

# SIGNAL

SPRING, 1975

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

Vol. 12, No. 4



An aerial view of Capetown where the "Irish Pine" will call for bunkers on her present voyage from Buenos Aires to Japan.



## **Deck and Engineer Officers ashore as at 11-4-75**

**Masters:** B. Reilly, H. Fiddler, M. Carey, W. Garvey, T. Byrne, J. Walsh, M. McMahon.

**Chief Officers:** J. Whyte, J. Ryder, P. Kehoe, J. Moynihan, D. Mundow, P. Murphy.

**Second Officers:** M. Cronin, M. Darcy.

**Third Officers:** E. Curry, J. Flanagan, J. Hickey, H. McGowan, P. Richardson, S. O'Byrne, C. Graham, L. Gavin, J. Murphy.

**Chief Engineers:** J. Morgan, H. Mooney, J. Mooney, G. Cunningham, M. Curley, L. Sherringham.

**Second Engineers:** P. Caffrey, P. Collins, H. Teehan, J. Nangle, S. McLoughlin, D. Gabriel, J. O'Connor, J. Reilly, A. Bolster, D. O'Brien, J. Doran, M. Byrne, J. Devitt, J. O'Toole.

**Third Engineers:** P. McGlade, E. Kealy, D. Gerety, M. Hayes, P. Herlihy, J. O'Keeffe, T. O'Keeffe, J. O'Meara, W. Roberts, D. Walsh, D. Power, E. Sweeney.

**Fourth Engineers:** F. Cotter, M. McAneny, M. McCann, J. O'Leary, D. O'Flaherty.

**Junior Engineers:** M. Allen, P. Cummins, J. Garvey, A. Kells, D. Kelly, J. Lynch, C. McGarrigle, B. McGinley, E. McQuillan, P. Molloy, P. Murphy, T. O'Leary, P. O'Mahoney, M. Tyrrell, K. Vekins.

**Engineer Cadets:** P. Conran, A. Curran, J. Durham, B. Geoghegan, T. Lanigan, G. O'Toole, N. Pearson, M. Tracy.

**Deck Cadets:** J. Bourke, P. Boyd, P. Cafferky, J. Clarke, D. Coleman, K. Cotter, N. Cummins, K. Daly, D. Devenney, D. Dignam, R. Fennessy, T. Finn, D. Fleming, G. Hopkins, B. Kinch, M. Kirrane, R. McCabe, F. McCarthy, M. McCarthy, D. Meagher, G. O'Connor, F. O'Flynn, P. O'Shea, R. O'Shea, M. Poole, M. Purcell, P. Smyth, T. Sarsfield, F. Traynor.

**Electrical Engineers:** E. Perry, J. Dunn, E. Walsh, P. Fitzgerald, A. Kane, H. Stears, D. Niall.

**Catering Officers:** E. Fricker, T. O'Connell, F. Walsh, P. Murphy, H. Bond, J. Dillon, P. Fanning.

### **Deck Cadets attending Plymouth Polytechnic:**

M. Kinsella, G. Burns.

## **Shore Post for Chief Engineer**

Mr. Peter Otter who has served on many ships of the Company's Fleet as Chief Engineer has taken up duties as a lecturer in Marine Engineering at the Regional Technical College, Cork. We wish Mr. Otter every success in his new career.

## *Home from the Sea*



Examining the silver tea service presented to him by his sea-going colleagues on the occasion of his retirement is Mr. James Bennett, Catering Officer with Mrs. Bennett. Also in the picture are left to right, Mr. J. Clinton and Mr. J. Rogan all fellow Catering Officers.

## *Presentation to Retiring Commodore*



A special presentation was made to Commodore John Poole to mark the occasion of his retirement after many years of service with Irish Shipping Ltd. In this picture, taken at the function on 4th April, the Chairman of Irish Shipping, Mr. Perry Greer is making the presentation to Commodore Poole. Also in the picture are Mrs. Poole, Deck Officer Cadet, Michael Poole, the Commodore's son who was home on leave from the "Irish Maple" for this very happy occasion, and Irish Shipping's General Manager, Mr. W. A. O'Neill.



## CAHIR SCHOOL WINS PROJECT COMPETITION

The winners of this year's "Follow-the-Fleet" project Competition were the pupils of Our Lady of Mercy Primary School, Cahir, Co. Tipperary. For the second year in succession the Dominican Convent National School, Dun Laoghaire, gained second place and this year's third prizewinners were the pupils of Dromclugh National School, Bantry, Co. Cork.

At a presentation luncheon held in Dublin on 27th January, the Chief Inspector of the Department of Education, An tUas. G. A. O Suilleabhain, presented their prizes to the award winners. In doing so, An tUas. O Suilleabhain paid an enthusiastic tribute to Irish Shipping for the Company's contribution to the cause of primary education in this country. He also complimented the prize-winners on their excellent project and said that he had personal experience of the good use to which the "Follow-the-Fleet" scheme was being put by teachers all over the country.

The theme for this year's projects was "Ireland, a Maritime Nation" and the entries, which were on display at the presentation function, included well illustrated and researched essays, poems and sea shanties featuring Irish maritime history from the earliest times. Irish sea-gods such as Manannan Mac Lir, the voyages of St. Brendan as well as famous Irish mariners of more modern times such as Brown, Barry, McClure and Shackleton, figured prominently in the work presented by the winning schools. In addition to the historical aspect of Irish maritime affairs the various projects showed that the children had carried out considerable research relating to Irish coastal deep-sea and fishing fleets; the Irish Naval Service; Irish dockyards and the maritime resources of the seas around our

coasts. Special awards were made for exceptional art entries which were received from Presentation Convent Primary School, Kilkenny, and from a young girl from the Dominican Convent National School, Dun Laoghaire. A further special award for a written project was made to a pupil of Presentation Convent, Carrick-on-Suir, Co. Tipperary and two highly commended projects were received from Glanworth National School, Mallow, Co. Cork and St. John of God School, The Faythe, Wexford. In his speech, the Chairman of Irish Shipping, Mr. Perry Greer, welcomed the guests at the prize-giving function and thanked especially the Chief Inspector for his interest and kindness in coming along to present the various prizes. Mr. Greer said that he had much pleasure in meeting such dedicated

## STATISTICS

There are 923 schools at present taking part in "Follow-the-Fleet". These include schools in Northern Ireland and in addition we have two schools in Britain participating.

Those counties which figured amongst the prizewinners are represented in the scheme by:- Cork—96 schools; Dublin—74 schools; Tipperary—41 schools; Wexford—17 schools and Kilkenny—11 schools.

As some of the participating schools have as many as twelve classes taking part in the scheme it is estimated that at least 40,000 school-children follow the movements of our fleet each week and more than 200,000 school-children have taken part in "Follow-the-Fleet" since it was first introduced in January 1967.

"followers" of the fleet from various parts of Ireland. It was, he said, a source of great satisfaction to find that the modest "Follow-the-Fleet" scheme, which the Company launched eight years ago, was still so well received by teachers and pupils in schools throughout the country. The annual Competition provided an opportunity to see how the scheme was being used in the schools and it was a source of wonder that children of such tender years could produce and present such excellent projects. Mr. Greer said that this year's entries would be placed on view at the Company's new offices at Merrion Hall so that the many teachers who had expressed a wish to see the winning projects would have an opportunity to view them.

"This year," said Mr. Greer, "there are two very special features of the Competition on which I particularly wish to comment. The first is that this is accepted internationally as Ladies Year and although I know this had no bearing on the decisions of our Adjudicator, Captain Peterson, his selections are not likely to provoke an attack by Women's Lib. If some of my friends of the Press will forgive my saying so, "Follow-the-Fleet" cannot be accused of not keeping up with the times. However, I am glad that we also have two stalwart young men from near Bantry Bay amongst our major award winners and I must say they do not look at all like 'male chauvinists'. The second feature of this year's Competition to which I would like to draw your attention is that our theme set for the project was 'Ireland a Maritime Nation'.



Mr. Perry Greer, Chairman Irish Shipping, with the First Prizewinning Project, talks to pupils Eileen Keating and Rose Marie Neville and their teacher, Rev. Sr. Mary of The Sacred Heart, Principal, Convent of Mercy Primary School, Cahir, Co. Tipperary.



We feel that this is a most appropriate theme for our "Follow-the-Fleet" Competition because the fleet which is followed so keenly is Ireland's national deep-sea fleet. It is a fleet of fine ships — the average age of these ships is five years and they are manned by first class Irish officers and seamen. They sail on the international trade routes just like the famous Irish deep-sea sailing clippers of the last century and they are well known and highly regarded in ports all over the world. They and the men who sail in them are worthy ambassadors of our maritime nation.

Today when the whole world looks more and more to the sea, not just because of its importance in international trading communications, but for its potential as a source of energy and food we should fully appreciate our good fortune in being a truly maritime nation.

This has been the main objective of "Follow-the-Fleet" since it was introduced in 1967, to promote a greater appreciation and awareness of all maritime matters. I hope it has, to a great extent, achieved that aim amongst the 200,000 children who have participated in this scheme so far. In this way we hope the scheme will stimulate interest and curiosity about the sea and ships and thereby lay a foundation for the development of a better informed public in the sphere of matters maritime. In this connection I would like to pay tribute to the work of the Maritime Institute of Ireland and to thank them for the voluntary efforts they have made since their inception many years ago. They are at present engaged in the very praiseworthy task of establishing a National Maritime Museum at Dun Laoghaire and we wish them every success with this important project."

Mr. Greer concluded by congratulating the award winners from Cahir, Dun Laoghaire, Bantry, Kilkenny, Wexford, Glanworth and Carrick-on-Suir.

On behalf of the guests, Rev. Sister Mary of the Sacred Heart, Principal of the Convent of Mercy, Cahir, thanked Irish Shipping for making "Follow-the-Fleet" available to schools and added that she hoped other Irish companies would make a similar contribution towards primary education in our schools.

In addition to the teachers and pupils from the prize winning schools, the attendance at the presentation function included An tUas. D. Ó Riordáin, Secretary, Department of Transport and Power; An tUas. P. Breathnach, Assistant Secretary, Department of Education; Col. A. T. Lawlor, President, Maritime Institute of Ireland; Mr. J. Wolohan, Honorary Promotions Officer, Maritime Institute

of Ireland; Captain Basil Peterson, Adjudicator for the Competition; Mr. Frank Robbins, Director, Irish Shipping Ltd.; Mr. E. Keegan, Director, Irish Shipping Ltd., together with Mr. W. A. O'Neill, General Manager, Irish Shipping Ltd. and other senior management officials of the Company.

## **"Follow-the-Fleet" Competition 1974/75**

### **First Prize**

**Our Lady of Mercy Primary School, Cahir, Co. Tipperary.**

### **Second Prize**

**Dominican Convent National School, Dun Laoghaire, Co. Dublin.**

### **Third Prize**

**Dromclugh National School, Bantry, Co. Cork.**

### **Special Art Award**

**Presentation Convent Primary School, Kilkenny.**

### **Individual Awards**

#### *Written Project*

**Mary Quinn, Presentation Convent, Carrick-on-Suir, Co. Tipperary.**

#### *Art*

**Betty Bolton, Dominican Convent National School, Dun Laoghaire, Co. Dublin.**

### **Highly Commended**

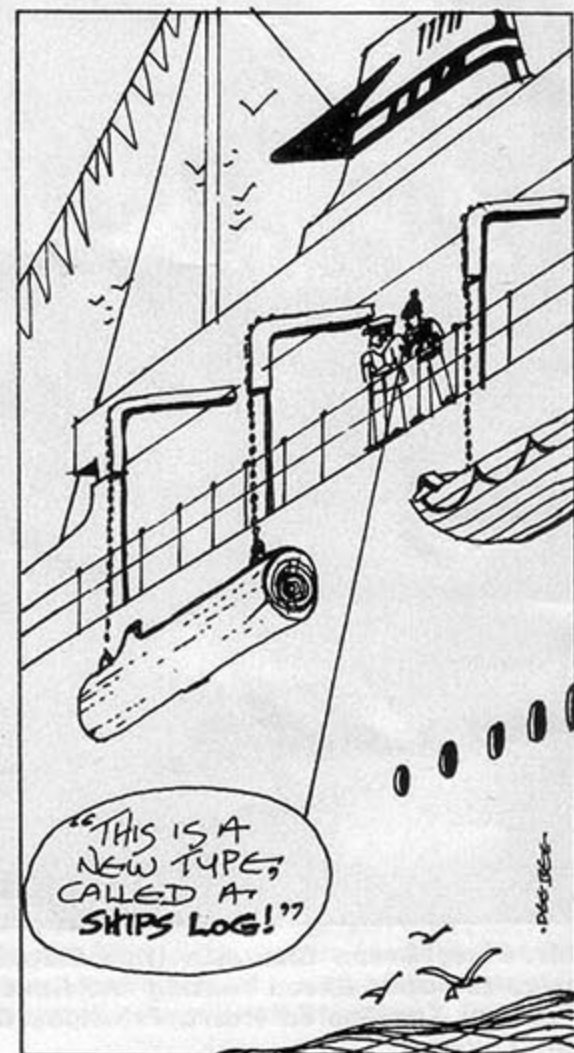
**Glanworth National School, Mallow, Co. Cork.**

