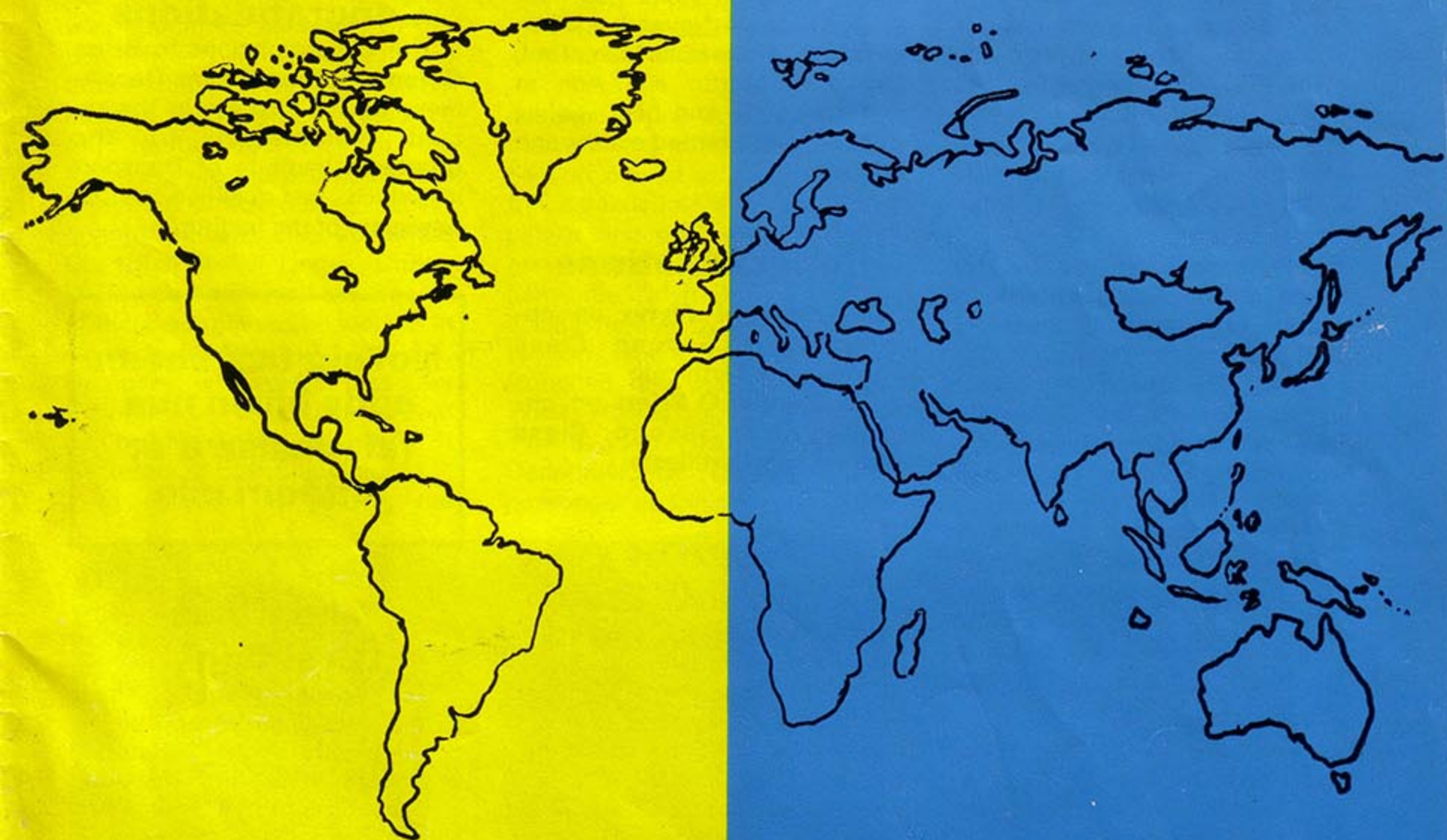


# SIGNAL





### **Deck and Engineering Officers Ashore as at 28.11.'79**

**Masters:** M. Carey, P. A. Murphy, J. A. Caird, B. Reilly, H. Fiddler, J. Ryder.

**Chief Officers:** P. Kehoe, H. McGowan, M. Purcell, M. Ryan, A. Coghlan, J. Murphy, D. Leonard, M. McCarthy, B. Coburn.

**Second Officers:** J. Bourke, G. Burns, D. Dignam, M. Kirrane, T. Sarsfield.

**Third Officers:** T. McMahon, D. J. Meagher, F. O'Flynn, D. Devenney, W. Kavanagh.

**Chief Engineers:** A. Bolster, P. Herlihy, M. McCann, P. Bardon, M. Curley, N. O'Neill, J. Denham.

**Second Engineers:** D. Horan, E. Kealy, J. O'Leary, D. Walsh, D. Gerety, M. Egan.

**Third Engineers:** J. Kavanagh, M. O'Leary, O. Mortimer, H. Mahon, D. O'Loughlin, J. Cummins, C. McGarrigle, B. McGinley, K. Vekins.

**Fourth Engineers:** E. McQuillan, F. McGarry, J. O'Reilly, P. Gunning, C. McIntyre, J. D. Murphy.

**Electrical Engineers:** H. Stears, E. Walsh, J. Dunphy.

**Junior Engineers:** E. Burke, J. M. Butler, B. Desmond, T. Furlong, T. Holland, P. Blacklock, K. Browne, P. Curran, T. Fenelon, F. Hetherington, G. Osborne, D. O'Reilly, W. Leahy, K. Barrv.

**Catering Officers:** H. Bond, J. Rogan, E. Fricker, B. Dorgan.

### **Arklow Man's Death**

We regret to learn of the death of Mr. John Hall from Arklow who served for many years on Irish Shipping vessels. His many former colleagues afloat will be saddened at the news of his death and we extend our sympathy to his family on their loss.

### **Sympathy**

We extend sympathy to **Mrs. M. Mulready**, ex "Irish Maple", on the death of her mother which took place last October.

Sympathy is also extended to **Mr. T. Kelly**, Chief Cook "Irish Pine", on the death of his father and to **Mr. D. Colman**, "Irish Larch", whose mother died at the beginning of October.

### **Birthday Greetings**

To **Enda Cadwell**, Junior Engineer, "Irish Cedar" — congratulations on your 21st birthday; enjoy yourself; with love from Mammy, Daddy, Deirdre and children.

To **Thomas Hughes**, "Irish Cedar", wishing you a very happy birthday on November 10th, with lots of love from Mam, Dad, Leo, Pat, Martin and Ann at home in Lusk and best wishes from all your married sisters and brothers.

### **Congratulations**

To **Michael Flynn** on obtaining his Second Class Engineering Certificate.

To **Gerald O'Brien** on obtaining his Second Class Engineering Certificate.

### **Death of Mr. Jack O'Brien**

We regret to report the death at his home in Liverpool of Mr. Jack O'Brien, formerly Manager of the Dublin offices of Marconi International Marine Company Limited. The late Mr. O'Brien, who retired four years ago, was very well known to Irish Shipping personnel and his good humour and friendly manner made him a very popular official.

### **Staff Dance**

The Annual Irish Shipping Staff Dance will be held at the Gresham Hotel, Dublin on Thursday, 6th December, 1979. Dancing will be from 9 p.m. to 2 a.m. All enquiries to F. Cheevers at Merrion Hall or D. Brown at Aston Quay.

### **Tragedy at Novorossisk**

We very much regret that **Mr. Anthony Blake**, serving on the "Irish Larch" has died following an accident ashore in the Black Sea port of Novorossisk. We offer deepest sympathy to his mother and family and to his brother, **Mr. G. Blake**, ex "Irish Pine", on their sad loss.

### **Congratulations**

Our congratulations to **Brian Coleman** of our Claims Department on his success in the recent examinations for the Chartered Institute of Transport in which he qualified as an Associate of the Institute.

**Nollaig faoi shéan  
agus bliain nua  
fai mhaise d'ár  
leitéoírí uile**

### **Christmas Greetings**

To **Thomas Hughes**, "Irish Cedar", wishing you and all on board a very happy Christmas. We will be thinking of you. Have a nice time; with love from Mam, Dad and all at home; also a very happy Christmas to you from all your married sisters and brothers.

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IRISH SHIPPING LTD., MERRION HALL,  
STRAND ROAD, DUBLIN.  
Editor: John Higgins.



## Death of Dr. John Leydon

The death occurred on the 3rd. August of Dr. John Leydon who was the first Chairman of Irish Shipping Limited.

The late Dr. Leydon was appointed the Company's first Chairman in March, 1941, a position he held until March, 1949 when he also relinquished his Chairmanship of Aer Lingus and Aer Rianta. At the time of his appointment as Chairman of the newly established Board of Irish Shipping Limited in 1941 Dr. Leydon was Secretary of the Department of Supplies, a department which had been set up by the Government to deal with the very critical matter of essential supplies during the war years. Originally Dr. Leydon was appointed Secretary of the Department of Industry and Commerce in 1932 and in 1937 he was appointed a Director of Aer Rianta Teoranta. In the following year he was appointed Chairman of Aer Rianta, subsequently he was also appointed Chairman of Aer Lingus. During his term of office on the Boards of these companies he worked in close co-operation with Dr. J. F. Dempsey, who was at that time, Secretary of Aer Lingus as well as holding the position of Secretary of Irish Shipping Ltd.

In addition to guiding the



On the occasion of the maiden voyage of the "Irish Pine" in 1948 the late Dr. Leydon was one of the passengers on the vessel for that historic trip. In this picture which was taken following the vessel's arrival at New York the late Dr. Leydon is on the extreme left as former Postmaster General, Mr. James A. Farley greets Captain J. P. Kelly, Master of the "Irish Pine". In the centre of picture is the late Mr. Daniel Morrissey who was then Irish Minister for Industry and Commerce and on his left is the late Captain John O'Neill, former Joint General Manager of Irish Shipping.

destinies of the Company during the war time period, the late Dr. Leydon played a leading role in the establishment of the Company's first post war fleet. The first vessel built for the Company, the "Irish Rose", was officially named by the late Mrs. Leydon when the vessel was launched at Gray's Shipyard, West Hartlepool, in February, 1948. In the following December, Dr. Leydon was a passenger on the maiden voyage

of the newly built "Irish Pine" which sailed from Cork for Baltimore and New York. Also on that first voyage were Mrs. Leydon and Dr. Leydon's daughter, Miss Mary Leydon, together with Captain J. O'Neill and Rev. J. Coyne, S.J.

On his resignation from the Board of Irish Shipping Limited in March, 1949, Dr. Leydon was succeeded by the late Mr. E. T. McCarron. The late Dr. Leydon was born in Roscommon and educated at St. Mel's College, Longford, and St. Patrick's College, Maynooth. He gained his Doctorate at the University of Dublin and in addition to the positions already mentioned he also held the post of Chairman of Aer Linte, from 1958 to 1961; National Bank of Ireland since 1956 and the Insurance Corporation of Ireland since 1949 until his retirement. He was also a Director of Cement Limited and the Central Bank of Ireland. He was first President of the Institute of Public Administration, and a member of the Council and Executive Committee of the Irish Management Institute from 1961 to 1964.

Up to the time of his death, Dr. Leydon took a keen interest



A recent photograph of the late Dr. Leydon in conversation with An Taoiseach, Mr. Jack Lynch, and Mr. P. H. Greer, Chairman, I.S.L. at the official opening of the new Insurance Corporation of Ireland offices at Burlington Road.



in the progress and development of Irish Shipping Limited, and of the other State Companies in which he played such an important role during their early years.

## Commodore J. Poole

It was with deep regret that his many friends in Irish Shipping Limited heard the sad news of the death of Commodore J. Poole which took place in early September. Commodore Poole took suddenly ill while out sailing with Mrs. Poole and his sudden death came as a great shock to his family and friends.

The late Commodore Poole had a long and illustrious association with Irish Shipping which began in September 1944 when he joined the "Irish Cedar" as Master. Commodore Poole also served as Master of the other war time vessels "Irish Ash", "Irish Larch" and "Irish Spruce". In October, 1948 Commodore Poole was Master of the "Irish Willow" on her maiden voyage to the Baltic where she loaded a cargo of timber, wood-pulp and seeds for Dublin. In his long career since then he has held command of most of the Company's vessels and was particularly associated with the "Irish Oak", and in later years the "Irish Plane" when she was on service to Casablanca for phosphate on behalf of Gouldings.

