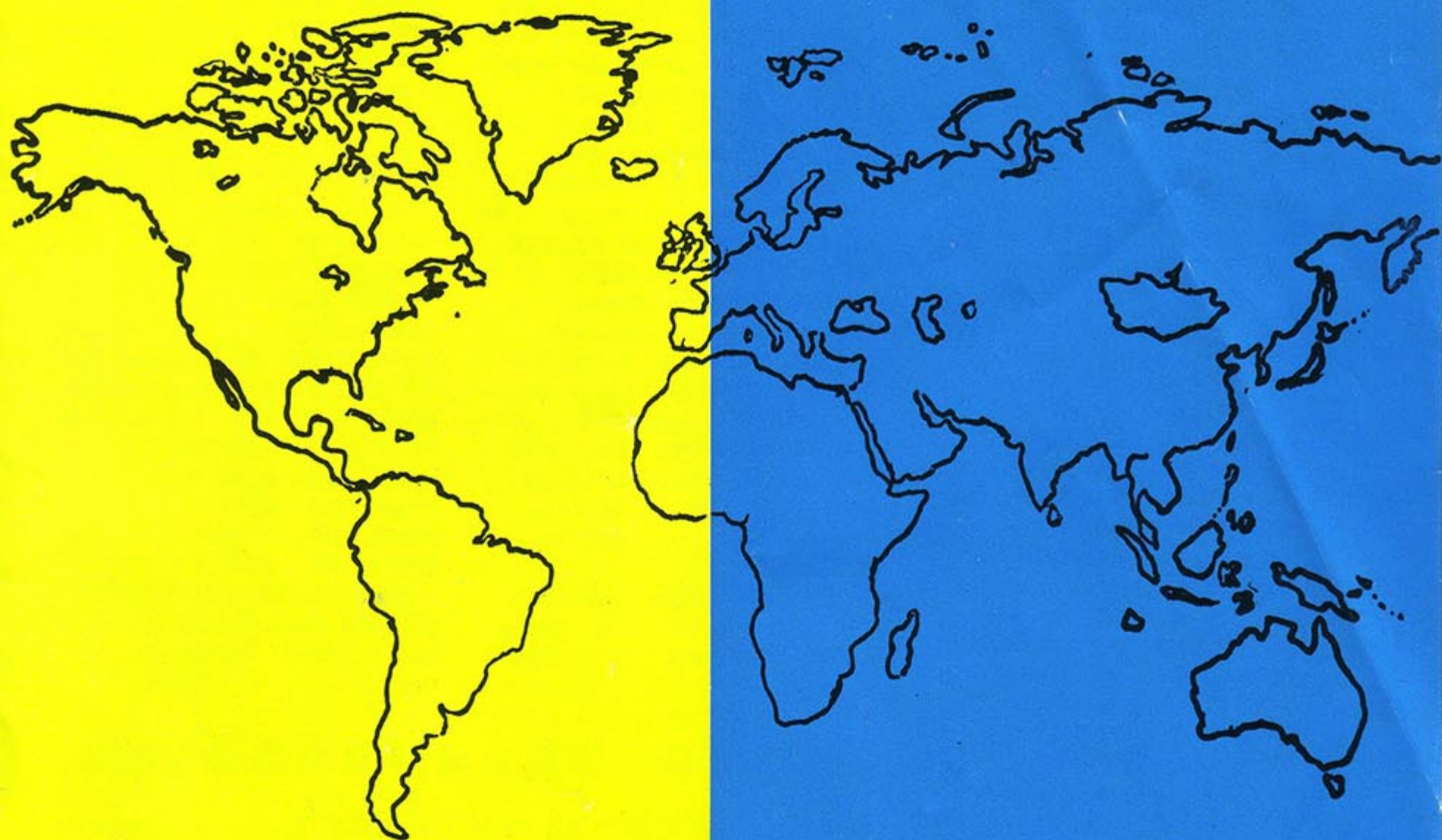


SIGNAL



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DECK AND ENGINEER OFFICERS ASHORE AS AT 1st APRIL, 1982

Masters: J. Gleeson, B. Kehoe, M. McMahon, D. Mundow, P. Murphy, M. O'Dwyer, M. Carey.

Chief Officers: E. Curry, R. Fennessy, P. Kehoe, M. McCarthy, M. Purcell, P. Hughes, B. Kinch, P. Richardson, J. Whyte.

Second Officers: J. Flaherty, G. Hopkins, R. McCabe, G. Burns, N. Cummins, M. Poole.

Third Officers: A. Jameson, A. Kingston, G. McMahon, R. Mullins, K. Treacy.

Chief Engineers: A. Bolster, A. Curran, M. Hayes, L. Byrne, D. Gabriel, H. Mahon, T. Newell, P. O'Halloran, J. Reynolds.

Second Engineers: J. Cummins, J. Farrell-Dillon, F. Brennan, M. Flynn, V. Hetherington, J. Keane, W. Sammon.

Third Engineers: O. Mortimer, D. O'Connor, J. O'Flaherty, D. O'Loughlin.

Fourth Engineers: E. Burke, E. Cadwell, F. Hetherington, E. O'Sullivan, N. Wright.

Junior Engineers: A. Butler, A. Byrne, D. Cody, T. Furlong, P. Good, E. Hopkins, P. Kealy, B. Kennedy, M. Keogh, W. Leahy, J. McCooley, P. Martin, G. O'Ceirneill, D. Potter.

Electrical Engineers: B. Byrne, J. Dunphy, C. Murphy, H. Stears, E. Walsh.

Catering Officers: J. Clinton, J. Doran, H. Bond, J. Forsey, T. O'Callaghan, J. Rogan.

obtaining his Class One Engine Certificate.

B. Desmond on obtaining his Class Two Engine Certificate; **J. D. Murphy** on obtaining his Class Two Engine Certificate; **T. Sweeney** on obtaining his Class Two Engine Certificate; **J. White** on obtaining his Class Two Engine Certificate; **D. Bolster** on obtaining his Class Four Engine Certificate; **N. Cleary** on obtaining his Class Four Engine Certificate; **D. Nolan** on obtaining his Class Four Engine Certificate and **J. Tyrrell** on obtaining his Class Four Engine Certificate.

Seamen's Memorial Plans Agreed

At a meeting of the Joint Memorial Committee held in the Marine Port & General Workers' Union offices in Gardiner Place, Dublin, on 23rd March, final plans for the memorial to seamen lost in Irish vessels during the war years, 1939-45 were agreed. The plans were submitted by Mr. Niall Montgomery. The new and slightly altered location at the Custom House Quay, Dublin, now places the memorial directly level with the east portico of the Custom House building. The Architect has applied for planning permission and the project is estimated to cost £30,000 at current prices. The Architect undertook to investigate what savings in cost, if any, can be made and, in the meantime, the Committee is examining means of raising the sum of £30,000.

A pledge to the Maritime Institute was made by the Government about 14 years ago to support the memorial project and the present administration is being approached to honour this commitment. The Joint Memorial Committee was established five years ago on the

initiative of the Maritime Institute of Ireland and comprises representatives of the Seamen's Union of Ireland - Mr. P. Launders; Irish Association of Master Mariners - Captain P. O'Keeffe; M.P.G.W.U. - Mr. F. Ellis and Maritime Institute of Ireland - Mr. P. Sweeney.

CONDOLENCES

We offer our sincere sympathy to **Tom Byrne**, Agency Division on his brother's death, which took place last February; to **Michael Whooley**, Superintendent Engineer, whose mother died recently, to **Sean Doyle**, Enniscorthy, of our sea-going staff, whose father died on 11th January last and to **Mark Digby**, Engineer Cadet Captain, at Cork Regional Technical College, on the recent death of his sister.

We also extend our condolences to the family of the late Mrs. E. Mullin, widow of the late William Mullin, who was for many years a well-known and popular member of our Aston Quay staff.

Deck Cadet's Prize

Our congratulations to **Deck Cadet G. Nolan**, studying at the School of Maritime Studies, Plymouth, on his achievement in winning the Shell Prize for Progress Phase 3 'A' Level.

STAFF SOCIAL COMMITTEE

The Staff Social Committee members for 1982 are: Mrs. C. Coleman, Frank Cheevers and Rory O'Regan (Merrion Hall); Cathy Lawless, Ray Dunne and Mick McGlynn (Aston Quay).

BELFAST CAR FERRIES LTD.

The Belfast-Liverpool ferry service will be re-established very soon by Belfast Car Ferries Limited with a daily sailing in each direction all year round.

Operating from offices at 47 Donegall Quay, Belfast, and the Langton Dock, Liverpool, the newly-formed company will use the former Irish Continental Line vessel "Saint Patrick" on the route. She will be renamed "Saint Columb", re-registered in Belfast, will sail under the British flag and be manned by members of the National Union of Seamen.

With a greater capacity for ro-ro car and freight traffic than its predecessor on the route and with the experience Irish Continental Line can provide the new company in operating a profitable ferry service, the new operation is expected to be a successful one.

Sailing Schedule

With a sailing time of less than 9 hours, the new schedule will give departures from Belfast at 10.00 p.m. each night, arriving in Liverpool at 7.00 a.m., and departures from Liverpool at 11.00 a.m. every morning, arriving in Belfast at 7.30 p.m.

Enquiries and bookings will be handled at the Belfast headquarters (Telephone 26800), which will be operational from Monday, 8th March next to receive bookings. Reservations staff have been recruited and key management personnel appointed.

Belfast Car Ferries will be offering a wide range of standard

and promotional fares — from non-motorist passengers to cars accompanied by one or more persons, and cabin/berth supplements to tariffs for other accompanied vehicles. Children will travel at half-price and there are also Special Offers available for short weekends away or holiday abroad.

Examples of fares (in £ Sterling) include:

Non-Motorist Passenger: £19 single (Return fares are double).

Cabin Berth Rate: £1.75 single in a 4-berth cabin.

Cabin Berth Rate: £4.50 single in a 2-berth cabin.

Car + One Passenger: £54 single (April to July).

Car + Four Passengers: £87 single (April to July).



Chief Executive of Belfast Car Ferries Ltd. John Hewitt.

Caravans, Trailers, etc: £2.90 per foot.

The 5,285 ton ferry 'Saint Columb' provides more than double the carrying capacity of its predecessors on the route, with space for 1,040 passengers, 547 berths, 210 cars and 30 twelve-metre freight units on each sailing.

Fully stabilised and air conditioned, with a speed of 20 knots, the ship has 200 cabins located on two deck levels. On-board facilities include a Restaurant, Cafeteria, two Lounge Bars, Discotheque, Gift Shop and Cinema.

Behind the Company

The shareholders of Belfast Car Ferries Limited are likely to be Oceanbank Developments



Executives of Belfast Car Ferries Ltd. pictured in Belfast (l. to r.): Alan Peacock, Freight Manager; John Hewitt, Chief Executive; Donal Hoey, Finance & Administration Manager, and Berkeley McMonagle, Passenger Sales Manager.

Ltd., the new joint venture between Irish Shipping Limited and Allied Irish Banks, and a number of Northern Ireland and U.K. shipping and financial institutions. Consideration may be given in the future to a public flotation and the offer of shares to the public.

Appointed as Chief Executive of Belfast Car Ferries Limited is Mr. John Hewitt. A Chartered Accountant, he was previously Financial Controller of P & O Ferries in Belfast, prior to which he was Secretary/Accountant of the Ormeau Bakery. He is well-known in sporting circles as a former Irish International rugby player and interprovincial cricketer.

One of the primary negotiators in the re-establishment of the Belfast-Liverpool ferry service was Mr. Aubrey McElhatton, Managing Director of Irish Continental Line and Financial Controller of Irish Shipping Limited.

The new service will provide 220 new jobs immediately, made up of 141 crew members and an additional 79 in on-shore, administrative, security and dock workers.

ANOTHER NEW HOLIDAY IDEA

"Gîtes de France"

Newly introduced to the Ferretours range of all-inclusive self-catering holidays are "Gîtes" — inexpensive self-contained holiday homes in the French countryside, usually in or around farms, and ideal for family holidays. Inclusive prices for a family of 2 adults and 2 children start at IR£98 per person during May and early June.

