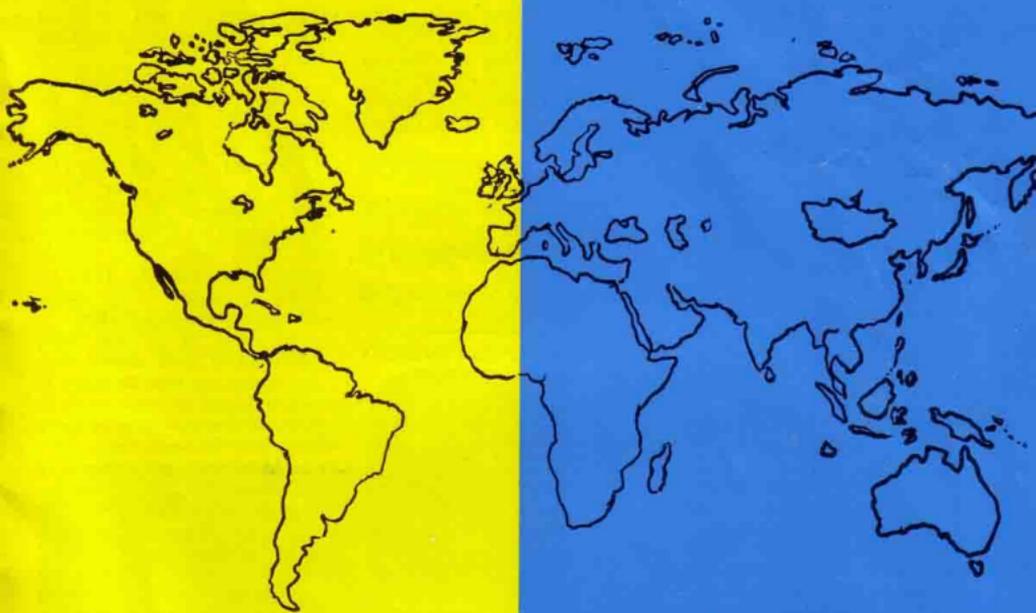


SIGNAL



Deck and Engineering Officers Ashore as at 12th June '80

Masters: G. Kyne, B. Reilly, P. Farnan, T. Hughes, M. McMahan, P. Murphy, A. Coughlan, B. Kehoe.

Chief Officers: P. Murphy, J. Whyte, F. Traynor, M. Kirrane, T. McCarthy, E. Curry, M. Purcell.

Second Officers: J. Fennessy, R. O'Shea, N. Cummins, D. Dignam, J. Flaherty, R. McCabe, M. Butler.

Third Officers: A. Jameson, R. Mullins, G. Burns, D. Meagher, J. Hobbs, D. Devenney.

Chief Engineers: H. Mahon, D. O'Brien, P. Herlihy, D. Gabriel, M. Scully.

Second Engineers: W. Sammon, L. Byrne, J. Keane, F. Brennan.

Third Engineers: T. C. Ryan, M. Flynn, B. Kelleher, G. O'Brien.

Asst. Engineers: B. Kennedy, O. Mullins.

Fourth Engineers: T. Furlong, J. O'Flaherty, T. Kennedy, F. Hetherington.

Junior Engineers: S. Finneran, J. McCooley, T. Fenelon, P. Bowring, M. Keogh, N. Wright, A. Lydon, T. Taylor, B. Desmond.

Electrical Engineers: S. Doyle, M. Kelly, E. Walsh, T. White.

Catering Officers: E. Murphy, T. O'Connell, J. Rogan, H. Bond.

Deck Cadets: B. Briscoe, N. Cantwell, F. Hogan, M. Keatinge, P. Reid, M. Ruddy, O. Walsh, D. Whelan, J. Whelan, J. O'Shea.

his Mate's Foreign-going Certificate.

To **P. Cafferky** on obtaining his Second Mate's Foreign-going Certificate.

To **S. Myles** on obtaining his Second Mate's Foreign-going Certificate.

To **A. Jameson** on obtaining his Second Mate's Foreign-going Certificate.

To **F. Britton** on obtaining his Second Mate's Foreign-going Certificate.

To **A. Kingston** on obtaining his Second Mate's Foreign-going Certificate.

To **D. Whelan** on obtaining his Second Mate's Foreign-going Certificate.

To **T. O'Callaghan** on obtaining his Second Mate's Foreign-going Certificate.

To **E. Kealy** on obtaining his First Class Motor Certificate.

To **P. Dowling** on obtaining his First Class Motor Certificate.

To **P. Dowling** on obtaining his First Class Motor Certificate.

To **D. O'Connor** on obtaining his Second Class Motor Certificate.

To **M. Dolan** on obtaining his Chief Cook's Certificate.

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

To **J. Morey** on obtaining his E.D.H. Certificate.

To **J. Carey** on obtaining his E.D.H. Certificate.

Long Service Award



Mr. Jack Rogan, Catering Officer, receiving his 21 years' service award, a gold watch, from Mr. W. A. O'Neill with Personnel Manager, Mr. D. O'Neill, looking on.

Le Gach Dea Ghuí

In December his colleagues at Head Office wished Joe Molloy long life and good health on the occasion of his retirement from the Company.

Joe joined Irish Shipping Ltd. in 1947 and was for many years Cashier. During this time he became well-known to his seagoing colleagues as well as to our shore staffs. Joe's interest in people manifested itself in various ways and his concern to ensure that dependents of seamen received their allotments on the due date was characteristic of him. During his early years with Irish Shipping, Joe pursued a course in Social Science at the end of which he not only gained his Diploma but was awarded a gold medal on taking first place in his final examinations.

During this period also he was very much involved in the payment of checkers at our Dock Office and there he also earned the respect of all with whom he came in contact. Later, when Joe transferred to Personnel Department his deep interest in his fellow-men stood him in good stead and, as ever, he made a success of all duties which were entrusted to him.

To those of us who were privileged to work closely with Joe during the time he spent in Irish Shipping we have come to admire his unswerving integrity and his self-sacrificing diligence in the performance of his various duties. Above all, we have come to appreciate his loyalty to the highest principles whatever the consequences. His colleagues in Irish Shipping will treasure the sincere and lasting friendship of Joe Molloy and on their behalf we offer Joe and his wife, Claire, our very best wishes for their good health and happiness in the days ahead.

Congratulations

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

To **C. T. Sarsfield** on obtaining his Mate's Foreign-going Certificate.

To **J. Bourke** on obtaining his Mate's Foreign-going Certificate.

To **D. Dignam** on obtaining

Cadet of the Year Award

Our congratulations to Aedan Jameson on his selection as Cadet of the Year for 1979.

Aedan, who lives at Howth, Co. Dublin, was educated at St. Gerard's School, Bray; Glenstal Abbey School, Limerick; Benedictine Abbey in Austria and at Trinity College, Dublin. His father is very well-known in Dublin shipping circles and he has two younger brothers. He has had sea service on the "Irish Maple", "Irish Star", "Irish Rowan" and was promoted Third Officer on the "Irish Maple" in March of this year. In addition to his E.D.H. Certificate and those for Lifeboat, Radar Observer, as well as for First Aid at Sea, Navigational Aids, Radio Telephone, Sea Survival and Fire Fighting, Aedan has passed the Ordinary National Certificate in Nautical Studies as well as the Department of Trade Second Mate's Certificate. He has received excellent reports from his commanding officers at sea and from his tutors at the School of Maritime Studies in Plymouth where he won the Cazer Irvine prize for seamanship during phase three of his training.

Cadet Jameson was

presented with his award, an inscribed sextant, by Mr. P. W. Redmond, Joint Managing Director of the Insurance Corporation of Ireland who sponsor this annual prize. Speaking at the presentation ceremony, Mr. Redmond congratulated the Cadet of the Year and paid tribute to the high standard attained by the winners of these awards since they were first introduced. Mr. Redmond also paid tribute to Irish Shipping for providing opportunities enabling young men to embark on worthwhile careers at sea. Cadet Jameson replied and thanked both the Insurance Corporation of Ireland and Irish Shipping, in particular Captain Michael Langran and Mr. Tom O'Driscoll for the assistance they had given him so far in his career.

Mr. W. A. O'Neill, Director and General Manager, Irish Shipping also spoke congratulating the award winner and paying tribute to the Insurance Corporation of Ireland for making this much sought-after award available to the navigating cadets.

Captain Michael Langran, Personnel Superintendent, add-

ed his congratulations to the winner and referred to the very high standards which Irish Shipping cadets had achieved amongst their fellow students at Plymouth School of Maritime Studies. He also pointed out that almost all of the previous award winners had distinguished themselves as ship's officers and masters and in particular most of them had remained to serve on Irish ships.

"Maple" Sports Stars

In the football section of the International Seafarers' Sports Week held in London in May, the "Maple" team finished in top place. There were teams from Germany, Norway, Brazil, Russia and Spain taking part. In their three games the "Maple" players scored 14 goals and only conceded three goals. Surely a great performance.

In the 4 x 100 metres relay the "Maple" runners finished fifth out of 12 teams and in the overall result the "Irish Maple" were placed ninth out of 19 teams. Altogether 26 ships and 15 nations took part in the various competitions.

Cork Dates

There will be another Seafarers Sports Week in Cork from 8th September to 14th September, 1980.

Cadet of the Year, Aedan Jameson, with his parents and Insurance Corporation of Ireland Joint Managing Director, Mr. P. W. Redmond, after the presentation.



Cadet of the Year, Aedan Jameson, with his parents and Insurance Corporation of Ireland Joint Managing Director, Mr. P. W. Redmond, after the presentation.

VICTIMS OF WAR

Among captured German records of the war time period there are two concise and coldly descriptive entries relating to the final moments of the first "Irish Pine" and "Irish Oak". The first entry shows that the ill-fated "Irish Pine" was sunk by the submarine U 608 under the command of Captain Rolf Struckmeyer in the approximate position of 42.45N, 58.00W. She was sunk at 0014 (central European time) on 16th. November, 1942 with a second torpedo – the first one having missed. Zone time would put her sinking to 15th November. She was hit aft and sank stern-first within three minutes.

The entry relating to the "Irish Oak" indicates that she was sunk by the vessel U 607 under the command of Oberleutnant zur See Wolf Jeschonnek on 15th May, 1943, in position 47.51N 23.53W. The U 607 fired two torpedoes and the ship was hit below the bridge. She settled in the water but did not sink. Then U 607 fired a third torpedo which struck below the funnel and within a few minutes the "Irish Oak" went down. Thus ended the careers of two vessels chartered from the United States government by Irish Shipping Ltd. in 1941.