**St. John of God School, The Faythe, Wexford.**

### **Irish Offshore Service Assoc.**

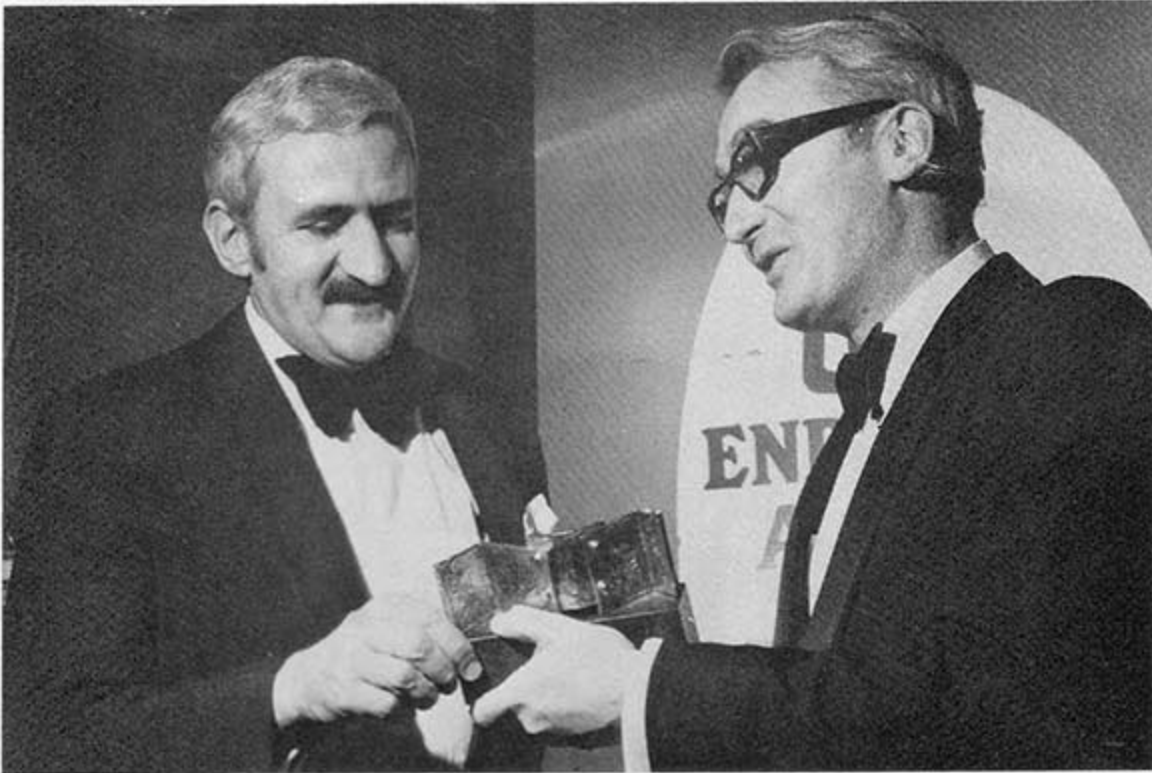
In September 1974, the Irish Offshore Service Association was set up and now has forty-two member companies, a number of them already providing services to the offshore industry in the North Sea area and Ireland. **Mr. B. W. Lynch**, formerly of Irish Shipping Limited and now General Manager of Seahorse Limited is Chairman of the Association which is affiliated to the Confederation of Irish Industries. Recently, the Association, in co-operation with the I.D.A., were hosts at a reception in Dublin to welcome a mission from the Offshore Services Information Centre in the U.K. The visitors were representative of twelve companies in the U.K. and Europe and were in Ireland for a three day visit to study joint venture possibilities and other opportunities for business development likely to arise from the Irish Offshore programme. The group attended a briefing session, arranged jointly by the I.D.A. and the Confederation of Irish Industries, before departing for Waterford and Cork where they had discussions with representatives of the Harbour Authority, Chamber of Commerce and other local interests.

The Offshore Services Information Centre is sponsored by the London Chamber of Commerce and has a wide membership representative of all areas of business involved or interested in servicing the offshore market such as engineering firms, consultants and firms providing specialist services.





## Irish Continental Line Wins Top Tourism Award



**Mr. Aubrey McElhatton receiving the Award From M. Denis Bernon**

Irish Continental Line has won the gold award of the 1974 UDT Endeavour Awards for tourism. The trophy, along with eight Regional awards, were presented by **Mr. Peter Barry, T.D.**, Minister for Transport and Power.

Irish Continental Line triumphed from 54 nominations for the National award, which was accepted on the company's behalf by **Mr. Aubrey McElhatton**, General Manager. Last year's winner was Wexford Festival Opera.

This is the fifth year of the UDT awards, which were conceived to recognise outstanding contributions to Irish tourism. As an extension of that aim, scrolls were designed this year for presentation to those nominations recommended by the various adjudication panels. In all, there were 18 recipients of scrolls.

This year's National award was granted to Irish Continental Line in recognition of its aggressive marketing policy which resulted in 33,848 Continental visitors coming to Ireland. It was only in June 1973 that the company's car ferry service between Rosslare and Le Havre came into operation, with the specially commissioned vessel, "Saint Patrick," representing an investment of almost £6 million.

The figures for 1974 showed an increase of 38% over 1973 in the total visitors carried – a significant statistic when viewed against a background of general recession in the tourist industry. Irish Shipping Limited holds a 50% interest in Irish Continental Line.

The National adjudication panel was: **Mr. Eamonn T. Ceannt**, Director General, Bord Failte; **Mr. Wm. Sandys**, Chairman, United Dominions Trust (Ireland) Limited; **Mr. Jim Dunne**, Assistant Editor, Business & Finance; **Mr. Ivor Kenny**, Director General, Irish Management Institute; **Mr. T. J. Maher**, President, I.F.A., and **Mrs. Valerie McGovern**.

The outstanding feature of the 1974 Regional awards was the number of voluntary organisations which were honoured. Probably the best known was the Rose of Tralee International Festival in the Southern Region. From humble beginnings in 1959 it has grown in size and stature and last year 100,000 visitors to Tralee generated spending in excess of £1 million.

The vital role that local co-operation plays in furthering tourism was underlined in the Western and North-Western Regions when two small community associations – Ballycastle in Mayo and Carraroe in Sligo – received awards. Similarly in the Mid-West, where the Limerick Association, An Taisce was a very worthy winner.

Speaking at the presentation, **Mr. Denis Bernon**, Director and General Manager of United Dominions Trust (Ireland) said: "As most of you are aware, this is the fifth year of the UDT Endeavour Awards. The original motivation behind the scheme was simply to give recognition to honest endeavour in the cause of Irish tourism, and hopefully to provide an incentive to those people honoured. That concept has rightfully remained unchanged.

On behalf of UDT, I congratulate all our recipients tonight, who have, in diverse ways, contributed so much. An outstanding element in the list of award winners is the inclusion of so many community organisations – it has certainly become apparent to us the major role that local co-operation plays in the overall tourism picture".

## WHY THE FLOODS CAME

*This theory as to the cause of 'The Flood' appeared in the parish magazine of All Saints, Worlingham, England, and was re-printed in the 'Sunday Telegraph'. Having moved to new offices ourselves we fully understand the reason for the very wet summer we had last year.*

And the Lord said unto Noah: "Where is the ark which I hast commandeth thee to build?"

And Noah said unto the Lord: "Verily, I have had three carpenters off ill. The gopher wood supplier hath let me down – yea, even though the gopher wood hath been on order for nigh upon twelve months. The damp-course specialist hath not turned up. What can I do, O Lord?"

And God said unto Noah: "I want that ark finished even after seven days and seven nights."

And Noah said: "It will be so."

And it was not so.

And the Lord said unto Noah: "What seemeth to be the trouble this time?"

And Naoh said unto the Lord: "Mine subcontractor hath gone bankrupt. The pitch which Thou commandest me to put on the outside and on the inside of the ark hath not arrived. The plumber hath gone on strike."

Noah rent his garments and said: "The glazier departeth on holiday to Majorca – yea, even though I offerest him double time. Shem, my son who helpeth me on the ark side of the business, hath formed a pop group with his brothers Ham and Japheth. Lord I am undone."

And Lo, it was not fulfilled.

And Noah said unto the Lord: "The gopher wood is definitely in the warehouse. Verily and the gopher wood supplier waiteth only upon his servant to find the invoices before he delivereth the gopher wood unto me."

And the Lord grew angry and said: "What about the animals? Of fowls after their kind, and of every creeping thing of the Earth after his kind, two of every sort have I ordered to come unto thee to keep them alive. Where, for example, are the giraffes?"

And Noah said unto the Lord: "They are expected today."

And the Lord said unto Noah: "And where are the clean beasts, the male and the female; to keep their seed alive upon the face of all the Earth?"

And Noah said: "The van cometh on Tuesday; yea and yea, it will be so."

And the Lord said unto Noah: "How about the unicorns?"

And Noah wrung his hands and wept, saying: "Lord, Lord, they are a discontinued line. Thou canst not get unicorns for love nor money."

And God said: "Where are the



monkeys, and the bears, and the hippopotami, and the elephants, and the zebras and the hartebeasts, two of each kind: and of fowls also of the air by sevens, the male and the female?"

And Noah said unto the Lord: "They have been delivered unto the wrong address but should arriveth on Friday; all save the fowls of the air by sevens, for it hath just been told unto me that fowls of the air are sold only in half dozens."

And Noah kissed the Earth and said: "Lord, Lord, thou knowest in thy wisdom what it is like with delivery dates."

And the Lord in His wisdom said: "Noah, my son, I knowest. Why else dost thou think I have caused a flood to descend upon the Earth?"

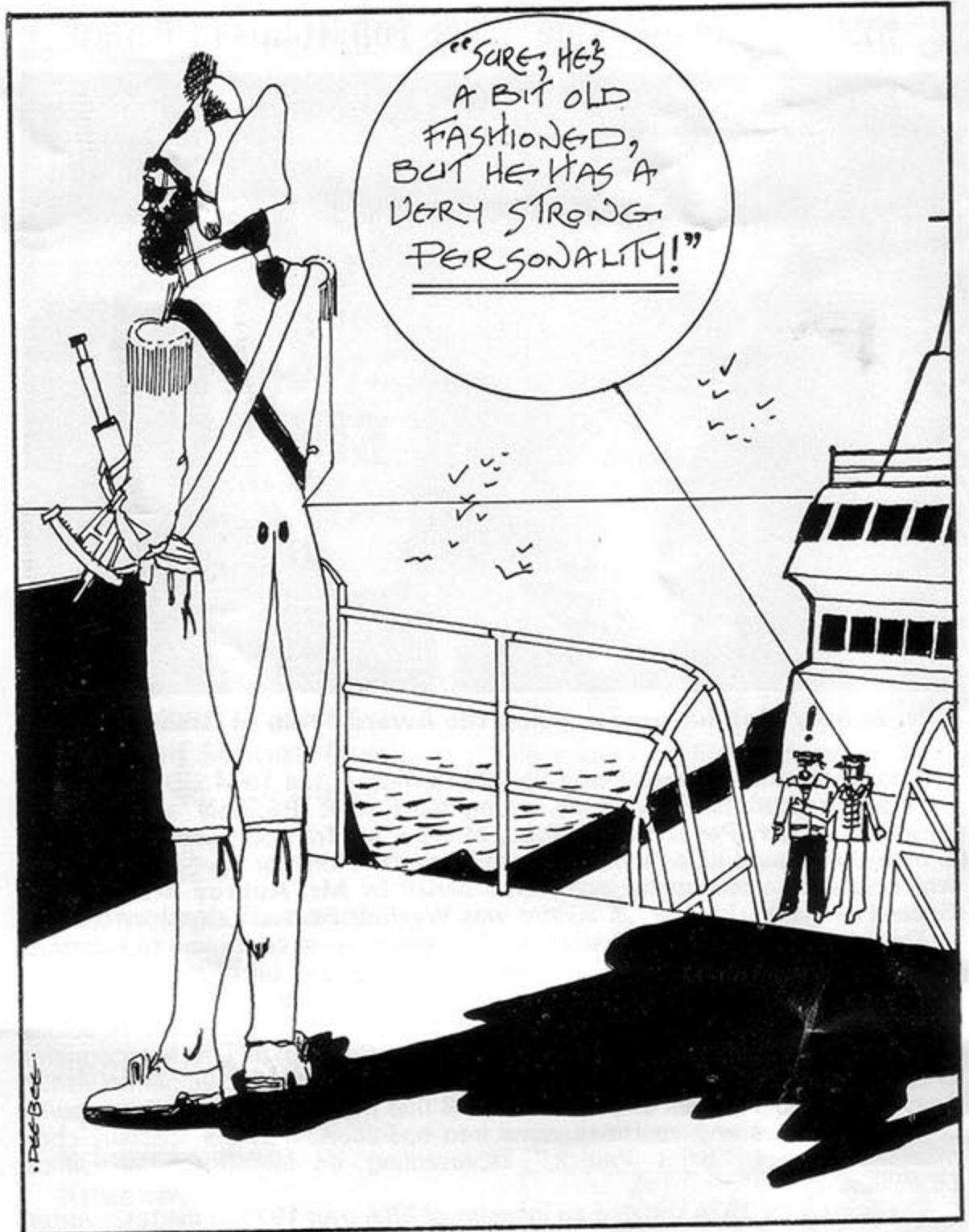
## BUDGET 1975

For the benefit of our many readers on board ship, the following are the main provisions of the Budget introduced by the Minister for Finance, Mr. Richie Ryan on 15th January 1975.

