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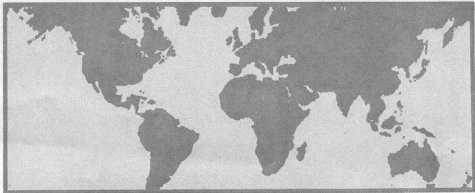
WINTER, 1973

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

Vol. 11, No. 3



For Auld Lang Syne - As Signal and Head Office Staff will soon move to our new offices at Merrion Hall we send Christmas Greetings for the last time from the building which has been our home since 1947. Nollaig shona d'ár léitheoiri uile.



FLEET NEWS

"Star" drydocks at Hamburg

The "Irish Star" arrived at London from British Columbia on 27th November and will discharge part of her lumber cargo there. She is expected to sail for Brake about 3rd December and should complete discharge at the German port on 8th December. She will then go into drydock at Hamburg for engine repairs. It is expected that she will enter the repair yard about 9th December and it is expected that the vessel will be in drydock over the Christmas holiday period. Details of her next voyage are not available at the time of going to press.

"Irish Oak"

On her present voyage the "Irish Oak" is expected to arrive at Bintan, south of Singapore, on 3rd December. She will load a cargo of bauxite for discharge at Tomakomai, Japan, and is due to sail about 6th December. She should arrive at her discharge port about 16th December.

After discharge of her bauxite cargo the "Oak" will proceed in ballast to a West Coast, United States port to load lumber for the U.K. and Continent. The vessel should commence loading lumber about 6th January and will transit the Panama Canal in early February.

At Tomakomai on her last voyage **Captain C. Mahon** relieved **Captain T. Hughes**, who is now back home on leave.

"Irish Maple" diverted

Due to the present world fuel crisis the original itinerary of the "Irish Maple" was changed so that the vessel took on bunkers at Cristobal, Panama, instead of Durban. This ship loaded phosphate at Tampa, Florida, for Vizagapatnam. She sailed from Cristobal on 21st November and is expected to arrive at Vizagapatnam on 23rd December. She will spend the Christmas holiday period at the Indian Port where she loads ore for Japanese discharge ports. Present plans are that the vessel will take on more bunkers

at Singapore and should arrive there about 5th January. The vessel is expected to have a short stay in Japan and should arrive at her Japanese discharge port about 13th January.

"Irish Pine"

This vessel arrived at Cardiff on 24th November and is expected to complete discharge of her cargo for that port about 1st December. She will then proceed to Zeebrugge, Belgium, where she will discharge the remainder of her lumber cargo from British Columbia.

On her next voyage the vessel will commence loading steel at Antwerp

about 6th December and should sail from there about 17th December for Los Angeles, Portland and Vancouver. The "Pine" is expected to transit the Panama Canal about 29th December and should arrive in Los Angeles on 7th January.

Captain T. Byrne relieved **Captain M. Devine** when the vessel was at Cardiff.

"Irish Cedar"

Having sailed from Antwerp on 11th November, the "Cedar" arrived at Puerto Matanzas, Venezuela on 25th November with a cargo of steel. She is expected to complete discharge of her cargo about 2nd December when she will sail for Chaguaramas, in Trinidad, to load sugar for Denmark. The vessel should arrive back in Europe around the Christmas holiday period.

When the vessel was at Antwerp, **Captain Peter Kelly** relieved **Captain J. H. Onions**; **Second Engineer J. Nangle**, relieved **D. Gabriel** and **Chief Steward E. Fricker** relieved **S. Walsh**. Also at Antwerp, **Chief Officer P. Murphy** left the vessel on leave and has been replaced by acting **Chief Officer G. Collins**.

"Irish Plane"

If this vessel continues according to her schedule she will be at Casablanca on Christmas Day. On her



Capt. M. Devine and **Mrs. Devine** receiving a Presentation from **Capt. Ed Winter** of the **Fraser River Harbour Commission** to mark the first visit of the "Irish Larch" to the **Fraser-Surrey Docks, New Westminster, B.C.**

present voyage she will discharge a full cargo at Dublin and is due to sail again on 4th December after which she will load at Casablanca for Dublin and Cork. On her next voyage she will complete discharge at Cork about 21st December and should arrive at Casablanca on 25th December to load for Dublin.

Captain J. Poole was relieved on 26th October by **Captain M. Carey**.

"Elm" at Hiroshima

On 22nd November the "Irish Elm" sailed from Hiroshima with Japanese motor cars for discharge at East Coast United States ports, Jacksonville and New Orleans. The ship is expected to transit the Panama Canal about 15th December and should arrive at her first discharge port about 23rd December. When she completes her present voyage the ship is due to load coal at Mobile, Alabama, for discharge at Japanese Ports.

On 16th November, while the vessel was at Hiroshima, **Electrical Engineer J. Clark** relieved **J. Dunn** who is now home on leave.

"Irish Stardust"

When this vessel was at British Columbia recently **Chief Officer B. Hearne** was replaced by **J. Whyte**. The "Stardust" sailed from Squamish on 16th November and is expected at London on 13th December. She will also discharge part of her lumber cargo at Velsen and at Brake. She should complete discharge about 24th December when she will sail in ballast for Tampa, Florida to load phosphate for Vancouver. She should arrive at Tampa about 6th January and should transit the Panama Canal on 15th January arriving at Vancouver on 26th January, 1974.

"Irish Larch"

The "Larch" arrived at Gold River, British Columbia on 18th November from Mizushima, Japan. She is at present loading lumber at Tahsis and other ports in the Vancouver area for discharge at Cardiff, Antwerp and Bremen. She is expected at Cardiff on 6th January, 1974 and should complete at Bremen about 17th January. On her next voyage the "Larch" will load steel at Antwerp for U.S. West Coast.

Congratulations

To **M. D. Mundow** on obtaining his Mate's Foreign Going Certificate.

To **H. Austin** on obtaining his E.D.H. Certificate.

To **V. Curtin** on obtaining his E.D.H. Certificate.

To **A. Doyle** on obtaining his E.D.H. Certificate.

To **P. Duffy** on obtaining his E.D.H. Certificate.

To **D. McClean** on obtaining his E.D.H. Certificate.

DECK AND ENGINEER OFFICERS ASHORE (AS AT 30/11/73)

Masters: M. Devine, T. Hughes, M. O'Dwyer, W. Garvey, M. McMahon, J. Kerr, J. Poole.

Chief Officers: M. Doyle, P. Kehoe, P. Murphy, N. Hearne, B. Kehoe.

Second Officers: J. McDonald, J. Ryder, M. Darcy.

Third Officers: J. Hickey, D. Hopkins, J. Murphy, P. McNulty, J. Daly.

Chief Engineers: B. Larkin, M. Curley, T. Murphy, J. Morgan, G. Cunningham, M. O'Sullivan.

Second Engineer: K. Barry, T. Hanrahan, W. Sherringham, N. O'Neill, R. Broderick, D. Menzies, D. Knott.

Third Engineers: A. Bolster, D. O'Connell, M. Hayes, N. Kearns, S. McLoughlin, W. Roberts.

Fourth Engineers: J. O'Meara, P. Ruddy, W. Dalton, D. Gerety, F. Hennessy, P. Caffrey, P. McCarthy, P. O'Halloran.