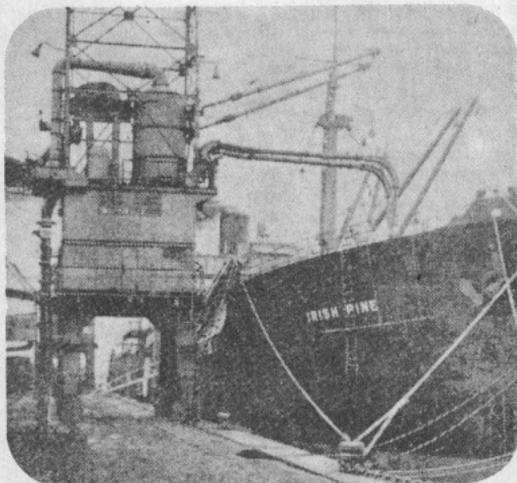
Later in the continuing war situation the Irish government made further approaches to the United States endeavouring to obtain additional merchant ships for the Irish fleet. In response to these approaches the American Ambassador to Ireland, Mr. David Gray, sent a note to the Irish Minister for External Affairs complaining that Irish merchant ships were easy targets for the Axis naval vessels because they sailed out of convoy under the Irish flag bearing distinctive neutral markings and fully lighted at night. Mr. Gray also referred to the fact that the Irish Government had made no formal protest to the German authorities following the sinking of the "Irish Oak". "The loss of the West Hematite (Irish Pine) and the West Neris (Irish Oak)",

said Mr. Gray, "has harmed not only Ireland but the United States to whom those vessels belonged, and the whole United Nations' war effort". In reply Mr. Robert Brennan, Irish Minister in Washington, pointed out that there was no information as to how the "Irish Pine" was lost

and although the "Irish Oak" was torpedoed, members of the crew had not been able to identify the nationality of the submarine which fired the torpedo. Consequently it was not possible to make a justifiable protest to Germany over these sinkings.

"Irish Pine"

The West Hematite was built by J. F. Duthrie of Seattle in 1919. She was a vessel of 8,556 deadweight tons and had an overall length of 409 feet 7 inches. Her breadth was 54 feet 2 inches and her depth was 7 feet 7 inches. Originally it was intended to purchase both the West Hematite and the West Neris but the United States Maritime Commission advised Irish Shipping through the Irish Minister at Washington that they were not in a position to sell the vessels but were prepared to charter through United States Lines. The "Irish Pine" was chartered at £3,251 per month from September 1941 and the vessel was delivered to the Company at New Orleans on 8th September, 1941. A. K. Miller and Company represented Irish Shipping Ltd. at the port of New Orleans and despite their best efforts the vessel did not finally sail from that port until 23rd October when she left for St. John, New Brunswick. She loaded 6,522 tons of wheat with which she eventually arrived in Dublin on 11th December, 1941 to complete her first voyage for the Company. After discharge of her cargo she sailed for Belfast on 31st December having been



The "Irish Pine" seen here unloading grain at Dublin.



The first "Irish Pine"

held up by fog, she arrived in Belfast on 1st January, 1942 where it was discovered that her refrigerating plant was out of order. The Belfast authorities also considered that the vessel's black-out equipment was inadequate to meet local requirements and when the vessel eventually sailed from Belfast on 22nd January she was forced to return again because of trouble with the main feed pump. Eventually the vessel did not sail from Belfast until 1st February for St. John. It is of interest to recall that the Master of the "Irish Pine" on her maiden trip was a Belfast man, Captain F. C. Dick.

On her second voyage for the Company the vessel brought grain from St. John to Foynes and completed subsequent voyages to Halifax where she loaded grain for Cork, Limerick and Dublin.

During this period Captain Matthew O'Neill, brother of the late Captain John O'Neill, formerly Joint General Manager of Irish Shipping Ltd., took over command of the vessel. Captain Matthew O'Neill had served with the Reardon Smith Line for twenty one years prior to joining

Irish Shipping Ltd. He had previously held command of the "Jersey City" and "Bradfyne", and as a teenager he was serving as a boy on the Wexford Schooner, "Nanny Wignall", with his father, also Captain Matthew O'Neill, when she was attacked and sunk by gunfire from a submarine outside the Wexford Bar.

Atlantic Rescue

While the "Irish Pine" was on passage from Halifax to Dublin after taking on bunkers in Boston the ship was involved in the rescue of members of the crew of the British vessel, m.v. "Richmond Castle". The latter ship had been torpedoed off the south coast of Ireland when the "Irish Pine" came upon a boat filled with survivors from the sunken vessel and took them on board in very heavy weather. The "Irish Pine" subsequently landed the rescued seamen at Kilrush. Later, as a gesture of gratitude, Captain Matthew O'Neill was presented with a silver salver by the members of the "Richmond Castle" crew.

For her final voyage the "Irish Pine" was chartered by W. & H.

M. Goulding Ltd. to load a cargo of rock phosphate at Tampa for Dublin. The "Pine" sailed from Dublin on 29th October, 1942, for Boston where she was to have her tanks attended to. She would then proceed to Tampa to load her cargo before proceeding to Norfolk or some other suitable bunkering port to take on sufficient bunkers for the voyage home.

In a telegram dated 11th November, 1942, the managers of the "Irish Pine", Limerick Steamship Company Ltd., advised the agents at the port of Tampa, H.W. Brandon & Co. that both the "Irish Pine" and "Irish Oak" would be due at that port about 23rd. November and in a further telegram to Boston agents, Furness Withy & Co. Ltd., Limerick Steamship expressed anxiety that there was no news of the vessel. Subsequent exchanges of telegrams brought no further news of the missing vessel and on 4th December, 1942, Limerick Steamship wrote to the vessel's charterers, W. & H. M. Goulding Ltd. stating that the vessel was considerably overdue and as there was no news of her she

had to be presumed lost. For security reasons during that period ships' names did not appear either in letters or in telegrams were identified by the names of their masters. In a letter from Furness Withy of Boston, dated 28th December and addressed to Limerick Steamship Co. Ltd., the final paragraph states "with regard to O'Neill, we regret that we have received absolutely no further information". Thus ended in most tragic fashion the story of the first "Irish Pine".

No Beauty

In a reference to the ship, "West Hematite", a writer on shipping affairs of the time says of the vessel "she was built as part of the huge war time programme of merchant ships ordered by the United States after that country's entry into the first world war. However, she was not completed until after the hostilities had ended. She was a single screw ship, using steam from dual purpose boilers and she had a speed of 10 knots.

For a time she was operated by the United States Shipping Board and then by the Oriole Lines, under whose flag she frequently traded to Great Britain and, indeed, called occasionally at Irish ports. She was laid up for a time after the banning of American ships from the European war zone in 1940 until she was handed over on charter to Irish Shipping Ltd. in September, 1941.

In appearance she was strictly utilitarian so she was no beauty, but she did have a useful career in the United States Merchant Marine until the advent of the second world war".

Crew of "Irish Pine"

Master: Captain Matthew O'Neill, Maudlinstown, Wexford.

First Mate: Joseph O'Connor, 91 Oxmantown Road, Dublin.

Second Mate: A. Hartnett



This old photograph shows two crew members of the ill-fated "Irish Pine" on board the trawler "Father O'Flynn" prior to joining the Irish Shipping vessel. They are Kevin Cashin and Fred Cowzer. We are indebted to the relatives of Fred Cowzer for this photograph.

(native of Youghal) 99 Lower Rd., Cork.

Third Mate: W. J. Connolly, 18 Lower O'Connell St., Kinsale.

Chief Engineer: G. K. O'Brien, 3 West Beach, Cobh, Co. Cork.

Second Engineer: J. O'Connell, 26 Parnell Place, Cork.

Third Engineer: M. Cusack, Glenview Avenue, Farranshone, Limerick.

Fourth Engineer: P. Cleary, St. John's Rd., Wexford.

First Radio Officer: Thomas Daly, 15 Niall St.,

North Circular Rd., Dublin.

Second Radio Officer: R. J. Creighton, 25, Wellington St., Portobello, Edinburgh.

Bosun: Stephen Smith, Wellington Place, Wexford.

Carpenter: Patrick Bent, Burne's Lane, Wexford.

A.B.'s: Richard Talbot, 34R Pearse House, Dublin; A. Tobin, 2, Broad Lane, Limerick; P. Sheehan (native of Kinsale), 42 James's St., Dublin; M. Flynn, Mount Kennet Cottages, Windmill St., Limerick; J. Conway, 3, Lealand Place, North Wall, Dublin; Fred Cowzer, 11B

Boyne Street, Dublin; P. Fanning, Clogherhead, Co. Louth.

Ordinary Seamen: E. Donagh, 12, Grattan Terrace, Galway; K. Cashin, 45, Hardwicke St., Dublin.

Firemen: T. Murphy, 1, Carroll's Road, Limerick; F. Tracey, 2, Mount Kennet Cottages, Limerick; A. Ryan, 28, Charlotte Quay, Limerick.

Donkeyman: John Nolan, 57, Marino Green, Fairview, Dublin.

Greasers: H. Ward, Eblana Villas, Grand Canal St., Dublin; M. Dooley, 1, Windmill St., Limerick; J. McCarthy, Bandon Rd., Kinsale.

Steward: P. Cusack, 105, Evergreen Rd., Cork.

Assistant Steward: M. O'Callaghan, 22, St. Patrick's Quay, Cork.

Cook: J. Duffy, 14 Haroldville Ave., Rialto, Dublin.

Assistant Cook: H. Young, Rosbrien Rd., Limerick.

Cabin Boy: T. Donohoe, 5, Newbridge Drive, Sandymount, Dublin.

Youngest crew member was E. Donagh, 18 years old and R. Creighton, F. Cowzer, H. Young and T. Donohoe were only 20 years old when their ship was sunk.



Richard Talbot, A.B.



T. Daly,
Radio Officer.



S. Smith, Bosun.



T. O'Donoghue, Cabin Boy.



John Nolan (left) Donkeyman,
and P. Sheeran, A.B.



Patrick Bent, Carpenter.

War Time Fleet: No. 8

"IRISH OAK"

This vessel which was chartered at the same time as the "Irish Pine" was also built in 1919, by the South Western Shipbuilding Company of San Pedro, California. She had a deadweight of 8,542 tons and her overall length was 410 ft. 5 ins. She had a breadth of 54 ft. 3 ins. and a depth of 27 ft. 2 ins. Although negotiations for the purchase of this vessel were begun in June, 1941, the contract for the charter of the vessel was not concluded until three months later. Charter hire was fixed at £3,245 per month and the vessel eventually sailed from New Orleans on 30th September, 1941 for St. John, where she loaded a cargo of grain.