BEST WISHES

Our congratulations and best wishes to Charles Kiernan, Second Cook on his recent marriage which took place in Malta.



Pictured at the Belfast News Conference to announce details of the new service between Belfast and Liverpool were (l. to r.): Shane Belford, Northern Ireland Tourist Board; John Hewitt, Chief Executive, Belfast Car Ferries Ltd.; Aubrey McElhatton, Managing Director, I.C.L. and Captain Colman Raftery, Operations Director, I.C.L.

Presidential Farewell



His Excellency, Dr. Patrick Hilary, President of Ireland, enjoying a joke as he presents a bouquet to Susan Coffey, prior to her departure from Coiste an Asgard. The picture was taken on board "Asgard II" and in centre is the vessel's Bosun, Barry Martin.

BUDGET 1982

The major changes in Income Tax introduced in this year's budget are as follows:

Income Limits for Exemption from Income Tax

	Previous limit 1981/82	New income limit 1982/83
Single or widowed person under 65 years	IR£ 2,000	IR£ 2,200
Single or widowed person aged 65 years or over but less than 75 years	2,300	2,500
Single or widowed person aged 75 years or over	2,800	3,000
Married Couple (both under 65 years)	4,000	4,400
Married couple where either spouse is aged 65 years or over but less than 75 years	4,600	5,000
Married couple where either spouse is aged 75 years or over	5,600	6,000

NEW TAX BANDS

Individual taxpayer

Rate of tax	Band of taxable income
25%	IR£ First 1,000
35%	Next 3,000
45%	Next 2,000
55%	Next 2,000
60%	Over 8,000

Married couple

Rate of tax	Band of taxable income
25%	IR£ First 2,000
35%	Next 6,000
45%	Next 4,000
55%	Next 4,000
60%	Over 16,000

	Allowance 1981/82	New Allowance 1982/83
	IR£	IR£
Single personal allowance	1,115	1,450
Married personal allowance	2,230	2,900
Widowed personal allowance	1,185	1,950
Widowed personal allowance (without a qualifying child – in year of bereavement)	2,230	2,900
One-parent family allowance:		
(a) widowed person	650	950
(b) other person (deserted, separated or unmarried)	650	1,450
Child allowance	195	100
Incapacitated child allowance	500	500
Housekeeper (taking care of children)	165	NIL
Housekeeper employed to take care of incapacitated taxpayer or spouse	500	700
Blind allowance	400	500
Blind allowance (where both spouses are blind)	1,000	1,200
Dependent relative allowance	95	110
Age allowance (single or widowed person)	80	100
Age allowance (married couple – either spouse qualifying)	180	200
Nuptial allowance	115	NIL
Special PAYE allowance	600	600

MARRIED COUPLES

Where only one spouse has income the full benefit of the allowances and doubled rate bands due to a married couple will be given to that spouse.

In the issue of certificates of tax-free allowances for 1982/83 taking account of the changes announced in the Budget the amount of the tax-free allowances allocated to an **employed** wife will generally be the

total of –

(i) all allowances allocated to her for 1981/82 less any table allowance included therein

and

(ii) one-half of the table allowance appropriate to the combined incomes of the couple for 1982/83.

The amount which will be included in the wife's tax-free allowances in such cases in respect of the appropriate table allowance will be as follows:

Table R	NIL
Table S	286
Table T	1,112
Table U	2,500

A married couple who wish to have their tax-free allowances for 1982/83 allocated on any other basis should advise the Inspector of Taxes accordingly.

P.R.S.I.

New and increased rates for Pay Related Social Insurance include an Employee contribution of 7.5% up to £9,500 and 1% on that part of salary in excess of £9,500 per annum.

TAX TABLES APPLICABLE FROM 6th APRIL, 1982

INDIVIDUAL TAXPAYERS

Range of taxable income (See paragraph 4)	Table	Table allowance	Commencing rate
IR£ 1 – 1,000	A	IR£ NIL	25%
1,001 – 4,000	B	286	35%
4,001 – 6,000	C	1,112	45%
Over 6,000	D	2,500	60%

MARRIED COUPLES

Range of Taxable income (See paragraph 4)	Table	Table allowance	Commencing rate
IR£ 1 – 2,000	R	IR£ NIL	25%
2,001 – 8,000	S	572	35%
8,001 – 12,000	T	2,224	45%
Over 12,000	U	5,000	60%

RECENT DEATHS

In recent months those involved with ships and shipping in Ireland were saddened by the passing of two well-known personalities in different spheres of maritime activity. **Commander Thomas McKenna, former Head of the Irish Naval Service, died last January and we offer our condolences to his family on their great loss. His son, Peter, is very well known in Irish Shipping where he commenced his sea-going career as an Apprentice and he is now an Officer with B+I Line.**

The second loss was in the death more recently of the former Lloyd's Surveyor, **Mr. William Waggott, who was very familiar to Irish Shipping personnel both afloat and ashore some years ago.**

Late

Mr. T. F. Doyle

Irish Shipping connections with the port of Cork in bygone days were recalled in sadness early in January last with news of the death of Mr. T. F. Doyle who had long business associations with our Company in the southern capital.

The late Mr. Doyle was a long-serving member of the Cork Harbour Commissioners, having been first appointed to that body in 1938. He retired from the Board in 1979 and apart from his deep involvement in the commercial life of Cork city he was a member of the Board of Cork Opera House for fifteen years. He was also a keen yachtsman. To Mrs. Doyle and family we offer sincere sympathy on their sad loss.

The Late Andy Myler

We regret to report the death recently of Andy Myler who was well-known to both our seagoing and shore staffs. Andy went to sea in 1955 on the "Glenbride" as a fireman, and in June of that year he joined the "Irish Oak" on which he served under the late Captain Poole and Captain B. Reilly. He also served on the "Irish Hazel", "Irish Larch", "Irish Hawthorn", "Irish Maple", "Irish Ash", "Irish Poplar" and in later years on the "Irish Rowan". His last two ships were "Irish Cedar" and "Irish Plane" which were then on the Casablanca/Dublin service bringing phosphates for Goulding Fertilisers Ltd.

Andy Myler finally paid off the "Irish Plane" at Dublin on 25th February, 1975 and has been ashore ever since.

To his family we offer our condolences on their sad loss.

Capt. B. Reilly retires

At a recent function held in Dublin, a special presentation of Waterford Glass was made to Captain Bernard (Ben) Reilly of Trim, Co. Meath on his retirement. The presentation was made by the General Manager and Director of Irish Shipping, Mr. W. A. O'Neill who extended to Captain Reilly the good wishes of all his friends ashore and afloat on taking his leave from the routine of shipboard life.

Capt. Reilly joined Irish Shipping Limited in the late 1940's and was first appointed Second Officer of the Irish Ash. He was subsequently appointed acting Chief Officer of the Irish Pine on 3rd June, 1949 under the command of Captain J. P. Kelly. On that occasion the Second Officer of the Pine was Captain "Dixie" Green who was later to take up a shore appointment with Irish Shipping at Cork.

In April 1951 Capt. Reilly obtained his Master's Certificate and was appointed relief Master of the Irish Cedar on 25th June, 1954, becoming permanent Master of that vessel in May of 1956. Subsequently, Capt. Reilly commanded the "Irish Oak", "Irish Pine", "Irish Hazel" and many other Company vessels. In the winter of 1967 he worked for some time in Head Office on the new manning project for the "Irish Elm" which resulted in general purpose manning becoming part of shipboard organisation.

In January 1968 he was appointed Master of the "Irish Elm" during her building and for her maiden voyage. The "Elm"



Mr. W. A. O'Neill making the presentation to Capt. B. Reilly with Mr. D. O'Neill on right.

was and still is the largest vessel ever owned by Irish Shipping. On 15th July, 1981 Capt. Reilly handed over his last command before retirement when he left the "Irish Maple" prior to going on leave.

Capt. Reilly had three brothers and one sister. His brother John was Master of Haines' Steamship Company vessel "Trewidden" and was lost overboard in 1969 while on passage through the Indian Ocean. His brother Tom is at present Assistant Harbour Master at Dunlaoghaire.

Both of Capt. Reilly's sons were in Irish Shipping. James was Cadet and Third Officer and is now Second Officer with Irish

Continental Line. Dermot was carpenter and G. P. Rating before joining B+I Line. Capt. Reilly's only daughter, Bernadette, was married to the late Capt. Joe McPolin whose unexpected death came as such a shock to all his colleagues and friends in the shipping world just a few years ago.

During his career as Master with Irish Shipping, Capt. Reilly has been a very popular officer and colleague. He has made many friends ashore and afloat and we know that all will join with us in wishing him many pleasant years ahead with good health and happiness in his well earned retirement.



Group pictured at the presentation to Capt. Reilly.

Echoes From The Past

The widespread public interest and favourable reaction aroused by Frank Forde's excellent book "The Long Watch" has exceeded all the expectations, both of the Publishers and of the Author's many friends who fervently hoped the book would meet with the success it so richly merited. We are delighted to congratulate Captain Forde on his double achievement; firstly in filling a palpable void in the literature of Irish maritime history and secondly, by doing it so successfully in publishing terms.

An extraordinary fact which has come to light as a result of this publication is that people in many diverse spheres of life have had a direct personal involvement with the Irish ships and the men who sailed in them during the Second World War. We have been privileged to meet a man who, through the exigencies of war, first established a life-long interest in Irish maritime affairs over forty years ago. He is Father Fintan J. Campbell, a Dominican priest attached to St. Saviour's at Upper Dorset Street, Dublin.

Father Campbell, an exceedingly modest man, had a most interesting story to tell of the difficulties he encountered as a young priest endeavouring to make his way home to Ireland from Rome back in 1941. In particular Father Campbell cherishes fond memories of the late Commodore John Poole and the kindness extended to him and his companion on the trip from Lisbon so long ago. The story of that voyage is told in Father Campbell's own words as follows:-

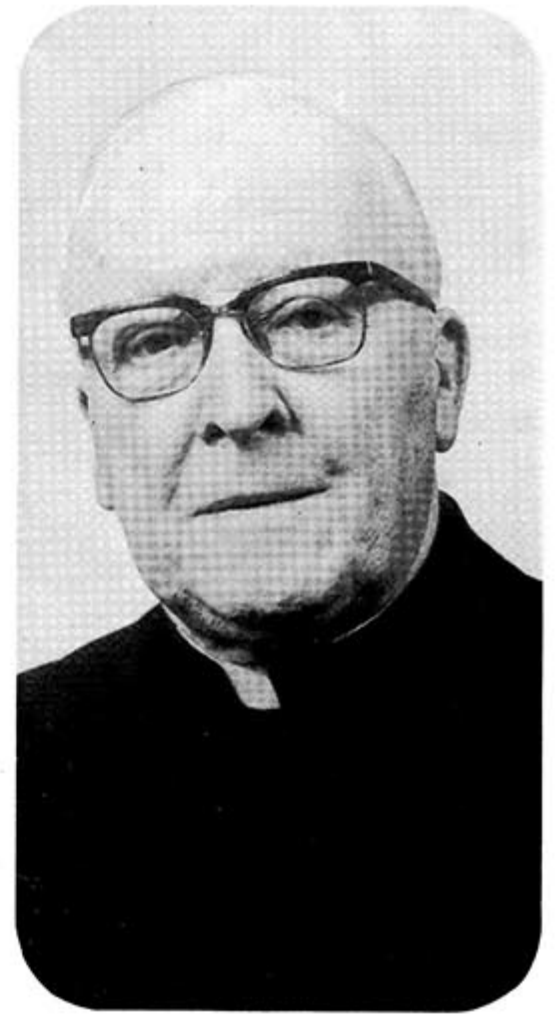
"Having finished examinations in Rome and received my diploma in early June, 1941 I made my way with great difficulty to Lisbon and remained with our Dominican Fathers at Corpo Santo for a period of about eight weeks. I was accompanied by Father Eugene Delahunt, O.P. and we were both very anxious to get home to the safety and comfort of Ireland. I had been present in the Piazza Venezia when Mussolini declared war and food was somewhat scarce.

