

S - I G N A L



Deck and Engineering Officers Ashore as at 26.9.75

Masters:- J. A. Caird, W. D. Garvey, T. R. Hughes, B. Reilly, J. J. Walsh.

Chief Officers:- D. Kavanagh, G. Kyne, P. Murphy, J. Ryder.

Second Officers:- J. M. Darcy, H. McGowan, M. Mundow, P. Richardson, T. O'Connor, J. A. Flanagan, C. Graham.

Third Officers:- E. Curry, J. Daly, P. Hughes, M. Purcell, M. McCarthy, D. J. Meagher.

Chief Engineers:- M. J. Byrne, M. Curley, M. Dillon, D. Knott, W. D. McCarthy, J. Morgan, T. Murphy, R. Tennant.

Second Engineers:- M. Byrne, P. Dowling, D. Gabriel, D. O'Brien, J. A. O'Toole, T. O'Toole, C. Teehan.

Third Engineers:- M. Donovan, M. Hayes, P. Herlihy, P. McDonnell, F. Mullin, J. Nangle, E. Sweeney, J. Waters.

Fourth Engineers:- K. Daly, J. Denham, T. Farrell, J. Hughes, A. Kells, M. O'Gorman, M. Scully.

Junior Engineers:- N. Brick, L. Byrne, B. Geoghegan, D. Horan, T. Lanigan, E. McQuillan, H. Mahon, O. Mortimer, P. J. Murphy, F. Murphy, D. Purcell, F. Sheehan, E. Tubridy, M. Tyrrell, K. Vekins.

Electrical Engineers:- F. Cremin, P. Deasy, D. Niall, P. J. O'Toole, H. Stears, P. Tobin.

Deck Cadets:- P. O'Shea, R. O'Shea, R. Mullins, E. O'Callaghan, M. J. Butler, P. Cafferty, D. P. Coleman, P. Dorgan, G. Farrell, R. J. Fennessy, T. Finn, J. Flaherty, G. Hopkins, W. Kavanagh, M. Kidney, M. Kinsella, R. McCabe, L. McCall, F. T. McCarthy, F. Mongey.

Catering Officers:- J. Clinton, J. Dillon, J. Doran, B. Dorgan, M. Moody, T. O'Connell.

CONDOLENCE

We extend our sympathy to **Mr. J. Delaney**, "Irish Oak", whose father died on 19th September.

"Signal" is the Newsletter Magazine of Irish Shipping Ltd.

Vol. 13 No. 2. Autumn, 1975.

WEDDING BELLS



Chief Engineer, Pat Collins and his bride, Miss Josephine McFadden, formerly of Personnel Dept., after their wedding last July. We wish both Health and Happiness.

APOLOGY

We offer our sincere apologies to **Mr. Denis Coleman**, Catering Department, "Irish Stardust" for our error in the last edition of "Signal" in expressing sympathy to him. The expression of condolence should in fact have been made to **Mr. Michael Coleman**, Catering Department, "Irish Star" whose father had died some time previously.

The confusion arose because both Mr. Denis Coleman and Mr. Michael Coleman come from Cork and, although Mr. Denis Coleman's father took a very lighthearted view of the mistake when he visited our office subsequently, we fully appreciate the upset caused to his son far away from home and we very much regret that we should have been responsible.

CONGRATULATIONS

To **J. Ryder** on obtaining his Master's Foreign-going Certificate.

To **H. McGowan** on obtaining his Mate's Foreign-going Certificate;

To **M. Purcell** on obtaining his Second Mate's Foreign-going Certificate;

To **J. Delaney** on obtaining his E.D.H. Certificate;

To **C. Murphy** on obtaining his E.D.H. Certificate;

To **J. Ryan** on obtaining his E.D.H. Certificate;

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

SYMPATHY

We offer condolence to **Mr. M. McAneney**, "Irish Maple" on the death of his father.

Contributions and correspondence for "Signal" should be sent to the Editor at
IRISH SHIPPING LTD., MERRION HALL,
STRAND ROAD, DUBLIN 4.
Editor: John Higgins.

BRONZE MEDAL WINNER

Our congratulations to Electrical Engineer Officer Patrick J. O'Toole of Grangecon, Co. Wicklow on gaining First Prize in the City Livery Companies Institute's CS3 Examinations after completing the T.3 course and examinations at the South Shields Marine and Technical College.

A native of Grangecon, Mr. O'Toole was educated at the local National School, at Baltinglass Technical School and Kevin Street College of Technology where he obtained his Senior Trades' Certificates. He subsequently served his apprenticeship with the E.S.B. between 1961 and 1966 and was engaged in maintenance work at Allenwood Generator Station, in carrying out installation work in the Portlaoise district and in construction work at Lanesboro.

On the successful completion of his apprenticeship, he applied to Irish Shipping Limited and was appointed as Junior Electrical Engineer Officer in the m.v. "Irish Larch" for a voyage to the Persian Gulf. He was promoted to Senior Electrical Engineer Officer in August, 1967 and joined the m.v. "Irish Ash". He served subsequently in various vessels of the fleet including the "Irish Sycamore", "Irish Spruce" and "Irish Poplar" and was selected to assist in supervising the fitting out of the new "Irish Maple" in Glasgow in October, 1972.

Mr. O'Toole has been highly commended by the Chief Engineers' under whom he has served.

In the Spring of 1974 he decided to add to his qualifications and completed the course which has gained him his most recent success.

Due to the fact that Mr. O'Toole was at sea, serving on the "Irish Maple", it was not possible for him to have attended the College for the presentation of his Bronze Medal Award and consequently the formal presentation was made by the Company's Chairman, Mr. P. H. Greer. Our picture shows Mr. Greer and Mr. O'Toole at the presentation ceremony together with Mr. J. B. Guerins, Captain M. D. Langran and Mr. P. Loral.



The Presentation took place in the Company's Boardroom.

The Medal

The Medals awarded by the Institute are engraved with the insignia of the different Livery Companies which comprise the Guilds of London. These coats of arms of the Companies are arranged in clockwise order on the medals and are associated with the vocations and trades involved in the various Companies. They are of much interest and are arranged in two circles as follows:-

INNER CIRCLE

Mercers' Company, with a figure of the Virgin Mary on a bank of clouds, and crowned with a celestial crown.

