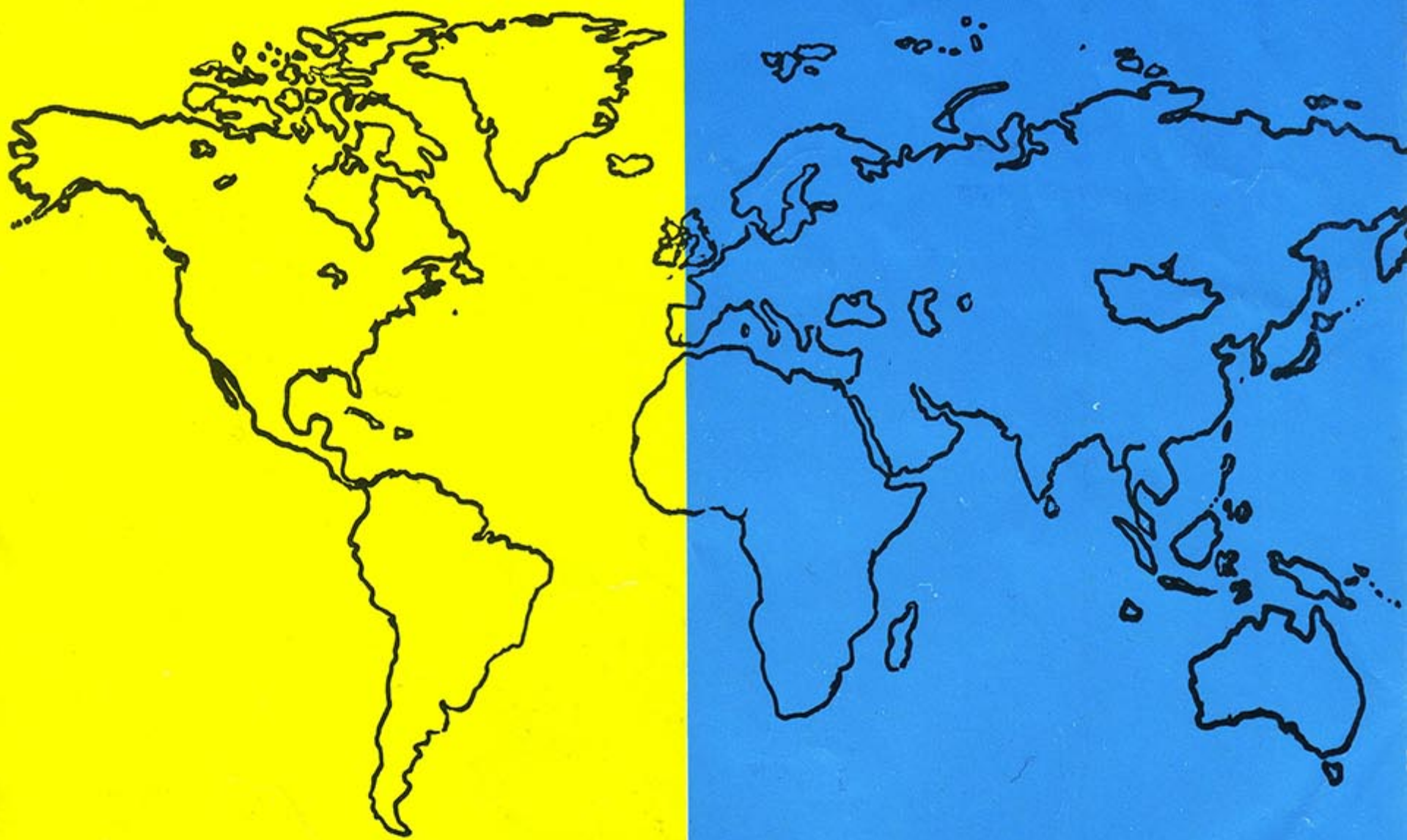


SIGNAL



Deck and Engineering Officers Ashore as at 22nd October, 1981

Masters: T. Byrne, G. Kyne, D. Mundow, T. Hughes, H. Fiddler, N. Hearne.

Chief Officers: D. Elliott, P. Hughes, P. Kehoe, H. McGowan, J. Moynihan, P. Murphy, M. Purcell.

Second Officers: J. Bourke, P. Boyd, G. Burns, G. Farrell, D. Meagher, R. Mullins, R. McCabe, R. O'Shea, M. Poole, K. Treacy, A. Kingston.

Third Officers: G. McMahon, S. Myles.

Chief Engineers: D. Horan, E. Kealy, D. O'Brien, P. O'Halloran, M. Scully, P. Dowling.

Second Engineers: P. Conran, J. Cummins, N. McGarrigle, M.

O'Leary, W. Sammon.

Third Engineers: M. Boland, P. Gunning, F. McGarry, O. Mortimer, G. Sheehan, B. Kelleher.

Fourth Engineers: E. Burke, B. Desmond, J. Murphy, E. O'Sullivan, T. Sweeney, G. Osborne, E. McQuillan.

Junior Engineers: A. Byrne, D. Bolster, M. Calvert, M. Cleary, N. Cleary, W. Delaney, B. Dixon, S. Finneran, W. Leahy, P. O'Riordan, J. McCooey, J. White, M. Quinlan.

Electrical Engineers: C. Murphy, T. White, M. Horgan, B. Byrne.

Catering Officers: H. Bond, J. Clinton, J. Doran, B. Dorgan, E. Murphy.

Service Award



Presenting Mr. J. Morgan, Chief Engineer with his long service award is Irish Shipping Operations Manager, Mr. D. O'Neill.

Birthday Greetings

Somewhat belated birthday greetings are extended to **Paul Reid**, Deck Cadet "Irish Larch" who celebrated his birthday on 18th August and best wishes come from Mam, Dad, Fiona and John.

CONGRATULATIONS

To **R. O'Shea** on obtaining his Class 11 Deck Certificate;

To **W. Kavanagh** on obtaining his Class 11 Deck Certificate;

To **P. McMahon** on obtaining his Class 11 Deck Certificate;

To **G. Hopkins** on obtaining his Class 11 Deck Certificate;

To **V. Hetherington** on obtaining his Class 1 Engine Certificate;

To **P. Dolan** on obtaining his Class 11 Engine Certificate;

To **B. Desmond** on obtaining his Class IV Engine Certificate;

To **E. O'Sullivan** on obtaining his Class IV Engine Certificate;

To **T. Sweeney** on obtaining his Class IV Engine Certificate;

To **N. Wright** on obtaining his Class IV Engine Certificate;

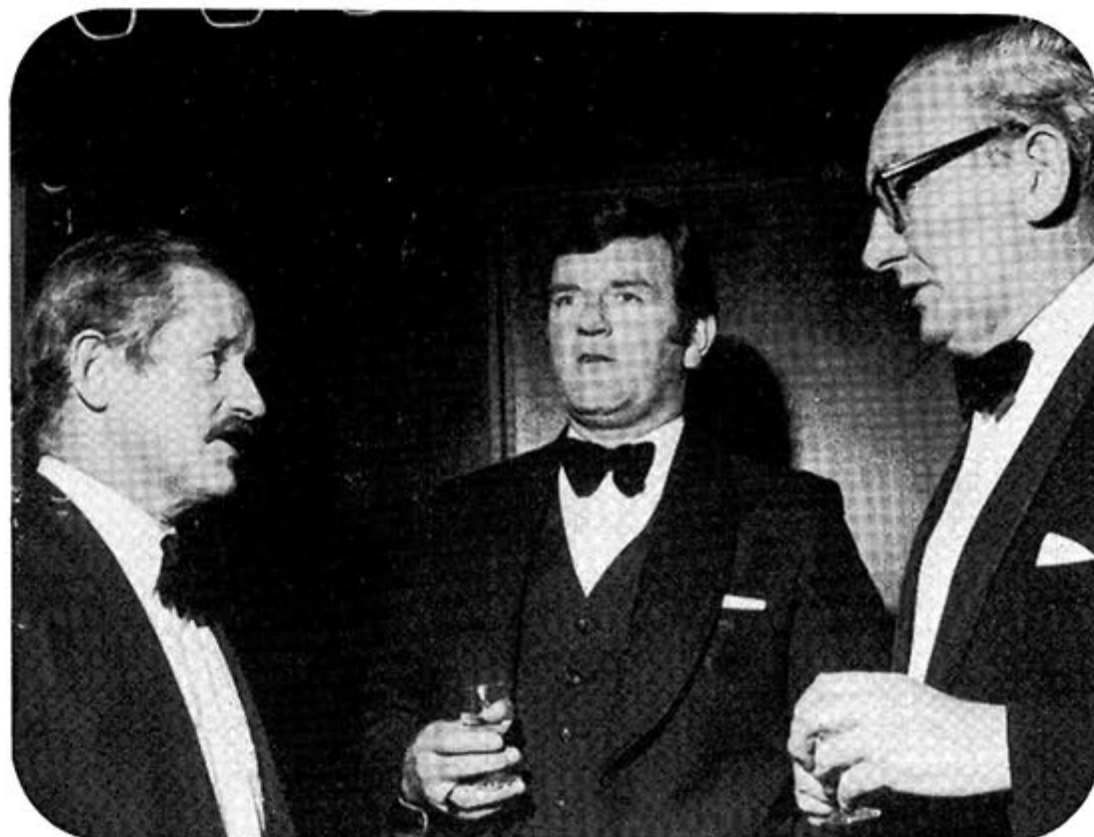
To **O. Mortimer** on obtaining his Class IV Engine Certificate;

To **O. Mullins** on obtaining his Class IV Engine Certificate;

To **D. Coulter** on obtaining his Class IV Engine Certificate.

Wedding Bells

Congratulations and best wishes to **Richard O'Shea**, Second Officer on his wedding to **Bernadette Gately** which took place on 22nd September last. Our congratulations and best wishes also to **Christine Mason** on her forthcoming wedding to **Gary Coleman**, which takes place on 29th October. To both couples we extend our good wishes for many years of wedded bliss.



Pictured at the Dublin Chamber of Commerce Annual Dinner are (l. to r.) Mr. Ian Lyon, Leaf Manager, Player, Wills Ltd.; Mr. Christy Nolan, Export Manager, Gilbeys of Ireland and Mr. Clem Kinsella, Commercial Manager, Irish Shipping Agency Division.