The late Commodore was born in Old Ross, Co. Wexford, and on leaving the local school he attended the Hibernian Marine School where he spent four years in preparation for his apprenticeship. In 1926 he joined the McAndrew Line as an apprentice and qualified as Second Mate in 1930. In 1936 he became Chief Officer and subsequently saw service with the Bibby Line. During the early years of the second world war he was imprisoned in North Africa, which was then under the control of the Vichy Government in France. After five months Commodore Poole and his fellow crew members were

released following a negotiated exchange of Axis prisoners who were then held in Britain. Shortly after his return home to his native of Wexford he was appointed Master of the Wexford Steamship vessel "Menapia" on which he made a number of voyages to Spain and Portugal for essential supplies. In 1942 he was Master of this small vessel when she made an historic voyage to Boston to bring home a cargo of badly needed goods.

In 1974 Captain Poole was appointed the first Commodore of Irish Shipping and in the following year he retired from the Company's service, having enjoyed a long and eventful career on Irish vessels trading to ports all over the world.

The late Commodore Poole enjoyed widespread popularity for his kind and gentle manner and for his deep concern for others. In the course of his long career with Irish Shipping he earned for himself a permanent place in the annals of the Company. Undoubtedly he was justifiably proud that his son Michael, chose to follow in the seafaring tradition of his father. To Mrs. Poole, who shared so fully her husband's great love of the sea, and to Michael we offer our sincere sympathy on their great loss.

## Recent Retirements

Our good wishes for many happy years of good health go to two long-serving colleagues who retired recently. Mr. John Dillon, Catering Officer, and Mr. Bill Burke of our Purchasing Department, Head Office.

Mr. Dillon has seen service on several of the Company's ships and was a very popular Officer among his colleagues afloat and ashore. A special presentation was made to him and his wife on board the "Maple" during the ship's recent call at Dublin.

Mr. Burke also received a special presentation to mark his retirement from the Company last September. He had been with Irish Shipping since the mid-1940's and had made many friends among his sea-going colleagues during that time.

May they both enjoy their well-earned rest from the regular routine.

## Good Wishes

We extend best wishes to Liam O'Gorman who has left Irish Shipping to take up a new appointment.

Liam has been with the Company for several years and only recently joined Purchasing Department from Aston Quay.



This photograph was taken on the happy occasion of a presentation to the late Commodore J. Poole to mark his retirement from the Company's service. Making the presentation is Mr. P. H. Greer, Chairman, Irish Shipping Limited and also in the picture are Mrs. Poole and Mr. Michael Poole.



## War Time Fleet No. 5

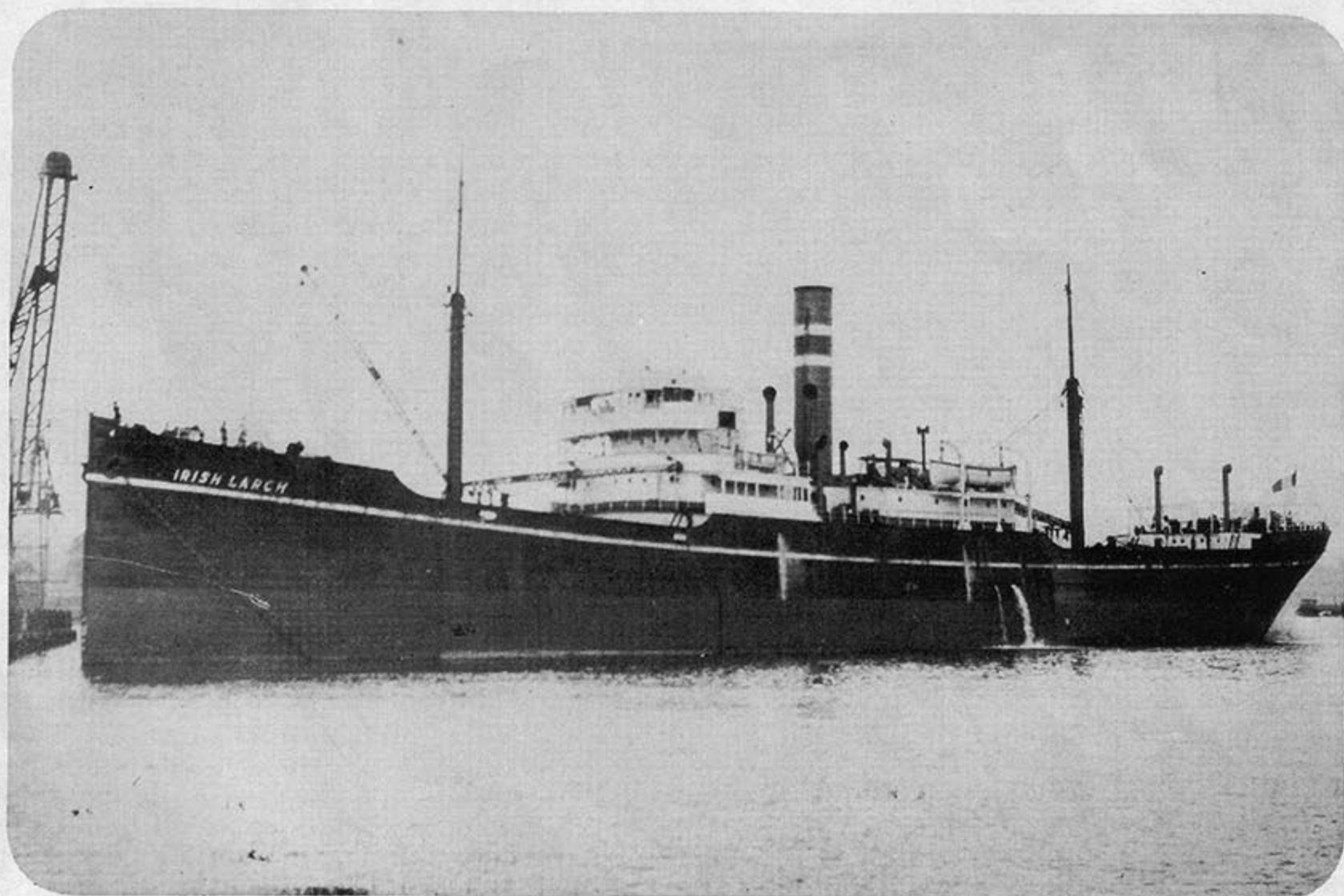
# "Irish Larch"

Although the initial negotiations for the purchase of the first "Irish Larch" began in March, 1941, the sale was not completed until 28th July of the same year. The price paid for the thirty eight year old vessel was £85,000 and after crossing the Atlantic she was eventually handed over to Irish Shipping at Leith, in Scotland, where Captain E. C. G. Horne took over command of the vessel. This was also a very special occasion for Captain Horne as it was his first appointment as Ship Master.

Other familiar names amongst the officers on the "Irish Larch" of that era were Captain Frank Kelly, who was Chief Officer, Captain Tom Glanville, who was Second Officer, Chief Steward, Joe McEvoy and Second Engineer Kevin Curry. Third Officer was Mike Moran, Chief Engineer was R. Roberts, Third Engineer M. Burgess and Fourth Engineer, W. Maher.

was berthed behind some warehouses and the Irish party of officers expressed grateful surprise on seeing her masts rise majestically over the sheds as they approached. They were naturally excited at the prospect of sailing in a vessel much larger than they had anticipated. Alas, when they finally arrived at the quayside they were brought back to reality to find the "Haifa Trader" dwarfed by the vessel lying next to her whose masts they had seen in the distance.

On her maiden voyage from Leith to St. John, New Brunswick, the vessel sailed on 26th August and was forced to return to Leith having lost her anchor. The vessel sailed again on 3rd September and was forced to put into Reykavik, Iceland, for repairs to her circulating pump. Eventually the ship arriv-



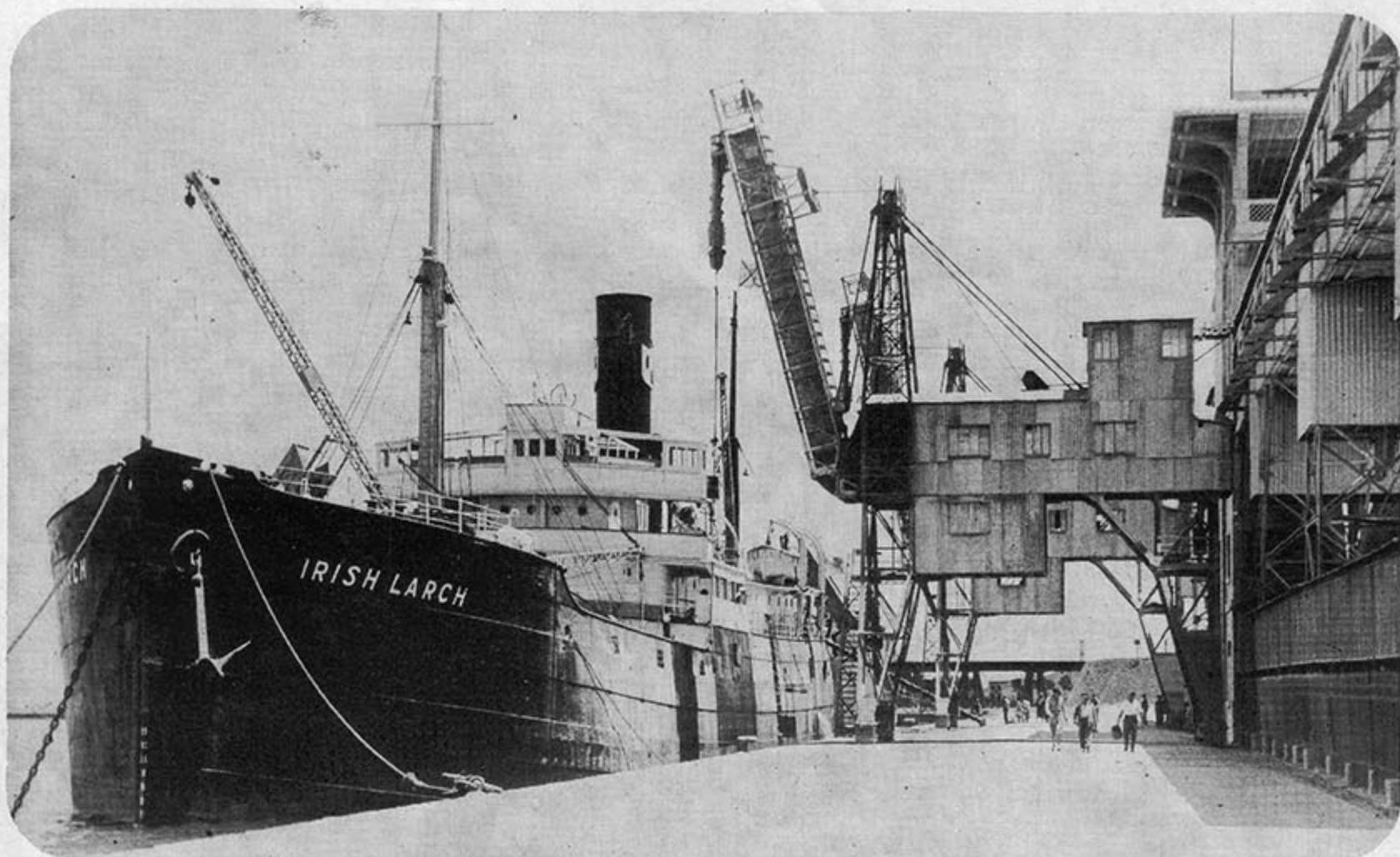
The "Irish Larch" (courtesy R. J. Scott).

Kevin Curry has vivid memories of his first sight of the "Haifa Trader" at the port of Leith. Due to security restrictions the Irish crew were not allowed on board the vessel on

arrival at the Scottish port and were accommodated in a local hotel. When they eventually got permission to go aboard they were directed towards the ship's berth by a harbour official. She

ed at St. John at the end of October where she loaded grain and general cargo for Dublin. She arrived back in Dublin on 26th. December, 1941, and, after discharging her cargo, she





**The first "Irish Larch" berthed at Bona in North Africa to load phosphate.**

was laid up at the port until 1st May, 1942. She then sailed for Rushbrooke and was the first Irish Shipping vessel to undergo repairs at the dockyard which had been re-opened only a few months prior to the arrival of the "Irish Larch".

