping will be one of the tenants when it is completed later this year. The building already has excited a good deal of favourable comment. We believe that it will enhance the local environment when the building and landscaping has been completed. Originally the site was purchased to provide offices for Irish Shipping, but with the changes that have taken place in the property market in Ireland in recent years it became clear that it would be a waste of a relatively scarce resource if the potential of the site was not exploited to the maximum extent consistent with the preservation of the local environ-

ment. We believe that this has been successfully done.

"It will be seen", said Mr. Greer, "From the above that we have achieved a balanced diversification. With the probable development of an off-shore oil and gas industry we are carefully preparing for an extension of our operations to include the servicing of this maritime industry. This is a logical extension, enabling our marine expertise to be used and extending our activity into what is obviously a parallel to our strategic fleet role.

The Future

We have achieved some of our objectives which should increase our ability to weather the storms which, from time to time, we will undoubtedly encounter. We have separated from our main activity the subsidiary activities and have set them up as separate profit centres, which enables us to assess more accurately their contribution to the overall results of the Company. We have identified and have controlled the overheads which are properly charged against the fleet. I believe therefore that we are poised to take advantage of any improvement in the freight market.

As I have said earlier, the second half of the year saw the market commencing to turn upwards. This improvement continues. If the market maintains its present reasonable strength I anticipate a profit of at least £1 million for the year ending 31st March, 1974. We hope to achieve this in spite of the heavy repayments of Capital and Interest which will fall due on foot of new tonnage during the year".

New Director Appointed

The Minister for Finance appointed Mr. Redmond Gallagher to the Board in place of Mr. Dermot Barnes who retired at the Meeting. Mr. Noel Griffin, who also retired at the Meeting, was reappointed to the Board of Directors.

LATE MR. A. TREHERNE

Many of our readers will be sorry to learn the sad news of the death of Mr. Amos Treherne on 1st June. The late Mr. Treherne was formerly second engineer with Irish Shipping and served on many of the Company's vessels in the early 1950's including the "Rose", "Willow" and "Cedar". He subsequently served on the "Dun Aengus" which plied between Galway and the Aran Islands.

APPRECIATION

We have been asked by Mr. John Morgan, Chief Engineer, on behalf of his family and on his own behalf, to convey his thanks to the officers and Crew of the "Irish Maple" for their sympathy and consideration following the death of Mr. Morgan's brother recently.

Condolences

We offer our sympathy to **Deck Cadets John Igoe**, whose mother died recently and **Brendan Kinch** whose father also died recently.

SUCCESSFUL SEA TRIALS

The m.v. "Irish Larch", last of the four bulk-carriers built at Govan Shipyard for I.S.L. successfully completed her sea trials on 5th July.

The "Larch" will sail from Govan on 12th July for the River Plate in ballast. There she will load a cargo of grain for discharge at Japanese ports. She is expected at her loading port on 30th July and should complete 10th August. She will call at Durban for bunkers on her voyage to Japan.

Famous Irish Mariners No 4

Captain Robert Halpin

One of the most famous ships of all time was the "Great Eastern", a vessel which, for fifty years after her launching on 31st January 1858, was the largest ship in the world. Forever associated with that famous vessel and with the historic laying of world wide telegraphic cables is the name of Robert Halpin of Wicklow.

Robert Halpin was born at Wicklow on 17th March, 1836 and went to sea at the very tender age of 10. Just twelve years later he was made master of a Belfast-built steamship, "The Circassion". Six years later, in 1864, he was appointed first mate of the "Great Eastern". This huge vessel was built at the Isle of Dogs on the Thames. She was 692 feet long, had two sets of engines with a strength of eleven thousand horse power and was designed to carry 4,000 passengers. She was described by some of the writers of her day as "The Wonder of the Seas". She had six masts and carried

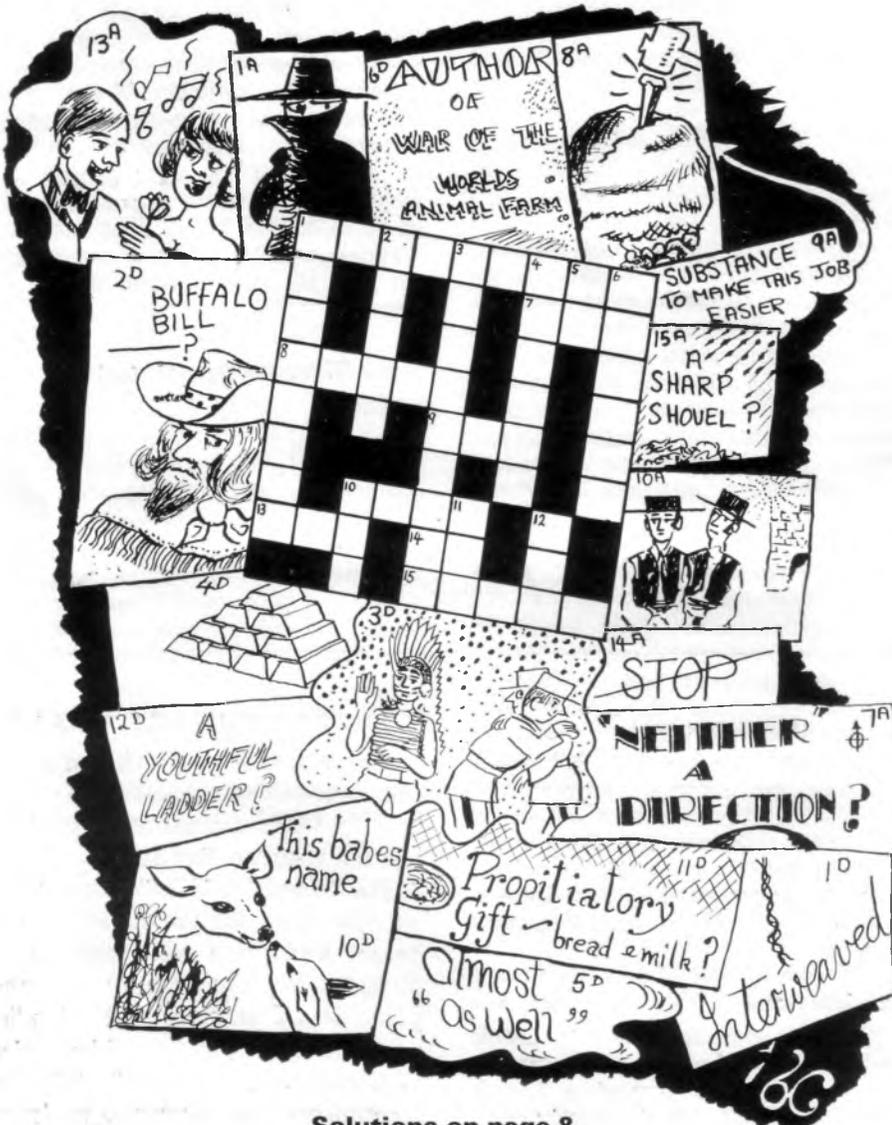
6,500 sq. yards of sail in addition to two 58 foot paddle wheels. As a passenger ship she was a complete failure but she was subsequently to become a very successful cable-laying vessel and laid the first cable between Valentia, Co. Kerry and Newfoundland in 1866. In 1869 Robert Halpin was appointed master of the "Great Eastern" and laid cables from Brest to Newfoundland and from Bombay to Aden and Suez. In the years 1873 and 1874 Captain Halpin made two further Atlantic cable voyages and connected Madeira with Brazil. Subsequently he sailed south and laid cable linking Australia, New Zealand and the Dutch East Indies. During his career as an ocean cable layer, Captain Halpin was responsible for the laying of 26,000 miles of cable and when in 1874 the Telegraph Construction Company launched a specially built cable ship, "The Faraday", the "Great Eastern" became obsolete. It was decided that the huge ship should be

