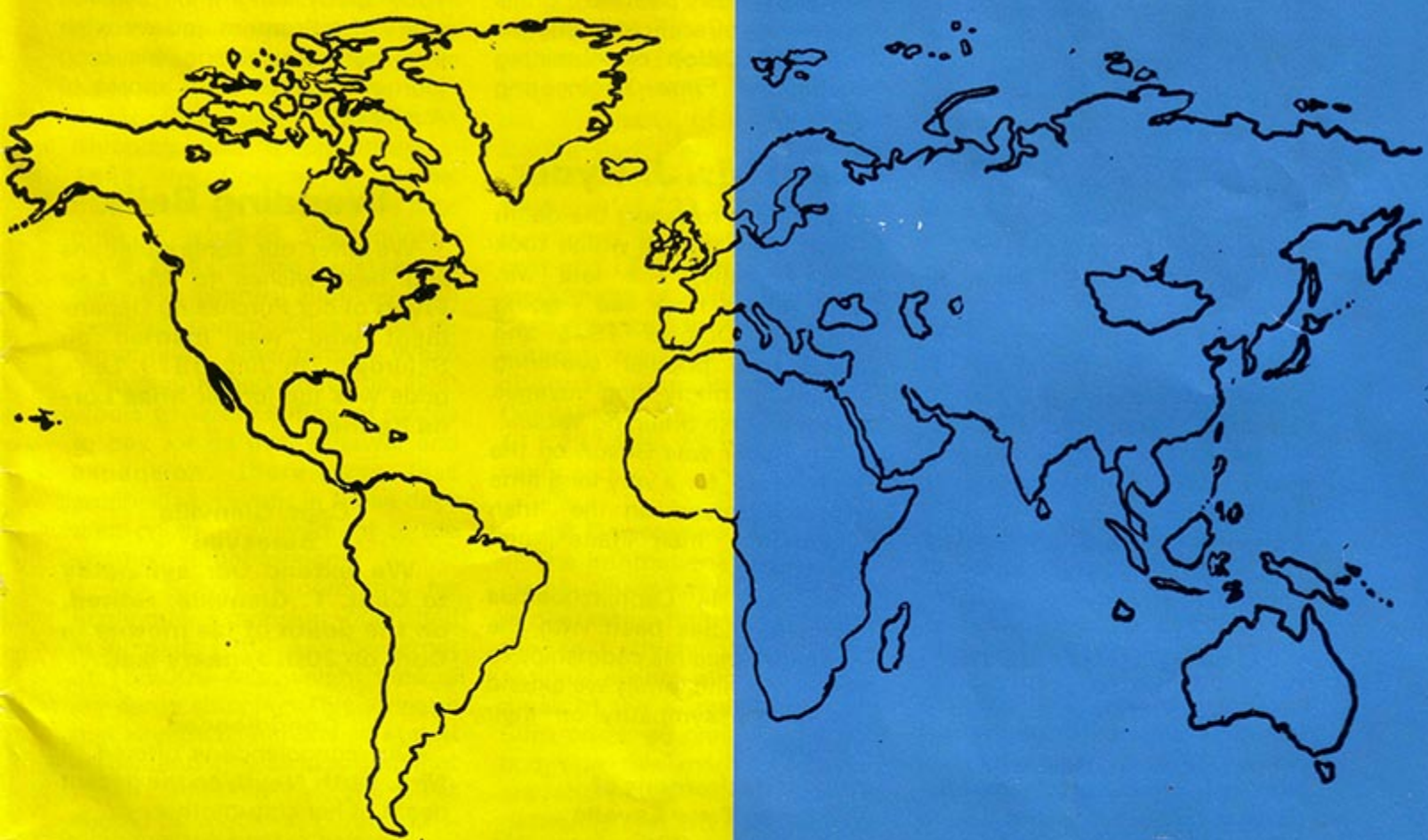


SIGNAL



Deck and Engineering Officers Ashore as at 6-7-'79

Masters: T. Byrne, E. Greevy, J. A. Gleeson, T. Hughes, J. Ryder, P. Murphy, P. Farnan.

Chief Officers: D. Hopkins, E. Curry, P. Richardson, B. Coburn, J. Moynihan, J. F. Murphy, J. Whyte.

Second Officers: P. Boyd, D. Coleman, M. Kirrane, J. Flaherty, J. Bourke.

Third Officers: R. McCabe, W. Kavanagh, G. Hopkins, R. O'Shea, D. Devenney.

Chief Engineers: A. Bolster, P. Caffrey, N. O'Neill, D. O'Brien, J. Waters, J. Denham.

Second Engineers: D. Horan, P. Dowling, E. Kealy, D. Gabriel, V. Hetherington, F. Keane, L. Byrne, J. O'Leary.

Third Engineers: F. Brennan, M. Boland, J. Farrell-Dillon, C. McGarrigle, W. Sammon, P. Conran, K. Vekins, S. Kavanagh, M. O'Leary.

Fourth Engineers: T. Kennedy, J. O'Flaherty, G. O'Brien, F. Flynn, D. O'Connor, D. Matthews, J. D. Murphy.

Electrical Engineers: P. F. Murphy, T. Moore, J. Dunn, M. Kelly.

Junior Engineers: P. Blacklock, G. Sheehan, E. Cadwell, T. Holland, R. Tynan, P. Good, J. Healy, E. Burke, J. Butler, K. Barry, A. Meaney, J. Harrington, B. Desmond, B. Lester.

Catering Officers: J. Clinton, T. O'Connell, G. McGovern, P. Farrelly, P. F. Walsh, E. Byrne.

Congratulations

The following Officers obtained certificates since the last issue of "Signal" was published and we offer our congratulations to them on their achievements. Our congratulations to **Alan Coghlan** on obtaining his Master's Foreign - Going Certificate; to **Martin Darcy** on obtaining his' Master's Foreign -

Going Certificate; to **Sean O'Byrne** on obtaining his Mate's Foreign Going Certificate; to **Brendan Kinch** on obtaining his Mate's Foreign Going Certificate; to **Finbar McCarthy** on obtaining his Mate's Foreign Going Certificate; to **Patrick Boyd** on obtaining his Mate's Foreign Going Certificate; to **Declan Devenney** on obtaining his Second Mate's Foreign Going Certificate; to **Michael Poole** on obtaining his Second Mate's Foreign Going Certificate; to **John Denham** on obtaining his First Class Engineering Certificate; to **Patrick Herlihy** on obtaining his First Class Engineering Certificate; to **Francis Brennan** on obtaining his Second Class Engineering Certificate; to **Michael O'Leary** on obtaining his Second Class Engineering Certificate; and to **J. Farrell Dillon** on obtaining his Second Class Engineering Certificate.

Late Mr. J. Ryder

We regret to report the death of **Mr. Jim Ryder** which took place recently. The late Mr. Ryder retired from sea - going service in October 1975 and was a very popular seafaring man on his many long voyages aboard an Irish Shipping vessel.

Mr. Ryder was Bosun on the "Irish Hazel" for a very long time and also served on the "Irish Sycamore", "Irish Plane", and "Irish Cedar".

His son is Captain James Ryder, who has been with the Company since his cadetship. To Mrs. Ryder and family we extend our sincere sympathy on their great loss.

Retirement of Mr. Tony Lavelle

On Friday, 29th June, Mr. Tony Lavelle, who was for several years in charge of our printing unit, took his leave of his colleagues at Merrion Hall on

his retirement from the Company's service.

To mark the occasion, his many friends in Irish Shipping and in Irish Continental Line presented Tony with a radio cassette recorder and wished him well for the future.

Tony, who is a very keen pitch and putt player and has also a very active interest in chess, will be leaving for Australia next November to join his daughter there for a six months' holiday. All in all it looks as if he is going to be a very busy man and judging by the deep tan which he sported on his final day in the office, Tony will fully enjoy his new-found freedom to indulge in the outdoor activities at which he already excels.

Once again on behalf of his friends in Irish Shipping we wish Tony many long and pleasant years of retirement and we wish him bon voyage on his long journey to the distant shores of Australia.

Wedding Bells

We offer our congratulations and best wishes to **Mr. Leo Flynn** of our Purchasing Department who was married on Saturday, 7th July, 1979. Leo's bride was the former **Miss Lorna Keane**.

Capt. Glanville Bereaved

We extend our sympathy to Capt. T. Glanville, retired, on the death of his mother in Cork on 20th January last.

Condolences

Our condolence is offered to **Mrs. Ruth Nevin** on the decent death of her step-mother.

We also extend our sympathy to **Mr. Thomas Norris**, "Irish Cedar", on the death of his mother which took place on 6th June last.

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

Vol. 17. No. 1. Spring/Summer, 1979

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

Record Profits

Mr. Perry Greer, Chairman of Irish Shipping Limited, announced to the Company's Annual General Meeting held on 27th June, 1979, that a record profit amounting to £4,823,000 before deduction of Loan Interest and Taxation but after charging Depreciation had been achieved in the year to 31st March 1979.

The Long Term Loan Interest charge for the year was £1,796,000 as against £1,380,000 in the previous year leaving a Net Profit before Tax of £3,027,000, an increase of 132%.

The Company has now shown a profit for the twelfth consecutive year and this year's figure is the highest ever achieved by the Company.

In his review of the Company's affairs for the year, Mr. Greer said that because of the nature of our activities we are better known abroad than we are at home in Ireland. For that reason he felt it would be useful to review the Company's activities so that the Irish public might be aware of what the Company was doing and how we were striving to do it.

Mr. Greer said: "When Irish Shipping was incorporated in 1941 the Company's original mandate was to expand the fleet until it reached the tonnage which was deemed necessary to keep this country supplied with essential commodities in an international emergency. While everyone hoped that the fleet would generate sufficient profits to pay for its own renewal and expansion, there was less emphasis on profit in those days than on the achievement of the strategic target tonnage.

The Second Programme for Economic Expansion published in August, 1963, set the target at 155,000 deadweight tons of dry cargo shipping. This tonnage had already been reached at that stage, and it was decided that future additions to the fleet should be made on purely commercial considerations. The Board then redefined the Company's objectives. It was decided that the Company should not just operate a fleet of the strategic dimensions, but that this, together with any additions to the fleet, should be operated within the framework of a profitable company.

The measure of our success

in achieving these objectives may be judged by reference to the ten year Group Comparative Statement set out in detailed form for this purpose. The profits earned during the past ten years before long term loan interest and taxation exceed £20 million. Long term loan interest paid during the last ten years was approximately £6 million, leaving the total of profits earned before tax in excess of £14 million. During that time the Company built eight dry cargo ships at a total cost of £33 million and has purchased two car ferries at a cost of £17 million. This Capital investment of £50 million has been financed by the Company without recourse to the Exchequer. The Issued Share Capital of the Company is still £11,427,479, as it was sixteen years ago.

A Depressed Market

The international tramp shipping business has been in a state of depression for twenty-three of the last thirty years. International events, such as the outbreak of the Korean war or the Suez crisis, do create periods of boom in this market, but they are short-lived. In general the pattern is that rates are depressed by a surplus of tonnage. Tramp time charter rates improved slightly during 1978 from the totally uneconomic level to which they had fallen in 1975, but they remained so low that, at December, 1978, 30 million deadweight tons of shipping was laid up for lack of employment. Shipowners have had to contend with un-

precedented increases in operating costs. Fuel prices have risen by 832% in the last ten years and a bulk carrier which would cost £3.2 million in 1972 would cost £10 million to-day.

Our ambitions for the expansion of the Irish merchant fleet have by no means been abandoned, but common sense dictates that they be postponed for the present. It is not commercially practicable to build ships in the present economic situation, and consequently our long term objective of fleet expansion must give precedence to the more immediate task of discharging our heavy financial commitments with respect to the two bulk carriers and the car ferries purchased over the last three years.

It is hardly surprising that the tramp shipping side of our activities is that which causes us most concern. It would not have been possible to maintain and operate a deep sea fleet of at least 155,000 deadweight tons without cost to the taxpayer but for our diversified activities. The importance of these diversifications to the Group cannot be overstressed, and I hope that nothing will be done which will interfere with the commercial success which many of them have achieved. In diversifying it has been the policy of the Board to co-operate in joint ventures with private enterprise and I think that many of our diversifications are good examples of what can be achieved through sensible co-operation between State and private enterprise, particularly when both are motivated by commercial objectives.

Celtic Bulk Carriers

Trading as Celtic Bulk Carriers, four of our ships participate in a pooling arrangement with Reardon Smith Line of Cardiff. The performance of this partnership suffered severely from the general depression in shipping despite the special advantages of a pooling system which yielded such excellent results in earlier years. With our partners we have critically examined the operations of Celtic

Bulk Carriers and we believe we have found a solution which will produce enhanced earnings next year. Celtic Bulk Carriers are now engaged in the carriage of steel and timber world-wide. The ports to which their vessels trade include San Francisco, Vancouver, Antwerp, Esjberg, Nantes, Inchon, Pohang and Singapore.

Irish Continental Line

This diversification is yet another example of a joint venture with private enterprise. Originally two Scandinavian

companies held 50% of the shares, but when they indicated that, for domestic reasons, they wished to relinquish their interest we acquired their shares and the Company is now 100% in Irish ownership.

In April, 1978, the "Saint Killian" joined the "Saint Patrick" on the Rosslare/Le Havre-Cherbourg service, thus doubling the capacity on the service. The strong growth experienced since 1973 continued in the year to March, 1979; 162,000 passengers and 36,000 passenger cars were

carried. This represented an increase of 38% and 44% respectively over the levels of the previous year. Freight carryings by the service were more than double the previous year's level.

All markets shared in this growth. Continental tourist traffic increased by 41%. As a result of this very satisfactory year Irish Continental Line continued to make a significant contribution to the overall profitability of the Group.