Drapers' Company, with three triple crowns.

Fishmongers' Company, with leopards' heads which appear in hallmarks, and two goblets.

Salters' Company, with three wedge-shaped ingots of steel, and on the chevron three swivels.

Ironmongers' Company, with an ermine chevron, between two habicks used for holding the cloth taut, and a teasel for raising the nap.

OUTER CIRCLE

Dyers' Company, with three bags of madder dye.

Leathersellers' Company, with three deer.

Pewterers' Company, with three roses on the chevron between three strikes of silver.

Armourers' and Braisers' Company, with gauntlet, crossed and helmets for the Armourers, two ewers and three-legged pot for the Braisers.

Carpenters' Company, with three compasses.

Cordwainers' Company, with three goats' heads.

Coopers' Company, with royné between two adzes on the chevron, between three annulors or rings.

Plasterers' Company, with trelble flat brush, gauging trowel and two hammers.

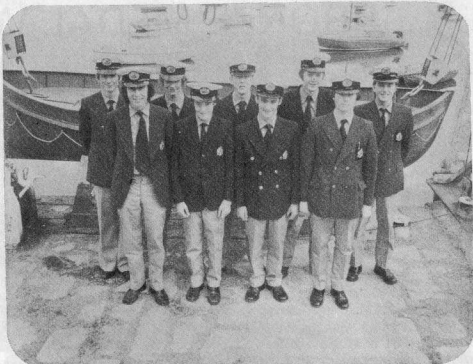
Needlemakers' Company, with three needles.

SPECIALLY SELECTED

Our congratulations to Engineer Cadets Adrian Meaney and Francis Hetherington who received commendation from the Master of the sail training ship "Malcolm Miller" and have been selected to return to either the "Malcolm Miller" or the "Sir Winston Churchill" as Boat-swains' Mates at a future date. They sailed from Teeside to Portsmouth last July and as only three or four out of thirty-nine trainees are usually so recommended for each cruise these two Irish Shipping cadets have achieved special distinction in being invited for a further cruise.

CADETS ON INDUCTION COURSE

Following the selection interviews and aptitude tests held during the summer months the Deck and Engineer Cadets were selected to commence their training courses. In these pictures we see Deck Cadets during their Induction Course which was held at the former Nautical College in Dun Laoghaire.



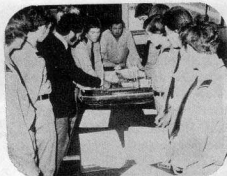
The Cadets selected this year, Back row (L. to R.). Louis McCall, Niall Devlin, F. Mongey, Fergus Britton and Seamus Myles. Front Row (L. to R.). Denis Barry, Rory Mullins, Donald Scanlon and Joseph Hobbs.

E.D.H. CERTIFICATE EXAMINATION

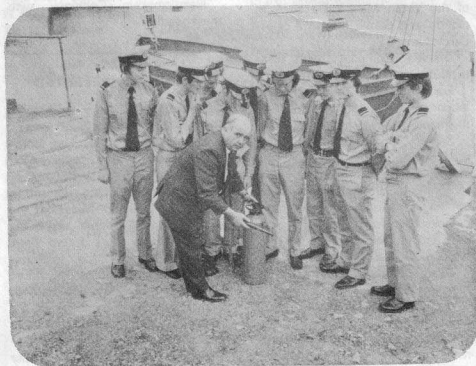
We have been asked to advise prospective candidates for the E.D.H., Certificate Examinations that, in future, they will be required to have a thorough knowledge of eight stranded rope eye splice and short splice. It is emphasised that candidates who are not conversant with these splices will not obtain the Certificates.



Mr. D. Nugent Bosun's Mate giving Lifeboat instruction.



Chief Officer, Mr. G. Kyne instructing the Cadets in general seamanship.



Mr. F. Forsyth instructing the Cadets in the use of fire extinguisher.

NEW AGENCY

Our Agency Division now act as agents for the Edinburgh-based Ben Line. When the Benarty docked at Ocean Pier Dublin, on 24th July last with a general cargo from the Far East, Mr. Stephen Clery, Manager, Agency Division, presented the ship's master, Captain Ron Thomas, with an engraved Waterford Glass piece to mark the first servicing of a ship of the Line by Irish Shipping.

Sandalwood and Hollowed Oak

*"Quinquere of Nineveh from distant Ophir
Rowing home to haven in sunny Palestine
With cargo of Ivory,
And apes and peacocks
Sandalwood, cedarwood and sweet white wine."*

It is not often that we hear of cargoes viewed as romantically as John Masefield depicts them in these lines from his poem "Cargoes". Of course not every sailor is a poet and Masefield was both at various stages of his career having begun his working life as an apprentice and having trained on board the famous ship "Conway". However, even the most staid amongst us can hardly remain entirely insensitive to the undoubted romance involved in man's quest for nature's bounty and in his development of the natural resources available to him. Not very long ago we wrote at length about wheat, the staple food crop of most of the peoples of the world and the principal cargo carried in our ships since Irish Shipping was founded in 1941. In recent years our vessels have been very much involved in the shipment of steel to supply the great manufacturing centres of America and Japan. Today, steel is a basic raw material in the production of the myriad machines, large and small, which have been devised through the ingenuity of man to enhance our modern lifestyle. Another major item of cargo which has served mankind from the beginning and which still plays a vital role in modern living is wood. It was the first material known to primitive man and for thousands of years has entered into every phase of human activity. In one form or another it has been used to provide man with all his basic needs and although we may be inclined to associate timber with shelter and protection from the elements, trees have yielded food and have through various processes served as a basic raw material for items of wearing apparel.

As far as our Company is concerned this particular natural product has a special significance for us. Apart from the fact that all but two of our ships have been named after trees we have been involved in shipping timber from the earliest days of the Company's history. The post-war Baltic trade featured substantial imports of Scandinavian timber products and, more recently, the "Star" and the "Stardust" as well as the "Pine", "Oak", "Larch" and "Maple" have all carried a considerable volume of lumber from the mills of British Columbia to European and other importing countries.

