

## Deck & Engineer Officers Ashore

as at 20th September 1982

**Masters:** H. Fiddler, N. Hearne, T. Hughes, G. Kyne, M. O'Dwyer, J. Ryder, D. Mundow, B. Kehoe.

**Chief Officers:** J. Bourke, B. Coburn, D. Elliott, M. McCarthy, J. Moynihan, J. Murphy, D. Dignam.

**Second Officers:** J. Flaherty, J. Hobbs, R. Mullins, M. Poole, A. Kingston.

**Third Officers:** F. Britton, N. Cantwell, R. Hickey, S. Myles, J. Whelan, D. Scanlon.

**Chief Engineers:** D. Gabriel, D. Horan, E. Kealy, P. O'Halloran, M. Culbert, H. Mahon, T. Newell, J. Reynolds, R. Tennent.

**Second Engineers:** P. Conran, J. Cummins, P. Gunning, N. McGarrigle, F. McGarry, M. O'Leary, J. Farrell-Dillon.

**Third Engineers:** P. Curran, B. Kelleher, D. O'Loughlin, D. O'Reilly, R. Tynan, G. Sheehan, D. O'Connor.

**Fourth Engineers:** E. Burke, B. Desmond, D. Nolan, J. White, P. Dolan, E. O'Sullivan.

**Junior Engineers:** P. Bowring, D. Bolster, A. Byrne, W. Delaney, N. Cleary, B. Dixon, B. Frahill, E. Hopkins, P. Kealy, M. Keogh, P. Good, G. Launder, I. Mills, P. O'Riordan, J. O'Shea, P. Martin, M. Quinlan.

**Electrical Engineers:** T. Wilmoughby, J. Dunphy, C. Murphy, H. Stears, E. Walsh.

**Catering Officers:** J. Clinton, B. Dorgan, U. Maher, P. Mulready, E. Murphy, P. Walsh, J. Rogan.

**Deck Cadets:** A. Bendon, L. Casey, C. Cummins, M. P. Savage, M. Dolan, S. Donnelly, N. Whitmore, G. McMahon, G. Tormey, P. O'Leary, P. Reid, F. vnn.

### Congratulations

To **P. Miley** on obtaining his Class 1 Deck Certificate.

To **J. Bourke** on obtaining his Class II Deck Certificate.

To **M. Flynn** on obtaining his Class I Engine Certificate.

To **D. Gerety** on obtaining his Class I Engine Certificate.

To **M. O'Leary** on obtaining his Class I Engine Certificate.

To **P. Kealy** on obtaining his Class II Engine Certificate.

To **M. Keogh** on obtaining his Class II Engine Certificate.

To **D. Potter** on obtaining his Class II Engine Certificate.

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

To **I. Mills** on obtaining his Class IV Engine Certificate.

To **E. Hopkins** on obtaining his Class IV Engine Certificate.

To **A. Lydon** on obtaining his Class IV Engine Certificate.

To **P. Martin** on obtaining his Class IV Engine Certificate.

To **J. McCooley** on obtaining his Class IV Engine Certificate.

To **B. Byrne** on obtaining his Class IV Engine Certificate.

### First Lady

Our congratulations and best wishes to **Miss Maura B. Ruddy**, Navigating Cadet, on having successfully completed her O.N.C. Course in nautical studies at Plymouth. Miss Ruddy is now eligible for the Class III (Second Mate's) Certificate and is the first lady to achieve this distinction.

### 1982 Cadet Intake

The following cadets have commenced their training in the current academic year:

#### Navigating Cadets

Adrian Bendon, Kenneth Murray, Michael O'Flynn, Brian Dolan, Eoin O'Doherty, and Colm Cummins.

#### Marine Engineer Cadets

Alan Browne, Bernard Loughran, Raymond O'Neill, Gerard Walsh, John Hurley and Robert Kavanagh.

### Ex Cadet Captain Nominated for Prize

Our congratulations to ex Engineer Cadet Captain Mark Digby who has been nominated for the Duais Mhic Eóin award.

### Death of W. J. Burke

The death took place on 30th June last of Bill Burke, formerly of Head Office, who had retired in 1979.

The late Bill Burke joined the Company in 1946 and served in the Purchasing Department of Irish Shipping during his entire career with the Company. He was well-known to most of our sea-going personnel as his work kept him in regular contact with various people on our ships during his thirty-three years with Irish Shipping. We offer our sincere sympathy to his sons and daughters on their sad loss.

### Late John Morgan

We very much regret to report the death on 17th September of Mr. John Morgan, former Chief Engineer with Irish Shipping. The late Mr. Morgan served with Royal Mail Lines from 1938 until he joined Irish Shipping in 1954. His first appointment on an Irish Shipping vessel was as second Engineer of the "Irish Oak" which he joined in September, 1954. Two months later he was promoted Chief Engineer on the same vessel and he has served as Chief Engineer on many of the Company's vessels since then.

We extend our sincere sympathy to Mrs. Morgan and family on their great loss.

### Sympathy

We extend sincere sympathy to Derry O'Neill, Chartering & Operations Manager, on the death of his mother which took place on 2nd July last.

The late Mrs. O'Neill was widow of Captain John O'Neill, formerly Joint General Manager of Irish Shipping.

# Management Changes

At the Company's Annual General Meeting held on Wednesday, 30th. June, 1982, Mr. William A. O'Neill was appointed full time Chairman of the Irish Shipping group of companies in succession to Mr. Perry Greer.

Subsequent changes in Senior Management were announced following a meeting of the Board of Directors held on Thursday, 29th. July at which Mr. Aubrey McElhatton was appointed General Manager and Mr. J. Niall McGovern became Deputy General Manager.

Mr. Greer retired at the last Annual General Meeting of the Company after twenty years service on the Board. Mr. Greer first joined the Board of Directors in 1962 when he was appointed to fill the vacancy created by the death of the late Mr. S. J. K. Roycroft. In February, 1965 he was appointed Chairman following the resignation of the late Mr. J. J. Stafford who resigned from the Board for health reasons at that time.

Mr. Greer was born in Belfast and graduated as an electrical engineer from London University in 1931. He was subsequently employed by London Electrical Supply Company and was engineer in charge of the dock area of London during the second world war. Soon after the end of the war he came to Ireland to manage the engineering company of Unidare Ltd. and eventually Mr. Greer became Managing Director of ten factories engaged in different aspects of the engineering industry.

In addition to his Chairmanship of Irish Shipping Ltd., Mr. Greer has served on the Board of the Insurance Corporation of Ireland since 1967 and became Chairman of that Company in 1972, having succeeded the late Dr. John Leydon. Mr. Greer was also a Director of Credit Finance since 1963 and was Chairman of that Company since 1974.



Perry Greer.

Mr. Greer, a keen yachtsman, took a very active part in guiding the destiny of Irish Shipping Ltd. and in the Company's diverse interests.

On behalf of all in Irish Shipping, we wish Mr. Greer good health and happiness for many years to come.

Our new full time Chairman, Mr. W. A. O'Neill, joined Irish Shipping on 1st June, 1966 as Assistant General Manager and Commercial Manager. In January, 1972 he was appointed General Manager Designate and succeeded Mr. L. S. Furlong as General Manager



William O'Neill.

in October, 1973.

Mr. O'Neill has been the architect and driving force in transforming the Company from a loss-making undertaking to a highly profitable commercial enterprise. His expertise as an accountant allied to his sound commercial judgement have been major factors in the successful implementation of his plans for the progress and development of Irish Shipping. Mr. O'Neill has worked unceasingly to achieve Irish Shipping's primary objectives within the context of a profitable company. That he has succeeded in very large measure is widely acknowledged and is borne out by the excellent results recorded by the Company in recent years. That such results have been accomplished against the background of a prolonged and unprecedented depression in world shipping is, in itself, an eloquent tribute to the man who is now our Chairman.

As a former Irish Rugby International, Mr. O'Neill still maintains an active interest in his favourite sport. Despite his onerous business commitments he still found time during the past year to take on the demanding office of President of Wanderer's Rugby Football Club.

As General Manager of Irish Shipping, Mr. O'Neill has at all times made himself accessible; his friendly manner and ready understanding of human

problems will ensure for him the good wishes of all the staff in his new rôle.



Aubrey McElhatton.

### Management Appointments

Our new General Manager, Mr. Aubrey McElhatton, joined the Company as Assistant Accountant in 1963. In 1965 he was appointed Economic Planning Officer and was very much involved in the investigation carried out prior to the setting up of the ferry service in 1968. Indeed the success of this initial venture with Normandy Ferries and, subsequently, of Irish Continental Line can be largely attributed to Mr. McElhatton's efforts.