Despite the difficulties being experienced as a result of the prolonged postal strike,

TEN YEAR GROUP COMPARATIVE STATEMENT

	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Profit before Long-Term Loan Interest and Taxation (Note 1)	4,823	2,685	3,295	1,632	2,770	2,191	637	864	1,061	588
Long-Term Loan Interest	1,796	1,380	815	607	667	676	98	91	76	—
Profit before Taxation	3,027	1,305	2,480	1,025	2,103	1,515	539	773	985	588
Taxation (Note 1)	634	550	416	437	269	139	128	110	85	46
Extraordinary Items and Minority Interests	1	80	5	441	95	90	(136)	—	—	—
Increase in Revenue Reserves	2,392	675	2,059	147	1,739	1,286	547	663	900	542
Employment of Capital										
Fixed Assets	34,045	39,694	34,689	21,015	21,133	22,666	23,004	13,202	11,107	10,566
Trade Investments	5,862	4,882	3,976	2,966	2,260	1,401	1,140	809	390	318
Net Current Assets/(Liabilities)	1,281	(799)	1,934	592	2,540	3,438	2,935	3,321	3,777	3,183
	<u>41,188</u>	<u>43,777</u>	<u>40,599</u>	<u>24,573</u>	<u>25,933</u>	<u>27,505</u>	<u>27,079</u>	<u>17,332</u>	<u>15,274</u>	<u>14,067</u>
Capital Employed										
Share Capital	11,427	11,427	11,427	11,427	11,427	11,427	11,427	11,427	11,427	11,427
Capital Reserves (Note 1)	1,037	901	636	401	401	—	—	—	—	—
Revenue Reserves (Note 1)	10,627	8,235	7,560	5,501	5,354	3,615	2,329	1,782	1,119	219
	<u>23,091</u>	<u>20,563</u>	<u>19,623</u>	<u>17,329</u>	<u>17,182</u>	<u>15,042</u>	<u>13,756</u>	<u>13,209</u>	<u>12,546</u>	<u>11,646</u>
Shipping Investment Grants	—	—	—	—	—	297	594	693	1,107	728
Loans & Lease Obligations	18,097	23,214	20,976	7,244	8,751	12,166	12,729	3,430	1,621	1,693
	<u>41,188</u>	<u>43,777</u>	<u>40,599</u>	<u>24,573</u>	<u>25,933</u>	<u>27,505</u>	<u>27,079</u>	<u>17,332</u>	<u>15,274</u>	<u>14,067</u>
Earnings per Share	20.93p	6.00p	17.86p	5.15p	16.05p	12.04p	3.60p	5.80p	7.88p	4.74p
Net Assets per Share	202.07p	179.95p	171.72p	151.65p	150.36p	134.23p	125.58p	121.66p	119.48p	108.29p
Return on Average Capital Employed	11.35%	6.36%	10.11%	6.46%	10.37%	8.03%	2.87%	5.30%	7.23%	4.26%

NOTES:-

1. These headings incorporate the Group Interest in Associated Companies.
2. Figures for years prior to 1979 have been restated to reflect present accounting policies.
3. The calculation of earnings per share is based on the profit after taxation and minority interests, but before extraordinary items.
4. Return on capital employed is defined as profit before long-term loan interest and taxation expressed as a percentage of the average capital employed at the beginning and end of each financial year, as above summarised.

forward bookings for 1979/80 are substantially higher than at this time last year. In April, 1979, passenger carryings were more than double the April, 1978, level. The coming season, however, is not without its difficulties. Fuel costs have increased from \$86 to \$150 per ton as a result of the recent fuel crisis. This increase will add a massive £1.2 million to the Line's bill for fuel this year. Because of this increase the Line has reluctantly introduced a bunker surcharge effective from the 1st May, 1979. This surcharge of approximately 5% is necessary to recover in part this huge increase in costs. Despite the many difficulties outlined above, we expect Irish Continental Line to continue in the coming year to make a significant contribution to the Group's results.

I think it is important to stress that the Continental ferry service has been mounted successfully without cost to the taxpayer.

The recent announcement by the Taoiseach in regard to new car ferries to be built at Verolme Cork Dockyard will have been noted. We welcome the opportunity of working again with the Verolme organisation, with whom we have built five of our vessels. The present orders are being placed because of threatened redundancies at the Cork Dockyard and we are glad that the order will help to alleviate this concern.

It is necessary that the price of the ships to be built in Cork will be comparable to the cost of building elsewhere. Should the cost of building in Cork exceed the open market price then clearly that difference must be regarded as a subsidy for the maintenance of employment in the Dockyard. The Shipping Companies cannot bear the burden of excessive depreciation and interest charges in future years. We anticipate that a new car ferry will be required for the Continental service by 1981, but we understand that it is unlikely that the vessel to be built in Cork will be delivered until 1983. We are confident that we will be

able to get a suitable vessel to expand the service from 1981 as originally envisaged.

Associated Port Terminals Ltd.

This Company was established over a year ago to link the joint stevedoring operations of R. A. Burke Ltd., and Irish Shipping Ltd., at the port of Dublin with those of George Bell (Stevedoring) Ltd. The amalgamation of services proved most effective in the first full year's trading and the results augur well for the success of this undertaking.

Agency Division

The list of major shipping lines which our Agency Division represents at the port of Dublin testifies to the high regard which this unit has earned for itself since it was set up in 1970. In addition to providing a valuable service for Irish exporters and importers, this profit centre is making an important contribution towards the overall well-being of the Company.

Consultancy

In recent years our Technical staff have provided consultancy services in connection with the various building programmes undertaken by the Irish Naval Service. It is particularly gratifying to find that the skills and expertise developed within Irish Shipping, which would not otherwise be available to the country, are now being utilised to meet National needs. Apart from the very important task of assisting the Naval Service our specialist staff are also engaged in other major projects in a consultancy capacity.

Ship Management

At present we provide ship management services for coastal vessels owned by R. & H. Hall Ltd. and Coal Distributors Ltd., as well as for the Research vessel "Lough Beltra" owned by the National Board for Science and Technology. We are very pleased that our entry into this sphere of activity should be on behalf of Irish owners. We hope in due course to extend our management services to foreign

flag vessels.

Education and Training

Since 1974 the Company has spent more than £1 million on training courses designed to equip young people for careers at sea. We have financed the training of 250 people over the last twelve years. Such training is essential to meet the growing demand for qualified personnel from an expanding Irish maritime sector. While we are pleased that a burgeoning National marine industry has shared the fruits of our considerable investment in this area we are less than happy with the apparent reluctance of many interest involved to share the cost of education and training. It is obvious that we cannot continue to bear this inequitable burden at a time when our resources are strained to the limit as a result of the grave recession to which I have already referred.

I would like to take this opportunity of congratulating the Maritime Institute of Ireland on the re-establishment of a National Maritime Museum in what was formerly the Mariners Church, Dun Laoghaire. I am particularly pleased that we were able to help the Institute with a substantial donation to enable them to acquire these fine premises.

Industrial Relations

At a time when the Public Sector is the subject of justifiable criticism for its appalling record of industrial disputes, I would like to pay a public tribute to our staff afloat and ashore, and to the Unions who represent them, for preserving our record of which we are all entitled to feel proud. There has not been a strike in Irish Shipping for the last twenty years. We have had our problems, but with a display on both sides of an intelligent regard for and understanding of the other point of view we have resolved them amicably by peaceful negotiation instead of tearing ourselves apart by industrial strife from which no one benefits, but everyone loses. If we continue along these lines I

have no doubt but that we will be able to create further opportunities for worthwhile careers for our employees. Prosperity must be earned before it can be shared. However, we cannot hope to escape the effect of industrial strife elsewhere in the economy. We are not responsible for what others do, but we certainly are responsible for our own actions. We are competing on an international market, and therefore we must strive to maintain a balance between our legitimate aspirations to a higher standard of living and the hard necessity of remaining competitive.

Outlook

In spite of our profit record in recent years, I have felt it necessary to sound a warning note about the problems by which we were surrounded.

There are indications of an improvement in the international tramp shipping market. If this improvement continues I believe we are well poised to take advantage of any increase in freight rates. However, in the past, rises in the market proved to be of only short duration. We have, however, survived some difficult years, and in doing so have broadened our base so that I feel confident that we can at least break even in times of low freight rates. We shall continue to seek suitable diversifications as a cushion against adversity. It is too early yet to say when we will be able to resume the expansion of our fleet. All I can say is that the signs are more encouraging now than they have been for some time.

A company is no better than the people it employs. On behalf of the Board I would like to

thank most sincerely the Management and our staff afloat and ashore for what they have achieved in very difficult circumstances.

I would like to thank my colleagues on the Board for the courtesy and support I have received from them, and for their wise advice. We were particularly pleased to welcome Noel Griffin back to the Board. Unfortunately we lost the services of Eddie Keegan whose contribution to the prosperity of the Company was altogether out of proportion to the length of his service on the Board.

It was with great regret that we learned during the year of the death of Frank Robbins who retired from the Board in 1975 after almost sixteen years service as a Director. He was a good friend of Ireland and of Irish Shipping".

Cadet of the Year



Mr. P. W. Redmond, Insurance Corporation of Ireland, presenting the inscribed sextant to Cadet of the Year, Declan Devenney with Mr. W. A. O'Neill, on the right.

This year's winner of the Cadet of the Year Award is Declan Devenney of Drumcondra, Dublin. At a special reception in the Boardroom of the new Insurance Corporation of Ireland offices, Burlington Road, Declan was presented with the traditional inscribed sextant by Mr. P. W. Redmond, Managing Director of I.C.I., sponsors of this

annual Award.

Mr. Redmond paid tribute to the high standards of achievement attained by Cadet Devenney in winning the Award. Cadet Devenney had received very favourable reports both from his academic tutors and from the Masters of the various ships on which he had served. He had passed examinations

with flying colours and had already obtained his Second Mate's Certificate. He had also gained valuable seagoing experience serving on the "Irish Oak", "Irish Elm", "Irish Plane", "Irish Cedar", "Irish Pine" and on the "Alberni City".

Cadet Devenney is the son of Mr. and Mrs. B. Devenney, both of whom were present at the reception. He has two sisters and three brothers and his father is a Secondary School Teacher.

Cadet Devenney was also congratulated by Mr. W. A. O'Neill, Director and General Manager, Irish Shipping Ltd. who paid tribute to the determination and persistence which Declan had shown in persevering with his studies to become a ship's officer despite suffering an accident in South America early in his cadetship. Despite this setback Declan had continued with his studies and there was little doubt but that he would achieve the highest distinction in his chosen career.

In accepting the Award, Cadet Devenney thanked the Insurance Corporation of Ireland and Mr. Tom O'Driscoll, Fleet Training Officer, Irish Shipping Ltd., and Captain M. D. Langran,

Personnel Superintendent, Irish Shipping Ltd., for the interest they had shown in his welfare and the help they had given him during his cadetship.

Former winners of the Award present at the reception were Captain B. Hearne, Mr. H. McGowan, Chief Officer, and Mr. P. Boyd, Second Officer, all of Irish Shipping Ltd.

On Board



Mark Boyle and Niall Warren take time off for "smoko".



Oliver Mortimer, Third Engineer.



Jim Whelan, Deck Cadet.



Eugene O'Sullivan, Engineer Cadet.



Second Engineer, Jim Keane and Chief Engineer Pat Herlihy discussing some matters of mutual interest.

The "Irish Pine" at Dublin



Down in the galley we photographed Sean Lloyd, Second Steward; Mark Jenkins, Catering Trainee and Paddy Kelly, Second Steward.



Tony Kingston and Sean White.



Relaxing in the recreation room were Joseph Macken and Tim Perle.

Sports of the Seven Seas

from Capt. M. D. Langran

We have recently received the annual report published by the Norwegian Government's Seaman's Service covering seamen's sports activities throughout the world in 1978.

We are pleased to see that Irish seamen were involved in quite a number of activities and have achieved some outstanding results.

The seamen's sports week in Cork was an outstanding success, thanks to the hard work of their committee who decided to go it alone and run the whole operation themselves this year.

Jumping, running, footballing, dart playing and shot putting seamen could be observed all around the sports grounds of the Regional Technical College, as well as the quays of Cork alongside their ships.

In all, 821 seamen took part representing 27 ships and 19 nationalities. Irish companies were well represented by the B+I Line, Tyrrells, Dublin Shipping and Officers and Cadets



Captain M. D. Langran, Personnel Superintendent, presenting the cup won by the "Irish Pine" soccer team in the Seven Seas football competition in 1977. Mr. Joseph Macken, representing the victorious team, accepted the trophy.

and seamen from Irish Shipping Ltd., the Naval Service and Bell Line. However, the Poles from m.v. "Swinovic" were the champions on points, due to the large number of their crew who 'had a go'. During the various Sports Weeks throughout the world



Catering Trainee Alan Nugent carrying out some of his duties under the watchful eyes of Tony McGoldrick, Assistant Steward and Tom Kelly, Chief Cook.



Young Mark Hopkins showing a keen interest in the photographer as he poses with his father, Chief Officer David Hopkins and Mrs. Hopkins.

31,351 seamen took part and Irish seamen took part in various parts of the world.

The football team from m.v. "St. Patrick" swept the board in Le Havre and Irish seawomen hoisted Ireland to 6th place in the women's events including a gold medallist in the 60-metre event, Margaret Pagella, serving aboard the cruise liner 'Southward' in the Caribbean.

Incredibly, Ireland was 6th out of 70 nationalities in the world medal winning table. After this, the Olympics should be a push-over!

Rest not on your laurels: this year's Sport Week in Cork took



**Paul Gunning
Fourth Engineer.**

place during the week May 7th to 13th. In the team competition Ireland won Class I, Class II and Class III and also dominated the individual events. The total number of competitors taking part was 543 representing 27 ships and 20 nations.

The One That Got Away

War-Time Fleet

No 3: "IRISH BEECH"

The third ship of the war-time fleet was the "Irish Beech" which was also the oldest and, perhaps, the luckiest in terms of survival. In a recent examination of U-Boat war diaries which are held in London, our good friend Capt. Frank Forde uncovered details of what must be one of the most fortunate escapes of the war by any Irish Shipping vessel. The diaries reveal the fact that in March 1943, a German U-Boat fired a torpedo at the "Irish Beech" which was then on passage from Dublin to St. John, New Brunswick. By a stroke of extreme good luck the missile passed harmlessly under the vessel's hull and those on board were completely unaware of their very narrow escape from certain death. When one of the officers then serving on the "Beech" was told of the incident quite recently he was shocked and little wonder that he should be, even after thirty-six years in blissful ignorance of his lucky let-off. The officer in question is Mr. John McClean who was Second Officer on the "Irish Beech" and is now a Pilot with the Galway Harbour Commissioners.

The "Irish Beech", which was built at Hamburg in 1884 by Reiherst'g Schiffan, was originally designed to be a sailing vessel but was completed as a steamship. She was named "Hungarian" and was re-named three times subsequently before she became the "Irish Beech" in April, 1941. Her other names were "Siegfried", "Admiral" and "Cetvrti". When she was purchased for £58,000 by Irish Shipping she was trading under the Yugoslavian flag and a further £38,000 was spent on repairs before she was put in condition to go into service as the "Irish Beech".