She sailed from St. John on 1st November, but with disabled engines she had to be assisted back to St. John's, Newfoundland for extensive repairs.

The port of St. John's was very congested at that particular time and despite the intervention of the Irish Consul General at New York it was not found possible to

expedite the completion of repairs. As it was indicated that the vessel might be held up indefinitely the suggestion was made that the vessel should be towed to another American port. The Board of Irish Shipping were in favour of towing the vessel to Dublin but the U.S. Maritime Commission, as owners and underwriters, were opposed to this proposal and eventually arrangements were made for the towing of the vessel from St. John's to Boston.

The ship left St. John's on 23rd April, 1942, and repairs were put in hand by the Bethlehem Steel Corporation at Boston from which port she eventually sailed on 16th June. Bad luck, however, forced the "Irish Oak" to return for further repairs and the vessel finally

sailed on 20th June. She docked at Dublin on 6th July. On her next voyage, the "Oak" sailed from Dublin on 16th July and arrived in Glasgow on 18th July, some twelve hours late as she had to reduce speed to 5 knots. She drydocked in Glasgow on 20th, July and did not sail until 24th July when she left for Halifax where she arrived on 1st August to load grain for Cork. The vessel made subsequent voyages to Halifax, Tampa and Philadelphia before her final voyage which ended as reported in the war records of the German Naval authorities already quoted.

Captain M. Moran

On her third voyage for the Company, the "Irish Oak" arrived at Dublin on Sunday, 18th October, 1942. On the following day her Master, Captain Matthew Moran of Wexford, was returning to the vessel after concluding some business ashore when he tripped on the gangway and fell on the quay wall sustaining serious head and rib injuries. He was taken to Jervis St. Hospital where he

remained in a critical condition for four days before he finally succumbed to his injuries.



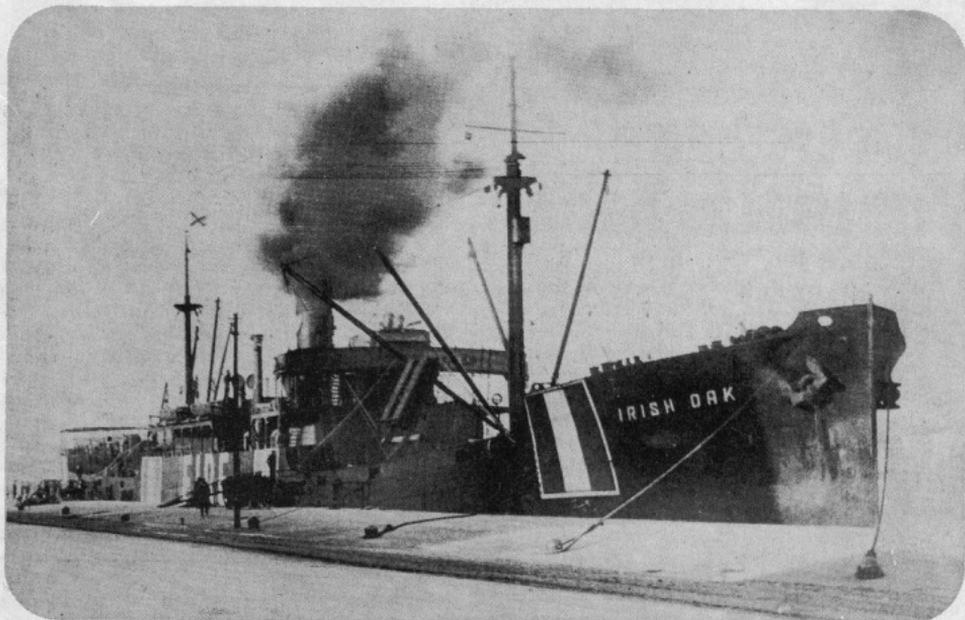
Mr. DeValera chatting with Captain Moran on the "Irish Oak" when the former Taoiseach visited the vessel at Cork dockyard in September 1942.

Captain Moran had a long and distinguished seafaring career. After leaving school, Captain Moran served his apprenticeship on sailing vessels owned and operated by Captain Codd of Wexford, and afterwards joined the Constantine Line of Middlesbrough. He served on this Company's vessels for the greater part of his

career and became senior Master with them. He had wide experience of deep-sea shipping and held the highest qualifications available to his profession, having achieved extra Master's Foreign-going Certificates for both sail and steam. In the mid 1930's, Captain Moran returned to his native country joining the Wexford Steamship Company Ltd. and serving as Master on that Company's vessels "Menapia", "Edenvale" and "Kerlogue".

When Irish Shipping Ltd. was established in 1941, Captain Moran became one of the first men selected to command a Company vessel and it was he who took over the "Irish Poplar", the Company's first vessel, at Lisbon before subsequently becoming Master of the "Irish Oak".

Captain Moran was a member of a great seafaring family, his father, Captain James Moran, also lost his life in the shipping service, when, as Master of the first Palgrave Murphy vessel "City of Bristol" that vessel was lost with all



HOME SWEET HOME



Members of the crew of the torpedoed "Irish Oak" pictured on arrival at Dublin following their rescue by the "Irish Plane", (L. to R.): C. Greene, P. Kelly, T. Kearney, J. Kenny, N. Rickard, T. Deevy, J. Clarke, J. Downes and T. Byrne.

hands off the Cornish Coast.

The late Captain Moran was a cousin to Captains John, Matthew and Richard O'Neill of Wexford, all of whom were very prominent in the early days of Irish Shipping. On the death of Captain Moran the "Irish Oak" came under the command of Captain Eric Jones, who had formerly served with both Limerick Steamship Co. and Staffords of Wexford. The vessel arrived at Boston on 13th. November, 1942 where she took on bunkers before proceeding to Tampa to load a cargo of phosphate for Cork. She arrived in Cork on 10th January and completed discharge at Dublin on 28th January, 1943, sailing from there via Liverpool to Philadelphia.

Having arrived from Liverpool at Philadelphia on 1st February 1943 the vessel loaded bunkers before sailing for Tampa where she berthed on the afternoon of 10th. March, and spent five days discharging ballast. She commenced loading cargo on St. Patrick's day and after loading

bunkers and having minor engine room repairs and major boiler tube repairs completed she sailed on 25th April, 1943 at 1.00 p.m. She had on board 6,526 tons of phosphate rock for her charterers, W.& H.M. Goulding Ltd., of Dublin.

On 20th May, 1943, the following statement was issued by Irish Shipping Ltd. "according to the report made by the Master of the S.S. "Irish Oak" his vessel was torpedoed without warning in the position latitude 47.51N longitude 25.53W. at 8.40 a.m. on the morning of 15th May.

The first torpedo fired struck the vessel forward on the port side. After the crew had taken to the boats, a second torpedo struck the vessel which finally sank at 10.00 a.m.

The weather was fine and clear at the time of the attack with good conditions of visibility. The submarine responsible for the attack was not seen by any member of the crew and therefore could not be definitely identified. The crew of the "Irish

Oak" were picked up by the "Irish Plane" at 6.00 p.m. on 15th instant and were landed at Cobh on Wednesday.

Master of the "Irish Plane" at that time was Captain W.J. Henderson of Islandmagee, Co. Antrim and her Chief Engineer was Mr. N. J. Healy, whose name was inadvertently omitted from the article of that vessel published in the last issue of "Signal".

The crew of the "Irish Oak" arrived in Dublin on 21st May and were entertained to lunch on 24th May by the Lord Mayor of Dublin at Leinster House. The Master of the "Irish Oak", Captain Eric S. Jones received a telegram from the Lord Mayor congratulating himself and his crew on their safe return and inviting them to lunch in the following terms "Hearty congratulations to self and crew on safe return. Come over when sun is over foreyard. We will splice the main brace". As a result of the suggestions made in the course of a Dail debate on the sinking of the "Irish Oak" the

Crew of "Irish Oak"

Master: Captain Eric S. Jones, a Welshman, of 59 South Circular Road, Dublin.

First Mate: J. P. Kelly, Belmont Avenue, Donnybrook, Dublin.

Second Mate: T. Donohue, 6 South Terrace, Dunganarun.

Third Mate: Thomas Dunne, 15 Tuskar More Terrace, Rosslare Harbour.

Carpenter: Thomas Kearney, 135 Church Road, East Wall, Dublin.

A.B.'s: J. Sweeney, Fethard, Co. Wexford; T. Byrne, 34 Margaret Place, Bath Avenue, Dublin; J. Downes, Fethard Co. Wexford; C. Greene, 3 St. Helen's Villas, Booterstown, Dublin; P. Kelly, Strand St., Clogherhead, Co. Louth; Nicholas Rickard, 47 St. Peter's Terrace, Howth.

Ordinary Seamen: Thomas Deevy, 44 Pembroke Cottages, Ringsend, Dublin; J. Behan, 28 O'Curry Place, Limerick.

Chief Engineer: Eric Evans (native of Cardiff), 96 Merton Drive, Ranelagh, Dublin.

Second Engineer: L. Worsley (native of South Shields), 2 Barrack Hill, Limerick.

Third Engineer: J. Pollock,

60 Waukmill Avenue, Barhead, Glasgow.

Fourth Engineer: A. J. O'Mahony, 2 Railway St., Passage West, Co. Cork.

Donkey Man: William Barry, 11 Lealand Place, North Wall, Dublin.

Greasers: Peter Askins, 17 Russell Avenue, East Wall, Dublin; William Mates (native of Wicklow), 18 Ben Madigan Road, Crumlin, Dublin; J. Jenkins, 3 Barrett St., Dun Laoghaire, Co. Dublin.

Firemen: J. Kenny, 23A Pearse House, Pearse St., Dublin; J. Kelly, 4 Margaret Place, Cork; J. Cunningham, 81 West Road, East Wall, Dublin.

Chief Steward: George Kerr (native of Scotland), 11 Eden Quay, Dublin.

Assistant Steward: B. Seymour, 33 Richmond Rd., Drumcondra, Dublin.

Ship's Cook: P. Farrelly, Ballinamore, Co. Leitrim.

Assistant Cook: James O'Hara, 244 Merrion Rd., Dublin.

Mess Room Boy: John Clarke, 19 Pigeon Road, Dublin.