**Income tax allowances have been increased giving an extra £75.00 personal allowance for single persons bringing the allowance to £575. The married person's allowance is up to £920, an increase of £120. The allowances for widowed persons are increased from £550 to £635 and the child allowance is up by £30 to £230. Working wives' allowances are up £30 to £230 and housekeeper's allowance is up £25 to £165. There is an increase of £15 in the case of dependent relatives bringing this allowance to £95 and the blind person's allowance is up £25 to £165.**

### Social Welfare

Contributory old age pensions go up by £2 per week to a new rate of £10.50 and the qualifying age for old age pensions both contributory and non-contributory is reduced to 65 years. The changes in the means tests for non-contributory old age and blind pensions, widows' non-contributory pensions, deserted wives' allowance, unmarried mothers' allowances and prisoners wives' allowances are to be eased so that those claiming the allowances will be allowed means of up to £6.00 per week and will still qualify for the full amount of their allowances. Contributory widows' pensions go up by £1.70 per week and unemployment and disability benefit are up by £1.65 per week. Non-contributory old age pensions go up by £1.55 per week and non-contributory



widows' pensions deserted wives allowances and unmarried mothers' allowances also go up by £1.55 per week. Unemployment assistance is up by £1.35 in urban areas and £1.30 in rural areas. Childrens allowances for second and subsequent children are up by 30 pence per month to £3.60 for a second child and £4.35 for third and subsequent children.

### Extra taxes

Government revenue will be increased by the application of extra taxes on various items of wines, spirits and cigarettes as follows:- 5p extra on a glass of spirits; 10p on a bottle of wine; 3p on a pint of beer; 6p on a packet of twenty cigarettes and corresponding increases on cigars and pipe tobacco. 10p extra is being charged on each gallon of table waters and the tax in the case of off-course betting is up from 15% to 20% and the 5% levy on on-course bets with

bookies will increase from 5% to 10%. Property transactions exceeding £20,000 and up to £50,000 will bear a 4% stamp duty. Transactions over £50,000 will have a 6% stamp duty. Both the tax concessions and the social welfare increases will come into effect from 1st April 1975.

As from 7th April 1975 increased rates of employment contributions will come into effect as follows:- men with income of less than £2,500 per annum will pay a weekly contribution of £1.95 and those with annual income of more than £2,500 will pay £1.69 per week. The difference in the contribution is the 26p per week health contribution which is deducted from those with less than £2,500 per annum. It is not deducted from those with salaries in excess of that figure as such people are not entitled to many of the hospital benefits covered by this 26p per week contribution.



## Best Engineer Cadet Award



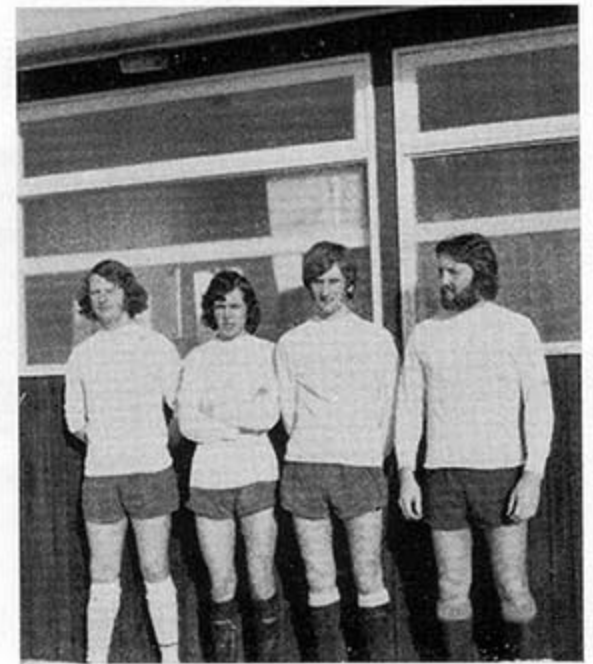
Pictured at the presentation of Duais Mhic Eoin to Engineer Cadet V. P. Hetherington who was chosen as this year's winner of the prize for the best all round Engineer Cadet at Cork. Included in the picture are Left to Right: Mr. S. P. Roche, Vice-Principal, Cork Regional Technical College; Mr. T. O'Driscoll, I.S.L.; Captain M. D. Langran, I.S.L.; Cadet Hetherington; Mr. P. F. Parfrey, C.E.O. City of Cork Vocational Education Committee and Mr. C. J. McSwiney, Head of Marine Engineering, Cork Regional Technical College.

## Unusual Discharging Technique



The vessel shown in the accompanying photograph appears to be in difficulties but, happily, appearances in this instance are deceptive. The vessel concerned is the "Haida Monarch", a new self-propelled, self-unloading log carrier which is now in service shipping logs from the Queen Charlotte Islands to Vancouver Island. She is owned by Kingcome Navigation, a Company which has a fleet of tugs and barges operating on the Pacific Coast. On her first voyage the "Haida Monarch", carried 15,000 tons of logs for the firm of MacMillan Bloedel from Gambler Island, in Howe Sound, to the Company's Powell River division

## FOOTBALLING CADETS



Irish Shipping Cadets' who took part in recent football competitions at Plymouth as members of the College of Further Education soccer team. Left to Right: D. Fleming, T. Sarsfield, N. Commins and M. McCarthy.

### SYMPATHY

*We Express our sympathy to Mr. P. A. Cummins, Junior Engineer, whose father died very recently. Mr. Cummins has been serving on the 'Irish Elm'*

in British Columbia. In our photograph the vessel is shown at a list of twenty-eight degrees to port which was sufficient to slide the logs off her deck and into the water which is the vessel's unloading procedure. The vessel can, in fact, tilt up to an angle of forty degrees and employs a system of ballast tanks and pumps which settle her deep in the water before she is ready for the tilting discharge. The ship was built at Yarrow's of Victoria and has twin General Motor diesels which can produce 7,200 bhp to give a speed of 14 knots in ballast and 11 knots fully loaded. She has two fifty-ton cranes which can load about 1,000 tons of logs per hour giving her fifteen hours to load fully. She is 423 feet long and has a loaded draft of 20.5 feet.



### In Appreciation

*I wish to express my very sincere thanks to the crew of the "Irish Plane", my last ship, for the wonderful present of Waterford Glass which they made to me upon my retirement. This esteemed gift will always serve as a reminder of the very fine and decent people with whom it was my good fortune and real pleasure to sail. I especially appreciate the wonderful loyalty and friendly co-operation I received from the catering staff throughout the years.*

*Goodbye Boys - happy sailing and may God bless you all.*

*Fe bhrat Brigid go mbeidh sibh choiche.*

*Seamas Bennett.*



The sixth birthday of the opening of Anchor House, the Seafarers Club, Cork was celebrated earlier this year with a special party to which all seamen in the port at the time were invited. In this picture we see Hostess Maureen Doran cutting the birthday cake under the watchful eye of the Port Chaplain, Rev. Father R. L. C. Lennon, O.P.

### OLD FRIENDS

It is of interest to recall that our association with the owners of the two reffer ships, "Samoan Reefer" and "Roman Reefer", which called at Dublin some months ago, goes back to the early days of our Company's history.

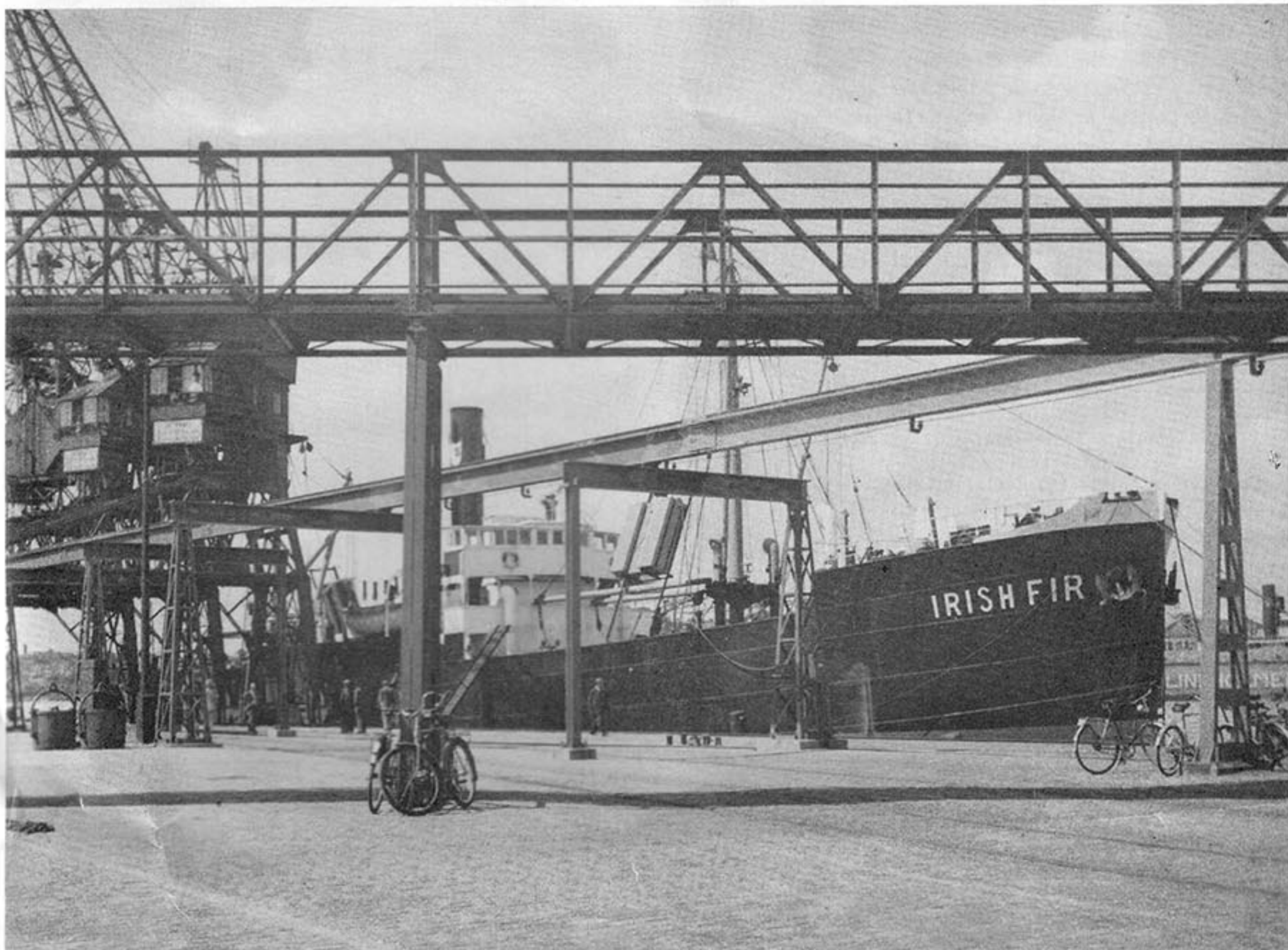
The first "Irish Fir", which was previously named "Margara" was purchased by Irish Shipping Ltd. from the Chilean Government in 1941. She was originally requisitioned by Chile together with four other ships owned by J. Lauritzen of Copenhagen. After the War the Danish company sought compensation from the Chilean Government and were in close contact with Irish Shipping in formulating their claim. The first "Irish Fir" was built by Bremen Vulcan in 1920 and was sold to Dublin and Silloth Steamship Co. in March 1949 by whom she was renamed "Delgany".