Forests cover more than one fifth of the Earth's land surface although only a proportion of these are situated in positions which make it either practical or economical to fell or extract the timber. Trees from which we obtain our timber vary to a considerable extent in size and quality, factors which are greatly influenced by their native environment. Climatic conditions together with soil, altitude and location all have their effect on the growth of the tree and hence on the quality of the timber which it produces. Softwoods, or conifers, are found principally in a broad belt stretching

across the North American continent, Scandinavia, Russia and Siberia. The commoner softwoods such as European Redwood and Whitewood when grown in different parts of Europe produce very different grades of timber. Generally speaking the further north a conifer grows the better the timber it will produce as the rate of growth is slower than in the warmer southern climates. The "annual rings" are narrower and the timber is more even in texture and more valuable.

BLACK KNOT

However, high altitude may compensate for the difference in latitude and as well as that the trees growing in the north may sometimes develop different defects from those growing in the more southerly regions. One such defect is the black knot which is found in North Scandinavian Whitewood.

Hardwoods are grouped in two general categories. Temperate hardwoods come from Europe and North America and tropical hardwoods are found in Central and South America, Africa, India, South-East Asia and Australia.

Nearly one third of the world's forest resources are located in Russia and the vast forests of

Canada also make a major contribution to the world supply of timber and timber products. In the United States alone there are 855 species of trees native to the American continent. Of these the most important and best known are the Oak, Ash, Walnut, Hickory and Poplar. From Central and South America we get various types of hardwood as well as the softwood, Parana Pine. The various countries of Central America have supplied much of the mahogany used in making furniture and in the timber trade the different species of mahogany are known by the names of their countries of origin such as Cuban mahogany, Nicaraguan mahogany, Mexican mahogany, etc. Ecuador is a major supplier of balsa and several types of new timbers have been added to the already extensive selection of woods available on the world market. These new timbers include coigue, manio, laurel and rauli from Chile; peroba rosa, andiroba, qarubá, vinhatico and jequitiba from Brazil. In recent years these woods have established themselves as eminently suitable for cabinet making and coach building.

There are many hundreds of species of hardwoods grown in

With one fell blow



This historic picture shows a tree six feet in diameter and two hundred feet tall being felled to clear the site on which Vancouver, B.C. now stands. The "Bowling Pin" method was used in this operation. Smaller trees were cut half way through and then the giant tree was felled upon them. Two to three acres of forest went down in this way to one great resounding crash.

West Africa. Among these mahogany and walnut are the most common. From South-East Asia and India come a great range of decorative timbers as well as hardwoods specially suited for flooring. The most valuable timber coming from this area is teak with its unique qualities of durability and resistance to moisture, acid, fire and insects. Australian and Japanese oak are also well known in the timber trade.

Age and Size

The oldest living trees in the world are reputed to be the Bristlecone Pines, the majority of which are found growing on the arid crags of California's White Mountains. Some of them are estimated to be more than four thousand six hundred years old and the largest known Bristlecone Pine is the "Patriarch" which is believed to be one thousand five hundred years old. The oldest known Redwoods are about

three thousand five hundred years old. Among the one hundred and forty species of trees native to Canada are many of giant proportions. These are to be found in the Forest Regions of Columbia, Great Lakes and in the coastal areas. The most common tree in Canada is the Douglas Fir which ranges in height from one hundred and fifty to two hundred feet with diameters of up to nine feet. These occasionally may attain heights above three hundred feet and diameters of fifteen feet or more. The Sitka Spruce is also known to have reached heights of one hundred and eighty feet and the Western White Pine is recorded as having attained two hundred feet. Here in Ireland the Oak is our largest and longest living native tree. It grows to a height of between sixty and one hundred and thirty feet and is capable of living for several hundred years. Three of our vessels have been named after this particular tree which has long been used as a symbol of strength and is widely featured in legends. Oak wood was also used widely as material for the building of wooden ships. The Elm is another tree common in Ireland and before the invention of modern chemicals the bark of this tree was used in dyeing and sugar refining. It was also ground into meal to make bread in times of scarcity and the bark was used to cure skin diseases as well as being made into mats and ropes. Another tree which is widely used in this country is the Ash and it is estimated that twenty thousand trees are used each year in the making of hurleys. Wooden shoes are still worn by some people in the Netherlands and France and these are usually made of Beech because of its strength and long lasting and waterproof qualities.

Many and varied are the products and by-products of wood in every country round the globe.

Here we have considered only a tiny proportion of the countless uses to which timber has and is being put but in doing so we may realise to some extent the importance of this common material to modern man and, indeed, to all men since the beginning of time.

INSURANCE CORPORATION OF IRELAND STARTS NEW LIFE COMPANY

In January this year the Insurance Corporation of Ireland launched its new life assurance subsidiary, the Insurance Corporation of Ireland (Life) Limited. The Insurance Corporation of which Irish Shipping hold 48 per cent of the shares in turn controls 80 per cent of the new life company, the remaining 20 per cent being held by ENNIA a major Dutch insurance group.

The company offers a wide range of competitive life assurance policies including endowment assurances, term life and family income protection assurances and has designed a unique new policy known as the Inflation Compensator which helps to mitigate the effect of inflation on savings. Because of the close association between Irish Shipping and the Insurance Corporation it has been decided that members of the staff of Irish Shipping will be offered the same attractive special terms for any personal assurances effected by them on their own lives as are offered to the staff of the Insurance Corporation.

It is sometimes said nowadays that because of inflation it is not worth having life assurance – but this couldn't be further from the truth. Inflation increases the need for life assurance in two ways – by creating an increased need for savings to meet future commitments and by increasing the need for financial protection of the life of the family breadwinner.

The increased need for savings as a result of inflation may be seen clearly if a comparison is made between the amount now necessary as a deposit for a typical home compared to the amount that would have been adequate five or six years ago.

The need for extra life protection is as clear as the relentless rise in the cost of living. Premiums for pure life protection insurance are very modest in relation to the cover. For example, the yearly premium for a 30 year old to provide life assurance cover of £25,000 for ten years is approximately £36, or £3 a month for staff of Irish Shipping under the special arrangements available to them. For a nominal extra premium this cover may be made "convertible" that is to say, it may be extended beyond the ten year period regardless of the state of health of the individual at the time the conversion is made.