Junior Engineers: M. Taft, J. Denham, J. Garvey, J. Boyd, K. Daly, J. Hughes, P. Morris, M. McAneney, C. McGarrigle, M. Scully, H. Mahon.

Chief Stewards: J. Bennett, D. Gibbons, J. Doran, J. Dillon, B. Dorgan, P. Walsh, H. Bond.

Electrical Engineers: D. Niall, M. Dunn, P. Fitzgerlad, P. O'Toole, E. Walsh.

Deck Cadets: P. Boyd, J. Calrke, E. Curry, J. Flanagan, C. Lawless, P. Smyth.

Engineer Cadets: J. Lynch, C. O'Brien.

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.

Christmas Greetings

To **William O'Gorman**, "Irish Elm" and **Anthony O'Gorman**, "Irish Oak" — Best wishes for a very happy Christmas and New Year from Mum, Dad, brothers and sisters, also belated birthday greetings to Anthony whose birthday was on 21st September. All at home hope you had a very happy birthday and wish you many happy returns of the day.

To **Thomas A. O'Connor**, "Irish Larch" — we wish a very happy Christmas and God's blessing in the New Year to you and all on board the vessel. God speed them safely home, love and best wishes from Mum, Dad and Uncle Paddy.

To **Ronan Dunne**, Catering Department "Irish Larch" — Greetings and best wishes for a very happy Christmas from Mam, Dad, Ciaran, Darina, Aedmar, Jim and all in "The Cedars".

To **Fred Reid**, Junior Engineer "Irish Plane" — Best wishes for a very happy Christmas Fred, and every success in the New Year — love Ursula.

To **James Devitt**, Third Engineer "Irish Larch" and his bride **Rose Anne** who is with him on board the ship. Christmas greetings and our very good wishes to Rose Anne and yourself from all the Devitt clan in Bray and your little nieces in Leixlip.

To **Michael Redmond**, "Irish Oak" — best wishes and lots of love for a happy Christmas and a prosperous New Year and also many happy returns on your birthday which takes place on 16th January. From Mum, Maria, Eamonn, Betty and Charlie, Teresa and Gerry, Betty and Sean, Lorcan; Sophie and John.

To **Thomas Hughes**, "Irish Elm" — best wishes for a very happy Christmas and New Year from Mammy, Daddy, all your brothers and sisters at home as well as from Liam, Patricia, Mary, Noel and Sharon.

Wedding Bells

We send best wishes to **Mr. Martin D'Arcy**, Third Officer, who will marry **Miss Jeannette Walsh** on 4th December.

Courses

Those who recently completed a Fire Fighting Course were **Captain J. Gleeson**, **Chief Officer G. Kyne** and **Cadets L. Gavin**, **S. O'Byrne** and **J. Whelan**. The following completed part I of their Cook's Course recently: **P. Codd**, **J. Maguire** and **W. Culligan**. Part II of the Cook's Course was completed by **J. Campion** and **E. Murphy**. A recent Petty Officers' Supervisor Course was completed by **R. Nugent** and **A. Hearne**.

And Now—A few words from CRAWFORD TECHNICAL INSTITUTE Sharman Crawford St. Cork

Courses for M.O.T., First Class and Second Class Certificates, parts A. and B. (Steam and Motor) run continuously from 1st September to 14th June except during holiday periods. Individual tuition is provided and a student may join the course at any time. Classes are small and the success rate high.

First Lady Officer on Irish Ship



History is being made on the present voyage of the "Irish Maple" which carries, for the first time ever, a lady radio officer in the person of Miss Marilyn Stockwell from Tuam, Co. Galway. Miss Stockwell, daughter of the Galway All-Ireland football star of the 1950's, Frank Stockwell, has been a keen radio enthusiast from her early school days. Even before she went to Cork to study, Marilyn had her own amateur radio transmitter and operated under the call sign EI/ONE/CM. Having completed her shore training Marilyn will spend the next five months as junior Radio Officer on board the "Irish Maple" and when she has completed this period of sea service she will be qualified to take up duties as

a ships radio officer.

Prior to joining the "Irish Maple" at Antwerp, Marilyn was guest of honour at a press reception in Dublin and she was also interviewed on radio regarding her choice of career. At the Dublin reception, Mr. B. W. Lynch, Personnel Manager, Irish Shipping Limited, said that the Company were pleased to have been asked by Marconi International Marine Company to accept Marilyn as a trainee radio officer. He expressed the Company's good wishes to Marilyn on her first voyage and added that Irish Shipping would be pleased to have her as radio officer on one of the Company's vessels after she had completed her qualifying term of sea service. Also

present at the reception was Mrs. F. Stockwell, Marilyn's mother; Mr. Jack O'Brien, Manager, Marconi International Marine, Dublin, and Marconi and Irish Shipping officials.

Mr. O'Brien, on behalf of Marconi International Marine, said his Company was delighted at this new departure and expressed the hope that many more young ladies would follow the excellent example of Marilyn Stockwell by embarking on the interesting and rewarding career of Marine Radio Officer.

Marilyn will not lack female company on board the "Irish Maple" during the vessel's present round-the-world trip as the Chief Officer's wife, Mrs. P. Tyrrell and her two children as well as Mrs. P. Hughes, wife of the Second Officer and Mrs. T. Duggan, wife of the Electrical Engineer, will also be on the vessel.

OFFSHORE EXPLORATION

Irish Shipping Ltd. together with the Fitzwilton Group and P. and O. Lines have formed a consortium which will provide services for offshore oil exploration projects as well as taking a direct interest in oil rig and drilling operations.

In addition Irish Shipping Ltd. and Allied Irish Investment Bank Ltd. have taken a 5/64th interest in a consortium for the construction of two Akers Type H-3 Oil Drilling Rigs. The other members of the consortium include Reardon Smith Line together with a number of U.K. and Norwegian shipping interests.

The rigs are semi-submersible, twin hulled, self-propelled and designed to operate in rough deep sea conditions with a high degree of mobility. They are capable of drilling in water of 600 feet depth and tests indicate satisfactory behaviour even with 100 feet waves. They have the capacity to operate world-wide. Present scheduled delivery date for the first, which is being built in Norway, is June 1975 and the second, built in Finland, will be delivered in September, 1975.

SYMPATHY

We extend our sympathy to Mr. Declan Talbot, Chartering and Operations Department, on the death of his mother.

We also wish to express our sympathy to Mr. John Hall, Bosun, of Arklow on the recent death of his wife.

A Tale of Two Ships

In mid-November some National newspapers published what was referred to as an "unconfirmed report" that the purchasers of the 'Sycamore' and 'Rowan' had resold the ships at a profit of £2 million. One imaginative reporter, who first read the story in a rival paper, conjured up a picture of red-faced executives in I.S.L. gnawing the remaining tufts of pile off their office carpets in envy and frustration. We read the report with mixed feelings. Sorrow for the unfortunate floor covering and delight that at last something had brought the colour back to executive countenances. Alas, a quick check revealed that not the slightest traces of colour had blotted the normal pallor of the aforementioned administrative visages and carpet piles remained intact.