During the vessel's stay at Rushbrooke she was visited by the then Taoiseach, the late Eamonn de Valera, who was received on board by Captain E. C. G. Horne. The Taoiseach remained on board for a trial trip on the vessel to the mouth of the harbour. Mr. de Valera was accompanied by Mr. Oscar Trainor, Minister for Defence and Mr. Frank Aiken, then Minister for the Co-Ordination of Defensive Measures. Also present on that occasion was the Chairman of Irish Shipping, Mr. Sean Leydon and Directors, Mr. J. J. Stafford and Mr. S. J. K. Roycroft.

Subsequently, the "Irish Larch" made a number of voyages to St. John during the war years. She was then under the management of Wexford Steamship Company Limited. Captain R. McGuirk who was Assistant Harbour Master at

Dun Laoghaire resigned that post in January, 1944 to take up duty as Chief Officer of the "Irish Larch". Just prior to the end of the war in 1945 the vessel was on a voyage from Dublin to Montreal in ballast when her steering gear failed and the "Larch" was obliged to put into Cork Harbour where the necessary repairs were carried out.

Captain David Foley of Dungarvan was Master of the "Irish Larch" from July, 1944 until December, 1945 and was also in command of the vessel in October, 1946 when she went to the assistance of a French fishing trawler which had got into difficulties in the Atlantic. The "Larch" was on passage from Montreal to Dublin when she diverted to bring the disabled French vessel, "Le Cabellou", into Dunmore East, Co. Waterford. Subsequently the officers and crew of the "Irish Larch" were awarded salvage for their rescue of the fishing vessel.

The "Irish Larch" was sold to Mehmet Hilmi Daragenli of Istanbul in July, 1947 and was renamed "Sabah". She retained

this name until 1959 when she was re-sold to N. Ogullari, also of Turkey and was re-named "Kervan". Finally, after a varied career which lasted for 58 years, the vessel was scrapped in 1961.

"The "Irish Larch" was 323 feet in length overall; 47 feet 1 inch in breadth and 23 feet 7 inches in depth. She had a deadweight tonnage of 5,300 tons and her draft was 21 feet 3 inches. She had four holds and four hatches on one deck with two transverse beams. She had two single boilers and had a service speed of 8 knots on 18 tons of fuel. A notable feature of the "Larch" was her vertical mast which had been changed from a raking position while the vessel was laid up at Dublin at the commencement of her career with Irish Shipping.

## **Wedding Bells**

Congratulations to Cadet Patrick Cafferky on his marriage to Miss Barbara Roy on 16th November and our best wishes for a long and happy life of wedded bliss.



## Late Mr. George Purcell



It was a sad coincidence that three men who were very closely associated with the Company in its formative years were called to their eternal reward in recent months. Although involved in entirely different aspects of Company activity from Dr. Leydon and Commodore Poole, George Purcell, who died last September was one of the best known figures in Irish Shipping Limited from the early 1940's.

George joined the Company in May, 1942 and spent most of the war years and the immediate post war years driving V.I.P.'s to the various ports around the country at which ships of the Company's fleet called regularly during that busy period. The stringent regulations governing the use of motor cars during the war years ensured that journeys could only be undertaken if they were considered essential, and the effective operation of shipping services was very high on the list of national priorities during that eventful era. For that reason George Purcell gained first hand experience of events and people prominently associated with the early history of Irish Shipping.

Many were the interesting experiences which George had to relate about the emergency period and of the difficulties which he encountered in the light of petrol shortages and other deficiencies created by

Ireland's isolation from her normal sources of supply.

Throughout the post war period right up to his retirement in August, 1967, George was a familiar figure at our Head Office in Aston Quay.

Among his spare time interests the late George Purcell took a very active interest in music and in particular was for a very long time associated with the C.B.S.I. pipe band based in Donnybrook. He travelled widely with this band not only to competitions throughout Ireland but also to the Continent. His deep and abiding interest in this particular art form gained a further outlet through his involvement as a part-time teacher at the College of Music, Chatham Street, Dublin.

In addition to his love of music and his dedication to his duties at Irish Shipping, George also took a very active part in community and charitable work.

His widespread popularity and the high esteem in which he was held by all who knew him as a friend and colleague was fully evidenced by the very large attendance who gathered to pay their final respects to him. George's involvement in the struggle for national independence was acknowledged at the graveside where he was accorded military honours.

To Mrs. Purcell and his daughters, Joan and Ann, we offer sincere sympathy on their great loss.

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## Commemoration Services

The annual Commemoration Services for Irish seamen who lost their lives on Irish ships during the second World War was held at City Quay Church and St. Patrick's Cathedral, Dublin on Sunday, 25th November.

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## Bantry Disaster Inquiry



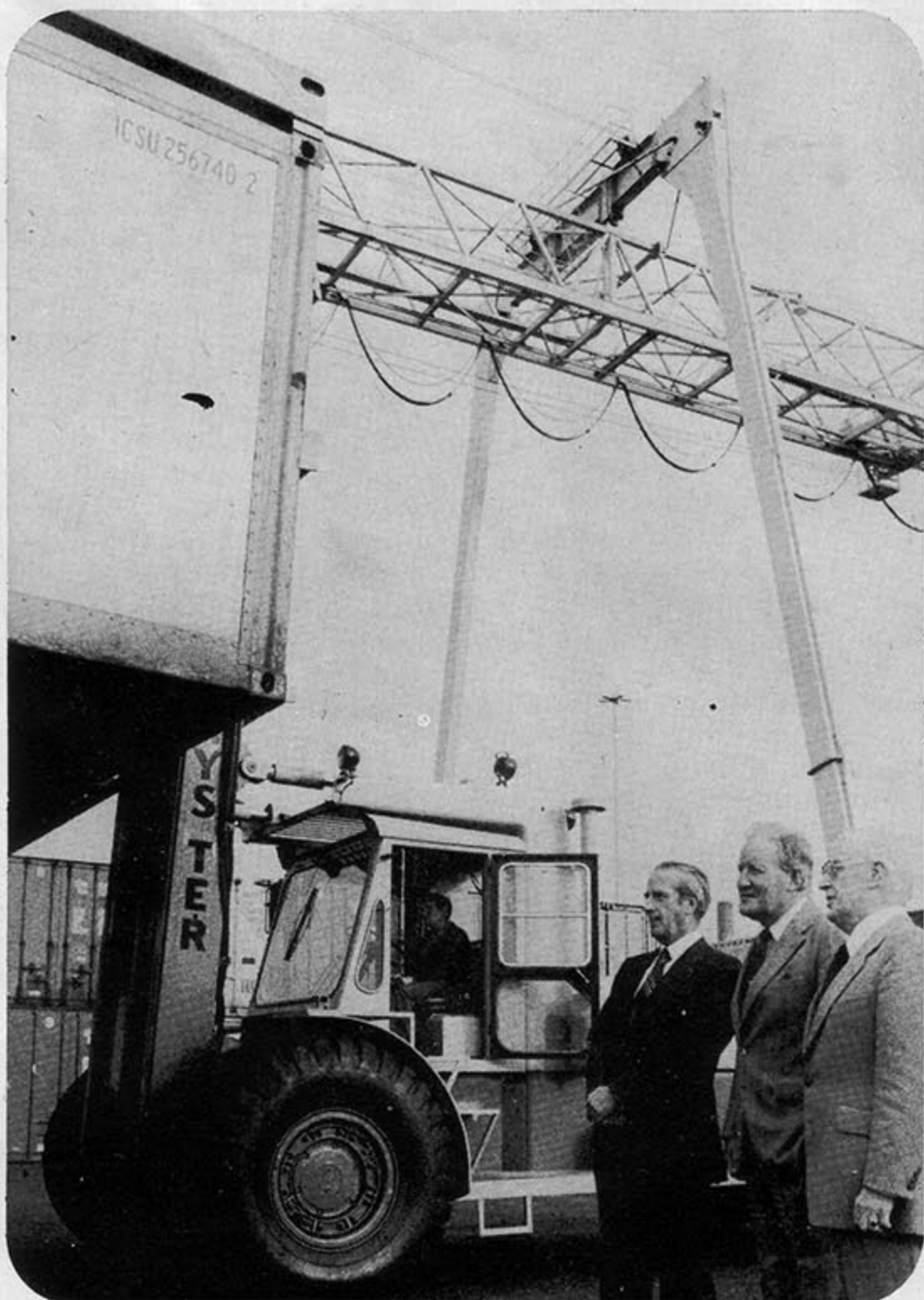
A number of Irish Shipping Ltd. Officers have been attending the inquiry into the Bantry Bay disaster which took place last January. Pictured here with a model of the ill-fated "Betelgeuse" are (l. to r.) Dermot Murphy, 4th Engineer; John Denham, Chief Engineer; Captain P. Murphy and Captain M. D. Langran.



## Big Investment by A.P.T.

An investment of over half a million pounds has been made by Associated Port Terminals Limited in the purchase of improved cargo handling equipment for the Dublin port area. This latest acquisition by the stevedoring company jointly owned by Irish Shipping Limited, R. A. Burke and George Bell & Co. Ltd., consists of four new Hyster H620B lift trucks and three of these will go into service at the Company's South Bank container terminal. The machines, which cost over £100,000 each, are the largest of their type in use in the Republic of Ireland and have a lifting capacity of 25 tons. With the use of container spreaders they can stack 40ft. containers three high.

With the addition of the four new Hysters the total value of cargo handling machines now owned by A.P.T. is estimated at well over £1 million. The decision to purchase additional equipment was made by Associated Port Terminals in order to gear the company for anticipated increase in container handling operations at the port of Dublin. A.P.T. act as stevedores for a number of major shipping lines including Manchester Liners, Bugsier, Polish Ocean, Trafrume, Anglo Soviet, Everard and Safmarine. On Tuesday, 18th September, the lift trucks were demonstrated by the Irish agents, A. H. Masser Limited, at the South Bank container terminal where the lifting capabilities and exceptional manoeuvrability of the machines was witnessed by a large group of invited port users. At a reception given by Messrs Masser following the demonstration a special presentation was made by the firm to Mr. R. F. Burke, Chairman of Associated Port Terminals to mark the occasion.



Watching one of the new Hyster lift trucks in action are (l. to r.) Mr. R. F. Burke, Chairman, A.P.T., Mr. W. A. O'Neill, Director and General Manager, I.S.L. and Captain R. Burke, Chief Executive, A.P.T.



Pictured at the reception to mark the handing over of the new Hyster lift trucks were Captain John Chadwick, Director, A. H. Masser, and Mr. Clem Kinsella, I.S.L.



# Officers Re-Union on "Maple"

During the recent visit of the "Irish Maple" to the Port of Dublin a special reception was held on board for retired Masters and Officers.

Many old friendships were renewed as these former ship-mates got together to discuss old times. The occasion was also in keeping with modern developments on board ship graced by the presence of some of our young Lady Cadets in the attractive persons of Ann Parry and new recruit Bernadette Clarke.

Masters present were Captains J. P. Kelly, R. M. Woolfenden, T. Glanville, P. O'Seaghdha and Commodore J. A. Caird with Chief Engineers G. Cunningham and J. Morgan.

The guests were welcomed on board by Capt. B. Reilly, Master of the "Irish Maple".



Commodore J. Caird chatting with, on left, Cadet Ann Parry and on right Cadet Bernadette Clark on board the "Maple".

## GOING STRONG

Capt. J. P. Kelly, Mr. W. H. Healy, Mr. Jack Craig and Mr. Dermot Murphy were featured recently on a special edition of "Going Strong" the T.V. programme compered by Bunny Carr. It was a most interesting account by these war-time veterans of their experiences on board Irish Shipping vessels.



At the retired Officers' reunion on board the "Irish Maple" were pictured, from left, Captain J. P. Kelly, Cadet Ann Parry, Captain R. M. Woolfenden, Mr. G. Cunningham, Mr. J. Morgan, Cadet Bernadette Clark and Captain B. Reilly.



## NEWS from Irish Continental Line



### New Appointment

Our congratulations to **Declan Mescall** of Irish Continental Line who has recently been appointed Freight Manager in succession to Austin Conboy who has resigned from the Company.

### Sympathy

We offer our sympathy to **Leo Hennessy** of Irish Continental Line on the death of his step-father.

### Drydocked at Cork

At present undergoing overhaul at Verolme Cork Dockyard is the "Saint Patrick", to be joined shortly by the "Saint Killian" which will also undergo extensive overhaul at the Cork Dockyard.