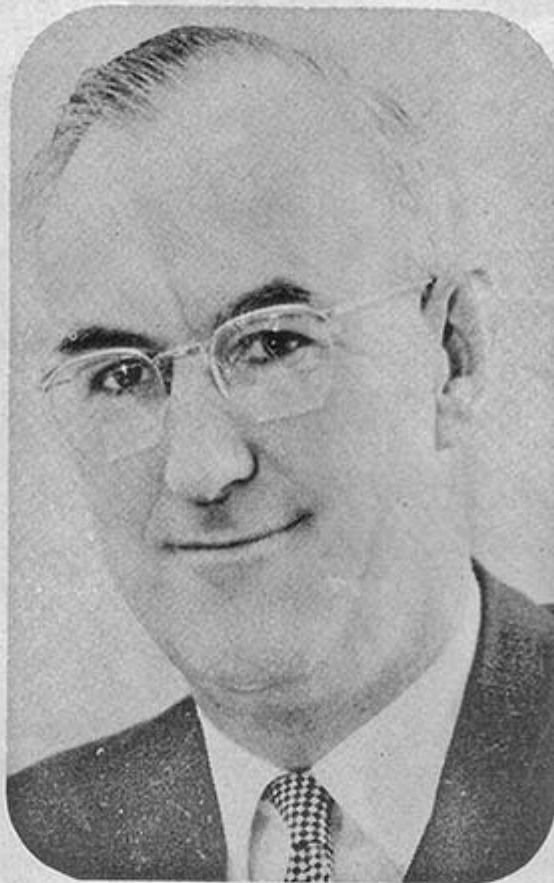
In 1971 he was appointed Divisional Manager (Financial Controller) a position he held up to his recent appointment as General Manager.

In addition to his responsibilities as Managing Director of Irish Continental Line and as Financial Controller of Irish Shipping Ltd., Mr. McElhatton also serves on the Board of the Property Corporation of Ireland and was made a Director of Oceanbank Developments Ltd., when that Company was established earlier this year.

Mr. McElhatton, who was born in Dublin was educated at Carlow Christian Brothers Schools and graduated from University College, Dublin with a Master's Degree in Economic Science. He is also a Chartered Accountant.

As Mr. McElhatton assumes the responsibilities of General Manager, the international tramp shipping market, which

has been depressed for so long, has further deteriorated in recent months. In such circumstances, the problems facing our Company are indeed formidable and it will require all of the undoubted business acumen and experience which Mr. McElhatton can call upon to ensure for Irish Shipping a safe passage through the troubled waters ahead. However, he can be assured of the wholehearted cooperation and support of all in Irish Shipping in his efforts to overcome the difficulties which now beset the shipping industry. It goes without saying that we wish him every success in the task which confronts him.



J. Niall McGovern.

Mr. J. Niall McGovern, who has been appointed Deputy General Manager, joined Irish Shipping in 1949 as Claims Executive. He was educated at Castleknock College, Dublin University and King's Inns and was called to the Bar in 1948.

Mr. McGovern was appointed Secretary and Administration Manager in 1971 and has been very active in the field of Maritime Law, both at international and national level. He has represented the Irish Government at various diplomatic conferences on Maritime Law, and in April last, he was elected Vice-President of the Comité Maritime Inter-

national, an organisation comprising maritime lawyers representing 40 countries.

Last June, he was honoured by the Irish Maritime Law Association when he was elected President of that body in succession to Mr. Justice Kenny.

Mr. McGovern, too, can be assured of the good wishes of all in Irish Shipping as he assumes the additional responsibilities of Deputy General Manager.

## LATE CAPT. J. S. KERR

The death of Captain James Sidney Kerr, which took place on 16th June last, came as a great shock to his many friends in Irish Shipping.

The late Captain Kerr began his seagoing career with Reardon Smiths of Cardiff and was serving on the "Fresno City" on a voyage from Fiji in 1939 when war broke out. His first association with Irish Shipping began back in 1941 when he served under Captain Matt O'Neill on the "Irish Hazel" when that vessel was being transferred to drydock at Newport for repairs. He stood by the vessel for one year at the Welsh drydock and in 1943 he joined the old sailing vessel "Cymric" which completed a major overhaul at Ringsend Dockyard in October of that year. On a return trip from Lisbon via Port Talbot the ship's Master, Captain Cardiff of Wexford, was taken ill and the vessel was brought back to Rosslare by her Chief Officer James Kerr. He continued on the old sailing vessel until the following January and was relieving officer on the "Irish Spruce" before subsequently serving on the "Irish Larch". In July 1945, he became the youngest Master Mariner in the country when he obtained his Master's Certificate at the age of 26 years and was immediately appointed Master of the "Kerlogue". He remained with Wexford Steamship Company until 1949 when he served for a short while on the "Irish

Elm".

Captain Kerr did not rejoin the Company until April 1956 when he was appointed Chief Officer of the "Irish Pine". In August 1957, he was first appointed Master with Irish Shipping when he took command of the "Irish Elm". In his subsequent career he spent much time with the smaller vessels "Irish Fern", "Irish Rose", "Irish Fir", and "Irish Heather". He was also Master of many of the larger vessels of Irish Shipping including the "Plane", "Rowan", "Sycamore", "Ash", "Alder", "Spruce", and "Cedar".

In later years Captain Kerr served on the "Daunt Rock" and retired in 1978. To Mrs. Kerr and family we offer our sympathy on their sad loss.

## Pat Walker Retires

Another well-known figure having a long association with the Company retired recently in the person of Mr. Pat Walker of Irish Continental Line.

Pat Walker's sea-going career stretches back to the early years of the second world war when he served on a number of ships of the old war-time fleet. Born in Dublin, Pat was a past pupil of North Brunswick St. Christian Brothers School and he served his engineering apprenticeship with George Watt Ltd., Engineers, and with Liffey Dockyard Ltd. before going to sea with Irish Shipping in 1942. His war-time service included voyages on the "Irish Plane", "Irish Elm" and "Irish Willow". After the war he continued his studies with the Poplar Marine Engineering College, Liverpool. In March, 1959, he was appointed Chief Engineer of the "Irish Rose" and subsequently served on most of the ships of the fleet, including the "Irish Oak", "Irish Pine", "Irish Plane", "Irish Cedar", "Irish Fir", "Irish Willow" and, more recently, the "Irish Elm", "Irish Star" and "Irish Stardust".

On the maiden voyage of the



Pat Walker (centre) pictured when he was Chief Engineer on the "Irish Plane" in 1965. The occasion was a visit on board of the late Mr. Erskine Childers, subsequently President of Ireland and at that time Minister for Transport, being welcomed on board the vessel by the late Captain F. W. Kirk.

"Irish Elm" Mr. Walker acted as Training Officer when the concept of general purpose manning was being introduced aboard an Irish ship for the first time, and the success of this experiment was in no small way attributable to the efforts of Mr. Walker. Pat Walker joined Irish Continental Line in 1972 when he supervised the building of the first "Saint Patrick" on the Company's behalf.

On the occasion of his retirement many tributes were paid by his colleagues in Irish Shipping and Irish Continental Line to Pat Walker, and he was also the recipient of a number of presentations to mark the occasion. We would add our best wishes to Pat on his retirement and we hope that he will enjoy very many years of good health and happiness, a reward which he has richly merited.

## Condolences

We extend sympathy to **Peter McDonnell**, "Irish Larch", on the death of his mother; to **Noel Thompson**, formerly "Irish Larch", on the death of his mother, and to **Richard McAuliffe**, "Irish Pine", whose father died on 10th June last.

## Recent Deaths

We regret to report the death on 3rd June of **Joseph McGran** who served in the engine room of various ships of the Irish Shipping fleet over a number of years. His last ship was the "Skellig Rock" on which he served up to last February.

We also regret to record the death of **Mr. Thomas Kinsella**, of Wexford, who died on 23rd June last. Mr. Kinsella retired in 1977 having served on various vessels of the fleet for the previous eighteen years, both as Fireman and as Donkey Greaser.

To the families of Mr. McGran and Mr. Kinsella we offer our sincere sympathy.

## Death of Capt. E. Jones

Many of our readers will be saddened on hearing the news that Captain Eric Jones formerly of Irish Shipping died recently in Birkenhead, where he had lived since his retirement. Capt. Jones was, of course, well-known as Master of the "Irish Oak" when she was sunk during the war in 1943. He was still very interested in the Company up to the time of his death and eagerly read this magazine for news of his former shipmates. May he rest in peace.

# Increased profits for latest financial year

*In his statement at the Annual General Meeting of the Company held on 30th. June, 1982, the Chairman, Mr. Perry Greer, was pleased to announce the highest profits achieved since Irish Shipping was incorporated forty one years ago. Mr. Greer said it was also the fifteenth consecutive year in which he had the pleasure of announcing a profit at the Company's Annual General Meeting. The final result was a profit of £6,837,000, as against £5,314,000 in 1981, before charging long term loan interest and taxation.*

*The long term loan interest charged for the year was £1,360,000 as against £1,100,000 in the previous year, which left a net profit before taxation of £5,477,000 as compared with £4,214,000 in 1981. The net result was an increase of 30% over last year.*

## **New Building at Cork**

Mr. Greer said, "We signed a contract with Verolme Cork Dockyard Ltd. on 16th. February, 1981 for a ship of 71,500 tonnes. This ship is due for delivery early in 1983 and the contract price is £14.2 million, which is comparable to the price at which the vessel could be purchased elsewhere. The order was placed on the basis that the government would subscribe for additional share capital up to £7.1 million, that is 50% of the contract price and that we would obtain a loan of £7.1 million on normal Shipping Finance credit terms, that is an 8½ year loan at 8% per annum with a moratorium on capital repayments of 1½ years. To give effect to these arrangements the Irish Shipping Amendment Act of 1980 was passed to enable the Minister for Finance to take up additional shares in the Capital of the Company. The Authorised Share Capital was increased from £12 million to £22 million in £1 shares. 1,420,000 Shares were allotted to the Minister for Finance in February, 1981 and the sum of £1,420,000 realised by this allotment was used to meet the first instalment of 10% on this new vessel.