'Twas the voice of the Press on the startled ear breaking
In giant-born prowess, like Palla of old;

'Twas the flash of Intelligence,
gloriously waking
A glow on the cheek of the noble
and bold!

Ah! Well, hardly.

Below: M.V. "Irish Rowan"

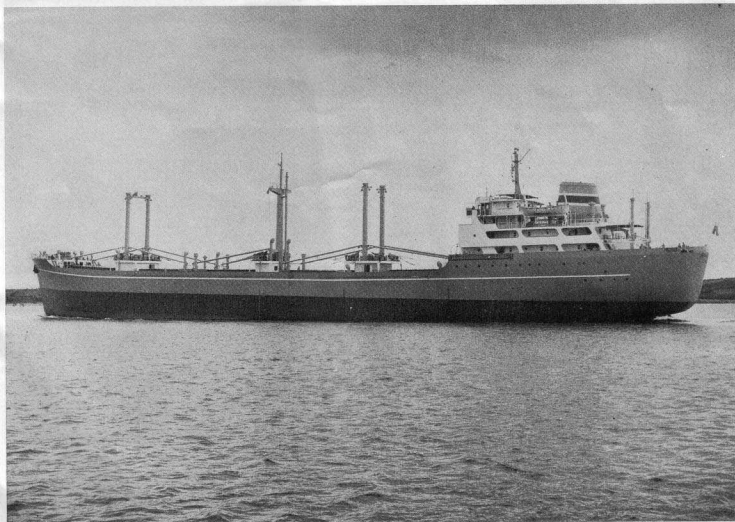
Statement issued by Irish Shipping Ltd., 14th November, 1973

SALE OF "IRISH SYCAMORE" AND "IRISH ROWAN"

In view of the repeated and grossly inaccurate reports which have appeared in some national newspapers, Irish Shipping wish to clarify the position with regard to the sale of the two ships, "Irish Sycamore" and "Irish Rowan". The rumours to the effect that the subsequent re-sale of the vessels yielded the purchasers a profit of £2 million are totally false.

The vessels were the oldest in the Company's fleet, twelve and eleven years respectively. In accordance with the Company's policy of maintaining an up-to-date fleet of vessels both were due to be sold. Both vessels have been on time charter to an American firm since October 1972. In December 1972 the American charterers indicated an interest in purchasing both vessels. The vessels were put on the open market. Eventually negotiations for the sale of the vessels were concluded with the charterers, who were the only bidders. The contract for sale was signed in May 1973 and the vessels were effectively sold then. The price agreed was considered satisfactory by the Company. It was almost what had been paid for the two vessels by the Company some eleven/twelve years earlier and the Company, therefore, secured a substantial Capital profit. Irish Shipping Ltd. decided when concluding this deal that the very real danger of a drop in the market for such ships constituted an unnecessary risk if the sale were to be postponed for five to eight months when the vessels would become free of charter.

The Company made it clear in response to enquiries on behalf of newspapers that the ships realised a capital profit on sale, and that rumours to the effect that the subsequent re-sale of the vessels yielded the purchaser a profit of £2 million are, to say the least, highly inaccurate. Irish Shipping Ltd. is satisfied from reliable information at their disposal that the re-sale of these vessels brought to the purchaser a net profit of something less than 15% on the original purchase price agreed with the Company last May.



Coincidence of Sister-ships Sponsors

It is a remarkable coincidence that the sponsors of the "Irish Sycamore" and "Irish Rowan" should be the wives of successive Presidents of the Republic of Ireland. The "Irish Sycamore" which was launched at William Gray's Yard, West Hartlepool, in January, 1961, was named by Mrs. Childers, wife of the present Irish President, while the "Irish Rowan" was launched in December 1961 by the wife of the then President of Ireland, Mr. Eamonn De Valera. Mr. Childers was Minister for Transport and Power at the time of the "Sycamore" launching. The vessel made a brief call at Cork on her maiden voyage to the Gulf of Mexico and she was under the command of Captain T. Byrne. Master of the "Irish Rowan" on her maiden voyage which was also to the Gulf of Mexico, was Captain T. Glanville. Captain Glanville is now enjoying his retirement in his native Co. Cork, not far from where the

"Irish Rowan" was built at Verolme Cork Dockyard. The "Irish Rowan" was the largest vessel built at the Cork Dockyard up to 1961. It is of interest to recall that, on that occasion, the ship's illustrious lady sponsor, Bean De Valera, performed the naming ceremony by reciting the following in Irish which the sponsor herself had composed. "Tugaim 'Irish Rowan' mar ainm ar an long seo agus guim bail ó Dhia ar gach duine dá seolfaidh inti. Faoi choimirce Réalt na Mara i gcónaí go raibh sí."

Both vessels have been on worldwide charter since they were launched although the "Irish Sycamore" has also operated on the Casablanca to Dublin run bringing phosphate for Goulding Fertilisers. On their final voyages for the Company Captain C. Mahon was in command of the "Irish Sycamore" and Captain J. S. Kerr was Master of the "Irish Rowan".

Academic Appointments

We offer our congratulations to **Mr. S. P. Roche** who has been appointed Vice-Principal of the Crawford Technical Institute, Cork. Mr. Roche has been closely associated with the training of Irish Shipping Engineer Cadets for many years and his former charges as well as his present day students will wish him well in his new post.

Another appointment which has been warmly welcomed by his many friends in Irish Shipping was that of **Captain D. H. Moreby**, who has taken over as head of the Department of Maritime Studies at Plymouth Polytechnic. It will be recalled that Captain Moreby was mainly responsible for the introduction of new selection techniques for marine cadets and found a willing partner in this Company for the introduction of the new methods. These have since proved most successful and have become a regular feature in Irish Shipping's tests for the intake of our annual quota of deck and engineer cadets.



This picture of the "Irish Sycamore" launching party was taken as they were about to board the plane for West Hartlepool at Dublin Airport on 16th January, 1961. Included in the picture are Mr. and Mrs. P. W. Redmond, Mr. and Mrs. L. St. J. Devlin, Mr. D. Herlihy, the late Captain J. O'Neill, the late Mr. S. McKenzie, Mr. Percy McGrath, the late Mr. J. J. Stafford, Mr. and Mrs. E. Childers, Mr. P. P. English, Miss M. McCaffrey, the late Mr. G. Rooney and Mrs. Rooney, Mrs. J. O'Neill, Mr. and the late Mrs. F. Robbins, the late Mr. A. Whitehead and Mrs. Whitehead, Miss K. Grace and Mrs. J. P. Hamilton.

NEWS FROM HOME



G.A.A.

In the current National Hurling League, Limerick are the only unbeaten side. The recent upsurge of Waterford has added further interest to inter-county hurling following the All-Ireland success of Limerick, and followers of the game are eagerly looking forward to the forthcoming championship series.

In football, Offaly have recovered from their All-Ireland defeat by Cork and lead the premier division after four series of matches.

RUGBY

Already the Rugby Season is well under way with the home countries having played and successfully overcome touring sides from Australia and Argentina. Ireland had a 21 points to 8 points win over the South American touring team at Lansdowne Road. Scotland, however, were fortunate to gain a one point victory over the Argentinian fifteen at Murrayfield. Both England and Wales have already defeated an Australian touring side by big margins and there is every prospect of an exciting series of internationals in the New Year.