### I.C.L. Board Appointments

Captain Colman C. Raftery and Mr. Frank Carey have been appointed to the Board of Irish Continental Line Limited and we offer them our congratulations and best wishes in assuming their new responsibilities.

Colman Raftery joined Irish Shipping in 1946 after nautical training at Galway on an Irish Shipping scholarship. His first appointment with I.S.L. was as deck boy on the coal burning first ship of the Company, the "Irish Poplar". He then served as deck officer with the Triton Shipping Company of New York from 1948 to 1951 until shipwrecked on the 12,000 ton "Andalusia" on the Pacific Coast of Canada.

He returned to Irish Shipping

as Third Officer of the second "Irish Willow" in 1951 and was promoted Second Officer in 1952 and Chief Officer in 1954. Subsequently, he commanded the "Irish Larch", "Irish Willow", "Irish Pine", "Irish Sycamore", "Irish Spruce" and "Irish Poplar". He was presented with a key to Port Everglades in Florida on the second "Irish Poplar" when she became the first Irish flag vessel to visit that port on her round the world voyage in 1964/65. His last command was the "Irish Sycamore" which he left in Calcutta in 1967 to take up the position of Marine Superintendent with the Company ashore.

On the foundation of Irish



Pictured at the "Saint Killian" Intermediate Scratch Cup tournament played at Rosslare last June were (l. to r.) W. A. O'Neill, A. O'Sullivan, Captain Rosslare G.C., C. C. Raftery, L. Fowler, Conor McAllister, Grange G.C. (winner), Mrs. A. McElhatton, A. McElhatton, J. Pierce, Grange G.C. (runner-up), D. Kehoe, B. Murphy and M. Stafford.





**Captain Colman Raftery**

was employed in the engineering industry before joining Irish Shipping. Born in Wexford, he was keen on hurling while at school and he subsequently turned to soccer which he played in the A.U.L. in Dublin.

His linguistic proficiency in German and French has been especially advantageous to him as Passenger Sales Manager for I.C.L.

In this capacity he has travelled extensively on the Continent and throughout Ireland to promote the service. The success which has attended his efforts is very evident in the increasing numbers of passengers who have used this service each



**Frank Carey.**

Continental Line Limited in 1972 he joined that Company as Marine and Operations Manager, being very much involved in the design and keel laying of the new car passenger ferry, "Saint Patrick".

Captain Raftery is a member of the Institutes of Navigation, Merchant Navy Officers and of the Master Mariners' Association. He is also an associate of the Institute of Marine Engineers and Naval Architects and a council member of the Irish Chamber of Shipping as well as being a member of the Rosslare Harbour Development Board. Recently he was appointed to the Shipowners' panel of Irish Lights Service. Captain Raftery, who is married with two children, is also a nautical assessor for the Department of Justice.

As Operations Manager, he is entitled to much of the credit for the exceptional performance of the two vessels engaged in the Continental service despite the extremely heavy demands made on both vessels. This latest honour accorded to Captain Raftery is a just reward for his dedication to the success of Irish Continental Line.

Mr. Frank Carey joined the Company in January 1969 when the first Normandy Ferries Service from Rosslare was introduced. Frank was educated at O'Connell Schools, Dublin, and



**The first Irish team to compete in the world Hang Gliding Championships travelled on the Irish Continental Line car ferry "Saint Killian" to take part in this year's event which was held at Grenoble last August. There were eight competitors on the Irish team and their captain, Noel Broderick, pictured here, was sponsored by Irish Continental Line Ltd.**



year since its inauguration in 1973.

Apart from his promotional activity on the Continent, Frank has also extended his marketing of the service to the United States, an initiative which can be expected to yield a further increase in the volume of passenger traffic by attracting a sizeable number of American tourists visiting Europe.

Mr. Carey, who has married recently, is also a Director of Ferrytours Limited and his latest appointment is richly merited for the major contribution he has made not only to the success of Irish Continental Line but also to the cause of Irish tourism in general.

### Promotion

Our congratulations and best wishes to Mr. Tommy Walsh who has been appointed reservations Supervisor with Irish Continental Line in succession to Declan Mescall, who has been transferred to the position of Freight Manager with the Company. Tommy, who is based in Aston Quay, joined the Company in 1973 when the Irish Continental Line commenced operations.

## Special Passenger



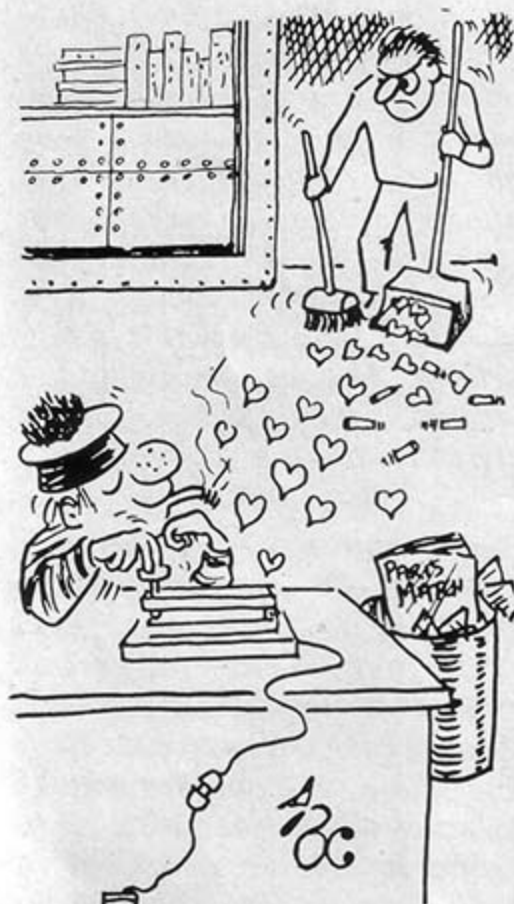
Captain Jack Martin, Master of the m.v. "Saint Patrick" is pictured here presenting a cut glass ship's decanter to Mrs. Rita O'Brien of Drimnagh, who was the 750,000th passenger to have travelled by Irish Continental Line to France since the service began in 1973. Also included in the picture are Mrs. O'Brien's husband, Mr. Tommy O'Brien and their son Paul together with I.S.L. Director and Passenger Sales Manager, Mr. Frank Carey.

## Presentation to Retiring Catering Officer



Group taken at the special presentation ceremony held on board the "Irish Maple" at Dublin in honour of Mr. John Dillon, Catering Officer, to mark his retirement from the Company's service. From left J. Rogan, E. Nolan, Captain B. Reilly, W. J. Burke, D. O'Brien, L. J. O'Meara, M. Ryan, Mrs. Dillon, J. Dillon, P. Farrelly, J. B. Guerins, Miss E. Maslin and P. Bardon.





## Manchester Liners' Chairman Honoured



This picture was taken recently following a presentation made by the Management of Irish Shipping Ltd. to mark the retirement of Manchester Liners' Chairman, Mr. R. Stoker. Mr. Stoker is shown in characteristic jovial mood as he engages in a one sided verbal exchange with that famous man of many words, George Bernard Shaw.

## C.I.T. Award



Our congratulations to Aubrey McElhatton, Managing Director of the Irish Continental Line, seen here receiving the first OCL Maritime Transport Award from the new President of the Chartered Institute of Transport, Dr. L. St. J. Devlin, Chairman of CIE, and a former Director of Irish Shipping Ltd.

Mr. McElhatton received the Award, a certificate and a cheque for £250, for his paper, "The Irish Continental Connection", at a short ceremony preceding Dr. Devlin's address to the Institute at the Commonwealth Hall in London, on Monday, 8th October. The OCL Maritime Transport Award has been made available to the Institute just recently by Overseas Containers Ltd. Mr. McElhatton's paper described the origins and the development of the Irish Continental Line and its direct Ireland-Europe roll-on/roll-off ferry operation.

## Man of The Year

We were very pleased to learn of the recent honour bestowed on Dr. John de Courcy Ireland, Honorary Research Officer of the Maritime Institute of Ireland, who has been selected "Man of the Year" for his work on behalf of Maritime affairs in Ireland. Dr. Ireland is a very dedicated propoter of interest in the great wealth of Ireland's Maritime resources and richly merits this latest tribute.



# It's almost that time of year again

Soon it will be that time of year again. Christmas will have come and gone and most of us will be all the poorer for its passing. The promised ten per cent rise in E.S.B. charges will be more in the nature of an electric shock than a good augury for a Happy New Year. The unfortunate turkey will finally go to pieces and entirely disintegrate after having held out for so long. Once again we'll repeat last year's resolution to get two nice chickens instead of a turkey for next Christmas. But we know we won't. Come the following December and our aspirations will once again prove greater than our appetites.

After a decent interval the tree and decorations will have to come down and the last remaining corner of the Christmas cake will be wrapped in tinfoil and carefully put away for some special but unspecified future occasion. Gone too will be the mince pies and the plum pudding will have endured almost wholly intact, a sharp reminder that I'm no longer the man I once was and that the present generation have little regard either for tradition or plum pudding.

Meanwhile back at the office we go through the same old "How did you get over the Christmas?" routine. I've been subjected to this annual question ever since people stopped asking me what I got from Santa Claus. But, of course, it isn't a question at all, really. It is simply a thinly disguised excuse for the enquirer to relate all the gory details of his own mis-spent Christmas with suitable embellishment. This makes the story easier to listen to but harder to believe. As for myself, I usually say I've had a very quiet Christmas which is a downright lie but well worth the three 'Hail Marys', I feel. Anyhow I never take the question seriously and if I did I'd be insulted. Taken at face value "How did you get over the Christmas?" is suggestive, if you'll pardon the expression.

It suggests that for a person of your intemperate habits the fact that you have managed to survive the debauchery of the festive season can be regarded as a minor miracle. Furthermore, having skated across the thin ice of over-indulgence and intoxication you are hereby invited to tell the whole sordid story as a lesson to those who might

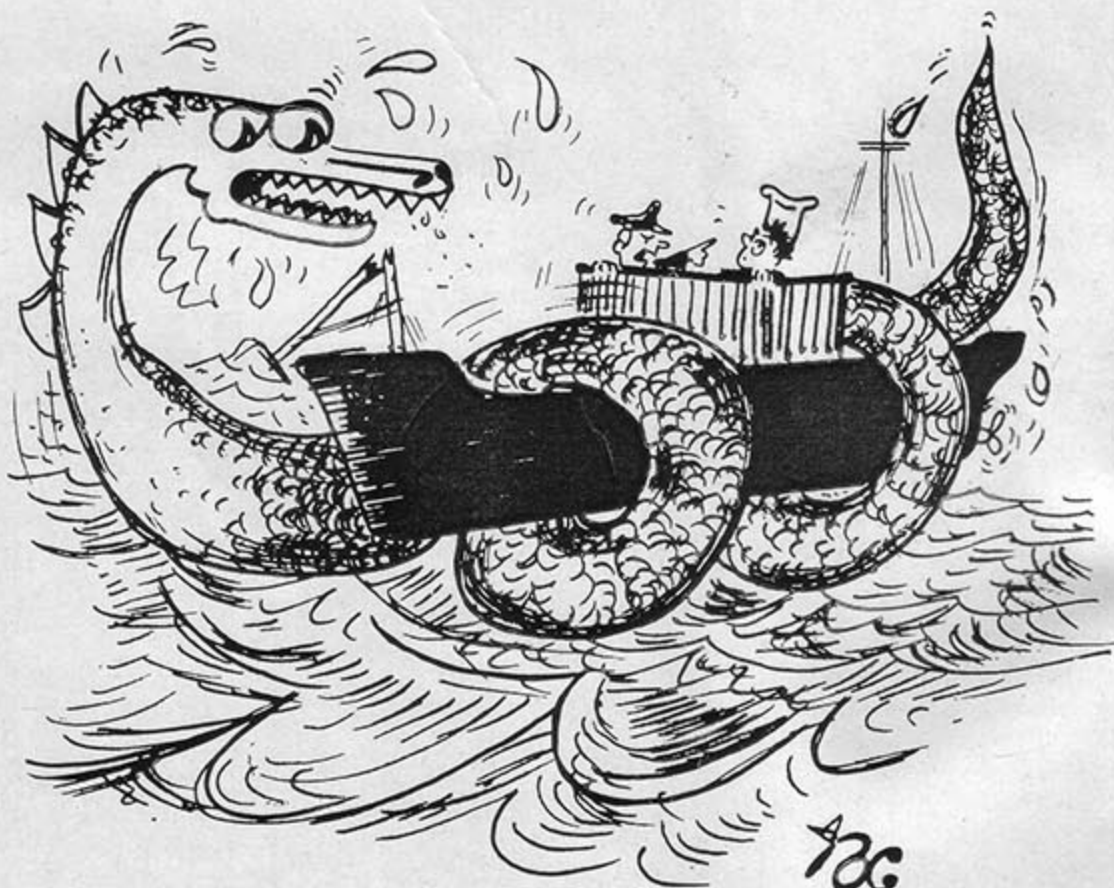
otherwise be tempted to follow your bad example. In fact undue emphasis on the "How" might well constitute valid grounds for a slander action. But if the judge was a Dublinman you'd lose it. He wouldn't take the question seriously, for this particular after-Christmas greeting is a

Dublin one. At least if it is not of Dublin origin it is Dublin by adoption. The Dublinman or, more correctly, your true blue Dubliner is very partial to the definite article. Such familiar Dublinese as "Ah! the hard", "How's the body?" and "The oul wan" testify to this same partiality. And, believe me, to the Dubliner, Christmas in Dublin is very definitely 'the' Christmas.