Since I reported here last year, we, at the request of the Government, have been assisting in the search for alternative methods of financing this vessel on the strict understanding that the Company's position in relation to the construction and purchase of this vessel will remain precisely the same as it would have been under the original agreements on the basis of which the order was placed with Verolme Cork Dockyard. The Irish Shipping Ltd. Act 1982 has been enacted to enable the Government to give effect to the alternative arrangements.

## **Shipping Activities**

The overall results of our shipping activities is a profit of £3.013 million. But for the disastrously heavy losses on our deep sea fleet, this figure would be much higher. In detail the results are as follows. The deep-sea fleet operated by the Company in conjunction with our partners in Celtic Bulk Carriers, Reardon Smith Line of Cardiff, consists of six bulk carriers which we own, augmented by a number of vessels which we have taken on long term charter to enable us to compete for contract business.

The trading loss of this fleet was very heavy indeed amounting to £3.037 million. This was entirely due to the collapse of the tramp shipping market which commenced at the end of March 1981, and continued inexorably for the rest of the year.

On this occasion three years ago I referred to indications of an improvement in the market. Two years ago, in June 1980, I reported that the market had improved somewhat and that it was better than it had been for some years. I, however, warned that it would be foolish to anticipate that the market would continue at that level for a long period. Alas, that warning was justified. This collapse of the deep-sea tramp market in 1981 compelled many owners to fix their vessels at rates which did not even cover their operating costs, apart altogether from Capital repayments and long term loan interest.

Our ferry operation, Irish Continental Line Ltd., is, however, a success story. Their profit on trading was £2.71 million and, in a transaction in which a ship was sold and replaced by a larger one, financed by a long term loan, there was a profit of £3.34 million.

During the year £26 million was spent in expanding the capacity of this Line. The "Saint Killian" was lengthened by 32 metres in three and a half months, increasing its berth capacity from 857 to 1,374 and its car capacity from 280 to 400.

In addition, the "Saint Patrick" which inaugurated this service in June 1973, was replaced by a larger vessel as mentioned above. In total, our peak capacity has increased, compared with last year, from 1,400 berths to 2,200 berths per day and car capacity increased from 490 to 710 per day.

Continental bookings are recently giving cause for concern. The continued high level of inflation in Ireland is proving a difficult obstacle to overcome. Due

to this, hotel and other costs for the tourists are less competitive. Nevertheless, we are confident that the major investment in this Line will prove to be fully justified in the coming years.

The Management and staff of Irish Continental Line deserve special acknowledgement as their superlative performance enabled the heavy deep-sea loss to be converted to a substantial profit on our overall shipping activities.

#### **Oceanbank Developments Ltd.**

The most significant event in the past year was the incorporation of Oceanbank Developments Ltd. (OBD), a holding company in which Irish Shipping owns 75% of the Shares. The remaining 25% of the Shares are held by Allied Irish Banks Ltd., (AIB Group) through its wholly owned subsidiary, Allied Irish Holdings Ltd. OBD has acquired the Irish Shipping interest in Insurance Corporation of Ireland Ltd. and Property Corporation of Ireland Ltd. and in addition it now owns Irish Continental Line, but we have substantially preserved our interest in these companies through our major shareholding in OBD. We regard the incorporation of OBD as a progressive development of our well tried and successful policy of becoming involved in diverse activities within our ambit to balance the cyclical trends associated with the operation of the deep-sea strategic shipping fleet. OBD represents a significant partnership between public and private enterprise. This new Company will support the long term development policies of both the AIB Group and Irish Shipping. It is too early yet to speak more precisely about the way in which the Company may develop, but for our part we find the prospects exciting. OBD is investing in Belfast Car Ferries Ltd., the Company which now is operating the car ferry service between Belfast and Liverpool. We are delighted to be associated through OBD with this example of North/South co-operation.

#### **Other Interests**

Our Agency Division, in spite

of the recession, continues to make a useful contribution to the profits of the Group and continues to maintain the excellent trading relationships which it has established with the major shipping companies it serves and with Irish importers and exporters.

We have a 20% stake in Irish Mainport Holdings which is based in Cork. It is engaged in coastal shipping, off-shore servicing to the oil and gas industries, ship agency, road-haulage and stevedoring. It is a highly successful group which has had another profitable year. While the level of profit was somewhat reduced from the previous year special factors which are unlikely to recur were responsible. We regard the results as satisfactory and have every reason to be pleased with our involvement in this group's activities at the ports of Cork and Waterford, with which our Company has a long and fruitful association.

Once again the outstanding results produced by Insurance Corporation of Ireland made a great contribution to our profits. OBD has replaced us as the major shareholder but, as I have pointed out already, because of our major stake in OBD we shall preserve our interest in Insurance Corporation of Ireland formed thirty six years ago.

The Property Corporation of Ireland too had another very good year. Our shares in this company have been transferred to Oceanbank Developments Ltd. Our new partners will bring valuable experience to the Company which in time will be of great benefit.

In recent statements I have commented in some detail on our Consultancy and Management Services and in our Education Training schemes. All of these, with our "Follow-the-Fleet" scheme for schools, continue to flourish.

#### **The Future**

The experience of the past six months does not offer much scope for optimism in so far as the deep-sea activities of the Group are concerned unless

there is a significant change in market conditions the outlook in this activity is bleak indeed. I have little doubt but that in the long term the market will improve and return on investment in deep-sea shipping, which is never good, will be somewhat better than the negative return that it is now. It is unlikely, however, that there will be a significant improvement in the market before 1985. I therefore think that the next two years will be very difficult for shipowners. In the meantime we anticipate continued substantial losses on the deep-sea shipping side. We can only hope that this will be off-set by profits on the ferries and the other activities in which we are engaged, but even this is doubtful and cash flow will present a serious problem if freight rates do not rise. Inevitably our Company profits are likely to drop. The shipping industry has the knack of confounding prophets and a relatively small lift in the market could dramatically improve the result. Whatever happens the Group is better placed now to deal with the problems posed by a very serious depression than it was many years ago when its results depended almost entirely on the deep-sea fleet.

I referred last year to the fact that a shipowner operating from a base in the Far East, or whose vessels are flying one of the many flags of convenience, can operate his ships at costs which are much below those which have to be borne by shipowners in the western world. Shipowners can control some costs, but they cannot control their domestic rate of inflation nor can they control currency fluctuation. The dramatic fall in recent years due to transfers to flags of convenience in the tonnage registered in many west European states formerly regarded as leaders in the field of maritime transport raises questions upon which West European governments might well ponder. The strategic importance of an adequate merchant marine is a matter which in my view merits the at-

tention of any government.

The development of the Shannon Estuary will need, in a few years, the importation into Ireland of considerable quantities of bulk cargo. We are actively trying to secure the contract for the carriage of these cargoes. Our success or failure in this could well be a factor which will determine whether Ireland in the future can retain a strategic fleet to serve it in times of emergency".

#### Board Changes

Mr. Greer said that the Company had suffered a greivous loss since the last Annual General Meeting through the tragic death, last July, of Noel Griffin who had served as a Director of Irish Shipping for 19 years, and who had just been re-appointed to the Board for another term at the Annual General Meeting of June 1981. We had also lost the services of Mrs. Carrie Acheson, Mr. Greer said, through her election to Dail zireann in June 1981. He said the Board were delighted by the return of Eddie Keegan and he also welcomed Denis Murphy who was appointed at the last Annual General Meeting. Mr. Greer expressed his gratitude for the courtesy and support he had received from all present members of the Board and from all who had served on the Board since he became Chairman in February, 1965.

On the occasion of his retirement from the Board, Mr. Greer expressed his best wishes to his successor and also for the future of the Company which he said held a special place in his heart. Mr. Greer also thanked not only the present Ministers for Finance and for Transport but also their predecessors under whom he served, and to the officials in their Departments for the understanding and help which they had shown over the years.

In conclusion Mr. Greer said, "It has been my privilege to serve as the Captain of a very happy ship. The Company is fortunate in having at its service a dedicated management and staff afloat and ashore. Without

them, what has been achieved would have been impossible. I am glad, and very privileged, to have been associated with them. I thank them all for their substantial efforts on behalf of the Company and I know that they will go on to achieve greater success in the future, though I know also the difficulties they face in the near future should the freight market remain at its present level".

#### New Director

The Minister for Finance has appointed Mr. Liam McGonagle to the Board of Irish Shipping Ltd. Mr. McGonagle, a Solicitor, is a member of Coiste An Asgard.

## IRISH SHIPPING FLEET HISTORY



In the last issue of "Signal" we mentioned a World Ship Society publication which was due for release in May last. We are pleased now to confirm that this excellent Irish Shipping fleet history by Harry Spong has met with universal approval for its comprehensive data on all the ships ever owned by Irish Shipping from the first "Irish Poplar" to the latest "Irish Cedar". Indeed Harry Spong has managed to provide pictures of each and every ship that the Company has owned, an achievement which, we believe, constitutes a record for such a publication.