Insurance Corporation Life, your new associate company, can offer you and your friends these valuable life assurance arrangements. If you wish to discuss any aspect of life assurance please contact Mr. Frank MacHugh, Assistant Life Sales Manager, Insurance Corporation Life, Telephone 775841.



THE GODFATHER

Acknowledgment

The wife and family of the late Peter Byrne wish to thank the Officers and Crew of the "Irish Elm" for their great help and sympathy on the occasion of their grievous loss.

Mrs. Byrne and family also wish to extend a special word of thanks to Mr. John Davis for his great help and understanding during this particularly sad time.



This happy picture shows Mr. Jack McGauley of our Head Office staff receiving his Gaelic Football Trophy from Councillor, M. Burke after the annual East Wall Married versus Single match. Councillor Burke is a well known member of the Harbour Police and has distinguished himself in effecting many rescues on the waterfront.

LATE EAMON DE VALERA



Inspecting a Naval Guard of Honour at the launch of the "Irish Rowan" in 1961.

The death of former President, Mr. Eamon de Valera, on 29th August, 1975, brought to an end a long and eventful chapter in Ireland's history. His passing in the 93rd year of his life was mourned by thousands of Irish people young and old who filed past at his lying in state in Dublin Castle. The late Mr. de Valera was, for more than half a century, a leading figure in Irish life and has had associations with our Company from the time his Government established Irish Shipping Ltd. in 1941. He visited many of the original war-time vessels at Cork Dockyard and was to revisit the Yard in 1961 when the late Bean de Valera performed the naming ceremony at the launch of the m.v. "Irish Rowan". The keel of the "Irish Rowan" was laid on 15th October, 1960, when the Yard was officially opened as Verolme Cork Dockyard by the late Mr. Sean

Lemass and the launch took place on 5th December, 1961. In characteristic manner the First Lady performed the ceremony with the following prayer.

"Tugaim "Irish Rowan" mar ainm ar an long seo agus guim bail o Dhia ar gach duine da seolfaidh inti. Faoi choimirce Realt na Mara i gconai go raibh si."



Pictured at Aras an Uachtairain in 1966, President de Valera receives a copy of "The Sea and the Easter Rising" from the President of the Maritime Institute of Ireland, Col. A. Lawlor, who was accompanied by (L. to R.) Mr. F. Robbins, former Director I.S.L.; Dr. J. de Courcy Ireland, Author; Mr. J. N. McGovern, Irish Shipping, sponsors of the book, and Mr. D. O'Flanagan, Secretary Maritime Institute of Ireland.

An Irish Explorer in Canada

The name John Palliser is not one which springs readily to mind as a famous Irish explorer and yet he earned for himself a very special place in the history of Canada. A modern square in the thriving city of Calgary, Alberta is named after this man from County Waterford who led a British survey team across the vast flatlands of western Canada in 1857. The entire region was then owned by the Hudson's Bay Company and Palliser reported that much of the land was desert or semi-desert and could never be expected to be occupied by settlers. His prediction could hardly have been more wrong as we shall see but first let us consider the man himself.

John Palliser was born in 1807 at Comragh, Co. Waterford, the eldest son of Lieutenant-Colonel Wray Palliser of the Waterford artillery militia. John was Sheriff of Waterford during 1844 and served in the Waterford artillery militia himself as a Captain. In 1847 he set out on a hunting expedition among the Indians of the western and north-western districts of America. After many strange and dangerous experiences he returned to England and in 1853 he published his experiences under the title "Adventures of a Hunter in the Prairies". Eight thousand copies of this book with illustrations were sold up to 1856. In the following year, Henry Labouchere, Secretary of State for the Colonies, on the recommendation of the President of the Royal Geographical Society, agreed to undertake the exploration of British North America between the parallels of 49° and 50° north latitude and 100° to 115° west longitude. The Treasury subscribed £5,000 for the purpose and Palliser, on 31st March, 1857, was appointed leader of the expedition. He was assisted by an astronomer, a botanist and a geologist. His instructions were to explore a large part of the far west region of America to the shores of the Pacific and topographically to determine the British North American international boundary line from Lake Superior in Canada across the main chain of the Rocky Mountains and hence to the western seacoast.

In 1857 Palliser explored the White Fish and Kaministoquiah Rivers and inspected the country between the southern branch of the Saskatchewan River and the boundary of the United States. He also determined the possibility of establishing means of communication



This team of dogs are competing in the World Championship Dog Derby at The Pas, Manitoba in sub zero temperature. The race is a three-day event held over a 50-mile lap course.

between the Rocky regions of Lakes Superior and Winnipeg and the prairie country. On a second expedition in 1858 he proceeded to approach the Rocky Mountains from the Buffalo Prairie, between the North and South Saskatchewan, and then to explore the passes through the mountains lying within the British territory. For the results of this journey he was, in May 1859, awarded the Patron's or Victoria Gold Medal of the Royal Geographical Society. In 1860 he again proceeded towards the South Saskatchewan River, following the course of the Red Deer River.

ELECTED TO FELLOWSHIP

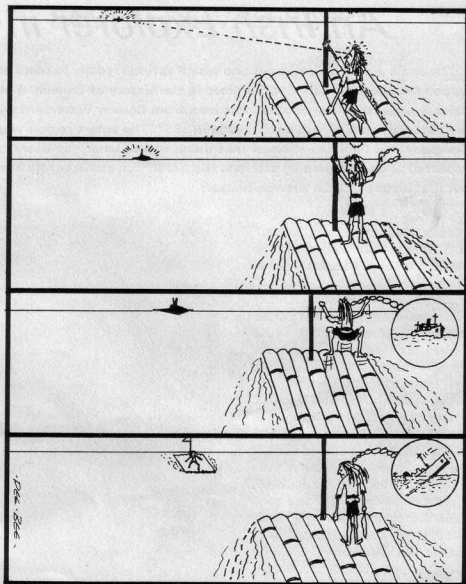
He went westwards to the Rocky Mountains, from the point whence he had turned in his first season's exploration and thus completed the

survey of the hitherto unknown prairie region. He also examined the country to the west of the Columbia River, establishing the fact of the connection of the Saskatchewan Plain east of the Rocky Mountains with a route into the gold-mining regions of British Columbia. On his return to England he was elected a fellow of the Royal Geographical Society and on 30th May, 1877 was awarded Companionship of St. Michael and St. George.