First Radio Officer: J. J. Burke, 29 Cross St., New Ross, Co. Wexford.

Second Radio Officer: E. F. Whyte, 113 Sunday's Well, Cork.

Sailor: James Cullen, 52 Ocham St., Dublin; John Deevy, 44 Pembroke Cottages, Ringsend, Dublin.

Youngest member of the crew was John Clarke of Pigeon Rd., Dublin who was only 17 years old at the time of the sinking. Mr. Clarke remained engaged in seafaring until the early 1950's when he came ashore to take up a position with Guinness and is still with the Dublin brewery.

Condolence

We extend our sympathy to **Michael Stynes** of Head Office on the death of his father. Sympathy is also extended to **Elizabeth Betts** of Agency Division whose father died suddenly on 12th June.

Wedding Bells

Congratulations to **Owen O'Connor** and **Paul McPartlan** of Agency Division who were married last March. Best wishes to Owen and his bride Elizabeth and to Paul and Geraldine for their future happiness.

MATERIALS HANDLING



Group photographed at a recent press conference to announce details of a new company formed by Hendrons to cater for materials handling interests. The new firm, to be known as Hendrons Materials Handling Limited, has obtained a franchise for the complete product range of the Lansing Group and the Henley Diesel forklift truck company. In our picture are: Gerry Cronin, Engineer Superintendent I.S.L.; Kevin Sheran, Director, Hendrons Materials Handling Limited; M. J. Fitzsimons, Operations Manager, Associated Port Terminals, and Jimmy Grey, Shipping Manager, Irish Sugar Company.

Company considered it necessary to issue the following statement. "In the course of a debate in Dail Eireann on Wednesday, May 26th., it was asked whether before the S.S. "Irish Oak" was sunk any information had been conveyed to a British convoy that a submarine had been sighted. The company states in the most explicit manner that there is no foundation whatever for the suggestion contained in the question. No such message was sent.

The Company deprecates any suggestion that any officer or member of the crew of one of the Company's ships would be guilty of conduct involving the safety of the ship and imperilling the lives of its crew".

Prize winning plaque unveiled



Pictured at the National Maritime Museum in Dun Laoghaire on the occasion of the special celebrations to mark the Museum's achievement in gaining a Museum of the Year Award. (L. to R.): Mrs. Stella Archer, Secretary, Museum Committee; Colonel Tony Lawlor, President of the Maritime Institute of Ireland, and Mr. Ken Hudson, Member of the Judging Committee of the European Museum of the Year Awards.

On Thursday, 20th March in the National Maritime Museum of Ireland, Dun Laoghaire, Co. Dublin, Colonel Tony Lawlor, President of the Maritime Institute, unveiled the "specially commended" plaque, won by the museum at the recent European Museum of the Year Awards, which took place in Brussels during February.

The National Maritime Museum of Ireland, which is operated on a voluntary basis by members of the Maritime Institute obtained the award in competition with 14 other museums in Europe. This is the first time that a museum in Ireland has figured in the awards and is also the first time that a Maritime Museum anywhere has been honoured since these European Museum Awards were started three years ago.

At present the museum is engaged in a fund raising operation to raise £25,000 to carry out essential repairs to the roof of the building, the former Mariner's Church, which was acquired by the Institute in 1974 from the Church of Ireland with the help of a £20,000 grant from Irish Shipping Ltd.

The Museum will re-open on 14th June for the summer

season.

Speaking at the unveiling ceremony, Col. Lawlor said:

"Looking seaward is looking onwards. Looking seawards is growing, expanding and seeing beyond the confines of this small island. Looking seawards is a major part of our future.

Perhaps future generations will wonder that it took such an effort to re-establish these simple truths in an island people. Then again, examining history they may not wonder so much. What matters now is our firm determination to take up our birthright, our seaborne heritage, and the benefits, economical historical and cultural that flow from it.

What brings us here this evening is recognition of the great strides that have been made in reawakening the Irish people to their maritime heritage. This, the National Maritime Museum, established as part of the National Maritime Centre, here in Dun Laoghaire, within the past three years, has been honoured as being among the most worthwhile of European museums by virtue of the awarding of this Plaque.

Irish people have sailed the seas since, and even before they

reached this land. Within our veins flows the blood of every seafaring race of western Europe. Only the most dire political and economic circumstances caused a hiatus, a gap, that severed the seaborne ties between us and so many lands to the North, South, West and East. But all that is past. Now the circumstances are right for us to use the seas once again as a means of communication with our neighbours. Development of the seas now spells opportunity for us.

In unveiling this plaque I am very conscious of the great and permanent work undertaken by our first curator, Gordon Reekie who still favours us as an honorary consultant. His work is thankfully, being ably pursued by my long time colleague and associate John Courlander. Special thanks must also be paid to Hal Sisk, Chairman of the Museum Committee and its tireless Secretary, Stella Archer. Also Kevin Crothers and Niall Quinn. These are no idle compliments. As founder and President of the Maritime Institute of Ireland I know that without the efforts of such dedicated people, our maritime reawakening would be greatly retarded; perhaps we would be as backward as when the Institute was founded in 1941.

But what gives me the greatest hope is seeing the younger generation so interested and involved. I extend a special welcome to the Venture and Sea Scouts here this evening. You young people are our real hope; our real future. You are involved with seafaring at an early age. It will not be foreign to you as it was to so many of my generation. It is for these reasons that I am delighted to announce that the Maritime Institute of Ireland will sponsor two young people to sail aboard the sail training ship 'Credine' this season"



Pictured at Rosslare Harbour on their return from a five day familiarization tour of France with I.C.L. and Ferrytours are a group of 40 travel agents from around the country, including Northern Ireland. During the tour, the party visited Ferrytours' Hotels in Brittany, Normandy and Paris as well as Villas in Brittany. They were accompanied by Dave Douglas of I.C.L. and Louis O'Toole and Sandra Sammon of Ferrytours.

Inner City Sailing

In a move to encourage children of Dublin's Inner City to become involved in an activity previously far removed from their normal way of life, Junior Chamber Dublin has undertaken a project entitled Inner City Sailing.

The project entails raising funds to purchase eleven dinghies for youth clubs in the Inner City, which will enable the children to learn to sail and ultimately provide many hours of enjoyment for them.

Irish Continental Line has sponsored one of the dinghies, which was built from a kit by a Youth Club and was launched in May.

Reduced Student fares

Specially reduced fares, starting at £24.50 single, have been introduced for Students and

Youths travelling direct to Europe on the "Saint Patrick" and "Saint Killian".

The student fare, representing a 30% reduction on the standard passenger fare from Rosslare to Cherbourg and Le Havre, includes a berth in a four or six-berth cabin when available.

The offer is open to full-time students between fourteen and thirty years of age who hold an International Student Identity Card and youths under twenty-six years holding a Youth International Educational Exchange or an International Youth Hostel Federation Card.

Students with cars, can avail of a Free Car Offer, before June 20th and after August 31st, when the car is accompanied by four students, or a half fare offer if only accompanied by two or three students.

Student Travel

Last year the number of

schoolchildren taken on educational tours and students going to various corners of Europe via Irish Continental Line was exceptionally high and the trend is expected to continue in 1980.

Irish Continental Line's Student and Youth Fares for 1980 have been introduced for those full-time students between 14 and 30 years of age holding an International Student Identity Card and youths under 26 years holding a Youth International Educational Exchange or International Youth Hostel Federation Card.

On the educational tour side, a total of 7 operators have made their programmes available and bookings are going extremely well already.

New Agents

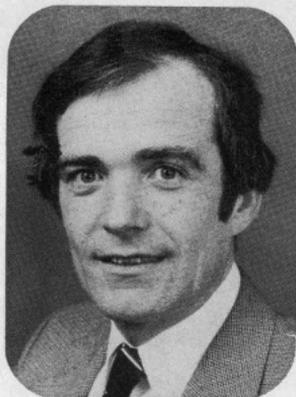
The Company has appointed new General Agents to promote the service in the United States

and in Scandinavia.

In the U.S.A., O'Shea Travel Consultants of Hicksville, New York have replaced Eurotop Tours as Irish Continental Line agent.

F & T Worldwide of Copenhagen have been appointed to handle Irish Continental Line bookings from Denmark, Norway and Sweden.

Ferrytours A.G.M.



Louis O'Toole, who has been appointed General Manager of Ferrytours, the wholly-owned tour operators, subsidiary of I.C.L. Prior to joining Ferrytours, Mr. O'Toole was Hotel Sales Director with the Swan Ryan International Group. At Ferrytours, he will have special responsibility for expanding the self catering holidays market and developing new holiday programmes.

Cherbourg Expo-Nautic 80

A mini-cruise to Cherbourg on the "Saint Patrick" to view the local Boat Show (or Expo-Nautic) at the end of May was offered to boating enthusiasts by Irish Continental Line.

The show, which was held a mere 10 minute walk from the ferry terminal, had over 200 boats on display and was similar to the large Southampton Boat Show in that it was mostly outdoors with many of the exhibits afloat.

There are now 4 Boat Shows held annually in Ireland so the Cherbourg Show attracted a number of interested people to see the latest French and Continental designs.



Up, up and away before leaving for France on the Irish Continental Line ferry to Le Havre is the hot-air balloon of Rockwell College, Cashel, the world's only ballooning school. This is the sole Irish balloon invited to a major international event in Normandy which is being held to celebrate the opening of a special balloon museum at Balleroy.

Special Mini-Cruise Offer

A mini-cruise to Cherbourg and back from £36.50 per person, including a £10 duty free voucher, is currently on offer from I.C.L. for groups and individuals.

The package provides a berth in a 4-berth cabin, up to nine hours ashore in France and the duty free voucher for purchases of liquors and tobacco on the return sailing.

The Mini-Cruise Programme is available on all Rosslare-Cherbourg sailings between March and October 31st next. It is also open to children under 17 years for half fare (but does not include the duty free voucher) and infants travel free.

1980 Brochure Launches

The 1980 brochure and the new 16mm promotional film of the service were well received by members of the Travel Trade at the various launch receptions, particularly in Belfast and Dublin.

Considerable interest was shown at the Belfast function which was well attended by both Trade and Press. Subsequent to this, Irish Continental Line figured prominently in one of the Holiday Features on UTV's "Good Evening Ulster" programme.

Already the amount of publicity for the service this year stands at a very high level.

Funtrek Freewheelers

Irish Continental Line's long association with Funtrek has been further strengthened with the inclusion of the service in the recently introduced "Freewheelers" Holiday Programme.