In a 24 page introduction to the actual fleet history, the author has provided a very interesting record of the events leading up to the establishment of the Company in 1941 as well as a summarised history of the progress and development of the Company right up to date. The book contains 69 pictures of ships including those of Irish Continental Line, Belfast Car Ferries Ltd., R & H Hall Ltd., Coal Distributors Ltd., as well as of the "Lough Beltra" and "Asgard II".

The book is the result of much painstaking research on the part of Mr. Spong who is to be congratulated on a job exceedingly well done.

Of course the author has been known to us for many years as a dedicated member of the World Ship Society with a very special interest in Irish Shipping Ltd. We are deeply indebted to him for his kind and courteous assistance when we asked for his help in tracing details of some of our war time ships. Indeed the photographs which are reproduced on this and the following pages have been very kindly provided by Harry Spong. These pictures, all from the Canadian Forces Collection include four which are reproduced in the World Ship Society publication.

"Irish Shipping Ltd., 1941-1982" by H. C. Spong is available from the author, care of World Ship Society, 3, Hedges Close, Clevedon, Avon BS21 7YH at £4, post free.

An interesting sidelight on the publication of Mr. Spong's book has been the far flung interest which the correspondence arising from its publication indicates. Firstly, we have been advised by Mr. Spong that he has received a letter from the United States written by one of the original crew members of the "West Hematite" who claims to have been serving on the vessel when she was handed over to Irish Shipping Ltd. in 1941. The letter writer only discovered that the ship had been sunk in November, 1942, when he read

Harry Spong's book, and in his letter to the author he expressed his sorrow on reading the news for the first time in the summer of 1982.

Another interesting consequence which followed from the publication of the book was a telephone call received at Head

Office from Mr. P. V. McGrath, one of the very first employees of the Company, now resident in England. Mr. McGrath, who was acting Secretary of Irish Shipping in the very early days of the Company has, of course, a very personal interest in matters relating to the formation and early activities of Irish Shipping

Ltd. He was most interested in the subsequent career and present welfare of his colleagues from that period.

We also understand that Mr. Spong's book has aroused considerable interest amongst ship enthusiasts from the Continent and other parts of the world

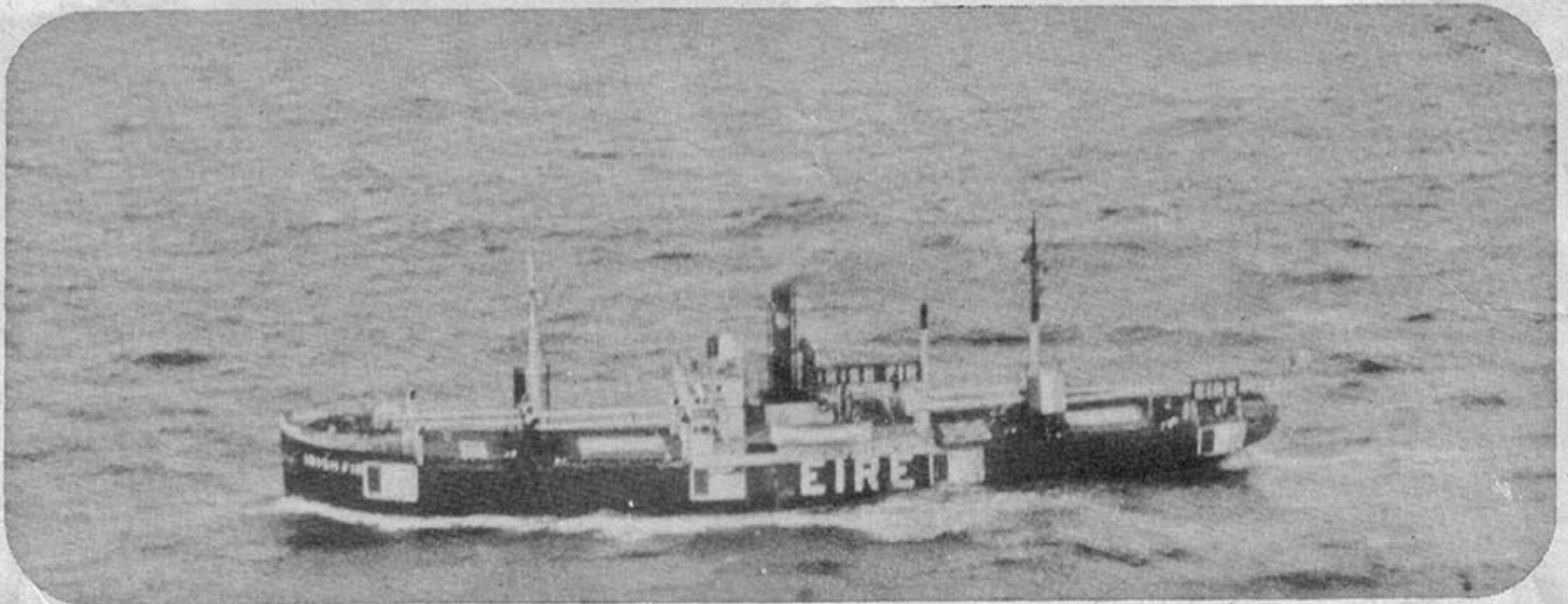
### Historic Photographs

*The historic photographs reproduced on this and succeeding pages were taken during the last world war by the Canadian Air Force and have been supplied to us by Mr. Harry Spong, The World Ship Society.*

*For those of our readers wishing to obtain copies of any of these photographs the address to which they should write is as follows: Mr. D. Warren, 145 Crossway, Plympton, Plymouth, Devon, England. The envelope should show World Ship Photo Library [Order Section].*

*These postcard size photographs, 30p each plus postage, and postage for 1-9 cards is 19p; 10-15 cards 24p and 19-30 cards 28p.*

*Mr. Spong also informs us that he has a photograph of the "West Neris" before she became the "Irish Oak" in 1941. Mr. Spong has kindly offered to let us have a copy of this picture which we will be pleased to reproduce in the next edition of "Signal".*

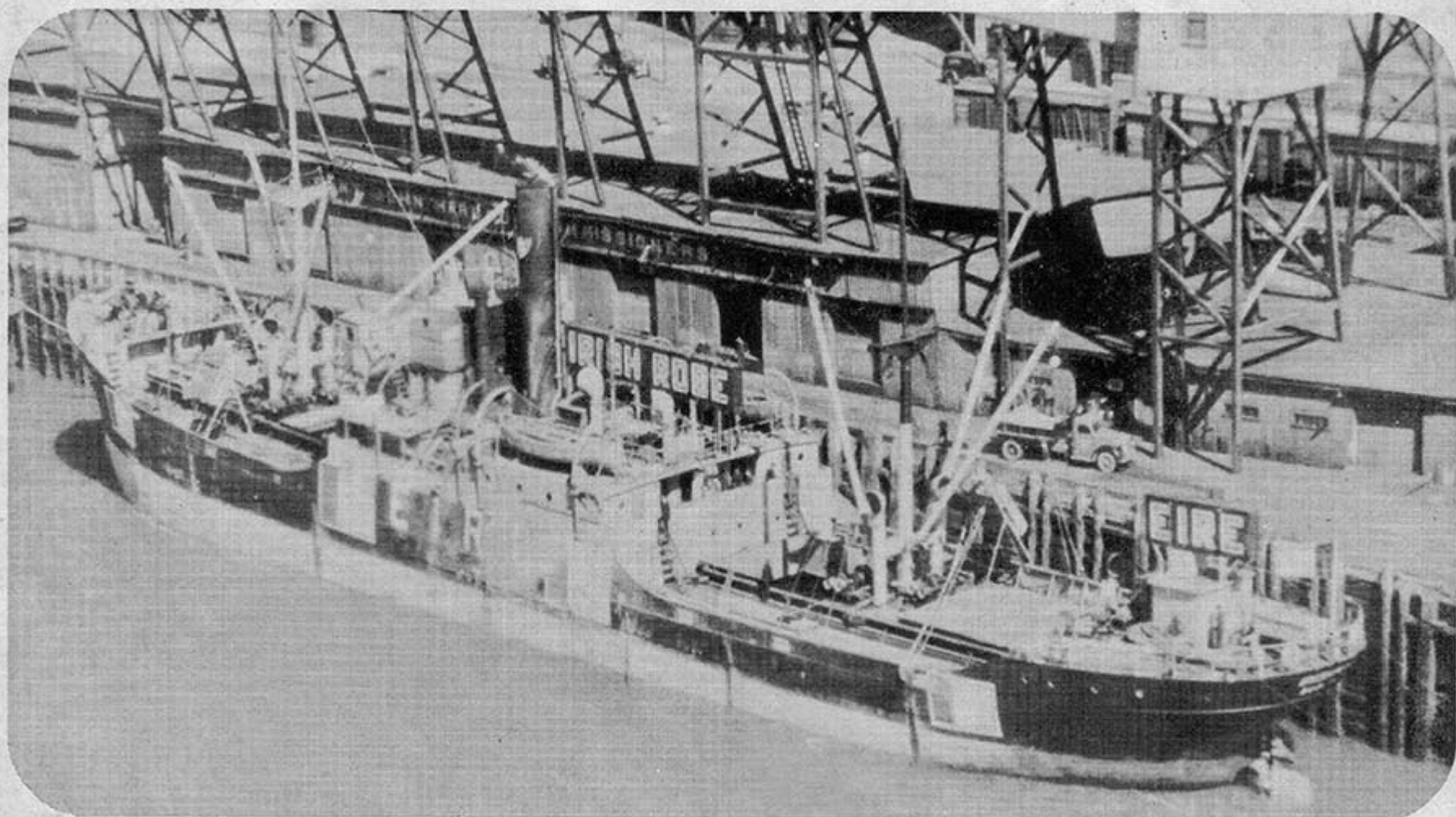


The "Irish Fir" pictured at latitude 40.00 N. longitude 60.00 W., 15th March, 1944.