Tragic Death of Noel Griffin

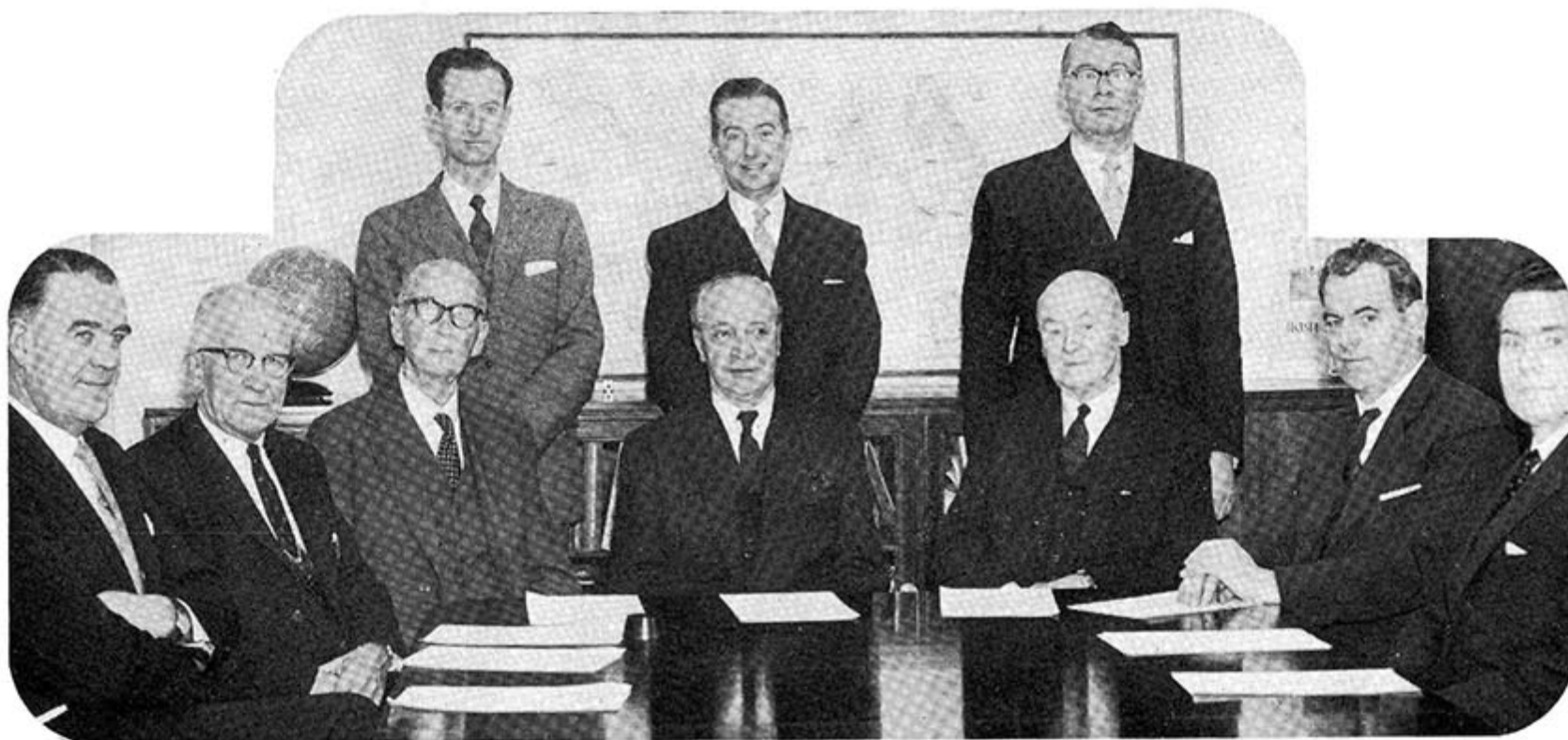
The tragic death of Mr. Noel Griffin, a long serving member of the Board of Irish Shipping, in a drowning accident at Dunmore East, Co. Waterford on 23rd July last came as a great shock to the business community in this country. Mr. Griffin got into difficulties about 50 yards from

shore while taking one of his regular swims in this particular area and when he was finally brought ashore efforts to revive him failed.

The late Mr. Griffin has been associated with Irish Shipping Ltd. since he was first appointed to the Board in June, 1960, apart from a short period from 1976 to 1978. Educated at Newbridge College, he was son of the late Mr. Joseph Griffin,

Joint Managing Director Irish Glass Bottle Co. At the time of his death Noel Griffin was Managing Director of Waterford Glass, an industry to which he had devoted much energy and considerable commercial expertise to win for Waterford Glass world-wide recognition as a top class product.

We extend our sincere sympathy to Mrs. Griffin and to her three sons and two daughters on their sad bereavement.



This historic picture was taken in the boardroom of Irish Shipping Ltd. at Aston Quay in 1961. The late Mr. Noel Griffin who had been appointed Director of the Company in the previous June is seen at extreme right. Other Directors seated at (l to r) D. Barnes, F. Robbins, S. J. K. Roycroft, J. J. Stafford (Chairman), S. MacKenzie and L. St. J. Devlin. Standing at back are (l to r.) P. P. English who had only recently been appointed Secretary; L. S. Furlong, General Manager and R. J. O'Halloran who had recently been appointed Assistant General Manager.

Tribute to Retiring Colleague



On board the "Irish Larch" to pay tribute to Mr. Eddie Fricker and his wife on Eddie's retirement after a long distinguished service on board Irish Shipping vessels were (l to r) Captain P. Murphy, F. Walsh, Captain M. D. Langran, Mrs. M. Priestman, J. Rogan, J. Clonton, L. J. O'Meara, L. Flynn, Mrs. Fricker and her husband, U. Maher, Captain B. Hearne and J. B. Guerins.

Rory O'Connor honoured by Variety Artistes

The Variety Artistes Trust Society's Award for 1981 will be presented to Rory O'Connor at a special Benevolent Fund concert to be held in the Gaiety Theatre, Dublin on Sunday, 1st November.

On behalf of all his colleagues and friends in Irish Shipping we congratulate Rory on achieving this latest honour – the highest accolade that is paid by the Irish Variety Artistes to one of their members. Former recipients of the V.A.T.S. Award included such famous names as Harry O'Donovan, Lorcan Bourke, Maureen Potter, Noel Purcell, Peggy Dell, Cecil Sheridan, Val Doonican, Harry Bailey, Martin Crosbie, Danny Cummins and Connie Ryan. It is fitting that Rory should be numbered amongst these great names of the Irish Variety Theatre since his name has long since become synonymous with Irish dancing, an art form which Rory's unique talent brought to the acme of perfection.

It is hardly credible that Rory is this year celebrating his fiftieth year in Irish dancing and for thirty-four of those years we, in Irish Shipping, have been pleased to know him as a colleague and friend. During his long and illustrious stage career Rory has won many honours and world-wide acclaim. He was once described by the late President Eamonn de Valera as one of Ireland's greatest cultural ambassadors. A truly native Dubliner, Rory began his dancing career within the sound of the famous Liberty Bells and his first dancing teacher was Bobby Byrne, a very well-known man at that time. Soon, following his teacher's advice, Rory joined the famous Lily Comerford School of Irish Dancing and it was under the guidance of this great tutor that he rapidly gained fame. He became All-Ireland Minor Champion in November, 1930 at Dublin's Mansion House. In the following year Rory retained his title and subsequently was approached by the Wellizo Garden Film Studios in London to make a film entitled "Kathleen Mavourneen" with a host of other Irish performers. This was his first trip from his native Dublin and at 12 years of age it was a great experience. After a spell of eight weeks in London between filming and making

personal appearances in all the prominent Irish centres, Rory returned to Dublin and won the All-Ireland Junior Championship.

It was at this stage that he started an extensive tour of Europe and the United States. Being under the age of 15 years, Rory had to attend school while away from home, and during his tour in Europe, Rory and his dancing colleagues represented Ireland at the World Folk Dance Congress in Hamburg. On this tour the Irish team were invited to dance in the Berlin Olympic Stadium where it happened that the 1936 Olympics were then in progress. During an intermission between track and field events Rory and his group danced before a huge audience which included men who were, three years later, to become responsible for unleashing a war such as the world had never previously experienced. Rory's audience included Hitler, Goering, Goebels and Von Ribbentrop and other infamous personalities of the famous German Reich.

On his return home, Rory resumed school at Synge Street and in the following year he went on another tour of the United States. On his return to Ireland once again he entered for the Custume Challenge Belt of Athlone, a trophy which was

presented by the Irish Army and was open to competitors from all over Ireland. Rory won this trophy three years in succession and made it his own property in 1939. The belt weight 7½ lbs. in solid silver and with this magnificent achievement Rory ended his competitive career. Following this he went to the Folk Dance and Flower Festival in Italy together with the famous Irish baritone, Dennis Cox, and they had the privilege of performing for Pope Pius XII.

In 1939 during a visit to Stockholm for a Swedish Folk Festival, World War II broke out and Rory was obliged to return to his native Dublin where he joined the ranks of teachers and Irish dancing adjudicators.

During the war years Rory became a very prominent performer in the Irish Theatre circuit and appeared with all the great names of Irish show business including Jimmy O'Dea, Maureen Potter, Noel Purcell, Jimmy Campbell, May Devitt, Joseph Locke, Eamonn Andrews, Eddie Byrne, Sean Mooney, Martin Crosbie, Peggy Dell, Ursula Doyle and a host of others.

Shortly afterwards began a milestone in Rory's career which was to bring him countrywide acclaim. This was his participation in the radio programme



"Take the Floor" which ran for a record-breaking twelve years. If not unique, it was certainly extremely rare for a dancer to maintain such a long period of participation in a radio programme. Master of Ceremonies on this show was of course, Din Joe, otherwise known as Dennis Fitzgibbon. Rory also had a long run of performances on the great Herald Boot Fund concerts which were held each year to raise much needed funds for Dublin's poor. Each of these concerts featured the top names in Irish show business, and were held in such famous theatres as the Royal, the Capitol, the Queens and the Olympia as well as at the State Cinema, Phib-



Rory steps out again at an Irish Shipping Annual Dinner Dance. Those were the 'good old days' when one dressed for dinner!

sboro and the R.D.S. in Bal-Isbridge. In all, Rory and his dancers appeared on this show for forty nine consecutive years, and on one of these famous occasions Rory met the great Fred Astaire. Fred demonstrated to Rory a tap dance routine and, in return, Rory taught the great Astaire how to do Irish dancing. In 1949 Rory married Anne Cartlan and they have a family of nine children, six of whom dance and three of whom are now teachers of Irish dancing.

With such a commitment to his artistic career it is a tribute to Rory that he has also made a

long and valuable contribution to Irish Shipping since he joined the Company in 1947. During that period he was inevitably called upon to demonstrate his dancing skills at our Annual Dinner Dance. Rory's exhibitions on such occasions remained for most of his colleagues the highlights of our staff social functions.

Saol fada duit, a Ruairí, agus an dea-shláinte chun taitneamh a bhaint as.

World Maritime Day 1981

World Maritime Day for 1981 was celebrated in Ireland on Saturday, 26th September and the occasion was, for the first time, marked publicly when the Maritime Institute of Ireland

organised a Maritime Exhibition with the Institute's headquarters in Dun Laoghaire and which was opened by the Minister for Transport, Mr. Patrick Cooney T.D.

The Minister arrived in Dun Laoghaire aboard the sail training vessel "Asgard 11" which was placed at the disposal of the Maritime Institute for the day in order to highlight the event. Mr. Cooney was accompanied on board the voyage from Dublin by Colonel A. T. Lawlor, President of the Maritime Institute; Mr. J. N. McGovern, Secretary and Administration Manager, Irish Shipping Ltd; Captain Michael Langran, Operations Manager of the "Asgard" project and Mr. Tom Gorman, Head of the Marine Division of the Department of Transport. Other Officers of the Institute who were present were Deputy President James Hughes, and Chairman of



(l to r) Captain Eric Healy, Master "Asgard II", Colonel A. T. Lawlor, President Maritime Institute of Ireland; Mr. Cooney; Captain M. D. Langran, Personnel Superintendent, Irish Shipping Ltd. and Mr. James Hughes, Deputy President Maritime Institute of Ireland.

the Merchant Marine Committee of the Institute Mr. Pat Sweeney.

World Maritime Day is organised by the International Maritime Consultative Organisation, the United Nations Agency which deals with maritime matters and each year a special day is chosen to highlight shipping and marine affairs. The event is intended to draw public attention to the problems facing the maritime world and this year's theme was 'Safer Shipping and Cleaner Oceans' through the enforcement of the I.M.C.O. standards.

On arrival at the Maritime Museum the Minister inspected a Sea Scout guard of honour under S/M Dermot Gunn and the National Anthem was played by the Boys Brigade band. Mr. Cooney was then piped into the building by a party from An Slua Muiri, the volunteer force of the Naval Reserve.

The Exhibition had been

organised at short notice by the Maritime Institute in conjunction with Irish Shipping Ltd., B + I Line, Irish Continental Line, Bord Iascaigh Mhara, the Marine Rescue Co-Ordination Centre of the Department of Transport, Sealink (U.K.) Ltd., the Commissioners of Irish Lights, the Naval Service and Slua Muiri. It remained opened on the following day, and there were many visitors to the Museum to view the various exhibits.