Lisbon was a centre of intrigue, propaganda and espionage. Shop windows were

rented and displayed propaganda for and against the opposing powers. Both were accusing each other of ghastly deeds such as the indiscriminate bombing of schools, hospitals and other non-military targets. The main British office for air travel to England was Rawes' Travel Agency which was located above some shops. The



A photograph of the Travel Agency in Lisbon referred to in Father Campbell's story.

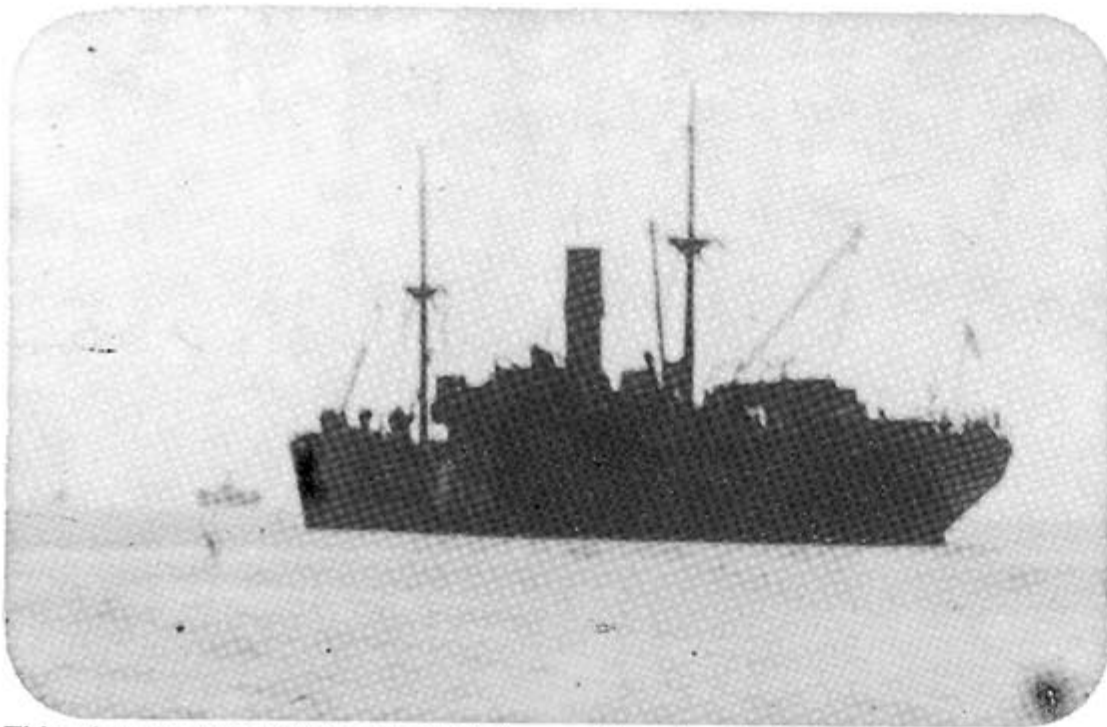


Rev. Father Fintan Campbell, O.P.

window of the shop beneath had the unusual display of ghastly war photos of atrocities, and a "king-size" Union Jack was hanging from Rawes' window just above and touching to the upper part of the window.

To be in Rawes' office at mid-day was the important line of action in order to obtain any cancellation of air seats. Many clerics, who came from Rome to Lisbon much later than we did, were able to get a flight to Bristol. Our Prior in Corpo Santo asked us to join the Community in Divine Office at that time, and so our attendance at Rawes' office only lasted for a few days.

The "City of Dublin" under Captain Bryan arrived at Lisbon and was moored in the Tagus River. On it was another crew ready to take over an old freighter due to arrive from the North Coast of Spain. The Irish Government had purchased it from the Spanish Government. It had been captured and confiscated by the Spanish Government during their civil war and had been a few years lying idle in Bilbao. It had no radio, it required a mast and ropes, etc., as they could not leave harbour without a radio being installed



This picture of the "City of Dublin" was taken by Father Campbell while the vessel was anchored in the River Tagus at Lisbon, in September, 1941.

and they were not allowed to export a radio. An agent from the Limerick Steamship Company arrived and he argued out of the predicament and had a mast fitted in Lisbon and ropes were bought and the new crew took over and brought the vessel to Ireland.

Captain Jones, on the "Eden-vale", who ran the blockade of Barcelona during the Spanish civil war, arrived also in his busy and valiant boat. The "Lanahrone" from Limerick also spent a few days in Lisbon and we had the opportunity of meeting the very religious Master of that vessel who had the Angelus rung on board and held service with Epistle, Gospel and Prayer and Rosary on Sunday mornings for his crew. He reminded them about Mass when they came into the next port. When at Bordeaux, he sent half his crew to Lourdes and when they returned the remainder of the crew took leave and they too went to Lourdes. His cabin was festooned with holy and pious pictures and he was well read and versed in the lives of the saints. I heard a few of his "sermons" and they were ideal and practical and compared a person's life to a ship on the wide ocean. Such a person needs God's grace and prayer as a ship needs a compass and charts to reach its port and destination. Over the years I met him a few times and had a meal on board and he brought me a

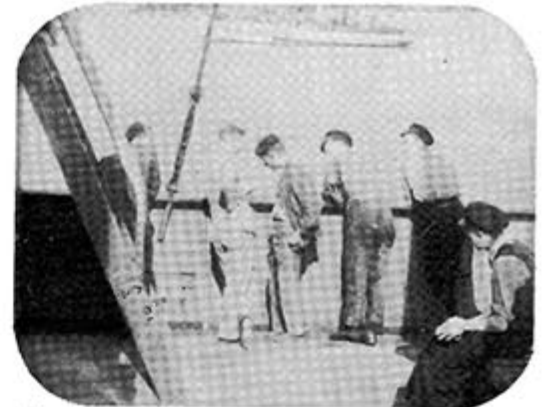
beautiful statue from Fatima and holy water from Valencia where there is devotion to St. Vincent Ferrer. Speaking to crewmen at different times I found great respect for this very kindly man who was Captain Timothy Hanrahan.



Captain Poole in full uniform on the bridge of "Menapia".

Eventually we met Captain John Poole, Master of the "Menapia", a motor vessel of 825 horse power which, though

small, was a neat and tidy ship, with a free-board of ten feet when loaded. It seemed to match its Master who was a thorough gentleman. He kindly signed us on as supernumeraries on the 18th September, 1941 and thus began our journey home. The 'Irish Press' reported that the trip home was relatively uneventful, but to me it was very eventful and full of interest all through. When we went up the coast of Portugal it was discovered that we had a stowaway on board. He was a French national from North Africa wishing to get to England in order to fight for the Free-French. If we brought him to



The stowaway pictured on board "Menapia" at centre of group leaning over ship's rail.

Ireland it would be expensive to have him escorted back to Portugal with plenty of legal difficulties. We were still in Portuguese waters so we steered near to some fishermen, but they would not accept him in spite of offers of cigarettes, whiskey and money. It was thought of throwing him overboard in a life jacket near the fishing vessels but the First Mate Mr. Delaney, advised against this course of action as they had radios on board. So we came towards Oporto with



Police launch approaches "Menapia".



The stowaway goes over the side to be taken to the police launch.



Rowing towards the launch.

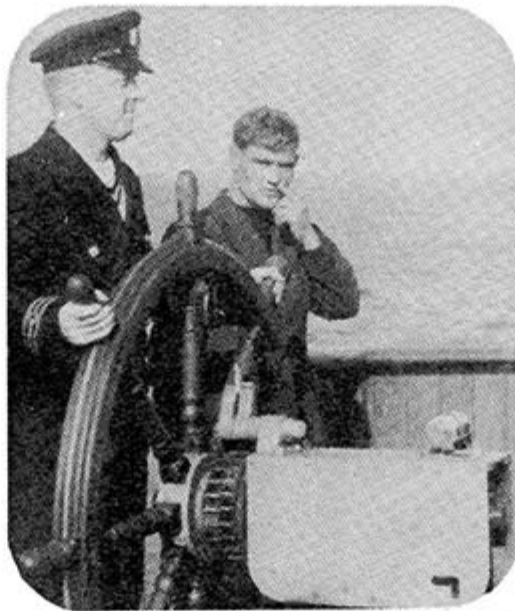
signal flag flying calling for the port police. Before we entered the harbour the police launch came at great speed and took our would-be stowaway with them. There was no delay and we continued on our pleasant voyage to Dublin.

The First Mate, Mr. Delaney of Wexford and the Second Mate, Mr. McClenaghan of Dundalk made us very welcome and along with the other men made for a very happy crew. There was no tension under Captain Poole.

I should have mentioned that before embarking we had to sign the seamen's 39 Articles as members of the crew. This was necessary in order to comply with maritime regulations as otherwise the ship could not have carried us as passengers. When we arrived at Dublin we signed off with the other members of the crew at the Mercantile Marine office on Eden Quay. In the Articles we signed, it said "the crew agreed to conduct themselves in an orderly, faithful, honest and

sober manner". My Certificate of Discharge says "character for ability – very good; character for conduct – very good". For two days in succession German Junker bombers flew low over our ship at 8 a.m. each day but they did not interfere with our homeward journey. Our Irish flag was proudly flying and both hatch covers had the Irish colours completely covering them. The deck gave proof that the "Menapia" had not escaped unscathed as it bore the marks of an attack upon the vessel while lying in port at Liverpool.

While in Lisbon a battered convoy called into port for ships captains to have a protest meeting regarding the inadequate protection extended to their ships in convoys. Irish ships were always placed on the outside of convoys and our ships had not even a peashooter to defend themselves. It was at this time that Irish ships began sailing out of convoy and the incident of the two visits by German bombers proved that they at least respected our neutrality.



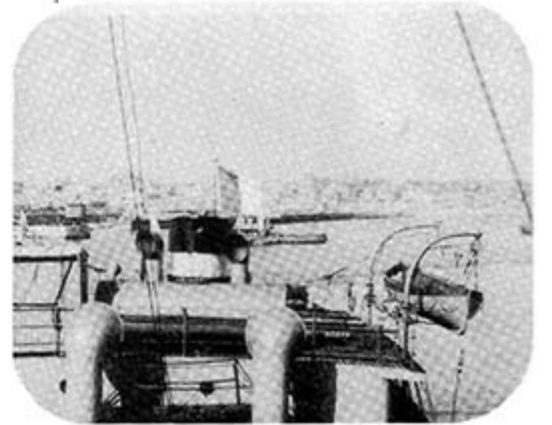
Steering the "Menapia" through troubled waters.

I took an occasional turn at the wheel and enjoyed it. One day we had a double watch because of a big clean-up. The "Menapia" had brought coal from Wales to Lisbon and now had a mixed cargo of tobacco, cocoa and coffee beans as well as steel and other goods. Our Master would never like to bring a dirty dishevelled ship back into Dublin port, and hence the big clean-up. We had a double watch, that is, two hours on and



Captain John Poole, right, in conversation with one of his officers on board "Menapia".

two hours off, and I was at the wheel for two hours under the First Mate, Mr. Delaney. When I had finished he said to me, "you brought us over the spot where the 'Bismark' went down". This was about 500 miles west of Brest.



Looking towards the port of Lisbon from the deck of "Menapia" with the Irish tricolour flying proudly from the ship's stern.

When approaching Ireland a strong north easterly wind was blowing and we were making towards the Old Head of Kinsale. At 11.30 a.m., I was coming out of the mid-ships when I saw the Chief Engineer running from the aft section and pointing over the side to starboard. There was a huge spiked mine floating quite near us. Being nearest to the bridge, I ran up, but the Master was below in the chart room marking up his log. We came outside and saw our vessel just nicely clear as it was on the windward side. The remainder of the watch, until midday, I was at one end of the bridge and Captain Poole was on the other side. We passed



The crew of the "Menapia" pictured on board the vessel in September, 1941. The late Captain John Poole is in the middle of the second row.

Dis. 1.

CERTIFICATE OF DISCHARGE

FOR SEAMEN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE IN THE IRISH FREE STATE.



ISSUED BY THE MINISTER FOR INDUSTRY AND COMMERCE.