It is, in fact, very similar to our own "Drive-as-You-Please" motoring holiday idea only it centres around Funtrek's canvas villages across Europe instead of hotels.

Funtrek have permanently sited tents at such places as Amsterdam, Paris, Innsbruck, Heidelberg, Riccione and Corfu. Its "Freewheeler" package includes all the facilities of each Canvas Village, a pre-booked itinerary, all Irish Continental Line arrangements and Holiday Insurance Cover.

With twenty-six Irish tour operators offering a choice of twelve holiday packages on the Continent this year using the Rosslare-Le Havre / Rosslare-Cherbourg car ferry service, I.C.L. has introduced a "Pick-a-Package" brochure for prospective passengers' convenience.

The brochure is in chart form,

Customer Relations



Susan Donovan who has been appointed Customer Relations Assistant with I.C.L., worked previously in the Paris office of Bord Faite for two years. She was conferred with her B.A. Degree at Trinity College in 1977.



Irish Olympic 470 Class contenders, D. O'Keeffe and A. Rumball, continued their campaign with a trip to the Hyeres International Regatta recently and they are pictured here at Rosslare Harbour before boarding the "Saint Patrick" for Le Havre.

highlighting the varied types of holidays offered by each tour operator across ten European countries. It is designed to show the choice available at a glance and save unnecessary brochure hunting.

Holiday arrangements included in "Pick-a-Package" are Villas, Camping, Apartments, Educational Tours, Paris Weekends and Motoring Tours.

A major contract for the shipment of 150 trailer loads of steel from France, weighing over 4,000 tons, has been awarded to Irish Continental Line.

Working in conjunction with Transport J. Rave S.A., one of France's largest freight organisations, I.C.L. will carry an average 3 loads per week for the next year.

The steel will be transported on unaccompanied trailers and is consigned to the Steel Company of Ireland.

Previously, such large loads were carried on conventional lolo ships. It is also the first time Transport J. Rave S.A. have sent shipments to this country.

Changed Sailing Schedule

To cater for increased demand on its Ireland-France ferry service, Irish Continental Line brought forward the date of its daily sailings schedule and enlarged the car deck space on the m.v. "Saint Killian".

The service to Cherbourg and the schedule of daily departures from Ireland and France recommenced on March 14th and will operate through to October 31st. During this period, Irish Continental Line will provide five round sailings to Le Havre and two to Cherbourg each week.

To increase the carrying capacity of the m.v. "Saint Killian" the car ferry drydocked last April to facilitate the addition of special swing decks.

Teachers' Familiarisation Tour

Over 95 teachers from

various parts of the country travelled Irish Continental Line to Le Havre as part of a familiarisation tour organised by Group & Educational Travel.

Once in France, half the party headed for Paris whilst the balance were taken to Belgium.

The exercise was undertaken to further stimulate the idea of educational tours among Irish schools.

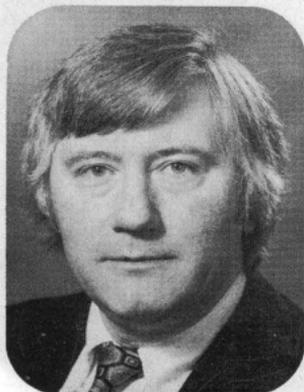
New faces

With the continued expansion of the Irish Continental Line service, so the level of personnel must also expand to cater for the extra demand.

Following shortly after **Tommy Walsh's** appointment as Reservations Supervisor and **Dave O'Leary** as his Assistant, a number of new faces are to be seen at Aston Quay.

We take this opportunity of wishing a belated welcome to **David Douglas**, the new Passenger Sales Representative and to the new members of the Reservations Staff — **Janette Cryan, Philomena Keenan, Mary Gleeson, Eleanor Higgins** and **Liam Doyle**.

Passenger Sales



David Douglas, recently appointed Passenger Sales Representative with I.C.L., who has specific responsibility for servicing travel agents' enquiries and requirements.



Irish Continental Line office staff pictured at Aston Quay (L. to R.): Janette Cryan, Philomena Keenan, Eleanor Higgins, Liam Doyle and Mary Gleeson with the newly appointed Assistant Reservation Supervisor, David O'Leary (seated).

"Irish Greeks"

by Malcolm Cranfield

Whilst this title might refer to an unlikely branch of the "London Greek" shipowning community, what follows is a review of the careers of four sister ships owned by the Irish Shipping Company of Dublin which were sold to the same Greek owners a decade ago and only recently resold.

The class was built by Wm Gray & Co Ltd at Hartlepool between 1956 and 1958 as follows:—

Original Name	Launched	Sold	Renamed	Resold
Irish Larch	October, 1956	1968	<i>Aliakmon Progress</i>	1979
Irish Maple	February, 1957	1968	<i>Aliakmon Pioneer</i>	1979
Irish Alder	September, 1957	1971	<i>Aliakmon Pilot</i>	1977
Irish Ash	January, 1958	1970	<i>Aliakmon Power</i>	1979

They were 15-knot shelterdeck motorships with Doxford engines and five hatches. Their dimensions were 475 ft 11 ins by 61 ft 3 ins and special features included a 35-ton heavy lift derrick and a deep tank facility for liquid cargo. Two steamers were ordered at the same time from the yard of Cammell Laird, Birkenhead, these becoming *Irish Poplar* and *Irish Spruce*, and the six ships represented a significant expansion of the Irish Shipping Company's fleet. USA/Canada to Eire/UK was a common trading area for the series but they voyaged worldwide and this was continued under their ownership by the Almar Shipping Co Ltd of Athens.

Aliakmon Progress was laid up at Piraeus during 1975, and *Aliakmon Power* for much of 1976, but *Aliakmon Pilot* was the first to be sold on her arrival there on 7th March, 1977. Renamed *Attican Unity*, under the Greek flag, she completed only one round voyage from the North Continent to South Africa when she became a total loss in the river Scheldt after fire and explosions on 25th August, 1977. She was beached and later towed to Flushing to discharge what remained of her cargo. From there she was towed to Bremen and delivered to breakers on 22nd March, 1978.

Aliakmon Power and *Aliakmon Progress* sailed from the North Continent early in 1979 for the Far East. Subsequently *Aliakmon Power* was delivered to breakers at Ulsan in South Korea on 20th June, 1979 and *Aliakmon Progress* was also reported sold to Korean breakers. *Aliakmon Pioneer* was sold to Hong Kong interests and renamed *Annoor* under the Panamanian flag, owned by Gryphor Maritime Inc. She is the only surviving member of the class.

(This article is reprinted from SHIPS MONTHLY magazine for March 1980)

First Lady Chairman of Institute Takes Office

Miss Sheila Tyrrell, a member of the well-known Arklow Shipping family, made history recently when she became the first lady to become Chairman of the Irish Branch of the Institute of Chartered Shipbrokers.

The Annual Branch Dinner of the Institute was held in Dublin on Friday night, May 23rd, and Miss Tyrrell, one of the few women shipbrokers in Ireland, was officially welcomed to office by over 50 members of this traditionally male-dominated society.

The principal speaker, Mr. George Hollwey, Chairman and Managing Director of the George Bell Group, congratulated the Institute on its work in raising professional standards and providing training facilities, but went on to draw attention to the urgent need for more co-operation and understanding on the part of everyone in the shipping business to cope with the traumatic changes that are taking place in the shipping industry.

With particular reference to the problems currently facing port labour and port authorities, Mr. Hollwey said:

"We should never underrate the tensions and insecurity



At the annual dinner of the Dublin branch, Institute of Chartered Shipbrokers were (L. to R.): Mr. R. Burke, Mr. G. Hollwey, Miss Sheila Tyrrell, first Lady Chairman of the Institute, and Mr. W. A. O'Neill.

which these changes inevitably generate amongst dock labour, and we must somehow find better ways of communicating the message that jobs depend on facing change and adapting to it in a spirit of co-operation not confrontation.

"To the Port Authorities, we in the shipping fraternity should extend understanding and sympathy for their problems in planning amidst all this uncertainty. If we, as the brokers and agents whose role it is to produce the business that produces their revenue, cannot forecast the future, how much more difficult must it be for them. Part of the answer must be a continuing and growing commitment on the part of everyone in the shipping business to back their judge-

ment of the future with cash or capital commitments to the ports. But, above all, I personally would appeal for more understanding and co-operation on both sides, in solving the very difficult problems that lie ahead. These do not just concern port development and productivity of port labour. These problems appear to be greater at the bigger ports, but there is virtually no port in Ireland that can afford to ignore them. I do believe, however, that if we are all prepared to face them and play our separate parts but working together in constructive co-operation, we shall find the right answers.

"The key must be co-operation, not confrontation".

Directory of Irish Ships published

The first complete directory of Irish merchant shipping since 1954 was launched by the President of the Maritime Institute, Colonel Tony Lawlor, at a reception in Bloom's Hotel, Dublin, on Monday, March 24th.

The directory was compiled by Mr. Terry Conlan, secretary of the Maritime Institute's Merchant Marine Committee and lists over 100 vessels owned or registered in both the Republic and Northern Ireland.

Bulk carriers, car ferries, coasters and tugs are among those listed along with their



Pictured at the reception to mark the launch of the booklet "Ships of Ireland 1980" are (L. to R.): Terry Conlan, author; Captain H. Walsh, President Irish Association of Master Mariners; Col. Tony Lawlor, President of the Maritime Institute of Ireland; Stephen Clery, Chairman, Irish Branch of Chartered Institute of Shipbrokers, and Pat Sweeney, Chairman, Merchant Marine Committee of the Maritime Institute.

owners, date of building, gross tonnage and other information. It is the first register of Irish merchant shipping to be published since the Department of Industry and Commerce published an official handbook in 1954.

The directory has been compiled and published by the Maritime Institute to enable exporters, importers, shipbrokers and others to readily identify Irish vessels and so contribute to the growth and prosperity of the Irish merchant shipping fleet.

The chairman of the Institute's Merchant Marine Committee, Mr. Pat Sweeney, acknowledged the generous sponsorship of Arklow Shipping Limited which covered the costs of printing the directory.

The directory is available from the Maritime Institute, Haigh Terrace, Dun Laoghaire at a cost of 75p. Cash with order.

An Old Master!

On July 10, 1979 the Officer in Charge at the Coast Guard Marine Inspection Office, St. Ignace, Michigan, renewed the licence of Captain Thomas A. Small to serve as "Master of Steam and Motor Vessels of any Gross Tons upon the waters of the Great Lakes; also, First Class Pilot of Steam and Motor Vessels of any Gross Tons upon the Great Lakes their connecting and tributary waters between Gary Duluth and Buffalo". Captain Small is 106 years old.