## Two-faced

There is one annoying feature of this particular time of year which causes me a certain amount of mental anguish and that is the seasonal pre-occupation or obsession with the past which seems to be as inevitable and as prevalent as the 'flu. In the days and weeks immediately after Christmas public commentators as well as journalists of all description, and some who are beyond description, indulge in the pointless pursuit of the past.

Of course, this particular form of winter madness is not just accidental. I blame the month of January for it; January, the month of Janus. Now Janus, as you may recall, was the ancient Roman God, guardian of gates



QUICK COOK! YOU'RE THE ONLY ONE WHO CAN SAVE US — GIVE IT SOME OF YOUR STEW!"



and doorways, with one face at the front and another at the back of his head. I find it extremely difficult to believe that a guy with a crazy superstructure like that could qualify for deity. To put it very mildly he simply wasn't right in the head, and it's a sure thing he'd never pass the physical. That he may have been a guardian of the gates I'll accept. But a god? No, never. If you ask me the best that can be said for him is that he was a doorman with ideas above his station. However, be that as it may, we are still left with January and this notion that it is the appropriate month for looking backward and forward at the same time.

I am completely against these end of the year inquests which I consider to be a waste of time. After all we know full well that

the departed died from natural causes. Nevertheless, despite that, we get this prolonged wake at which representatives of all the communications media gather, like vultures, round the deathbed of the expiring year. They are sham mourners, intent only on re-opening old wounds and exposing once again the shortcomings of the previous twelve months. They don't observe the barest of courtesies, for charity demands that 'if we cannot speak well of the dead we should say nothing'. But they write reams, and for what? Even those events which evoke happy memories for some will be best forgotten for most.

For every winner there are thousands of losers. So, it's not for the memories and it can hardly be for news value. You can reheat and rehash turkey

and it will still be turkey but stale news, whatever you do with it, is no longer news. Maybe it enables the literary lads to rewrite a story that they regretted having written as they did, when it happened. Certainly the flash-backs produce some flowery phrases. We've had the 'fabulous fifties', the 'swinging sixties' and the 'sexy seventies'. When we get to the 'naughty nineties', if we make the trip, we'll be back where we, or our grandfathers, started. And 'twill serve us right.

The past is best left to the historians or to those who despair of the future; they need it. For the rest of us peering into the past merely betrays a morbid fascination and that's dangerous. I wouldn't be at all surprised if Lot's wife died in the month of January!

## "Rowan" Sweeps the Board

While the vessel was loading at Norrköping in Sweden, a full turnout of wives, officers and crew participated in the seamen's sports and fairly well swept the board of medals and trophies. The total number of participants was 315, from 12 different ships and representing nine different nations. The total number of points scored was 41,316 and the "Irish Rowan" accounted for 16,682 of these.

In the team competitions the "Irish Rowan" crew members were very successful. In the soccer tournament we were victorious in all but one of our five matches and so took the first place trophy. We also took the first place trophies in the men's and women's relay races. In the overall team competition we were in second place and were a little unlucky not to have come first.

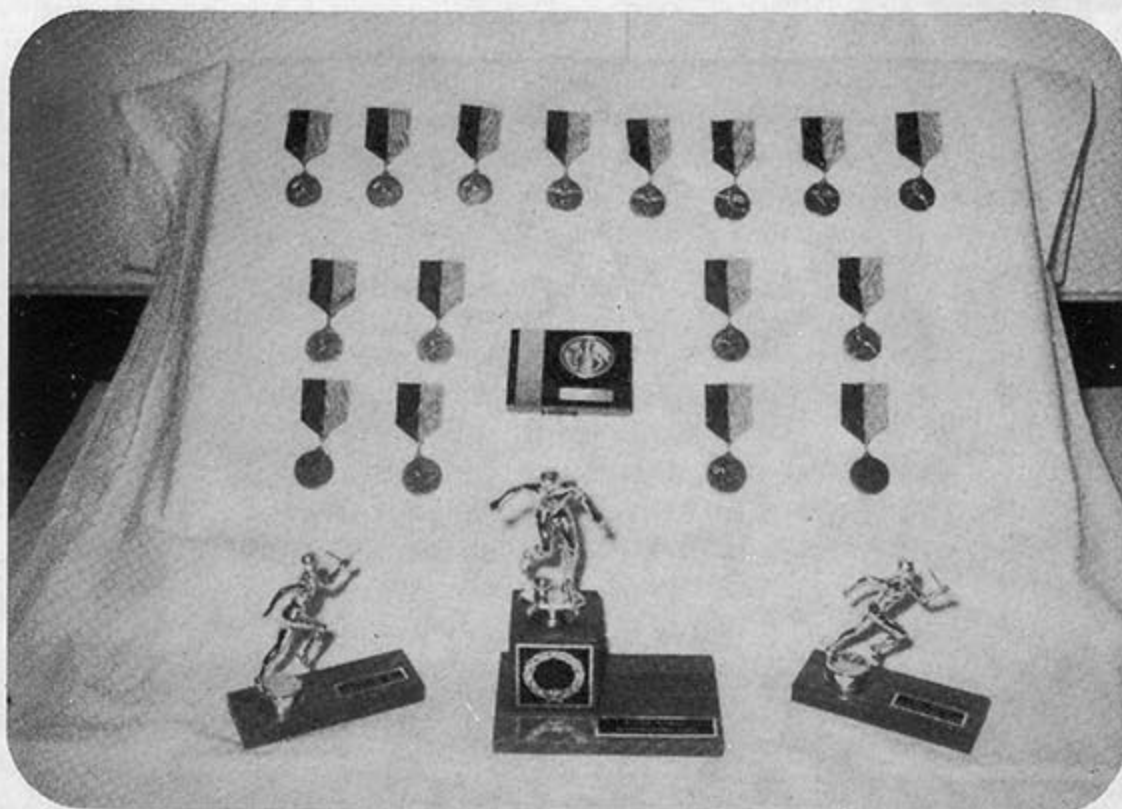
In the individual results Capt. T. Byrne carried home gold medals for first place in the shot putt, long jump and 60 metres in class three. B. Dorgan came a close second and obtained silver medals in the same event. In class one, T. Maguire got third

place in the 100 metres against stiff opposition, while P. Miley won the shot putt with a massive throw. In class two, Bob Van Reel, our supercargo from Cast, was drafted into the team as a Belgian Kerryman and did very well by winning the shot putt and coming third in the long jump.

In the ladies class Phyllis Moran won the shot putt and

the long jump and J. Caffrey came third. In the 60 metres the "Irish Rowan" ladies cleaned up with Josephine Caffrey, Phyllis Moran and Marie Mahon finishing first, second and third respectively.

In all the "Irish Rowan" won three first place trophies, one second place trophy, eight gold medals, four silver medals and four bronze medals.



Splendid display of trophies from "Irish Rowan"



# Ireland – An Island Country with Few Ships

*By Mr. Brian Kerr, President, Comité des Associations d'Armateurs du Marché Communautés Européennes, also President of the Irish Chamber of Shipping, Managing Director of General Shipping and Transport Division, George Bell & Co. Ltd. and a Director of Associated Port Terminals Ltd.*

**Recently we have been enthralled by the re-creation of the exploits of St. Brendan the Navigator, by Tim Severin and his crew, tracing the 9th century Saint's voyage from Ireland to the Americas. The epic voyage may have posed a question as to why Ireland has not been more prominent in European shipping affairs. Ireland has by far the smallest of the EEC maritime fleets, with only 0.3 per cent of the total tonnage. In fact, in looking back over the last twenty years, Irish ships kept a low news profile. With the exception of the deep sea activities of the state-owned Irish Shipping Ltd. Their movements were confined to regular trading in homewaters. Latterly, its associated company, Irish Continental Line has introduced a new dimension to the field by operating ferry services between Ireland France.**

Since the establishment of Irish Shipping Ltd., by the state, to ensure that neutral Ireland received supplies from overseas during the second world war, this company has been the mainstay of the Irish Fleet, in so far as the size of vessel operated is in the deep sea class, and in fact with Irish Continental Line represents 75 per cent of tonnage flying the Irish Flag today.

The state-owned B & I Line is the other well known fleet, and accounts for about 10 per cent of the tonnage. Its trading base is nearer home, running passenger and freight services between Ireland and Britain with freight only to the Continent.

Private shipowners make up the balance, and although only representing 15 per cent in tonnage figures, make up 70 per cent of the number of vessels of Irish registry. It is really in this

sector that most change has been seen, and in the main this has taken place over the last five years.

The Irish Register of Shipping as on the 1st March, 1965, recorded that total number of commercial vessels at 60, representing 161,376 gross registered tons and an average age of 15 years. The 1975 figures show a reduction in number to 49 vessels, but an increase in tonnage to 197,566 gross registered tons, with an improvement in the age factor to 12.7 years.

In the 1950's the ports of Ireland were mainly served by Dutch owned family operated coasters of around 500 tons cargo carrying capacity. This was a handy size for the merchants, as this cargo size represented an easy amount to store, and indeed to finance. It is

important to note that these ships were crewed by the owner and his family and achieved low running costs.

The shipowner followed the path to where he was needed most. He could "plot his course" to some extent by studying where harvests were good, fertilisers needed, additional fuel supplies required in cold winters. He transported heavy products such as structural steel and timber and paper from the Baltic in summer. He was able to look ahead and schedule his ship so as to achieve a high level of utilisation. Because of the size of ship the weather played an important part in this programme. In a bad winter he could not trade in the icy waters of Northern Europe. There was a reasonable margin of profit between his running costs and freight earned. Apart from the improvement in communications, as a result of which both cargoes and their destinations became more varied, this method of trading had not really altered since the rise of the steamship in the early 1900's.

Irish ships had only a very small share of the market. however, the importance of the east coast town of Arklow in keeping alive the tradition of Irish-owned and manned coastal shipping



should not be overlooked. Indeed, Arklow at one stage boasted the highest proportion of seagoing people to total people of any port in Europe.

Recent developments have been influenced by a series of factors. Ship design has improved and carrying capacity has been increased for the same gross registered tonnage, on which manning, trading limits and port charges are based. Containerisation and unitisation of cargoes have resulted in increased traffic as deep sea routes now converge on a very limited number of European container terminals and feeder routes have come into existence. Roll-on-roll-off has transformed local trading. The oil price increase of late 1973 affected running costs and dampened the growth in world trade. The latter effect has been offset by Ireland's entry into the EEC which has resulted in a substantial and continuing increase in trade with continental Europe. Rising costs, improved communications, faster ships and a more competitive environment has made professional ship management much more important. This in turn has led to the development of fleet owning companies.

Irish register figures for 1977 reflect this change in the Irish scenario. The number of vessels reduced to 46, but the average age improved from 12.7 to 8.7 years. Since these figures were published the George Bell Group introduced 10 vessels to the Irish Flag, in place of West German chartered tonnage, to serve their container routes between Ireland and Britain and the Continent. At the same time three mini bulk type coasters are now owned by cargo interests, with the long established Arklow owners, keeping well up in development, by continuously modernising their fleet. A further improvement is the registry of bulk liquid vessels and offshore service craft under the Irish flag. The 1978 figures, when published, will show the addition of a further 14 new vessels to the Irish Fleet, although tonnage will

remain static with the recent disposal of a deep sea trader.