In the home inter-provincials, Munster and Ulster drew their opening match and the Ulster team overcame a gallant Connaught side. Munster beat Leinster by 13 points to 3 points.

SOCCER

In his first international as Irish team manager, Johnny Giles made a winning start in his new role. Following their unexpected win against England in the World Cup qualifying round, Poland were attractive visitors to Dalymount Park. Despite Poland's shock win over the fancied English team, Ireland had a goal to spare over the Continentals. Giles, who was unable to play in the match due to injury, has since been confirmed in his position by the F.A.I.

BOXING

In an international match against Rumania held at the National Stadium on 23rd November, Ireland were beaten by 4-2. Winners for Ireland were Brendan Dunne, light-flyweight, and Davy Laramour, flyweight. In professional boxing, Danny McAlinden, British Heavy-weight champion, has recovered some of his lost prestige with a quick knock-out victory over an unranked American boxer. This win, coupled with the poor display

of Joe Bugner in out-pointing a more famous American opponent has improved the prospect of a match between the two fighters to decide who should hold the European and British titles.

GOLF

Eddie Pollard and Jimmy Kinsella finished in ninth place for Ireland in the World Cup Competition. Eddie Pollard did remarkably well to finish in seventh place on the individual scores, and he was the leading European golfer in the competition.

FUEL AND POWER CRISIS

The sudden world shortage of fuel oil was quickly reflected in the very much reduced supplies of petrol available to Irish motorists at filling stations. In order to conserve stocks of fuel, the Minister for Transport & Power has appealed to consumers to reduce their consumption of all kinds of fuel

and power supplies. Adding to the difficulties, the E.S.B. engineer staffs have been in dispute with the Board and electricity supplies were widely affected by the engineers' work to rule. Most areas of the country were without electricity for three weeks as a result of selective periodic cut-off of supplies by the E.S.B. However, it is hoped that negotiations at present in progress will result in a full resumption of work and that normal supplies of electricity can be restored all over the country.

In addition to motorists, homeowners have also been affected by the fuel shortage as many domestic users have had their supply of fuel oil restricted for central heating purposes.

LIFEBOAT COURSES

Five young Dublin Sea scouts were given special awards recently after completing the first course organised by the Royal National Lifeboat Institution on the subject of lifeboats and lifeboat stations around the Irish coastline. The first course was held in Dublin, but it is hoped to extend the course to other parts of the country. The participants learn about the operations in the nineteen off-shore stations and three in-shore stations in the Republic and in the Six Counties.

LEAGUE TABLES AT 3/12/73

NATIONAL HURLING LEAGUE DIVISION 1 A

	P	W	D	L	F	A	Pts
Cork	5	4	0	1	99	73	8
Limerick	4	3	1	0	78	50	7
Waterford	5	3	1	1	84	79	7
Tipperary	5	2	0	3	93	84	4
Kilkenny	5	1	2	2	94	91	4
Clare	5	2	0	3	79	89	4
Wexford	4	2	0	2	60	76	4
Galway	5	0	0	5	49	101	0

DIVISION 1 B

	P	W	D	L	F	A	Pts
Dublin	5	5	0	0	121	54	10
Kildare	3	2	0	1	66	51	4
Offaly	3	2	0	1	51	49	4
Laois	4	2	0	2	64	55	4
Antrim	5	2	0	3	94	99	4
Westmeath	3	1	0	2	46	57	2
Wicklow	4	1	0	3	49	93	2
Kerry	3	0	0	3	36	58	0

LEAGUE OF IRELAND

	P	W	D	L	F	A	Pts
Cork Hibs	9	7	1	1	19	5	15
Bohemians	9	6	1	2	20	7	13
Finn Harps	9	4	4	1	16	11	12
Cork Celtic	9	5	2	2	16	15	12
Limerick	9	3	4	2	14	11	10
Waterford	8	3	4	1	19	17	10
Dundalk	9	3	2	4	10	11	8
Athlone Town	9	3	2	4	5	7	8
Sligo Rovers	9	3	1	5	12	15	7
Home Farm	9	2	3	4	7	14	7
Shelbourne	9	2	2	5	14	21	6
St. Pat's Ath.	8	3	0	5	6	10	6
Shamrock Rov.	9	1	4	4	5	10	6
Drogheda	9	1	2	6	9	20	4

NATIONAL FOOTBALL LEAGUE DIVISION I A

	P	W	D	L	F	A	Pts
Offaly	4	3	1	0	66	22	7
Kerry	4	3	0	1	75	40	6
Cork	4	3	0	1	56	42	6
Roscommon	4	2	1	1	53	35	5
Galway	4	2	0	2	61	48	4
Longford	4	1	0	3	34	78	2
Wicklow	4	1	0	3	32	82	2
Tipperary	4	0	0	4	35	65	0

DIVISION I B

	P	W	D	L	F	A	Pts
Sligo	4	4	0	0	56	32	8
Mayo	4	3	0	1	53	41	6
Down	3	2	0	1	36	28	4
Tyrone	3	2	0	1	30	24	4
Derry	4	1	0	3	38	43	2
Cavan	4	1	0	3	37	46	2
Fermanagh	4	1	0	3	31	44	2
Westmeath	4	1	0	3	38	61	2

DIVISION II A

	P	W	D	L	F	A	Pts
Dublin	4	4	0	0	51	33	8
Waterford	4	3	0	1	79	46	6
Kildare	4	2	1	1	67	37	5
Clare	4	2	1	1	55	44	5
Limerick	4	1	0	3	49	59	2
Carlow	4	1	0	3	49	64	2
Wexford	3	1	0	2	33	50	2
Kilkenny	3	0	0	3	26	75	0

DIVISION II B

	P	W	D	L	F	A	Pts
Laois	4	3	1	0	66	46	7
Meath	4	3	0	1	65	45	6
Donegal	4	2	2	0	62	54	6
Antrim	4	2	1	1	44	33	5
Louth	4	2	0	2	72	50	4
Leitrim	4	1	0	3	32	41	2
Monaghan	3	1	0	2	32	77	2
Armagh	4	0	0	4	38	63	0

WARNING TO HOUSE PURCHASERS

A recent notice published by the Department of Local Government reminds persons intending to buy new houses that a builder constructing a house in a scheme of four or more houses must get a Certificate of Reasonable Value from the Department of Local Government before a State Grant will be paid for any of the houses. If a State Grant is not paid, the person buying the house will lose the other benefits associated with the grant. These benefits include remission of rates, exemption from stamp duty and possible local authority supplementary grants.

The notice goes on to say that it is very much in the house purchaser's interest to establish before signing a contract that the consideration being sought by the builder, that is the gross price and ground rent, has been approved by the Minister and that a Certificate of Reasonable Value has been issued to the builder.

Where a builder seeks to increase the sale price or ground rent before the sale is completed, the purchaser should verify that the increased consideration has been authorised by either the original, or a revised Certificate of Reasonable Value.

A purchaser who has any doubts on the matter can obtain information by

contacting the House Prices Section, Department of Local Government, Floor 6, O'Connell Bridge House, Dublin 2.