The Samoan Reefer loading meat at Foynes



# The Good Old Days of Steam and Bicycles



The first "Irish Fir" loading cargo at Gothenburg. (See "Old Friends" page 8)

## LETTERS

### Greetings from New Orleans

Just late for publication in our Christmas issue was this welcome letter from our good friend in New Orleans Mr. Robert Bunting:- "I received the Autumn issue of "Signal" the other day and thank you for same. It is nice to be able to locate the many friends we have made who work for your Company and to note that many of them have been promoted in rank and are doing well. This year Irish ships have been very sparse in the New Orleans area and we trust that 1975 will see a lot of sailing from this port. The "Oak" came in and was berthed in a forsaken hole called Burnside. That is a place where mosquitos carry you on board and off again. Those that bit the writer on his way ashore were seen to stagger after they had drank their fill when they tried to fly.

Captain Hughes and his crew extended us, as on all Irish ships, every courtesy and, of this year, it was one afternoon we really enjoyed.

Shortly the Mardi Gras season will

open and as a member of one of the Krewes I will send you some of the doubloons and favours for distribution to your staff in Dublin. I think it would be nice if a Mardi Gras Ball could be shipped to Dublin and performed in that city. The spectacle is tremendous, if possible I will get a film of ours and ship it to you.

In conclusion I wish all with Irish Shipping, good health, prosperity and the happiest of Christmases and, as the Scots put it a 'Guid New Year'.

### From British Columbia

In the course of a letter from a reader in British Columbia, our correspondent, Mr. M. Paise, who is a journalist specialising in shipping matters, writes:-

"Your readers might be interested in this item about mail service. I just received my copy of the Autumn 1974 issue of "Signal", mailed from Dublin October 21st, 1974, and delivered to my house on March 11th, 1975. How

is that for mail service? A bit late for me for news coverage but welcome reading at any time. I had received the Winter issue on time.

A Company ship, "Irish Stardust", arrived at Vancouver about the same time. She is presently at anchor awaiting settlement of the local long-shore strike which should take place this week.

Although I do articles and write about ships and shipping I can also do more to help people in Ireland in another way too. I can get anyone of any age pen-pals from all over the world as I have pen-pal columns published in newspapers and magazines in North America and Asia and so can get hundreds of pen-pals for anyone. Anyone of any age in Ireland, single or married, from 6 to 106 years old need only write me a letter with their name, address, age, birthdate, hobbies and where they would like pen-pals. These with a photo of themselves should be sent to:- M. Paise, 10987-



80th Avenue, Delta, British Columbia, Canada V4C 1W4.

I will also be able or glad to help anyone Irish in any way I can whether they are in business, tourists or anything else. I am happy to be some sort of friendly contact in North America to the people of Ireland. My interest in Ireland is not only in writing about ships and shipping as a member of the news media but also my grandparents were Irish, so it is more like a contact with home.

Your sincere friend in Canada,  
M. Paise".

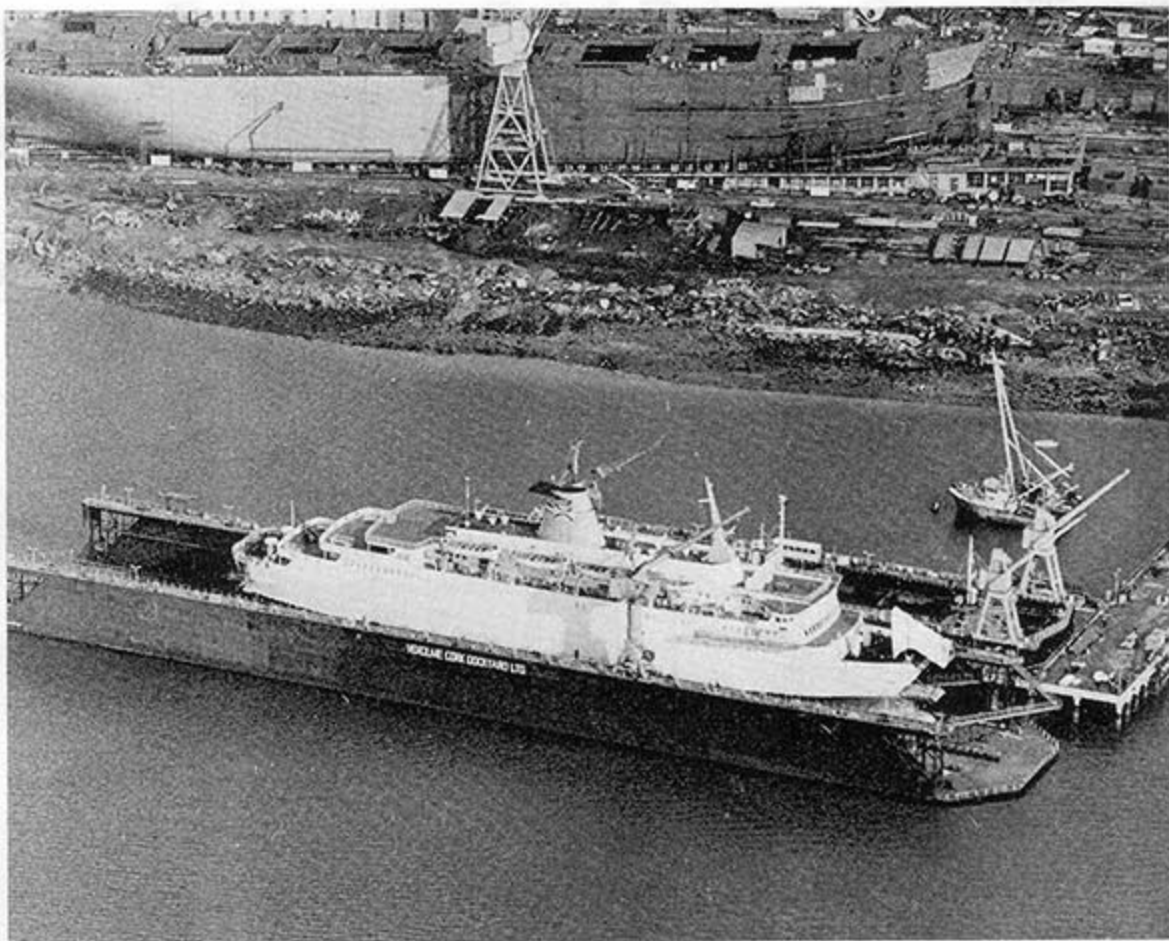
### CONGRATULATIONS

To Martin Darcy on obtaining his Mate's Foreign-Going Certificate, to Michael McCann on obtaining his Second Class Motor Certificate; to James O'Meara on obtaining his Second Class Motor Certificate.

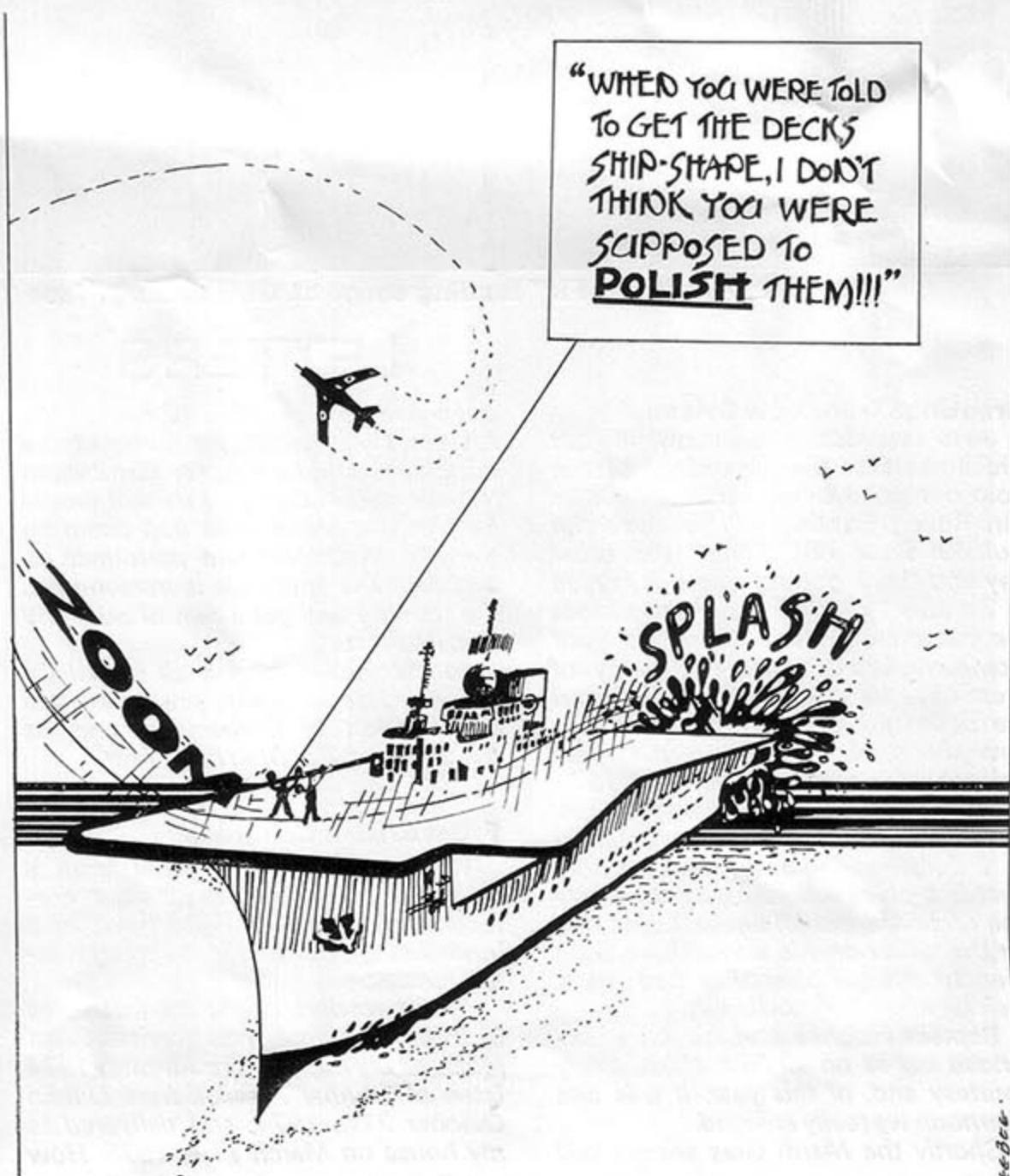
### Lady Trainee on 'Irish Larch'



Two pictures showing trainee Radio Officer, Miss Mary Donnelly at work and leisure on board the "Irish Larch". In the above picture Mary is shown at the Radio Room and in the lower picture She is seen off-duty in the Officers' Smoke Room.



The Irish Continental Line Car-Ferry, "Saint Patrick" pictured in the Floating Dock Rushbrooke, Co. Cork where she underwent her annual overhaul at the beginning of this year.





## Days of Sail Recalled

We are pleased to say that our recent references to the Irish deep-sea sailing vessels of the last century have aroused considerable interest amongst our readers. Already we have published a letter from Captain R. M. Woolfenden and in these pages we publish a further letter from the same correspondent together with a welcome contribution from our good friend Dick Scott who is at present domiciled at Shannon. Dick has been a keen student of ships and shipping from the early days of our Company and we have been indebted to him for his excellent photographs of some of the earlier vessels of the Irish Shipping fleet. That his interest and knowledge of shipping has not been confined to the more recent Irish maritime scene is evident from his latest contribution and his suggestion that more of our ship Masters and sea-going colleagues should contribute stories of their sea experiences is a proposal which we readily endorse.

In his letter, Captain Woolfenden mentions the firm of Richard Martin & Co. Although this Company traded until 1926 when their business was taken over by the firm of T. & C. Martin Limited, they sold the last of their ships, the "Fingal" in 1910.

Richard Martin & Company owned the only large fleet of iron and steel hulled square-riggers to be registered in Dublin and their vessels were engaged mainly in the Australian and Californian trades for almost thirty years. The Company purchased their first vessel in 1881. She was the iron ship "Lady Cairns" of 265 tons and was built by Harland & Wolffs in 1869. She was sold to Tullock of Swansea in 1891 and under her new ownership she continued to sail to San Francisco until about 1905 when she was run down off the Tuskar by the German barque "Mowe" when she was on passage from Liverpool to San Francisco with a full cargo. Very badly damaged and crippled the "Lady Cairns" drifted for several days until she was taken in tow by the S.S. "Belfort" and was brought to Dublin. After the collision the crew abandoned the ship, probably thinking she would sink rapidly, and some days later a lifeboat with a mast and torn sail was sighted by a steamer on its way from Dublin to Holyhead. However on coming alongside only two apprentices were found in it and both of them were dead.