No. 325

Name of Ship and Official Number, Port of Registry and Tonnage.	Horse Power.	Description of Voyage or Employment.
MENAPIA 159829 WEXFORD	825	R. A

Name of Seaman.	Year of Birth.	Place of Birth.	Capacity. If Male or Engineer, No. of Cert. (if any.)
FINTAN CAMPBELL	1911	Dublin	Supernumerary.
Date of Engagement.	Place of Engagement.	Date of Discharge.	Place of Discharge.
18.9.41	LISBON	24.9.41	DUBLIN

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly,* and that the character described hereon is a true copy of the Report concerning the said Seaman.

Dated this 2nd day of Sept 1941 AUTHENTICATED BY [Signature]
[Signature] MASTER. Signature of Superintendent.



*If the Seaman does not require a Certificate of his Character, obliterate the following words in lines two and three and score through the Discs.

CHARACTER FOR ABILITY.



CHARACTER FOR CONDUCT.



NOTE.—Any Person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanor, and may be fined or imprisoned. N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Department of Industry and Commerce, Transport and Marine Branch, Dublin.

Signature of Seaman

The Certificate of Discharge issued to Father Campbell when he was discharged from the "Menapia" at Dublin, on 24th September, 1941.

another loose mine within ten minutes but we kept well clear of it. Because of the heavy seas and the low bridge it had a "dodger" around the vessel for protection, that is, a stretch of canvas over which a man on watch could easily see, but the A.B. at the wheel could not see it nor could he alter course. We were inside the three mile limit near Ballycotton Bay and the coastguards were alerted so that the mines were eventually exploded near Ballycotton, and in the process they broke many windows. If we had hit the mine it was commonly accepted on board that our vessel would have sunk in ten minutes.

It was night time when we rounded Carnsore Point and headed up the east coast to Dublin. It was pitch black with a complete blackout except for various lighthouses and all in Wexford, Arklow, Wicklow, Bray, Dun Laoghaire and other towns along the coast seemed to be asleep. The First Mate was on watch and he knew the coast intimately and had an inshore ticket. Each lighthouse gave him the message and the signal of our progress and whereabouts.

How they got the information I still don't know, but on the

streets next evening were old style posters proclaiming "Priests work passage". One paper noted that "it would seem that these two Irish Dominicans brought luck to the vessel. Skippered by one of the blithest spirits of the Irish Mercantile Marine – he is not yet 23 – she did her run in four days and one hour exactly, fully thirty six hours less than the passage usually takes".

The country was very much indebted to these many brave men who went down to the sea in ships. Ireland was kept well provided with vital food and medical supplies through the bravery and ingenuity of our seamen. Our gratitude could be expressed by a kind thought and prayer for those who lost their lives in that period and also for those who have passed on since. It was my first experience as a seaman but Captain Poole considered that I had some previous experience because of my clean and straight wake when at the wheel in spite of cross winds and currents. I kept the volatile floating compass dead on point. In recalling those far off days I remain indebted to all those kind men who sailed on the "Menapia".

For twenty five years I was in Australia, and when stationed in Fremantle, Western Australia, I met several Irish crews who had been carrying wheat to Japan, the Middle East and other places. Usually I kept the Irish papers I received and brought them down to the crews as they arrived. One Irish ship had a few days wait in the roads near Rottnest Island, awaiting a berth. To keep his crew busy, he had baffles built for his cargo of loose wheat and when he eventually berthed his ship the dockside workers and ships' carpenters called a strike 'till all the woodwork and baffles were taken out. Naturally the Irishmen were mad with them but at their mercy. Some weeks later a Polish vessel was lying in the roads awaiting a berth and came in with the baffles erected by their crew, but there was no strike. I asked the Polish captain who was visiting a Pole in my parish to explain what a baffle was. He said he knew quite well but he said it was a communist ship from a communist country and that, presumably, is why there was no strike".

(We are very much indebted to Father Campbell for his recollections of Irish seamen and



Crew members of the "Irish Ash" pictured by Father Campbell at Fremantle, Australia in the 1950's.

their ships from Lisbon to Fremantle. We are also very much indebted to him for the photographs which he took on that eventful voyage on the "Menapia" and we are pleased to reproduce them here with Father Campbell's kind permission).

Sea Scouts' Jubilee Year

Did you know that the first Yacht Sailing Club in the World was established in Cork?

You did?

Did you know that the first group of Sea Scouts in the world was established in Ringsend, Dublin?

Yes, it was! In the year 1912, with its Headquarters on the side of Pigeon House Road, in the heart of the fishing community of Ringsend, and overlooking Dublin Port and all River activity.

For years, nay, generations, the familiar sight of the Black Wooden Hut, with its mast and yardarm, its neat pathways and immaculately whitewashed borders waited complacently for its fresh intake of "greenies" every year from the children of the community. The Slipway, just opposite, was a most convenient launching place for the punts, skiffs, canoes and all and every type of small craft available from time to time to generations of youngsters trained in the ways of the water, and it seemed this would go on forever.

However, both the Hut and the Slipway have now gone, submerged in the progress and development of the Dublin Port, but the Sea Scouts, with spirits undaunted, continue their own success story.

They are at present sharing Headquarters with the St. Patrick's Rowing Club, by kind permission of that Club.

But a new Site has been allocated, and planning is at a good stage of progress for a new, better-than-ever Head-

quarters for the 1st Port of Dublin Sea Scouts who have so bravely weathered all storms so far.

The 1st Port Dublin Sea Scouts are this season celebrating their Jubilee 70 years in existence with a number of exciting events spreading throughout the whole year.

At the Tara Towers Hotel, on Wednesday, 10th March they held their Re-Union Dance, a function which attracted many of the leading figures in Sailing and Marine Activities along the East Coast. A good time was had by all.

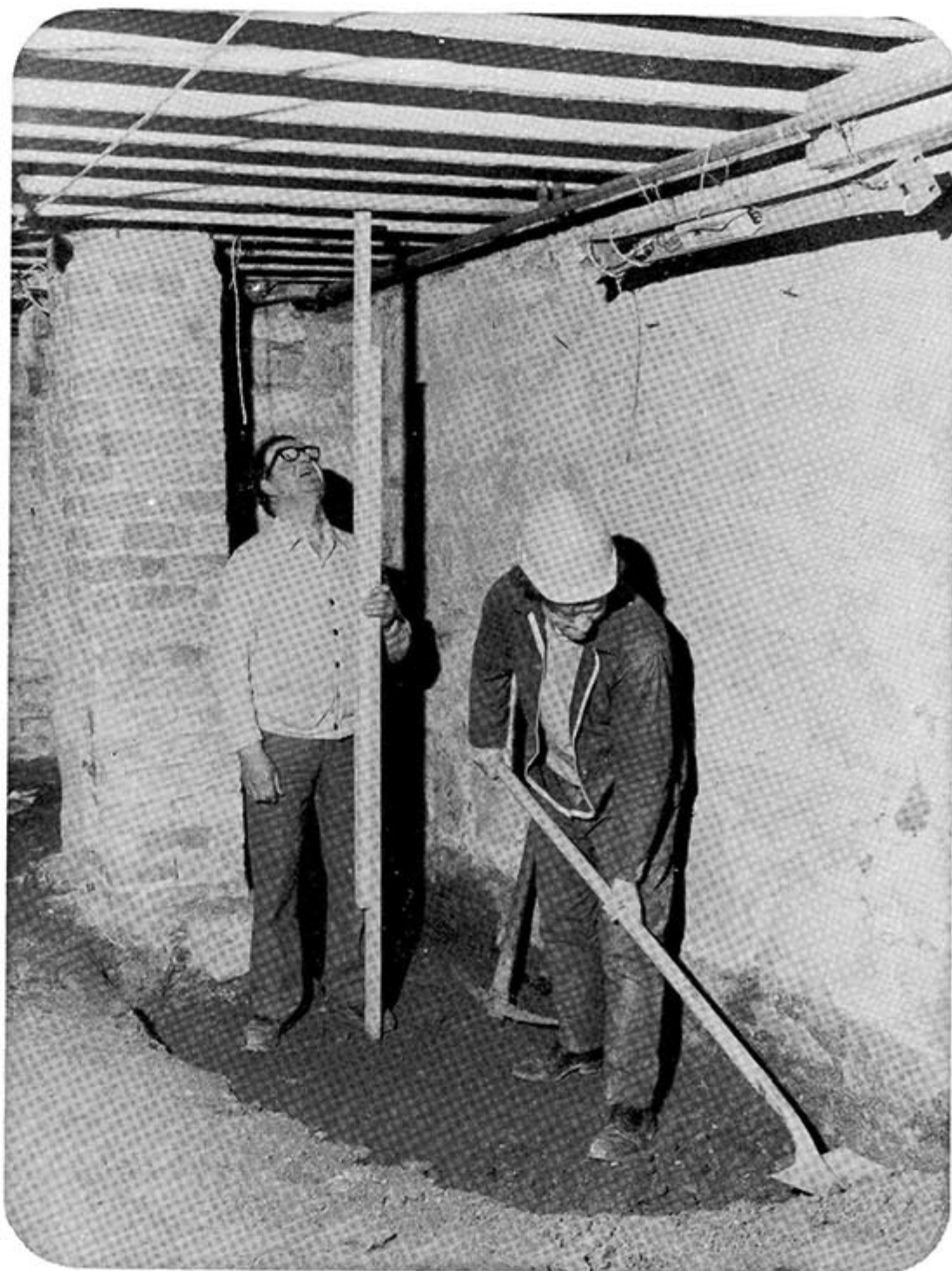
We wish them well and look forward to seeing them another 70 years hence.

Wedding Bells



Cutting the cake after the wedding of John Gaines, Accounts Department, Merrion Hall, and Joan Mitchell on 18th January last.

WORK AT MARITIME MUSEUM



Work in progress at the Maritime Museum, Dun Laoghaire, under the AnCO Community Work Experience project. Picture shows Foreman Dan Healy taking levels and Robert Lister digging out basement floor.



ICL Sailings and Holiday Programme 1982

Greater carrying capacity as a result of the enlargement of the car ferry "Saint Killian II", daily departures in the peak season, a choice of two ferries and two routes and a newly introduced range of Gîtes Holidays in the Ferrytours programme are the major highlights of the Irish Continental Line Sailing and Holiday Programme for 1982.

The winter schedule of 3-round sailings per week between Rosslare and Le Havre continues until April 1st when the Cherbourg route will again become operational through to September 30th. During this period, the two car ferries "Saint Killian II" and "Saint Patrick" will operate on both routes and provide a schedule of daily departures from Ireland and France, with five sailings to Le Havre and two to Cherbourg each week.

1982 Fares

Standard fares on the Rosslare-Cherbourg route range from IR£40.50 single, deck fare, per person to IR£58.50 single in a 2-berth cabin with shower and toilet, and reduced rates for children. Car fares start at IR£55, caravans at IR£62 and trailers at IR£4.10 per foot. Fares on the Le Havre route are on average IR£2 dearer than Cherbourg and both represent a 10-11% increase over the 1981 fares.

Off-Season Offers

Outside the peak season, there are a number of low fare offers. These include lower mid-week return fares, a free car offer when accompanied by 4 or more adults, car at half-price with 2 or 3 adults and group discounts.

"Budget Breaks" from IR£57

return, giving five nights in France and "Duty Free Mini Cruises" to Cherbourg from IR£42 are also on offer.

1982 Brochure

For the first time, the details of the Irish Continental Line Sailing Programme and the Ferrytours programme of all-inclusive holidays are combined in one single brochure — a full-colour 48-page edition. This also incorporates "Pick-a-Package" — which includes details of Camping, Caravanning and other holiday ideas organised in conjunction with some 30 Irish tour operators.

A major feature of the 1982 Brochure is the insertion of the estimated all-in-cost of a Ferrytours self catering villa holiday for a family of four, showing significant savings over a holiday package by air. Using a villa in Erquy as the example, the total cost inclusive of petrol, insurance and meals amounts to just over £800, whereas air packages can be up to £300 dearer depending on the operator.