Irish business has shown new interest in becoming involved in shipowning. The prime mover is the new competitiveness which the Irish flag offers in comparison with its EEC partners. Tax allowances and labour availability add to the credit side of operating Irish vessels. The various financial institutions have given their support and thereby confirmed their belief in this growing industry. Trade is more buoyant following the enlargement of the EEC and the introduction of feeder systems as a norm for distributing deep sea traffic. Since sterling became internationally cheaper Irish operating costs have improved compared with those of Northern European owners. German, Danish and Dutch vessels which had led the market have yielded some of their large share of the market to Irish vessels.

On the other hand there are many problems facing shipping today. The freight market is at a low ebb, caused by over tonnage in all areas and little growth in world trade. In the deep sea sector, container, bulk and tanker trades have suffered most. World tonnage laid up has remained at around 50 million tons since 1975. Much of this was caused by the over enthusiastic plans conceived during the good market, prior to the currency and fuel crises.

On short sea routes the situation is similar. Too many ships of the same size are seeking fewer cargoes. Improved speeds, faster turnaround, the advent of roll-on-roll-off systems and unitisation attracted speculators to join traditional shipowners in the race to make money from ships.

All this is overshadowed by a huge over capacity in world ship building and the tendency for unwanted ships to be built in order to resolve employment problems at shipyards. This must be halted, and Governments asked to discontinue the practice of giving subsidies for this purpose.

In Europe, shipowners and the European Commission are

working to find a Community solution to the increasing expansion of the fleets of the developing countries and their desire for an increased share of World Trade, the threat from Eastern Bloc countries competing uncommercially, the United States antitrust laws and the conflict between Liner Conferences and the Competition Rules in the Treaty of Rome. All these items are under considerations by the European Commission but a quick, acceptable solution to all parties in the debate is unlikely.

The future of the shipping industry in Ireland can be protected if Irish exporters and the various government agencies support the Irish shipowner. All new industries coming on stream in the country must be asked to support the Irish flag. In the past, a large amount of potential cargo has been lost to foreign flags. New ships will be seen flying the Irish flag if freight enquiries are channelled to Irish ship-owners. We have a fleet capable of doing a good job; and rest assured the skill is there to tackle any task, however large, to the complete satisfaction of the shipper.

#### IRISH REGISTERED VESSELS 1965/1977

Year	Number of Vessels	Gross Tonnage	Average Age
1965	60	161,376	15
1975	49	197,566	12.7
1977	46	195,510	8.7

We thank Mr. Kerr and Allied Irish Banks for permission to publish this article first written for the A.I.B. Banks' Annual Review.

## Birmingham Tragedy

**We offer our sincere sympathy to Mr. Patrick Murray, Second Cook, "Irish Maple", whose brother, Mr. B. Murray was the victim of a tunnel collapse at Birmingham very recently. The late Mr. Murray was a native of Donegal.**



## War Time Fleet No. 6.

# "Irish Plane"

The sixth vessel acquired by Irish Shipping Limited in 1941 had a short but most eventful career in the ownership of the Company. She was the 7,867 deadweight tons "Irish Plane" which was built in Gothenberg in 1917 and was registered under the Norwegian flag as the s.s. "Jupiter". In 1937 she was re-named "Democracy" and became the "Point Arena" in 1940 prior to being named "Arena" which was her name on being purchased by Irish Shipping Limited. When negotiations for the purchase of the vessel were initiated in May 1941 she was at Durban, South Africa, and her purchase price of £345,950 was finally agreed in July, 1941. On 10th July the vessel sailed from Durban for the United States and on 23rd September, 1941 she was finally taken over by Irish Shipping Ltd. at Philadelphia. It was arranged that she would load a cargo of grain in addition to 1,700 chests of tea. Other items in that first cargo included 6 tons of chemicals and 1 case of special machinery. At the beginning of October, 1941 the vessel was under threat of arrest because of a charge which had been raised against her former owners in respect of a claim for damaged cargo on her previous voyage. However, steps were taken to secure her release and she finally sailed from Philadelphia on 28th November, arriving in Dublin on 26th. December.

After discharge of her first cargo the "Irish Plane" underwent repairs at Dublin and following a delay due to crew difficulties she sailed for the Clyde on 17th February, 1942. Captain T. W. Freehill was Master of the "Plane" for the voyage from Philadelphia to Dublin and also held command on her next outward voyage from Gourock, Scotland. Unfortunately the ill-luck which attended the vessel under Irish Shipping's ownership manifested itself in her grounding at Tor Point, Cushendun, Co. Antrim, on her outward passage to St. John, New Brunswick. The accident happened on the evening of 14th March, 1942. At the subsequent Court of Inquiry hearing, Counsel on behalf of Captain Freehill stated that both the Master and the Chief Officer, Mr. Frank Morley, had the nerve-racking experience of being responsible for the safety of the vessel recently purchased and

on her first voyage to this country after first travelling under war conditions to take over the "Irish Plane" at Philadelphia. A contributory cause of the grounding was poor visibility owing to bad

weather conditions which were aggravated by the necessary provision on the vessel of neutrality flood-lighting which reduced visibility.

The vessel was re-floated on 1st April and arrived back in Dublin on 2nd April, 1942. The vessel was drydocked at Dublin and remained there until the end of June when she was inspected by Mr. de Valera, the then Taoiseach. She then sailed for Halifax, Nova Scotia, via Gourock, with Captain Hill-Wilson as Master.

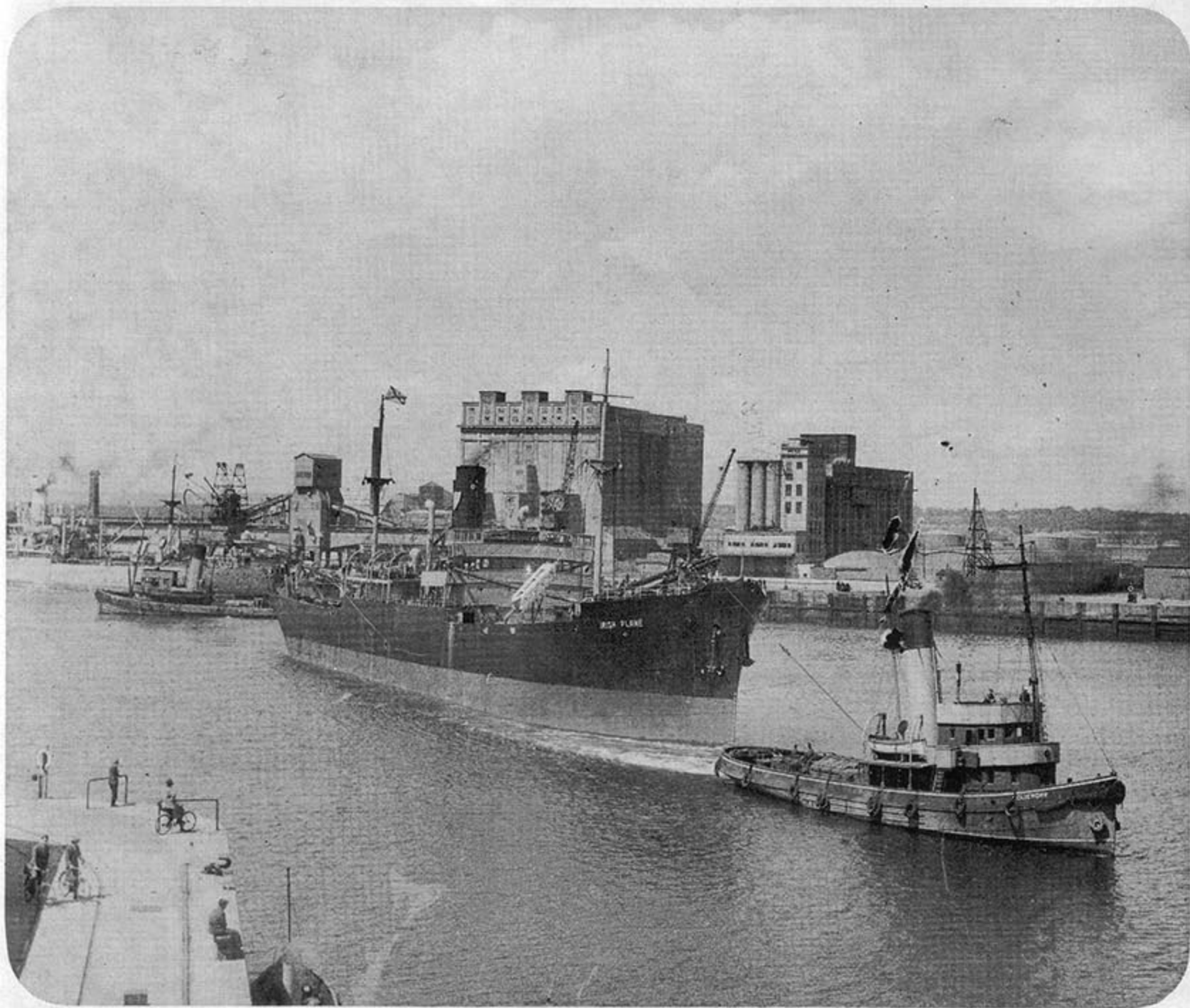
The "Irish Plane" made five consecutive voyages to Halifax between July, 1942 and January, 1943. On the third of these, which commenced in October, 1942, Mr. Pat Walker, at present Chief Engineer with Irish Continental Line Ltd. joined the vessel as Fourth Engineer. Third Engineer on that voyage was the late Mr. M. J. Byrne, who also had a long career with Irish Shipping Limited up to the time of his death on board the "Irish Oak" at Baltimore in April, 1976.

Master of the vessel at that time was Captain W. Henderson and her Chief Officer was Mr. Joe Lennon. Other officers who served on the "Irish Plane" were Mr. M. Willoughby, Second Officer; P. Kelly, Third Officer; G.



The "Irish Plane" aground at Ballycotton.





The "Irish Plane" arriving at Dublin with the assistance of the tug "Coliemore"

O'Callaghan, Second Engineer; Third Officer on the vessel's first voyage was Mr. Edouard Manix. When on passage from Dublin to Halifax in December, 1942, the vessel was forced, through heavy weather to seek refuge in Belfast Lough before continuing her voyage. In February, 1943 the "Plane" made her first trip to Georgetown, British Guyana, for a cargo of sugar. On this voyage also, Mr. Jack Craig, who was featured in a special article in Autumn, 1977, made his first trip as Deck Boy. While the vessel was in Georgetown her officers and crew received a great welcome from the Irish community. On the same voyage the vessel also called at Port of Spain before returning to Dublin.

It was on her next voyage that the "Irish Plane" made her dramatic rescue of the crew of the "Irish Oak" which had been sunk by a submarine when she was about 700 miles west of the Fastnet. In a brief message the news came to Irish Shipping's Head Office indicating that the entire crew of the "Irish Oak" had been safely brought on board the "Irish Plane" and they duly arrived back in Cobh on 19th May. At that time the "Irish Plane" was under the command of Captain W. J. Henderson of Island Magee, Co. Antrim. Eventually the vessel bunkered at Ardrossen before making her passage to Halifax. Her next voyage was again to the West Indies where she called at Georgetown and Trinidad as

well as St. Kitts. From April 1944 to May 1945 the "Irish Plane" was delayed at Dublin where she was undergoing overhaul and having new furnaces installed. Apart from the repair work being carried out there was a strike of boiler-makers which further delayed the sailing of the vessel. Eventually she did sail in June, 1945 and returned with a cargo of wheat, tin plate, steel and general cargo including textiles. On her next outward voyage in October of that year she carried 250 tons of wool and a few tons of Carrigan moss as export cargo.

#### **Aground**

On the 1st February, 1947



the "Irish Plane" was on passage from Swansea to Cork where she was due to complete discharge of cargo loaded at New York. She had discharged part of her cargo at Dublin and went to Swansea to take on bunkers for the outward passage. She had taken export cargo of wool, wine and whiskey at Dublin and had about 1,000 tons of motor car parts for discharge at Cork.