The Maritime Institute's Group in the south organised an Exhibition on board the training ship "Cill Airne" at Cork and this included prizewinning projects from the 1981 "Follow the Fleet" Competition representing schools in the Cork area. Other exhibits included displays by the Cork Vocational Education Committee on Careers at Sea and items presented by the Cork branch of the Maritime Institute.

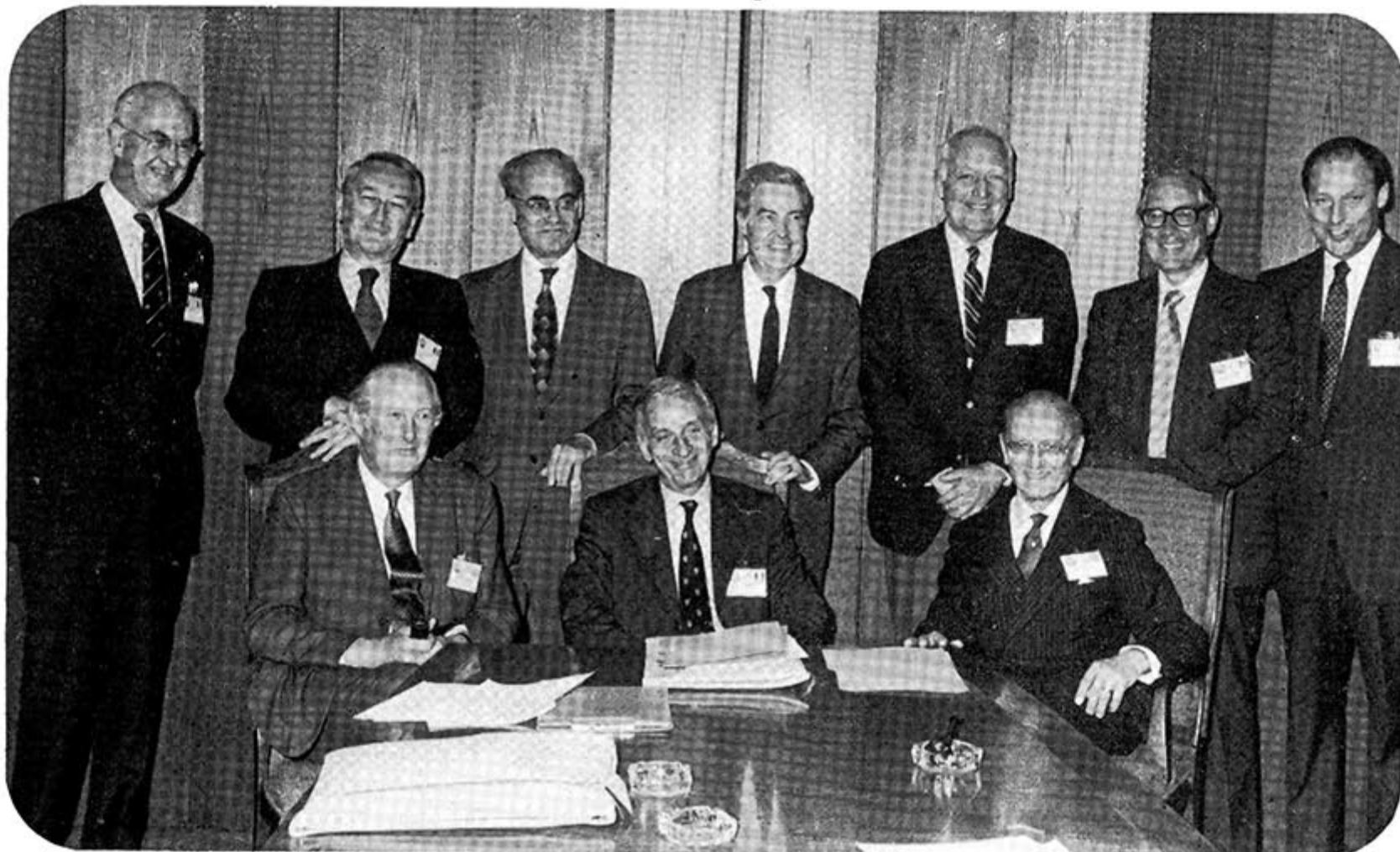
The Cork event was organised with the

co-operation of the City of Cork Vocational Education Committee and in particular through the efforts of Mr. Charles McSweeney, Mrs. Rose Taylor and Mr. Gerry Trant. The Open Day on the "Cill Airne" was availed of by many people in the Cork area to go on board and view the various items on display.



Penny Bleakley, Watch Leader on "Asgard II" presenting a framed photo of the sail training vessel to the Minister.

International Law Body Meet in Montreal



Members of the Executive Council of the C.M.I. pictured in Montreal last May. Seated (l to r). Wm. Birch Reynardson (U.K.), Vice-President C.M.I.; Francesco Berlingieri (Italy) President C.M.I.; Kaj Pineus (Sweden), Vice-President C.M.I.

Standing (l to r) J. N. McGovern (Ireland), Executive Council C.M.I.; Henri Voet (Belgium) Secretary General Administrative & Treasurer; Jan Schultz (Netherlands) Executive Council; Hans Georg Rohreke (West Germany) Executive Council; David R. Owen (U.S.A.) Executive Council; A. Stuart Hyndman (Canada) Executive Council; Arthur Stone (Canada), President Canadian Maritime Law Association.

"IRISH SPRUCE"

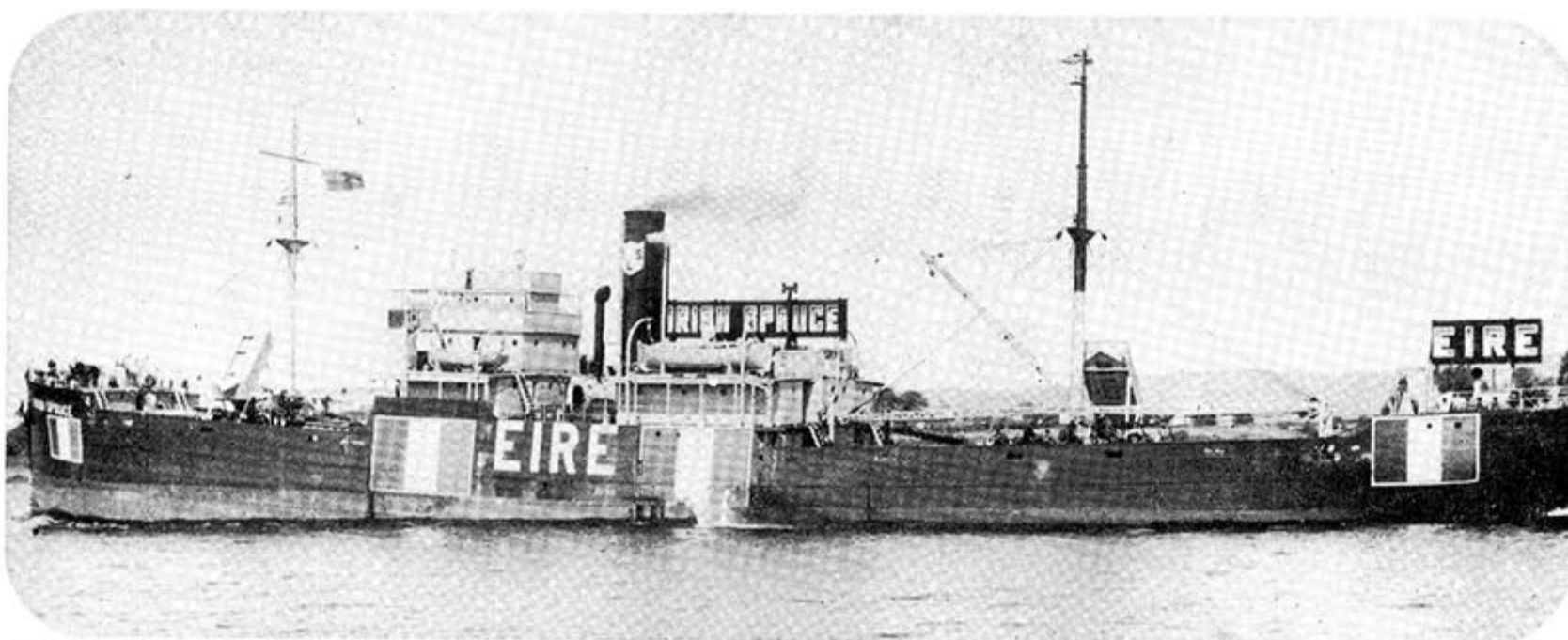
The misfortune which is usually associated with the number 13 was certainly in evidence as the Company tried to get the 13th vessel acquired by Irish Shipping Ltd. into service. From the time that this Finnish vessel was first offered in early July, 1941 until she finally sailed on her first voyage for the Company on 11th April, 1945 the greater part of the Second World War had run its course. The difficulties and frustrations encountered by the Company with regard to the purchase and repair of the "Irish Spruce" were typical of the conditions in which the newly formed Company operated in those early and critical years. In his statement to the First Ordinary General Meeting of the Company held on 17th December 1942, the Chairman, the late Dr. John Leydon, referred at length to the problem of providing the necessary tonnage for the importation of essential foodstuffs and raw materials. He said "In all we have examined and discussed in detail the particulars of 175 ships which came before us. Our usual procedure was to put forward offers which were subject to the establishment of clear title, securing transfer to the Irish flag and an unconditional ship warrant. These warrants are issued as a wartime measure by the British Ministry of War Transport, and are, in effect, licences without which it would be impossible to operate vessels. When one remembers that at the time this Company was established, most of the nations of the world were at war and that, although America was then at peace, it was never possible for us to secure flag transfer in the cases of ships under the American flag [the only exception being the two vessels which we secured on charter through the intervention of the Irish Government], it will be realised how very restricted the market was. I need hardly add that it has not improved – indeed we see little prospect of being able to add to our tonnage while the emergency continues. It is now practically impossible to secure either through flag transfer or an unconditional ship warrant". The truth of the Chairman's statement was fully borne out when the Company could only succeed in obtaining two further vessels from December 1942 until the end of the war.

In September 1941, the "Vicia" was still at Quebec where she had just completed discharging and it was not until the following month that she finally sailed for Dublin. During the initial negotiations for the purchase of the "Vicia" there appeared to be insuperable difficulties in the way of establishing clear title in the event of outright purchase. At the same time the question of a warrant for the vessel was under

examination. Eventually the matter of title and the issue of the necessary warrant were resolved and the vessel was secured for £85,000. At this stage the acquisition of the "Vicia" was further complicated by a court action taken by four of the vessel's officers who claimed illegal discharge at Dublin, and breach of contract against the owners. They claimed to have been signed-on for a round trip from the United States, but they

did not continue on the ship after 28th November, 1941. As a result of the court action, the officers involved were awarded damages for loss of wages and expenses for repatriation to the United States. One of those officers was later to become well-known on Irish Shipping vessels. He was Istvan Remenyi, better known to Irish Shipping colleagues as Stephen. He subsequently joined the Company as Cook and later became a well-known Chief Steward on Irish Shipping vessels. In the 1950's he resigned from the Company and emigrated to South Africa.