John Palliser, who was unmarried, died at Comragh, Co. Waterford, his birthplace, on 18th August, 1887.

Even before he died, Palliser must have had misgivings about his prediction as to the future prospects of the land he had surveyed. In 1870 the Hudson's Bay

Company sold to Canada two and a half million square miles of territory including the Prairie Provinces, the Yukon, the North-West Territories and parts of Ontario and Quebec at a price of a hundred acres for ten cents. Two hundred years previously King Charles II of England awarded his cousin, Prince Rupert, and fellow investors of the Hudson's Bay Company all the land drained by the Hudson Bay. The Prairie Provinces stretch from the port of Churchill in the north-east right across Manitoba, Saskatchewan and Alberta. As a result of the acquisition of the vast unsettled west from the Hudson's Bay Company, Canada expanded her frontiers to become second in size only to Russia among the nations of the world. The search for the famous North West Passage brought explorers from Europe to the Hudson Bay area and the profits from fur trading caused many to settle there. Although these were hardy pioneers the fierce competition in the fur trade together with their urge to explore, lured them across the vast continent. The hardships which they had to endure and the harsh climate took a heavy toll and the famous explorer who gave the Bay its name, Henry Hudson, was cast adrift by his mutinous crew in 1610 and was never seen again. Two years later, in 1612, Captain Thomas Button and crew, looking for China suffered through a scurvy-ridden winter at the Nelson River 150 miles south of Churchill. They found no passage to Asia nor did they trade for a single fur. Half a century was to pass before the British realised the northland they struggled to by-pass might be as rich as the China they sought to reach. Then in 1668, the British ketch, "Nonsuch" sailed into Hudson Bay to seek trade and returned to London loaded with beaver fur which was then much in demand in Europe as a source of felt for hats. On that evidence King Charles II, to exploit the fur resources, conferred upon a private company one of the richest natural prizes in history. "To the Governor and Company of Adventurers of England trading into Hudson's Bay" he granted propriety over all the lands draining into



the Bay which was, in effect all central Canada right to the Rockies. Three hundred years ago the Hudson's Bay Company opened for business with the King's cousin, Prince Rupert, as the Company's sponsor and first Governor. In 1970, Queen Elizabeth II of England visited Manitoba to mark the Province's centennial year and collected rent on the Bay Company's concession as required by its ancient charter. This charter provided for rent of "Two Elks and two Black Beavers whensoever and as often as We, our heirs and successors shall happen to enter into the said countries."

Natural Resources

Saskatchewan is known as the granary of Canada and produces about 60% of the prairie grain crop. Since the early 1970's Canada has exported record shipments of wheat reaching over one billion bushels per year bringing the farmers of Sas-

katchewan as much as 1.4 billion dollars. Manitoba has a mixed economy with rich mineral deposits of copper zinc and nickel and its revenue from agriculture yields an estimated 5 billion dollars. Alberta is nicknamed the 'sunshine' province because of its good weather and it is one of the most beautiful in Canada. In the west of the province there are some of the finest cattle ranches in the world and both wheat and cattle gave Alberta its economic start but the province's economy was transformed by the discovery of huge petroleum and natural gas supplies in 1947. Since then the province has become the third wealthiest in Canada in terms of income per person and its rate of population growth is second to that of British Columbia. The upsurge in population is concentrated mainly in Alberta's two principle cities of Calgary and Edmonton, which is the capital.

Thriving City

Calgary has a population of 437 thousand people and has an area of 157 square miles. It is one of Canada's highest cities at an elevation of 3,440 feet, 150 miles north of the Montana/Alberta border in the foothills of the Rocky Mountains. There are over 400 firms directly connected with the oil industry and having headquarters in Calgary which also has large chemical, fertiliser and other agricultural industries.

In July each year the world famous Calgary stampede takes place in conjunction with an exhibition reconstructing life in the

early days and recalling events of western historical importance. The city's history began as early as 1885 when it became the site for a mounted police outpost and the discovery of oil in 1914 at nearby Turner Valley laid the foundation for the development and prosperity of this important city.

One of the distinctive features of Calgary is its 626 feet high rotating Calgary Tower which gives a panoramic view of the city and overlooks Palliser Square. This soaring symbol of progress dominates the surrounding landscape almost in mockery of the man from Co. Waterford who made a foolish prediction over a century ago.



This Indian couple are harvesting wild rice in a Manitoba lake. They use flailing sticks to knock the grain into the canoe.

Grateful Acknowledgment

We have received the following copy letter from the Royal Alfred Merchant Seamen's Society, the original of which was sent directly to Captain J. F. Kelly, Master of the m.v. "Irish Stardust".

*Dear Captain Kelly,
We have recently received through your Head Office your magnificent contribution of £70.50 to the Society's funds being a donation as a result of a collection on board amongst you and your crew, and our official form of receipt is herewith attached.*

This is one of the largest gifts we have received and we should like

you all to know how deeply grateful we are for the generosity and kindness of you all. It will certainly go a long way towards caring for our aged seafarers and their dependants, and we send you grateful thanks and best wishes for future voyages.

*Yours sincerely,
D. J. Lafferty,
General Secretary.*

Note: The facilities of the Royal Alfred are available to members of the Irish Merchant Navy and some who have benefitted from the Society have expressed their sincere appreciation.

POSTAL DIFFICULTIES

In recent months we have experienced considerable delay in having crew mail delivered to some of our vessels trading to ports on the West Coast of Canada.

We contacted the Canadian Embassy in Dublin about this problem and they told us that their postal system is still suffering badly from the effects of the postal strike which took place four months ago.

We regret that we were not aware of this situation at an earlier date but we have now added one week to the estimated delivery time and this should ensure that all mail sent to Canadian ports will reach the relevant ship prior to sailing from British Columbia. This precaution, however, will mean that, should the service improve, mail which we receive late will not reach the required ship at her Canadian port of call as it will have been sent to the vessel's next port.