laid up at Milford Haven and Captain Halpin was in command on her final voyage from London to Milford Haven, a trip which took three days. There, for the last time, Robert Halpin walked down the "Great Eastern's" ladder and ended a partnership which had made shipping history. At present a number of souvenirs of the "Great Eastern" and Captain Halpin are in the safe keeping of the Maritime Institute of Ireland and amongst them is the ship's bell.

Robert Halpin was a small man, but was nevertheless very powerful and weighed 15 stone. He was very popular with his crew and was very concerned for their welfare. On one occasion in 1866 on board the vessel a sailor coming down from a high mast in a gale became terrified as he gazed down on the open paddle engine hatch. He was 80 feet aloft and Halpin called out "Hold on, I'm coming up". He climbed up the stay and clinging with arm and leg placed the man's legs around his neck and brought him safely down to the deck.

As master of the "Great Eastern" he showed exceptional qualities of courage and seamanship and gained for himself the respect and admiration of his fellow mariners and of some of the leading figures of his day. Among these was Jules Verne, who sailed with him on board the "Great Eastern" in 1867. Verne described Halpin as "a skilful, energetic seaman; he gave orders in a clear, decided tone, the bosun repeating them with a voice like the roaring of a lion". Apart from the great writer many other contemporaries were generous in their praise of the Wicklow seafarer and today in his home town a monument stands to remind its citizens of the great achievement of Robert Halpin and of the honour he brought to his place of birth.

CROSSWORD CORNER



Solutions on page 8

BIRTHDAY GREETINGS...

To **Deck Cadet John Whelan** at Plymouth, Best Wishes John on your 21st Birthday from Mam, Dad, Marian, Ed and Karen.

To **Neil Powell** Best wishes for a very happy birthday with love and all the best, Mam, Ca and Donal and George.

To **Bernard Kavanagh**, Catering Department, "Irish Oak". Greetings and best wishes on your 17th birthday which takes place on 14th June with love from Mam and Dad, Auntie Claire, Johnny, Frances and Julia.

To Deck Cadet **Patrick G. O'Shea** at Plymouth. A very happy 21st Birthday on 9th July, with love and best wishes from Mam, Dad, Con and Mary.

To **Joseph Dillon** - Best wishes for a very happy 21st birthday from Mam, Dad, Bernice, Joan, Benny, Eileen and your godchild Monica, also Pansy. Hoping to see you soon "not forgetting Butlins".

NEWS FROM HOME



SPORT - G.A.A.

The National Hurling League champions for this year are Wexford who beat Limerick in the final while Kerry took the football title when they beat All-Ireland champions Offaly in the National Football League final.

An unfortunate aspect of the Football League was the withdrawal of Derry following their semi-final drawn match with Kerry after which there were unruly scenes when the Derry supporters attempted to and almost succeeded in assaulting the referee. A subsequent inquiry by the Central Council resulted in a fine of £500 on the Derry County Board. A number of Derry players were also suspended including Sean O'Connell who refused to appear before the Activities Committee following an incident involving himself and Tom Prendergast of Kerry. Prendergast was also suspended.

At the Annual Convention of the G.A.A. Dr. Donal Keenan of Roscommon was elected President in succession to Pat Fanning of Waterford.

In the current championship series Offaly and Meath have qualified for the Leinster Football championship final and Kerry and Cork will contest the Munster Football decider.

A feature of the Ulster championships was the elimination of last year's Ulster champions Donegal by Tyrone. Down defeated Cavan in another Ulster tie.

GOLF

One of the big surprises in Irish golf has been the success of Pat McGuirk of Co. Louth who followed up a great performance in the Irish professional championship, in which he was runner-up, to win the Carrolls International at Woodbrook. In the Carrolls event McGuirk won the first prize of £2,500 after leading right through the tournament. He eventually won the event by two shots from H. Baiocchi of South Africa. Christy O'Connor who won this event four times previously, also played exceptionally well and finished in fourth place, six shots behind McGuirk.

After his great achievement it is confidently expected that McGuirk will become one of the outstanding professionals on this side of the Atlantic and his Irish fans will watch with keen interest his progress.

The two players chosen as Ireland's representatives in the World Cup are Jimmy Kinsella of The Castle and Eddie Polland of Balmoral. Christy O'Connor, who would have been an

automatic choice, is ruled out since he has not played in the necessary home competitions to ensure his selection. There is criticism of the rule which has prevented O'Connor's selection.