In May 1942 the ship was renamed "Irish Spruce" and was sent to Rushbrooke for initial repairs which were expected to take six to seven months to complete. Due to congestion at Rushbrooke, the Board of Irish Shipping agreed to a proposal by **Captain John O'Neill**, then the Company's General Superintendent, that the vessel should be employed in bringing coal from the Bristol Channel for bunkering purposes. This decision was never put into effect although the ship did not eventually get into drydock until the late summer of 1944. When the ship was examined at Cork Dockyard, it was discovered that much more extensive repairs than had been originally anticipated were required, and as a result of the examination it was estimated that repairs would not be completed prior to February 1945. In fact the repairs were completed in April, 1945 and the vessel was moved to the South Jetties, Cork, where she was blessed by **Rev. Fr. Hilary, O.F.M.** on 12th April, 1945. Three days previously a crew of 38 had been signed-on under the command of **Captain William Jeffares** of Cork. Chief Officer on that first voyage of the "Irish Spruce" was **James Gaul** of Wexford, who was later, on Christmas Eve, 1956, to lose his life by drowning in Baltimore while serving as Chief Officer on board the "Irish Cedar". James Gaul served as Master of the Wexford Steamship vessel.



The "Irish Spruce" in her war-time colours and showing her neutral identification markings which were floodlit at night. (Photo by courtesy R.J. Scott).

"Kerlogue" in 1942, and also was Chief Officer on the maiden voyage of the "Irish Heather" which was commanded by **Captain J. H. Syms**. By a coincidence Captain Syms was also Master of the "Irish Cedar" on that ill-fated voyage in 1956.

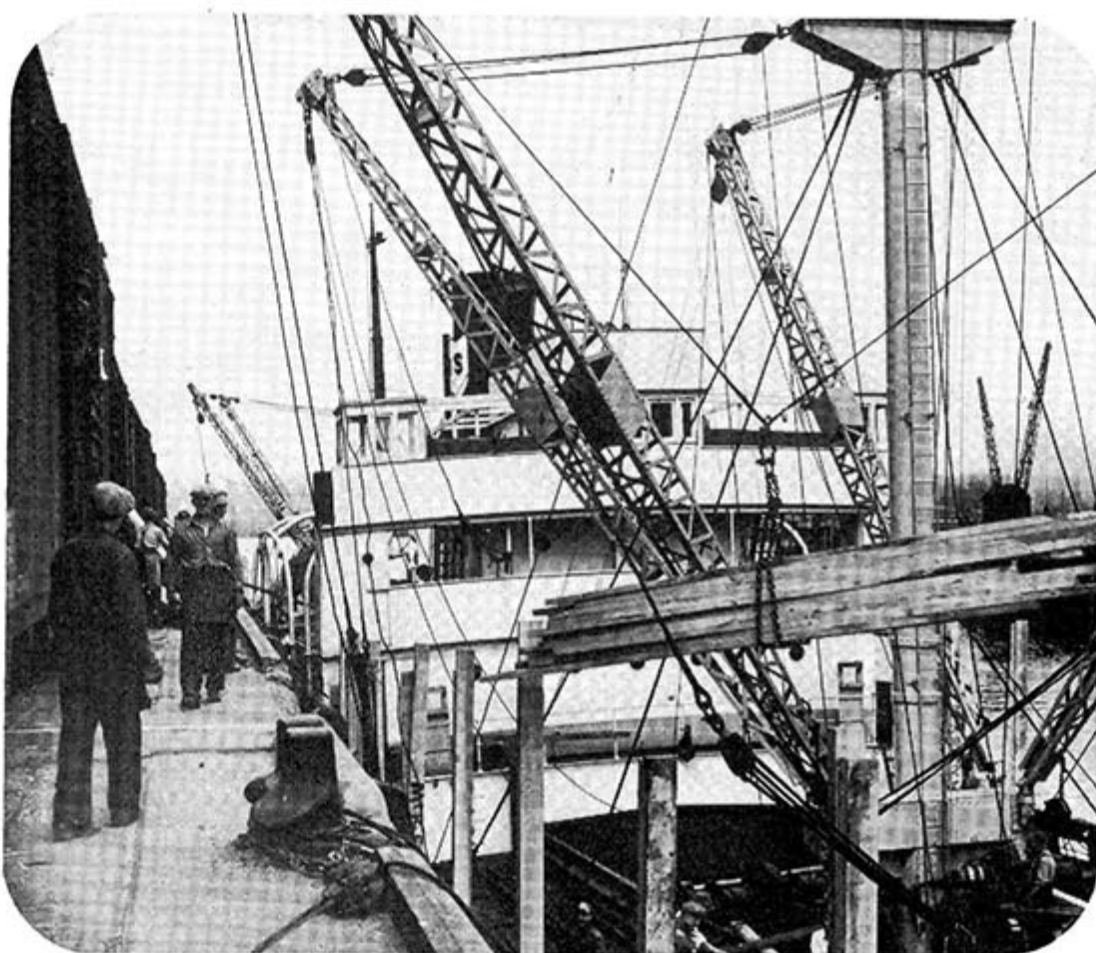
The other members of the crew on the first voyage of the "Irish Spruce" were: **Second Officer: Hugh Gallagher** of Derry; **Third Officer: F. Hanrahan** of Limerick; **Carpenter: P. Timmins** of Dublin; **Bosun: F. Donovan** of

Cork; **AB's: J. Lynch, D. Aherne, J. Barry, E. Kirby** – all from Cobh – **J. O'Rourke** of Cork and **J. O'Connor** of Wexford. Deck boys were **F. Clare**, of Wexford and **W. J. Barron** of Kilkenny; **J. O'Shea** of Cork and **Patrick Shiels** of Belfast were Cadets. **Chief Engineer: Roy A. N. Cooke** of Ipswich; **Second Engineer: M. J. Ellis** of Belfast; **Third Engineer: P. Byrne** of Dublin; **Fourth Engineer: L. O'Reilly** of Wexford; **Donkeyman: A. Whelan** of Passage West and **Firemen and Trimmers** were **J. McCarthy** of

Cobh, **M. O'Connor** of Cork, **W. Murphy** of Passage West, **J. Griffin** of Cobh, **G. Culhane**, Cork, **F. Tolton**, Cobh, **T. Pierce**, Wexford, **E. Burke**, Newmarket, Co. Cork and **J. English** of Cobh. **Chief Steward** was **F. Coleman** of Cork and **Assistant Steward: M. Owens** also of Cork. Cook was **E. Reardon**, Dublin, **Assistant Cook: J. O'Driscoll**, Cork and **Messroom Steward** was **W. Murphy** of Dublin. Three additional crewmembers signed-on later at Cork were **E. Whyte**, **Radio Officer**; **M. Kenny**, **Fireman and Timmer**; and **W. Nagle**, **Assistant Cook**.

The ship's first voyage for the Company was to St. John, New Brunswick where she took on wheat and general cargo and arrived back in Limerick on 29th May. The vessel got a quick turn round and sailed again from Limerick on 2nd June for Montreal where she loaded a similar cargo, this time for discharge at Cork where she berthed on 13th July.

During those first voyages of the "Irish Spruce" her Chief Engineer was an Englishman, **Roy Cooke** from Ipswich. He had taken his extra Chief Engineer's Certificate at Cork prior to joining the vessel in April, 1945, and when he eventually left Irish Shipping he was to go to University in the United States where he studied further, and eventually joined a firm of



This picture of the "Irish Spruce" was taken as she loaded timber at St. John, New Brunswick in July, 1946.

Consultant Naval Architects. Mr. Cooke had begun his sea-going career as an electrician.

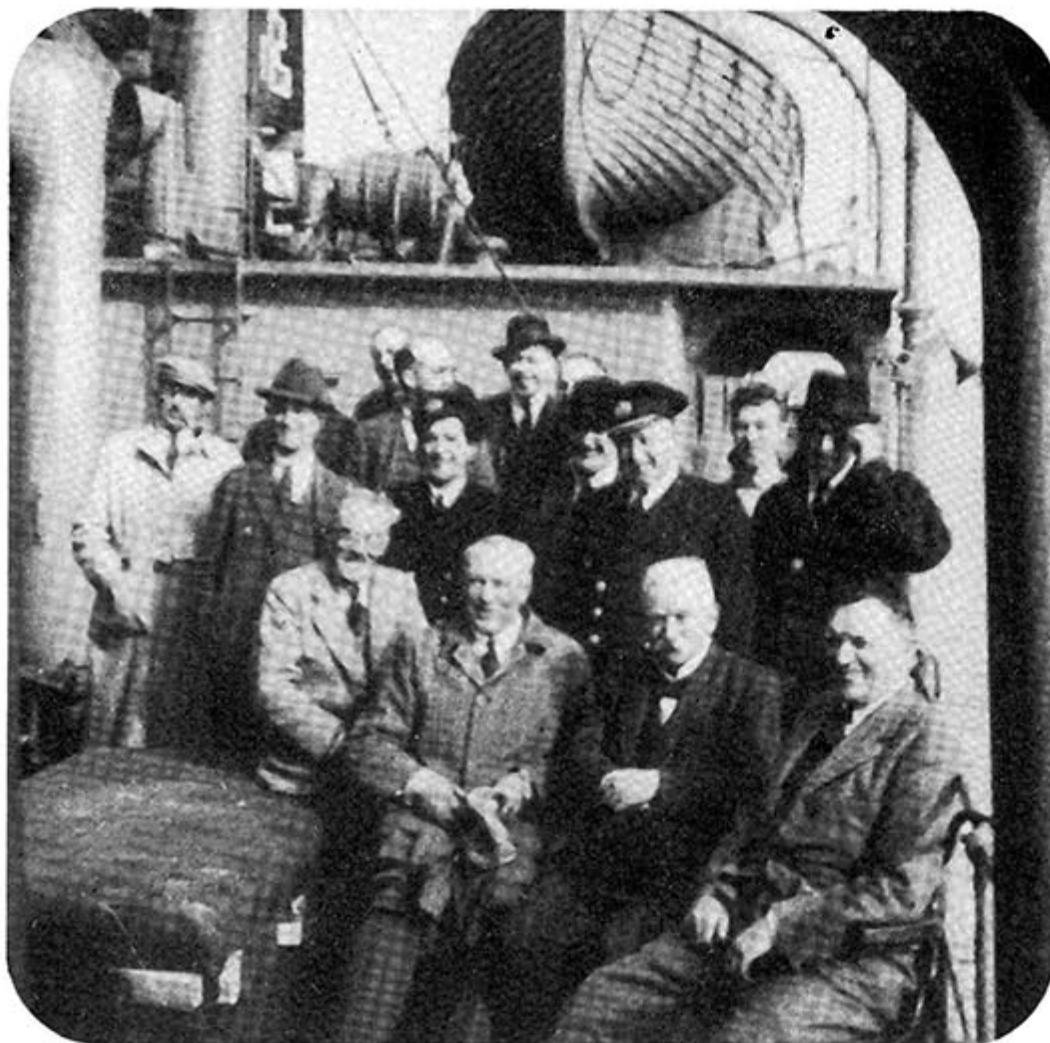
THE SHIP

The first "Irish Spruce" was built in 1896 by Furness Withy at West Hartlepool and was named "Carham". Her owners were Thompson Shipping Co. Ltd. of Sunderland where the vessel was registered. In 1918 she was purchased by Rederiaktieb of Malmo who re-named the vessel "Sigrid". In 1927 she was re-named "Vicia" on being taken over by A. B. Transport of Helsingfors, and the vessel traded under this name until she was eventually purchased by Irish Shipping Ltd. in 1942.

During her long drydocking at Rushbrooke a supervisor was appointed to stand by the vessel and he was **Major Fullerton**, who had worked in a Scottish dockyard before the war. Major Fullerton also supervised the repairs to the "Alder" in Cork Dockyard but unfortunately died before the "Spruce" repairs were completed. **Mr. Nicholas Healy** also spent some considerable time attending the "Irish Spruce" during her repairs at Rushbrooke.