"MINI TOURS"

Mini Tours to the picturesque town of Cherbourg — giving three nights bed and breakfast in a centrally-located hotel, return travel from any C.I.E. station in Ireland, cabin accommodation on board an Irish Continental Line ferry and car transfer from Ferryport to Hotel — are offered from IR£75 per person with 4 adults travelling.

TRAVEL AGENCY OF THE YEAR

A Dublin travel agency, Intercontinental Travel of Crumlin has won the 1981 Irish Continental Line Travel Agency of the Year Award.

The Award Scheme, launched



Pictured at the Irish Continental Line reception in Dublin to introduce the Company's 1982 brochure and sailing programme were (l. to r.): David Lowther of Tommy Tobin Travel, Ann Grundy of Funtrek and Paddy Murphy, I.C.L.

TRAVEL AWARD WINNERS



Award winners in the 1981 Irish Continental Line "Travel Agency of the Year" Awards pictured with Frank Carey, Passenger Sales Director, I.C.L. (l. to r.): Jim Loftus, Irish Continental Travel, Dublin, the overall winners; Joan Allen, Royal Automobile Club, Belfast, Ulster winners; Hilary Silcock, Royal Automobile Club, Belfast; Nancy Coan, Aran Travel, Galway, Connacht winner; Padraig Dempsey, Dempsey Travel, Edenderry, Leinster winner. The Munster Regional winners, J. Barter & Sons, were unable to attend the presentation.

last May by Ireland-France car ferry operators, was designed to recognise and reward those travel agencies, which in the opinion of customers, provided the highest levels of service.

Entries were allocated points under such headings as friendliness, expertise, efficiency and budget planning. Of those customers who nominated Intercontinental Travel, Mrs. Mary Murphy of Walkinstown was adjudged the winner of the

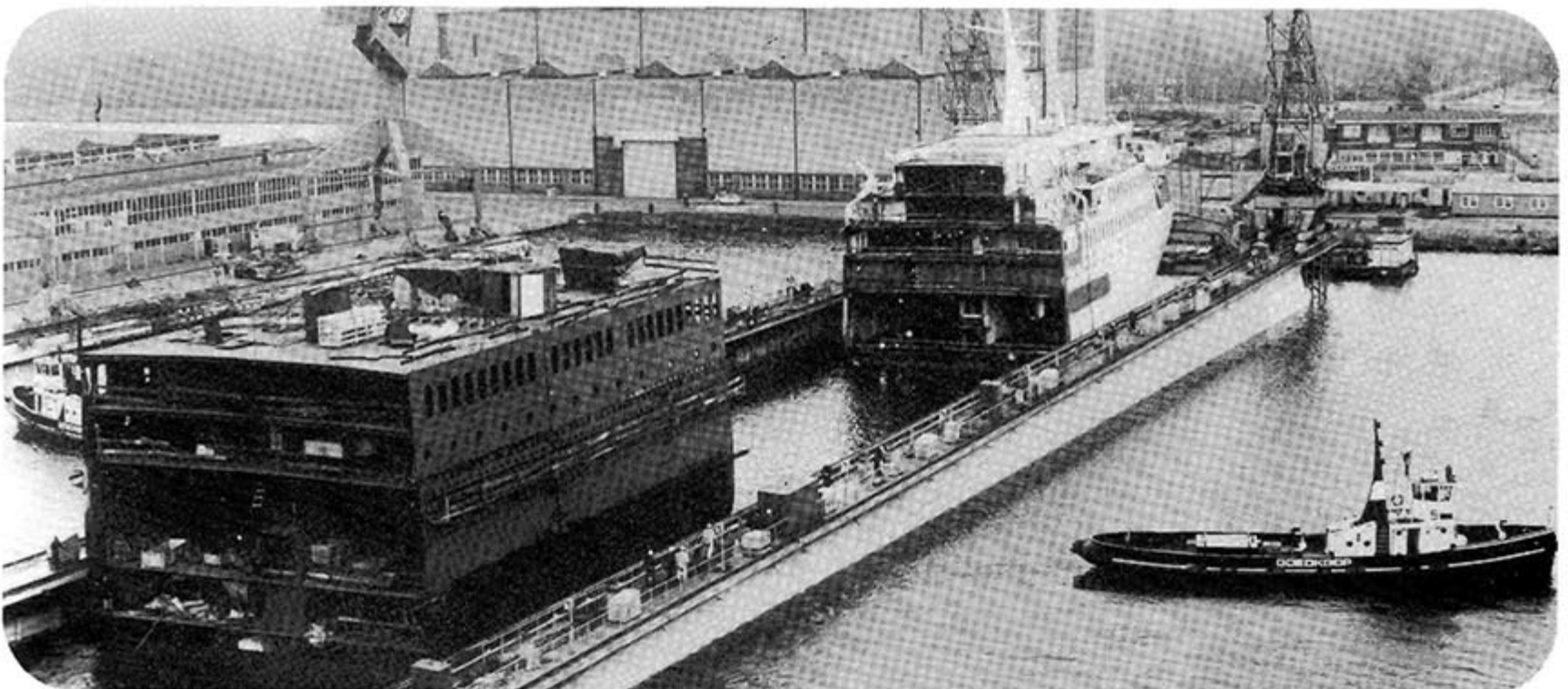
customer prize of free travel for 4 persons and a car to France this year.

Commented Mrs. Murphy "Intercontinental Travel pass on any information gleaned from other clients and they keep in touch when you come home to ensure the holiday was successful".

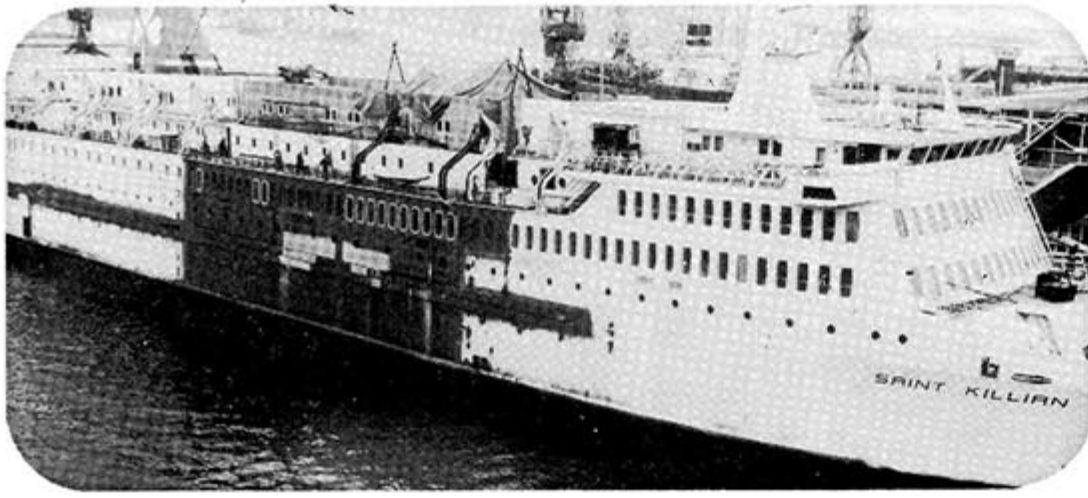
Two other Dublin agencies, Priority Travel and Eugene Magee Travel were also highly placed in the results. The Provin-

cial Award Winners were Leinster - Dempsey Travel, Trim; Munster - J. Barter & Sons, Cork; Connaught - Aran Travel, Galway and Ulster - Royal Automobile Club, Belfast.

The Award Winners received special commemorative plaques at a Reception in Dublin on Thursday night, 11th February, from Mr. Frank Carey, Passenger Sales Director of Irish Continental Line.



The centre section of the "Saint Killian" being towed into position at Amsterdam Drydock during the lengthening of the vessel earlier this year.



The new section fitted on "Saint Killian".

"SAINT KILLIAN II" VISITS DUN LAOGHAIRE

Irish Continental Line's new 'jumboised' car ferry "Saint Killian II", enlarged with the addition of an extra 32 metres mid-section, paid a courtesy visit to Dun Laoghaire on Tuesday, 9th March, before returning to service on the Rosslare-Le Havre route.

The "Saint Killian II" had just completed a three months stay in an Amsterdam Dry Dock. There it was cut in two and a £9m extension added to provide extra passenger and car carrying

space. The vessel now has an additional 517 berths, a further 100 car spaces and can carry 2,000 passengers.

On its return to Ireland, the "Saint Killian II" visited Hamburg, Amsterdam, Antwerp and Le Havre, where Irish Continental Line and Bord Failte hosted receptions on board for Continental Line and Bord Failte hosted receptions on board for Continental travel agents.

In Dun Laoghaire over 300 Irish travel agents saw the new vessel which has also been completely renovated, with the

Restaurant and Cafeteria extended and refurbished.

The "Saint Killian" returned on the following day to her scheduled service on the Ireland—France routes. It relieved the car ferry "Saint Patrick" which is being renamed "Saint Columb" and transferred to the new Belfast — Liverpool service. The "St. Killian" is fitted throughout with Navan carpet.

NEW HOLIDAY IDEAS

Apartment Holidays

The prices for the ever popular Ferrytours self-catering Villa holidays in France and Spain include return passenger and car fares with cabin accommodation on an Irish Continental Line ferry and two weeks villa rental. Based on two adult and two children travelling, prices start at IRE110 per person in early June.

In some cases, because of special accommodation contracts, Ferrytours can even offer self-catering holidays this year cheaper than it did in 1981.

Motoring Tours

Motoring tours offer freedom



The new enlarged "Saint Killian".



C.E.R.T. organised a Management Development Programme at Roebuck Training Centre, Dublin, for Pursers employed by Irish Continental Line. The five-day programme included a Supervisory and Instructional Techniques Course which was certified by the organisers. Pictured at the Course were front row (l. to r.): Trevor Mahony, Purser; Susan Donovan, Customer Sales Officer, I.C.L., Guest Lecturer, and John O'Neill, Purser. Back row (l. to r.): Kevin Moriarty, Training Adviser C.E.R.T.; Seamus Linehan, Purser; Tony Lenehan, Manager, Industry Training Department, C.E.R.T.; Theo Dunne, Liam Fanning and Joseph Brady, Pursers.

and flexibility with Dinner/Bed and Breakfast accommodation selected en route from a choice of over 160 hotels throughout France and there is now an additional option of hotels in Paris.

A seven-day tour begins at IR£111, January to April; IR£123 May and late September to October; IR£145 June and early September and IR£198 late June to end August, each with 4 adults travelling.

For reasonable supplements, any number of extra nights abroad can be added.

Paris Weekends

For the non-motorist, ship and rail arrangements for short breaks to Paris are available from IR£98 for a 5-day tour, January to April, IR£123 May to mid-June and September to October, and IR£145 late June to August, with prices based on 4 adults travelling together.

"France Vacance"

Giving unlimited travel on the French railway network, a Rail Rover Ticket ("France Vacance") is available through Irish Continental Line. There is a choice of First and Second Class tickets for 1 week, 2 weeks or a month and prices start at IR£77 for a one-week Second Class adult ticket.

French MotorRail

For those with destinations in the South of France or Spain or further afield in Europe wanting to avoid a long tiring drive, Irish Continental Line can arrange for motorists to take their cars by French MotorRail. Starting from Paris, the whole French railways network is open to the motoring tourist who has a relaxing trip with overnight accommodation on the train, so saving time and petrol. A special French MotorRail brochure is available on request.



Pictured at a lecture given by Captain C. C. Raftery to the Maritime Institute of Ireland were (l. to r.): Terry Conlon, Maritime Institute of Ireland; Captain Jack Martin, I.C.L.; Captain Raftery and Mr. P. Lauenders, S.U.I..

Ships' names linked

When the Irish Continental Line car ferry "Saint Patrick" arrived at Rosslare on Friday, 12th March last from Le Havre on her last call at the Wexford port before going on to undergo drydocking and refurbishing at Liverpool, a farewell ceremony was held on the vessel's bridge. Mr. Liam Griffin, Chairman of Rosslare Harbour Development Board, presented the "Saint Patrick's" Master, Captain Jack Martin, of Carlingford, Co. Louth, with a Waterford glass vase. Mr. Griffin said "We wish success to

the Irish Continental Line in their latest venture. We feel they are the right people to take up this challenging route. If they display the same initiative and enterprise and good management in Belfast as they have in Rosslare over the past decade, the success of the new route is assured.