NEW PRESIDENT

Mr. Erskine Childers, who was successful in the Presidential election contest with Mr. Tom O'Higgins of Fine Gael, was inaugurated on 25th June at Dublin Castle. Mr. Childers is the fourth President since Dr. Douglas Hyde took office thirty five years ago. Prior to the official inauguration ceremony a special Inter-denominational Service was held in St. Patrick's Cathedral and was attended by Cardinal Conway and Most Rev. Dr. Ryan, Archbishop of Dublin. In addition to the various church leaders the attendance at the inauguration ceremony included members of the Diplomatic Corps, members of the Dail and Seanad.

Messages from heads of state included one from Queen Elizabeth II, King Baudouin of the Belgians, President Nixon and President Podgorny of the U.S.S.R. as well as from the acting Chairman of the People's Republic of China.

The outgoing President, Eamon De Valera, retired after fourteen years in office and will live quietly with Mrs. De Valera under the care of nuns at Talbot Lodge, Blackrock, Co. Dublin. Many tributes were paid to Mr. De Valera during the various functions in connection with the inauguration and in a message to the Irish people the ex President has asked for privacy in his retirement.

HEAD OF NAVAL SERVICE RETIRES

On 2nd June, Commodore T. McKenna, Director of the Naval Services retired from his post at the Naval Base in Haulbowline, Co. Cork. Commodore McKenna took his final salute at a stand down parade of 300 NCO's and was piped ashore with full naval ceremonial at the jetty of the naval base. He was greeted by Commodore C. J. Byrne and the new Assistant Director, Commodore William Maloney who took up his new appointment on 5th June.

The retiring Commodore had spent thirty-three years in the naval service and at a special reception in the officers' mess tribute was paid to him by the Minister for Defence, Mr. P. Donegan and he was made a presen-

tation on behalf of the officers at the Naval Base by Commodore Byrne.

Commodore McKenna was a very popular guest at many Irish Shipping functions and we wish him many years health and happiness in his retirement.

POSTAL VOTE

For many years various members of our sea-going personnel have criticised the present Irish voting system which denies them an opportunity of exercising their franchise in general elections. In the Dail on 19th June a question was put to the Minister for Local Government by Deputy Thomas A. Kyne, Labour Deputy and father of Mr. Garvan Kyne at present serving as Chief Officer on the "Irish Plane" Deputy Kyne asked the Minister why members of the Irish Merchant Navy are not granted the same facilities to vote in general elections as other members of the Defence Forces are in Ireland and as members of the British Merchant Navy are in British elections. In reply, the Minister said that under existing law, postal voting is confined to members of the Garda Siochana and the Defence Forces. Persons in the Irish Merchant Navy do not, therefore, qualify for a postal vote. However, as the Minister indicated in the Dail on 3rd May last, he intends to have the question of postal voting facilities examined again. The position of disabled persons and persons in the merchant navy will be considered in the context of this review.

It is to be hoped that Irish seamen serving on board Irish vessels will, at least, be granted the same facilities as those at present enjoyed by British merchant seamen in relation to postal voting.

SOCIAL WELFARE IMPROVEMENTS

In the recent budget, increases in the rates of social insurance and social assistance payments were provided for with effect from the beginning of July, 1973. Increases of £1 per week were granted in the case of retirement pensions at age 65 and old age contributory pensions at ages 69 and over. A similar increase was granted in the case of widows contributory pension, disability and unemployment benefit, maternity allowance, orphans' contributory allowance, blind pension, widows' non-contributory pension, unemployment assistance and orphans' non-contributory pension. Increases of £1.50 were granted in the case of each child under the childrens allowance scheme.

The qualifying age for old age pension both contributory and non-contributory is being reduced to 69 years as is the qualifying age for the free travel scheme and the schemes of free electricity allowances and free television licences.

The means test for old age non-

contributory pensions, widows' non-contributory pensions, and deserted wives allowances are being substantially eased. The age limit for receipt of children's allowances is being increased from 16 to 18 in the case of children who are continuing in full time education, or in apprenticeship or are permanently incapacitated, amongst the less cheerful aspects of the budget were the increases in Value Added Tax on such items as furniture, motor cars, television sets, and other similar types of goods, increases in motor taxation, driving licences, and reduction in the tax free allowances for children in the case of those earning more than £2,500 per annum.

LATE SPORTS RESULTS

Connaught Senior Football Final:
Galway 1-17. Mayo 2-12.

Leinster Senior Hurling Final:
Kilkenny 4-22. Wexford 3-15.

Munster Senior Hurling Championship Semi-Finals:

Limerick beat Clare.

Tipperary beat Cork.

Golf

Pat McGuirk failed to qualify for the first round of the British Open Championship.

IRISH ASSOCIATION IN AUSTRALIA

We would remind our seagoing personnel that any of our vessels calling to Australian ports will receive a warm welcome from members of the Irish National Association of Australasia.

The Secretary of the Association is Mr. Tom Mannion of Longford and this good friend of ours from down under has given an open invitation to our colleagues on Irish Shipping vessels to call him at his Sydney headquarters whenever they are in that port. Mr. Mannion's telephone number is Sydney 211-3410 and his address is c/o Irish National Association of Australasia, Cultural Centre, 64 Devonshire Street, Sydney 2010, Australia. We hope that those of our readers who have not already done so will accept the kind invitation we have received from Mr. Mannion.

Chief Engineer's Certificate Examination

We have been asked to announce that all those Engineer Officers wishing to sit for their Chief Engineer's Certificate are required to submit the necessary certificates and documents at least three weeks prior to the anticipated date of the examination.

New President's First Official Drive



President Erskine Childers and Mrs. Childers in the motorcade through the streets of Dublin after his inauguration as the fourth president of the Irish Republic, in Dublin Castle.

Congratulations

To **P. Farnan** and **J. Darcy** on obtaining their First Mate's Certificates with a special word of commendation for achieving their success at their first attempt.

To **M. O'Sullivan** on obtaining his Chief Engineer's Certificate.