Captain Small is the oldest person to have been licensed to date in the U.S.A.

The earliest record maintained at U.S. Coast Guard Headquarters for Captain Small concerned a licence issued by the Steamboat Inspection Service of the Department of Commerce and Labour, a predecessor agency to the Coast Guard. That licence was issued at Marquette, Michigan on March 22, 1910 with issue number 14 authorising service at "Master and First Class Pilot of Steam Vessels upon lakes Superior, Michigan, Huron and Erie and connecting and tributary waters between Duluth, Chicago and Buffalo, un-

Congratulations to "Prince Rupert City"



The first vessel to use the newly widened and re-paved quay at the Port of London Authorities multi-user forest product terminal in Tilbury Docks produced a record discharge performance for Reardon Smith Line. The *Prince Rupert City* discharged 7,200 tonnes of North American timber, baled pulp and plywood, using its own Hagglund cranes, in two days – a full day ahead of schedule.

"Not only was this a berth record for us" say Reardon Smiths "we also had our best ever daily tonnage of 4,517 tonnes achieved with four gangs, and our best ever individual gang tonnage of 739 tonnes". This represents a remarkable 50 per cent increase in productivity over the figures for ships handled on No. 34 berth during the last quarter of 1978.

The company had hoped for this sort of performance once the Port of London Authorities £½m-plus redevelopment work on the berth had been com-

pleted. Evidence indicates the previous three licences were for First Class Pilot with initial examination on March 6, 1899.

Captain Small was born in Collingwood, Ontario, Canada, on October 18, 1873. He became a naturalised U.S. citizen on February 17, 1899. His career on the Great Lakes

was helped by a new fleet of 26,000 lb. capacity Henley Hercules fork lift trucks with which PLA has equipped the berth enabling landed cargo to be trucked away quickly to the open storage areas, and to a new 61,940 sq. ft. transit shed. The redesigned 104ft. wide quay gives ample room for unobstructed trucking or cargo from ship side to the three sheds or the vast open storage area.

"I have no doubt that the bonus scheme now in operation at the berth is responsible for the increase in productivity and the creation of a good working atmosphere", said the Reardon Smith spokesman. "With all the new berth improvements I see no reason why productivity should not increase further".

Reardon Smith, who with Irish Shipping Ltd jointly form Celtic Bulk Carriers, have used No. 34 berth, Tilbury Dock, since 1974. They have around 12 ship calls a year with an average discharge of 11,000 tonnes.

began in 1896, when he operated a donkey engine for a predecessor company of the present U.S. Steel fleet.

He is healthy, alert, interested in day to day events, and shakes hands with the strength of a man half his age. (Reprinted from a U.S. Dept. of Transportation publication)

'Follow-the-Fleet' presentations

Prizewinning pupils and their teachers were guests of honour at a special luncheon held in Dublin on 19th May when Assistant Secretary of the Department of Education, Mr. Dick Foley, presented the awards to the successful children. Schools from various parts of Ireland were represented at the gathering and, for the second successive year and for the third time in four years the Dominican Convent Primary School, Dun Laoghaire, captured the overall award, the "Follow-the-Fleet" trophy. The project submitted by the Dun Laoghaire children was based on the Port of Dublin and included the history and development of the port together with maps and drawings of historical interest. The information was presented in a most attractive form and was well researched and documented.

Indeed, the standard overall for this year's competition was higher than in any previous year and class projects from Roscommon, based on the activities of the Irish Shipping fleet together with individual projects from the same school provided very stiff opposition for the eventual winners.

Other outstanding entries were from Presentation Convent, Durrow, who produced an excellent project on Weather Forecasting and its effects on shipping; from Charleville on "The Wealth of the Sea" and Christian Brothers School, New Ross, on "The Watery Planet". A very ingenious model of a fishing port constructed from matchboxes and lollypop sticks by the Dean Kelly School, Athlone, as well as an individual model of the "Irish Larch" by Gearoid O Duibhir, of St. Peter and Paul's School, Clonmel, provided outstanding visual entries.

Amongst the guests were Mr. Michael O'Rourke, of the Department of Tourism and Transport; Col. A. T. Lawlor, President of the Maritime Institute of Ireland; Dr. Jim Crowley, Lecturer in Transport, University College, Dublin (ad-judicator) and representatives of the media.

Mr. O'Neill welcomed the guests and congratulated the award winners on their excellent projects. He paid tribute to the work of teachers in the schools around Ireland without whose assistance, he said, the scheme would not have met with the success it had undoubtedly achieved. Mr. O'Neill paid special tribute to Mrs. Kay

McQuaid of the Dominican Convent, Dun Laoghaire, on the school's magnificent achievement and also made special mention of Individual Award winner, Hilda Deasy, of Ballyheada National School, Co. Cork, who is the third member of the Deasy family from that school to win an Individual Award in "Follow-the-Fleet" competitions.

Mr. O'Neill said that for well over 35 years the Company has been engaged in the educational field as sponsors of scholarship schemes for marine engineers and navigating cadets, and, in the more general educational field, our "Follow-the-Fleet" scheme, which was introduced in 1967 has gained in popularity with each succeeding year. Mr. O'Neill continued: "I think it is a measure of the interest which this scheme has generated amongst young people that we receive an average of one hundred letters each week from schoolchildren all over Ireland seeking information on various aspects of maritime affairs. We are satisfied with the effectiveness of the scheme in achieving the objects for which it was designed".

In an excellent speech, Mr. Dick Foley, Assistant Secretary in the Department of Education, outlined the advantages which the "Follow-the-Fleet" scheme had provided for primary school teachers. The full text of Mr. Foley's speech is as follows:

Ba mhór ar fad an chúis áthais dom cuireadh cineálta a fháil ó Loingeas Éireann Teoranta chun bheith in bhur

láthair inniu ar an ocáid rí-thaitneamhach seo. Ar ndóig thug an Comhlacht job deas le deanamh dom leis, mar atá, na duaiseanna a bhronnadh.

Is comhartha maith an duais-bhronnadh seo den díograis agus den dúthracht lenar díobrígh na hiarrthóirí óga. Comhartha brá é, lena chois sin, den spreagadh éifeachtach a fuair eadar óna gcuid mínteoirí — gan trácht ar an spreagadh a fuair eadar ón gComhlacht iomráiteach a reachtáil leann an comórtais tarraingteach inspéise seo ó bhliain go chéile.

Cloistear trácht gach uile áit faoi láthair ar an mboradh agus ar an bhfás atá faoi chúrsaí oideachais in Éireann sa lá atá inniu ann agus ar an réabhlóid oideachasúil atá buailte linn. Tá cruthú dearfa go bhfuil níos mó sa chaint sin ná scéal reatha agus nach gaofaireacht gan údar í sa taispeantais bréa a chonaiceamar ó chianabhin.

Má tá an-chreidiúint go deo — agus, ar ndó, tá — ag dul do na cailíní agus do na buachaillí óga a bhí istigh i mbliana ar chomórtais Follow-the-Fleet cad é mar mhóladh atá ag dul do Loingeas Éireann Teoranta a chuir tús leis an scéim luachmhar sin chomh fada siar le 1967 agus a thug isteach an comórtais a bhíonn ann anois go luath sna seachtoidí. B'shin beart fadhbheathnaitheach má bhí a leithéid ann riamh. Ní haon áibhéil a rá go bhfuil an tír go léir go mór faoi chomaoín ag Loingeas Éireann Teoranta riamh ó shin dá bharr.

It is a particular source of pleasure to me to be with you here today. The reason is simple: while I have officiated at prize-giving functions from time to time. I find this occasion unique. It is unique for several reasons — all of them good. Let me mention a few of them.

Follow-the-Fleet is directed towards the age group 10 — 13, is open to children from the whole of the island in which we live and is also open to disadvantaged children who are sometimes not afforded an op-

portunity to participate in educational competitions, however beneficial their participation might be.

If you will permit me to talk "shop" for a moment it seems to me that one of the most interesting aspects of the new approaches to education is that they tend to encourage initiative.

Education is no longer looked upon as a process — indeed true education never was such a process — of knocking, as somebody said, dull facts into bored heads. It is at its best directed towards fostering a love of mental and intellectual adventure. This is most readily achieved by encouraging young boys and girls to make use of project and discovery methods of learning.

Consequently, it is no exaggeration to state that Irish Shipping Ltd. in instituting this excellent competition several years ago was abreast of the most modern educational thinking. Such thinking, while well aware of the importance of book learning and the work which goes on in the class, believes that young people must be educated for life as well as for classroom activity. The Company was also clearly conscious of the integrated approach to learning.

Somebody once said that education was a leading into wonder. In following the Irish Fleet it is certain from the exhibits we have seen that the interest, the imagination and the sense of wonder of Irish youngsters is happily and profitably and keenly aroused. In becoming more aware of the sea they become more aware, too, of our identity as an island nation and of our maritime history extending back to St. Brendan, the Navigator.

Unfortunately, the course of our history prevented our development as a maritime power. It is clear, however, that we are now beginning to appreciate the richness of our maritime resources. And it is true to say that Irish Shipping Ltd., though young in years, is already old in maritime achievement. Those of us who are no longer young remember with

pride and gratitude the heroic achievements of those Irish sailors who when the Company was set up in 1941 braved submarine-infested waters to bring vital supplies to our country during the Second World War.

It is not surprising, then, perhaps, that this Company which had such a splendid beginning has been, for years now, making such a fine contribution to Irish education. This contribution is all the more praiseworthy when one considers the formidable amount of work it involves for Irish Shipping. I understand that it supplies hundreds of schools with maps, informative bulletins and attractive visual aids. In opening the windows of wonder for pupils on the geography of the world it opens some windows on interesting aspects of its history too. Its reward, a very tangible one, for such admirable effort is evident in the high standard of the projects displayed.

It gives me the greatest pleasure to congratulate the award-winners on their outstanding performances. They are a credit to their teachers, who also deserve our heartiest congratulations, and to their schools. Also worthy of sincere congratulations are all the other participants. Many of them will win on another day and in another area of competition. One thing is certain: as a result of their participation all of this year's competitors will undoubtedly become better and more informed citizens of their own country and of the world later on for they will have developed markedly not only their capacity for work and study but, above all, their powers of initiative.