The "Irish Spruce" made a number of voyages after the war for the Company and **Chief Engineers Rankin** of Cobh and **A. Mitchell** of Belfast served on the ship during this time, and on her last voyage for Irish Shipping she sailed under the command of **Captain J. Stiven**. The ship was sold to Captain Har-maradensi Osman, Seviki, Turkey in September 1949 and was re-named "Osman". In 1952 she underwent her final change of name under the ownership of K.Z. Uzonoglu of Turkey, and became the "Kaptan Uzonoglu". She was withdrawn from Class in 1955 to bring to an end an honourable career stretching over 59 years.

The "Irish Spruce" was 315 feet in length, 43 feet 1 inch in breadth and 20 feet 4 inches in depth. She had a draft of 22 feet 11 inches and a deadweight of 3,900 tons.

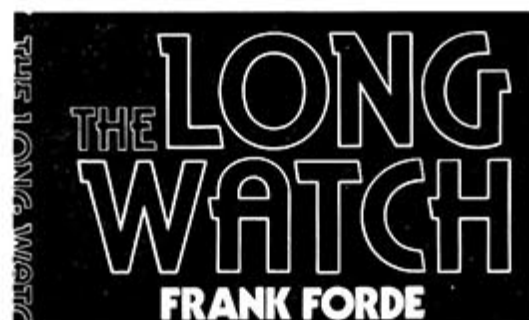


This picture was taken on board the "Irish Spruce" prior to her maiden voyage for the Company in April, 1945. In front on extreme right is the late Captain John O'Neill and on his right is the late Mr. Charles Roffey of Lloyds. Standing immediately behind Mr. Roffey is Capt. W. Jeffares and on his right is Chief Officer James Gaul.

At last the story told

As one for whom the period of the Second World War represented schooldays, my recollections of the 1940's are dominated by brown bread, ration books, gas masks, the "glimmer man" and similar reminders of the best years of my life. Another vivid memory of that era was the leave of absence given to us by our rural national school teacher in order that we might cut turf for the Parish Priest. Apart from these unexciting relics and events the only real indications of physical strife which I and my contemporaries experienced was the shock of falling bombs on Dublin's North Strand and the emotional lyrics of the period's pop songs such as "Lily Marlene" and "Blue Birds over the White Cliffs of Dover".

However, for a comparatively small group of Irishmen the war was very real and despite their



neutral status in the conflict their lives were at risk daily in the service of their country. These were the men who served on board the ships of Ireland's small but vital merchant fleet. Without them we would have no brown bread and very little need for ration books because we would have had precious little to share.

For many years after the war, reference was made occasionally to the heroism and gallantry of our seamen and to the miracles which they performed with the old and ill-equipped ships of Ireland's war-time fleet. With

the notable exception of the efforts undertaken by the Maritime Institute of Ireland little was done to commemorate those Irish seamen who made the ultimate sacrifice in the service



Captain Frank Forde who began his seafaring career in the Arklow schooner "Gaelic" at the early age of fifteen years. He also sailed in I.S.L. vessels and is now Master with B + I Line.

of their country during the Second World War. Happily the persistence of the Maritime Institute will soon bear fruit with the erection of a permanent memorial to honour the men who died on Irish ships during the war, and indeed to recall the bravery of all our Irish seamen during those difficult days.

It is also gratifying to be able to welcome the publication of a unique and worthy tribute to Ireland's seafarers of that period. The book which is written by Captain Frank Forde has for its title "The Long Watch". The book's sub-title is "The History of the Irish Mercantile Marine in World War II" and the book is just that.

Frank Forde has devoted many years of painstaking research in compiling exhaustive material for his book. His dramatic account of the hazards faced by seafarers during the war must surely evoke the wonder and admiration of his readers. The book recalls war-time adventures of many men with whom we, in Irish Shipping, are very familiar. Men whose self effacement belies the noble

part they played in their country's hour of need.

Perhaps it is entirely appropriate that the author of this book should share with his central characters that same trait of modesty. 'The Long Watch' is a well written, well researched and well produced book and the dust jacket incorporates a magnificent painting of the "Sinking of the Irish Pine" by Kenneth King. The painting, which is from a collection specially commissioned by Irish Shipping Ltd. graphically captures the violence and destruction brought by war on innocent victims.

Irish Shipping Ltd. were very happy to lend practical support towards the eventual publication of "The Long Watch".

ANNUAL MEMORIAL SERVICES

The Annual Seamen's Memorial Services organised by the Maritime Institute of Ireland will be held on Sunday, 29th November, 1981, at the Church of the Immaculate Heart of Mary, City Quay, Dublin, and at St. Patrick's Cathedral. The times of the Services will be 10 a.m. and 11.15 a.m. respectively.

This year for the first time in Cork an Ecumenical Service will be held on the same date at Anchor House at 11 a.m.

THE LAWLOR MARITIME LECTURES

The National Maritime Museum of Ireland announces the launching of a set of three lectures, to be held annually, in the Lawlor Room in the Museum in Haigh Terrace, Dun Laoghaire. The subjects to be on the theme of:

"Ireland, Irish Seamen and the Sea".

This year's programme, the first to be held, will be:

Saturday, November 14th: "The Role of the Irish Merchant Marine in World War II", by Capt. Frank Forde, Author of "The Long Watch".

Saturday, November 21st: "The Irish Seamen in the Yorktown Affair which resulted in American Independence," by Dr. John de Courcy Ireland, The Hon. Research Officer.

Saturday, November 28th: "Ireland and the Law of the Sea, Fishing Zones and the Continental Shelf", by M. Arnaud Cras, Faculty of Law at U.C.D.

Saturday, December 5th: Conducted tour of the Museum, its history and contents by the Hon. Curator.

All lectures and the tour of the Museum will start at 3.15 p.m. Entrance will be free.

John Courlander,
Hon. Curator. Tel. 804400



"Saint Killian" to be enlarged



Executives of Irish Continental Line, Captain Colman Raftery, Mr. Aubrey McElhatton and Mr. Charles Devlin pictured with Executives of the Amsterdam Drydock Company when the contract was signed for the £7.5 million rebuilding of the car ferry "Saint Killian". The work which will be carried out next winter will result in the vessel being extended by 32 metres to increase cabin accommodation by over 40%, berths by over 60% and car spaces by over 35%.

German Crane Travels I.C.L.

A 45-ton capacity mobile crane, one of the largest to be imported into Ireland, arrived at Rosslare Harbour recently on the m.v. 'Saint Patrick'. Made in Germany, the crane was a P.& H. Omega and was carried on a low loading transporter for Blackwood Hodge (Ireland) Limited, the distributors of contractors' plant and machinery. The entire load was 19 metres long, 4.2 metres high and 60 tons in weight, making it one of the largest loads ever carried by Irish Continental Line. The crane was discharged at the new ramp at Rosslare Harbour, as the old ramp could not be used due to a limit of 50 tons capacity.

Varied Freight Loads

When the word 'freight' is used in the context of ferry services, it invariably conjures up visions of large commercial vehicles towing container units to or from trans-continental routes.

But the word freight has a far greater significance on ICL, because as the direct link with Continental Europe, the service is the ideal solution for exporters and importers of a wide range of goods.

For instance, this year alone, ICL has carried a consignment of over 100 Irish-made Roadmaster Caravans to France, agricultural diggers and balers for the Irish distributing agents, a large number of fully-built-up

trade cars for Fiat, Peugeot, Citroen, Volvo, Alfa and Lancia, cranes from Liebherr and new cab units for leading makes of commercial vehicles.

In addition, the company also carried a number of Buses and Coaches made by Ivenco, Renault and Daf, which were displayed at the International Bus and Coach Congress and Exhibition held recently at the RDS in Dublin for Transport executives from all over the World.

Optimistic Approach

The World's most popular junior sailing dinghy is the Optimist and this year the Optimist Class World Cham-

pionship is being staged in Ireland at the North Dublin port of Howth.

As part of a special training programme to help some of the young Irish contenders improve their skills, seven of the best Optimist sailors in Ireland travelled by I.C.L. en route to the French National Championships at La Rochelle. The Team was led by Alistair Rumball, an experienced international sailor who has used the ICL service many times in the past to reach European competitions.

The Team did very well at the Championship, with the best performance coming from Denise Lyttle, who finished 13th out of 147 competitors.

NEW FREIGHT SERVICE

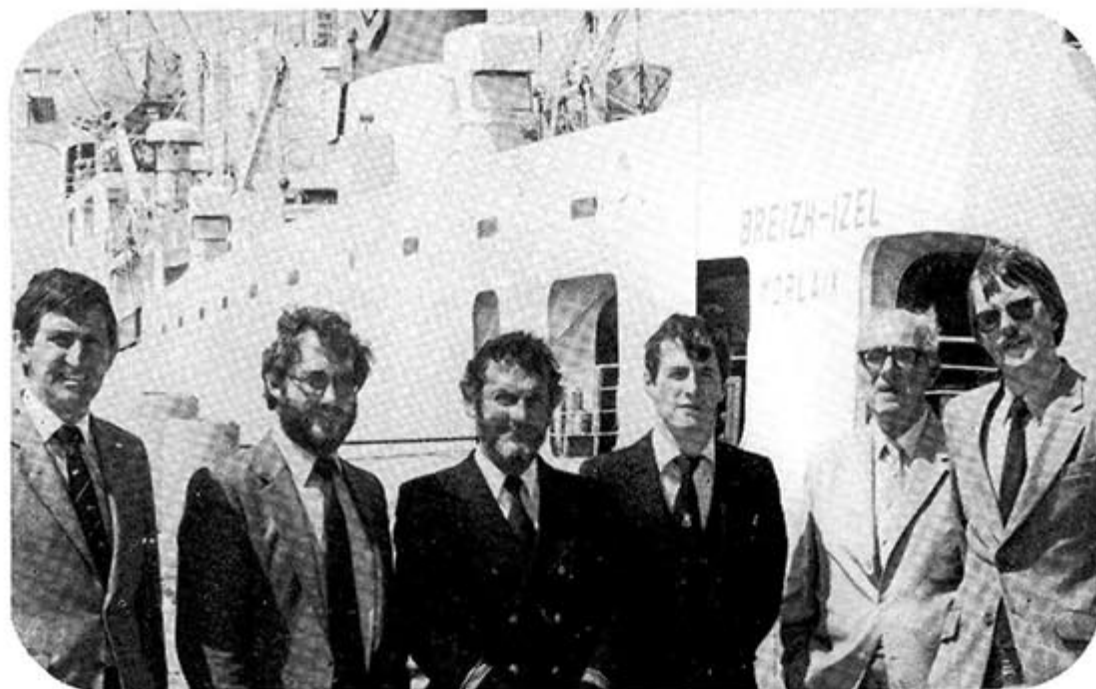
A new freight service linking Ireland and France with two return sailings per week, began operations at the beginning of July as a joint venture between Irish Continental Line and Brittany Ferries.

The service, which uses the Brittany Ferries ro-ro freighter 'Breizh-Izel', links Rosslare, Roscoff and Cherbourg and will provide Irish hauliers and exporters with substantially increased capacity during the summer months.

The schedule will provide a Wednesday night departure from Cherbourg to Rosslare, a Rosslare to Roscoff service on Thursday evening, returning on Friday from Roscoff to Rosslare for a Saturday crossing to Cherbourg. The Rosslare/Roscoff sailing will be 18 hours and the Cherbourg route 20 hours.

The 'Breizh-Izel' can carry 45 twelve-metre units and provides cabin accommodation for up to 50 drivers. The new joint venture was set up following discussions with major Irish hauliers and the Irish Overseas Transport Association who indicated that there would be a continuing need for additional freight space during the summer.

This now means that Irish Continental Line offers hauliers a choice of nine sailings every week in each direction.