To **D. Gibbons** on his promotion to Chief Steward.

To Engineer Cadets **F. Cronin, P. Duffy, C. O'Brien, D. Walsh, F. Keane** and **M. O'Carroll**, all of whom passed their National Certificate Examination.

To **Maurice Browne** on obtaining his E.D.H. Certificate.

To **Thomas Kealy** on obtaining his E.D.H. Certificate.

SOLUTIONS TO CROSSWORD

See page 6

ACROSS	DOWN
1 Incognito	1 Intwined
7 Nor (neither - North)	2 Coady
8 Wedge	3 Greetings
9 TNT	4 Ingots
10 Dons	5 To
13 Duo	6 Orwell
14 Go	10 Doe
15 Spade	11 Sop
	12 Lad

OFFICERS ASHORE as at 29/6/73

Masters: J. A. Caird, J. Flanagan, J. Onions, B. Reilly.

Chief Officers: M. Devine, J. F. Kelly, P. J. Tyrrell.

Second Officers: F. E. Healy, J. A. Moynihan, T. A. O'Connor, A. Coghlan.

Third Officers: J. M. Darcy, M. Darcy, J. J. Hickey, P. P. Hughes, M. D. Mundow, P. Richardson, B. Coburn.

Chief Engineers: M. Dillon, H. J. Mooney, D. L. Scott, R. Tennent.

Second Engineers: M. Byrne, P. A. Collins, T. J. Kenny, J. J. Mooney, J. Nangle, J. O'Toole, P. Shortall.

Third Engineers: M. Egan, D. J. Gabriel, M. Mulligan, T. J. O'Keefe, J. T. Reilly, D. Walsh, J. Waters.

Fourth Engineers: M. Donovan, P. Dowling, C. Kealy.

Junior Engineers: P. Byrne, J. Everitt, T. Farrell, P. Hagan, E. J. Healy, T. Hoye, C. Powell.

Electrical Engineers: H. Stears.

Chief Stewards: J. Clinton, T. O'Connell, P. F. Walsh.

Deck Cadets: E. F. Curry, C. Graham, P. Kelly, M. Kirrane, M. MacCarthy, D. J. Meagher, M. Purcell, T. Ruane.

Engineer Cadets: J. Denham.

WEDDING BELLS



A happy picture of the bride and groom taken at the recent wedding of Mr. Frank Cheevers, Purchasing Department and Miss Catherine Clare, our very efficient telex operator. We wish them a long and happy married life together



Another office romance led to wedding bells when Mr. Charles Doyle of our Accounts Dept. and Miss Margaret McHugh, Private Secretary to the Personnel Manager, were married on 24th March last. We wish both every happiness



Cutting the cake at the wedding of Mr. and Mrs. Timothy Wrafter, which took place last April.

Mr. Wrafter is a Junior Engineer with the Company and is at present serving on the "Irish Sycamore"

ABOARD IRISH OAK



Radio Officer, Mr. M. Murphy, at work in the Radio Room



On the Bridge are (left) Second Officer Mr. D. Hopkins and G.P.R. Mr. W. Grimes



Seen at his desk on board the new "Irish Oak" is Chief Steward, H. Bond

Antwerp—A Major World Port



With a population of over half a million people, Antwerp is the second largest city in Belgium after the capital, Brussels. As a world port, Antwerp ranks fourth in terms of traffic amongst the major international shipping terminals. Three hundred shipping lines provide regular services to and from the port which handles almost 76 million tons of cargo every year and over 19,000 vessels call there annually. Main imports are oil, ore, phosphate, cereals and coal, while commodities exported from Antwerp are chiefly iron and steel products, motor cars, chemicals, cement and glass. In addition to the large volume of seagoing traffic about 60,000 barges call at Antwerp every year bringing 50 million tons of cargo to the port. Sixty per cent of the barges are from industrial areas of Belgium and the remaining forty per cent are made up of Dutch, French, German and Swiss vessels.

Antwerp's History

The city's origin dates back to the 3rd Century but it was not until the 13th century that it became an important centre for trade between England, Holland and Germany. In the next three hundred years trade increased and in the early part of the 16th century Antwerp had one hundred thousand inhabitants and, as a city, was second in Europe only to Paris. Foreign businessmen and merchants came and established commercial enterprises there and the city became known as "The Warehouse of the Western World". In the second half of the 16th century political and religious

disturbances caused a sharp decline in the prosperity of Antwerp and the river Scheldt, on the right bank of which Antwerp is built, was closed to traffic. This decline in trade lasted for one hundred and sixty years after which the river became free again for shipping and gradually Antwerp regained its former proud position in the world of commerce.

In the year 1830 Belgium gained her independence and became separate from the Netherlands of which she had been part since 1815. Antwerp became a port of call for the Dutch merchant fleet and thus built up trade relations with the Dutch colonies.

Work on the port, which was begun in the Napoleonic period, was continued and important commercial firms were set up. The Royal Warehouse was built and the first drydock was completed in 1863. Soon afterwards a number of new wharves increased the port facilities but despite these improvements the port had become too small for the traffic through Antwerp by the beginning of the 20th century. New plans were drawn up and in 1928 major extensions were officially inaugurated. During the period between the two World Wars seaborne traffic reached a record level in 1937 with 28.3 million tons.

During the five years from 1939 to 1944 the port was closed to commercial shipping and surprisingly Antwerp came through those fateful war years without any major damage to its port installations. With the continued growth of traffic the port has been developed since 1955 and the Belgian government voted some five thousand million Belgian francs for a special development plan to be put into effect during the period 1956 to 1966.

Car Exports

Belgium is one of the leading European nations engaged in the motor car assembly industry. Around the port of Antwerp almost all of the major car manufacturers have established assembly plants and these include General Motors Continental, Mercedes Benz, Renault, Volkswagen, B.M.W., Volvo, Peugeot and British Leyland. Today the port of Antwerp handles the export of 1,700 motor cars per day, which accounts for its position as by far the greatest car handling port in Europe. In 1972 cars were shipped to 141 countries and 16,000 cars per month were exported to the United States by the Wallenius Line for which group the "Irish Elm" has been trading. This group operates 25 car-carriers cum bulk-carriers which load cars at Antwerp or Hamburg for the United States and load either coal or iron ore in the United States for Japan. They then bring Japanese cars to Europe on the return voyage. The Wallenius Line is acknowledged to be the most important group of car-carriers in the world.