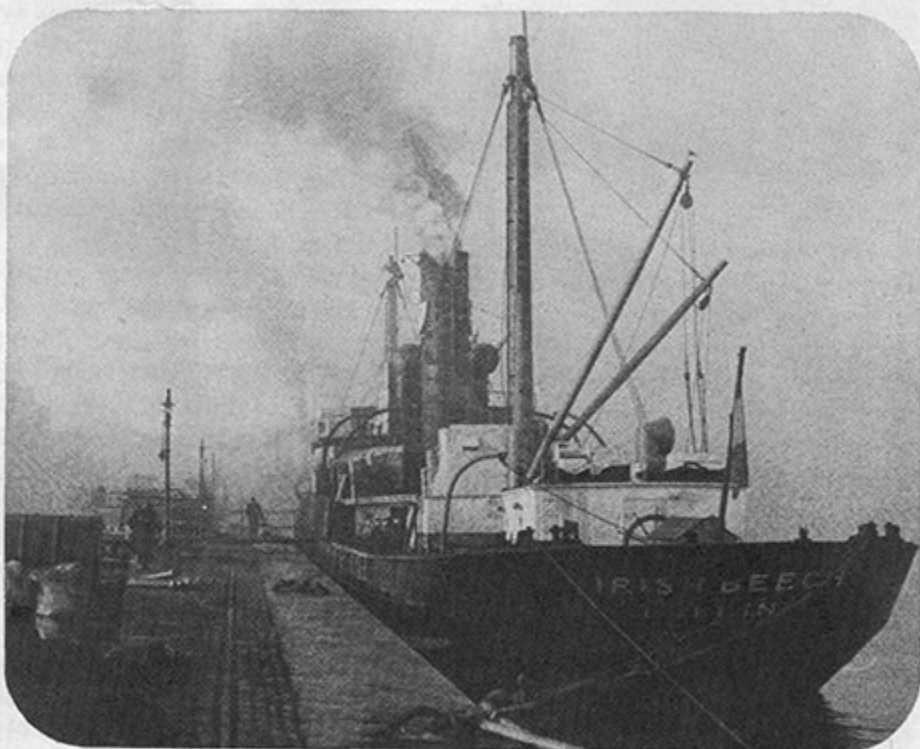
In December, 1940, the vessel was on passage from the Faroe Islands to Bilbao in Spain with a cargo of 2,000 tons of dry salt cod fish when she came under air attack. The crew of thirty abandoned the ship south of the Irish coast where it was sighted by the Irish Marine Service patrol vessel "Fort Rannock". After sending a boarding party to examine the "Cetvrti", the "Fort Rannock" took the drifting vessel in tow and brought her to anchorage in Valentia Harbour.

Meanwhile the Yugoslav crew had landed at Valentia and Ballinskelligs. The Chief Engineer on the "Fort Rannock" on that occasion was the late Mr. Tom Barry who subsequently joined Irish Shipping in 1949

and spent several years as Chief Engineer on the "Irish Holly". He retired from the Company in 1968.

Following the salvage of the "Cetvrti", the High Court in Dublin ordered the owners of the vessel to pay £5,000 in settlement of claims made by the Master and crew of the "Fort Rannock" as well as by the Minister for Defence and the Attorney General.

During the war years, the "Irish Beech" made many voyages to St. John, New Brunswick bringing back wheat, tea and other essential supplies to Waterford, Cork, Dublin and Limerick. In September 1942, under the command of Capt. Tom Templeton, the "Beech" arrived in Sligo with tobacco from St. John and spent eleven days at the western port before going on to Rushbrooke. Mr. N. J. Healy who is still well-known in the Company was Chief Engineer on the ship for that voyage and paid-off the vessel at Sligo. Other men who served on the "Beech" around that period



This picture of the "Irish Beech" was taken at Dublin in December 1947 after she had arrived from Newcastle-upon-Tyne with coal for the Dublin Gas Company

were Mr. John Stivens, Chief Officer; Mr. John Brady, Second Engineer; Mr. Brian Colleary, a native of Sligo, Third Engineer; Mr. James Patton, Fourth Engineer and a Spanish Second Officer named Jose Goudra. Mr. Eddie Synnott, now with B+I Line, was Chief Engineer on a later voyage when the "Beech" was stopped by a German submarine for inspection before being allowed to continue on her passage. During this incident there was no boarding of either ship by representatives of the other vessel and the U-Boat commander seemed to be satisfied with a closer look at the neutral markings displayed by the Irish ship. In May, 1943, the "Beech" was 300 miles west of

Cork when she had to return to the port after developing trouble with her compass.

Captain James Caird, now Commodore, was Master of the "Irish Beech" after the war had ended in 1945 and in November of that year the vessel was aground for a short while on a mudbank in the Shannon. She was on a voyage to Limerick with coal from Wales when low water in the river caused the vessel to stick on the mudbank near Doonha but fortunately she was refloated without sustaining any damage.

The ship's boilers, which had caused difficulties for a long time, finally led to the decision to sell the "Irish Beech" to the Hammond Lane Foundry in

January 1948. On her final voyage she was under the command of the late Capt. Tom Donohoe of Dungarvan and the "Beech" was scrapped in May, 1948 after a varied career which lasted for 64 years.

The "Irish Beech" had a deadweight of 2,850 tons and had a capacity of 139,190 cubic feet. Her overall length was 301 feet 2 inches, her breadth was 35 feet 4 inches and she had a depth of 22 feet 3 inches. She had a service speed of about 8.5 knots on 14 tons of fuel. Her two boilers were single ended and she had a triple expansion engine.

During the War years the "Irish Beech" was managed by Palgrave Murphy Ltd.

Late Mr. Frank Robbins



His many friends in Irish Shipping were greatly saddened by the death, on 31st January, of Mr. Frank Robbins, former Director of the Company. The late Mr. Robbins served on the Board for sixteen years from his appointment in 1959 until his retirement in 1975. During all that time he showed a keen interest in all the Company's activities and his concern for the welfare of Irish Shipping was sustained right up to the time of his death.

One of the few survivors of the War of Independence in 1916, Frank Robbins was

an officer of the Irish Citizen Army. He was interned, for his part in the Rising, at Knutsford, Wandsworth and Frongoch prisons. He was a personal friend of a number of patriot leaders whose names are now honoured among the almost legendary heroes of Ireland's struggle for national independence. John Devoy, the Fenian leader and James Connolly were among those especially respected by him. Not long before his death, he was pleased to record his own vivid recollections of that eventful period in his book, "Under the Starry Plough" published in 1977.

Frank Robbins was a life-long member of the trade union movement since he first joined the Irish Transport and General Workers Union in 1911. He took part in the famous lock-out in 1913 which marked the first big conflict with employers in Dublin. After his release from prison in 1916 he worked on a trans-Atlantic ship and spent a year in America where he became a close friend of John Devoy. He returned home in 1918 and remained neutral in the Civil War. In 1922 he became an

official of the I.T.G.W.U. and served in this capacity until his retirement in 1960. He was President of the Dublin Council of Trade Unions and represented this body as a member of the Dublin Port & Docks Board. For a time he also served as a Director of the State-owned Mianrai Teoranta.

Frank Robbins made an important contribution to the Company's progress in his capacity as Director and his unpretentious and friendly charm gained him the respect and goodwill of the many staff members who were privileged to know him personally. Ar dheis Dé go raibh a anam.

Appreciation

The wife and family of the late James Ryder wish to thank the Management and Staff of Irish Shipping ashore and afloat for their tokens of sympathy in their recent bereavement.

Compulsory Charter

WAR-TIME FLEET No. 4: "IRISH HAZEL"

The fourth vessel acquired by the Company during the War never actually served this country throughout those eventful years. She was to become the first "IRISH HAZEL" and it was a fair indication of her condition that her sale to Hammond Lane Foundry for scrap was being negotiated prior to her purchase by Irish Shipping Limited in June 1941. The agreed purchase price was £67,500.

The possibility of having the necessary repairs to the vessel carried out at an Irish dockyard was fully explored before it was finally decided that the required work on the vessel would be carried out at Bailey's Commercial Dry Dock, Newport, Monmouthshire. The late Captain Matt O'Neill was in command of the vessel for the trip from Dublin to Newport. Captain O'Neill was later to become Master of the ill-fated "Irish Pine" and he lost his life when the latter vessel was sunk with all hands in the Atlantic in November 1942. It is of interest to recall that the officer who stood by the vessel on behalf of Irish Shipping at Newport was Captain J. S. Kerr, who served on many of the Company's vessels up to the time of his retirement a short while ago.

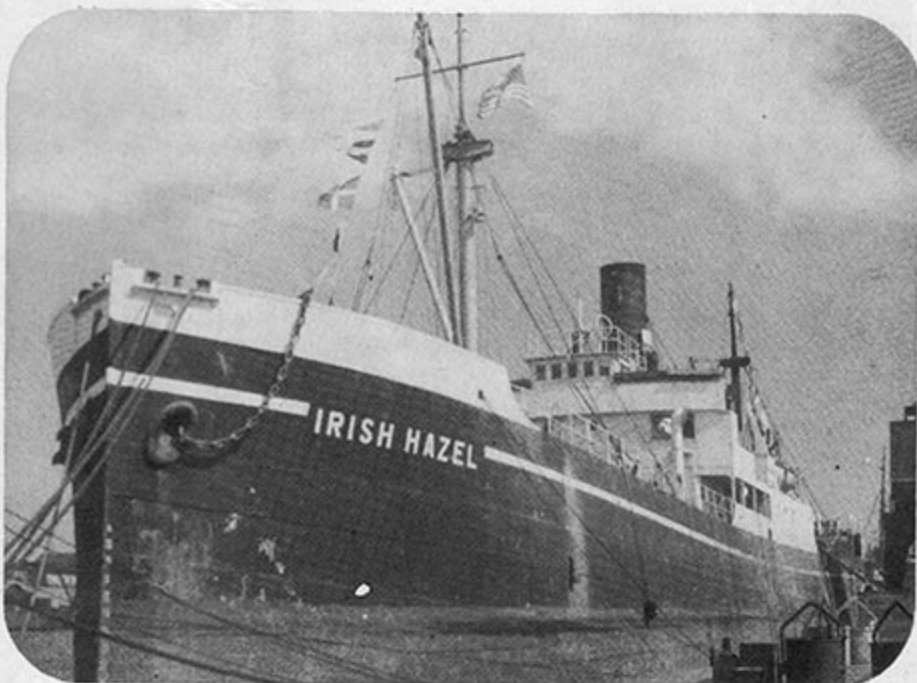
It will be recalled that we have already explained the system whereby the British Ministry of War Transport issued navicerts to Irish owned vessels to enable them to pass through the Allied naval blockade. Following the drydocking of the "Irish Hazel" the British Ministry of War Transport requisitioned the vessel in return for the issue of a navicert in respect of the "Irish Cedar". As a result of this arrangement the "Irish Hazel" was effectively chartered to the Ministry of War Transport from November 1943 until 5th September 1945 when the

vessel was handed back to Irish Shipping Limited.

During her wartime service with the British Naval Service, the vessel was called the "Empire Don". She was heavily armed with anti-aircraft guns, machine guns and other weapons. In order to restore the ship to her peace-time condition the various gun mountings had to be removed and when this was duly done the ship was taken over at Sunderland by Captain J. P. Kelly, for her first voyage on behalf of Irish Shipping to Montreal to load wheat and general cargo for Dublin.



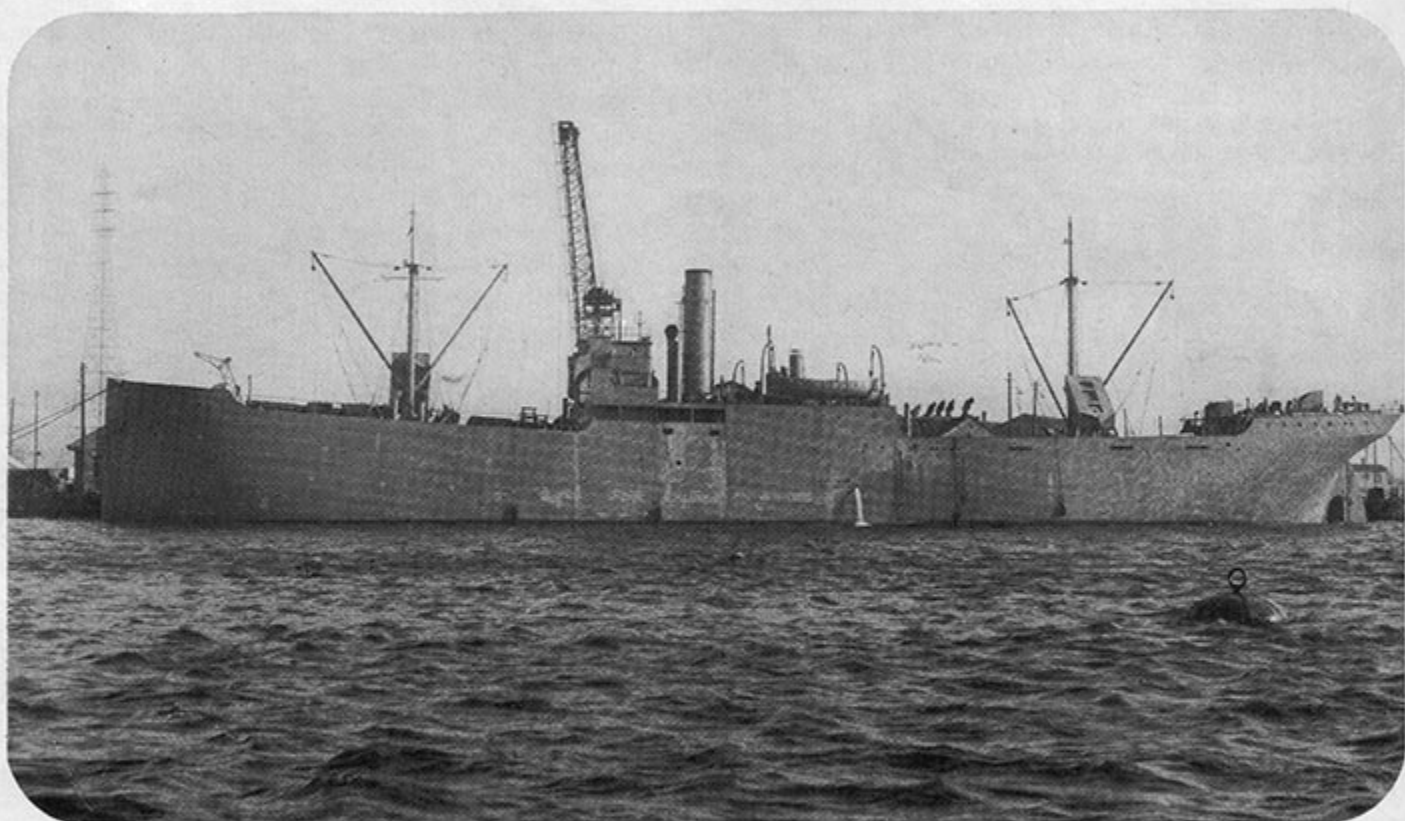
The "Irish Hazel" under sail after her engines had broken down on passage from Bona to Dublin in December 1947. The sail was made from a hatch tarpaulin. Photo by courtesy of Capt. Frank Forde, who was then E.D.H. on the vessel.



The "Irish Hazel" berthed at Dublin (photo courtesy R. J. Scott).