Pictured on the occasion of the first sailing to Rosslare Harbour of the joint Irish Continental Line/Brittany Ferries twice weekly freight service between Rosslare, Roscoff and Cherbourg using the ro ro freighter "Breizh Izel" were (l to r.) Liam Griffin, Chairman Rosslare Harbour Development Board; Declan Mescall, Freight Manager Irish Continental Line; Captain Jacques Dore, Master M.V. "Breizh-Izel"; Seamus Martin, Freight Department I.C.L.; Jim Maddock, P.R.O. Rosslare Harbour Development Board and Gerry Meyler, Traffic Controller I.C.L.

Horses For Courses

Unusual loads are not uncommon on the ICL service and a regular 'unusual' cargo is the transportation of Irish bred horses to the Continent.

Recent travellers were six horses bound for one of the biggest gymkhanas ever held in Germany called "Essen Equitana". In a joint venture between Bord na gCapall and the Army Equitation School, 4 Army and two privately owned horses represented Ireland showjumping and dressage disciplines.

Participation at events such as the Essen Equitana helps to promote the sale of Irish horses in Europe, where there are a number of leading dealers anxious to buy 'Guaranteed Irish'!

Congratulations

I.C.L. staff have obviously a sound faith in the institution of marriage judging from recent events. It is our pleasure to extend sincere congratulations and best wishes to Tommy Walsh, Reservations Supervisor and his

bride Olive; to Mary Molloy, Accounts Department, Merrion Hall and her husband Edward and to Kevin Gleeson, Head Waiter on the "Saint Killian" and Eileen Power, Chief Stewardess on the same ship, all of whom entered the married state recently.

Computerisation comes to I.C.L.

Irish Continental Line has commissioned a computer system from leading Irish computer firm, Memory Ireland Limited.

Initially, the system will be used for passenger reservations and ticketing as well as document printing, but it is envisaged that it will subsequently be extended to include freight bookings, Ferrytours operations, conventional accounting and link-up with Continental General Sales Agents.

Personnel from Memory Ireland are currently preparing a 'software' programme for the computer, which will be operative and go on trial from October 1st.

It is expected that the whole

system will be fully operational by January 1st, 1982.

"Off The Wall"

That's the title of a new young people's programme to be broadcast on R.T.E. 2 Television this year – and Irish Continental Line will be featuring in one of the earlier programmes in the series.

In what could be described as an "Off-beat Approach", the programme will follow the experiences of two young boys travelling to France on a camping holiday, from the moment they board the car ferry, their activities on board such as meeting the Captain, the Disc Jockey and the Purser to disembarkation at Le Havre.

Required to film all these sequences were no less than seven R.T.E. personnel – Producer, Production Assistant, Cameraman, Lighting man, Soundman and two Presenters – together with two specially equipped vans.

So R.T.E. have taken to the sea and I.C.L. will shortly will be taking to the television screen!

Mass Kit

Particularly on Sunday sailings, many passengers travelling to or from France like to hear Mass and should a priest be on board who expresses a desire to celebrate Mass, an area of either ship is always made available to the congregation.

Now, in a gesture of goodwill from the parishioners at Rosslare Harbour, the Very Rev. Michael Lennon P.P., has presented on their behalf a Mass Kit for the m.v. "Saint Killian".

As a result, clergy may now arrange to celebrate Mass on board at any time.

Congratulations

To the following Junior Seamen who have completed their twelve months phased training at sea and in college under the ANCO/I.S.L. scheme and who were successful in their E.D.H. examination at the Cork Regional Technical College: **Peadar O'Connor, Patrick Maloney, John Ellard, Daniel Horgan, Hugh McGrory and Dermot Kelly.**

Cadet Intake for 1981

We extend a welcome to the following Cadets who have been selected following this year's interviews and tests: Deck Cadets: **Terence Walsh, Lawrence Casey, Dennis Walsh, Helena Meaney, Martin Dempsey, David Hodnett, Hugh McMahon and Noel Fagan.** Engineer Cadets: **Patrick O'Donovan, Rory Flanagan, Martin Dunne, Lawrence McDonald, Aidan Depuis, Shawn Kingston, Fergus Regan and Cathal Dunne.**

We also extend a hearty welcome to the following Junior Seamen Trainees under the ANCO/I.S.L. scheme who commenced their training on October 1st, 1981: **John Hartnett, Derek Goucher, Brendan Kearns, David Murphy, Ciaran Hackett, Gerard O'Farrell, John Kelly, Peter White, John Desmond, John Muldowney, Paul McCarthy, Alan Buckley, Robin Walshe, Richard McAuliffe, Paul Walker, Patrick Roche and Paul Ryan.**

ANNUAL MEETING OF AGENTS



Irish Continental Line's General Sales Agents in Europe, together with ICL Managing Director, Aubrey McElhatton (centre, second row), Passenger Sales Director, Frank Carey and Paddy Murphy, Passenger Sales Representative, are pictured here in Brussels at their annual meeting. The three-day meeting discussed the current year's activities and results, future plans and targets for each market area for 1982.

Sympathy

We extend our sympathy to **Patrick Boyd**, Second Officer on the death of his mother which took place recently.

Worthy Representative

Congratulations to Con Power of our Agency Division on his wonderful effort in the recent Dublin Marathon.

Out of a field of 8,000 runners, Con achieved the extremely high placing of 17th and finished approximately ten minutes behind the winner, Neil Cusack of Limerick.

Mariners' Church awash with memories

By John J. Dunne

On Tuesday, February 15, 1853, a violent snowstorm hit Dublin. Through it, battled the Dublin-Liverpool steam packet 'Queen Victoria', a battle she lost at the last moment, to be battered to fragments on the jagged rocks beneath the Baily lighthouse, with the loss of her captain and 60 passengers and crew.

Almost a century later, in 1943, the Limerick steamer 'Kyleclare', also bound for Dublin, on a voyage from Lisbon, was torpedoed by a German U-boat, with the loss of all hands.

Two tragedies of the sea, separated so distantly by time and circumstance, are recalled most vividly, by an excellent model of the 'Kyleclare' and the weathered figurehead that once protruded proudly from the prow of the 'Queen Victoria', in the old Mariners Church in Haigh Terrace, Dun Laoghaire. The building, opened in 1837 in response to the 'the want of an Episcopal Church contiguous to the Harbour in Kingstown, for the benefit of the sailors in men-of-war, merchant ships, fishing boats and yachts frequenting it,' and which Queen Victoria's consort, Prince Albert, thought looked like a barn (before it was subsequently embellished) has survived into its second century, most appropriately, as the National Maritime Museum of Ireland.

This excellent adjunct to the tourist attractions of Dun Laoghaire ends its most successful summer season to date, firmly established now as a must for the visitor and an irresistible treasure-house of the sea lore of the island called Ireland.

The museum, which is operated by the Maritime Institute of Ireland, was founded as long ago as 1959, its first home being the former Sailors Rest at St. Michael's Wharf, Dun

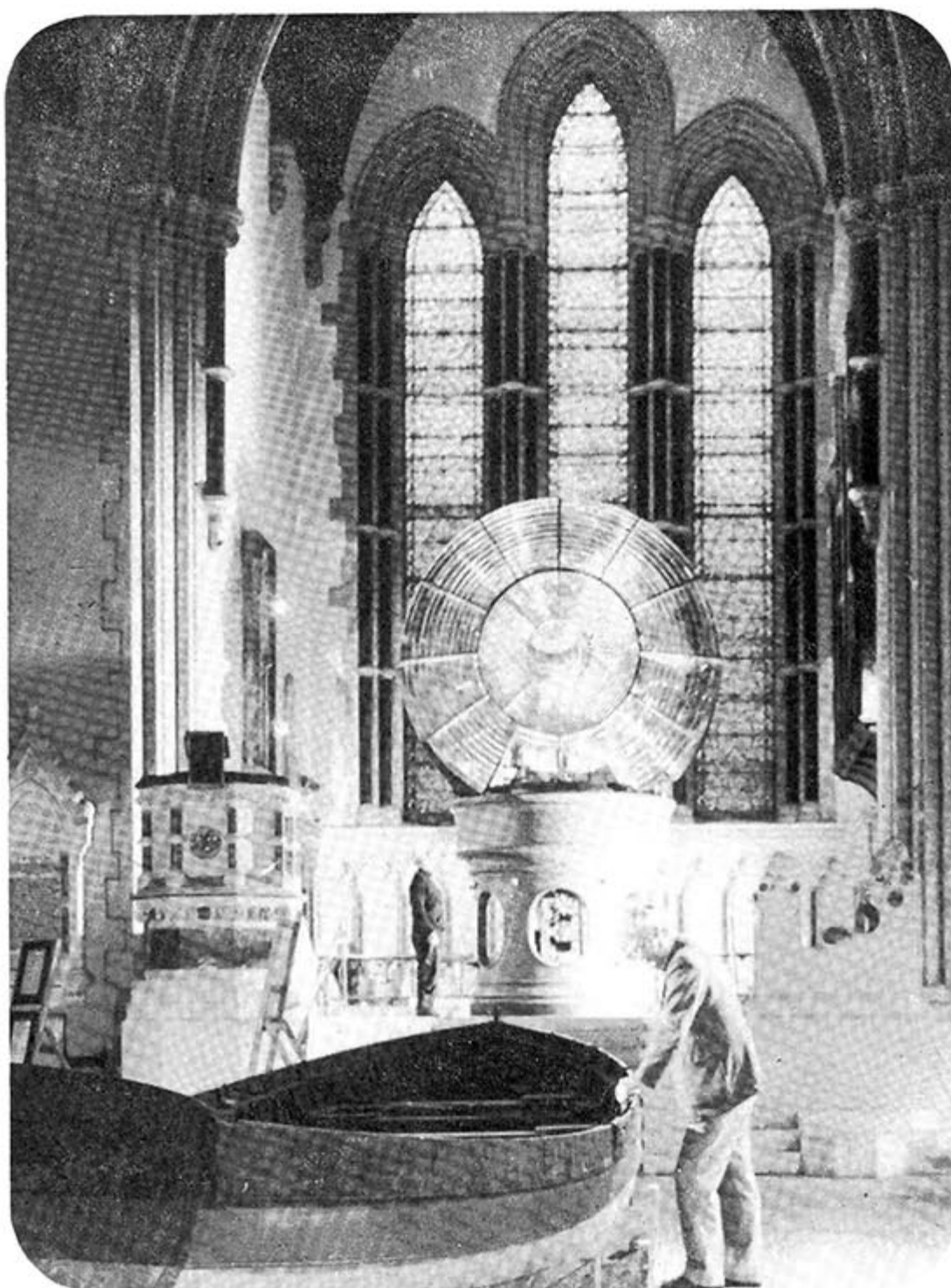
Laoghaire. When the building had to be surrendered to the new car ferry terminal in 1965, the contents of the museum were placed in storage. The Mariners Church was bought by the Maritime Institute in 1974, and the museum has developed rapidly since then.

Now it is a place of numerous memories of the sea, tragedies of war and peacetime, great nautical occasions and achievements and numerous echoes of

the history of an island people.

One of the most dramatic exhibits, and certainly the largest, is the Bantry Longboat, standing in the centre of the main apartment of the museum. This 38-foot long ship's boat was captured on Christmas Eve, 1796, in Bantry Bay, a souvenir of the 'Indomitable', one of the 36 invading ships of the French general, Hoche.

Thought to be the oldest surviving ship's boat in the world, it



A view of the National Maritime Museum showing the Bantry long boat in foreground being examined by Mr. Jim Wolohan of the Maritime Institute of Ireland. The 2 million candle power optical system from the Bailey Lighthouse which dates from 1865 occupies a dominant position before the magnificent stained glass windows of the original Mariner's church.