Beautiful City

Situated on the right bank of the river Scheldt, Antwerp is connected

by this natural water-way to the North Sea sixty miles away. Covering an area of 54 sq. miles Antwerp is, apart from its importance as a world port, a very beautiful city with historic buildings of considerable architectural value, numerous museums rich with art treasures and art galleries which contain countless works by famous painters including masterpieces by Antwerp's own famous artist, Rubens. Examples of Rubens' works are to be found in all the galleries for which Antwerp is noted and also in the many magnificent old churches which are a very special feature of the city. His "Descent from the Cross" which is regarded as one of his most outstanding paintings hangs in the Cathedral at Antwerp, the city where Rubens was educated and where he died in 1640.

The Plantin Museum is housed in the offices originally used by Christopher Plantin, the 16th century printer whose editions of the Bible and the Classics are world famous. A distinctive landmark in the city is Our Lady's Church - Antwerp's Cathedral. This is one of the finest Gothic Churches, as well as one of the largest churches, in the world. In addition to the paintings by Rubens already mentioned the famous artist's other well known paintings, "Elevation of the Cross" and "Assumption of the Virgin" are housed in the Cathedral. The city was badly damaged in the second world war and the city authorities have built extensively employing the most modern building concepts. The city has many parks beautifully laid out and enhanced with colourful floral displays.

The new E3 Trans European motorway which will connect Stockholm with Lisbon passes through Antwerp.

The Antwerp section of the motorway was opened in 1969 and passes through the J. F. Kennedy Tunnel under the river Scheldt on its way to Ghent. It is appropriate that this major European land route should provide a further artery for Antwerp, a modern and thriving terminal which provides a gateway for trade between industrial Europe and countries around the Globe.

MASTER OF "SAINT PATRICK"



Captain Ivan Shiel, who has been appointed Master of the new Rosslare/Le Havre passenger car ferry, "Saint Patrick", which went into service on 2nd June last.

Captain Shiel is a native of Ennis-corthy, Co. Wexford and commenced his seagoing career in 1947. He joined Irish Shipping as Third Officer in 1955 and served on various vessels of the Company's fleet during which time he was promoted from Third to Chief Officer. In 1963 he gained his first command when he was appointed Master of the "Irish Oak". Since then he has held command of all vessels of the Irish Shipping fleet and his most recent command was the "Irish Stardust". Captain Shiel who is married, has three children and his home is in Co. Wexford.

We know that his many friends ashore and afloat in Irish Shipping will join with us in wishing Captain Shiel every success in his new role.

SYMPATHY

We wish to express our sympathy with Mr. J. Morgan, Chief Engineer, "Irish Maple" whose brother died recently.



An aerial view of Antwerp with the City's famous Cathedral in the foreground

Locked in the Cradle of the Deep

In recent times man's insatiable appetite for exploration and discovery has been more and more directed towards the great mass of water by which he is everywhere surrounded. The scaling of towering mountain peaks; the penetration of the vast frozen wastes of the Arctic and Antarctic and the probing of other planets in outer space still provide an irresistible challenge to the ingenuity and stamina of man. However, more and more, men are turning to the sea as an area immeasurably rich in potential for exploration and cultivation.

Since almost three quarters of the earth's surface is covered by water it may, in retrospect, seem strange that man's quest for discovery was not previously directed with greater intensity towards the sea. The oceans of the world cover an area of 140 million square miles with an average depth of 2½ miles and when one considers the influence which the sea has on our daily lives it is surprising that man spent such a long time in ignorance of the oceans.

Oceanography

A true science of the oceans comprising a planned study of their origins, properties and potentials only developed in comparatively recent times. Over the past twenty years, however, scientific exploration of the oceans has undergone a phenomenal growth.

The modern science of oceanography began to take shape with the 1872-1876 expeditions of the British corvette "Challenger", in the Atlantic and Pacific. By the turn of the century, scholars and scientists in many countries were accumulating and exchanging ocean data. In 1902 the Hydrographic Service of the International Council for the Exploration of the Sea began to collect and disseminate a great volume of information. The men engaged in these first scientific studies of the sea were specialists in individual sciences such as chemistry, biology, physics, geology and geophysics. The individual experiments and discoveries of these specialists required a single co-ordinating influence and out of this requirement came the total science of oceanography, which, though often thought of as a single science, is actually the products of several sciences working together.

A number of institutions for ocean research have been established in the United States both by private philanthropists and by government agencies. From these centres, such as the Scripps Institution of Oceanography in California and the Woods Hole Oceanographic Institution on Cape Cod, expeditions are mounted for year round exploration and study. The scientists and engineers engaged in this work are men and women who may work for a few weeks at office desks or laboratory benches and then

go to sea for voyages lasting many months.

Woods Hole was established in 1930 with grants from the Rockefeller Foundation and the Carnegie Corporation. It has a research staff of almost 200 technicians, seamen and administrative and clerical staff. The Institution has an additional 400 employees performing general duties in support of the research group. Its total operating expenses amount to over 14 million dollars annually.

The Scripps Institution is attached to the University of California and is as large as the Woods Hole organisation. These centres together with some 16 other similar bodies in the United States are linked to co-ordinate the use of costly research vessels and to pool ideas and avoid duplication of effort.

Quests

A number of different quests have been undertaken by the various research groups and much has been discovered over the past two decades. With the rapid advancement of scientific discovery it is reasonable to assume that very much more will be discovered about the ocean bed over the next few years.

Beginning in 1968, the "Glomar Challenger", a unique ship equipped to drill deep into the earth's crust in 20,000 feet of water, has roved the world, pulling up and carefully preserving cores from holes drilled more than 4,000 feet into the ocean floor. Analysis of these cores has unlocked hitherto hidden information on the history of the oceans and of the continents themselves. The "Glomar's" drilling is directed by Scripps, but five United States academic groups are involved and foreign scientists are often aboard to participate in the work.