Early History

The first "Irish Hazel" was originally named "Barlby" when she was launched at the Stockton Yard of Ropner & Son for her owners, R. Ropner & Company. The vessel continued to operate on behalf of the Ropner organisation until 1926 when she was sold to D. A. Mango, of Greece, who renamed the ship "Noemi". In 1930 the ship was sold to the Noemijulia Steamship Company Limited, of London, and was renamed "Noemijulia". Although the vessel continued to have the same name she was registered



The "Irish Hazel" as she was after drydocking at Newport in November, 1943.

on behalf of Cia. Maritima de Panama Ultramar Ltd. of Panama in 1940 and it was from this Company that Irish Shipping purchased the vessel in 1941. During her service under the British flag and named "Empire Don" she was under the management of Stanhope Steamship Company Limited of London.

During the Spanish Civil War the vessel had served as a blockade runner. Captain J. P. Kelly, who commanded the ship on her first post war voyage for the Company, recalls that she was most unstable and on her ballast voyage across the Atlantic much difficulty was experienced in keeping such objects as cups, plates, saucers etc. from crashing on to the floor due to the violent movement of the vessel. In the immediate post war period the "Irish Hazel" served on the North Atlantic route bringing wheat and general cargo from Canada and the United States to Irish ports. She was then transferred to the phosphate trade from Bona in Algeria to Ireland. However, it

was while on passage from New York to Limerick in October 1948 that her Master, Captain James Clarke, of Belfast, took seriously ill while the vessel was 500 miles west of the Irish coast. In a dramatic bid to save the Captain's life, the corvette "Cliona" set out from Galway with Dr. M. G. A. Little on board and after much difficulty due to the mountainous seas, Captain Clarke was transferred to the Corvette which brought him to Foynes, where he was put ashore and taken by ambulance to Limerick. At Barrington's Hospital in Limerick it was learned that Captain Clarke was suffering from strangulated hernia and was immediately operated on. Sadly the popular Belfast man died following the operation. Captain P. F. O'Shea was Chief Officer on the vessel from April to December 1948 and was Master of the vessel from January 1949 until her eventual sale in May of that year. In fact the "Irish Hazel" was Captain O'Shea's first command.

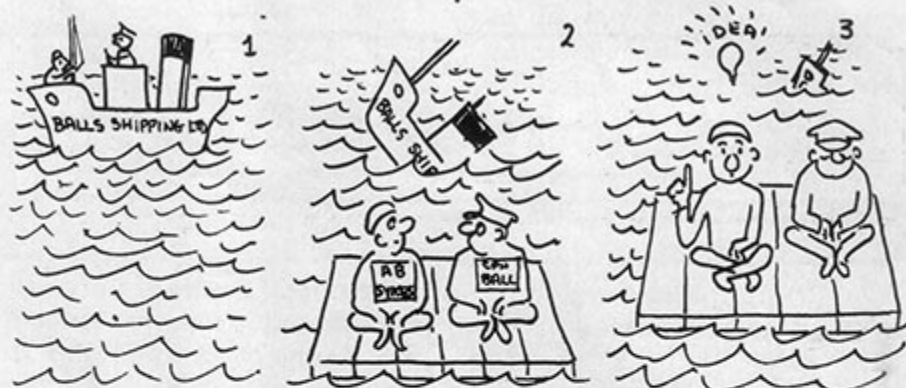
Among those who served as

Chief Officer on the "Irish Hazel" were the late James Gaul of Wexford, Captain James Caird and Mr. T. Dunne. Captain R. Greene, now residing in Cork, was Second Officer of the "Hazel" in 1947.

The "Hazel" was sold to Turk Silepcilik Ltd., Sirketi, Istanbul, on 17th May 1949 and was renamed "Uman". A Turkish crew of 26 seamen flew into Dublin to take over the vessel. The late Captain John O'Neill, representing Irish Shipping Limited, handed over the ship officially to Captain Vasif Okcugil, who commanded the vessel on her next voyage to Rotterdam where she loaded coal for Greece.

The old ship continued to operate for her Turkish owners until the 6th January 1960 when she ran aground at Kefken Point, Turkey, while on passage from Zonguldak to Istanbul. The fifty-four year old ship became a total loss. During her drydocking from 1941 to 1943 the "Irish Hazel" was almost completely re-built. She had a deadweight tonnage of 3,750 tons and

her dimensions were 290 feet overall length; 43 feet breadth and 16.6 feet depth. She had a grain capacity of 189,000 cubic feet with three holds and four hatches. She had one deck and a part awning deck with web frames and she had two single boilers. Her service speed was 8 knots on 16 tons.



Official French Visit to Maritime Museum

During the recent Dun Laoghaire Festival members of the French Diplomatic Service paid a visit to the Maritime Museum and showed keen interest in the French longboat from General Hoche's fleet in Bantry Bay.



(L-R): Rear-Admiral Francis de Queler, French Naval Attache; Ms. Jacques Dupuy, French Ambassador with Mr. H. B. Sisk, Chairman, Museum Committee, Maritime Institute of Ireland, inspecting the French longboat of 1796 at the Museum.

NEWS from Irish Continental Line



Dublin-Antwerp Freight Service

A new freight service specialising in Continental car traffic, has been established by Irish Continental Line between the Belgian port of Antwerp and Dublin.

Initially, the service will operate every three weeks and will be confined to the importation of fully built-up Opel cars. The first consignment for Reg Armstrong (Motors) Limited comprised some 550 Opel models.

Using a specially chartered ship, the company anticipates that the service will be extended in the future to facilitate the carrying of other products and other makes of Continental cars.

Mastermind on ICL

A traveller on the ICL service was Cork schoolteacher John Mulcahy, who earlier this year won the "European Mastermind" on the B.B.C. T.V. quiz programme.

Mr. Mulcahy is leading a group of 49 schoolchildren on an educational tour to France which included a short stay in Paris.

Special Student Fares

Price reductions for students and youths of up to 44% on the standard passenger fares from Rosslare to Cherbourg and Le Havre are the major features of ICL's 1979 Student and Youth Fares Programme.

The student fare includes a berth in a four or six-berth cabin when available and is on offer to students fourteen to thirty years old who hold an International Student Identity Card and youths under twenty six years holding a Youth International Educational Exchange Card or an International Youth Hostel Federation Card.

Fuel Surcharge

As a result of the current difficulties with oil supplies and the subsequent cost increases which will mean more than an additional £1 million to the company's annual fuel bill, the Line has been forced to introduce a surcharge to its original tariff.

The surcharge, which applies to travel after May 1st will amount to £2 single (£4 return) for each adult, child, car and caravan.

Italian Fuel Vouchers

As if fuel in Ireland were not expensive enough, visitors to Italy will be more surprised that fuel costs almost £1.50 per gallon.

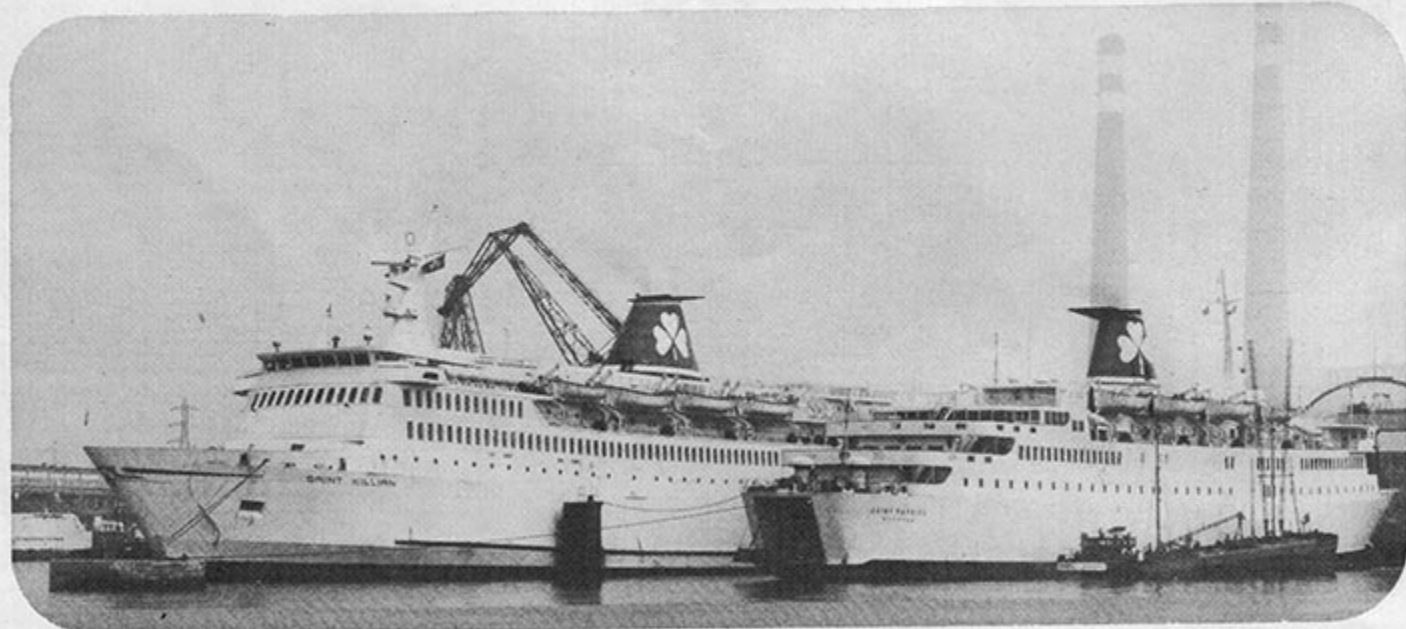
To relieve this hardship, special petrol coupons are available through ICL, entitling motorists to petrol reduced by 40 pence per gallon.

Motorists are limited to 400 litres per car, whilst the limit is 200 litres for motorcycles with not less than 125 c.c. capacity and 100 litres for those less than 125 c.c.

Holiday and Leisure Fair

For the second successive year, Irish Continental Line took exhibition space at the Holiday and Leisure Fair, staged in Dublin from January 30th to February 4th, to promote the service directly to the public. Such was the demand on the ICL stand, on the very first day, for brochures and information that extra supplies had to be rushed to the Exhibition Hall.

The distinctive ICL stand featured a series of panels illustrating the advantages of sail-



An unusual picture of the "Saint Patrick" and "Saint Killian" berthed together at Le Havre.



Driver, Richard Holfeld, on right, and co-driver Max McEvoy pictured with the Group 5 Volkswagen Beetle rally car jointly sponsored by Irish Continental Line and H. R. Holfeld Ltd. in Europe's toughest loose surface rally, the 1000 Pistes Rally in France.

ing "Saint Patrick" and "Saint Killian" direct to the Continent, details of each ship, the Ferry Tours programme, plus a screen showing of the audio-visual presentation of the ICL service to passers-by.

The ICL service gained further public exposure when the Company also exhibited at the recent Cork Boat Show, staged at the impressive new G.A.A. stadium, Páirc Uí Chaoimh, Cork.

Travel Trade Receptions

The Company's Sailing and Holiday programme for 1979 was introduced early this year to representatives of the Irish travel trade and press at receptions held in Dublin, Cork and Belfast.

At the Dublin reception those attending were shown the Company's audio-visual presentation and were addressed by both Mr. Frank Carey and Mr. Aubrey McElhatton. In addition, Mr. Gerry Benson made a short speech on behalf of the Irish Travel Agents' Association.

Big Increase in Freight Carrying

Some 60,500 freight units, representing an increase of over 66% above 1977 freight carryings, were carried by Irish Continental Line during the period January - November last year (1978).

Over 400,000 freight units were Irish whilst the balance

were Continental, representing an increase of 60% and 97% respectively over the same period the previous year.

According to Freight Manager, Austin Conboy, these large increases are directly attributable to the increased capacity afforded by the introduction of the Saint Killian, the second route to Cherbourg and the daily departure schedule in the peak season.

Croisimer Group

An increasingly popular idea among groups and associations is to hold conferences or annual general meetings at sea on board the "Saint Patrick" or "Saint Killian" and one such group to avail of the opportunity recently was from "Croisimer", an association of leading French travel agents.

Over 100 members of "Croisimer", whose objective is to promote sea-travel on cruise ships or ferries and to educate their members on the various aspects of sea-travel, travelled on the "Saint Patrick" and held their Annual Congress on board.

During their brief stay in Ireland, they were treated to a coach tour of County Wexford, courtesy Bord Fáilte.

Model of "Saint Killian"

A beautiful scale model of the "Saint Killian" has been made by Mr. Ray Wickham of Rosslare Harbour and has now been add-

ed to the collection of model Rosslare vessels permanently on exhibition in the Harbour View Hotel.

Mr. Wickham, who is a light-keeper on Tuscar Rock, is renowned for his expertise in making model vessels and Mr. Liam Griffin, owner of the Harbour View Hotel, is planning to have a brief history made of each ship in the collection for display.

The collection also includes a model of the "Saint Patrick".

German Sailing School

The ICL service is expected to carry a greater number of German tourists this year following the opening of a new German-owned Sailing School in Schull, County Cork.

The new venture, to be called the Fastnet Rock Sailing School, is due to open in March and operate through to the end of September, and is actively promoting the Le Havre - Rosslare route in its brochure as a convenient way to reach Schull.

The School will offer fourteen-day courses, which will include instruction in such areas as boatcraft, seamanship, sailing theory and practice and is only open to those who have already completed a beginner's course or to those able to give evidence of other sailing experience.

Sponsored Rally Car

Irish Continental Line and H. R. Holfeld Ltd., the Engineering and Pumping Equipment Group are to jointly sponsor the sole Irish entry in the forthcoming International 1000 Pistes Car Rally in Southern France.

The Irish Continental Line / H. R. Holfeld entry, a highly tuned Volkswagen Beetle to Group 5 regulations, has been specially prepared and modified by Michael Corbett, to withstand the Rally's rough terrain. The car will be driven by Richard Holfeld with Max McEvoy as co-driver, who will be backed up by two service support vehicles and three mechanics. Product assistance is by Dunlop, Castrol and Champion.

Already the car has won the first championship event of



A group of Irish Travel Agents pictured prior to boarding the car ferry "Saint Patrick" which took them on a five day familiarisation tour of France. The tour included visits to villas at Erqui and Val Andre and hotels in Rennes and Paris which are used in the Ferrytours holiday programme. The Travel Agents were from Belfast, Cork, Limerick, Waterford, Wexford, Letterkenny, Galway, Ennis, Arklow, Drogheda, Clonmel and Dublin. Accompanying the group were Frank Carey and Paddy Murphy of Irish Continental Line and Cathy Douglas and Linda Maple of Ferrytours.

1979 in Ireland, driven by English star John Taylor. The 1000 Pistes Rally marks the return of Richard Holfeld to French rallying after an absence of 5 years.