It is fitting that we have on the "Saint Patrick's" bridge today, Jim Maddock, whose father, Captain John Maddock, who died in 1955, commanded the two earlier "Saint Patricks" at Rosslare. The first "Saint Patrick" was destroyed by fire at Fishguard following an electrical short circuit. This was in 1929. The second "Saint Patrick" was sunk in St. George's Channel, on Friday, 13th June, 1941, with the loss of 28 lives when she

was attacked by a German bomber while on passage from Rosslare to Fishguard. Jim Maddock is Area Correspondent for the National Press, Radio and Television and his able pen has contributed enormously to the success of the Rosslare/France ferry service".

On behalf of Mr. Bill Walsh, Port Manager, Mr. Con O'Brien of C.I.E., District Manager for Co. Wexford, presented Captain Martin with a picture of Rosslare Port. As the "Saint Patrick" sailed out of Rosslare for the last time she gave three long blasts on her foghorn as a gesture of farewell to the crowd of well-wishers who gathered on the pier to wave goodbye.

Jim Maddock is father of the well-known "Irish Independent" Journalist, John Maddock.

Agency Division News

Best wishes for a speedy and complete recovery are extended to **Con Power** who has been ill since last January. It will be recalled that Con finished a most creditable 17th in last year's Dublin City Marathon when he was one of 8,000 competitors taking part in the event. He is well-known in Dublin athletic circles and his many friends in sport are as eager as we are for Con's speedy return to good health.

Good Wishes

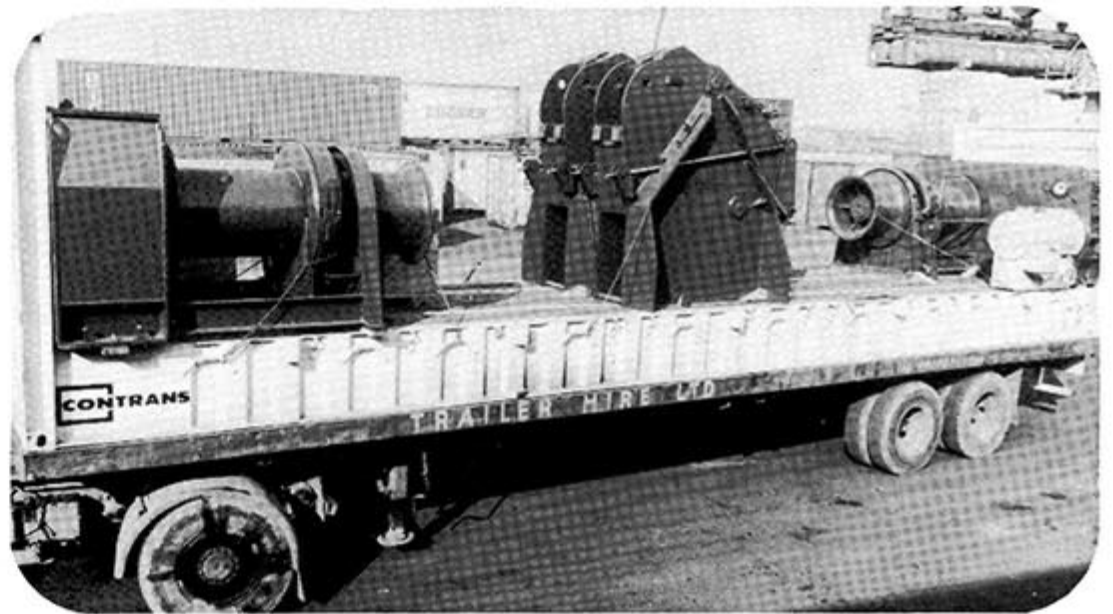
Good wishes for a speedy recovery also to **Eric Dennehy** following his recent operation. **Con Rigney** was welcomed back recently after his spell of illness and his Agency Division colleagues were pleased to have him active in the office once more.

Celtic Forwarding

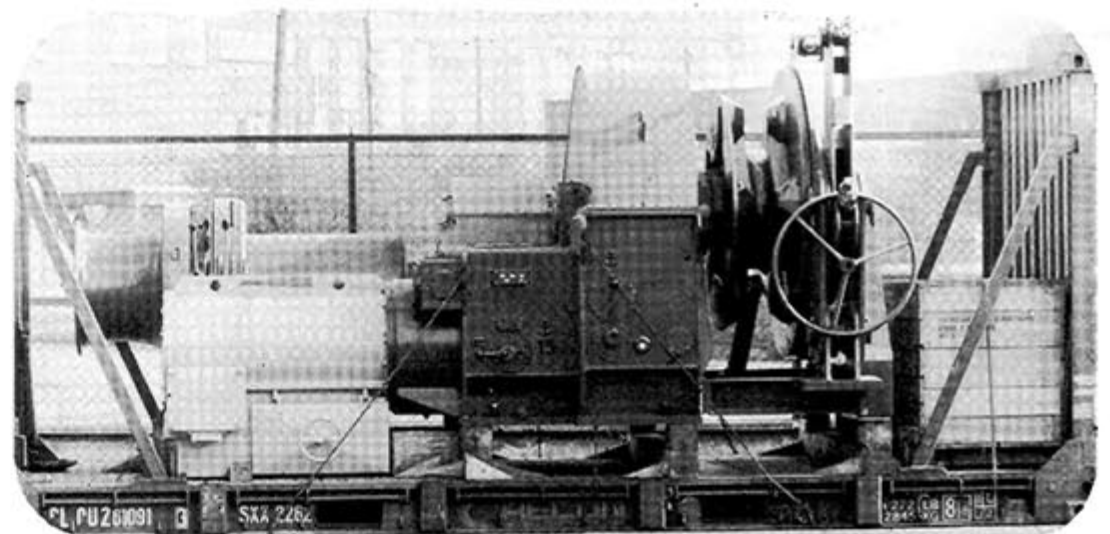
This Associate company of Irish Shipping is very closely identified with our Agency Division and little wonder. Manager of this successful undertaking is ex Agency Division man **Brian Lee. Finbarr Cleary**, formerly

with R. A. Burke Ltd. is in charge of transport and **Norman Wilkinson**, previously of George Bell Ltd., looks after through shipments and rates. Other staff members at Celtic Forwarding

are **Claire O'Neill**, Accounts; **Bernadette Norris**, Typist, and **Richard Cleary** and **John Ewings** who look after shipments and Customs clearance.



Deck machinery for the 72,000 d.w.t. bulk-carrier being built at Verolme Cork Dockyard.



Further items of machinery for the new building at Cork.

IRISH CEDAR

The first "Irish Cedar" was a victim of war long before she came into service for Irish Shipping in October, 1943. The "Cedar" was the former Italian vessel "Caterina Gerolimich" which had been confined to the port of Dublin since her arrival there in 1940. As a merchant ship in the ownership of one of the Axis powers she would have been attacked by British naval forces if she ventured outside neutral Irish waters. Consequently, it was not until the capitulation of Italy in 1943 that the vessel became available for charter to Irish Shipping Ltd. Eventually she was chartered in June 1943 and following repairs and degaussing, as protection against magnetic mines, she was ready for service. Her first voyage under the Irish flag began at Dublin on 26th October, 1943. She was then under the command of Captain W. G. Hickman, who had previously served as Master of the "Irish Rose". Her Chief Officer was the late Captain David Foley, of Dungarvan and her Chief Engineer was R. Roberts, from Birkenhead, who had previously served on the "Irish Larch".

The remainder of the crew were as follows: **Second Officer:** P. Kavanagh; **Third Officer:** Peter Conlon; **Carpenter:** J. Kelly of Dublin; **Bosun:** M. Roche of Wexford; **A.B's:** George McKane of Dublin, William Roche, Joseph Hannan and John Saunders all of Wexford; **Michael Doherty,** Waterford; **Michael Kavanagh,** Fethard-on-Sea; **Ordinary Seamen** were John Nolan, D. Hassett and H. McGrath of

Wexford; **Cadets:** Thomas Grant of Athlone, Bernard McCabe, Palmerstown, Co. Dublin and Timothy Carroll of Cork; **Second Engineer:** A. Mitchell of Dublin; **Third Engineer:** J. Brady of Dublin; **Fourth Engineer:** J. F. Fahy of Dalkey, Co. Dublin; **Donkeyman:** J. Moran of Killane, Co. Wexford; **Greasers:** W. Kenny and P. O'Brien of Wexford; **Firemen and Trimmers:** Dan Mooney, John Lennon, P. Brennan, M.

Scurry, T. Keegan, D. Scurry, Thomas Barrett, Chris Nolan and John Daly all of Dublin; **Chief Steward** was Joseph McEvoy of Wexford; **Cook:** M. Blake, Limerick; **Cabin Boy:** B. Heron of Dublin; **Mess Room Boy:** John Dillon of Wexford; **Second Steward:** M. Fortune of Wexford; **Second Cook:** John Kelly of Dublin; **First Radio Officer:** J. Murphy of Skerries, Co. Dublin and **Second Radio Officer:** D. J. Smythe of Dublin.

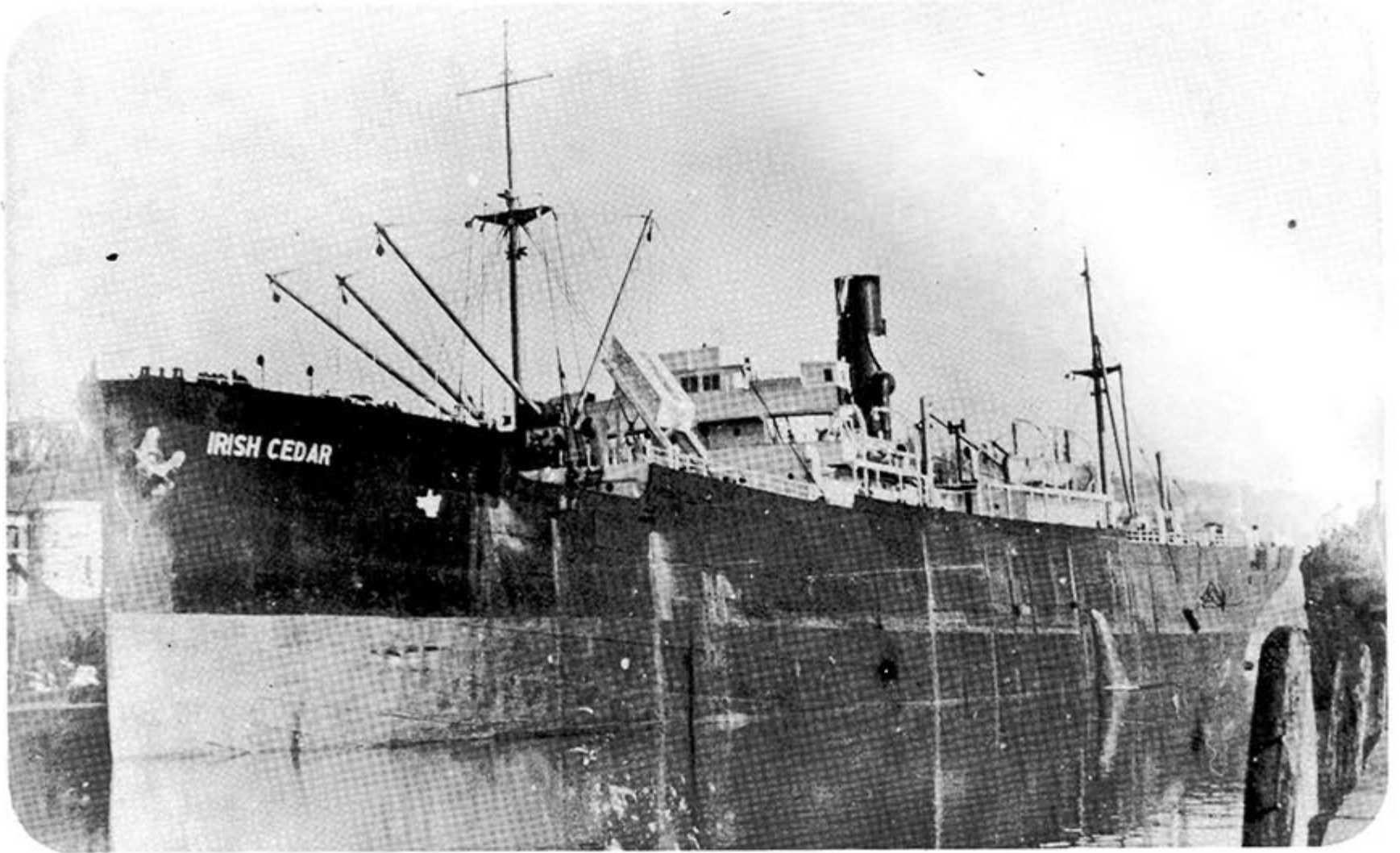
Repairs, including degaussing, were carried out by Liffey Dockyard and were to have been completed by the end of September but were delayed for almost a month.