Before I conclude may I mention on a personal note that I spent, in times past, what Sean O'Casey would have called a when of years observing the fine work that goes on in Irish schools. Facilities were then in no way comparable with those available nowadays. But the talent was there and the traditional hunger for learning, there was much devoted and gifted teaching and the results

were remarkable. Consequently, it comes as no surprise to me to note the splendid standards achieved — and of which the evidence is here — by pupils and teachers to-day. All the youth of Ireland and those who guide them need to bring out the best in them is a challenge. In this case Irish Shipping has provided a stimulating challenge and they have risen to it superbly.

Finally, I wish, on behalf of the Minister for Education and on my own behalf, to thank the Company most sincerely again for their generous sponsorship of this most valuable competition and to congratulate again the award-winners and everybody else who was in anyway associated with it. And particularly worthy of our thanks and congratulations is that unsung hero, Dr. Jim Crowley of U.C.D., the adjudicator, who has obviously discharged a very difficult task with admirable competence. Go raibh ráth Dé orthu-san go léir a bhí bainteach leis an gcomortas anois agus san am le teacht.

"Follow-the-Fleet" Competition 1980

RESULTS:

"Follow-the-Fleet" Trophy (for best overall project): Dominican Convent Primary School, Dun Laoghaire, Co. Dublin.

Class Awards: Convent of Mercy, Roscommon; Christian Brothers, Mount St. Joseph, New Ross, Co. Wexford; Lackareigh National School, Lissarda, Co. Cork; St. Anne's Primary School, Charleville, Co. Cork; Presentation Convent, Durrrow, Co. Laois; Dean Kelly School, Athlone, Co. Westmeath.

Group Awards: Knocknagree National School, Mallow, Co. Cork; Garranbane National School, Dungarvan, Co. Waterford; St. Joseph's Girls' National School, Drumcollogher, Co. Limerick.

Individual Awards: Therese Mulhern, Convent of Mercy, Roscommon; Suzanne Quirke, Convent of Mercy, Roscommon; Hilda Deasy, Ballyheada National School, Ballinacross, Co. Cork; Geaird O Duibhir, Scoil Naomh Peadar 's Pol, Cluain Meale, Co. Tiobraid Arann.

FOLLOW THE FLEET COMPETITION 1980

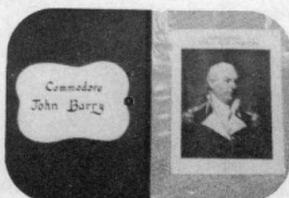
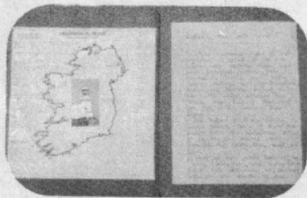
AWARD WINNING



Pictured with Mr. W. A. O'Neill are Sr. de Chantal of Convent of Mercy, Roscommon, and prizewinning pupils Frances King, Amanda Clarke, Suzanne Quirke and Therese Mulhern. Suzanne and Therese proudly display their Individual Awards while Frances and Amanda received the Class Award plaque and cheque for the school's class project.



Mrs. Kay McQuaid, Assistant Principal, Dominican Convent Primary School, Dun Laoghaire, in happy mood at the presentation ceremony.



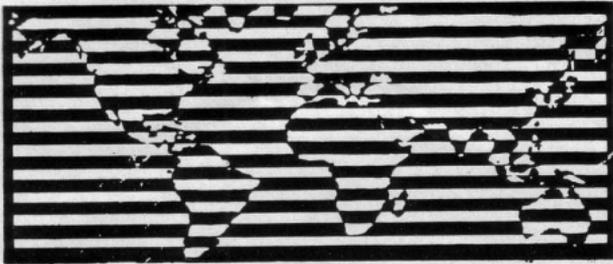
Mrs. Margaret O'Mahony of Lackareigh National School with her pupils Eilís Corcoran and Sheila O'Sullivan.



Teacher, Mr. Donal Cashman with his Individual Award winning pupil, Hilda Deasy, from Ballyheada National School, Ballinhassig, Co. Cork. Hilda created what must have been an all time record, when she became the third sister to win an Individual Award in three successive years. Last year her sister, Josephine, won an Individual Award and in the previous year Mary had a similar success.



Mr. O'Neill with pupils Mel Shanley and John Murphy of Garranbane National School, Dungarvan, their school Principal, Mr. Tom McHugh and the Adjudicator for the competition, Dr. Jim Crowley, of U.C.D. on extreme right.



FLEET NEWS · FLEET NEWS · FLEET NEWS

"Rowan bound for Odessa

This vessel arrived at Hamburg on 12th January with a cargo of copper concentrates from the Solomon Islands port of Bougainville. After completing discharge at Antwerp the vessel then went on to Norrköping and returned to Antwerp to complete loading her general cargo for Persian Gulf Ports. She arrived at Sharjah on 6th March and also discharged at Kuwait before going on to Basrah. Here the vessel lay at anchorage for several weeks due to berthing difficulties created by work in progress, dredging and deepening the channel. Eventually the "Rowan" berthed at Basrah on 21st April and did not complete and sail until 6th May. She then went to Port Pirie and Port Lincoln, South Australia, where she loaded wheat for the black Sea port of Odessa. After taking on bunkers at Freemantle on 9th June, the vessel sailed for her Russian discharge port via Aden and Suez. She will be due at Suez on 30th June and should arrive at Odessa on 2nd July.

Since the last issue of "Signal" **Captain E. Greevy** relieved **Captain T. Byrne** at Hamburg in January. **Chief Officer P. Kehoe** relieved **P. Miley** and **Electrical Engineer H. Stears** relieved **J. Warren** at the same port. **Chief Engineer J. Reynolds** relieved **D. Gabriel** at Port Pirie in May at the same time as **Catering Officer J. Doran** relieved **E.**

Murphy. At Antwerp in February last **Second Engineer P. Conran** relieved **F. Brennan**.

"Cedar" at Nicaragua

The "Irish Cedar" discharged forest products from British Columbia at Genoa and Algiers at the end of December last before loading phosphate at Algiers for Antwerp. Having discharged this cargo she then sailed in ballast for Hampton Roads where she loaded grain for Leith. While the vessel was at Antwerp **Chief Officer M. McCarthy** joined the vessel to relieve **E. Curry**.

The vessel arrived at Leith on 12th February with her cargo of grain. Officer changes at this port included **Captain H. B. Fiddler** who relieved **Captain M. McMahon**, **Chief Engineer J. Denham** relieved **J. Reynolds**, **Second Engineer C. McGarrigal** relieved **L. Byrne**, **Electrical Engineer J. Dunphy** relieved **J. Dunn**. After completing discharge at Leith the vessel sailed for Dunkirk where she loaded steel for Puerto Sandino, Nicaragua. She arrived at Cristobal, Panama Canal on 23rd March and due to heavy traffic was delayed in transit and did not clear Balboa until 26th March, arriving at her discharge port on 28th March. She subsequently completed discharge at Long Beach before loading forest products at Portland, New Westminster, Crofton and Vancouver for Newcastle-upon-

Tyne, where she arrived on 9th June. At this port **Catering Officer H. Bond** was relieved by **P. Farrelly**.

The "Irish Cedar" will also discharge at Rotterdam, London, and Boulogne where she should complete about 22nd June.

"Irish Pine" on Far Eastern Voyages

Having discharged her cargo of fertiliser from Constantza, Rumania at Lien Yun Chiang, China in December this vessel sailed for Long Beach where she arrived on 17th January in ballast. She loaded a cargo of cotton for Talien, China and arrived at her Chinese discharge port on 6th March. She loaded steel subsequently at Kashima, Japan for Los Angeles and sailed on 1st March. The vessel arrived at Los Angeles on 16th April and after discharge she then loaded forest products at Vancouver for London where she arrived on 6th June. She is expected to complete discharge about 16th June.

In January last **Chief Engineer A. Bolster** relieved **E. Dowling** and **Second Engineer D. Horan** relieved **V. Hetherington** at Long Beach. In April, **Captain J. Gleeson** relieved **Captain G. Kyne** at Los Angeles. At the same port **Electrical Engineer A. Warren** relieved **S. Doyle** and **Catering Officer J. Clinton** relieved **T. O'Connell**. **Chief Officer H. McGowan** relieved **P. Murphy** at Vancouver in May.

"Irish Maple"

After unloading a cargo of coke from Wilmington at Amsterdam last December, the "Maple" loaded steel at Middlesbrough for Long Beach and Vancouver. The ship subsequently suffered damage on her way to Crofton to load forest products. The accident happened when she was struck by a log boom on 12th February and had to drydock at Victoria, British Columbia for repairs. Eventually she did not sail for Crofton until 12th March and the vessel subsequently loaded at Eureka, Coos Bay and Vancouver before sailing for London. She passed

through the Panama Canal on 16th April and arrived at Tilbury on 2nd May. The "Maple" also discharged at Rotterdam and Brake before loading steel at Antwerp and Dunkirk for Providence, Rhode Island, where she is expected to arrive on 12th June. The vessel will also discharge at Bridgeport, Camden and Houston where she is expected to complete unloading about 26th June.

In February, **Catering Officer B. Dorgan** relieved **P. Farrelly** at Vancouver. **Captain M. O'Dwyer** took over command of the vessel from **Captain T. Hughes** at Vancouver in March. Other officer changes took place at London when **Chief Officer J. Moynihan** relieved **J. Whyte** and **Second Engineer J. Farrell-Dillon** relieved **W. Sammon**. **Chief Engineer R. Tennant** relieved **D. O'Brien** at Antwerp in May.

"Irish Oak" at New Orleans

The "Oak" completed discharge of forest products from British Columbia at Esbjerg before drydocking at South Shields last December. She then loaded steel at Antwerp for Providence, Rhode Island, where she arrived on 13th January, and the vessel also discharged at Bridgeport before going to Hampton Roads. There she loaded coal for Dublin where she arrived on 21st February. Due to labour difficulties at the port, the ship did not berth to commence



The "Irish Oak" berthed at New Orleans on her first visit to that port operating on the new service recently introduced between European ports and the Gulf.