RIISING COST OF VANDALISM

The cost of malicious damage to property has increased over the past five years from £177,417 in 1967/68 to £583,689 in 1971/72. Malicious damage for Dublin City has increased considerably on last year according to a statement from Dublin Corporation.

A surprising fact relating to vandalism has been the decrease in the cost of damage in Dublin's parks and open spaces which has dropped to less than £2,000 per year. It is believed that this is due to the teaching of civics in schools and the introduction some years ago of Arbor Days.

PRICE INCREASES

Prices of bread and milk are likely to increase in the near future. Because of a threatened shortage of liquid milk in the Dublin area, the National Prices Commission is likely to receive a request from producers for a further increase. Increases in the price of animal food stuffs is reported to be the main reason for the move to increase the price of milk to consumers.

Bakers, too, are seeking an increase in the price of bread. The price increases sought range from 1.2p for the average loaf to 1p in the case of the smaller loaf.

It is also expected that the price of stout will be increased by 1p per pint, possibly before Christmas. According to the Licensed Vintners' Association, the price of spirits will also be increased by 1p per glass early in the New Year.

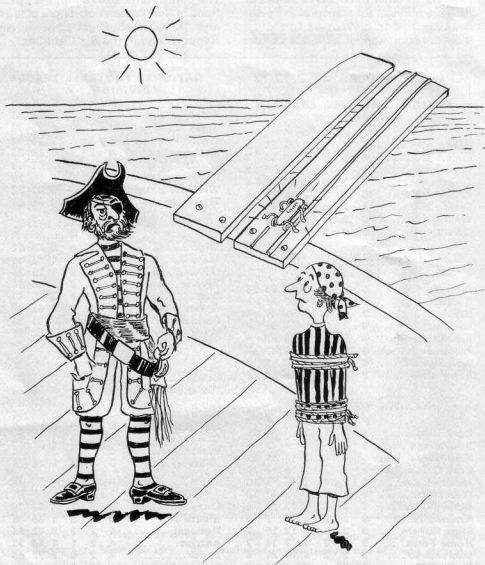
From January next, all passenger and cargo air fares will be increased by 6% with the exception of fares on the North Atlantic route which will increase by 4%. Aer Lingus had previously decided to increase air fares from 1st April next exclusive of the proposed January increases. This means that the London/Dublin return fare will increase from £30.90 to £32.75 on 1st January 1974 and to £34.35 on 1st April, 1974. On the Dublin/New York flights the normal economy fare of £182.40 will increase to £189.70 in January and to £204.88 on 1st April. Six separate increases in the price of fuel since last January cost Aer Lingus £400,000 more, than last year.

Correction

Captain R. M. Woolfenden writes to point out that the lady in the photograph of the first visit of the "Irish Sycamore" to Dublin in 1961 which was published in our last issue was not Mrs. Woolfenden as stated. We regret our error and unfortunately we have been unable to identify the lady in question.

THE WOODEN WALK

by *AG*



Tell me where the Treasure is Watkins and you can Walk the Fast Plank

THE SHIP-KEEPER

When dusk comes round again
And red goes down the sun,
And all the stevedores men
Have finished up and gone;

When silent all and dark
The tugs and lighters lie,
And derricks stand up stark
And still against the sky;

When solemn, slow as doom,
The dock policeman's tread
Wakes echoes in the gloom
Of each deserted shed—

Old Mike, his nightly tale
Of tasks at length complete,
Limps slowly to the rail
On lame rheumatic feet,

Lights his black clay, and leans
And thinks, as old men do,
Of bygone things and scenes
His lusty manhood knew;

Until, when stars begin
To gleam by two and three,
He sees the ships come in
That no one else can see—

The ships that wait no tide,
The ships that take no steam,
But to their moorings glide
As quiet as a dream;

The ships he served of old,
When blood was young and hot,
Long wrecked or scrapped or sold,
Their very names forgot;

The ships that raced the wool,
The grain, the jute, the tea,
Titania beautiful,
And proud Thermopylae;

The "Lochs", the Irish "Stars",
Old fleets of far renown,
Green's, Wigram's, Somes', Dunbar's,
The pride of London town.

Cold Alps of shining snow,
He knows them one and all,
The fast ships and the slow,
The big ships and the small;

Knows too each glimmering queen
Or carved king they bore,
Each dragon gold and green,
Armed knight or turbaned Moor.

Lost shipmates of old years
Along their bulwarks throng;
Old speech of theirs he hears,
Old yarns, old scraps of song.

The last rose leaves the skies;
The river breeze blows chill;
But still with age-dimmed eyes
He dreams, as old men will,

His pipe between his lips;
Still, dreaming, seems to see
The lost and lovely ships
That no one sees but he.



A happy wedding picture of Mr. T. Morrissey, Agency Division, and his bride, Miss Maureen Cox, Ballinamore, Co. Leitrim, after their marriage which took place in Rome.



Mr. Declan Talbot and his bride, Miss Ann Marley, of Co. Down, after their recent wedding.

Irish Continental Look to Off-Season

To stimulate a demand for passenger accommodation on the "Saint Patrick" during the off-season period up to the end of March 1974, Irish Continental Line are introducing a variety of special off-season holiday ideas. Various offers are being introduced for the benefit of Irish tourists wishing to travel to the Continent and are contained in the new "Mini Holidays" brochure. In it five different economy travel offers are explained which are available from October until March next. They are the Mini Cruise, Maxi Cruise, Mini Break, Mini Traveller and the special mid week discounts on standard fares.

Mini Cruise

The Mini Cruise is an extension of that which has been available and proved so successful during the Summer months. For £8 passengers get one complete round voyage to Le Havre spending four hours ashore in France and two nights at sea. Passengers can enjoy all the facilities of the ship which include duty free drinks on board and a self-service duty free shop and get a berth in a four berth cabin.

Maxi Cruise

Maxi Cruise comes into operation from 1st November when, due to a slight change in the "Saint Patrick's" sailing schedule, passengers departing on Monday sailings only from Rosslare can spend over 24 hours ashore in France. They return on the Wednesday sailing from Le Havre arriving Rosslare on the following day.

Mini Break

The Mini Break is designed to give passengers two to three nights ashore in France and costs from £15 upwards depending upon the type of cabin accommodation selected. From 1st November, because of the change in the sailing schedule, passengers have a choice of between two three-day and one two-day mini break per week and this does not include the additional two nights which are spent at sea. For Mini Break passengers wishing to bring their cars, Irish Continental Lines "Free Car" offer to four or more fare-paying passengers applies.

Mini Traveller

This offers the holiday-maker five nights on the Continent with two nights aboard ship—in all seven nights away from home. Prices for accommodation start from £21 and again the "Free Car" offer will be in operation. Passengers wishing to obtain full information on the range of cabin accommodation available plus rates for caravans and trailers should consult the main I.C.L. Brochure.

Mid-Week Discounts

Under this scheme all passengers wishing to travel on the standard fares scale can, from October 1973 to March 1974, take advantage of a special midweek discount of 20% provided they travel both directions on any sailing day excluding Fridays and Saturdays. The free car scheme will also apply.