On her first voyage the vessel sailed for Port Talbot where she took on bunkers and eventually arrived at her loading port of St. John, New Brunswick on 22nd November, 1943 and she returned with a cargo of grain five days later.

The exceptional circumstances in which the "Caterina Gerolimich" was forced to remain tied up in Dublin for three years meant that her Master and crew established friendly relationships with many local people during their enforced stay in Dublin. It was to give testimony to the hospitality he and his comrades were shown in Dublin that the Master, **Captain Antonio Sabini,** wrote a letter



This picture of the "Caterina Gerolimich" is from the World Ship Society Brownell Collection



The first "Irish Cedar"

to the "Irish Press" prior to their departure from Ireland in October, 1945. In the course of his letter Captain Sabini said "In leaving Ireland for Italy after five years, with my Officers and crew, I wish to express my deepest gratitude to this land and its gentle people. Everywhere in this country we met with kindness and friendliness and this, many many times made us forget the sadness of being cut off from our home. We will never forget the Irish. They have a place in our hearts".

Quite a number of the crew of the "Caterina Gerolimich" did not, in fact, leave Ireland with their ship. These included **Bartolomeo Scalzo**, who subsequently joined Irish Shipping in December, 1958, as Fourth Engineer on the "Irish Fir". He subsequently served on the "Willow", "Heather" and "Fern". Mr. Scalzo is now retired and is living with his family in Dublin.

The "Caterina Gerolimich" was built in 1912 at Trieste for the firm of Navigazione Generale Austriaca - Gerolimich & Co. of

Trieste. The vessel was registered at Rome and flew the Italian flag. She had a deadweight of 7,931 tons and her dimensions were: 396 feet 3 inches overall length; 52 feet 2 inches breadth and 25 feet 5 inches depth. She had a draft of 27 feet 10 inches and she was chartered from 19th June, 1943.

During her very short career with Irish Shipping, the "Irish Cedar" traded to and from St. John bringing much needed



Captain David Foley.

foodstuffs. From a glance at her first Irish crew it can be seen that many well-known Irish Shipping personalities served on the vessel. Her Master, **Captain W. G. Hickman** served on a number of the Company's vessels after the war. He was Master of the first "Irish Plane" when that vessel went aground at Ballycotton on 1st February, 1947, when the vessel's steering gear went out of action on passage from Swansea to Cork. Captain Gore-Hickman served as relieving officer for Irish Shipping Ltd. from May 1952 till April 1961. **Captain David Foley**, who was Chief Officer on the "Irish Cedar", had previously served on the "Irish Ash" as mentioned in our last issue. It is a remarkable coincidence that **Second Officer Peter Kavanagh** and **Third Officer Peter Conlon** also served on the "Ash".

Chief Steward, Joseph McEvoy of Wexford, also served on the "Ash" and was with the Company subsequently, serving on many of the Company's ships until 1963.

Another familiar name which appears on the crew list for the first voyage of the "Irish Cedar" is that of **John Dillon** of Wexford, who was subsequently to serve as Chief Steward with the Company for very many years.

One incident relating to the "Irish Cedar" which is mentioned in Captain Frank Forde's book, "The Long Watch", is worth mentioning here. The Author recounts that Peter Kavanagh was on watch on the "Cedar" on a transatlantic voyage in July, 1944 when he sighted a ship on the horizon which was small and deeply laden. As she fell into the trough of a massive swell he sometimes lost sight of her but she would appear seconds later on the crest of another giant wave with water pouring out of her wash ports. Recognising the vessel, Peter Kavanagh called Captain Hickman, who radioed greetings to the "Menapia's" Captain, John Poole of Wexford. Captain Forde also recalls that this was the last time that Captain Poole served as Master of the "Menapia" as he transferred to the "Irish Ash" on arriving back in Dublin.

On a voyage to Montreal in July, 1945 **P. O'Connor** of Rush, Co. Dublin was Chief Officer on the "Irish Cedar". Her Second Officer on that occasion was **H. H. Nicholson** and her Third Officer **J. P. Todd**. Also on board that voyage were **Cadets William P. Hanrahan** of Limerick, **B. McCabe** and **Ivan Tyrrell** of Dublin; Radio Officers were **J. J. Bourke** of New Ross, Co. Wexford and **T. P. Daly** of Dublin. On this first voyage of the "Irish Cedar", **J. Purdy**, Carpenter sailed as a first tripper.

Finally, the original crew of the "Caterina Gerolimich" sailed from Cork aboard their ship with their Captain, **Antonio Sabini**, and Irish Shipping Master, **Captain W. Gore-Hickman** on 31st October, 1945. The vessel had loaded 2,000 tons of foodstuffs at Cork for relief of distressed in Europe where essential supplies were scarce following the

ravages of war. Prior to the vessel's departure, the Chairman of the Cork Harbour Commissioners, **Mr. T. O'Shea** and other members made a courtesy call to the ship to wish 'Bon Voyage' and **Mr. O'Shea** said that when normal trading was resumed if the "Caterina Gerolimich" should come to Cork they would be made very welcome.

The vessel called at Swansea on her way to Naples where she was handed over by Captain



Captain Ivan Tyrrell who served as Cadet on the first "Irish Cedar".

Hickman, who also presented Captain Sabini with the Irish flag, to be flown whenever the vessel entered an Irish port.

In 1951, the "Caterina Gerolimich" was removed from Lloyd's Register and it is assumed that she was either scrapped or was subsequently operated outside register.

POSTSCRIPT

It is worth mentioning here a story told of Capt. Hickman during his term in command of the old "Irish Cedar". It is claimed that on one particularly eventful voyage home to Dublin, the ship's steering gear, among

other items of importance in the navigation of a ship, failed to function properly. In the course of a taxi ride back to Head office from the ship, Capt Hickman reported on the defects to Capt. John O'Neill who was then the Company's General Superintendent. Capt. O'Neill suggested that Capt. Hickman report it to the 'Receiver of Wrecks' whereupon Capt. Hickman is reputed to have replied "I am reporting it to you".

Obviously Capt. Hickman regarded all the war-time ships as wrecks and that would seem to be the appropriate note on which to end this series of articles on the War-time fleet.

World Ship Society Book on Irish Shipping

A World Ship Society book on the fleet history of Irish Shipping is due for publication next month, May, 1982. It has been researched and written by **Mr. Harry Spong** who has taken a very special interest in this Company over the years and is very well qualified to carry out this onerous task.

The book will be liberally illustrated with photographs of the ships owned by Irish Shipping since the Company's establishment in 1941. Indeed, we have reason to thank **Mr. Spong** for the additional and unique photographs of our Wartime ships which he has recently made available to us. In this issue of "Signal" we publish one such picture of the 'Caterina Gerolimich', the original name of the first 'Irish Cedar'. In our Summer edition we hope to publish some further exceptional photographs of Irish Shipping vessels taken from the air during the War. In the meantime, the World Ship Society publication on Irish Shipping will provide a wonderful source of information to ship enthusiasts and in particular those with a special interest in Irish Shipping.



FLEET NEWS · FLEET NEWS · FLEET NEWS

"Rowan" visits East and West Coast U.S. Ports

This vessel arrived at Le Havre on 6th January with a cargo of phosphate from Tampa, Florida. After discharge she moved to Flushing on 9th January to take on ballast and sailed on 13th January for Baltimore. "The Rowan" arrived in Baltimore on 28th January where she encountered some delay before commencing to load a cargo of grain for Glasgow. Prior to the commencement of loading the vessel took on bunkers, sailed eventually on 18th February and arrived at Glasgow on 3rd March. Here again the vessel was unfortunately delayed due to bad weather. She completed discharge on 17th March and sailed for Middlesbrough. There she loaded steel and completed loading at Antwerp before sailing on 3rd April for Newark, New Jersey. She is expected to arrive at Newark on 14th April where she will discharge part cargo before proceeding to Los Angeles, Oakland, Portland and Vancouver which are her other discharge ports.

The ship is expected to transit the Panama Canal about 29th April and should complete discharge at Vancouver on 20th May.

While the vessel was at Glasgow in early March, **Capt. E. Greevy** relieved **Capt. P.**

Murphy; **Chief Engineer P. Conran** relieved **P. O'Halloran**; **Second Engineer P. Gunning** relieved **J. Cummins**; **Third Engineer T. Kennedy** relieved **O. Mortimer**; **Electrical Engineer T. White** relieved **C. Murphy** and **Catering Officer U. Maher** relieved **E. Mulready**.

Irish Maple

On this vessel **Third Engineer K. Barry** relieved **P. Gunning** at Providence on 23rd February and two days later **Catering Officer G. McGovern** relieved **H. Bond** at Baltimore. Subsequently, on 29th March, **Chief Officer P. Miley** relieved **P. Kehoe** and **Chief Engineer P. Dowling** relieved **A. Bolster** at Vancouver.

"The Irish Maple" arrived at Bridgeport on 15th December last with steel from Antwerp and she also discharged at Providence, Wilmington and Camden before loading grain at Norfolk. The vessel sailed on 6th January for Seaforth near Liverpool. She arrived at Seaforth on 19th January and completed discharge before sailing on 25th January for Antwerp. There she loaded steel and sailed on 3rd February for Bridgeport where she arrived on 20th February. The vessel also discharged at Providence, Camden and Baltimore where she completed on 26th February. Subsequently, the "Maple" loaded

phosphate at Jacksonville and sailed for Vancouver on 4th March. She passed through the Panama Canal on 10th March and arrived at Vancouver on 22nd March. Discharge was delayed due to difficulties with cranes but eventually unloading was completed on 24th March when the vessel commenced to load forest products for La Pallice, France. The ship is expected to complete loading and to sail on 6th April and should transit the Panama Canal about 14th April arriving at her discharge port of La Pallice on 29th April. The "Maple" will also discharge at Zeebrugge, Velsen and Cardiff.

"Irish Cedar" on Far East run

While on passage from Port Kelang on 25th January the "Cedar" took on bunkers at Jeddah and passed through Suez on 29th January. She arrived at Fos, the French Mediterranean port, on 3rd February and after part discharge the vessel moved to Nantes where she unloaded from 10th to 12th February. The vessel also discharged at Liverpool, Birkenhead and Boulogne before completing discharge at Rotterdam on 5th March.

After some delay the vessel commenced loading steel at Immingham on 22nd March and is expected to complete loading at Middlesbrough on 7th April before sailing for Port Kelang. She is expected to pass through Suez on 19th April and should arrive at Port Kelang on 5th May. Her other discharge ports will be Singapore and Hong Kong.

Capt. H. Fiddler relieved **Capt. J. Gleeson** at Liverpool and other officer changes at that port included **Chief Engineer R. Tennent** for **J. Reynolds**; **Third Engineer D. O'Reilly** for **D. O'Connor** and **Catering Officer E. Murphy** for **J. Clinton**. At Rotterdam **Second Engineer D. Gerety** relieved **V. Hetherington**.