One of the toughest loose surface rallies in Europe, the 1000 Pistes Rally takes place in the French Military Camp de Canjuers in the mountain area between Canne and Grenoble. This year's event, on July 7th and 8th, has attracted a number of top British works drivers as well as those from the Continent and includes last year's winner Jean Luc Therier of France.

Leaving for Cherbourg on the Car Ferry "St. Killian" on June 29th the team will drive south to the event, after which they will return to Rosslare via Le Havre arriving on July 17th.

The H. R. Holfeld Group, based in Stillorgan, Dublin, is a Manufacturing, Assembly and Sales organisation in the areas of Electrical and Mechanical Engineering, Pumping Equipment and Textile machinery. Geared to service both home and export markets, it also represents many international companies in Ireland.

Port of Le Havre Reception

Representatives of Irish Continental Line were among the many guests at a Reception given last month by the Port of Le Havre Authority in Dublin.

Each year, the Authority hosts the reception in order to thank the Irish users of the port for their continued support and to report on their progress over the past year. The Reception was illustrated by an audio-visual presentation of the Port's Facilities and the Authority's Annual Report (which featured on

its front cover a photograph of the "Saint Killian" and "Saint Patrick" berthed side by side) was distributed to those attending.

Cherbourg V.I.P. Visit

A group of fourteen people from Cherbourg representing the local Chamber of Commerce, Port Association and Tourist Office, travelled to Ireland by ICL in late April for a short familiarisation tour of the port of Rosslare and for discussions in Dublin.

Led by Mr. Louis Delahaye, President of the Cherbourg



Pictured at a reception given by Coras Trachtala in Dublin for a group representing the Port of Cherbourg during their recent visit to this country - (l. to r.) Mr. W. O'Brien, Assistant Chief Executive, C.T.T.; M. Louis Delahaye, President, Cherbourg Chamber of Commerce; Mr. J. Lenehan, President, Dublin Chamber of Commerce; M. Jean Vaur, President, Cherbourg Port Association and Mr. Aubrey McElhatton, Managing Director, I.C.L.

Chamber of Commerce, the group stayed for the first night in Wexford, travelled to Dublin the next day and spent the following day touring the South East region. The group also included three members of the French press and a film crew from a French Television station.

While in Dublin, the group were guests of Coras Trachtala / Irish Export Board at a small reception and visited the Abbey Tavern in Howth for an evening's entertainment of traditional Irish music and dancing.

ICL in R.T.E. "Roadshow"

The Irish Continental Line service featured most prominently on two successive programmes in the "Donncha's Travelling Roadshow" series, broadcast on R.T.E. 2 television a few months ago.

The group, led by compere Donncha O'Dulaing, comprised a full film crew, guest celebrities and entertainers. They travelled to Le Havre on the "Saint Patrick" and returned on the "Saint Killian", and received the full co-operation of the Company in recording their programmes on board ship.

The programme included interviews with the ships' Masters and represented considerable and valuable publicity for the service.

One entertainer of note who performed on board was Cathal Dunne, who sang the Irish entry in the Eurovision Song Contest in Israel earlier this year.

Greetings from Australia

Due to the prolonged postal strike we regret that we were unable to publish the following message received from Mr. and Mrs. Mackey of New South Wales. "Mr. and Mrs. Seamus Mackey and friends wish all past and present officers and crew of the m.v. "Irish Larch" a holy and happy Saint Patrick's Day and a very happy Easter. Good wishes also come from all the friends which those on board the "Irish Larch" met while the vessel was at Port Kembla in Australia".

Again I View The Coastline From The Sea

*On board again, Thank God, to-day; no more nostalgic train
Of by-gone days which mind portrays, in reminiscing strain,
John Davis proved his friendship — "Lough Beltra needs a man",
"Just try her for a little while, and do the best you can.*

*Resurgent now my pulse doth beat — dependence came with age —
A worker on the "scrap heap"; no hope to earn a wage.
I strove in vain to bear the pain — but years cannot subdue
The yearning call of rise and fall, on oceans grey or blue.*

*Confounding those who deem me done, the bonds which hold me
burst,
And off I go with heart aglow — and seas to quench my thirst.
Again the waters 'neath my feet — the winds and tides are free;
Again I see the rising sun, lift night from off the sea.*

*My years have shed their torment now; the flood of life returns,
As captivated passion again within me burns.
Again the throb of turning screw; changing scenes, both old and new;
Skies and seas of grey and blue — which part when land comes into
view.*

*Youth and years go hand-in-hand — each dawning day is new;
Timeless age and youth unborn, the seas can hold for you.
A boat's lee-rail and foamy trail, again — by God's decree —
O' God, 'Tis true, again I view the coastline from the sea.*

The Galley of a Ship

Dark louring rolls of troubled cloud delay the winter's dawn,
While sheltered only by their hulls our ships go steaming on.
Twisting, rolling, plunging; forever onward bound;
Their cargoes are the life-blood of the globe they sail around.

Each floating speck with churning screw, fulfills a want or need —
And each contains a galley, and a hungry crew to feed.
In weather fair, or gentle swell, the pots are steady — all is well:
The storm then breaks — and truth to tell — the galley is a living hell.

Pots and pans from door to door; soups and fries upon the floor;
Cupboards burst and stocks outpour; plates and mugs and tins galore,
The cook goes sliding through the mess, retrieving mug or bowl;
And has them torn from out his grasp — gyrating on the roll.

Heads peep in the galley door — a cone, a cone, 'tis true —
A pantomime in progress, to the laughter of the crew.
Banter, sweet and joyous; obscene replies resound;
Frantic cries and laughter intermingle all around.

Store-rooms shed their bounties; fridges burst their doors;
Mangled spuds and turnips — and on the laughter roars.
Teasing thought or helpful words ease not the grief or woe;
Stormy seas make problems which forever grow and grow.

Postured in a corner, the victim takes a grip,
While floating all around him are the vittles for the trip.
A cook just has to take it, and bemoan his sorry fate —
But he'll epsom salts their porridge when the wind and seas abate.

We thank our good friend Pearse McLoughlin for these poetic contributions inspired by his recent return to the seafaring life he so obviously enjoys.

Follow - the - Fleet Presentations

Mr. Jim Tunney, Minister of State for Education, kindly came along to this year's special presentation luncheon for prizewinners in our annual "Follow - the - Fleet" Competition. The Minister was most impressed by the high standard of the award winning projects and he said so in the course of a very fine speech. Congratulating the winners, Mr. Tunney also paid tribute to the many children and their teachers who took part in the competition but who failed to win a major award. He also thanked Irish Shipping Limited for making such a scheme available to schools saying that the practical quality of the educational literature issued to the schools was indicative of the efficient manner in which the Company conducted its commercial activities.

This year's overall winners were children from the Dominican Convent Primary School, Dun Laoghaire, who won the "Follow - the - Fleet" Trophy for the second time. This school also captured Group and Individual Awards in addition to their overall Class Award. St. Ann's Primary School, Charleville, Co. Cork, won two Class Awards through their fifth and sixth classes. Other Class Award winners were Dean Kelly School, Athlone; Lackareigh National School, Lissarda, Co. Cork and Ballyheada National School, Ballinassig, Co. Cork. Group Award winners were Garranbane National School, Dungarvan, Co. Waterford; Knocknagree National School, Mallow, Co. Cork and St. Mary's College, Rathmines, Dublin in addition to the Dun Laoghaire School. Noleen Brady of the Dominican Convent Primary School, Dun Laoghaire, together with Josephine Deasy of Ballyheada National School, and Olive Dinneen of Ballingarry National School, Belgooly, Co. Cork, were the Individual winners.

Once again the Adjudicator for the competition was Mr. Gordon Reekie, of the Maritime Institute of Ireland. One exhibit which evoked particular interest at the function was the model oil rig submitted by Dean Kelly School, Athlone, which was constructed mainly of match boxes. The five foot structure contained over 3,000 match boxes and was a very striking addition to the excellent written project



Overall award winners from Dominican Primary School, Dunlaoghaire proudly display their trophies. Sharing the happiness of the young prizewinners are Sister Imelda Catherine, O.P. and Irish Shipping Chairman, Mr. Perry Greer.

which helped to gain the school a Class Award. The overall winners from Dun Laoghaire submitted a varied project consisting of written entries on a number of maritime subjects as well as art and model contributions.

Mr. P. H. Greer, Chairman, Irish Shipping Ltd., welcomed the award winners, their teachers and the invited guests. He thanked the Minister for presenting the various prizes and he said that it was appropriate that more children were present for this year's presentations than for any other such event in the thirteen year's history of "Follow - the Fleet". As 1979 is the International Year of the Child it was particularly significant, but of course every year was for Irish Shipping a year of the child because of the very special

relationship which the Company had firmly established with young children all over Ireland through "Follow - the - Fleet". Mr. Greer said "We believe that the various projects prepared by these children, not only this year but for the past several years, are a reliable measure of the interest in maritime affairs which "Follow - the - Fleet" has helped to generate amongst our young people. I hasten to add that this interest is nurtured and further developed by the dedicated work of teachers throughout Ire-

land. It is fitting, therefore, that I should pay tribute to our teachers because without their generous co-operation and active encouragement, "Follow - the - Fleet" would not have achieved the success it has as



Individual Award Winner, Olive Dinneen of Ballingarry National School, Co. Cork, with, on left, her mother and on right, her teacher, Miss K. Buckley.



Jimmy Buttimer and Noel Galvin of Lackareigh National School, Lissarda, Co. Cork receiving their award from the Minister, with teacher, Mrs. M. O'Mahony on right.



Mrs. K. McQuaid, whose pupils won the overall prize as well as a group and an individual award, discusses with the Minister her excellent method of integrating "Follow-the-Fleet" into her normal school programme.

to-day. Needless to say we wish him every success in his chosen career.

Unfortunately, despite the great joy which this special event always brings, to-day is tinged with some sadness because one of our dearest friends is not with us. The late Mr. Frank Robbins was a true

an educational aid in our schools.

To the teachers present here to-day I say a sincere "thank you" for all that you have done to make the scheme work so well, helping children to learn more about ships, the sea and our maritime resources. Of course I must pay special tribute to Mrs. McQuaid and her pupils of the Dominican Convent Primary School, Dun Laoghaire, on their magnificent achievement, not alone in winning the "Follow-the-Fleet" trophy for the second time, but also on winning a Group Award and an Individual Award in this year's competition. I congratulate them on their latest successes which are the just rewards which their efforts have richly merited. Congratulations to our other winners who have already made their marks in previous competitions. Excellent projects from Dean Kelly School, Athlone, Lackareigh National School, Garranbane National School, and Ballyheada National School have maintained the high standard which these schools have already set themselves. It is worth mentioning here that one of the first schools to take part in "Follow-the-Fleet" was



Pupils of fifth and sixth classes St. Ann's Primary School, Charleville, Co. Cork, first time winners in "Follow-the-Fleet" competitions, with their double Class Awards and accompanied by Sister Joseph Mary.

Garranbane under the guidance of our very good friend Mr. Tom McHugh, who is also with us today and who may like to say a few words to you later to honour the occasion. If my mathematics are correct the first "Follow-the-Fleet" prizewinner from Mr. McHugh's school, Denis Looby, would now be a young man of 21. We are delighted to have Denis, now an architectural student here in Dublin, as our guest

friend of "Follow-the-Fleet", not only during his years as a Director of Irish Shipping but right up to the time of his death earlier this year. He was always very much part of this occasion and his passing has left a great void in our ranks to-day. However, I know that he would have wished that our young guests, who were so dear to him, would fully enjoy this day and by doing so you will best honour his



One of the first participants in our "Follow-the-Fleet" Scheme is Garranbane, Co. Waterford teacher, Mr. Tom McHugh who is pictured here with his current pupils, Kieran O'Connell and Kevin Phelan, winners of a Group Award. On right is Denis Looby, now an architectural student at Bolton Street College of Technology and an award winner in our "Follow-the-Fleet" competition back in 1970.



Mary O'Sullivan and Mary Breen of Knocknagree National School are happy to receive the first award won by their school, a Group Award.



Class Award winners from Dean Kelly School, Athlone, were Christopher Lacy and Kieran Bracken who are shown here receiving their award.



The Minister photographed with pupils of Ballyheada National School and their teacher, Mr. Donal Cashman.

memory. Finally, I would like to record our appreciation of the work done by our Adjudicator, Mr. Gordon Reekie, who is unfortunately unable to be with us today. I think he did a difficult job very well indeed".

Mr. Tom McHugh N.T., Principal of Garranbane National School, thanked Irish Shipping on behalf of the teachers, and urged that a greater interest should be taken in maritime affairs in this country. Mr. McHugh referred to the close ties between the area around Dungarvan in which his school is located and Irish Shipping Limited. At present Captain Garvan Kyne was a very worthy representative of the area amongst the sea - going staff of Irish Shipping Limited. The recent death of Mr. Martin Power, of Dungarvan, recalled another familiar name on Irish ships during the 1940's. Mr. McHugh wished Irish Shipping continued

success and even bigger profits in the future.

Also present at the function was Mr. M. Hayes, Assistant Secretary, Department of Tourism and Transport; Mr. Jim Hughes, Maritime Institute of Ireland and Dr. J. Crowley, Lecturer in Transport at University College, Dublin.

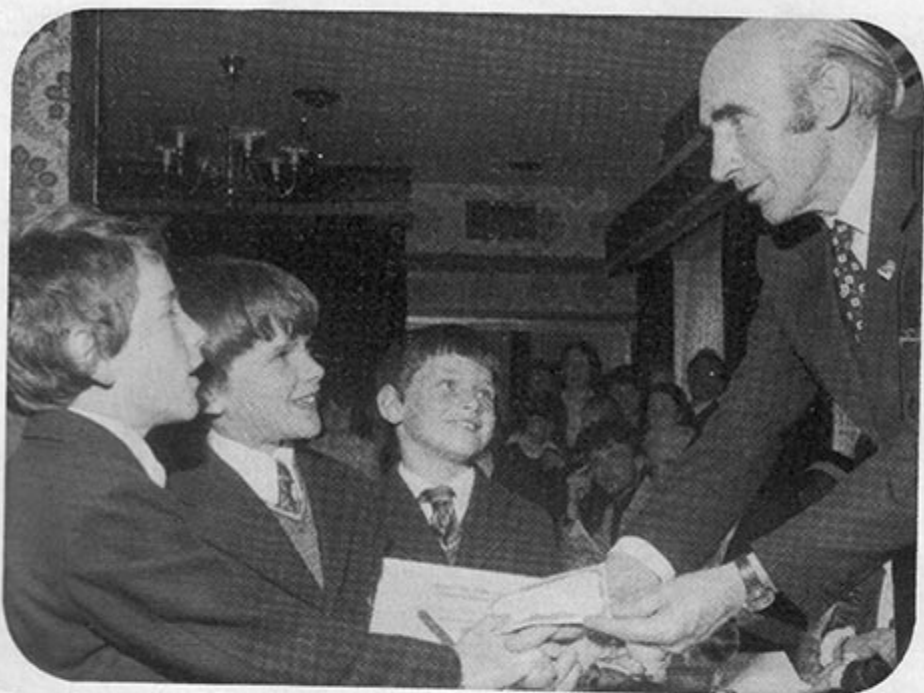
End of Three Irish Ships

Two former Irish Shipping vessels, the "Irish Fir", built at Dublin in 1956 and the "Irish Rose" built at Troon in the same year, recently by an odd coincidence, ended up at a breaker's yard in the Spanish Mediterranean Port of Cartagena.