"FOLLOW-THE-FLEET" EXHIBITS

ITION 1981

WINNING

JECTS



A view of part of the "Follow the Fleet" Exhibition at the Maritime Museum, Dun Laoghaire last August. Admiring the model ships from S.S. Peter & Paul School, Clonmel, are Mr. Fred Forsyth and Mr. John Courlander, Curator of the Museum.

was preserved by the Earls of Bantry down the years, and eventually presented to the National Museum, from which it is on loan. Its red, white and blue colours remain intact, although it has been in this country since 1796, a mere seven years after the French Revolution.

Among the models of historic ships that have been acquired by the museum is one of the 'Sirius', the City of Cork Steam Packet Company's paddle steamer which was the first ship to cross the Atlantic under continuous power, taking an impressive 18 days to make the voyage. There is also a model of the 'Active', a British armed cutter that, under Captain Hamilton, was responsible for the defeat of the Dutch at Camperdown in 1797.

There is a full clockwork model of the famous 'Great Eastern', the former passenger liner that was converted to cable-laying because she was too large for the commercial de-

mands of her time, and that was commanded by a Wicklow man, Captain Robert Halpin. The museum also possesses Captain Halpin's logbook and an ashtray from the 'Great Eastern', a vessel that was used for cable laying in both the Atlantic and the Mediterranean.

From the 'Sirius' survives a medallion cut from her pump-rod, recovered during the salvaging of her wreck after she had lain for more than half a century at the bottom of Ballycotton Bay.

Other incidents from both world wars are recalled by two other models. The Royal Mail steamer 'Leinster' provided one of the most tragic and graphic encounters of the first world war, and a model of the ill-starred ship in the museum was lent by a survivor of the torpedoing in 1918, Tom Connolly.

The model of the 'Kerlogue' recalls the gallant Wexford coaster, painted in the colours of neutrality, that was attacked off

the Cork coast in 1943 and that, later in that war-torn year, was responsible for the rescue of 167 German sailors who had been shipwrecked. Above the model at Haigh Terrace, hangs a bullet-tattered Tricolour, a grim reminder of 'old, forgotten far-off things and battles long ago'.

What were once two of the best known ships in Ireland are also remembered in models. One of these is the twin-screw fishery cruiser that was built in Dublin dockyard and that, later, as the 'Helga', was to sail up the Liffey and shell Liberty Hall. Later, as the 'Muirchu', she was to become familiar on fishery patrol around our coasts. The other is the steamboat, also built in Dublin dockyard, that, as the 'Dun Aengus' was a frequent sight in Galway Bay as she plied between Galway and the Aran islands, until she was replaced by the present 'Naomh Eanna'.

Galway is recalled, too, in another model, that of a Galway 'hooker' from around 1880, and visitors are reminded of Arklow's nautical tradition by a model of an Arklow schooner, typical of the Arklow topsail schooners of the turn of the century.

The giant lens that provided the light of the Baily at Howth, Dublin, from 1902 until it was replaced by an entirely electric light in 1972, is one of the most dramatic exhibits in the museum, where many features of the church that the building originally was have been thoughtfully preserved and even in several instances cleverly adapted to its present theme. The figure of a naval coxswain, for example, looks down from the stout wooden gallery, the whole thus giving the impression of a ship's bridge.

The National Maritime Museum of Ireland deserves widespread recognition. The site, and the old building that houses the exhibits, are both ideally suited to their function. It more than deserves strong winds of encouragement and swift passage into wider seas of appreciation.

European Windsurfing Championships

A report from Terry McMahon

This year's European Windsurfing Championships were held in Weymouth Bay, England, from 11th to 17th July and for the first time, Ireland had a team competing in this competition. There were competitors from fifteen countries fighting for the title of European Windsurfer Champion.

The Irish team consisted of eight members – six men and two ladies. The number of places allotted to each country was judged by the number of people sailing in each country so this meant that Ireland had a small team compared with most countries, since it is a relatively new sport here.

It was left to each individual to find sponsorship to get to the event. This was generously offered to me jointly by Irish Shipping Ltd., and the Insurance Corporation of Ireland – an offer which was gladly accepted. Most of the team members were able to get at least part sponsorship.

The event was organised by the Yacht Clubs of Weymouth and the Windsurfer Class Association of Great Britain and ran very smoothly throughout. It was sponsored by Peter Stuyvesant. There were two hundred and thirty nine competitors in all and this was divided into four weight classes for men and one ladies class. Four of the Irish men were in Class D – the heavyweights and the other two in Class C – light heavyweights. There were seven races for each class.

Weymouth Bay was an ideal location for the Championships. There were two different sailing areas giving different sailing conditions and the races were divided between them. The good

weather that we had added to the enjoyment. The winds over the six days were varied but most of the time there was sufficient wind to give a good race. Three of the races were run in Force 5 – 6 winds which proved very tricky and tough in the heavy seas.

One day was set aside for Freestyle. This involves doing various tricks on the board such as sailing it on its side or sailing backwards. A Frenchman took the honours in this event.

There was also a long distance race over twelve miles which was run in winds of about Force 3 – 4. Our best position in this race was a seventieth out of one hundred and thirty eight starters.

The winners of all classes racing were from the Continent coming mainly from France, Germany, Holland and Denmark. With their longer experience at the sport this did not come as a



The author about to dismount at the end of a freestyle routine.

surprise to us. The best Irish performance was in the ladies where one of the Irish ladies finished thirty-fifth out of fifty one. The next best was by the four in the heavyweight class finishing fortieth, forty-first, forty-third and forty-fourth out of fifty one. The two in Class C we will not mention for fear of embarrassment. Although no great results were obtained most of us were happy with our performances. A lot of experience was gained and this will stand to us in the future. Next year we hope that the Irish team will do a lot better and maybe some day we will be among the winners.

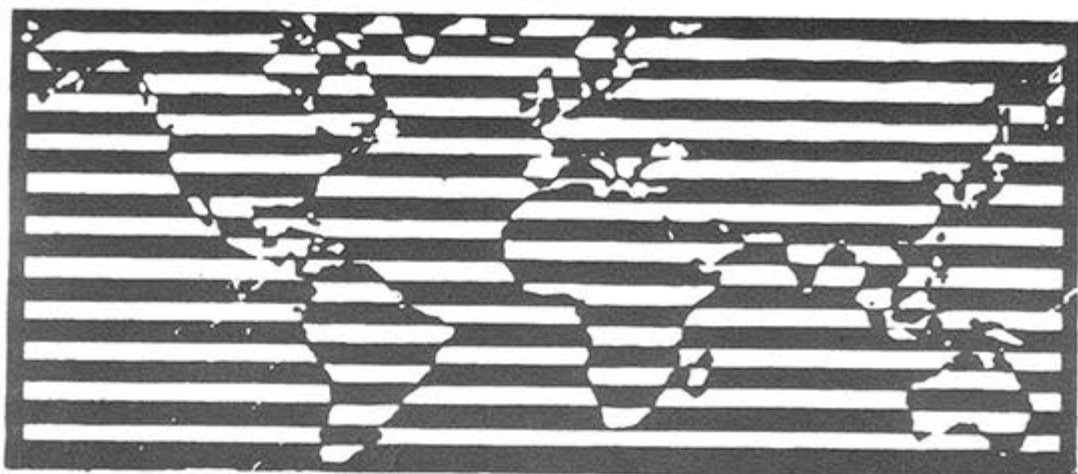
U.K. Merchant Fleet Diminishes

Over the past six years the size of the United Kingdom registered merchant fleet has steadily decreased from 50 million deadweight tons in 1975 to 34.2 million deadweight tons at the end of May last. In terms of ships, the fleet comprised 1,614 vessels in 1975 and this figure had been reduced to 1,109 ships by the end of May, 1981. It is estimated that on present indications the size of the fleet by the end of next year will be 30 million deadweight tons, a fact which is giving cause for concern in shipping circles in Britain.

It is also significant that the number of seafarers has fallen from 77,000 in 1975 to 63,800 by the end of last year. Ac-

cording to the General Council of British Shipping the causes are many and complex, but generally are due to a combination of poor trading conditions, world over-tonnage, the impact of new technology and bigger ships, the high value of the pound and above all by a growing loss of competitive ability.

The Council believes that the British Shipping Industry has tended to price itself out of a very highly competitive international market and recommends that this is the main area in which solutions lie within the industry, and they urge that some remedial action be taken by companies and unions as well as managers and employees.



FLEET NEWS · FLEET NEWS · FLEET NEWS

"Larch" returns to Dublin

This ship was expected to load steel at Antwerp for U.S. West Coast Ports at the beginning of July but instead she loaded at Rotterdam and Antwerp for Durban. Her cargo was fertiliser and she sailed from Antwerp on 18th July, arriving at Durban on 10th August. She discharged her entire cargo at Durban where she completed on 21st September and then loaded manganese ore at Port Elizabeth from 3rd to 7th September. The "Larch" then sailed for Dunkirk where she arrived on 27th September and completed unloading on 29th

September. Having loaded steel products at Antwerp from 30th September to 8th October, the vessel sailed for U.S. West Coast ports and is expected to transit the Panama Canal on 25th October. She should arrive at Long Beach, her first port of call, about 3rd November and will also discharge at Oakland, Portland and New Westminster where she should complete about 12th November. The ship will then load forest products in the Vancouver area for Dublin and United Kingdom ports.

Electrical Engineer J. Dunphy relieved T. White at

Dunkirk on 22nd September and while the vessel was at Antwerp, Captain M. O'Dwyer relieved Captain T. Hughes. At this port also, Second Officer D. Dignam relieved J. Bourke and Catering Officer P. O'Connell relieved E. Murphy.

"Irish Maple"

This ship completed discharge of her cargo of fertiliser from Sluiskil and Brunsbittel at Cuddalore, India, on 30th June and then proceeded to Manila where she arrived on 13th July. The vessel loaded timber and general cargo at a number of ports in the Philippines and Malaysia including Manila, Wallace Bay, Nabulau, Kagayan, Samarinda, Singapore, Port Kelang, Rejang and Kotawaringin as well as at Kaohsiung and Minamata, where the vessel also had some underwater hull cleaning carried out. She completed loading at Port Kelang from which port she sailed on 11th September and passed through Suez on 27th September. She arrived at Sete, France on 2nd October and after part discharge the vessel left for Liverpool where she arrived on 10th October. Due to a port strike the vessel was delayed at anchorage before berthing on

RE-UNION ABOARD "IRISH LARCH"



Group photographed on board the "Irish Larch" when the vessel visited Dublin last June (1. to r.) G. Cunningham, E. Fricker, Commodore J. A. Caird, P. Kelly, Captain T. Glanville, D. O'Neill, Captain E.C.G. Horne, Captain B. Hearne, Master "Irish Larch", Captain J. Lee, J. Morgan, Captain P. F. O'Shea and D. Horan, Chief Engineer "Irish Larch".

IRISH SHIPS MEET AT SEA



This picture of the "Skellig Rock" was taken from the deck of the "Murrell", owned by Tyrrells of Arklow, when the two vessels passed each other 15 miles south of the Isle of Wight during the Summer. The picture shows Capt. Fred Billett of the "Murrell" which was bringing toasted extract of soya from Europort to Warrenpoint. The "Skellig Rock" was on passage from Antwerp to Dundalk.

16th October and is expected to complete discharge of her Liverpool cargo about 28th October when she will then sail for Rotterdam, where she should finish discharge about 4th November.

At the end of her current voyage the "Maple" will go into drydock for approximately 12/14 days and her drydock has not yet been nominated. While at Liverpool **Chief Engineer P. Dowling** was relieved by **A. Bolster**; **Second Engineer W. Sammon** was relieved by **R. Tennent**; **Third Engineer P. Curran** relieved **B. Kelleher**; **Fourth Engineer N. Wright** relieved **E. McQuillan** and **Electrical Engineer J. Dunn** relieved **M. Horgan**.