While off the southern coast of Ireland the vessel's steering gear developed a defect and she was buffeted by mountainous seas and gale force winds. She had left Swansea at 10 p.m. on the previous evening and was about two hours out from Cork when the full force of the gale struck her. The vessel drifted for some time and with the ship's lights having failed two anchors were thrown out in an effort to keep the ship from going ashore. The force of the wind and sea, however, proved too much for the anchors and pounded by huge waves she dragged until eventually she became wedged between two rocks on the beach. Surprisingly she stood on a perfectly even keel broadside to a cliff which stood about fifty yards inshore from the grounded vessel. The location of the grounding was Ballyshane, Ballycotton, Co. Cork. Later that same morning a rescue line was sent over and one by one, the crew climbed across the rope to safety. Prior to the grounding a morse code message was sent to the Ballygoilin Life Saving Service and the Ballycotton station, and help arrived at an in-shore spot before the ship grounded. At dawn all the Life Saving Services in the Cork area sent crews to Kelly's Cove over snow covered roads. For several hours they signalled to the vessel but received the reply that the crew did not yet want to leave their ship. Eventually the Master, Captain W. G. Hickman, gave the order to abandon ship and the first man to glide ashore on the breeches buoy was John Hearne of Passage East, Co. Waterford. The last to leave the ship were the Master and the



Going aboard the stranded "Plane".

Chief Officer, J. A. Caird. The life line was attached high up to a mast which was reached from a platform and a ladder. It was when the Master had mounted this platform that he slipped on fuel oil from a burst tank that had washed back from the sea. In this accident, Captain Hickman suffered a fractured leg and was obliged to have treatment at the Mercy Hospital in Cork.

Sadly all hope of refloating the stranded "Irish Plane" had to be abandoned and she became a total loss. At the subsequent Court of Inquiry the Master, Captain Hickman, the vessel's Chief Engineer, Mr. James Kennedy, and the owners, Irish Shipping were completely exonerated from all blame for the stranding of the vessel. The cause of the accident was determined by the Court as the failure of the steam steering gear to operate; breaking of the hand steering gear at a critical time and the severe weather prevailing at that time coupled with bad holding ground for the anchors. The Court further found that the owners were not responsible for any act that contributed to the stranding of the vessel and considered everything possible was done by the owners to keep and maintain the vessel in a seaworthy condition.

The available records provide conflicting details of the first "Irish Plane". One source claims that the vessel was built at Shooters Island, New York, in 1917 whereas an old Company register of the war time fleet names the builders as a Norwegian firm based at Gothenburg, and the date of building as 1927. The dimensions of the ship are given as 408 ft. 3 ins. length overall; 35 ft. 3 ins. breadth and 32 ft. depth. Original port of registry is recorded as Xiansand, Norway. She had a service speed of 10 knots on 185 barrels of oil and her draft was 23 ft. 10½ ins.

## Guess Who?

This young man was photographed many years ago on an occasion of special significance for Irish Shipping. Since then he has played a prominent part in the Company's progress and, no doubt, readers will wonder who he is. For our own part, to quote a famous Dublin character, "our lips is see-ild".







## FLEET NEWS • FLEET NEWS • FLEET NEWS

### **"Irish Rowan" loads at Solomon Islands**

This vessel discharged coal from Durban at Antwerp early in July and subsequently loaded steel at that port for the Persian Gulf. She also loaded general cargo at Norrköping and Leixões, Portugal on her next voyage prior to sailing for the Persian Gulf Ports of Damman, Sharjah, Abu Dhabi and Basrah. The "Rowan" was eventually delayed at Basrah for almost two months due to congestion at the port before completing discharge and sailing for Singapore. She arrived at Singapore on 16th November to take on stores and will be due at Bougainville, Solomon Islands on 26th November. There she will load a cargo of copper concentrates for discharge at European ports not yet nominated.

The former British Protectorate territory of the Solomon Islands includes Gaudalcanal which was the scene of very heavy fighting during the last war.

### **"Irish Cedar"**

After unloading a cargo of steel from Antwerp at Hsinking, China, last July, the "Cedar" sailed in ballast for Vancouver, B.C. where she loaded forest products for New Haven, Connecticut. She also discharged at Wilmington, Providence, Brooklyn and Elizabethport. The ship then loaded phosphate at Tampa for Vancouver where she arrived on 20th October. After unloading the phosphate, the "Cedar" then loaded forest

products at Coos Bay and Vancouver for Elizabethport, New Jersey and Mediterranean ports. She is expected at Elizabethport on 26th November and should sail on 29th November for Genoa and she will also discharge at Naples and Algiers. The vessel is expected at Genoa about mid-December.

**Captain M. McMahon** relieved **Commodore J. A. Caird** at Elizabethport and **Chief Engineer J. Reynolds** relieved **M. Curley** while the "Cedar" was at Tampa.

### **"Pine" delayed at Constantza**

A change of crew was effected on the "Irish Pine" on 9th November while the vessel was at the Black Sea port of Constantza in Rumania.

On her previous voyage **Chief Engineer P. Dowling** replaced **P. Herlihy** and **Second Engineer V. Hetherington** replaced **J. Keane** at Rostock, East Germany where the vessel discharged grain from Sorel, Quebec last July.

On her present voyage the "Pine" loaded grain at Norfolk, Virginia at the end of August and arrived at her discharge port of Constantza on 23rd September. She has been very much delayed at the Rumanian port as she did not complete unloading until 21st October due to shortage of quayside transport to clear the grain on discharge. Eventually the vessel was obliged to move on to an anchorage after unloading and had to await a loading berth to commence

work on her next cargo of fertilisers for China. She commenced loading on 31st October and is expected to be ready to sail Constantza on 30th November. Her Chinese discharge port will be Lien Yun Chiang.

### **"Irish Maple" on first visit to Dublin**

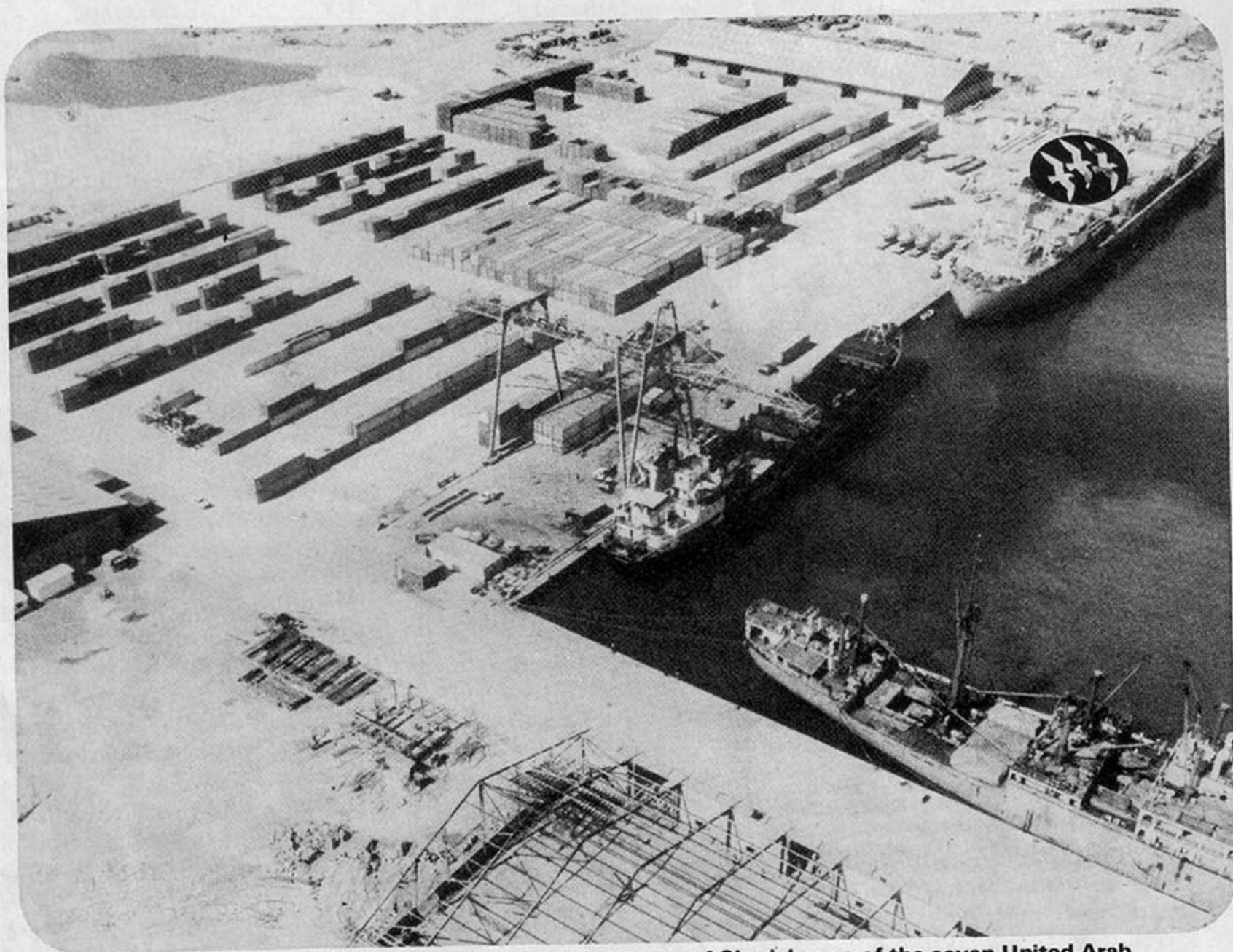
The "Irish Maple" loaded steel at Antwerp and Middlesbrough in early July for Long Beach, Oakland and Seattle. After discharge the vessel went to Vancouver to load forest products for Dublin and Rotterdam. She arrived in Dublin on 27th September and due to a port dispute her discharge was held up so that she did not sail for Rotterdam until 26th October. The "Maple" finally completed discharge at Rotterdam on 29th October and then loaded steel at Antwerp for Providence, Bridgeport and Baltimore. She is expected at Providence on 14th November and should complete at Baltimore on 19th November. The vessel then loads a cargo of coke at Wilmington for Holland and should sail about 24th November. Her discharge port is likely to be Ymuiden where she should arrive about 5th December. The "Maple" will probably load steel at Antwerp for her next voyage.

While the vessel was at Dublin there was a change of crew and **Capt. T. Hughes** took over command from **Capt. B. Reilly**. **Chief Engineer D. O'Brien** relieved **P. Bardon** also at Dublin.

### **"Irish Oak" introduces new service**

First I.S.L. ship to sail for the Gulf of Mexico under the recently agreed contract for the shipment of steel to that area from Europe will be the "Irish Oak". She will load for the Gulf at the end of her present voyage on which she is bringing forest products from British Columbia and West Coast U.S. ports to London, Rotterdam, Brake and Esbjerg. On her previous voyage she loaded grain at Philadelphia for Hamburg where she arrived





A view of part of the container terminal at the port of Sharjah, one of the seven United Arab Emirates, and a port recently visited by the "Irish Rowan".

on 30th July. She completed discharge on 3rd August and then loaded steel at Antwerp for Long Beach, Oakland, Portland and Vancouver where she finished unloading on 13th September.

The vessel then loaded forest products at Vancouver, Eureka, Coos Bay and Crofton and will be due at her first discharge port, London, on 18th November. She will also discharge at the other ports already mentioned and should complete at Esbjerg on 4th December. The "Oak" will then go to Antwerp to commence loading steel for the Gulf of Mexico.

#### "Irish Larch"

This vessel completed discharge of her cargo of grain from Baltimore at Hoedidah, in the Yemen, towards the end of

July and then sailed in ballast for Geelong where she arrived on 16th August. Having loaded a cargo of rice the "Larch" sailed on 10th September for the Russian Black Sea port of Novorissisk. She passed through Suez on 3rd October and arrived at her discharge port on 18th October.

A relief crew joined the vessel at Istanbul on 11th October and **Capt. M. Carey** also left the ship at that port. **Capt. J. A. Gleeson** joined the "Larch" at Suez to take over command from **Capt. Carey**.

#### "Daunt Rock"

This vessel arrived at Amsterdam on 11th November with a cargo of coal from Swansea and after discharge she proceeded to Rotterdam. There she loaded citrus pellets which are used as

animal foodstuffs and sailed on 14th November for Foynes where she is expected to arrive on 17th November. **Captain B. Kehoe** is the Master of this vessel and her Chief Engineer is **M. Scully**.

#### "Skellig Rock"

**Captain D. Hopkins** is the Master of this vessel and her Chief Engineer is **N. Hayes**.

The "Skellig Rock" arrived at Exmouth on 10th November from Cork and she loaded a cargo of scrap iron which she discharged at Caen, in Northern France. On completing discharge she moved north to Le Treport where she will load bulk sugar for discharge at London. The vessel is expected at Le Treport on 16th November.