The "Irish Fir" was the second Irish Shipping vessel built by Liffey Dockyard, the "Irish Fern" having been built at the Dublin Yard in 1954. The "Fir" was subsequently sold to the Arta Shipping Company of Liberia in January 1969 and was renamed "Arta". She was subsequently sold to Edelweis Compania Naviera S.A. of Limasoll in 1977 and was renamed "Kotronas Sky" and eventually sold to D. Jose Navaro Frances of Cartagena for scrap.

The "Irish Rose" was built by the Ailsa Shipbuilding Company of Troon and was sold to Saint Eirene Maritime Company Limited of Liberia in January 1969 and was renamed "Saint Sophia". She was subsequently renamed "Agia Sophia" in 1974 and "Tema" in November 1977. Subsequent to that she was again named "Agia Sophia" and was sold to Vesta Navigation Company S.A. of Piraeus, who named the vessel "Spring" and finally sold her to Francisco Jimenez Ballester of Cartagena to be broken up. The "Rose" had a deadweight tonnage of 1,971 and the "Irish Fir" was 1,941 deadweight tons.

The "Irish Ash", built at Gray's Yard, West Hartlepool in 1958 is another Irish Shipping vessel which recently entered the breaker's yard. She was sold to Aliakmon Maritime Corporation of Monrovia in September, 1970 and was then re-named



First time prizewinners, St. Mary's College, Rathmines, represented here by pupils Norman Byrne, Mark Keenan and Patrick Crowe receiving their prizes from the Minister.

The Bad Old Days of Sail

Having completed our series of extracts from "Two Years before the Mast" in our last issue of the magazine, it seems appropriate that we should now publish a graphic account to life on board ship in the Seventeenth Century as imagined by two young "followers" of the Fleet. This contribution was not one of the entries for this year's competition in our "Follow-the-Fleet" programme, but it was submitted in the previous year and we feel that we should publish it in order to let our sea-going colleagues know how much better off they are than were their predecessors of three hundred years ago. Unfortunately the effort was not rewarded with a major prize but there is little doubt that the authors seem assured of a bright future in the field of creative writing.

Introduction

The story you are about to hear will tell of the daring life and the hard life that the sailor had to live in the 17th century. This life often led to mutinies and after that even piracy. So listen carefully and you will be astonished at the sailor's cruel and daring life.

DANGER

The sailor had to face many

"Aliakmon Power", That was the name by which she was still known on her sale to a Korean firm for breaking up earlier this year.

The "Ash" was a sister ship of the "Irish Alder" which was scrapped over twelve months ago.

dangers during his life aboard ship in the 17th century. The smallest deed connected with danger in the 17th century would be the biggest deed connected with danger in this century. For instance the sailor had to get up in the morning to spread the sails. To do this he had to climb approximately fifty feet above the deck onto the crossbars. Other times he had to fight fierce storms while the captain and his officers were safe in their cabins. The sailors would be given orders to fight the storm when the storm started, but these orders were useless and just a waste of sailors' lives because the ship either ended on the sea bed or a floating wreck with dead sailors about

her. Sometimes after storms sailors were lucky and survived the storms only to be castaways on islands which weren't even explored let alone known. Some unfortunate castaways landed on inhabited islands. These islands were usually inhabited by cannibals. The sailors or the sailor were usually without weapons to defend themselves and no food to feed themselves, were caught by the cannibals and eaten by the cannibals without hesitation. So you see what a daring and hard life that the sailor had to live aboard ship in the 17th century.

Riggings

The sailor had to man the riggings more than once each day. This task would have been nothing to a sailor in the 17th century, but to a sailor in this century it would mean a lot because sailors today have a much easier time than the sailors of long ago. As well as the riggings and crossbars being dangerous, getting up to them was also dangerous. The rope ladders on which the sailors climbed up to the riggings and crossbars were usually rotten from storms and various other things or worn weak from the feet of the sailors which travelled up and down the rope ladders many times a day. So the rope ladders usually broke when there was usually a sailor climbing up or down it. So the sailor fell into the sea. Below him there usually was a shark waiting for an occasion like this. This was only climbing up onto the rigging, the real danger was up in the riggings and crossbars. The sailors while climbing across the crossbars were only standing on a piece of rope which was usually rotten like the rope ladders and the same incident usually happened when a sailor was on one. Even if the rope was not rotten it would be swaying from side to side so the sailor would have to be very careful, but some lost their balance and fell into the seas below. On a misty morning, which happened nearly every morning, many sailors were lost because the sailors could not see the rope so they fell

on the wooden deck dead. The sailors who found the rope weren't so lucky either some of them misplaced a step while crossing the rope and fell dead on the deck like their comrades. The crow's nest or lookout post was another place among the crossbars and rigging. This was a dangerous place to be during a storm because the mast was the first thing to fall during a storm. So you see the terrible dangerous task that the sailor had to endure many times a day in the 17th century up in the riggings.

Storms

Sailors in the 17th century hated storms. I don't blame them either, because ships perished nine times out of ten in storms. A ship and its crew could be safe nowhere from a storm. Even in a harbour a ship could not be safe. It could be blown into the harbour itself and hit against the hard stone bricks and smashed to pieces among them and there was no way to save the sailors and officers because most of them were killed when the ship smashed against the harbour and the other sailors perished so quickly in the raging waters that there was no time to save them. Sometimes the ships used to shelter in islands but that was dangerous too because the ship was usually blown onto a reef and it would only be a matter of minutes before the ship sank. Even if there was a ship somewhere near to save the survivors they were still unlucky because the ship which rescued them usually sank like the other ship. When a captain saw a storm coming he usually cut down all the masts because even if the masts were the first things to fall it might have been an hour before they did fall. In that hour the ship would be rocking to and fro and the high masts would help it to capsize. Of course all were damaged when they got back to port, and some were never put to sea again. So you see why sailors in the 17th century hated storms so much.

Food

The sailors of the 17th century had very little food to eat because most of the food aboard ships was unfit to eat. The food which the sailors used to eat was bought by the navy from men who had no interest in the condition of the food. All they wanted to do was to make money. When ships went on long voyages they had to take in big amounts of food. The food was stored deep in the hull of the ship. This was a bad place to put the food because rats ate some of it and since the sailors had no way of keeping the food fresh it usually went bad and was unfit to eat. As for the captain and officers they were given only the best of food and comforts. Many of the sailors died because there was so little food to eat and because it was unfit to eat. Later in the 17th century apples were given to the sailors as well as the food but this was still not enough and still sailors died because of the food they were getting. So you see how the sailors of the 17th century had fierce problems with food as well as the many other problems.

Rats

Rats were common aboard ship in the 17th century. They got aboard in the crates full of supplies that the ship had to take in after docking in the harbour. The supplies which you would usually find rats in used to slip out of the crates. Another way of getting aboard ship was used by rats too. It was to sneak across the gangplank under cover of darkness and then work their way down to the hull of the ship where the supplies were kept. There the rats lived during the voyages annoying the sailors and nourishing themselves with their food. So you see the problems the sailors of the 17th century had with rats.

Pressgangs

Because of the terrible life of a sailor not many men had the courage to join the navy. So groups of tough sailors were formed. These groups were called pressgangs. They used to travel the streets of seaports day

and night and take men and young boys. These men and boys were to be used as sailors in the years to come. Their families and friends did not see them again until they returned years later from long and dangerous voyages. Some families never saw their husbands or sons again. The pressgangs used to knock out their victim and bring him aboard the ship. When the victim came around he would find himself on a ship far from land. If the ship was still in port another sailor would knock the victim out again. So you see how so many got to be sailors in the 17th century despite the dangers and hardships.

Marines

As well as sailors there were soldiers aboard ship. These soldiers were called marines. The marines used to fire the cannons on the warships. The marines used to wear a red and white uniform with black boots and a black hat. This uniform was usually dirty because of the smoke from the cannons. The marines had a hard life too. They were blinded by the smoke when the cannon roared into action and they were deafened by the noise of the thundering cannon. Splinters flew about the cannonroom while the cannons roared. The splinters usually hit a marine and sometimes hit his eye. This would have caused the unlucky marine to go blind. The marines didn't get any more food than the sailors did either. So you see the marine had a hard life as well as the sailors aboard ship in the 17th century.

Powder Monkeys

Powder monkeys were young boys captured by pressgangs and brought aboard ship. Like the marines the powder monkeys used to work in the cannonrooms, but their job was different to the marine's one. Their job was to go down the hull of the ship, while a battle was raging above and bring up the heavy cannon ball and the gun powder monkeys got less food than the sailors so they were worse off. So you see how

everyone had a problem aboard ship in the 17th century.

Discoveries

Sailors of the 17th century never volunteered to go on voyages of discovery. I don't blame them either, because it meant sailing across seas and landing on uninhabited islands that have never been discovered before let alone seen. So the king had to send an order to a certain crew on a certain ship to undertake the dangerous voyage of discovery. The crew that was to undertake the dangerous voyage usually hesitated to do it, but it was the king's command and they had to do it. So the frightened crew had to sail out to sea aware of the terrible dangers they had to face out on the sea or on the deserted islands or where the islands were inhabited by cannibals. The sailors did not know. They were faced with this very dangerous task.

Mutinies

The sailors who were sent on voyages of discovery kept the king's orders and they kept them half way out to sea. Then some of the crews mutinied, they either killed the captains and officers or put them in a jollyboat and sent them in the direction that the ship was sailing for. Then the crew headed for the port and gave a false excuse for their turning back. But the real reason was usually found out and the crew was either beheaded or hanged. Mutinies happened on ordinary voyages too because of the terrible hardships.

Pirates

Sailors didn't always go back to port. Most of them became pirates and became the terror of the seven seas. The pirate's life was not as hard as the sailor's life although he had to do the same things as the sailor had to do they were happy while doing them. The pirates got much more food than the sailors got and were ten times as rich as them so when the sailors got the opportunity of being pirates, they took it.

Clothes

The sailors did not wear nice

clothes like the captains and officers did. They wore clothes similar to the picture of the sailor on page two of this project, which were a tattered shirt, a leather belt, and a baggy trousers up to his knees. The ship's officers clothes were much better than the sailor's rags. So the sailor was no better off in the matter of clothes either. I hope you have enjoyed this project.

Illustrations from project

Captain



Sailor





FLEET NEWS · FLEET NEWS · FLEET NEWS

"Elm" Departs in Glory

On her final voyage for Irish Shipping the "Irish Elm" loaded fertiliser at Houston in Texas and arrived at her discharge port of Fredericia, Denmark, on 10th February. On completion of discharge the vessel went into drydock at Rotterdam on 23rd February following re-delivery from her charterers, Yamashita Shinihon of Japan. Master of the vessel on her final voyage was **Captain W. D. Garvey** and her Chief Engineer was **Mr. P. O'Halloran**.

The "Elm" was handed over to her new owners on 8th March and she was re-named "Pelopidas". Her present owners are Paphos Corporation Limited, of Monrovia. As a very appropriate postscript to the departure of the "Irish Elm", biggest vessel ever owned by the Company, was the presentation to the Company of the ninth consecutive award to the vessel by the American Coastguard in recognition of the contribution made by the ship as a participant in the AMVER programme operated by the Coastguard. It is worthy of note that the "Elm" gained an award in every year during which the system of AMVER awards has been in operation.

"Irish Oak"

Having completed discharge of her cargo of forest products from British Columbia at Cardiff on 4th February, the "Irish Oak" sailed in ballast to Savannah where she arrived on 19th February and commenced loading scrap iron. She completed loading her cargo at New

York on 2nd March and sailed for Japan. The vessel called at Long Beach on 22nd March to take on bunkers and finally arrived at Sendai, Japan, on 7th April. She discharged also at Shikama and sailed from there on 24th April for Prince Rupert where she arrived on 9th May. There she loaded forest products and completed her cargo on 23rd May at Vancouver before sailing for Cardiff.

The vessel arrived at Cardiff on 25th June where she discharged part cargo and moved to Nordenham, West Germany on 2nd July to complete discharge.

The "Oak" sailed for Philadelphia on 4th July and is expected at the U.S. port on 14th July where she will load grain for Hamburg.

"Cedar" delayed at Immingham

Due to a port strike at Immingham, the "Irish Cedar" was held up there for over two months having arrived on 12th February to complete discharge of her steel cargo from



Patrick Codd in the Galley on the "Irish Cedar".

the Japanese ports of Kashima, Kimitsu and Kanokawa. She had earlier discharged part of her cargo at Barcelona, Setubal and Dagenham. The ship finally got away on 14th April and loaded steel at Dunkirk from 15th April to 2nd May, on which date she sailed for Chinese discharge ports.

The "Cedar" arrived at Tsingtao on 11th June and moved to Hsinkang on 17th June. She is still at the latter port as we go to press and is expected to complete and sail on about 15th July.

It is probable that the "Cedar" will sail in ballast for a British Columbian port where she will load for either a U.S. East Coast or Gulf Port. A change of crew took place while the vessel was at Immingham on 29th March.

"Irish Rowan"

This ship loaded manganese ore at Port Elizabeth, South Africa from 22nd to 25th January and arrived at Boulogne on 10th February for discharge. On her next voyage the "Irish Rowan" loaded general cargo at Hommelvick, Norrkoping and Antwerp. The vessel completed loading at Antwerp on 24th March and sailed for the Persian Gulf. She went through Suez on 3rd April and arrived at her first discharge port of Sharjah on 18th April. She subsequently discharged at Basrah and sailed from there on 20th May in ballast for Durban. She arrived at Durban on 2nd June to load a cargo of coal and sailed on 21st June for Antwerp where she is due to arrive on 11th July.

The last change of crew on the "Irish Rowan" was effected at Antwerp on 22nd March.

The "Irish Rowan" gained her first AMVER Award recently together with three other vessels of the Irish Shipping fleet, the "Pine", "Larch" and "Elm". The "Pine" and "Larch" were gaining their third awards.

"Pine" Returns to Dublin

The "Irish Pine" paid a return visit to Dublin on 24th May with a cargo of timber products from

British Columbia.