We have been asked by our Personnel Department to publish this explanation regarding mails so that our ship's personnel will be familiar with what we hope will be a temporary delay in delivery of crew mail.

Christmas Greeting

READERS ARE REMINDED THAT GREETINGS FOR PUBLICATION IN OUR CHRISTMAS EDITION MUST REACH US NOT LATER THAN MONDAY, 8th DECEMBER, 1975.

Social Calendar

The staff Social Committee have announced details of two major functions to be held in the coming months. The Annual Halloween Party will be held in the Clarence Hotel on Tuesday, 28th October, 1975 from 8 p.m. until 1 a.m.

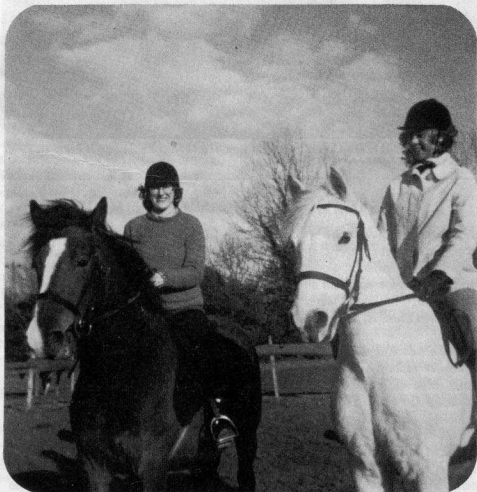
The Annual Dinner Dance will take place at the Burlington Hotel on Wednesday 17th December, 1975. Reservations for both events can be arranged by contacting Leo Flynn at Head Office.



The wedding photograph of Miss Pamela Dunne and Mr. Martin Courtney who were married in August last. Pamela is a popular member of Head Office Staff where she is Secretary to the Financial Controller.

Mr. Clem Kinsella

We send our best wishes for a full and speedy recovery to Mr. Clem Kinsella of our Agency Division who has spent some months in hospital. Clem was injured in a road accident while on his annual training stint with the F.C.A. during the Summer holiday period. He is in excellent spirits and good health but, unfortunately, the healing process has been long and tedious. However, we hope to have this very popular colleague back "on active service" in the very near future.



"Tallyho! and all that sort of thing! All aboard for Ballsbridge," say Mrs. M. Doyle and Miss Susan Patterson of Head Office during one of their equestrian interludes.

200,000th Passenger on "Saint Patrick"



Included in above picture are (L. to R.) Dominique Fillonneau; Madame Fillonneau; Captain Frank Kelly, Master "Saint Patrick"; M. Fillonneau; Natalie Fillonneau; and Mr. Frank Carey.



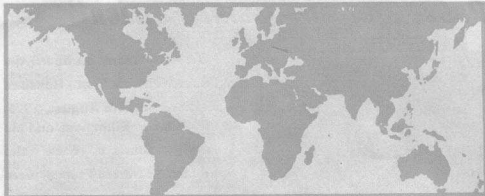
This picture was taken on board the "Irish Plane" in May when the Army Chief of Staff, Major General T. L. O'Carroll and Mrs. O'Carroll made a voyage on the vessel. In recent years Cadets from the Naval Service have received training in ocean navigation on the "Irish Plane" and the ship also took part in air/sea rescue exercises in co-operation with the Army helicopter rescue service. Major-General O'Carroll takes a very keen interest in Naval Cadet training and was pleased to get first-hand knowledge of life aboard.

At a ceremony on board the "Saint Patrick" at Rosslare Harbour on 11th August, 1975, Mr. Maurice Fillonneau and his family, tourists from the Vendee district in France, were presented with a decanter by Mr. Frank Carey, Passenger Sales Manager of Irish Continental Line before departure for Le Havre. M. Fillonneau who was touring in Connemara, was the 200,000th passenger to travel on the Car Ferry since the service commenced on 2nd June, 1973. It was the Fillonneau's fourth trip to Ireland and they will be returning in the Autumn for a fishing holiday.

In making the presentation, Mr. Carey recalled that last year Irish Continental Line won the U.D.T. Endeavour Award for Tourism and said that "total passenger traffic for the first seven months of 1975 had increased by 41%, with car traffic also up by 32%".

Mr. Carey said that he was "particularly pleased that the 200,000th passenger should be from France in view of the fact that French traffic had increased by 69%!

The German market had also increased as had the New Business Areas and advance bookings for the remainder of the season were very encouraging."



FLEET NEWS

"Cedar" in queue at Apapa

When the "Irish Cedar" arrived at Apapa, Nigeria on 9th July she was obliged to await a berth in this extremely congested port where the backlog of ships awaiting discharge has numbered 300. Imports to Nigeria have doubled over the past year and it is estimated that congestion in the port of Apapa has caused the price of cement to increase by 100%, milk by 200% and the cost of sugar to the Nigerian consumer by 300%.

Eventually the "Irish Cedar" discharged her cargo of steel from Detroit and Chicago and sailed in ballast on 15th September, arriving at Takoradi on 16th September. She loaded manganese ore at Takoradi and sailed on 21st September for Buenos Aires where she is expected to arrive on 6th October. The vessel is expected to complete discharge on 10th October.

While the vessel was at Apapa, on 3rd September, Mr. S. Byrne Electrical Engineer, joined the ship to relieve Mr. J. Murphy.

"Irish Elm"

While this ship was at Amsterdam in early September the majority of the crew members signed-off. Mr. M. Doyle, Chief Officer; Mr. J. Dunne, Electrical Engineer and Mr. L. Fanning, Catering Officer, relieved Mr. P. Murphy, Mr. H. Stears and Mr. T. O'Connell respectively.

The "Elm" discharged Japanese motor cars from Yokohama at Amsterdam. She sailed from Amsterdam in ballast on 6th September and arrived at Baltimore on 19th September to commence loading a cargo of coal for Japan. The "Elm"

is expected to transit the Panama Canal on 30th September and should arrive at her first Japanese port about 25th October.