HAMBURG—CITY AND PORT

Hamburg is the second largest city in the Federal Republic of Germany and Germany's largest seaport. The City was founded almost 1200 years ago and is built on a site where the Alster flows into the Elbe. When the site, near the present day old part of Hamburg, became too restricted, as it was located on the narrow tongue of dry land which stretched into the Alster marshes, work began on transforming the area into a planned system of canals. The character of the town was thus determined at that time and even to the present day Hamburg remains an urban complex interwoven by canals and joined together by bridges. The city, which has a population of 1.8 million, covers an area of 290 square miles. A big percentage of its area consists of water and almost 7 per cent is devoted to parks, green belts and woods.

For centuries, Hamburg has been a city of trade and commerce. Large import and export firms which have branches all over the world have their headquarters there. A considerable part of the Federal Republic's imports and exports, particularly in trade with overseas countries, is routed through Hamburg. The headquarters of many banks and insurance companies are also located in the city. Over 320,000 people are employed in industry and manual trades in the city and surrounding area. Turnover of the 1,200 industrial enterprises alone was over twenty thousand million deutschmarks in 1971. Most important industries located there are engineering, oil refining and electro-technical and

chemical industries. Since the end of the war, Hamburg has developed into Germany's leading communications centre. The total circulation of the daily and weekly newspapers published there is 8 to 9 million and its magazines have a circulation of 28 million copies. The city's television studios are the most modern in the country. The new Congress Centre at Dammtor is undoubtedly one of the best equipped facilities of its kind in Europe. The building's seventeen halls are spread over five stories and afford accommodation for 10,000 people. The Centre embodies the technical features of the future with simultaneous translation facilities, the most modern equipment for film and

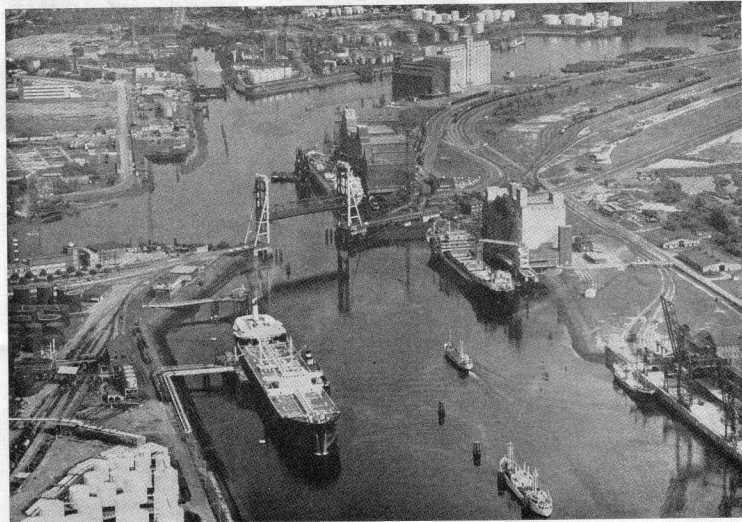
television recording and projection and the most modern press and radio facilities available. The halls can be arranged in variable configurations according to the kind and size of the event for which it is intended to cater. In addition to being a meeting place for International Scientific and Economic Congresses the new Congress Centre will also serve as a new social and cultural centre for the people of Hamburg.

Hamburg University has a student population of 25,000 and has associated with it 180 institutes and scientific establishments. In addition Hamburg University also has associated with it State Colleges of Fine Arts and of Music and Dramatic Art, The Academy of Economics and Politics, the Technical and Commercial College with thirteen faculties and numerous other research ventures such as the German Electron Synchrotron.

City Development

The chequered history of Hamburg has been such that most of its ancient buildings have been destroyed. The

The bulk cargo centre located on the Reithe and the Reihersteig. In the picture are three large grain silos, handling and storage facilities for mineral and vegetable oils and a potash handling facility.



Great Fire of 1842 accounted for much of the damage to the city's buildings and places of architectural value. The Second World War left in its wake many ruins following the air raids of 1943. Added to these two great catastrophes, a densely populated residential quarter of the city was demolished to make room for the "Warehouse Town" when the port was built. Only the topography of the old streets serve as a reminder of former times and of the creeks or "fleets", some of which traverse this city even to-day. A few of the ancient, four to five storey buildings, which were office, warehouse and living quarters at the same time, still stand on the Nicolaifleet, Hamburg's oldest harbour basin. Relics of old Hamburg's half timbered houses are to be found on Krayenkamp and some houses in Peterstrasse and Hutten have been restored in part.

In the city centre stands the impressive City Hall which is the seat of the Senate and the State Parliament. Hamburg is one of Europe's oldest city republics and is to-day one of the ten States making up the Federal Republic of Germany. Its government is the Senate with the Chief Burgo-master as President. The City Hall was built in 1897 and in its construction 4,000 piles were sunk into the soft soil close to the Alster River to support the building. The side wings of the City Hall lead across to the Stock Exchange and the two buildings enclose the Court of Honour with the Hygiea Fountain. The Town Hall, Chamber of Commerce and Stock Exchange are sited together in one and the same block of buildings—a symbol of the close relationship between policy making and the economy of Hamburg.

World Port

A most important aspect of Hamburg's economy is the volume of traffic which passes through its port. The port of Hamburg handles over 45 million tons of goods per year and is one of the world's leading container ports.

The Elbe is Hamburg's most important life-line and from ancient times ships have sailed up this great river to the port thus creating conditions which were favourable to the growth and prosperity of the port. The close inter-relation of water and land is the most striking feature of Hamburg's general appearance. Everywhere there is water trading its way through the city bordered by beautifully kept lush green gardens and parks. Close by this pleasant greenery the port itself hustles and bustles with cranes, and other cargo handling machinery loading and discharging cargo; fast moving launches and sturdy tugs cater for some of the 19,000

seagoing ships which call at the port each year. In other words, 50 or 60 ocean going vessels call at Hamburg every day and almost half of them are engaged in regular services between Hamburg and over 1000 ports all over the world. At the Welcome Point of the Schulau Fahrhaus between 8 a.m. and 8 p.m. every day all ships over 500 tons gross steering for or leaving the port are greeted by the National Anthem and the hoisting of the country's flag.

The port itself is 38 square miles in area with over 40 miles of quay walls, a great mass of pipes, tanks and distillation columns mark the oil refineries which form one of the areas chief industries. The industrial site at which new plants are added regularly is in the western part of the port. It extends down the River Elbe and contributes to the development of the coastal region between the Lower Elbe and the Baltic which is fast becoming an important economic centre within the Common Market. The ports Container Terminal, which is already Europe's largest central facility of its kind, is being further extended.

Free Port Warehouses

One of the most important features of the port is the "Free Port Warehouse Town" which is situated between the harbour basins and the city and is the location for many overseas trading houses. The Free Port in Hamburg is one of the oldest and largest in the world. Within its boundaries foreign

goods can be stored for any length of time without having to pay custom dues. Only when goods are withdrawn from the Free Port is duty payable and the Free Port offers ideal opportunities for storing and processing foreign commodities close to the European consumer centres.