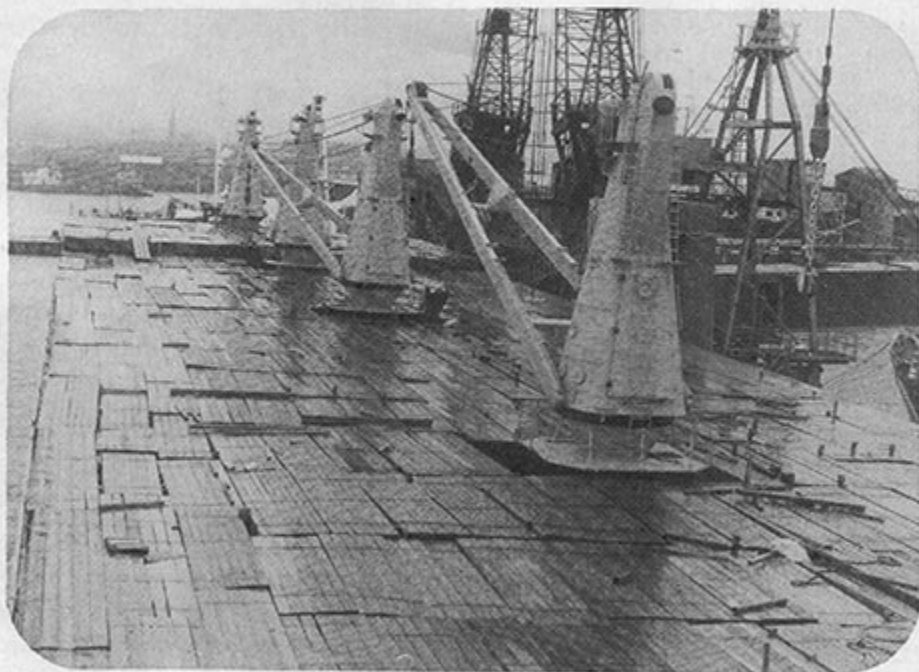
On her previous voyage the "Pine" had discharged at London, Newcastle, Rotterdam and Emden where she completed discharge on 30th January. The vessel then went into drydock at Flushing where she remained until 11th February when she proceeded to Antwerp to load steel. She completed loading of her steel cargo at Middlesbrough on 26th February and sailed for Long Beach where she arrived on 27th March. She also discharged steel at Oakland and New Westminster where she completed unloading on 10th April. The vessel then commenced loading timber products at Crofton and completed at Vancouver on 25th April before sailing for Dublin.

The vessel completed discharge of her Dublin cargo and sailed on 8th June for Boulogne. She completed discharge at Tilbury on 18th June. The vessel then sailed for Sorel, on the St. Lawrence, in ballast, and arrived there on 25th June.

After some delay due to congestion at the port the "Irish Pine" sailed for Rostock, East Germany on 5th July and is due at her discharge port with a cargo of grain on 15th July.

"Irish Maple"

This vessel loaded grain at Mobile from 4th to 14th



A view of the deck of the "Irish Pine" as the vessel lay at her berth awaiting commencement of discharge soon after her arrival in Dublin last May.



Captain and Mrs. E. Greevy on the bridge of the "Irish Pine" at Dublin with Mr. W. A. O'Neill, Director and General Manager I.S.L. and Mr. P. H. Greer, Chairman, I.S.L.

February for discharge at Korean ports. The "Maple" called at Long Beach on passage where she took on bunkers and arrived at her first Korean port of Chinhae on 25th March. She completed discharge at Chinhae and then commenced loading general cargo at Kunsan on 14th April. The vessel also loaded at Inchon, Kaohsiung, Hong Kong and Singapore. She completed loading at the latter port on 15th May and then sailed for her European discharge ports.

She passed through Suez on



On board the "Tuskar Rock" at Stettin, Poland during a call for coal are L. Pullen, left, and E. O'Reilly.

30th May and arrived at Rotterdam on 10th June. On completing at Rotterdam the vessel subsequently discharged at Hamburg, Esbjerg and Tilbury where she finally completed discharge on 28th June before moving to Middlesbrough. The vessel loaded steel at Middlesbrough and Antwerp from which port she is expected to sail on 12th July for Los Angeles.

"Tuskar Rock"

Captain D. Mundow is Master of the "Tuskar Rock" and Chief Engineer is Mr. T. Merrifield.

This vessel is at present unloading grain at Fleetwood where she arrived on 8th July from Bayonne.

"Fastnet Rock"

This vessel arrived at Cork on 1st July from Shoreham and on

her next voyage will load stone at Newlyn, near Penzance, for discharge at Wilhelmshaven. From there the vessel will go to Hamburg where she loads potash for Avonmouth.

Captain B. Hearne is Master of this vessel and the Chief Engineer is **Mr. P. Morris**.

"Daunt Rock"

This vessel will be due at Amsterdam on 10th July to discharge a cargo of coal loaded in the Bristol Channel.

Captain B. Kehoe is Master of the "Daunt Rock" and her Chief Engineer is **Mr. M. Scully**.

"Skellig Rock"

This vessel arrived at Sligo on 8th July with a cargo of coal from Garston and on completion of discharge she will proceed to Derry where she loads for Bremen.

Captain G. Kyne is Master of this vessel and **Mr. N. Hayes** is Chief Engineer

"Lough Bealtra"

This research vessel has been working off the coast of Ireland on a programme of scientific research on behalf of the National Board for Science and Technology. At present she is working in Dublin Bay from where she will proceed to Galway on 14th July and will work in that area until 22nd July.

Captain M. McCarthy is Master of this vessel.

Congratulations

To **George Courage** on obtaining his E.D.H. Certificate;
 To **Peter French** on obtaining his E.D.H. Certificate;
 To **Michael Kiernan** on obtaining his E.D.H. Certificate;
 To **Michael O'Malley** on obtaining his E.D.H. Certificate
 To **James Browne** on obtaining his E.D.H. Certificate;
 To **Joseph Macken** on obtaining his E.D.H. Certificate.

Birthday Greetings

To **Michael Kirrane**, Irish Maple, birthday greetings for 6th March from Mum, Dad, brothers and sisters.

"Irish Larch"

After discharge of her cargo of steel from Antwerp and Middlesbrough, at Oakland, Portland, Oregon and New Westminster the "Irish Larch" began loading forest products at the latter port on 1st February. She also took on cargo at Coos Bay, Eureka, Crofton and Vancouver before finally sailing on 24th February.

The vessel arrived at Tilbury on 26th March and also discharged at Rotterdam and Brake where she completed and sailed on 10th April. She arrived at Mobile on 25th April and loaded grain at that port as well as at Galveston, Savannah and Baltimore. She sailed from the latter port on 23rd May and passed through Suez on 6th June arriving at her first discharge port of Dammam on 19th June. She then proceeded to Bushire in Iran where she arrived on 21st June but was unable to obtain a berth until 2nd July. As we go to press the vessel is still discharging at the Iranian port and is expected to complete about 15th July.

P.A.Y.E. Changes

The changes introduced in respect of allowances and deductions applicable to P.A.Y.E. taxpayers by the Budget for 1979 are listed as follows:

1. Changes in Personal Reliefs and Modification of Income Tax Rate Bands

The personal allowance for 1979/80 are as follows:

Single personal allowance	1,115
Widowed personal allowance	1,185
Married personal allowance	2,230
Child allowance	218

The rates of tax and bands of taxable income to which they will apply for 1979/80 are as follows:

Rate	Taxable income
25%	First £1,000
35%	Next £3,000
45%	Next £1,500
50%	Next £1,000
60%	Balance

2. Allowance in respect of Social Insurance Contributions

The allowance given in previous years in respect of part of the social insurance contribution will not be continued in 1979/80. The employee's new percentage rate of pay-related social insurance contribution has been reduced to compensate for this change.

3. Table Allowances

As a result of the changes in the rates of tax and bands of taxable income, the Table A allowance of £100 given for 1978/79 will not apply for 1979/80. The Table B and Table C allowances have been changed (Paragraph 5) and will be as follows:

Table B	£ 315
Table C	1,156

4. New Allowance

For 1979/80 there will be an additional allowance of £250 to any single or widowed parent who is due a tax-free allowance in respect of a child (or children). The new allowance, where it is due, will be included in the 1979/80 notice of tax-free allowances under the heading "Housekeeper Allowance". In a case where housekeeper allowance (£165) is also due, the amount shown in the notice under this heading will include the new allowance, giving a total of £415.

5. Tax Deductions under P.A.Y.E.

Tax under P.A.Y.E. is deductible by reference to Table A, Table B or Table C. These tables have been designed to cater for employees according to the amounts of their taxable earnings so as to ensure that tax deductions are spread evenly over the year.

Taxable earnings are arrived at by deducting the employee's cumulative tax-free allowances from cumulative earnings (exclusive of the allowable superannuation contributions).

Table A: This is intended primarily for the employee whose taxable earnings are not likely to exceed £1,100 in the year. Where such an employee's cumulative taxable earnings

pass the £1,000 point on Table A, tax will be deductible at 35% on each £1.00 over that figure until the £4,100 point is passed, when the 45% rate will apply and so on.

Table B: This is designed for the employee who has taxable earnings in excess of £1,100 but not more than £4,100 in the year. In the case of such an employee, taxable earnings up to £3,785 are charged at 35% but an additional tax-free allowance of £315 is given to take account of the reduced rate applicable to the first £1,100 of taxable earnings.

Table C: This is designed for the employee who has taxable earnings in excess of £4,100 in the year. In the case of such an employee, taxable earnings up to £4,444 are charged at 45% but an additional tax-free allowance of £1,156 is given to take account of the lower rates applicable to the first £4,100 of taxable earnings.

The certificates of tax-free allowances for 1979/80 will contain an instruction as to which tax table is to be used by the employer. A taxpayer, whose certificate of tax-free allowances contains the instruction "deduct tax as per Table A" and who considers that taxable earnings for the year ending 5 April, 1980, are likely to exceed £1,100 but not £4,100, should write to the Inspector of Taxes requesting to be dealt with under Table B to ensure that tax deductions will be spread more evenly over the year.

A taxpayer whose certificate of tax-free allowances contains either the instruction "deduct tax as per Table A" or "deduct tax as per Table B" and who considers that taxable earnings for the year ending 5 April, 1980, are likely to exceed £4,100, should write to the Inspector of Taxes requesting to be dealt with under Table C to ensure that tax deductions will be spread more evenly over the year.

BEST WISHES

To **Capt. J. P. Kelly**, retired, after his recent spell in hospital.

The Other Man's Loss is My Gain

*I'm a cargo surveyor, a checker and weigher,
I separate, sort and compare
The stained and the sound, with my ear to the ground
For misrepresentations, Take care!
I boss the longshoremen, a dozen or more men
Drop hooks when they see me pass by
For "Handling in transit" how anything stands it
Is surely a wonder, say I.*

*There's a rumour of shipwrecks, there's oil in the 'tween decks,
There's salt water, fresh water, brine,
There's contamination, too much fermentation,
And leakage in ten casks of wine.
There's copra that's rotten, six bales of wet cotton,
Crude rubber, raw sugar and grain.
A ship is on fire — Just what I require.
The other man's loss is my gain.*

*An overturned truck is a great piece of luck,
A worm eaten barge is my meat.
A smothering-line with a leak is divine,
As are ship sweat, and dampness and heat.
Spontaneous ignitions — All damage conditions,
Some matting infected with lice,
And flour with weevils and all sorts of evils,
And coffee with inherent vice.*

*Some fruit overripe, and some old rusted pipe,
Men's shirts, chocolate, candy and soap
Some toys in transshipment, electric equipment,
And coils of the finest hemp rope.
Some pilferage in cases of Chantilly laces,
A carton of damaged canned milk,
A statue for Church, and a long futile search
For the cause of some damage to silk.*

*Some lumber that's green, the worst that I've seen,
Split peas, and some long Chinese hair,
A shipper pernicky, antiques very rickety,
Shoes that I just cannot pair.
Irate consignees, and some maggots in cheese,
Some shrimps for Japan, packed in ice,
Some damage by hurricane, sisal that's wet by rain,
Packet's of damp, swollen rice.*

*There's beetseed that's mildewed, some olive quite ill-hued,
A harp and some motheaten books,
A rug from Damascus, a fake if you ask us,
That's damaged by stevedores' hooks,
A cargo surveyor, a life that is gayer
You really must search hard to find,
With trips out of town that I never turn down
Though a hundred odd jobs fall behind.*

*For the G.A. Adjuster, my forces I muster,
To minimise loss I sweat blood,
I squeeze the last dollar, though retailers holler,
The markets with off grade I flood.
I salvage wet carbon black, poke at a bag that's slack,
Climb over mountains of scrap,*

*I help stow some big sedans, look at some leaking cans,
Finding what caused the mishap.*

*There's heat that's intense, there is smoke that is dense,
And holds that are darksome and deep,
And jobs late at night when it's really a fight
To ward off some much needed sleep.
Now I'm not complaining, I'm merely explaining,
The ins and the outs of my trade,
For take it or leave it, I like it, and believe it,
It's one way of making the grade.*



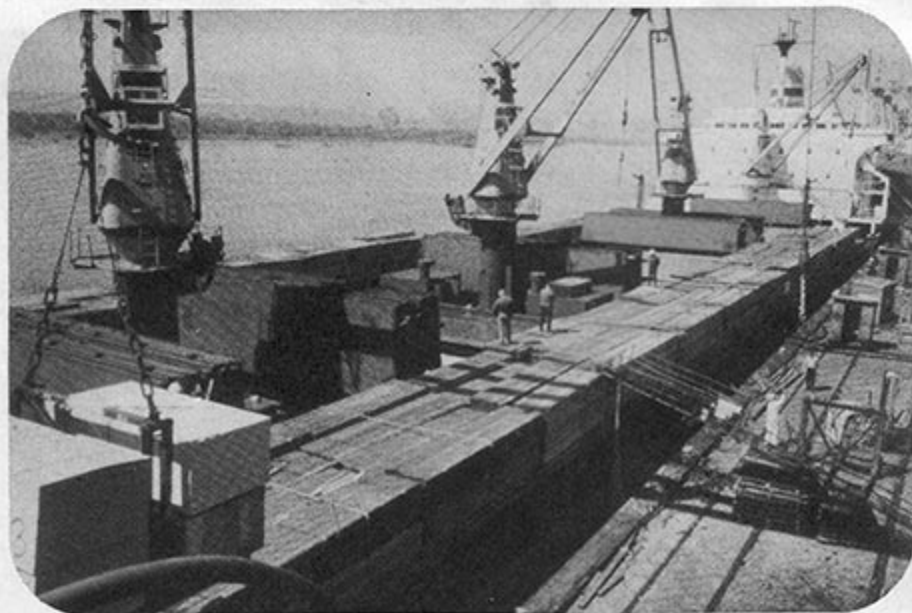
"Ever heard of a loaded deck"?

Toss of a Coin

In recent years our ships have called many times to the ports of Portland and Vancouver, Washington on America's east coast. Looking after our interests in that area is Capt. J. Flanagan who is based at San Francisco further down the coast.