After discharge of her sugar



cargo the "Skellig Rock" will load motor car parts at Shoreham for Portugal. This will be the first voyage on this run which is expected to become a regular service for this vessel.

#### "Tuskar Rock"

This vessel arrived at Galway on 8th November with a cargo of potash from Antwerp. After discharging the potash the vessel loaded a cargo of concentrates for Dunkirk where she arrived on 15th November.

Master of the "Tuskar Rock" is **Captain E. Farnan** and her Chief Engineer is **J. Kellerher**.

#### "Fastnet Rock"

Having loaded a cargo of coal at Cardiff this vessel discharged at Galway on 10th. November and loaded a cargo of concentrates for Dunkirk where she is expected on 17th November.

**Captain B. Hearne** is Master of the "Fastnet Rock" and her Chief Engineer is **P. Morris**.

#### "Lough Beltra"

This research vessel, under the command of **Captain F. Traynor** is at present operating in the Shannon estuary and will then move into the Galway Bay and Arran Islands area to continue her research and survey work.

## Three Former I.S.L. Ships Scrapped

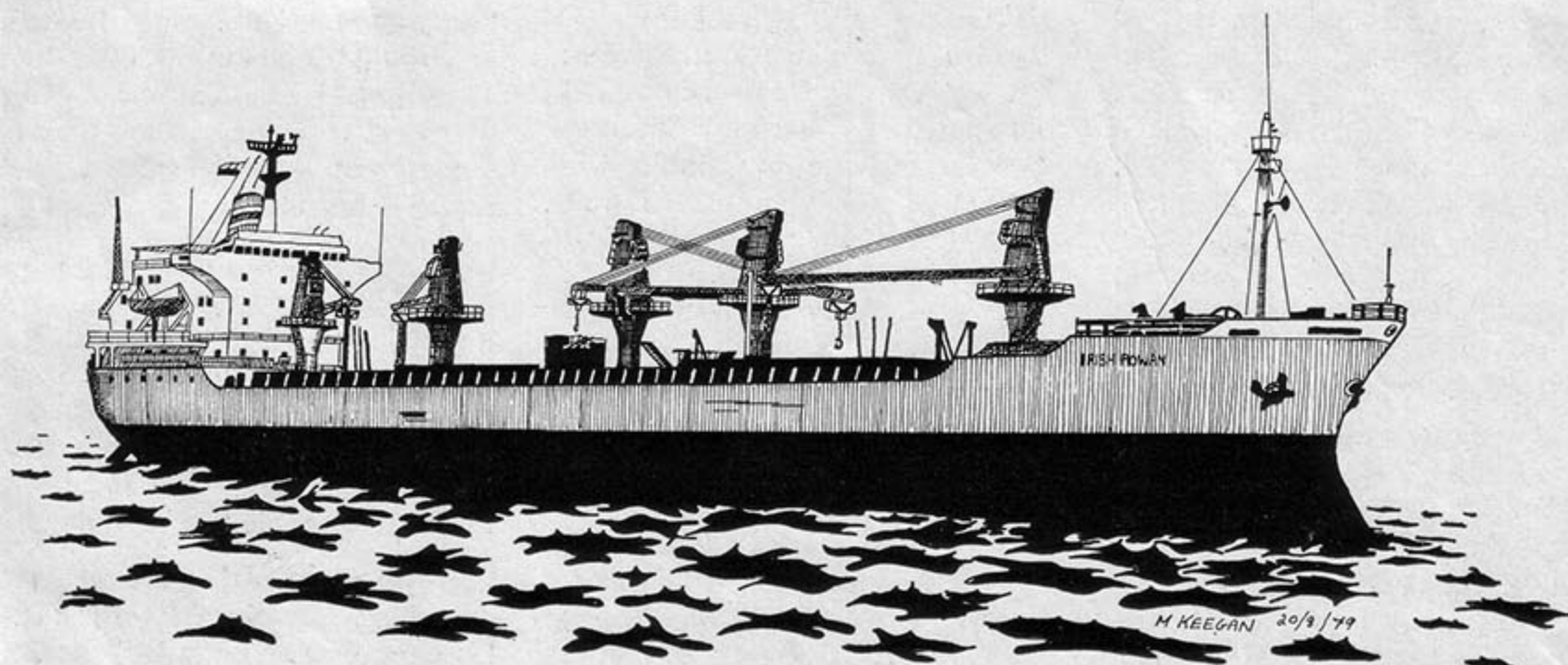
In the last edition of "Signal" we reported the scrapping of three former vessels of the Company — the second "Irish Fir", the second "Irish Rose" and the second "Irish Ash". Since then three more of our former ships have gone to the breaker's yard — the second "Irish Larch", the second "Irish Pine" and the second "Irish Poplar".

The "Larch" was built at Grays Yard, West Hartlepool, in 1956 and was the largest ship in the Irish Shipping fleet when she came into service in October of that year. Master on her maiden voyage from West Hartlepool to Baltimore and Philadelphia was Capt. T. Glanville. The vessel was sold to Aliakmon Maritime Corporation of Monrovia in October, 1968 and was renamed "Aliakmon Progress", the name and owners she still had when sold for scrap to Korean breakers last summer.

The "Irish Pine" was the first of the trans-Atlantic liner ships to be built for the Company after the War. She was built in 1948 and on her maiden voyage to New York and Baltimore she was commanded by Capt. J. P.

Kelly. She was sold to Panama in 1965 and was renamed "Amazon". She subsequently changed her name to "Aramon" and went out of service as a result of an unusual incident. The vessel loaded a cargo of bitumen at Piraeus for Port Sudan and the cargo subsequently leaked from the drums in which it was being transported. The substance solidified in the ship's holds and made it virtually impossible to remove without incurring massive costs. Eventually it was decided to abandon hopes of salvaging the vessel and she was sold to Taiwanese breakers for scrap with the bitumen still in her.

The "Poplar" was built in 1956 at Cammell Laird's Yard, Birkenhead and made her first voyage to Halifax under the command of Capt. E. C. G. Horne. She was sold to Tower Shipping of Limassol, Cyprus in 1972 and was renamed "Polamary". When she was sold recently to Taiwan for scrapping by her Chinese owners, Char Hwa Marine Co., she was named "Golden Lion".



This drawing of the "Irish Rowan" is the work of Mr. M. Keegan, Junior Engineer who served on the vessel for some time.





## Deck and Engineering Officers in Order of Rank

**m.v. "Irish Pine"** – Captain G. Kyne; Deck Officers: P. Murphy, B. Kinch, G. Farrell; Deck Cadets: B. Briscoe, D. Whelan; Engineering Officers: P. Dowling, V. Hetherington, T. C. Ryan, D. O'Connor, P. Bowring; M. Kehoe, N. Wright; Engineer Cadets: A. Ekong, D. Nikade; Electrical Engineer: S. Doyle; Catering Officer: T. O'Connell; Radio Officer: M. O'Malley; Deck Department: D. Hunt, H. McElwaine, P. Hughes, R. Fawcitt, W. Phelan, R. Lewis, J. Ryan, D. Murphy, E. Kehoe, P. Taylor, J. Butler, G. Kelly; Catering Department: G. Humphries, V. Doyle, E. Foran, P. O'Reilly, M. Quinn, J. Murphy, N. Maher.

**m.v. "Irish Maple"** – Captain T. Hughes; Deck Officers: J. Whyte, N. Cummins, R. Mullins; Deck Cadets: Ann Parry, B. Clarke, O. Walsh; Engineering Officers: D. O'Brien, A. Curran, W. Sammon, B. Kelleher, A. Meaney, J. Hoey; Engineering Cadets: N. Cleary, J. O'Shea; Electrical Engineer: Brian Murphy; Catering Officer: P. Farrelly; Radio Officer: M. McAleer; Deck Department: M. Doyle, A. Kelly, N. Murrells, H. McClenaghan, T. Caffrey, J. Cousins, C. Glavin, R. Scanlon, C. Brady, J. Doyle, G. Byrne, D. Hayes, D. Walsh; Catering Department: C. Murphy, P. Murray, D. Butler, P. Nugent, B. Gilligan, M. Howlin, V. Walsh.

**m.v. "Irish Oak"** — Captain M. O'Dwyer; Deck Officers: M. Darcy, P. Hughes, R. O'Shea; Deck Cadets: A. Duffy, M. Ruddy; Engineering Officers: D. Gabriel, J. Keane, J. Farrell-Dillon, A. Leydon, D. Matthews, D. Potter, S. White; Electrical Engineer: T. Moore; Catering Of-

ficer: J. Doran; Radio Officer: L. O'Carroll; Deck Department: J. Tallon, F. Sweeney, R. Keogh, J. Moloney, J. Browne, W. Love, P. Kelly, P. Brady, C. McGrath, K. Burke, L. Scallan, A. Martin.

**m.v. "Irish Larch"** – Captain J. A. Gleeson; Deck Officers: J. Moynihan, S. O'Byrne, J. Flaherty, F. Hogan; Engineering Officers: R. Tennent, F. Murphy, G. O'Brien, J. O'Flaherty, P. Laracy, T. Taylor, P. Kealy; Engineer Cadet: J. Tyrrell; Electrical Engineer: M. Kelly; Catering Officer: J. Clinton; Radio Officer: W. Hughes; Deck Department: J. Griffin, W. Scanlon, J. Farrelly, P. Tallon, V. Montgomery, F. Gilroy, P. O'Neill, B. Sloan, A. Ryan, J. Lowry; Catering Department: A. Rourke, P. Dempsey, J. Roche, P. Clarke, D. Grant, P. Byrne, D. Brady.

**m.v. "Irish Rowan"** – Captain T. Byrne; Deck Officers: P. Miley, T. McCarthy, J. Hobbs; Deck Cadets: F. Earley, G. McMahon; Engineering Officers: P. Caffrey, F. Brennan, M. Flynn, T. Kennedy, E. O'Sullivan, W. Leahy, G. Sheehan; Engineering Cadets: M. Calvert, D. Nolan; Electrical Engineer: J. Warren; Catering Officer: E. Murphy; Radio Officer: J. C. Byrne; Deck Department: K. Maher, I. Tarbett, K. Doherty, S. Doyle, S. Roche, K. Kelly, D. McDonnell, P. Bulman, R. Larkin, J. Lally, P. Marshall; Catering Department: G. Muldoon, C. Kiernan, G. Whittaker, L. McKenna, K. Keogh, P. Casey, J. Deevy.

**m.v. "Irish Cedar"** – Captain M. McMahon; Deck Officers: E. Curry, R. McCabe, M. Poole; Deck Cadets: B. Geary, K. Hill, P. Reid, P. Murphy; Engineering Officers: J. Reynolds, L. Byrne,

P. Conran, M. Boland, P. Good, E. Cadwell, R. Tynan; Electrical Engineer: J. Dunne; Catering Officer: F. Walsh; Radio Officer: J. McCarthy; Deck Department: T. Hughes, C. Cody, T. Norris, A. McDonnell, M. Kiernan, F. McCarthy, J. Marry, D. Muldoon, K. Lambe, P. McKenna, T. Kelly; Catering Department: P. Lumsden, N. Kennedy, Jas. Roche, J. Cadwell, R. Clear, M. Wilson, P. Pepper.

**"Daunt Rock"** – Captain B. Kehoe; Deck Officer: M. Brennan; Engineering Officers: M. Scully, B. Kennedy; Cook Steward: M. Moody; Deck Department: Noel Byrne, C. Maguire, J. Furlong and M. Keogh.

**m.v. "Fastnet Rock"** — Captain B. Hearne; Deck Officers: P. Richardson, G. Hopkins; Engineering Officers: P. Morris; Cook Steward: W. Delaney; Deck Department: M. Dolan, R. Nugent, J. Gallagher, S. Nealon, J. Ahearne.

**"Tuskar Rock"** – Captain P. Farnan; Deck Officers: B. Byrne, J. Organ; Engineering Officers: J. Kelleher, C. Quinn; Cook Steward: E. Byrne; Deck Department: P. Carr, R. Clarke, M. Taylor, P. Elston.

**m.v. "Skellig Rock"** – Captain D. Hopkins; Deck Officer: P. Boyd; Engineering Officers: N. Hayes, O. Mullins; Cook Steward: T. Mason; Deck Department: P. Murray, D. McDonagh, D. Russell, T. Murphy; Deck Cadet: R. Mullins.

**"Lough Beltra"** – Captain F. Traynor; Deck Officer: P. Dorgan; Engineering Officer: S. Finnegan; Cook Steward: P. McLoughlin.