Hamburg is an open tidal port allowing ships to arrive and sail at all hours and no locks separate the harbour basins from the open seaway. The Lower Elbe, which connects the port with the sea is 65 miles long and 8-6 nautical miles wide at the estuary. At present the channel can accommodate a 40,000 dwt. vessel fully laden at mean low tide. Work at present under way in deepening the fairway will enable ships of up to 65,000 dwt. to navigate the Elbe. Since the end of the war, 1.5 billion Deutschmarks have been spent on reconstruction and development at the port. The rebuilding of facilities destroyed during the last war is now almost complete and four fifths of the total investment has been applied to the further development of the port. In the years ahead the port district will continue to look like a huge building site. Comprehensive plans for the enlargement and modernisation of general cargo as well as bulk goods facilities and for the improvement of the road and railway network are ready for implementation. Conscious of the keen competition between seaports, the Hamburg Port Authority are sparing no effort in their bid to satisfy as far as possible the traffic needs of the future.

"IRISH LARCH" AT KWINANA



Officers pictured on board the "Irish Larch" at Kwinana, Australia during the vessel's maiden voyage. Front Row (l to r.): P. Bardon, W. McCarthy, Capt. J. A. Gleeson, E. Greevy, and T. O'Connor. Back row: S. Keane, E. Curry, E. Pery, P. Collins, J. Doran, J. Butler, J. Devitt, F. Cotter, G. O'Meara and M. McCarthy.

Mardi Gras

In our last issue we described the Port and City of New Orleans and referred briefly to that city's famous Mardi Gras. In the following article we recall the origin of the famous celebration and outline its history which extends back for more than 250 years.

History of Mardi Gras

Mardi Gras, literally translated from the French, means 'Fat Tuesday', a religious holiday brought to New Orleans from France. The fatted calf was killed, and celebrants feasted and made merry before the dawn of Ash Wednesday and the Lenten period. Mardi Gras always comes forty days before Easter not counting Sundays. Carnival derives from the two words "carne" meaning meat and "vale" meaning farewell, literally meaning 'farewell to meat' for the forty days of Lent.

Carnival as celebrated in New Orleans is attributed to the early French explorers, in fact in 1699 when Iberville took possession of Louisiana he named a projection of land in the Mississippi River "Father of Waters" to be known as "Pointe du Mardi Gras". To this little spot in the wilderness, thirty miles up from the mouth of the river, the French entrusted the preservation of the name of what eventually became a famous New Orleans institution.

Since the founding of the city in 1718, there is always some type of celebration on Shrove Tuesday, the day before Ash Wednesday and the 40 days of the Lenten season. Balls and masquerades were always held during the Spring festival in colonial days.

The generally accepted version of the beginning of the Mardi Gras celebrations is that a group of students in 1827, returning from studies in Paris, donned costumes and danced through the streets in mimicry of a similar celebration they had observed while away at school. Carnival spectators of the present day would hardly recognise the Mardi Gras procession or a century or more ago. While there was gaiety and revelry, colour and masquerading there were no gilded floats, no white-robed flambeaux carriers, no tractor-drawn floats and no animated figures. The first Carnival processions were made up of wagons, cars and coaches carrying masked Mardi Gras revellers, amateur musicians and street waifs. Instead of trinkets, the maskers threw flour at the crowds and the crowds returned in kind.

The next development, the parade, appeared in 1837 when the first float a papier mache chanticleer that flapped its wings and crowed from a platform on a hand-drawn carriage, came in 1839. In 1857 the Mystic Krewe of

Comus delighted the town with a parade and a tableaux built up around a single unifying theme, namely, Paradise Lost.

Until 1870 the Krewe of Comus held the stage alone gathering each year on Mardi Gras night with a thematic idea at a different rendezvous. In 1858 its performance included all the Gods and Goddesses in popular mythology and that year it made the Mayor prisoner and took him around on parade. Twelfth Night, or the Courtyl Pageant of Misrule was the theme for 1859 and in 1860 the Krewe introduced tableaux on horse-drawn floats showing scenes from American history from Columbus to Calhoun.

On the Carnival invitation for 1866 bubbles marked for the four war years were observed by clouds as they issued from the Pipe of Peace. The Past, the Present and the Future, was the theme for the year.

Novel was the celebration in 1868 in which the senses were personified — the Nose, the Eye, the Ear, and so on. Lalla Rookh by Thomas Moore was the basis for the celebration of 1869. In addition to the famous Irish poet subsequent Carnivals featured works by famous literary personages from Shakespeare to Cervantes. Down through the years the Mardi Gras has featured characters from Greek mythology such as Comus who was

the son of Bacchus and Circe. Comus is never without the cup that cheers and in place of a sceptre he holds a glittering goblet. Another popular deity featured in the Carnival is Momus, the God of Laughter and Ridicule and Mockery. He is the son of Night who was the daughter of Chaos. This probably explains why Momus ridiculed everybody even Aphrodite, otherwise known as Venus. In 1872, Rex, King of the Carnival, took over the city for Mardi Gras and paraded grandly at 2.00 p.m. The Grand Duke Alexis of Russia was a guest of honour on that Mardi Gras day. Ten years later the Knights of Momus and the Krewe of Proteus made their first appearances. Proteus is a God of the Sea and his function is herdsman to the sea cows of his father, Poseidon.

The organisation of the Pageant of Rex was a remarkable enterprise. Only a few weeks before Mardi Gras forty young men met and decided on a celebration that would involve the whole community in the fun and got the co-operation of the press. So quickly did they work that letters of allegiance soon were being received at Rex's headquarters from the Governor, Legislature, and State officials. In 1873, patrons of nobility were issued and an agent was sent to Paris for regalia and Exposition Hall, the largest ballroom in the country, was leased for the following three Mardi Gras Balls. Several parade groups were organised within a few weeks and picturesque military bodies marched in procession. Rex was supplied with silver keys to the city, a theme song and a coat-of-arms. His triumphal progress was heralded by an express wagon carrying a living representation



Well anyway we met these five dames at the party — it was the Irish Shipping Staff Halloween party and of course there were lots of fruit and nut cases there.

of the coat-of-arms and sounding a warning bell.

Mardi Gras was made a legal holiday in New Orleans in 1875 and, in 1881, over 60,000 visitors came to the city for the Shrove Tuesday Parades. Since then the number and the area from which they come has grown steadily though the Carnival has remained substantially the same since that time.

It is true that there have been temporary eclipses in the brilliant spectacle. The Spaniards once banned it chiefly because criminals were taking advantage of the anonymity provided by the masks. There was a determined effort to suppress celebrations in the mid-1800's because of individual excesses which offended some of the more stable citizenry. The emergence of the Krewes with their well-organised public observances restored the event to the good graces of the authorities. Today there are more than sixty Carnival organisations and the oldest and most exclusive are Atlanteans organised in 1891, Oberon in 1885 and Nereus in 1896. In 1937

Hermes was organised as the patron of the visitors. Hermes whom the Romans called Mercury was the God of Commerce, wrestling, thieving, travel, invention, the arts and beatniks.

Hermes was formed with a limited number of invitations to be issued to hotels of the city for visitors.