Deep sea drilling has helped to confirm the theory of the sea-floor spreading which in turn explains the horizontal movement of continents as they have shifted and continue to shift away from midocean centres. It is also shown that deep beneath the floors of several marine basins such as the Mediterranean Sea and the Gulf of Mexico, lie rich potential sources of oil. Subsea mining of sulphur, coal and tin has been under way for some time and further drilling will probably reveal deposits of other minerals. In the Gulf of Mexico there is an unusual

formation which may reveal an oil field comparable to the one in the Louisiana-Texas region.

Sonic sounding devices have located, under the sediment in the deepest part of the Gulf, a number of domes similar to salt domes typical of oil fields. Since these domes have never been tapped, there is uncertainty as to what will happen when the drill penetrates and releases oil which is under great pressure. The highest oil well pressure recorded is 8,000 lbs. to the square inch. Some scientists think that if the drill does penetrate an untapped dome where there is oil under such pressure the pipe would be blown out wrecking the equipment. Others believe that the 6,000 lbs. per square inch water pressure at the bottom of the Gulf would dampen any such explosion but no one knows for sure.

Sea-Floor Spreading

A world-girdling mountain range lies in the ocean depths. Unlike mountains on the continents, which are made up mostly of folded sediments the sea's mountains are great pile ups of igneous rocks which emerged originally from the earth's interior. Along the crest of these mountains is a valley, whose walls have been moving steadily apart. Yet, strangely, the crack or valley, does not widen. It is being refilled slowly but steadily from below. The entire process results in the creation of new ocean floor and the spreading of the old.

This spreading has been traced back through millions of years. As new rock solidifies in the crack it is magnetized precisely in the direction of the earth's magnetic field, which, it has been found has changed at widely varying intervals sometimes after 10,000 years and at other times after 20 million years.

As a result of research an entirely new concept of the ocean floor and indeed the entire earth's crust has been developed. That crust, including the ocean floor, is now seen as being made up of huge segments or plates which are in motion. These plates with the continents imbedded in them, are being created at one edge by hot, plastic uprisings from the earth's fluid mantle and destroyed at the other edge as the plate comes in contact with another plate. As the plates collide their leading edges may buckle, pushing upward and downward and creating a mountain range or, as in other cases, one plate may slide under another producing a deep trench such as the Mariana Trench in the Pacific. It was in the Mariana Trench, almost seven miles deep, that the deepest descent was made in January 1960

when the bathyscaph "Trieste" of the United States Navy went down 35,000 feet in a position 250 miles south west of Guam.

It is the separation of the plates already mentioned that is now held to have caused vast separations and driftings of continents. The western Atlantic, scientists now agree, is moving as a huge plate, carrying North and South America with it. At some earlier period, North and South America moved independently. And at one time a vast continental mass containing both the Americas, Eurasia and Africa is believed to have existed.

Strange Fish

Within the vast confines of the oceans there exist strange and wonderful creatures ranging in size from the tiny marine bacteria to the largest mammals in existence, the whales, some of which reach a length of more than one hundred feet and weigh as much as 340,000 pounds. Unfortunately some of the largest whales, the giant blue whales, may already be nearing extinction in the face of man's relentless slaughter. The global study of marine life has done much to increase the value of the sea as a food source. From 1850 to 1950 the world's oceans harvest increased ten-fold and in the ten years from 1950 to 1960 it doubled once more and has since continued to rise at a very rapid rate. Despite the pessimistic forecasts of some experts, production of food from the sea is exceeding the population growth. However, United Nations experts have predicted that the maximum possible catch of fish amounting to between 100 and 200 million tons could be reached by 1985 or at least before the end of this century. For that reason oceanographers are at work helping to prevent depletion of the ocean's food sources. They have aided the developers of fish protein concentrate which could, one day, become a major food source. They are assisting in establishing experimental "fish farms" in which carefully controlled and ideal environments are created for propagating and growing many forms of sea life.

Providing sea fish for food; underwater plants and vegetation for food and medical products; presenting a vast potential in the sea bed as a source of oil and mineral wealth — these are just some of the ways in which the oceans are catering for man's needs. However, oceanography, in all its aspects and for all it has accomplished, is still in the first stages of development. It has answered many questions but many more remain to be answered. Men have only begun to uncover the many hidden treasures and secrets which still lie buried in the 'cradle of the deep'. It should be exciting to watch as our marine explorers unlock 'Pandora's Box'.



(Above) The bridge of the "Saint Patrick"

(Below) A section of the main restaurant



Heavy Bookings on New Ferry

The bookings for the first three months of the present holiday season have been even better than was anticipated. The Irish Continental Line staff have been kept very busy dealing with the huge volume of enquiries and first bookings being received since the service on the Rosslare/Le Havre route commenced on 2nd June last.

Traffic both to and from the Continent has been heavy and a welcome feature of the service has been the exceptionally high proportion of German tourists travelling to Ireland with their cars.

CADET NEWS

"CADET OF THE YEAR AWARD"



Mr. P. W. Redmond, Assistant General Manager, Insurance Corporation of Ireland presenting the award to Cadet McGowan while Capt. J. Poole looks on.

At a special presentation ceremony held on board the "Irish Plane" at Dublin, Deck Officer Cadet Hugh A. McGowan was presented with his award, an inscribed sextant, after being chosen Cadet of the Year. Mr. P. W. Redmond, Assistant General Manager, of the Insurance Corporation of Ireland, made the presentation on behalf of his Company and in doing so congratulated Mr. McGowan on his success.

Mr. Redmond welcomed the father and mother of Cadet McGowan, Mr. and Mrs. Bernard McGowan, and also he was pleased to have present Cadet McGowan's uncle, Mr. Cormac McGowan, and hoped that these special guests would enjoy the function. "They must be very proud of the young man who is guest of honour" said Mr. Redmond.