Portland, in the Beaver State of Oregon, is situated at the junction of the Columbia and Willamette Rivers, 110 miles from the Pacific Ocean. It is the tenth largest fresh-water port in the United States and the city was first chartered in 1851 with a population of 821. Two of those early settlers decided to name the city after Portland, Maine rather than Boston, Massachusetts on the toss of a coin.

Today, the port is a very busy terminal, the second largest on the American Pacific Coast and almost twice as much cargo is



Loading timber on the "Irish Pine" at Vancouver, Washington.

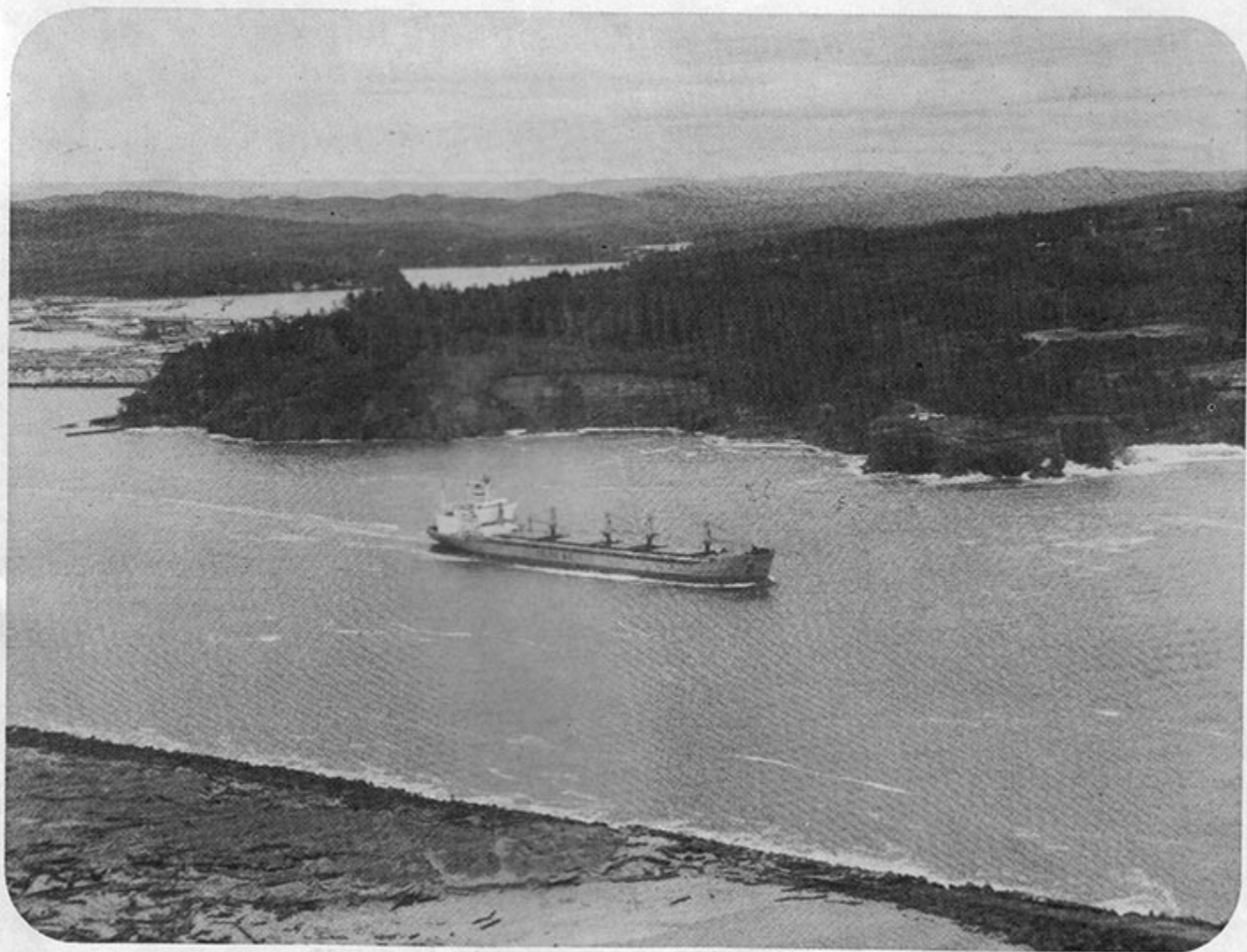
handled at Portland as at the ports of San Francisco and Oakland combined. It is the

natural port terminal for the highly productive Columbia River basin which is rich in forest and agricultural products. This mighty river flows 1,243 miles from its source in the Columbia Lake before entering the Pacific Ocean and passes through the famous Grand Coulee dam in the state of Washington. In 1792, the Columbia River was first discovered and partly explored by Capt. Grey and the subsequent expedition of Lewis and Clark led to the rapid settlement of Oregon in the 1800's. The first cargo of grain to leave the port of Portland for the United Kingdom was shipped on the "Helen Angier" in 1868 and the first lumber shipment from the port left in 1870 for Hong Kong.

On the opposite bank of the



A special presentation was made to the Master of the "Irish Cedar", Captain Sean Gleeson, when the vessel made her first call to Portland. This picture shows from left, Mr. Jim Haynes, Captain Gleeson, the Portland Maritime Queen and Princess, Mr. C. Smith, Port of Portland, and the Chief Engineer of the "Irish Cedar", Mr. Peter Bardon.



The "Irish Pine" is pictured as she gets under way on route from Eureka to Coos Bay.



The Port of Vancouver, Washington, paid special tribute to the "Irish Rowan" on that vessel's first call at the Port. Included in this photograph are Mr. Jim Haynes, Commodore Caird holding special plaque, Mr. A. Turpak, Port Director of Vancouver, Washington, Captain J. Flanagan, I.S.L., and Mr. George Stamp, representative of the Cargo Receivers. Despite their conflicting interests we understand that Captain Flanagan did not break Mr. Stamp's shoulder as this photograph was being taken. We are reliably informed that Mr. Stamp merely suffered minor abrasions.

Columbia River and to the north of Portland is Vancouver, Washington eighty-eight miles up river from the Pacific. This busy trading centre was officially designated a port in 1912 and today it is a thriving terminal for the export of forest products. Other traffic through the port includes motor cars and grain.

Due to changed trading patterns in more recent times, calls at Vancouver, Washington by Celtic Bulk Carriers vessels have been very few, but Portland is still a fairly regular port of call on our ships' itineraries. At Portland, we have been very capably looked after by our good friends at Furness InterOcean Corporation, especially by Mr. Jim Haynes. It is to Jim we owe a word of thanks for the very interesting selection of photographs which appear on

these pages. Let us hope that the tide in world commerce will soon turn and that our friendly links with ports on the Pacific coast will be further strengthened to our mutual advantage.

Conversation Piece



"Don't look now but yer man is taking our photograph".



Captain T. Byrne, Master "Irish Pine", pictured on board the vessel with Mrs. Virginia Haynes, wife of Mr. Jim Haynes.

A.P.T. to speed up cargo handling at Dublin

In recent times the increased volume of cargo passing through the Port of Dublin has imposed a severe strain on the available cargo handling facilities. The delays which are caused by lack of more effective equipment has resulted in congestion at the port with consequent inconvenience to shippers, ship-owners and other parties involved.

In an effort to eliminate such delays Associated Port Terminals Ltd. are in the process of introducing four new machines in their stevedoring operations. The first of these, a Hyster Container Handling machine with a 30 tons capacity, was put into service last January. A second such machine will be in service

by mid-July and the two remaining machines will be delivered in mid-August.

The introduction of these container handling units is expected to speed up loading and discharging of vessels at the Port of Dublin by as much as four times the present rate.

Associated Port Terminals is the stevedoring company formed through the link-up of Port Services Ltd. and George Bell (Stevedoring) Ltd.

AMVER Award

On opposite page we reproduce the AMVER Award won by the "Irish Elm" prior to her sale by the Company.



"EVERY DAMN THING IS PLASTIC NOWADAYS."

AMVER



in recognition

of the voluntary and unselfish contribution made
towards improved international maritime safety through support
of the
Automated Mutual-assistance Vessel Rescue (AMVER) System

the COMMANDANT of the
UNITED STATES COAST GUARD

takes great pleasure in recognizing

IRISH ELM/EIWT

of the

IRISH SHIPPING, LTD.

as an outstanding regular AMVER Participant
during 19 78

NINTH CONSECUTIVE AWARD

The value of this participation in terms of potential service to humanity
is incalculable and deserves the highest esteem of the brotherhood of mariners.

Presented:

FIRST day of APRIL 19 79

Commandant
Admiral, U.S. Coast Guard
U.S. Maritime
Search & Rescue Coordinator



FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 6th July, 1979)

m.v. "Irish Pine" – Captain H. Fiddler; Deck Officers, A. Coghlan, S. O'Byrne, G. Burns; Engineering Officers: P. Herlihy, J. Keane, O. Mortimer, P. Gunning, K. Browne, P. Dolan, T. Sweeney; Electrical Engineer: J. Dunphy; Catering Officer: E. Fricker; Radio Officer: Mary Sweeney; Deck Department: P. Garry, J. Gallagher, T. Perle, H. McElwaine, R. De Bruen, J. Macken, M. Boyle, G. Dent, P. Southman, G. Carthy, W. Warren; Catering Department: T. Kelly, F. Garvan, P. Kelly, D. McCormack, J. McGoldrick, M. Jenkins, A. Nugent.

m.v. "Irish Maple" – Captain B. Reilly; Deck Officers: M. Ryan, N. Cummins, F. O. Flynn; Deck Cadets: T. O'Callaghan, Mary Ruddy; Engineering Officers: P. Bardon, A. Curran, D. O'Loughlin, E. McQuillan, F. Hetherington, J. Hoey, P. Curran; Electrical Engineer: Brian Murphy; Catering Officer: J. Rogan; Radio Officer: Mrs. O'Malley; Deck Department: K. O'Malley, P. McDonnell, Jas. Roche, J. Devaney, A. Kelly, J. Greene, J. Beggs, G. Blake, J. Quirke, E. Delahunt, B. Murphy; Catering Department: E. Mulready, K. Taylor, J. Lloyd, M. Mulready, M. Quinn, G. Byrne, A. Fahy.

m.v. "Irish Oak" – Captain M. O'Dwyer; Deck Officers: M. Darcy, P. Hughes, M. Poole; Deck Cadets: N. Devlin, D. Scanlon; Engineering Officers: M. McCann, M. Egan, T. C. Ryan, F. McGarry, D. Potter, D. O'Reilly, M. Keogh; Electrical Engineer: S. Doyle; Catering Officer: J. Doran; Radio Officer: L. O'Carroll; Deck Department: J. Tallon, F. Sweeney, R. Keogh, J. Browne, Jos. Roche, H. Austin, G. Walsh, C. McGrath, A. Ward, M. Rice; Catering Department: P. Codd, E. Farrell, Jos. Egan, M. Clarke, C. Duggan, P. Wade, M. Tucker.

m.v. "Irish Larch" – Captain M. Carey; Deck Officers: M. Purcell, D. Dignam, D. Meagher; Deck Cadets: M. Keatinge, N. Cantwell; Engineering Officers: R. Tennent, F. Murphy, B. McGinley, J. O'Reilly, P. Laracy, G. Osborne, T. Fenlon; Engineer Cadet: W. Delaney; Electrical Engineer: E. Walsh; Catering Officer: H. Bond; Radio Officer: T. J. Lynch; Deck Department: O. McGrath, J. Whelan, J. Farrelly, J. Browne, W. Revington, A. Graham, R. Clarke, P. Kelly, J. McGran, P. Coleman, S. Dunne; Catering Department: A. Rourke, A. Gavin, E. Byrne, G. O'Toole, A. Smith, E. Egan, J. Redmond.

m.v. "Irish Rowan" – Captain M. McMahan; Deck Officers: P. Miley, T. Sarsfield, G. Farrell; Deck Cadet: A. Duffy; Engineering Officers: J. Reynolds, D. Gerety, N. Mahon, B. Kelleher, T. Taylor, W. Leahy, T. Furlong; Electrical Engineer: J. Grace; Catering Officer: B. Dorgan; Radio Officer: M. McAleer; Deck Department: R. Nugent, P. White, N. Murrells, K. Doherty, W. Love, C. Glavin, V. Keenan, A. Blake, J. Grace, T. Kelly, M. Taylor; Catering Department: C. Fullam, P. Moran, J. Buggy, V. Pidgeon, L. McKenna, K. Keogh, T. Maguire.

m.v. "Irish Cedar" – Captain J. Caird; Deck Officers: P. Kehoe, B. Kinch, T. McMahan; Deck Cadets: F. Britton, J. Hobbs; Engineering Officers: M. Curley, D. Walsh, J. J. Cummins, C. McIntyre, N. Wright, M. Keegan; Engineer Cadets: P. Kealy, P. Bowring; Electrical Engineer: H. Stears; Catering Officer: E. Murphy; Radio Officer: J. C. Kelly; Deck Department: T. Hughes, P. Fennell, T. Norris, M. O'Malley, A. McDonnell, M. Duffy, D. O'Donnell, B. Lattimore, P. Fay, A. O'Connor; Catering Department: W. Richardson, A. McDonald, A. Boyle, I. Woods,

N. McGirr, J. Egan-Kearns, E. Conran.

"Daunt Rock" – Captain B. Kehoe; Deck Officer: B. Byrne; Deck Cadet: N. Myles; Engineering Officers: M. Scully, C. Quinn; Deck Department: F. O'Connell, T. Ryan, J. Morey; Cook/Steward: F. Lyons.

"Lough Beltra" – Captain M. McCarthy; Deck Officer: F. Traynor; Engineering Officer: S. Finneran; Cook/Steward: P. McLoughlin.

"Fastnet Rock" – Captain B. Hearne; Deck Officers: H. McGowan, D. Elliott; Engineering Officers: P. Morris, O. Mullins; Deck Department: V. Beech, M. Bonnie, P. Taaffe; Cook-Steward: T. Mason.

"Tuskar Rock" – Captain D. Mindow; Deck Officers: D. Leonard, J. Fennessy; Engineering Officers: T. Merrifield, W. O'Donovan; Deck Department: Jas. Murphy, L. Pullen, J. Carey; Cook/Steward: M. Moody.

"Skellig Rock" – Captain G. Kyne; Deck Officer: M. Brennan; Engineering Officers: N. Hayes, B. Kennedy; Deck Department: N. Byrne, P. Murray, T. Fitzgerald; Cook/Steward: U. Maher.

Two in One

Due to the prolonged postal strike which began last February and has continued until early July we have been obliged to combine our Spring and Summer issues of "SIGNAL". We regret the inconvenience caused to readers but we hope that this issue of the magazine will help you to keep up with events which have taken place within the Company over the past six months.