The Company owned a number of other vessels including the "Fingal" of 2,510 tons which was built by Harland & Wolffs in 1883 and had a cargo capacity of 4,000 tons. She was essentially a carrier and came under the classification of "floating warehouse" rather than clipper. The 939 tons "Antrim" was bought by the Company from P. J. Carvill of Liverpool in 1864 and was resold to Carvills about ten years later. The "Dunboyne" of 1,379 tons and built at Whitehaven subsequently served as a training hulk for the Swedish Navy. She had previously been sold to the Trans-Atlantic Company of Gothenburg and

was purchased by the Swedish Navy from that Company in 1923.

In 1891 Martins ordered the 2,058 tons "Rathdown" from Workman, Clark & Company and was posted missing at Lloyds from October 1900. None of her crew were saved. The last vessel to join the Martin fleet was the steel four-masted barque "Howth" also built by Workman, Clark & Co. She had a cargo capacity of 3,690 tons and went into service in 1892.

In his book "Sailing Ships of Ireland", Ernest B. Anderson recalls a very interesting account of this ship which he was given by Captain Kellett who joined the vessel with three other cadets at Rotterdam in 1894. Captain Kellett's account of the voyages of the "Howth" and her cargo make interesting comparisons with some of the voyages of our own vessels in modern times.

The "Howth" left Rotterdam on 14th February, 1894 with a cargo of steel rails and arrived in Fremantle on 9th May 1894 after a voyage of 84 days. She sailed in ballast from Fremantle on 9th July 1894 and arrived at Newcastle, New South Wales, after 26 days, on 9th August 1894. She took on a cargo of coal at this port and sailed on 10th September 1894 and after a 51 days passage arrived at Antofagasta on 31st October 1894. Having discharged her cargo at the Chilean port she sailed in ballast on 31st December 1894 and arrived at Tacoma 25th March 1895 after a 53 days voyage. Here she loaded grain and sailed on 17th July 1895 and arrived at Liverpool after a 114 days voyage. Subsequent voyages were from Liverpool to Victoria, British Columbia with general cargo and a return voyage to Liverpool with grain. The westward voyage took 151 days. The unloading and loading at Victoria took almost two months and the vessel sailed on 14th May 1896. She arrived at Liverpool 146 days later on 7th October 1896, almost a year after she had commenced her outward passage. Her next round trip

"Referring back to the previous issue in which you mention the 'Irish Stars' of Belfast. You may be interested to know there was a company in Dublin called Sir Richard Martin who owned four large vessels. Three barques (four-masters) 'Fingal', 'Howth', and 'Rathdown', then there was the 'Dunboyne' a four-masted ship. They were fairly large, averaging around 2,500 tons N.R. 'Fingal' was commanded by W. McMurtry from the Isle of Magee, and the mate was his eldest brother T. McMurtry. Both enjoyed a good reputation among the crews; the only complaint being that 'they were made to work'.

The 'Fingal' was sunk in the Mersey after a collision in April 1903 but was raised and repaired in Clover Clayton's Dry Dock at Birkenhead. She was eventually sold to the Finns and later torpedoed in the first war. I don't know what happened to the other vessels.

My best wishes to Commodore Poole on his retirement."

Yours sincerely,

R. M. WOOLFENDEN.

### FROM DICK SCOTT

"The sailing ship notes in the last two issues of "Signal" were most interesting. It is very important that we preserve what we can of our maritime history - too much has been lost already.

Captain R. M. Woolfenden mentioned seeing a four-master laid up at Oaklands in 1925 with the faint markings of 'Golden Gate - Liverpool'. I don't think she could have been his father's old vessel. The barque he saw was the 'Golden Gate' which was bought by James Rolf & Co., San Francisco in 1911 and given this name. Previously she had been the 'Lord Shaftsbury', 2340 tons gross, built at Whitehaven in 1888 and owned by John Herron & Co., Liverpool. She was scrapped at San Francisco in 1935.

Perhaps Captain Woolfenden's father had command of the iron full rigged ship 'Golden Gate' (899 gross) built at Liverpool in 1869 and owned by W. M. Nicholson of that port. This sturdy three master was in that tough trade of Mersey to San Francisco via Cape Horn. Few of us today could appreciate just how tough - especially for a vessel of her size. She was wrecked on the South American coast in May 1906. I do not have a note of the location but Lloyds could trace it I am sure.

How about persuading more Irish Shipping skippers to contribute stories of their early days at sea?"

was from Liverpool to San Francisco and back to London during which the "Howth" carried general cargo outwards and returned with grain, tinned fruit and fish. This voyage lasted from



19th November 1896 until 28th February 1898 and the vessel took 151 days on the outward passage and 174 days on the homeward voyage. A subsequent voyage brought the vessel from Barry to Fremantle with coke, from Australia to Peru with coal and back to Antwerp with nitrate. This round trip lasted from 4th April 1898 until arrival in Antwerp on 14th April 1900.

It is of further interest to quote from Mr. Anderson's book an account given by Captain Kellett of his experience on joining the "Howth" as a cadet and of living and working conditions on board.

"After being interviewed by the Captain, the apprentices were taken along to the First Mate's cabin and there given certain instructions. We were forbidden to attempt to climb the rigging until the "Howth" should be one week at sea and then only as high as the lower top. We might begin climbing to the mast-head during the third week and out to yard-arms during the fourth week. We were forbidden to use bad language either on deck or in the apprentices' quarters and questionable stories were neither to be told nor listened to.

The 'Howth' was a vessel of 2,166 net registered tons. Her personnel numbered twenty-eight souls all told. The certified officers included the Captain, the First Mate and a Second Mate. The Petty Officers included a Bosun, a Sailmaker, a Carpenter, a Steward and a Cook. In addition, sixteen sailors and four apprentices were carried.

On sailing morning the crew came on board without any fuss or bother and every man sober. About noon a large ocean-going tug came under the bow and her tow-rope was passed on board and made fast, the mooring lines were then hauled on board and the voyage to Fremantle commenced. The 'Howth' was towed through the straits of Dover and when she was off Beachy Head sail was made and the tow-rope let go. After the anchors had been well secured and the many ropes coiled down ready for running, the entire crew was ordered aft to hear an address from the Captain. The gist of his address was:— he expected willing service; he hoped all would work well together; he intended to treat all fairly; he expected orders to be obeyed promptly and without question, and he would maintain discipline. After finishing his address the Mates were ordered to pick the watches and to commence watch-keeping forthwith. The First Mate went over to the port side, the Second Mate to the starboard side, they then picked men alternately, the First Mate's watch went below,

off duty and the Second Mate's watch remained on deck and on duty.

The sailors worked under the immediate direction of the Bosun and under the supervision of the Officer of the watch. The Bosun, Carpenter, Sailmaker, Cook and Steward worked all day and had all night in. Two apprentices were in each watch.

You may wonder what type of men were the Officers of the 'Howth' who undertook the training of the four apprentices and what type of men were the sailors who exercised some influence on their characters; for everything that influences the make-up of boys is education. Well, I served some six years on the vessel under three Captains, three First Mates and two Second Mates. Never did I hear a Captain or an Officer use bad language; never did I know or even suspect one of them to be under the influence of drink, and never was there any friction between them that came within the knowledge of the apprentices. All were thorough seamen and splendid disciplinarians and because of these qualities they were respected by the sailors."

## Appointed Director



Mr. Clement P. Kinsella, who was recently appointed Director of James Scott & Co. (Cork) Ltd., arriving in the southern capital for his first board meeting of the reorganised Company.

## CAREERS EXHIBITION



At the 'Opportunity Ireland' Exhibition held in the R.D.S. last February the Irish Shipping stand was the subject of much favourable comment by the organisers of this major careers exhibition and by members of the general public who visited the Exhibition. This photograph of the stand shows a number of staff members in attendance Left to Right: L. Fanning, Catering Officer; H. McGowan, Second Officer; Miss Mary Foley, I.C.L.; K. Vekins, Second Engineer and E. Greevy, Chief Officer.



# THE TALL SHIPS' RACE

The 'Tall Ships' Race for 1974 provided the greatest gathering of Sailing vessels since this competition was first conceived and organised by the Sail Training Association in 1955. In May 1976 an even bigger event is Planned to be held at Plymouth with a course which will take in Lisbon, Bermuda, Newport, Rhode Island and New York Harbour. Last Year Ciaran McIntyre, Engineer Cadet, took part in the race and here he relates his experience.

When the *Sir Winston Churchill* left Plymouth on the 19th July, I was at the helm. We cast-off forward at 1400 hours and it took us twenty minutes to bring our yards clear of those of the *Malcolm Miller*, a sister ship to the *Churchill* which was berthed alongside. We eventually had to cut our stern rope as we came clear. We reversed from our berth and stood off at the port entrance while sail was hoisted and then we sailed across to the eastern end of the Sound with an escort of pleasure boats, yachts and excursion steamers.

As we passed the breakwater, the ship was put about on to a course — 210° — which, if the wind didn't change before morning, would bring us clear of the French coast and into the Bay of Biscay without a tack.

Meanwhile, the *Malcolm Miller* had sailed out past Drake's Island at the western end of the Sound. We considered this a little unsporting in view of the local vessels which had come out to see the two ships sail out in company. This also left her upwind of us since the wind was west-southwest and we were sailing as close to the wind as possible. However she didn't take advantage of her position and by 1900 hours she was ahead of us but to leeward and if she continued on that course she would definitely have to tack round Ushant to enter the Bay of Biscay thus losing any advantage she may have had.

The wind increased to force four during the first watch and we maintained a steady five knots for the night. At 0900 hours the following morning we were eighty miles southwest of Eddystone Lighthouse and on a good course to round Ushant. Just before we went off watch at 1215 hours, the port lookout sighted Ushant low on the eastern horizon.

That morning I got a practical lesson in alertness. Our watch were hoisting the top mast staysails and while sweating up on a tack downhaul, I was first man on the rope. When the rope was sweated up I was to call to the others to "come up", where upon they would drop the rope and I



This picture, taken from one of the masts, gives a good indication of the height at which the crews of the various sailing vessels were required to work.

would make it up on a pin on the fife-rail. When I called, the rope was dropped but I didn't make it up fast enough and when the wind caught the sail, my thumb was squashed between the fife-rail and the rope. I was able to sweat the rope free while the others took the strain. After a severe dressing down from the Chief Officer, I took the rope and we again sweated up. This time I made it up properly and I did not make the same mistake twice.

From 1100 hours to 1500 hours we were crossing the shipping lanes and we encountered a good deal of traffic. One ship in particular, the Japanese bulk-carrier, "World Crest" caught my attention. She was of the same type class as the four new Irish Shipping vessels.

We passed Point du Raz at 1800 hours and for the next twenty four

hours we maintained a steady speed of five knots in very wet conditions. We had been told by the Captain before we left Plymouth that for the voyage to Corunna we would make as much speed as possible during the day, in preparation for the race, but the night watches would not be too demanding. The main result of this would be that the staysails were handed each evening by the second dogwatch and were hoisted again by the morning watch. This was because every time the ship was brought about or jibed, the staysails had to be stoppered and hoisted on the tack. The slight increase in speed was not worth the labour and clumsiness of this operation at night. However we would have to carry our staysails at all time to make use of all the wind we could get.

Tuesday passed with little incident, no vessels being sighted until 1700 hours when some French fishing boats passed as they trolled for tuna.

On Wednesday morning our watch had a navigation lesson with the Captain. He showed us the basics of chart reading and weather routing of sailing vessels and the principals of the patent log, radar, Decca Navigator, etc.

We took the first watch at 2000 hours and stowed the staysails. The square topsail and raffe had been set at 1715 hours and land had been sighted at 1800 hours. The main sail was handed at 2030 hours and the mizzen at 2300 hours. At 2330 hours the Chief Officer sent four of us and a watch leader aloft to hand the square topsail. When the sail had been hauled in on its lines we went out on the upper yard and clipped onto the jackstay. Then we fisted the air from the sail as we folded it up over the yard. When the last fold had been taken in and the rest of the sail had been tucked in under it the gaskets were brought over the sail and tied to the jackstay with a hitch. This was so that the sail could be set quickly; a jerk on the end of the gasket was



sufficient to undo the hitch. We came down at 0015 hours and began to haul in the raffee. Two of us were sent aloft again to clear the sail as it was hauled in. The ship was moored at 0130 hours and our watch stood down at 0200 hours and went below.

I was aloft again the following morning with the Bosun's Mate, freeing a block which had fouled the previous night as we hauled in the raffee. After lunch I went ashore but since it was a public holiday all the shops in Corunna were closed. Only the cafes and bars remain open on holidays in Spain. However, we got ashore for a couple of hours the following day to do some shopping.

We weighed anchor at 1300 hours and sailed into the Bay to await the start of the race. We held back at one end of the starting line on our engines until the ten minute gun went then we inched down the starting line and we had almost come to the end when the starting gun went and the flag was dropped. The ship was brought about into the wind and we were first across the line, thirteen seconds after the gun. We pounded on into a force eight gale all evening, sailing very close to the wind to stay on course and making between seven and nine knots.