The "Irish Larch" pictured in latitude 40.20 N. longitude 66.20 W. on 4th January, 1944.

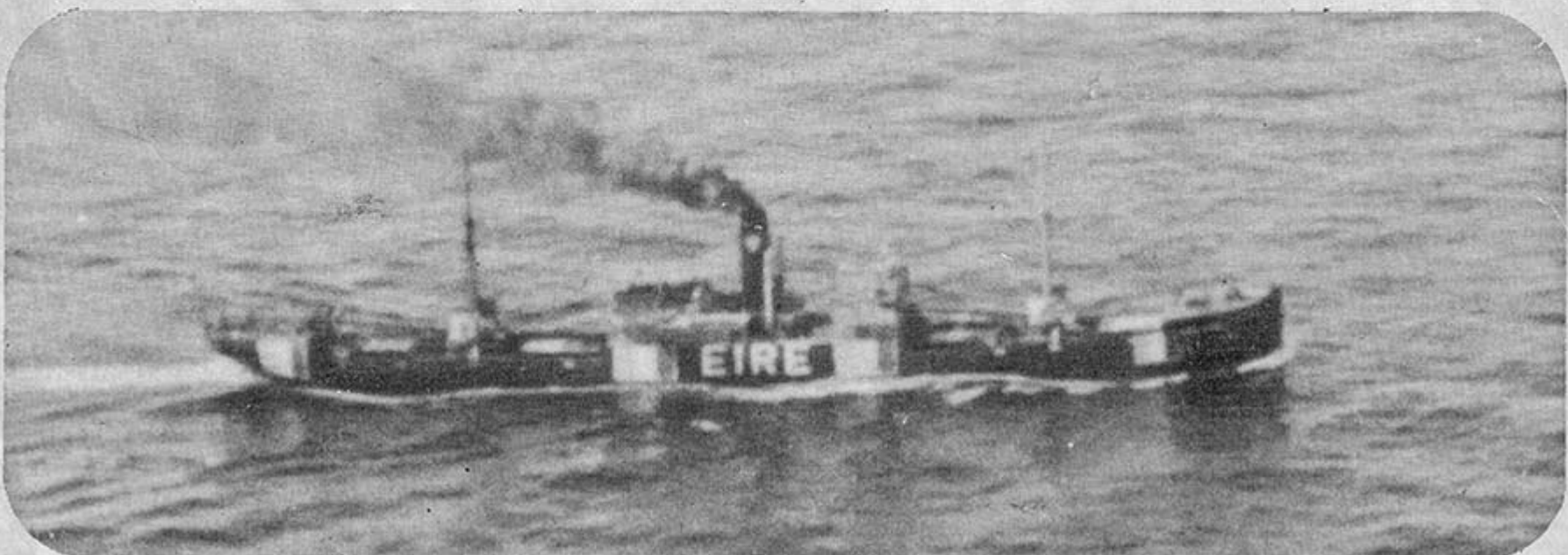




This photograph of the "Irish Rose" was taken on 31st March, 1943 while the vessel was loading at St. John, New Brunswick.

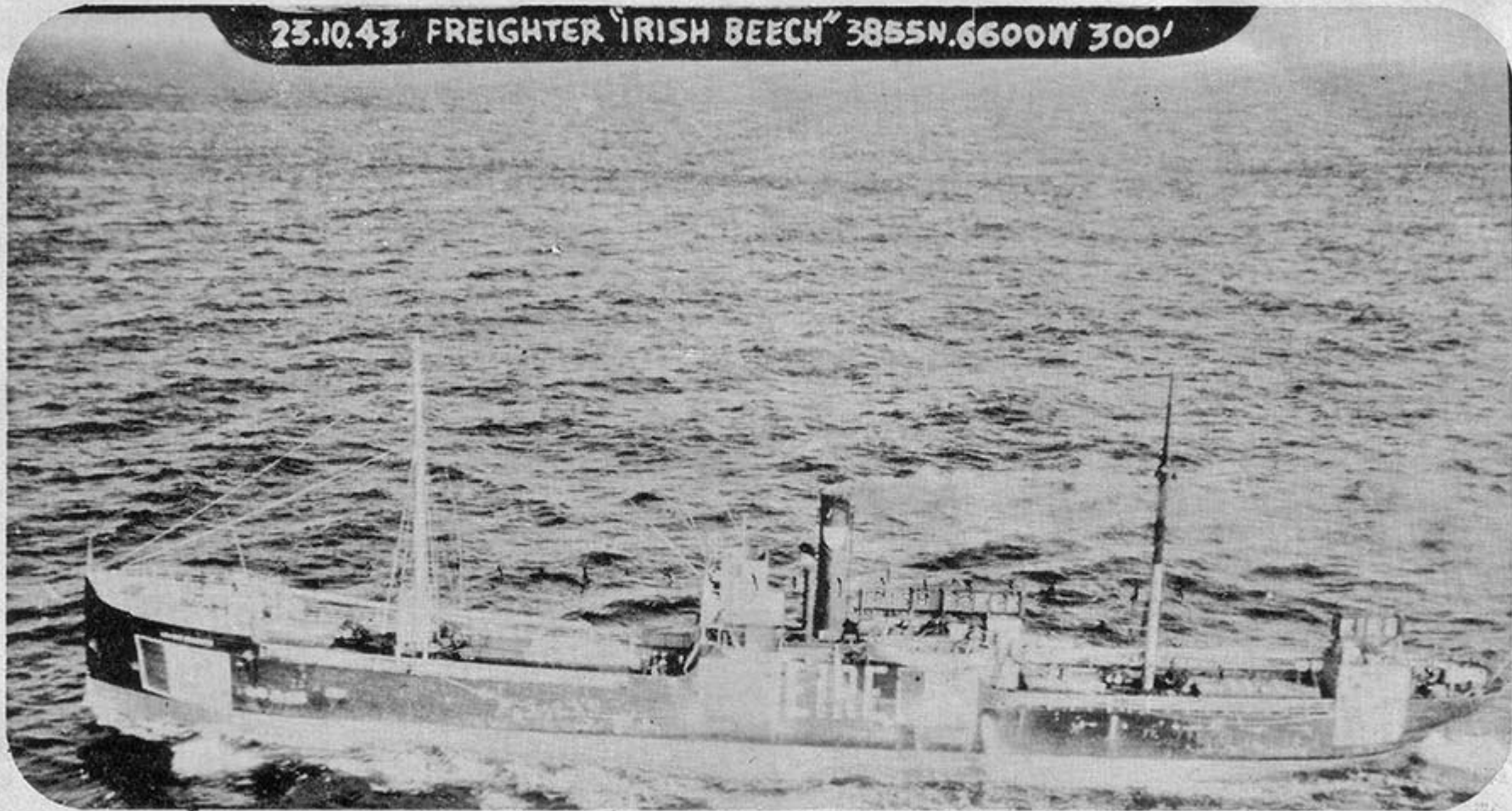


The "Irish Beech" photographed at latitude 43.35 N. longitude 62.22 W. on 27th January, 1943.

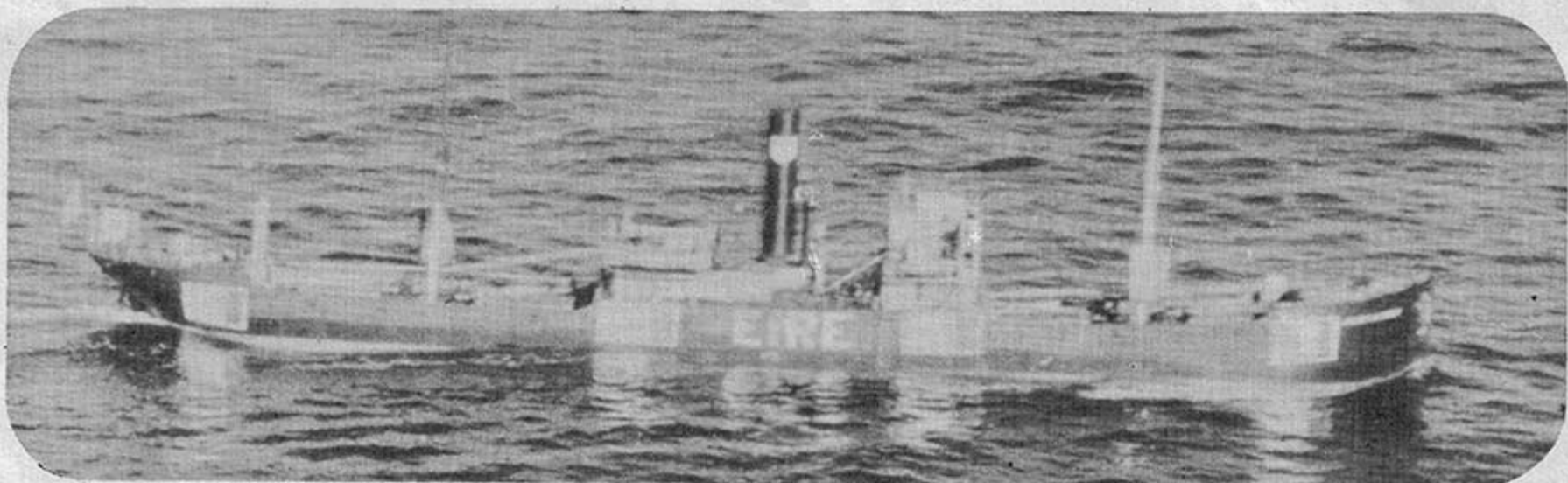


"Irish Larch" at latitude 43 17 N. longitude 66.00 W. on 3rd December, 1942.