Thanks to Master

Mr. Redmond thanked Captain and Mrs. J. Poole for their hospitality and said that it was the first time that this annual presentation took place on board a ship and it was appropriate that

the "Irish Plane" should be chosen for the function. Apart from the fact that this year's award winner had served on board the vessel under Captain Poole it was also true that previous winners were fortunate in having as tutor and guide in their early training, a man as skilled and experienced in seamanship as Captain Poole. It was also worth mentioning that Captain Poole served as Master on the very first "Irish Plane" and had since led a distinguished career as a senior Master with Irish Shipping Ltd. Mr. Redmond also paid tribute to the catering staff on the "Irish Plane" who set and maintained such a high standard that they had established an enviable reputation for the efficiency and excellence of their specialised catering skills.

In his reply, Cadet McGowan thanked Mr. Redmond and the Insurance Corporation of Ireland for making the award and said that he felt very honoured by his success. He also thanked all those who had been so helpful to him in his studies and for the interest and help which he had

received from Captain Langran, Training Superintendent, of Irish Shipping Ltd.

Mr. W. A. O'Neill, General Manager Designate of Irish Shipping, thanked the Insurance Corporation of Ireland for making this annual award and added his congratulations to this year's successful recipient.

Capt. M. D. Langran added his congratulations to Cadet McGowan and his thanks to the Insurance Corporation of Ireland.

The final speaker was Captain T. Walsh, Principal, Irish Nautical College, who paid tribute to the high standard set by Irish Cadets in their academic training at the Plymouth School of Maritime Studies. He said that it was a regular feature of the annual award that the recipient had achieved the honour of appointment as Cadet Captain at Plymouth and he would emphasise that this was no mean achievement in competition with so many other cadets from British Companies.

The Award Winner

Cadet McGowan is a native of Laugha, Kinlough, Co. Leitrim and was educated at Buckode National School and at the De La Salle Secondary School, Ballyshannon.

He joined Irish Shipping in 1969 and has served on the "Irish Cedar", "Irish Spruce", "Irish Poplar", "Irish Star" and "Irish Plane". His voyages on these vessels have taken him to



"Cadet of the Year" Hugh McGowan showing his trophy, an inscribed sextant, to his father and mother aboard the "Irish Plane" at Dublin.

ports in North Africa, Canada, South America and British Columbia. Cadet McGowan also served on board the P. & O. vessel "Ixion" on a voyage to Malaya, Hong Kong and Japan.

On his last voyage on board the

"Irish Plane" he was promoted acting Third Officer. In his last term at the School of Maritime Studies, Plymouth, Cadet McGowan was promoted Cadet Captain. He is at present attending the Irish Nautical College, Dun Laoghaire, where he is studying for his Second Mate's Certificate.

Cadet McGowan comes from a farming family and is the eldest of five brothers and two sisters.

Revision of Engineer Cadet Training Scheme

In line with current practice in the issuing of educational awards the training of Engineer Cadets has been revised. The final award of their certificates and diplomas is based on a continuous assessment of their progress together with examinations set by their college. The results of the latter examinations are then inspected by the Council for Academic Awards.

A cadet now takes his National Certificate in engineering examinations at the end of his second year in College provided he has come up the required standard at all times throughout the first two years. The National Certificate covers Mathematics, Mechanics, Heat, Drawings, Electro-Technology, Physics, Workshop Theory and Instrumentation.

At the end of the third year in College, a Cadet who has obtained the National Certificate and has made satisfactory progress during the year is eligible to sit for the National Diploma in Engineering.



"He wants directions to Alfonso Street".

DOWN IN THE GALLEY!



Pictured in the galley of the "Irish Pine" are Miss Moya Byrne - daughter of Chief Engineer M. J. Byrne, with (left) R. Egan, Chief Cook, and (right) Thomas Doyle, Second Cook.

The subjects taken in the Diploma examination are Mechanical Technology, Marine Power, Plant Technology, Naval Architecture, Control Engineering and Electronics.

Success in the examination for the Certificate and the Diploma results in exemptions from those subjects in the Department of Transport and Power Examinations.

Engineer Cadet Course

At present attending a short Engineer course at Plymouth School of Maritime Studies which includes training in Fire Fighting and Survival are Engineer Cadets **F. Keane, F. Cronin, D. Walsh, J. Lynch, N. Duffy, M. O'Carroll, C. O'Brien, E. Tubridy, M. Tyrrell** and **K. Vekins**. On completing the course which extends from 25th June to 6th July, the Cadets will join various ships of the Company for a period of sea training. Also joining a Company vessel at that time will be **Cadet A. Cummins** who is at present attending a City and Guilds Marine Mechanics course at Kent Regional Technical College, Dover.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 29th JUNE, 1973)

m.v. "Irish Rowan"—Captain J. S. Kerr; Deck Officers: P. Kehoe, J. McDonald, T. Ruane; Deck Cadet: C. Lawless; Engineer Officers: B. Larkin, T. Hanrahan, D. O'Connell, W. Dalton; Junior Engineers: M. J. McAneny, J. Boyd; Electrical Engineer: M. Cheevers; Chief Steward: D. Gibbons; Radio Officer: T. Chambers; Deck Department: J. Hall, P. Carr, M. Kearns, N. Byrne, J. McGrath, P. Coyle, W. Fitzpatrick, J. Willis, P. Boyle, J. Greene; Engine Department: A. Clarke, A. Graham, M. Sheehan, J. Keogh; Catering Department: D. Meagher, A. Rourke, S. Paige, S. Ebbs, J. Byrne, D. Coleman, P. Taaffe.

m.v. "Irish Star"—Captain M. McMahon; Deck Officers: P. Donohoe, F. Kirk, A. N. Maver; Deck Cadets: D. Coleman, D. Cogan; Engineer Officers: T. Murphy, M. O'Sullivan, E. Sweeney, P. O'Halloran; Junior Engineers: M. McCann, J. O'Leary; Electrical Engineer: D. O'Riordan; Chief Steward: L. Fanning; Radio Officer: J. A. Hynes; Deck Department: D. Rogan, G. Maguire, D. F. Crowley, J. B. McEvoy, J. Weadock, V. Beech, D. Hill, J. Kealy, M. Hume, O. McGarry, B. Fletcher; Catering Department: P. Farrelly, J. Savage, K. Wickham, D. Byrne, P. Flynn, S. Coyle, R. Hamilton.