The following morning we were 100 miles north of Corunna in a calm sea. In the next three days we covered 250 miles, at one stage logging 0.7 nautical miles in nine hours. However this was a well disguised blessing since, when other smaller boats were totally becalmed, we kept moving, however slowly, on our top sails. Very little happened during this time. We went swimming on the afternoon of the 27th and the *Amerigo Vespucci* passed on the 28th motoring to Portsmouth. The race officially ended at midnight 31st July and at 0900 hours we were due south of the Scilly Isles and on a course for St. Catherine's Point. We made good speed all day, passing north of Ushant at 1200 hours and south of Plymouth at 2000 hours. The wind freshened to force eight during the second dogwatch and our speed increased to just over ten knots, though the steering became very difficult. Normally when the ship heels over, the helmsman has a sloping step on his lee side against which he can brace himself to control the helm and to stop him slipping. On this occasion, the ship rolled so much that I had a step on either side to steady myself. Even so the steering was difficult. The wheel was very heavy and the wind almost right aft. It was difficult to keep from jibing the ship, let alone keep on course and maintain maximum speed.

The final race positions came through on the radio the following morning. We were placed second in

our class. The Italian Navy's entry, *Stella Polare*, had won and the British Joint Services yacht, *Sabre*, had won class "A".

We began motoring at 1100 hours and we passed the yacht *Merva*, also in the race at 1500 hours. We passed the "Needles" and entered Solent at 1600 hours. I took the helm as we passed Yarmouth and the Captain commenced conning the ship soon afterwards. I was relieved at the wheel as we passed Cowes and I went below for dinner. After dinner fourteen of us went aloft to man the yards as we entered Portsmouth. On the upper yard were those of us who had worked aloft on the night we entered Corunna in the positions we had occupied then. I was on the end of the yard to port. We berthed near the Russian barque *Kruzenshtern* and the Polish ship, *Par Ponorza*.

Next morning we shifted berth to allow the *Amerigo Vespucci* to use our berth. The schooner *America* came alongside at 1500 hours having sailed from Copenhagen and having broken her bowsprit in a collision in the North Sea.

There was a dance that evening for the Tall Ships' crews and I went despite having to take an anchor watch from 2100 hours to 2200 hours.

## PRIZEGIVING

Next day all the crews marched to Southsea for the prizegiving. The ceremony was quite impressive. The Duke of Edinburgh presented the prizes and the R.A.F. aerobatic team, the Red Arrows, gave a display. Our prize was a cutglass ship's port decanter. Earlier we had been told that two of us, a Welshman and I, had been chosen to sail on the barque *Kruzenshtern* as part of the crew interchange. We joined *Kruzenshtern* at 0900 hours the following morning and were shown to our cabin. There were twenty of us in all. Sixteen were in one cabin and four in another with some Russian cadets. Our cabin was amidships on the starboard side. The bunks were very comfortable, all lying athwartships. We had a tea dispenser and a public address speaker with a choice of either radio Moscow in Russian or music. We also had a telephone but for obvious reasons this was of little use. Later we were shown round the ship. She had a radio room for training radio officers and radio telephone and morse equipment. Their morse code differs from ours somewhat due to the different alphabets. We were also shown the chart room below the bridge. This was equipped with radar, an apparatus similar to the Decca Navigator but more on the scale of the Omega system, gyro repeater, depth sounding equipment, etc.



The Russian sail-training vessel "Kruzenshtern"

After lunch we were assigned to watches but we were told we could take things easy for the evening and watch the events. However, since a similar opportunity would not again arise I asked the Officer in charge if I could work my watch. When he was satisfied that I could climb ratlines, use a safety harness and knew how to handle square sails, he assigned me to the mizzen course. We undid the gaskets before we cast off and as we were towed from our berth we sheeted in all sails. We sailed down the Solent and back up past Cowes, where we saluted the *Britannia*. We then sailed round Spit Head and into the English Channel. We passed the yacht *Rona* at 2000 hours.

The wind increased to force seven during the evening and the ship was making twelve to thirteen knots with hardly an effort. *Kruzenshtern* was built in 1926 by Blohm and Voss of Hamburg for Laeisz Brothers when she was named *Padua* and was the last ship owned by that Company. She traded for some years on the Cape Horn route to Chile and Peru for nitrates. She is the only ship still sailing to have taken part in the last grain race from Melbourne to Cobh in 1938. She was taken as a war prize by the Russians in 1945 and has been used since to sail-train men for the Soviet deep-sea fishing fleet.

We awoke the following morning at 0700 hours as we passed Guernsey and I took a turn at the wheel from 0800 hours to 0900 hours. There was no risk in letting me steer as it took four to man the helm at all times! At 1100 hours we hauled in all sail and at 1130 hours we dropped anchor about four miles off St. Malo. We would have to wait until first tide the following morning to enter the port. After lunch the decks were washed and scrubbed down and the brasses polished. At 1700 hours there was a sail alarm and we all went aloft to hand and roll all the sails in preparation for entering port. We were divided into groups of ten to twelve men and our group handed fore skysail, lower top gallant and lower top sail. At 1830 hours we mustered on deck with a group of senior cadets in full dress uniform, together with the Captain, the



Officer-in-Charge and a French camera crew. The Captain made a short speech and the cadets gave each of us a signed picture of the ship and a commemorative badge. Then we each signed our name, the name of our ship and our nationality on the ship's register.

We entered the lock at St. Malo at 0900 hours the next morning and docked opposite all the other tall ships. We returned to our own ships at 1200 hours.

I went down to Asgard after lunch and a few of us went round the town. Later we went to a party on board *Master Builder*. The following afternoon there was a reception for the crews in the town square where there was champagne, speeches, a song from an old seaman who served with the French fleet of Cape Horners earlier in the twenties and thirties. There was a dance at the Casino that night.

We left St. Malo at 0830 hours the next morning and passed through the lock. The race back to the Nab, started at 1200 hours but we dropped out at 1700 hours and headed home through the Channel Islands. We were on first watch that night and by 2100 hours the wind had reached force nine. The ship was pounding onto the waves with her decks almost completely awash. My turn at the helm that night, from 2100 hours to 2200 hours, must surely have been the longest hour I ever spent, since, as we were steering in relatively narrow channels, course alterations were coming every few minutes. We stood down at midnight and went below but I was up again at 0630 hours and we passed the Needles, entering the Solent. The Customs Officers came aboard at Cowes at 1100 hours and we reached our berth at Southampton at 1500 hours. We went ashore in the evening and we met the navigator and two of the watch officers downtown. We were back on board at midnight and we had a party before we turned in. The next morning, my birthday, 10th August, we signed off and I said goodbye, left the ship and travelled to London for a holiday.

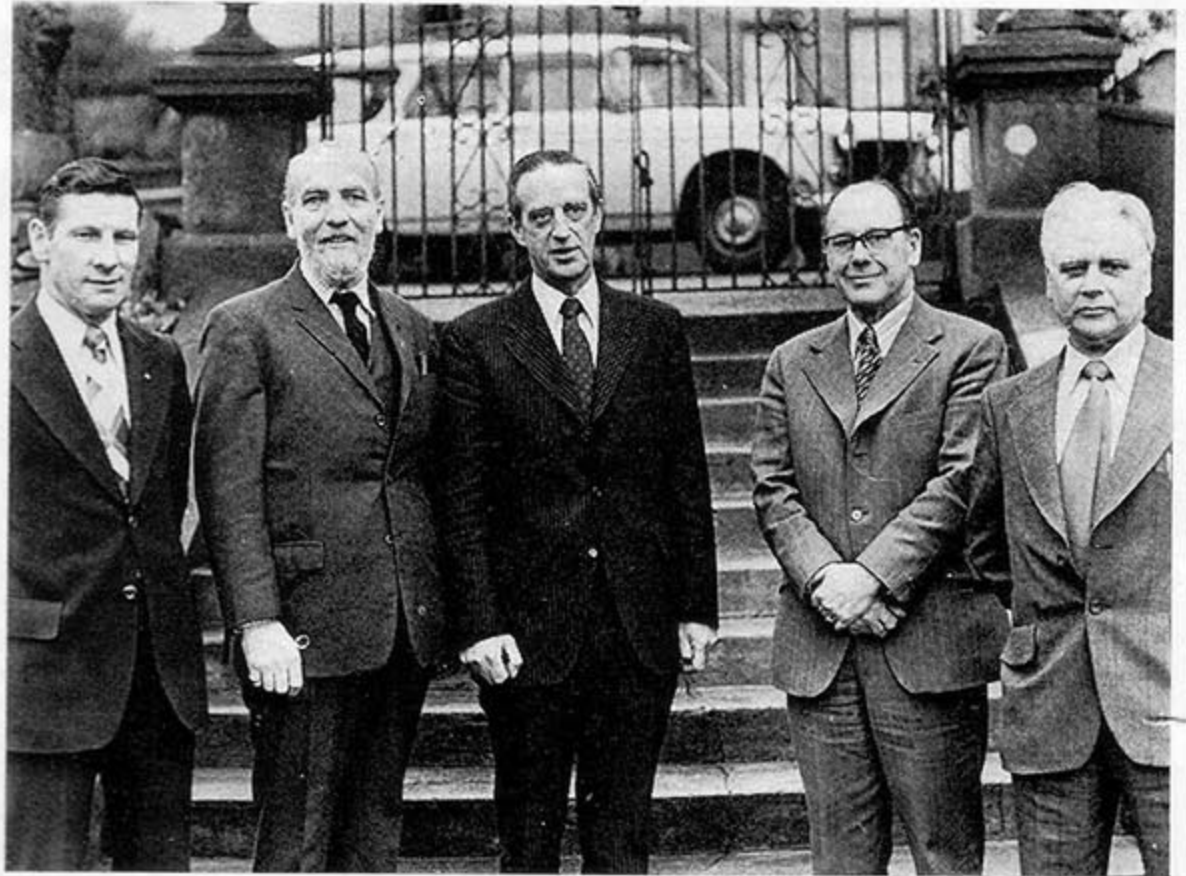
#### CONDOLENCES

We extend our sympathy to **Mr. Kieran Daly, Deck Cadet** on the death of his father which took place on 28th January last.

We also wish to convey our sympathy to **Mr. John Waters, Third Engineer** who is at present serving on the "Irish Pine" and whose mother died on 9th April.

We wish to convey our condolences to **Mr. P. Devine, Personnel Officer**, on the death of his father and to **Mr. P. Lalor, Electrical Superintendent**, on the death of his mother.

## Chartered Shipbrokers Meet at Cork



At the Institute of Chartered Shipbrokers meeting in the Arbutus Lodge Hotel, Cork were Branch Committee members. Left to Right: Mr. J. C. Hannigan, Cork; Mr. J. M. Dundon, Limerick; Mr. R. S. Burke, Chairman, Dublin; Mr. F. C. Fewell, Secretary, Dublin; Mr. E. O'Regan, Vice-Chairman, Dublin.

The First meeting of the Irish Branch of the Institute of Chartered Shipbrokers to be held in Cork took place at the Arbutus Lodge Hotel recently. Host for the occasion was Mr. J. C. Hannigan, A.I.C.S., Managing Director and the function was a very successful one.

Until 1974, the interests of members of the Institute of Chartered Shipbrokers in the Republic of Ireland were catered for by the London Branch of the Institute which is, by far, the largest of the Branches. Because of the administration of the Institute's affairs from London, Irish members had no opportunity of meeting except in the course of their normal business activities. It was decided, therefore, to set up an Irish Branch to further the community of interests pertaining to its members and the Irish Branch was formally inaugurated last September when the Secretary of the Institute, Mr. John Parker and Mr. A. Morris Adviser came from London to assist in the formation of the Irish Branch.

The functions of the Institute relate to the business of shipbroking. Among the objects defined in the Charter of the Institute are the following:—

(1) To devise means for testing the qualifications of candidates for admission to the professional membership of the Institute by examination; (2) To hold conferences and meetings for the discussion of professional affairs, in-

terests and duties; (3) To compile lists and registers of shipbrokers, to arrange lectures and generally to collect and publish information of service to Members or to the general public; (4) To ascertain and notify the law and practise relating to all things connected with the business of shipbrokers; (5) To exercise professional supervision over the Members of the Institute and to secure for them such definite professional standing as may assist them in the discharge of their duties.

Following the meeting at Cork it was agreed by the members that the Irish Branch was coming into being at a significant time with the volume of shipping business featuring largely in the country's trading returns. Ports are being enlarged and port facilities extended and, what is most important, new ports are being developed around the island.

In addition, with the imminent prospect of having our own oil and gas supplies, a whole new industry will enter in our shipping trade, along with its ancillaries. So, too, with the mineral wealth, which it is now certain that we have and which should come very much into the reckoning in the near future. It is felt, by the Committee that the pool of experience and expertise of the Institute's members which is available will be of considerable benefit to the country in this new era of radical change and development.