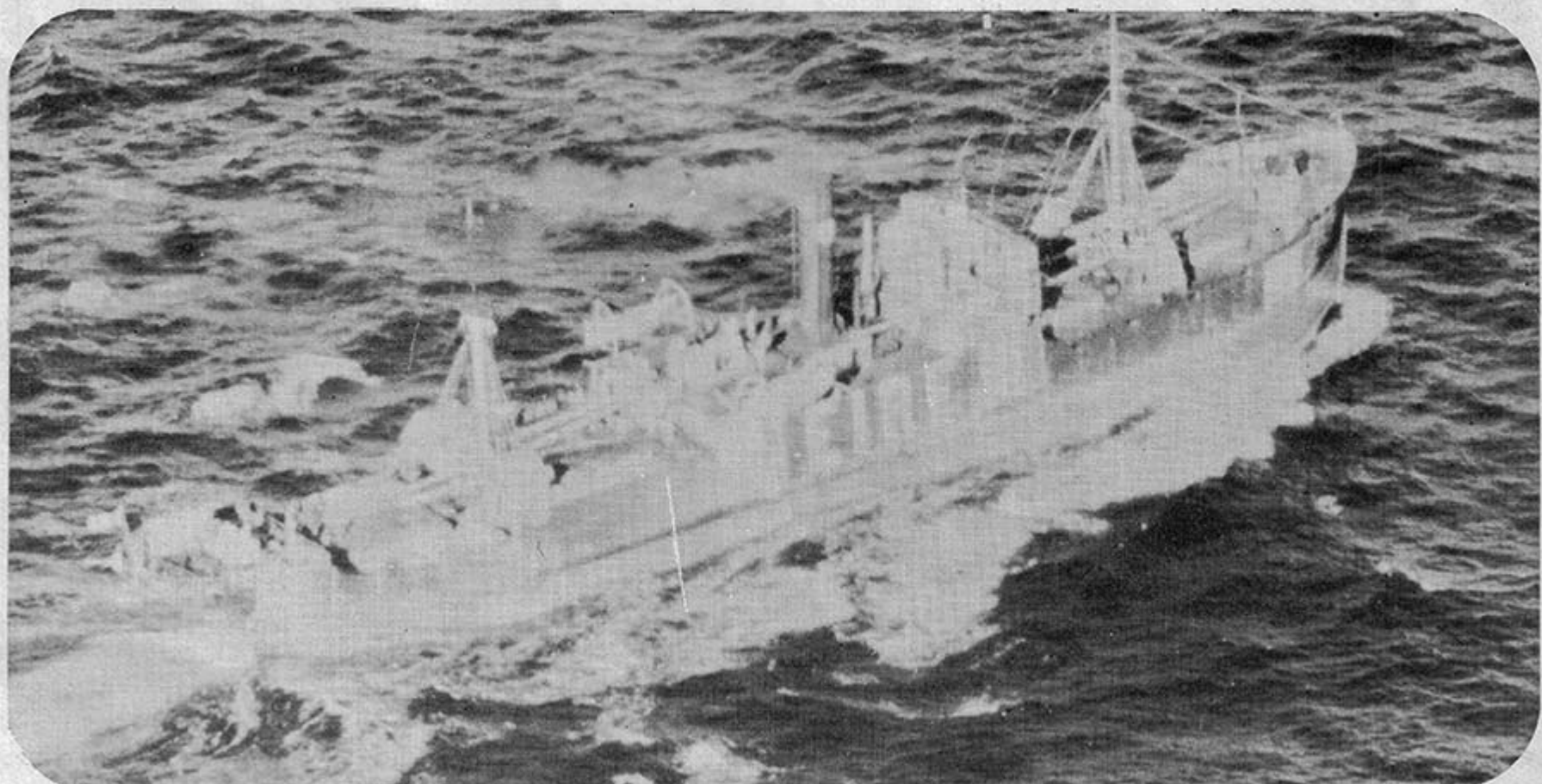
23.10.43 FREIGHTER "IRISH BEECH" 3855N.6600W 300'



The "Irish Beech" with her Canadian Forces reference shown at top of picture.



The "Irish Plane" photographed in mid-Atlantic on 11th September, 1942.



This picture of the "Irish Elm" was taken on 12th October, 1942 at latitude 43.06 N., longitude 65.56 W. and the picture is described by Mr. Spong as of poor quality due to 'camera shake'.

## "Asgard" Reception Marks Stamp Issue

Mr. Terry Leyden, T.D., Minister of State at the Department of Posts and Telegraphs, speaking at a special reception on board "Asgard II" on 21st September said:

"It is fitting that this reception introducing these stamps is on board "Asgard II" as the "Asgard II" is featured on one of the stamps. I am grateful to Coiste an Asgard, their Chairman Mr. Paddy Power, T.D., Minister of Defence, and Irish Shipping Ltd. — who look after the day-to-day management of "Asgard II" — for making it possible to have this reception on board the vessel. This is a proud ship which derives its name from the "Asgard", the name of which will always be associated with that of its owner, Erskine Childers, patriot and father of the late President Erskine Childers, and with the daring exploit at Howth in 1914 which was of great significance in the events leading up to the foundation of the State.

"The stamps have been issued in the 'Ireland' series which show varied and interesting aspects of our country, and I hope that these colourful stamps will appeal very much to both the discerning philatelist and non-philatelist alike.

"Over the past few years there has been a considerable growth in the popularity of Irish stamps at home and abroad. We believe that this is due mainly to the greater variety of special stamps which we now issue annually to appeal to a wider cross-section of collectors. Over the past two years philatelic sales have been maintained at a level of £1 million. We are, of course, anxious to increase our stamps' market at home and abroad. At home a pilot school programme on stamp collecting, in co-operation with the Irish Federation of Philatelic Societies, was launched last year and we are continuing with it this year. The effects of this programme are reflected in the



The Minister of State at the Department of Posts and Telegraphs, Mr. T. Leyden, T.D., presenting an album of "First Day Covers" to Mr. Derry O'Neill, Irish Shipping, at a reception on board "Asgard II" to mark the issue of stamps on Irish Boats by the Post Office. Also in the picture are (l. to r.): Mr. R. O'Sullivan, Secretary, Department of Defence; Mrs. Rita Childers and Capt. M. D. Langran, Irish Shipping.

increasing numbers of young collectors who write to and visit our Philatelic Sales Shop. My Department has always recognised that the young stamp collector of today may become the serious philatelist of tomorrow. In addition, in the educational field, the study of our stamps depicting as they do our culture, heritage and political development is bound to be of considerable benefit to young people. I am pleased to note that stamps are often used to illustrate school texts.

"The philatelic foreign market is catered for by direct sales from our Philatelic Bureau, by agents in the U.S.A./Canada, the U.K. and Western Europe, and by participating in selected ex-

hibitions abroad. We are continuously searching for ways to increase our share of the lucrative world market for stamps. Increasing the range of stamps, as we do with the issue of the Irish boat stamps, is one of the ways of increasing our share of the market.

"There will be two further issues of special stamps this year: on 14th October two special stamps will be issued to commemorate the Bicentenary of Grattan's Parliament and the Centenary of the birth of Eamon de Valera; and on 11th November our annual "Christmas" series will be issued featuring the Madonna and Child by della Robbia".

## Appeal to the Ladies

The Stella Maris Seafarers' Club, 3 Beresford Place, provides recreational and social facilities for seafarers' of all nationalities.

The club is staffed on a voluntary basis by a mixed St. Vincent de Paul Conference and at present there is a limited number of vacancies for young ladies.

Their function would be to help create a friendly and hospitable atmosphere for the visiting seafarers' and demands a high degree of dedication (a commitment of at least one night per week) and christian motivation.

Any interested ladies should telephone me at 749061/742428 between 7.00 – 11.00 p.m. leaving name, address and a telephone number to arrange an appointment.