m.v. "Irish Oak"—Captain T. Hughes; Deck Officers: H. Fiddler, D. Hopkins, P. McNulty; Deck Cadets: M. Ryan, K. Daly; Engineer Officers: M. Curley, W. Sherringham, T. O'Toole, J. O'Connor; Junior Engineers: P. McCarthy, J. Hughes, B. Scully; Electrical Engineer: E. Walsh; Chief Steward: H. Bond; Radio Officer: M. C. Murphy; Deck Department: B. Kerrigan, W. Boon, P. Garry, T. O'Donovan, M. Russell, W. Grimes, J. Hanna, B. Mulready, J. Lynch, A. Gill, J. Grimston; Catering Department: M. Moody, G. McGovern, D. Cronin, J. J. Masterson, O. Murphy, J. Mulligan, B. Kavanagh.

m.v. "Irish Maple"—Captain M. O'Dwyer; Deck Officers: C. Mahon,

D. Kavanagh, O. Murphy; Deck Cadets: J. Igoe, H. O'Brien; Engineer Officers: J. Morgan, D. Menzies, T. Wren, S. McLoughlin; Junior Engineers: V. Reddin, P. Ruddy, M. Taft; Engineer Cadet: K. Daly; Electrical Engineer: P. O'Toole; Chief Steward: B. Dorgan; Deck Department: P. Byrne, R. Nugent, M. Byrne, A. Corlett, L. Byrne, L. Freeney, J. B. Sexton, T. Stack, M. McElligott, D. Kiely; Catering Department: J. Smith, J. Campion, J. Lloyd, D. Flannery, M. Curedale, P. Wrafter, E. Egan.

m.v. "Irish Plane"—Captain J. Poole; Deck Officers: G. Kyne, P. Farnan, J. A. Robinson; Deck Cadets: C. Lawless, L. Foley; Engineer Officers: G. Cunningham, N. O'Neill, A. Bolster, F. Hennessy; Junior Engineers: D. O'Flaherty, F. Foley, C. McGarrigal; Electrical Engineer: J. Bradley; Chief Steward: J. Dillon; Radio Officer: P. O'Shea; Deck Department: W. Carroll, H. McElwaine, R. O'Donovan, T. Grannell, F. Cole, D. Early, C. Cody, D. O'Driscoll, J. B. Brennan, J. Moloney; Engine Department: T. Kinsella, P. Walsh, D. O'Sullivan, C. Coyle; Catering Department: J. Chaney, T. Healy, D. Gregg, J. Griffin, C. Guiden, D. O'Leary, A. Murphy.

m.v. "Irish Cedar"—Captain W. Garvey; Deck Officers: Philip Murphy, J. Ryder, P. J. Murphy; Deck Cadets: M. Kirrane, P. Smyth; Engineer Officers: J. J. Reed, J. Pryme, M. Hayes, F. Mullin; Junior Engineers: P. Hagan, F. Reid, P. Smyth, P. Herlihy; Electrical Engineer: D. Niall; Chief Steward: J. Bennett; Radio Officer: D. J. Tobin; Deck Department: J. Tallon, L. Maloney, D. Reilly, S. Smith, O. McGrath, A. Murray, P. Boland, M. Browne, M. Keogh, A. McDonnell; Engine Department: P. Proctor, J. Robinson, P. O'Brien, E. Manson; Catering Department: E. Byrne, A. Doyle, E. Mulready, G. McGuinness, M. Dooley, P. Savage, G. O'Connor.

m.v. "Irish Pine"—Captain T. Byrne; Deck Officers: M. Doyle, F. Healy, J.

Kenny, J. Clarke; Deck Cadet: F. Traynor; Engineer Officers: M. Byrne, D. Knott, W. Quigley, C. Kealy; Junior Engineers: P. McGlade, J. O'Keeffe, D. Power; Electrical Engineer: T. Duggan; Chief Steward: P. Murphy; Radio Officer: M. Corry; Deck Department: P. Harris, K. O'Malley, P. McDonnell, J. Knight, P. Cantwell, J. Donnelly, M. O'Connor, J. Roice, E. Swan, N. Kavanagh; Catering Department: R. Egan, T. Doyle, J. Maguire, A. Boyle, J. Murphy, A. Kavanagh, G. Whittaker.

m.v. "Irish Stardust"—Captain J. J. Walsh; Deck Officers: N. B. Hearne, J. Whyte, J. Murphy; Deck Cadets: P. Cahalane, P. Miley; Engineer Officers: P. Otter, R. Broderick, A. Scanlon, P. Caffrey; Junior Engineer: C. Teehan, D. Tierney; Electrical Engineer: J. Clarke; Chief Steward: J. Rogan; Radio Officer: P. E. Duffy; Deck Department: J. Griffin, C. Coleman, A. Hearne, B. Freeney, A. O'Gorman, J. Murphy, P. White, M. Redmond, F. Macken, T. Byrne, A. Doyle; Catering Department: D. O'Neill, E. Murphy, L. Kiernan, D. Dunne, T. Keegan, P. Leonard, G. McGovern.

m.v. "Irish Sycamore"—Captain M. Carey; Deck Officers: M. J. Doyle, J. Daly, J. A. Flanagan; Deck Cadet: A. Kelly; Engineer Officers: A. Ward, K. A. Barry, W. Roberts, D. Gerety; Junior Engineers: P. Morris, T. Wrafter; Engineer Cadet: J. Garvey; Electrical Engineer: P. Fitzgerald; Chief Steward: E. Fricker; Radio Officer: J. Morrissey; Deck Department: J. Ryder, J. McGroarty, P. Shelton, P. Craine, J. Murphy, J. Farrelly, P. Codd, F. Galvin, D. McClean, P. Kelly; Engine Department: A. Myler, J. Gaffney, T. Maguire, N. Murtagh; Catering Department: J. Rourke, P. Codd, A. McCann, R. Foran, D. Coombes, P. Bulman, J. Butterley.

The "Irish Elm" is in drydock at North Shields at time of going to press.

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

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