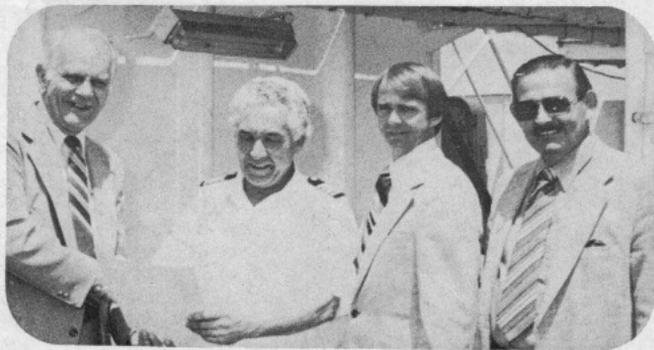
discharge until 28th February and finally completed and sailed from Dublin on 16th March. She then loaded steel at Dunkirk for Camden, New Jersey, where she arrived on 13th April. She also discharged at Baltimore, New Orleans and Houston before loading grain at Baton Rouge for Antwerp. Having arrived at Antwerp on 27th May the "Oak" discharged her cargo of grain and loaded steel for Long Beach port on 10th June. She will be

due at Long Beach about 5th July.

Captain T. Byrne relieved **Captain B. Reilly** at Houston in April. **Catering Officer P. Walsh** relieved **J. Rogan** at New Orleans also in April. **Chief Engineer E. Kealy** relieved **P. Herlihy** at Rotterdam in May and recently while the vessel was at Antwerp **A. Curran** relieved **J. Keane**, **Second Engineer** and **Electrical Engineer C. Murphy** relieved **T. White**.

"Larch" in Drydock

This ship discharged her cargo of rice from Geelong, Australia at the Russian Black Sea port of Novorissisk at the end of December and then sailed in ballast for Philadelphia. There she loaded grain for Alexandria where she arrived on 29th January. Following discharge she then sailed for Maputo, Mozambique where she loaded ore and completed loading at Port Elizabeth for Charleston, South Carolina. The vessel arrived at her discharge port on 29th April and also unloaded at Bridgeport. She then loaded grain at Philadelphia



Captain B. Reilly receiving a special presentation to mark the first visit of the "Irish Oak" to New Orleans. On extreme right is **Captain P. Kelly**, Irish Shipping's Cargo Superintendent at the port.

for Glasgow where she arrived on 31st May. After completing discharge on 10th June the vessel went into drydock at Newcastle-upon-Tyne. The "Larch" is expected to remain in drydock for about two weeks before going to Antwerp where she will load steel for the U.S. West Coast.

Captain M. Carey relieved **Captain J. Gleeson** and **Catering Officer E. Fricker** relieved **J. Clinton** at Malta in January. Previous to this **Chief Engineer M. McCann** had relieved **R. Tennent** at Philadelphia. **Second Engineer M. O'Leary** relieved **A. Curran** at Port Elizabeth in March, and **Electrical Engineer J. Reid** relieved **M. Kelly** at Charleston in May. **Chief Officer P. Miley** relieved **F. Traynor** at Camden.

"Daunt Rock"

This vessel is loading Chipboard and general cargo at Leixoes, Portugal for Mostyn and Manchester. She will be due at Mostyn on 22nd. June and will complete at Manchester about

26th June. The vessel will then land B.M.C. parts and general cargo for Portugal.

"Skellig Rock"

Like her sister ship the 'Skellig' is on regular service between Portugal and the U.K. She is due at Poole on 16th June with Chipboard and general cargo and will land at Shoreham for Portugal. She is expected to sail from her landing port on 20th June.

"Lough Beltra"

This research vessel is at present operating in the Rathmullen/Killybegs area for the Dublin Institute for Advanced Studies. She will afterwards begin work along the coast from Rathmullen to Galway under the direction of Professor B. Barry of the Department of Oceanography, U.C.G.

"Tuskar Rock"

This vessel will load coke at Barry for Amsterdam where she is expected to arrive on 19th June.

"Fastnet Rock"

At present this vessel is unloading steel at Boston, Lincolnshire and is expected to complete on 20th June. She is then expected to go to Bremen to load coal for Dublin.

TRAGIC ACCIDENT

We wish to record our sincere sympathy with the parents and family of the late Paul Elston who met his death in the most tragic circumstances as his ship, the "Irish Rowan", was coming in to berth at Antwerp last January.

Paul, who was from Coolock, Dublin, had only joined the vessel at Hamburg shortly before the accident occurred.

Sadly, the young man who had not yet reached his 19th birthday, was carried overboard by a rope from one of the tugs which was assisting the vessel to berth and all efforts to effect a rescue were in vain.

COMMODORE RETIRES



Our best wishes go to Commodore J. A. Caird who retired recently after thirty-seven years with Irish Shipping. He joined the Company in May, 1943 as Second Officer on the "Irish Elm". In 1949 he was appointed Master of the first "Irish Larch" and has since held command on most ships of the I.S.L. Fleet.

In this photograph, Commodore Caird is seen receiving a presentation of a painting from Mr. P. H. Greer, Chairman I.S.L. with Mrs. Caird in centre of the picture.



Deck and Engineering Officers in Order of Rank

(As at 12th June, 1980)

m.v. "Irish Pine" — Captain J. A. Gleeson; Deck Officers: H. McGowan, T. Sarsfield, A. Kingston; Deck Cadets: G. McMahon, K. Treacy; Engineering Officers: A. Bolster, D. Horan, F. McGarry, T. Sweeney, D. Potter, P. Good, J. Tyrrell; Electrical Engineer: J. Warren; Catering Officer: J. Clinton; Radio Officer, M. O'Malley; Deck Department: J. Tallon, P. Murray, W. Revington, F. McCarthy, P. Brannigan, P. Leonard, O. O'Sullivan, M. Healy, A. Heffernan, D. Hegarty; Catering Department: J. Kelly, A. Gavan, A. Boyle, M. Howlin, D. Clancy, B. Wallace.

m.v. "Irish Maple" — Captain M. O'Dwyer; Deck Officers: J. Moynihan, G. Farrell, N. Myles; Deck Cadet: T. F. Murphy; Engineering Officers: R. Tennant, J. Farrell-Dillon, M. Boland, J. Murphy, W. Leahy, W. Morris, W. Delaney; Electrical Engineer: J. Dunn; Catering Officer: B. Dorgan; Radio Officer: C. Bergin; Deck Department: O. McGrath, J. Gallagher, N. Thompson, J. Carey, M. Boyle, D. Russell, D. Coleman, P. Marshall, B. Lattimore, A. Richardson, A. O'Keefe; Catering Department: E. Mulready, K. Taylor, C. Dunne, J. Kearns, D. Colgan, P. Nolan, D. Kearns.

m.v. "Irish Oak" — Captain T. Byrne; Deck Officers: B. Kinch, J. Bourke, F. Britton; Deck Cadets: B. Clarke, B. Geary; Engineering Officers: E. Kealy, A. Curran, O. Mortimer, G. Sheehan, P. Kealy, E. Cadwell, D. O'Reilly; Electrical Engineer: C. Murphy; Catering Officer: P. F. Walsh; Radio Officer: M. O'Neill; Deck Department: H. Hannon, T. Perle, S. Roche, A.

McDonnell, R. Scanlon, J. Roche, J. O'Driscoll, G. Byrne, P. Casey, P. McLoughlin, C. Lumsden, D. P. Walsh. Catering Department: F. Brogan, R. Proctor, F. O'Reilly, S. Coyle, J. Kenna, S. Deevy, J. Lynch.

m.v. "Irish Larch" — Captain M. Carey; Deck Officers: P. Miley, G. Hopkins, N. Devlin; Deck Cadets: F. Hogan, R. Hickey; Engineering Officers: M. McCann, M. O'Leary, P. Gunning, K. Barry, E. O'Sullivan, D. Nolan, M. Calvert; Electrical Engineer: J. Reid; Catering Officer: E. Fricker; Radio Officer: M. Sweeney; Deck Department: P. Garry, W. Scanlon, S. Doyle, P. O'Donnell, G. Dent, R. Lewis, J. Byrne, R. Clarke, A. Duffy, D. Fitzpatrick, A. Recks, D. O'Sullivan; Catering Department: Thos. Kelly, A. Smith, E. Byrne, P. Wade, E. Conran, E. Doyle, M. Bolger.

m.v. "Irish Rowan" — Captain E. Greevy; Deck Officers: P. Kehoe, T. McMahon, T. O'Callaghan; Engineering Officers: J. Reynolds, P. Conran, J. J. Cummins, E. McQuillan, P. Dolan, G. Osborne; N. Cleary; Electrical Engineer: H. Stears; Catering Officer: J. Doran; Radio Officer: P. O'Connor; Deck Department: J. McGrath, P. McDonnell, K. Doherty, P. Kelly, G. Carty, B. Coogan, R. Larkin, J. Lally, C. Maguire; Catering Department: W. Richardson, A. McDonald, J. Egan, J. Walsh, J. Valentine.

m.v. "Irish Cedar" — Captain H. Fiddler; Deck Officers: M. McCarthy, W. Kavanagh, P. Cafferky; Deck Cadets: A. Parry, F. Earley; Engineering Officers: J. Denham, C. McGarrigle, D. O'Loughlin, R. Tynan, J. Butler,

S. Larkin, T. White. Electrical Engineer: J. Dunphy; Catering Officer: P. Farrelly; Radio Officer: P. Murphy. Deck Department: J. Hannah, P. Fennell, J. Morey, N. Murrells, T. Caffrey, J. Delargy, J. Grace, M. Taylor, F. McKenna, J. Phain; Catering Department: P. Codd, C. Duggan, J. Buggy, L. McKenna, S. Cooney, R. Doyle, M. Gibbons.

"Daunt Rock" — Captain D. Mundow; Deck Officer: P. Hughes; Engineering Officers: D. Gerety, J. May; Cook Steward: G. Humphries; Deck Department: F. O'Connell, B. Kelly, C. Conway.

"Fastnet Rock" — Captain B. Hearne; Deck Officers: K. Rowden, B. Goyvaerts; Engineering Officers: P. Morris, P. Curran; Cook Steward: J. Lloyd; Deck Department: R. Nugent, P. Southam, G. Wagner.

"Tuskar Rock" — Captain James Murphy; Deck Officers: M. Brennan, M. Poole; Engineering Officers: J. Magill, E. Burke; Cook Steward: U. Maher; Deck Department: V. Beech, J. Murphy, H. O'Connor.

m.v. "Skellig Rock" — Captain J. Ryder; Deck Officer: D. Leonard; Engineering Officers: M. Hayes, J. Hoey; Cook Steward: T. Mason; Deck Department: H. Gaines, D. McDonagh, A. Kelly

"Lough Beltra" — Captain G. McLoughlin; Deck Officer: D. Elliott; Engineering Officer: D. Matthews; Cook Steward: P. McLoughlin.