Irish Oak

This vessel completed discharge of steel from Antwerp at Vancouver on 27th January and

then loaded forest products at Cowichan Bay and Crofton and completed at Cowichan Bay on 4th February. She passed through the Panama Canal on 18th February and arrived Port Everglades on 22nd February. She also discharged at Port Elizabeth, Brooklyn and Bridgeport before loading petroleum coke at Gulf and East Coast ports. Her loading ports were Lake Charles, New Orleans, Houston, Jacksonville and Baltimore where she completed and sailed on 28th March. Her discharge ports are Jeddah, Jebel Ali and Dammam.

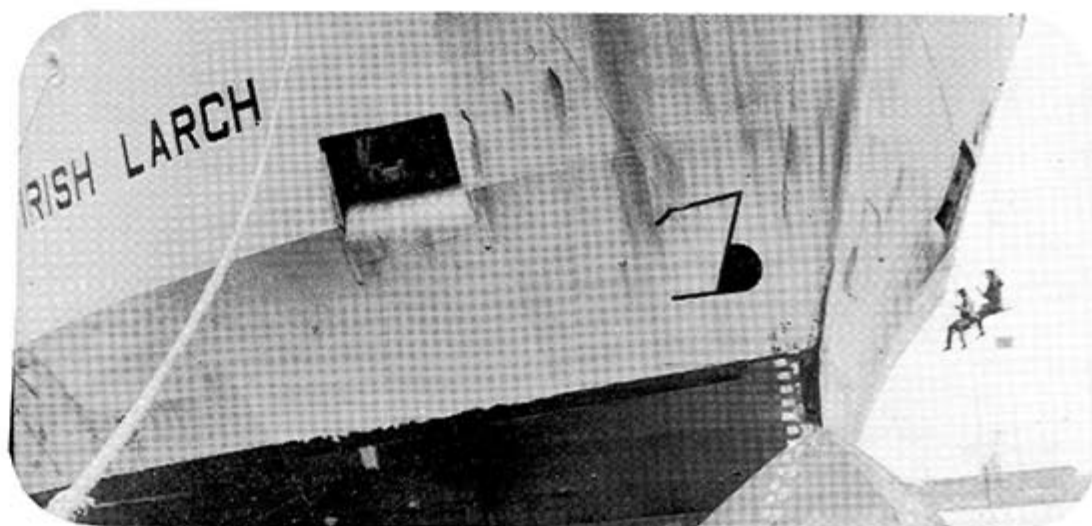
"The Irish Oak" is expected at Suez on 14th April and should arrive at Jeddah about 17th April. Discharge should be completed at her final port of Dammam on 2nd May.

While this vessel was at Baltimore **Chief Officer J. Murphy** relieved **E. Curry**; **Electrical Engineer T. Willoughby** relieved **B. Byrne** and **Catering Officer E. Mulready** relieved **J. Doran**. **Chief Engineer D. Horan** relieved **A. Curran** at New Orleans on 15th March.

Irish Larch

After completion of discharge of her timber cargo from Vancouver at Nordenham on 2nd February the vessel loaded steel at Brake and Antwerp. She sailed from Antwerp on 12th February and arrived at Philadelphia on 26th February. Her other discharge ports were Savannah, Mobile and Houston where she completed on 17th March. The "Irish Larch" then loaded phosphate at Tampa for Kawasaki in Japan. She will call at Long Beach for bunkers before proceeding across the Pacific and should sail from the Californian port on 10th April arriving at her first discharge port on 26th April. She will also discharge at Osaka and Ube where she should complete unloading about 5th May.

Third Officer T. O'Callaghan relieved **A. Jameson** at Panama; **Third Engineer P. Curran** relieved **G. Sheehan** at Philadelphia and **Catering Of-**



Painting the hull of the "Irish Larch".

ficer F. Walsh relieved **T. O'Connell** at Houston. We offer our congratulations to **G. Sheehan** on his promotion to Second Engineer on the vessel.

Irish Pine

While this vessel was at Dublin, **Second Officer W. Kavanagh** relieved **G. Hopkins**.

"The Irish Pine" completed discharge of her steel cargo at New Westminster on 15th January and commenced loading timber at Vancouver. She sailed Vancouver on 8th February for Cardiff and arrived at Balboa on the Panama Canal on 21st February. However, due to congestion, she did not transit the Canal until 24th February and arrived at Cardiff on 11th March. There she discharged part cargo before moving to Dublin on 21st March to continue unloading and sailed for Avonmouth on 29th March. She left Avonmouth on 6th April to complete discharge at London and is expected to sail from that port on 14th April.

The vessel will load steel at Antwerp on her next voyage and is expected to complete and sail about 24th April and should arrive at her first discharge port, Providence, Rhode Island, about 4th May. The vessel will also discharge at United States East Coast ports of Bridgeport, Camden, and Baltimore where she is expected to complete about 15th May.

"DAUNT ROCK"

This vessel is expected to complete discharge of her coal cargo from Garston at Drogheda on 15th April and will sail on

16th April for Heysham. There she will load a cargo of calcium ammonium nitrate for Ghent where she is expected to arrive about 20th April.

Capt. J. Murphy is Master of the "Daunt Rock" and her Chief Engineer is **M. Scully**. Both are expected to be relieved shortly by **Capt. D. Mundow** and **M. Hayes** respectively.

"SKELLIG ROCK"

Having loaded corn gluten pellets at Rotterdam, the "Skellig Rock" completed discharge at Garston where she is loading coal for Drogheda. She will be due at the Co. Louth port on 21st April.

This vessel is at present under the command of **Capt. J. Ryder** and her Chief Engineer is **M. Culbert**.

"TUSKAR ROCK"

The "Tuskar Rock" is at present unloading coal from Garston at New Ross and is expected to sail from there on 17th April. On her next voyage she will again load coal at Garston but this time her discharge port will be Dundalk where she will be due on 20th April.

Capt. B. Kehoe is Master of this vessel and her Chief Engineer is **G. Osborne**.

"FASTNET ROCK"

Having arrived at Heysham from Dundalk, the "Fastnet Rock" is at present loading calcium ammonium nitrate for discharge at the port of Dordrecht. She is expected to arrive at her discharge port on 20th April.

Master of the "Fastnet Rock" is **Capt. H. McGowan** and **P. Morris** is her Chief Engineer.

FLEET



PERSONNEL

Deck and Engineering Officers in Order of Rank as at 1st April, 1982.

M.V. "IRISH PINE": Captain T. Byrne; Deck Officers: P. Boyd, W. Kavanagh, J. Whelan; Deck Cadets: B. Clarke, D. Whelan; Engineering Officers: D. O'Brien, M. O'Leary, Boland, B. Desmond, P. Bowring, M. Calvert, D. Nolan; Electrical Engineer: M. Horgan; Catering Officer: N. Tehan; Radio Officer: Mary Sweeney; Deck Department: J. Griffin, T. O'Driscoll, P. McKeon, W. Mooney, C. Keys, R. Adams, P. O'Connor, P. O'Connor, A. Glavin, P. Kelly, D. Brown; Catering Department: A. Rourke, S. O'Neill, J. Walsh, A. Corliss, A. McGrath, K. Donnolly, D. Brown.

m.v. "IRISH MAPLE": Captain T. Hughes; Deck Officers: P. Miley, T. McMahan, C. Neave; Deck Cadets: T. Walsh, L. Casey; Engineering Officers: P. Dowling, N. McGarrible, K. Barry, E. McQuillan, B. Byrne, S. Larkin, A. Stack; Electrical Engineer: J. Dunn; Catering Officer: G. McGovern; Radio Officer: T. Fitzpatrick; Deck Department: P. Garry, G. Dent, J. Carey, P. Marshall, D. Nesbitt, W. Girvan, A. Whelan, J. Roche, R. Walsh, G. O'Farrell, P. Walker; Catering Department: J. Kelly, P. O'Reilly, J. Buggy, J. Mullen, B. O'Flaherty, N. Whitmore, D. Clayton.

m.v. "IRISH OAK": Captain B. Hearne; Deck Officers: J. Murphy, R. O'Shea, R. Hickey; Deck Cadets: D. Hodnett, N. Fagan; Engineering Officers: D. Horan, F. McGarry, B. Kelleher, J. Murphy, J. White, M. Quinlan, B. Frahill; Electrical Engineer: T. Willoughby; Catering Officer: E. Mulready; Radio Officer: L. O'Carroll; Deck Department: J. McGrath, J. Whelan, K. Burke, C. Brady, D. Kelly, D. Russell, J. Treacy, D. Kenny, A. Murphy, J.

Desmond, P. McCarthy, J. Kelly, C. Hackett; Catering Department: W. Richardson, J. Hawkshaw, P. Kelly, J. Downes, B. O'Halloran, N. Russell.

m.v. "IRISH LARCH": Captain G. Kyne; Deck Officers: T. McCarthy, D. Dignam, T. O'Callaghan, G. Nolan; Deck Cadets: G. Nolan, H. McMahan; Engineering Officers: E. Kealy, G. Sheehan, P. Curran, T. Taylor, B. Dixon, J. McCann, N. Cleary; Electrical Engineer: J. Warren; Catering Officer: P. Walsh; Radio Officer: M. O'Neill; Deck Department: D. Hunt, N. Thompson, B. Nolan, B. Sloan, R. Kiernan, D. McKeown, J. Ellard, D. Horgan, P. Leonard, G. Keegan, N. Byrne, J. Hartnett, D. Murphy; Catering Department: P. Murray, A. McGovern, A. Mulready, N. Massey, A. Pratt, B. Byrne, T. Kearns.

m.v. "IRISH ROWAN": Captain E. Greevy; Deck Officers: J. Bourke, D. Meagher, N. Cantwell; Deck Cadet: P. Walsh; Engineering Officers: P. Conran, P. Gunning, T. Kennedy, R. Tynan, D. Aylward, J. Tyrrell, M. Cleary; Engineer Cadet: I. Mills; Electrical Engineer: T. White; Catering Officer: U. Maher; Radio Officer: D. Campsie; Deck Department: S. Doyle, K. Kelly, D. Coleman, M. McKeown, M. Rice, L. Scallan, G. Ward, R. Brown, N. Magee, F. Macken, B. Kearns, P. White; Catering Department: S. Mulligan, S. Deevy, S. Hanway, N. Dunne, C. Vaughan, W. Tormey.

m.v. "IRISH CEDAR": Captain H. Fiddler; Deck Officers: J. Moynihan, J. Hobbs, S. Myles; Deck Cadets: M. Dempsey, P. Reid; Engineering Officers: R. Tennent, D. Gerety, D. O'Reilly, P. Dolan, D. Bolster, P. O'Riordan, G. Launder;

Electrical Engineer: J. Devereux; Catering Officer: E. Murphy; Radio Officer: P. McGill; Deck Department: J. Gallagher, P. Redmond, J. Morey, R. Smith, A. McDonnell, C. Tynan, A. Gill, P. Moloney, A. Dillon, P. Roche, J. Muldowney, P. Stanley; Catering Department: T. Kelly, A. Gavin, A. Boyle, T. Dell, E. Hick, D. McMahon, P. Hegarty.

m.v. "DAUNT ROCK": Captain J. Murphy; Deck Officer: A. Harris; Engineering Officer: M. Scully; Cook Steward: R. Richardson; Deck Department: J. Moloney, T. Collins, K. Barry, P. Nolan.

m.v. "FASTNET ROCK": Captain A. Coghlan; Deck Officers: P. J. Murphy, F. Britton; Engineering Officers: P. Morris, O. Mullins; Cook Steward: M. Moody; Deck Department: K. O'Malley, N. Byrne, T. Kelly.

m.v. "TUSKAR ROCK": Captain H. McGowan; Deck Officers: G. Farrell, D. Scanlan; Engineering Officers: G. Osborne, J. O'Shea; Deck Department: T. Ryan, B. Kerrigan, S. Byrne, J. T. Mason.

m.v. "SKELLIG ROCK": Captain J. Ryder; Deck Officer: D. Elliott; Engineering Officer: M. Culbert; Cook Steward: J. Kenna; Deck Department: P. Murray, P. Norman, J. Valentine, J. Lally.

"ASGARD II": Captain G. Healy; Deck Officer: F. Traynor; Engineering Officer: Bosun: B. Martin; Cook: B. Fanning.