REV. FINTAN O'SHEA, O.F.M.  
Port Chaplain

## NEWS from Irish Continental Line



Members of the Garda Siochana and their families pictured at Rosslare Harbour before boarding the "Saint Killian II" on a pilgrimage to Rome last Spring. A total of 534 people travelled in the party which was organised by Abbey Travel and they spent one week in Rome attending various Masses, visiting the Basilica, seeing the Pope in St. Peter's Square and taking a coach trip to Assisi. On the return trip, Mass was celebrated on board the vessel by the Garda Chaplain, Father Clarence Daly.

### Second Town Twinning Awards Competition Launched

A better understanding could be created between Ireland and our European neighbours if more Irish towns and villages became twinned with communities abroad.

So said Frank Carey, Passenger Sales Director at a function in Dublin recently to launch the 1982 ICL Town Twinning Awards Competition.

"Though the numbers have been growing in recent years, more Irish communities could yet take full advantage of the tourism, cultural and educational opportunities which town twinning has to offer" he added.

The Irish Continental Line Town Twinning Awards Scheme was established last year to en-

courage and recognise efforts being made by Irish communities to forge closer links with similar communities in Europe and elsewhere.

It has two categories open to towns already twinned and those currently engaged in seeking a twinning partner.

From a total of 16 towns entered last year the awards were won by Galway and Limerick.

Galway, twinned since 1974 with the Breton town of Lorient, won the category for the town which was most resourceful in developing and maintaining links with its overseas twin town.

Limerick, since twinned with Quimper in Brittany, won their award for the town which worked hardest to find a twin town. Entries for this year's

Awards Scheme, which is organised with the co-operation of the United Towns Organisation, close on October 31st next. Meanwhile to encourage community groups to undertake exploratory visits to potential twin towns abroad Irish Continental Line is offering concessionary travel rates.

### Student Fares

Student and youth fares, starting at £32 single and representing a 30% reduction on standard fares, have been introduced.

The Student Fares Offer includes a berth in a four or six-berth cabin (when available) and is open to full-time students between 14 and 30 years of age who hold an International Stu-

dent Identity Card; youths under 26 years with a Y.I.E.E. card or an International Youth Hostel Federation Card; and student nurses.

Outside the peak months, a free car offer is also available when the car is accompanied by four students or half fare when accompanied by two or three students.

## Equestrian line

Showjumping teams from around the world converged on Dublin recently for the World Showjumping Championships held at the R.D.S.

Two of those teams the Italian and French, along with their horses and grooms were transported to Ireland by ICL.

While on a showjumping theme, ICL also recently carried the Irish Junior Showjumping squad from Ireland on their way to Milan.

### 1982 Travel Agency of the year

What makes a good travel agency? Is it an organisation with a detailed knowledge of all the holidays available or one with the ability to understand each individual's requirements?

Is it one which can plan within a budget or offer many helpful tips on your holiday? Or is it one with a friendly and highly efficient staff?

These are the questions which are being put to Irish holidaymakers in the search to find the 1982 Irish Continental Line Travel Agency of the Year.

Organised and sponsored by Irish Continental Line in co-operation with the Irish Travel Agents' Association, the awards scheme is designed to publicly acknowledge the service offered by those travel agencies who in the opinion of their customers are providing an award winning service.

Currently all holidaymakers travelling with ICL from January to September 1982 are being asked to vote on the perfor-



Pictured at the handing over of the "Ireland Guide" by the printers, C.B.M. Publications, to Irish Continental Line were (l. to r.): Paddy Mannix, Director, C.B.M. Publications; Alex Mullin, Accountant, I.C.L.; Frank O'Carroll, Director, C.B.M. Publications and Louis O'Toole, General Manager, Ferry Tours.

mance of their travel agency under the following headings: Friendliness, efficiency and service, understanding customer needs, budget planning, literature, advice and hints.

### Healthy Freight

Freight Manager Declan Mescall reports that carryings for the first quarter of 1982 (April, May, June) are "very healthy".

The bottom line shows ICL freight carryings "better despite the fact we had less sailings" than in the same period last year.

In 1982 freight traffic was up 30% — a record freight year for the company.

"This growth trend proves hauliers prefer the direct route" says Declan.

### Guide for Tourists

Over 30,000 copies of the Irish Continental Line "Ireland Guide", printed in three language editions for free distribution to all Continental motorists boarding the ferries in Le Havre and Cherbourg, have been produced by CBM Publications Ltd. of Inchicore, Dublin.

The tabloid size Guide, written in English, French and German, is designed to be a practical addition to tourists' holidays in Ireland. It contains a

choice of suggested motoring tours and provides information on accommodation, entertainment, sporting and cultural events, as well as other items of historical and general tourist interest throughout the 32 countries.

The Guide is issued at the check-in-points at Cherbourg and Le Havre to motoring tourists boarding the car ferries "Saint Killian II" and "Saint Patrick II".

### Where Trucks Go

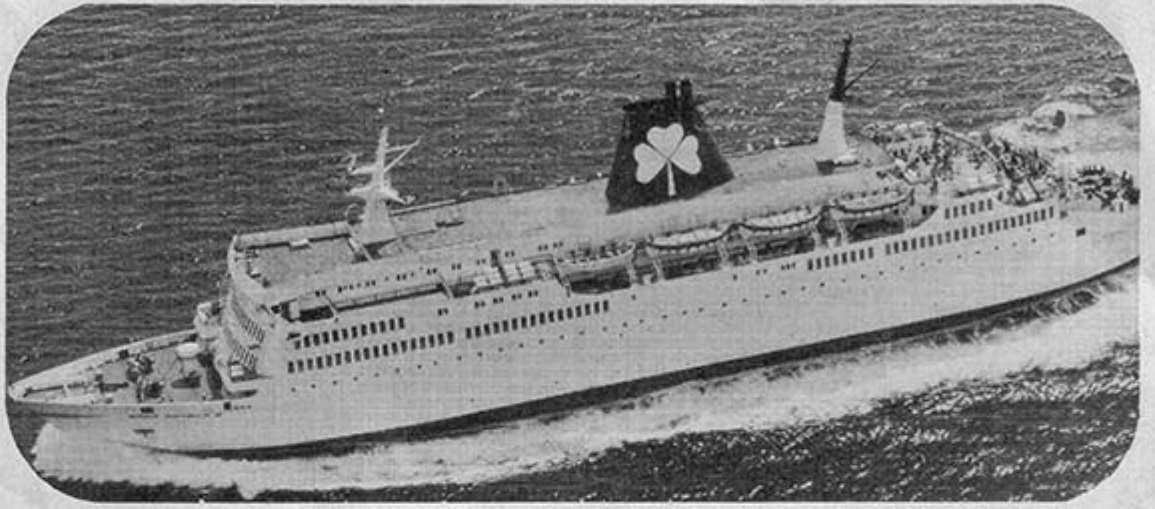
Ever wonder where the trucks are going as they load aboard the Ferry? A survey of freight carryings shows that ICL's Ireland/France service is indeed a gateway to Europe and many destinations even further afield.

Recently over a period of two weeks, trucks leaving Ireland by ICL were destined for the following countries with these loads on board:

Austria (Fibres), Bulgaria (Lamb skins), France (Meat / Medical Equipment / Mobile Homes), Germany (Weighing Scales/Pork), Iraq (Beef), Portugal (Textiles), Spain (Fish), Sweden (Shoes), Algeria (Beef), Denmark (Machinery), Greece (Textiles/Beef), Holland (Fish), Italy (Cheese/Wire), Rumania (Meats), Saudia Arabia (Vac Pac Beef), Yugoslavia (Adhesive Tape).

That is just fourteen days' carryings. Imagine the statistics and the variety of loads carried over a twelve months period.

Recent Government statistics show an increase in Ireland's export performance. ICL is a key carrier in achieving this result.



The m.v. "Saint Patrick II".



Pictured at the re-naming of the "Aurella" to "Saint Patrick II" were Mrs. Val Raftery, wife of I.C.L.'s Marine & Operations Director, Captain Coleman Raftery, also in picture, after Mrs. Raftery had performed the special ceremony in Amsterdam on 29th May last.

### "Saint Killian" a floating hotel

Ireland's biggest car ferry, "Saint Killian II", will be used as a floating hotel at Cherbourg in

October to accommodate more than 1,200 members of French junior chambers of Commerce who will hold their annual national conference on board.

A gala dinner will provide the French delegates with as many Irish dishes as the Irish Continental Line top chefs can produce. Cherbourg Chamber of Commerce, who will be hosting the Conference, selected the "Saint Killian II" because no single hotel in their city was capable of accommodating so many delegates.

### Office Staff News

Getting married on September 23rd is Sales Representative Paddy Murphy. His fiancée Geraldine O'Hagan works for Arthur Guinness.

Just married is former Receptionist / Telephonist Grace Dunne to Bernard Roucaud of the French Government Tourist Office in London.