"Irish Stardust"

Chief Engineer Mr. T. Kenny, Second Officer Mr. B. Coburn, Electrical Engineer Mr. J. McGuire and Catering Officer Mr. J. Rogan relieved Mr. M. Lydon, Mr. D. O'Brien and Mr. J. Clinton respectively at Los Angeles on 15th September. The vessel arrived at Los Angeles with containers from Shimizu, Japan. She is at present loading at ports in British Columbia, a cargo of forest products, for discharge at Kawasaki. It is expected that the vessel will complete loading and sail from British Columbia about 27th September and should arrive at her Japanese discharge port on 13th October.

"Irish Star"

The "Irish Star" is at present loading lumber and ore concentrates in British Columbia for London, Antwerp, Hamburg, Brake, Nordenham and La Pallice.

Her loading ports are Eureka, Coos Bay and Squamish. It is expected that the ship will complete loading and sail from Squamish on 30th September and should transit the Panama Canal about 11th October, arriving at London on 25th October. The "Star" is due to sail from London on 28th October and will be at Antwerp on 29th to 31st October. Her schedule for the remaining discharge ports are as follows. Hamburg—1st to 2nd November; Brake 3rd to 4th November; Nordenham 5th to 6th



Junior Engineer Nicholas Brick, who was one of the outstanding athletes competing in the International Sports Week for seamen at Liverpool last May. We reported the detailed results in our last issue.

November and La Pallice 7th to 8th November. The ore concentrates are due for discharge at Hamburg and Nordenham.

Russian Charter for the "Oak"

Under what is probably the first Russian charter of an Irish vessel, the "Irish Oak" is at present to New Orleans where she will load grain for Black Sea ports.

The vessel will be on time charter to her Russian charterers for a period of twelve to fifteen months. While the "Oak" was at Gijon, Spain, discharging steel from Long Beach there was a crew change and Captain H. Fiddler took over command from Captain T. Hughes. Chief Engineer Mr. B. Larkin and Second Engineer Mr. J. O'Connor relieved Mr. W. McCarthy and Mr. T. O'Toole respectively.

The vessel is expected at her loading port on 30th September and should complete loading and sail on 5th October for her discharge ports in the Black Sea.

"Irish Larch"

This vessel has commenced a three years charter with an Australian company and on her previous voyage the vessel loaded phosphate at Tampa for discharge at Vizagapatnam where she completed discharge and loaded a cargo of ore for

Japan. She sailed from Vizagapatnam on 12th September and called at Singapore for bunkers. She is expected in Japan on 25th September where she will discharge at Wakayama and then proceed to Suzaki where she will load limestone for the South Australian port of Whyalla. Her further itinerary is not available as we go to press.

"Irish Pine"

This vessel arrived at Pointe Noire on 10th September and loaded a cargo of Manganese Ore for the Japanese ports of Tachibana and Mitsushima. She sailed on 12th September and called at Durban for bunkers arriving there on 19th September. At Durban, Mr. E. Greevy, Chief Officer relieved Mr. T. O'Connor and Mr. D. Hopkins, Second Officer relieved Mr. J. Flanagan.

The "Pine" is expected at Tachibana on 17th October and after three days unloading she will move to Mitsushima where she is expected to complete discharge on 22nd October.

"Irish Maple"

The "Irish Maple" arrived at New Orleans on 7th September and loaded a cargo of grain for Yokohama. The vessel is expected to transit the Panama Canal on 19th September and should arrive at her Japanese discharge port of Nagoya on 15th October.

The vessel's further itinerary is not available as we go to press.

"Irish Plane"

Chief Engineer, Mr. J. Morgan, replaced Mr. G. Cunningham while the "Plane" was at Antwerp where she discharged a cargo of grain from the Great Lakes. She arrived on 19th September and sailed on 24th September for Toledo, Ohio where she is expected to arrive on 10th October.

She will load grain at Toledo for discharge at U.K. or European Continental ports.

Mr. Jeff Reed

Ex Chief Engineer Mr. Jeff Reed, has been in touch with us recently and sends his best wishes to all his

friends ashore and afloat in Irish Shipping.

Mr. Reed has moved home from Donegal to Bournemouth and his many friends amongst our readers will be glad to learn that he is keeping well and enjoying life ashore.

Liffey Lifeboat Race

The first dinghy race to be held on the River Liffey to aid the Royal National Lifeboat Institute raised £1,000 for the Dublin branch.

Boys and girls in ten Optimist dinghies raced between Kingsbridge and O'Connell Bridge and the winner was Mark Lyttle in a boat sponsored by Liffey Dockyard Ltd. In second place came Aidan Byrne in a boat sponsored by Irish Shipping Ltd. and placed third was John Owens whose boat was sponsored by Guinness Group Sales (Ireland) Ltd.

We congratulate our representative, Aidan Byrne for his excellent performance in crossing the line in second place from a total entry of twelve boats.

LAND AHOY!



The "Irish Pine" pictured in the English Channel.

Fleet Personnel



Deck and Engineer Officers in order of rank (as at 26th September, 1975)

m.v. "Irish Maple" – Captain M. O'Dwyer; Deck Officers: P. Farnan, J. Hickey, L. Foley; Deck Cadets: T. Sarsfield; Chief Engineer: P. Collins; Engineering Officers: J. Devitt, P. McGlade, M. McAneny, B. McGinley, P. N. Duffy, M. Tracy, M. O'Leary; Electrical Engineer: M. English; Catering Officer: H. Bond; Deck Department: H. Hannon, E. Frampton, J. Farrelly, J. O'Neill, N. Byrne, J. O'Donnell, T. Lynch, D. Sheridan, B. Coogan, E. Nicholson, A. Pike, P. Fury; Catering Department: D. Meagher, J. Kenneally, J. Maguire, J. Byrne, J. Cooney, A. Reilly, P. Williams.

m.v. "Irish Star" – Captain J. A. Gleeson; Deck Officers: J. Whyte, M. Ryan, C. Lawless; Deck Cadets: D. Dignam, F. O'Flynn; Chief Engineer: L. Sherringham; Engineering Officers: J. Reynolds, M. McCann, C. McGarrical, F. Keane, J. Lynch, M. Egan, J. Dillon, F. Brennan; Electrical Engineer: T. Duggan; Catering Officer: P. Walsh; Radio Officer: R. Byrne; Deck Department: J. Hannah, E. O'Leary, A. Corlett, J. Duff, P. Proctor, P. Duffy, T. Goggin, F. Sweeney, D. Fitzgerald, C. Cody, D. Kelleher, P. Shanahan, E. Judge; Catering Department: A. Rourke, J. Mulligan, R. Dunne, J. Murphy, M. Coleman, L. Stewart, B. Courage.