# Famous Volcano

We received some very interesting correspondence from Captain M. Carey concerning a voyage from Japan to Rio de Janeiro via Cape of Good Hope last November. Unfortunately Captain Carey's contribution arrived too late for publication in our Winter issue but we are now very pleased to publish it in our Spring edition.

On her passage from Japan the "Irish Oak" followed the route via the Sunda Strait between the islands of Sumatra and Java and passed close to the island of Rakata which was formerly known as Krakatoa, the famous volcanic island. Shortly before the vessel was within sight of the Island, Captain Carey posted an extract from the relevant Pilot Book on the ship's notice board.

The eruption at Krakatoa has been compared with the volcanic eruption at Thera near the island of Crete in the Mediterranean. A rough estimate of the Krakatoa eruption calculated that the energy which created the volcanic explosion was equivalent to the energy of about four hundred hydrogen bombs.

## Extract from Pilot Book

Rakata is an island with an active volcano, 2,665 feet high, lying 21 miles south-westward of Tandjung Tua; it was in eruption in the year 1680, and then remained in a state of quiescence for upwards of 200 years. In the year 1883, on 20th May the volcano burst out with great violence, accompanied by earthquakes, which were severely felt at Djakarta, and at the same time vast showers of pumice and ashes were projected to a great distance. The eruption was observed from the Imperial German ship Elizabeth, and on the following day, when 100 miles from Rakata, a shower of dust was experienced which was estimated to become a layer one inch in thickness in 24 hours, and this was still falling when the vessel had gained a position 300 miles south-westward of Sunda Strait.

On 26th August of the same year, Rakata again burst into eruption, and it was of such a violent nature that miles of the coast on both sides of the strait were wholly devastated, and multitudes of people perished. On the 27th August, a succession of earthquake waves swept the shores of the strait, utterly destroying the towns of Anjer, Merak, Tjaringin, and Telukbetung, together with some of the lighthouses on both shores. This remarkable disturbance of the sea made itself felt in various parts of the world upon the same date, notably in Australia, in South Africa and at Karachi.

The vast amount of pumice which lay upon the surface of the sea, in some places many feet in thickness, gave an appearance as if the ocean bed had appeared above water.

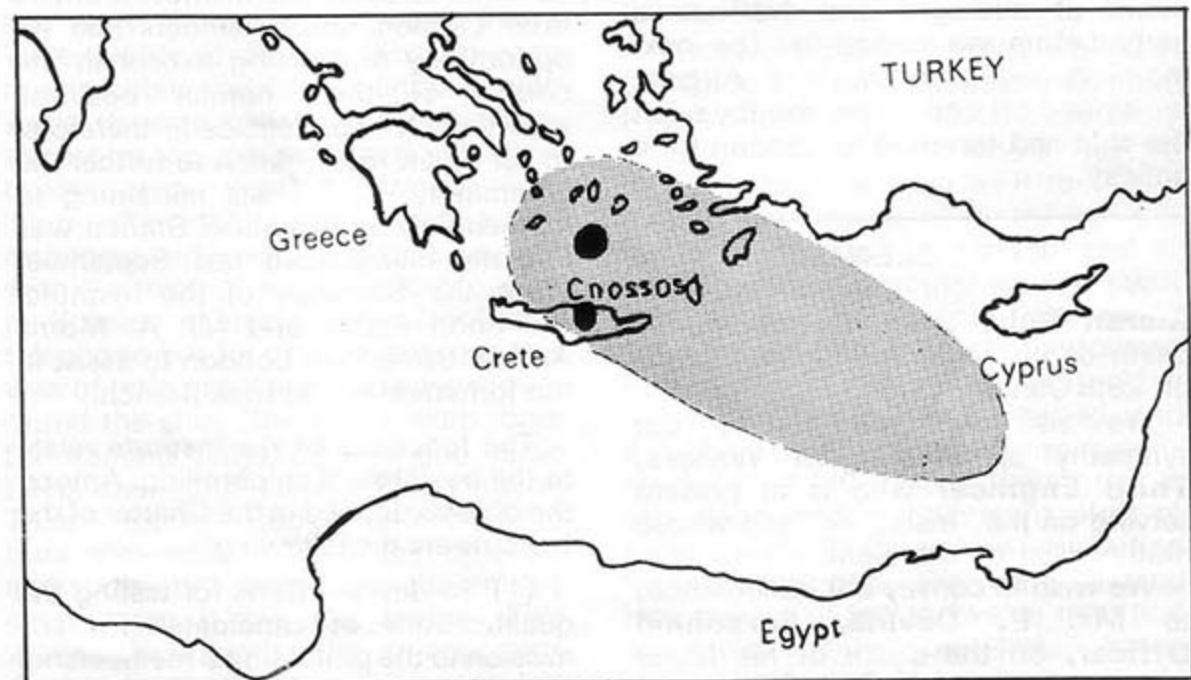
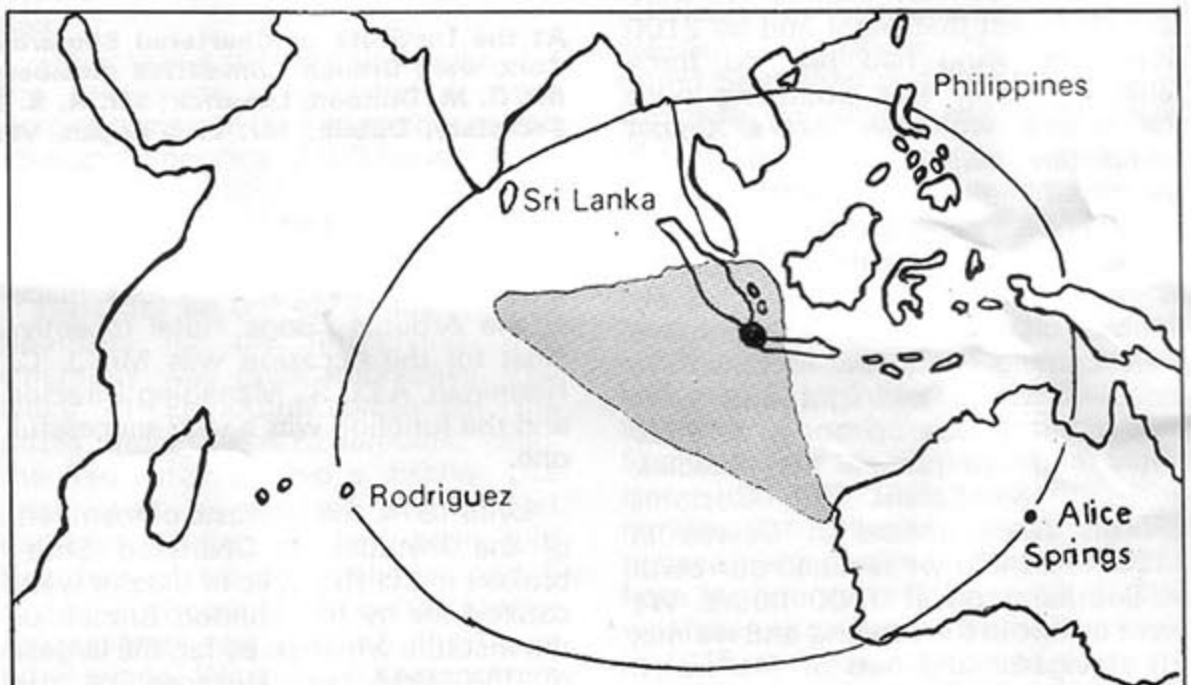
The steam from the volcano was estimated to have been driven to a height of more than 12 miles, and the rain of ashes fell over all southern Sumatra and northward to Singapore, eastward to Djakarta, and south-westward to Cocos islands; finer

particles of dust floating in the upper atmosphere enveloped the earth, and caused brilliant sunsets up to December of that year. The sound of the explosions was heard at Perth in Western Australia, in New Guinea, Ceylon, and the island of Mauritius.

The seismic sea wave, where

obstructed, increased greatly in volume, and was observed at Pulau Temparang, to rise 72 feet; at Merak, between this island and the mainland, about 120 feet; and from Tandjung Tua to Telukbetung the average height was about 80 feet. Every object on the shore as far inland as the first range of hills, was levelled to the ground, and where the land was low the sea penetrated 5 miles inland. At Telukbetung the water rose to the square of the Resident's house, 118 feet above high water, and the government steamer Berouw was swept over the pier into the Chinese quarter of the town, a distance of nearly 2 miles from the anchorage. The undulation was felt on the north coast of Java; in Djakarta roads the water rose 8 feet, and in Tandjung Priok haven, on 27th August, from 1230 to 1330, it suddenly fell 18 feet.

The island, for 100 feet up, remained a mass of glowing lava and stones, all animal and vegetable life was destroyed, and it was five years before verdure again returned. Before the eruption, which completely des-



On these maps are shown the extent to which the coating of volcanic dust covered the surrounding areas in the case of both the Thera and Krakatoa eruptions.





The "Irish Oak" pictured on passage through the Strait of Malacca.

troysed that portion northward of the highest peak, the island Rakata was 5 miles by 3 miles in extent; the northern side of the island now rises perpendicularly from the sea, and the remainder is covered with vegetation.

According to the official report, 36,417 persons perished, 37 of these being Europeans.

Danger Signal. — In the event of threatened eruption of Rakata volcano, Djakarta radio station will broadcast the necessary warning in Indonesian and English text.

Caution. — Owing to volcanic eruption, the area between Rakata and Sebesi, 10 miles northward, must be considered as unsafe, and routes outside this group should be taken by vessels. In 1928, Anak Rakata, an islet, appeared midway between Pulau Sertung and Pulau Rakata Ketjil, where formerly a bank with a depth of 15 fathoms was charted; in 1929 this islet disappeared, but again came to the surface by eruptions in 1930, and, after heavy eruptions in February, 1933, appears to have increased in size. In 1935, this islet, almost circular in shape, had a diameter of about

4,000 feet, and a height of about 206 feet, and, in 1940 was 410 feet high. In 1948, there were a few casuarina trees on the northern extremity of the islet; in 1955, the island had an elevation of about 510 feet and, viewed from southward, was devoid of vegetation. In May 1959, it was in eruption and emitted thick black smoke to an estimated height of 2,000 feet.

### *New Ross Shipyard*

Very welcome news in recent weeks has been the announcement of the increase in the work force at the Ross Company Shipyard, New Ross, where an extra 31 men have been taken on. The men, all adult trainees, will undergo a course of intensive training at the Shipyard's training centre. This latest recruitment drive brings the workforce at the Ross Company to over 370 and future plans indicate further expansion of employment at the Shipyard to over 400 men by the end of this year. The Company are mainly engaged in the building of sea-going barges.







## FLEET NEWS

### "Irish Plane" off Regular Route

Because of storage difficulties at the phosphate plants of Gouldings at Dublin and Cork the "Irish Plane" recently completed two voyages to United Kingdom ports. On the first of these in early February the vessel brought phosphate from Dakar to Middlesboro and more recently, on St. Patrick's Day, the ship arrived at Leith with phosphate from Casablanca. Since then she has completed a further trip to Dublin from Casablanca and completed discharge on 5th April. She then went into dry-dock at Verolme Cork Dockyard where she will remain until 23rd April. It is expected that she will then resume her regular voyages from Casablanca to Dublin and Cork.

### "Irish Stardust"

A strike of dock workers at ports in British Columbia caused a long delay in the discharge of the "Irish Stardust" at Vancouver. She arrived at Vancouver on 10th March but did not commence discharge until 27th March and completed on 1st April. Subsequently she loaded forest products at Vancouver, Crofton, Harmac and Port Mellon. The vessel sailed from Port Mellon on 9th April and is expected to transit the Panama Canal about 20th April. Her discharge ports are Rotterdam, Antwerp, Boulogne and La Pallice. The ship is expected at Rotterdam on 5th May and should complete discharge at La Pallice about 13th May. She will then go into dry-dock but the port at which she will dry-dock has not been nominated at the time of going to press.

### "Irish Oak" at Lisbon Dry Dock

Despite the dramatic turn of political events in Portugal during her recent sojourn at the Lisbon dry dock of Lisnave, the "Irish Oak" had a pleasant stay and an interesting experience for her personnel according to reports we have had from some of the people involved.

The Lisnave Dockyard at which the "Irish Oak" was overhauled is one of the finest dockyards in the world and is capable of accommodating vessels of one million tons. It is the world's largest ship repair dock and is named the Alfredo da Silva Dock. The Lisnave yard is of comparatively recent origin and was established in 1961 by Portuguese, Dutch and Swedish interests. The yard is sited in Margueira Bay which was reclaimed from the estuary of the river Tagus where there is good shelter against rough seas and strong winds and the dock has a satisfactory depth and a large basin in which the larger vessels can manoeuvre.