Rex, Monarch of the Day of Carnival itself, is the only one who is not masked, whose identity is publicly known. Neighbourhood Carnival groups parade through the streets during Mardi Gras Day and business all but stops with everyone joining in the festivity and pageantry. Federal, State and City offices, schools and the majority of other offices are closed. Masking continues from dawn to dusk when the masks must be taken off.

Colourful finale of Mardi Gras, after the night parade of Comus, is the meeting of the courts of Comus and Rex at midnight in the Municipal Auditorium where most of the balls are held. This rings down the curtain on the frolic and ushers in sombre Ash Wednesday and Lent.

Careers Exhibition

At a recent Careers Guidance Exhibition held in Killarney, the Company had a stand which was attended by **Captain W. Garvey** and **Cadets M. Purcell** and **F. Cronin**.

Presentation to Ships' Libraries

Mr. J. P. Hamilton, former Technical Manager, Irish Shipping Ltd., has very generously donated his splendid collection of National Geographic Magazines to the Libraries on board the various vessels of the fleet.

We know we are expressing the sentiments of our ships' personnel when we thank Mr. Hamilton for his kind gesture.

The Magazines are being bound at present and will be placed on board the ships shortly.

Award Winners

We congratulate Junior Engineer **Damien Power** who has been chosen as the holder of the Burnmah Castrol Trophy and **Frank Keane** winner of Duais Mhic Eoin for 1973.



M.V. Irish Sycamore

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 30th NOVEMBER, 1973)

m.v. "Irish Star" — Captain B. Reilly; Deck Officers: G. Kyne, F. Kirk, O. Murphy; Deck Cadets: P. Miley, L. Foley; Engineer Officers: P. Otter, M. Burne, E. Sweeney, M. Egan; Junior Engineers: D. Kelly, B. Scully; Engineer Cadet: N. Polly; Electrical Engineer: D. O'Riordan; Chief Steward: L. Fanning; Radio Officer: J. McCrory. Deck Department: D. Rogan, G. Maguire, D. Crowley, 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: J. Whyte, J. Darcy, M. Kirrane; Deck Cadets: G. O'Sullivan, B. Kinch; Engineer Officers: M. Dillon, J. O'Toole, D. Walsh, T. O'Keefe; Junior Engineers: F. Flynn, 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. O'Reilly, W. Muldoon, P. McKenna, J. Barry, P. Gavin, D. O'Brien.

m.v. "Irish Elm" — Captain J. Walsh; Deck Officers: P. Cowman, F. E. Healy, H. McGowan; Deck Cadets: J. Bourke, R. McCabe, K. Cotter; Engineer Officers: M. Kennedy, J. Doran, D. O'Brien, P. Hagan; Junior Engineers: C. Corcoran, P. Deaton, A. Bradley; Engineer Cadets: M. O'Carroll, J. Tyrrell; Electrical Engineer: J. Clarke; 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 T. Byrne; Deck Officers: J. Moynihan, D. Mundow, H. O'Brien; Deck Cadets: M. Ryan, T. McCarthy, D. Fleming; Engineer Officers: R. Tennent, J. Mooney, L. Quigley, M. Donovan; Junior Engineers: E. Healy, M. O'Gormon; Engineer Cadet: N. Duffy; Electrical Engineer: H. Stears; Chief Steward: T. O'Connell; Radio Officer: H. Hyne.

Deck Department: K. Maher, R. Stacey, F. McCarthy, M. Browne, M. Murray, M. Russell, M. Bonnie, A. Bonnie, A. Doyle, M. Schweppe, V. Curtin, J. White, B. Clarke. Catering Department: A. Rourke, M. Carpendale, G. O'Toole, A. Simms, D. Coombes, D. Coleman, R. Kiernan.

m.v. "Irish Maple" — Captain H. Fiddler; Deck Officers: P. Tyrrell, P. Hughes, P. Kenny; Deck Cadets: M. Kinsella, G. Crowley, G. O'Connor; Engineer Officers: P. Bardon, T. Kenny, J. Scanlon, P. McGlade; Junior Engineers: P. Herlihy, B. Burke; Engineer Cadet: E. Tubridy; Electrical Engineer: T. Duggan; Chief Steward: P. Murphy; Radio Officer: M. Martyn, Radio Officer Trainee: Miss M. Stockwell.

Deck Department: P. Harris, K. O'Malley, J. Donnelly, M. O'Connor, J. Roice, J. Stack, V. Litti, M. Quinn, P. Duffy, N. Murtagh, P. Ryan. Catering Department: E. Murphy, J. Maguire, E. Mulready, E. Egan, J. Murphy, G. Whittaker, J. Kennealy.

m.v. "Irish Oak" — Captain C. Mahon; Deck Officers: J. Kelly, P. Farnan, P. Richardson, K. Daly; Engineer Officers: M. Byrne, T. O'Toole, D. Gabriel, J. O'Connor, J. Waters, M. McCann; Junior Engineers: J. O'Leary, T. Farrell; Engineer Cadet: D. Walsh; 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, M. Cronin; Deck Cadet: M. McCarthy; Engineer Officers: W. McCarthy, P. Collins, J. Devitt, E. Kealy; Junior Engineers: F. Cotter, A. Farrell, J. Keane; Engineer Cadet: F. Keane; Electrical Engineer: E. Perry; Chief Steward: U. Maher; 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: D. Meagher, J. McGrath, R. Dunne, J. Roche, W. Coyle, J. O'Brien, A. Askin.

m.v. "Irish Cedar" — Captain P. Kelly; Deck Officers: G. Collins, J. Kenny, M. O'Callaghan; Deck Cadets: F. O'Flynn, D. Dignam, M. Purcell; Engineer Officers: J. Reed, J. Nangle, P. Dowling, J. O'Keefe; Junior Engineers: A. Kells, R. Walsh, B. McGinley; Engineer Cadet: F. Cronin; Electrical Engineer: P. Tobin; Chief Steward: E. Fricker; Radio Officer: T. Porter. Deck Department: J. Byrne, P. Carr, P. McDonnell, P. Fitzmartin, C. McAueley, S. Smith, H. Austin, G. O'Keefe, J. Kinsella, A. Boland, J. Greene. Engine Department: P. Proctor, P. Leonard, A. Myler, J. McGran. Catering Department: J. Edwards, J. Furling, C. Smith, D. Bartley, M. Dooley, M. McKenna.

m.v. "Irish Plane" — Captain M. Carey; Deck Officers: D. Kavanagh, A. Coghlan, T. Ruane; Deck Cadets: D. Coleman, G. Burns, T. Sarsfield; Engineer Officers: H. Mooney, J. Reilly, F. Mullin, C. Teehan; Junior Engineers: P. Smyth, D. Power, F. Reid; Electrical Engineer: K. Casey; Chief Steward: P. Farrelly; Radio Officer: —. Deck Department: W. Carroll, R. J. Heaps, H. McElwaine, L. Crowe, F. Galvin, J. O'Driscoll, J. Murphy, D. McClean, J. Grimston, S. Fleming, J. Maloney. Engine Department: T. Kinsella, E. Kinney, P. Walsh, M. Cogan. Catering Department: J. Rourke, J. O'Reilly, E. Foran, D. O'Leary, C. Guiden, J. Ryan, P. Walker.

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

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