m.v. "Irish Plane" – Captain J. S. Kerr; Deck Officers: J. Moynihan, M. A. O'Callaghan, M. Kirrans; Deck Cadets: G. Burns; Chief Engineer: G. Cunningham; Engineering Officers: P. Caffrey, J. O'Keeffe, D. O'Flaherty, M. Ryan, P. Clarke, T. O'Leary; Electrical Engineer: E. Perry; Catering Officer: U. Maher; Radio Officer: J. Lyons; Deck Department: D. Healy, J. Griffin, D. O'Driscoll, P. Coyle, F. Galvin, L. King, N. Shiels, K. O'Neill, K. Kelly, E. O'Reilly, C. Kelly, P. O'Sullivan; Engine Department: P. Walsh, G. Roche, E. Manson, H. Cantwell; Catering Department: J. McGrath, S. Paige, P. Kelly, R. O'Keeffe, D. Coombes, D. Muldoon, D. Redmond.

m.v. "Irish Oak" – Captain H. Fiddler; Deck Officers: P. Kehoe, P. Murphy, J. Whelan; Chief Engineer: B. Larkin; Engineering Officers: J. O'Connor, C. Corcoran, P. Morris, M. Allen, C. O'Brien, M. Boland, R. Mullin, N. Devlin; Electrical Engineer: P. Clarke; Catering Officer: P. Murphy; Radio Officer: J. J. McCarthy; Deck Department: J. Tallow, V. Beech, M. Byrne, D. McDonnell, N. Leonard, B. Freeney, J. Cole, J. Delany, H. Austin, M. Byrne, J. Moloney, T. Kelly, F. O'Keefe; Catering Department: E. Byrne, J. Moynihan, B. Osborne, R. Pullen, P. Quilty, T. Barry, J. Graham.

m.v. "Irish Elm" – Captain M. McMahon; Deck Officers: M. Doyle, M. Darcy, F. Traynor; Deck Cadets: G. Bourke, G. O'Connor; Chief Engineer: P. Bardon; Engineering Officers: D. Menzies, R. Broderick, D. O'Loughlin, A. Curran, T. Ryan, V. Hetherington; Electrical Engineer: J. Dunn; Catering Officer: L. Fanning; Radio Officer: B. M. Gallagher; Deck Department: P. Duffy, M. McElliott, P. Fitzmartin, V. Lotti, T. Breslin, P. Murphy, E. McKenna, J. McDonough, M. Cristie, L. Heapes, P. Taffee, G. Kinlan, D. O'Connor, G. Cery, T. Ebbs, L. Bajai, P. McKenna, C. Lewis, J. Clancy, E. Donnelly, M. French.

m.v. "Irish Cedar" – Captain M. Carey; Deck Officers: A. Coghlan, J. Kenny, K. Daly; Deck Cadets: P. Boyd, M. Poole; Chief Engineer: J. Mooney; Engineering Officers: P. O'Halloran, N. O'Neill, J. O'Leary, P. A. Cummins, P. Conran, F. Cronin, B. Elum, B. Ogidj; Electrical Engineer: J. Murphy; Catering Officer: E. Fricker; Radio Officer: M. O'Leary; Deck Department: J. Hall, P. McDonnell, G. Byrne, A. Murray, T. Whelan, J. Doran, J. Lynch, P. Flynn; Engine Department: T. Kinsella, P. Leonard, C. Hendy, B. Bell; Catering Department: L. Kieran,

D. Brown, J. Hoey, D. Byrne, J. O'Brien, G. McGovern, J. Murphy.

m.v. "Irish Larch" – Captain C. Devine; Deck Officers: B. Hearne, J. Murphy, P. Miley; Chief Engineer: M. Curley; Engineering Officers: J. T. Reilly, E. Kealy, D. P. Kelly, D. Geraty, P. O'Mahony, J. Carvey, P. Molloy, M. Flynn; Electrical Engineer: E. Walsh; Catering Officer: N. Hartigan; Radio Officer: P. A. Kinsella; Deck Department: V. Murphy, T. Hughes, A. Byrne, F. McCarthy, A. Caffrey, J. Bonnie, P. O'Brien, S. Boylan, G. McGuinness, J. Wickham, R. Fawsitt; Catering Department: T. Mason, C. Murphy, J. Roche, J. Cooney, J. McCloot, G. Humphries, F. Browne.

m.v. "Irish Stardust" – Captain J. Kelly; Deck Officers: B. Kehoe, B. Coburn, P. Smyth; Deck Cadets: B. Kinch; Chief Engineer: T. Kenny; Engineering Officers: M. Egan, D. Power, J. Keane, J. Durham, N. Pearson, P. Molloy; Electrical Engineer: J. Maguire; Catering Officer: J. Rogan; Radio Officer: Miss Stockwell; Deck Department: J. Maloney, K. O'Malley, J. Kelly, S. Smith, W. Farrell, J. Beggs, P. Collins, T. Ryan, B. O'Reilly, B. Goyvaerts, M. Murphy, D. Doyle; J. Burns Catering Dept: T. Doyle, J. Kelly, E. Mulready, M. Gowan, D. Coleman, P. Garry, N. Duggan.

m.v. "Irish Pine" – Captain T. Byrne; Deck Officers: E. Greevy, D. Hopkins, D. Fleming; Deck Cadets: N. Cummins; Chief Engineer: G. Rowe; Engineering Officers: A. Bolster, P. Smyth, F. Flynn, D. Walsh, A. Kelly, G. O'Brien, W. Sammon; Electrical Engineer: P. Fitzgerald; Catering Officer: P. Farrell; Radio Officer: D. Jackson; Deck Department: P. Harris, D. O'Sullivan, T. Norris, P. Bradshaw, D. Hunt, J. White, P. Naughton, S. Doyle, L. Stowe, S. Ebbs; Catering Department: G. McGovern, M. Carpendale, E. Byrne, J. Kane, P. Lumsdon, H. McClenahan, D. Browne.