After leaving the dockyard, the "Oak" sailed in ballast for Norfolk where she arrived on 24th March to load corn for Spanish ports. She sailed on 3rd April and is expected at Corunna on 11th April. She will complete discharge at Santander about 21st April and her subsequent voyage has not yet been fixed.



The "Irish Oak" pictured as she left the Huge Alfredo da Silva Dry dock, Lisbon.



### Alaskan Voyage of "Irish Star"

As far as we have been able to ascertain the first ever visit of an Irish Shipping vessel to the Alaskan port of Seward took place when the "Irish Star" called at the port in the Gulf of Alaska on 21st February last. She arrived from Osaka with a cargo of steel and sailed from there on 2nd March to complete discharge at Bellingham where she arrived on 15th March and completed discharge on 20th March. The vessel called at the Washington port of Bellingham because of the strike at ports in British Columbia. She then went to Port Mellon where she loaded forest products and sailed on 23rd March for London and Brake. She made her transit of the Panama Canal on 4th April and is expected at London on 18th April. She will complete loading at Brake, Velsen and La Pallice. After discharge of her eastbound cargo the "Star" will sail in ballast about 1st May for Tampa where she will load a cargo of phosphate for discharge at Vancouver.

### "Pine" in South America

After discharging a cargo of steel from Japan at Buenos Aires and San Nicholas, the "Irish Pine" loaded a cargo of grain at Santa Fe and Buenos Aires for discharge at Japanese ports. She took on bunkers at Rio Grande and then the vessel sailed eastward to Japan via Cape of Good Hope. She is expected to call at Cape Town for bunkers about 21st April and is expected at her first Japanese port about 12th May.

### "Irish Larch"

While this vessel was at London at the end of February, **Captain J. A. Caird** took over command from **Captain W. Garvey** and **Chief Officer Mr. M. Doyle** relieved **Mr. J. Whyte**. Other officers who joined the vessel before she sailed from London were **Chief Engineer Mr. M. J. Byrne** who relieved **Mr. G. Roe, Electrical Engineer Mr. P. Tobin** who relieved **Mr. P. J. Clarke, Second Engineer Mr. T. Hanrahan** who relieved **Mr. A. Bolster** and **Catering Officer Mr. J. Rogan** who relieved **Mr. H. Bond**.

The vessel loaded steel at Middlesboro and Antwerp and sailed from the latter port on 26th March. She passed through Panama on 9th April and is expected at her first discharge port of Los Angeles on 20th April. She is also due to discharge cargo at Oakland; Portland, Oregon; Seattle and Vancouver. She is expected at Vancouver about 5th May and after completing discharge she will load forest products for a United Kingdom and European ports.

### "Irish Maple"

This vessel sailed from Callao, Peru on 4th March with a cargo of chemicals for discharge at Amsterdam. She passed through Panama on 10th March and arrived at Amsterdam on 24th March. She sailed again in ballast on 28th March. She is expected at Rio Grande, Brazil, about 21st April where she will load a cargo of soya beans for discharge at ports in Northern Spain. She is expected to sail from Rio Grande about 26th April.

### "Cedar" in Icy Waters

While on passage from Tampa, Florida, to Montreal with a cargo of fertilizer, the "Irish Cedar" sustained some ice damage to her hull in the Gulf of St. Lawrence. The vessel put into Seven Islands on 30th March for repairs and sailed for Montreal on 5th April. Apart from shell damage and water damage to cargo in the affected hold there were no other ill effects of this incident. After leaving Montreal the "Cedar" arrived at Hamilton on 12th April and is expected to leave that port on 16th April having discharged her cargo of fertilizer. She will then proceed to Thunder Bay, at the head of the Great Lakes, where she will load a cargo of grain for discharge at Avonmouth and Liverpool. The ship is expected to sail from her loading port about 24th April and should arrive at Avonmouth on 10th May.

While the vessel was at Montreal the Second Officer, **Mr. S. O'Byrne**, was relieved by **Mr. J. Daly** and **Mr. M. Egan** relieved **Mr. P. Caffrey** as Second Engineer. In addition, **Mr. J. Murphy**, Electrical Engineer, joined the vessel at Montreal.

### "Irish Elm" in dry dock

During the recent political unrest in Portugal the "Irish Elm" arrived at Lisbon with a cargo of corn from Norfolk, Virginia. Despite the unsettled political situation the normal routine of discharge was very little affected as can be gauged from the report of a football match played by the ship's team at Leixoes, the vessel's second port of call in Portugal.

After completing discharge the "Elm" sailed for South Shields where she arrived on 5th April and is at present in dry dock there. She is expected to remain in dry dock until 24th April when she will return on time charter to Yamashita-Shinnihon, her Japanese charterers. Subsequent to dry-docking, the "Elm" will probably sail for Hampton Roads where she will load coal for discharge at Japanese ports.

### "Elm's" Soccer Squad almost Sunk *Report from Leixoes 31/3/75*

The ship's footballers, all nineteen of them, played a local team here this evening and won 3 - 1.

### CONGRATULATIONS

To: **A. Bolster** on obtaining his First Class Steam and Motor Certificates; To: **P. Collins** on obtaining his First Class Motor Certificate; To: **T. Hanrahan** on obtaining his First Class Motor Certificate; To: **D. Menzies** on obtaining his First Class Motor Certificate; To: **W. Roberts** on obtaining his Second Class Motor Certificate; To: **J. Daly** on obtaining his Mate's Foreign-going Certificate; To: **C. Lawless** on obtaining his Second Mate's Foreign-going Certificate and Ordinary National Certificate; To: **P. Miley** on obtaining his Second Mate's Foreign-going Certificate and Ordinary National Certificate; To: **T. Norris** on obtaining his E.D.H. Certificate; To: **E. O'Leary** on obtaining his E.D.H. Certificate.

There were eight changes and reliefs at half time plus one other substitution during the second half when the centre-half's Anis propellant expired and he was observed to crawl off the pitch like someone who had seen a ghost. During the first half the opposing team's Captain, a virtuoso called Vitor, took complete control for a while until he was nobbled which quietened him down for a spell. During this interval the most momentous goal of the match was scored when our fullback, under pressure, tapped the ball back to the goalie and missed, scoring a beautiful goal. He was replaced at half time. After half time the heavy squad were sent in, all eight of them.

The changes for the better were soon apparent when our 16 stone centre forward rushed the enemy goal, the backline quickly retreating and our hero ended up in the net, fortunately with the ball and fortunately for him the net proved to be strong or another misguided missile might still be whizzing around Portugal.

Suffice to say our second squad did a lot better than our first scoring three goals on our behalf.

All that could be heard after the match was that they were too young plus too fit for us. Our team's average age was 21; the other team's? Well —



The "Elm" team less subs.



# Fleet Personnel



## DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 11th APRIL, 1975)

**m.v. "Irish Cedar"** — Captain J. S. Kerr; Deck Officers: A. Coghlan, J. Daly, M. Purcell; Deck Cadets: R. McCabe, M. Butler, M. Kidney; Chief Engineer: D. Knott; Engineering Officers: M. Egan, P. Smyth, M. O'Gormon, M. Ryan, P. Duffy, P. Clarke; Electrical Engineer: J. Murphy; Catering Officer: P. Farrelly; Radio Officer: M. O'Leary; Deck Department: J. Hall, M. Kearns, P. White, J. Murphy, M. Keogh, M. Browne, J. Knight, F. Galvin, P. Shanahan, G. McGuinness, D. Fitzgerald; Engine Department: M. Manson, M. Sheehan, B. Coogan, A. Vaughey; Catering Department: A. Rourke, L. Kiernan, R. Dunne, J. Cooney, D. Coombes, H. McClenahan, S. Kinsella.

**m.v. "Irish Pine"** — Captain T. Byrne; Deck Officers: N. Hearne, T. O'Connor, M. Ryan; Deck Cadet: J. Flaherty; Chief Engineer: G. Rowe; Engineering Officers: T. Kenny, J. Waters, T. Farrell, M. Scully, F. Murphy, O. Mortimer; Electrical Engineer: J. Grace; Catering Officer: B. Dorgan; Radio Officer: M. Power; Deck Department: P. Garry, E. Frampton, G. Maguire, N. Byrne, D. McDonnell, P. O'Brien, V. Curtin, J. Walker, W. Carroll, A. Breslin, R. Kiernan, G. O'Connor; Catering Department: E. Byrne, P. Codd, J. Buggy, G. McGovern, J. Brady, E. Donnery, G. Humphries.

**m.v. "Irish Maple"** — Captain M. O'Dwyer; Deck Officers: G. Kyne, J. Kenny, P. Miley; Deck Cadet: P. Dorgan; Chief Engineer: R. Tennent; Engineering Officers: J. Reynolds, M. Donovan, D. O'Loughlin, D. Walsh, E. Tubridy, T. Ryan; Engineer Cadet: V. Hetherington; Electrical Engineer: P. O'Toole; Catering Officer: J. Doran;

J. McCarthy; Deck Department: H. Hannon, R. Nugent, H. Gaines, J. Murphy, A. Murphy, P. O'Neill, S. Cousins, V. Lotti, J. Weadock, G. Mooney, G. Courage, J. Doyle; Catering Department: B. Rogan, L. Bajai, J. Evans, J. Kenneally, J. Clancy, T. Sweeney, E. Beale.

**m.v. "Irish Oak"** — Captain T. Hughes; Deck Officers: D. Kavanagh, P. McNulty, J. Whelan; Deck Cadets: G. Butler, W. Kavanagh; Chief Engineer: W. McCarthy; Engineering Officers: T. O'Toole, F. Mullin, J. Hughes, F. Sheehan, J. Kavanagh, L. Byrne; Engineer Cadet: D. Horan; Electrical Engineer: F. Cremin; Catering Officer: M. Moody; Radio Officer: J. Hynes. Deck Department: P. Rice, P. Carr, J. Willis, J. Stack, T. Handley, F. Cole, G. Corr, J. Brennan, B. Freeney, D. Reilly, D. Scanlon, A. McDonnell; Catering Department: J. Rourke, F. Gavin, P. Kelly, W. Kearney, E. Foran, E. Smith, S. Coyle.

**m.v. "Irish Larch"** — Captain J. A. Caird; Deck Officers: M. Doyle, D. Hopkins, P. Murphy; Deck Cadets: D. Elliott, E. O'Callaghan; Chief Engineer: M. Byrne; Engineer Officers: T. Hanrahan, P. McDonnell, J. Keane; H. Mahon, D. Purcell, M. Boland; Electrical Engineer: P. Tobin; Catering Officer: J. Rogan; Radio Officer: M. Murphy; Deck Department: J. Doyle, J. McGrath, M. Mulally, C. Coleman, D. Hunt, L. Byrne, P. Boyle, R. Allen, F. Sweeney, B. O'Reilly, T. Fitzgerald, S. Doyle; Catering Department: E. Murphy, J. Savage, J. Maguire, C. Pullen, J. Byrne, G. McGrail, M. Humphries.

**m.v. "Irish Star"** — Captain J. Gleeson; Deck Officers: B. Kehoe, B. Coburn, A. Kelly; Deck Cadets: G. Farrell, T. McMahon; Chief Engineer: P. Bardon; Engineer Officers: R. Broderick, N. O'Neill, K. Daly, C. O'Brien, F. Keane, T. O'Gormon; Engineer Cadet: A. Kelly; Electrical Engineers: T. Duggan, P. Deasy; Catering Officer: U. Maher; Radio Officer: D. Connellan; Deck Department: J. Tallon, T. Hughes, M. Kavanagh, S. Smith, A. Poutch, J. Kealy, A. Doyle, J. Weldon, A. Byrne, H. Black, T. Ryan; Catering Department: T. Doyle, J. Kelly, F. O'Reilly, J. Coholan, J. Cooney, D. Rourke, P. Wilson.

**m.v. "Irish Stardust"** — Captain M. Devine; Deck Officers: P. Farnan, J. Darcy, C. Lawless; Deck Cadet: L. Foley; Chief Engineer: T. Murphy; Engineer Officers: P. O'Halloran, P. McCarthy, P. Morris, F. Flynn, F. Cronin, M. Egan; Engineer Cadet: N. Brick; Electrical Engineers: J. Maguire, S. Byrne; Catering Officer: J. Clinton; Radio Officer: J. Martyn. Deck Department: J. Hearne, J. Griffin, P. Burke, P. Collins, J. Shortall, P. Boland, J. Kelly, J. Murphy, W. Farrell, J. Browne, H. Clyne, P. Taffe; Catering Department: P. O'Reilly, W. Muldoon, E. Mulready, D. Coleman, J. O'Brien, D. Leonard, N. Duggan.

**m.v. "IRISH PLANE" IN DRY-DOCK AT RUSHBROOKE.**

**m.v. "IRISH ELM" IN DRYDOCK AT SOUTH SHIELDS.**

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