"Irish Pine"

During her extended itinerary in the Celebes and South China

Seas, the "Irish Pine" called at Singapore, Rejang, Claveria, Maconacon, Manila, Butuan, Samarinda, Taboneo, Sampit, Telok Ayer, Kimbalu and Port Kelang during July. At these ports she loaded timber and general cargo and the vessel completed loading at Singapore on 6th August before sailing for Sete, France, where she arrived on 28th August. The "Pine" arrived at Suez on 21st August and due to some delay did not clear Port Said until 23rd August.

After part discharge at Sete, the "Pine" also unloaded at Liverpool from 6th to 17th September and at Rotterdam from 20th to 23rd September. The vessel then loaded steel products at Antwerp and sailed on 3rd October for Providence, Rhode Island where she arrived

on 14th October. In addition to Providence the vessel also discharged at Bridgeport on 16th and 17th October, and at Camden on 18th October. She completed at Baltimore on 20th October. On completing discharge the "Pine" loaded coal at Baltimore for the Bordeaux area and should arrive at her discharge port about 5th November.

Captain M. McMahon joined the vessel at Singapore on 1st August to relieve **Captain T. Byrne**.

"Irish Rowan"

The "Rowan" arrived at Durban on 15th July with bagged and bulk fertiliser from Amsterdam and Antwerp. She completed discharge at Durban and loaded maize and

manganese ore at both Durban and Saldanha Bay before sailing from the latter port on 5th August for Ghent. The vessel arrived at the Belgian port on 6th September and also discharged at Nordenham and Bremen where she completed on 12th September. She then proceeded to Antwerp to load fertiliser and sailed on 25th September for Capetown, where she arrived on 13th October. She also unloaded at Durban where she is expected to finish about 5th November. Her further itinerary will bring the vessel back to U.K. or Continent but her loading port has not yet been nominated. **Captain P. Murphy** joined this vessel at Durban to relieve **Captain H. Fiddler**.

"Irish Cedar"

Having arrived at Rotterdam on 14th July with coal from Durban, this vessel completed discharge on 16th July and then loaded steel products at Antwerp and Dunkirk. She sailed from Dunkirk on 5th August for Providence, Rhode Island, where she arrived on 15th August and also discharged at Bridgeport, Camden and Baltimore where she completed on 27th August.

The vessel then loaded grain at Norfolk and sailed on 3rd September for Hamburg where she arrived on 17th September and completed discharge in two days. She then loaded fertiliser and general cargo at Hamburg and Antwerp and sailed on 4th October for Port Kelang passing through Suez on 13th October. The "Cedar" will be due at Port Kelang on 28th October and is also expected to discharge at Singapore and Labuan where she is expected to complete discharge on 5th November.

While at Hamburg **Captain J. A. Gleeson** relieved **Captain G. Kyne** and at Antwerp **Chief Engineer J. Reynolds** relieved **D. O'Brien**.

North African Voyage

The "Irish Oak" arrived at Bremen on 23rd June with a cargo of grain from Baltimore. She completed discharge on 25th June and then loaded steel at Antwerp for United States West Coast Ports. She sailed on 5th July, passed through Panama Canal on 21st July and arrived at Long Beach on 31st July. The vessel also discharged steel at Oakland, Portland and New Westminster where she completed on 15th August.

The "Oak" then loaded slated sulphur at Vancouver, B.C. and sailed on 21st August for Sfax, Tunisia. She passed through Panama on 6th September and arrived at her discharge port on 25th September. She completed discharge on 3rd October and then sailed for Ceuta where she took on bunkers before proceeding to Tampa where she will load phosphate for Antwerp.

While at Sfax **Chief Officer E. Curry** relieved **H. McGowan**; **Second Engineer J. Keane** relieved **C. McGarrigle** and **Third Engineer D. O'Reilly** relieved **G. Sheehan**.

"Daunt Rock"

This vessel loaded tapioca pellets at Amsterdam and will complete discharge of her cargo at Fleetwood on 21st October. She will then sail for Garston from which port she will make two trips to New Ross with coal cargoes. On the second of these voyages she should complete discharge about 27th October.

Master of the "Daunt Rock" is **Captain Jim Murphy**.

"Skellig Rock"

This vessel is at present loading tapioca pellets at Amsterdam for discharge at Greenore where she is expected to arrive on 25th October. Master of this vessel is **Captain Jim Ryder**.

"Tuskar Rock"

After discharging her present cargo of tapioca pellets from Amsterdam at Belfast, this vessel will load coal at Garston for Sligo. She is expected to arrive in Sligo on 24th October with **Captain Brendan Kehoe** as Master.

"Fastnet Rock"

The "Fastnet Rock" is at present loading barytes at Foynes for discharge at Bremen where she is expected to arrive on 26th October. On her subsequent voyage she will probably load coal for a return trip to Dublin. Her Master is **Captain Alan Coghlan**.

Maritime Institute Programme

The winter programme of the Maritime Institute of Ireland began on Thursday, 24th September when Mr. Gerry O'Neill gave the members an illustrated lecture on "The Salvage of the Wasa". Their next event will be on Thursday, 29th October at 8 p.m. when Mr. J. Niall McGovern, Secretary and Administration Manager of Irish Shipping Ltd. will speak on "Forty Years of Irish Shipping". This talk will commemorate the fortieth anniversary of the founding of Irish Shipping, and Mr. McGovern's special lecture will be given in conjunction with the presentation of six Honorary Life Memberships of the Institute. This event will be held in The Lawlor Room, National Maritime Museum, Haigh Terrace, Dun Laoghaire.

On Thursday, 6th November, **Captain J. Greenlee** will outline the responsibilities and activities of the Irish Lights Service in the waters around Ireland when he speaks on "The Work of Irish Lights". **Captain Greenlee** also hopes to have available a short film to illustrate his talk.

FLEET



PERSONNEL

Deck and Engineering Officers in Order of Rank as at 22nd October, 1981

m.v. "Irish Pine": Captain M. McMahon; Deck Officers: J. Murphy, G. Hopkins, C. Neave, Deck Cadets: B. Clarke, D. Whelan; Engineering Officers: T. Newell, J. Farrell-Dillon, T. Kennedy, T. Taylor, B. Kennedy, E. Hopkins, M. Keogh; Engineer Cadet: J. Dwan; Electrical Engineer: H. Stears; Catering Officer: P. F. Walsh; Radio Officer: M. Breathnach; Deck Department: H. Hannon, S. Doyle, W. Phelan, J. Murrells, R. Scanlon, P. Fay, M. Murphy, F. Macken, D. O'Connor, P. Gaines, T. Brogan, K. McDonnell; Catering Department: E. Lyons, C. Kiernan, D. Desmond, P. Kennedy, M. Maloney, S. O'Neill, P. Hudson.

m.v. "Irish Maple: Captain M. Carey; Deck Officers: M. McCarthy, T. McMahon, W. Kavanagh, S. Greenwood; Engineering Officers: A. Bolster, R. Tennent, P. Curran, N. Wright, B. Byrne, S. Larkin, A. Stack; Electrical Engineer: J. Dunn; Catering Officer: U. Maher; Radio Officer: Mary Sweeney; Deck Department: T. Perle, C. Tynan, F. O'Connell, G. O'Shea, N. Murrells, O. Nesbitt, P. Fitzgerald, M. Christie, P. Ryan, J. Roche, M. O'Hara. Catering Department: K. Taylor, S. Savage, J. Walsh, T. Beaver, L. Foley, D. Clayton, D. Farrelly.

m.v. "Irish Oak": Captain E. Greevy; Deck Officers: E. Curry, J. Hobbs, D. Scanlon, F. Hogan, O. Walsh; Engineering Officers: A. Curran, J. Keane, D. O'Reilly, P. Dolan, A. Butler, D. Nolan, T. Fenelon. Electrical Engineer: T. Willoughby; Catering Officer: J. Rogan; Radio Officer: J. A. Hynes; Deck Department: K. Doherty, T. O'Driscoll, J. Treacy,

P. Smith, J. Jenkins, D. Russell, D. Kelly, E. O'Reilly, D. Kenny, J. Byrne, A. Murphy, S. Byrne, A. Recks.

m.v. "Irish Oak": Catering Department: T. Kelly, A. Galvin, A. Boyle, D. Brown, I. Holmes, D. Bridgeman, P. Hegarty.

m.v. "Irish Larch": Captain M. O'Dwyer; Deck Officers: J. Whyte, D. Dignam, A. Jameson; Engineering Officers: L. Byrne, M. Flynn, J. O'Flaherty, D. O'Loughlin, T. Furlong, J. Tyrrell, D. Potter, B. Frahill. Electrical Engineer: J. Dunphy; Catering Officer: T. O'Connell; Radio Officer: J. Ahern; Deck Department: M. Doyle, N. Thompson, K. Barry, E. Clarke, A. O'Connor, C. McGuire, P. Nolan, P. Cullen, J. Doyle, A. Dillon, J. Reid, J. Sherlock, K. Doyle; Catering Department: G. Humphries, S. Deevy, P. Wade, B. Wallace, E. Conran, P. Kelly, D. McMahon.

m.v. "Irish Rowan": Captain P. Murphy; Deck Officers: B. Kinch, N. Cummins, T. O'Callaghan, P. Reid; Engineering Officers: D. Gabriel, F. Brennan, K. Barry, F. Hetherington, P. Good, G. O'Cearuill, P. Kealy; Electrical Engineer: J. Warren; Catering Officer: J. Forsey; Radio Officer: W. O'Connell; Deck Department: J. Lynch, P. McDonnell, W. Revington, T. Jackson, J. Greene, W. Southam, J. O'Sullivan, J. Carolan, M. Tucker, J. Grace, J. Gough, P. Morgan, J. Martin; Catering Department: P. Codd, S. Humphries, P. Quilty, J. Kells, E. Doyle, P. Quinn, P. Maher.

m.v. "Irish Cedar": Captain J. Gleeson; Deck Officers: P. Miley, J. Flaherty, E. Britton, P. Burke, P. Murphy. Engineering Officers: J. Reynolds, V. Hetherington, D.

O'Connor, R. Tynan, P. Martin, J. O'Shea, D. Cody; Engineer Cadet: I. Mills; Electrical Engineer: E. Walsh; Catering Officer: G. McGovern; Radio Officer: P. J. O'Connor; Deck Department: A. Gill, N. Byrne, K. Kelly, M. Rice, D. Coleman, J. Doherty, R. Adams, D. Talbot, P. Shorthall, E. Lynch, R. Brown; Catering Department: E. Byrne, J. Egan, P. Nugent, M. Bolger, J. Kelly, C. Doherty, K. O'Dowd.

m.v. "Daunt Rock": Captain J. Murphy; Deck Officer: J. Fennessy; Engineering Officer: S. Jenkins; Cook Steward: M. Moody; Deck Department: J. Morey, P. Fennelly, J. Woods, J. Lally.

m.v. "Fastnet Rock": Captain A. Coghlan; Deck Officers: K. Rowden, A. Harris; Engineering Officers: P. Morris, D. Coulter; Cook Steward: T. Mason; Deck Department: P. Norman, P. Moloney, G. Boylan.

m.v. "Tuskar Rock": Captain B. Kehoe; Deck Officers: M. Brennan, N. Cantwell, Engineering Officers: H. Mahon, O. Mullins; Cook Steward: J. Kelly; Deck Department: K. O'Malley, A. Martin, P. Dunning.

m.v. "Skellig Rock": Captain J. Ryder; Deck Officer: P. Richardson; Engineering Officer: N. Hayes; Cook Steward: J. Mulligan; Deck Department: A. Caffrey, P. Murray, A. Whelan, Monan.

Asgard 11: Captain G. Healy, Deck Officer: F. Traynor; Engineering Officer: P. Bowring; Cook Steward: B. Clarke; Deck Department: B. Martin.