Bernard, described by the

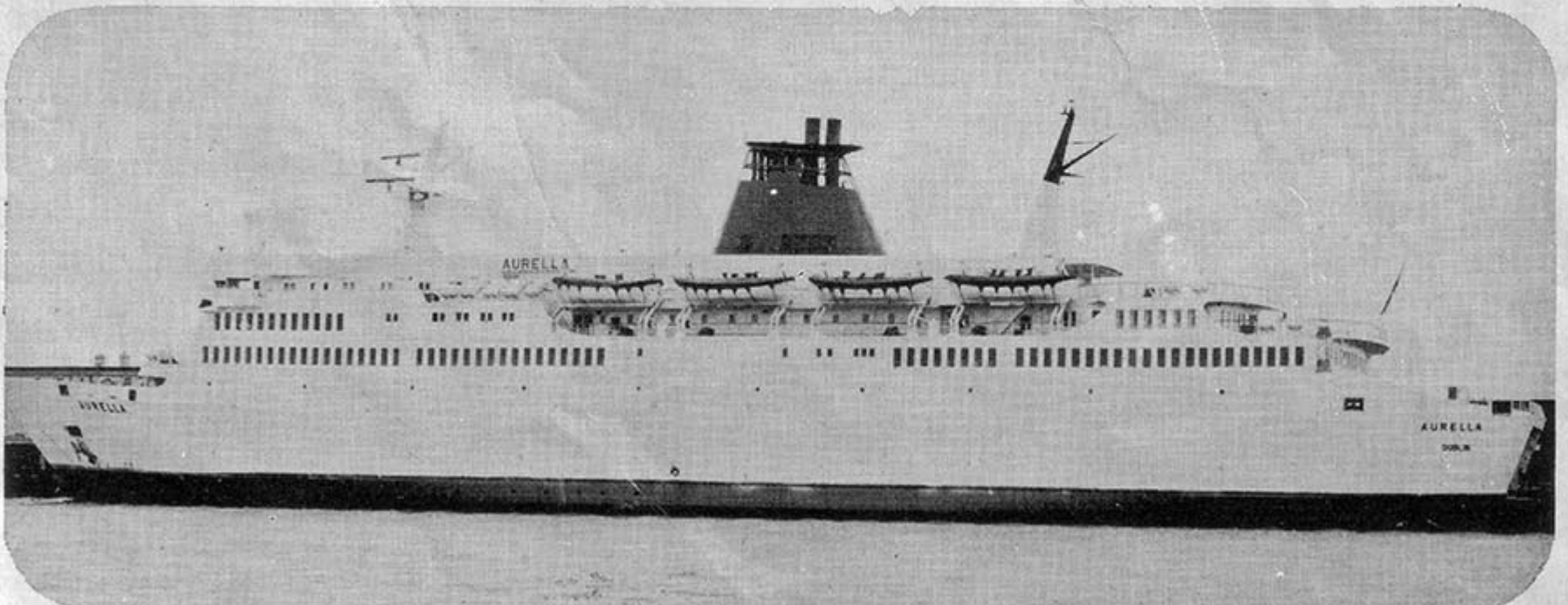
Irish Times as "Lord Lucan's lookalike" is the F.G.T.O. Manager responsible for Ireland.

New to the Aston Quay staff is Christine Ryder who joins as Secretary to Frank Carey. Christine replaces Dolores O'Neill who left to look after her new baby son Brian.

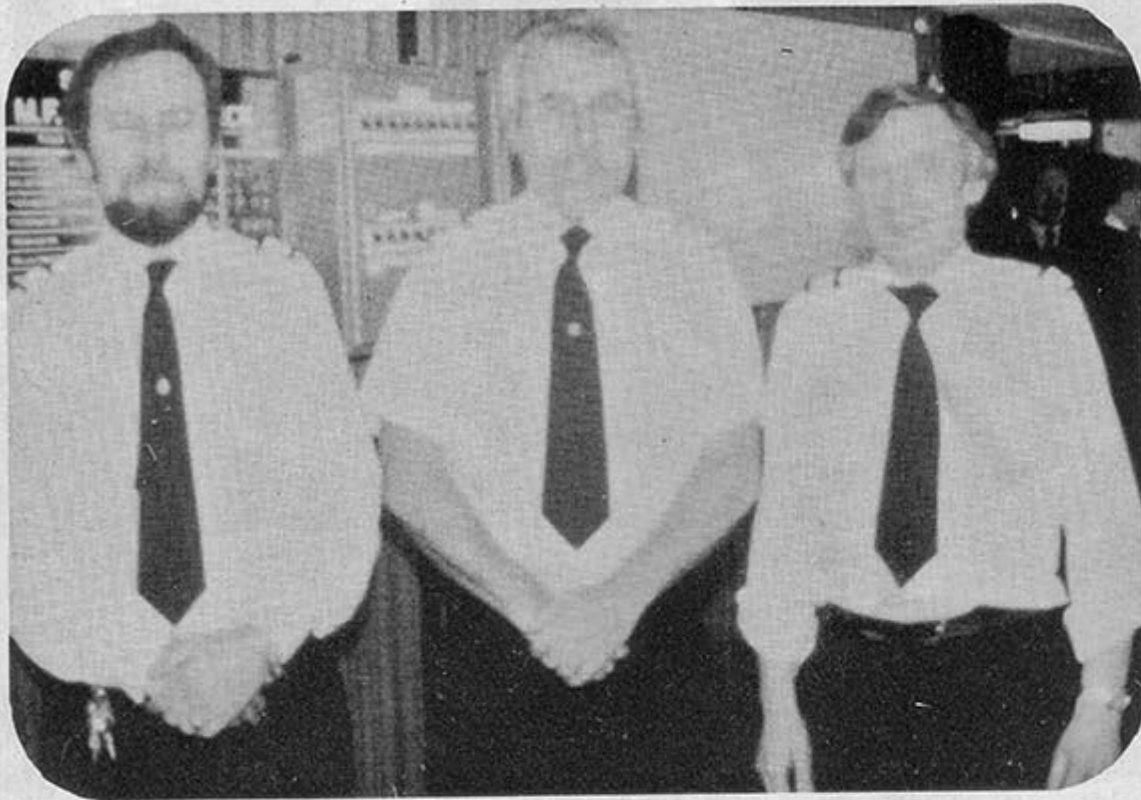
Keith Malcolm has joined Merrion Office staff as Assistant Accountant working alongside Chief Accountant Alex Mullin.

### New Appointment

Captain Philip Cowman has been appointed Operations Superintendent. In this new position he is responsible for operations at Rosslare, Le Harve and Cherbourg which includes loading, discharge, port operations and all facilities linked to the efficient handling and turnaround of ICL vessels.



The m.v. "Aurella"



Three well-known members of Catering staff on board the car ferries (l. to r.): Martin Hoey, Denis Gibbons and Patrick Maguire.

## RAILSAVER FARES

Irish Continental Line has introduced a range of "Rail saver" Excursion Fares offering low cost ship and rail travel from any C.I.E. station to nineteen popular French destinations including Paris.

Top value in the Rail saver Excursion Range is an £86 return fare to Paris which offers a maximum of five nights in Paris plus two nights on board ship. Hotel accommodation not included in the excursion price can also be arranged by Irish Continental Line in 2 or 3 star Paris hotels.

Other destinations include Nice and Cannes on the Mediterranean Coast, Aix en Provence, Bordeaux on the Atlantic or Rennes and Nantes in Brittany.

In addition to the 'Excursion' fare standard 'Rail saver' single fares are also available to the same range of destinations with no restrictions on length of stay. Rail saver fares include 2nd Class return rail travel from any C.I.E. station to Rosslare, return passage from Rosslare to Le Harve or Cherbourg and 2nd Class return rail travel from port of arrival to destination.

Cabin accommodation meals and transfers are not included in price.

## OLYMPIC BUILD-UP

Mrs. Juliette Boylan and her horse Ard na Crusha recently sailed to France to participate in

an International dressage competition near Paris.

The event, which took place at Fontainebleau, was the three-day International Dressage Show in which Mrs. Boylan participated as part of her build-up for the forthcoming Olympic Games in Los Angeles in two years' time.

While in France she also visited the famed Cadre Noir at the French Cavalry School at Samur where she spent a couple of days training. Mrs. Boylan, who is married to the well-known equestrian personality Major Eddie Boylan, was the first Irish Competitor to participate in Continental dressage events.

Recently she took 2nd prize in a competition at Brasschat near Antwerp.

## Cork Maritime Institute Members on Mini-Cruise

On the 7th, 8th, 9th May, the Cork Regional Group of the Maritime Institute of Ireland made its first official mini-cruise aboard the newly-lengthened "Saint Killian".

Twentyeight members participated in this 3-day excursion, travelling from Rosslare to Cherbourg, where they were met by Miss Jean Brennan of Irish Continental Lines, who had kindly organised lunch before the party embarked by private bus to visit the Cherbourg Naval Base. The tour of the base was extensive and lasted about two hours, proving very interesting and informative. The Group were then met by Mr. Phil Revis of the Cherbourg Chamber of Commerce, who escorted them on a tour of Cherbourg Harbour and environs. A small presentation was made to Mr. Revis at a very pleasant cocktail reception given

for the Group by Irish Continental Line.

The Group reported that Captain O'Leary, his officers and crew were most helpful aboard "Saint Killian" and they felt especially privileged in being shown round the bridge and engine room on several occasions.

On the return journey, Gerry Trant, on behalf of the Institute, presented the Institute's pennant to Captain O'Leary and thanked him for his hospitality. Particular thanks were also expressed to Mr. Eddie Keane (1st Mate) and John O'Reilly (Chief Engineer).

The Group expressed their thanks to Irish Continental Lines for all the help they received in organising the cruise, and look forward to a similar one next year.

# Cadet of The Year

This year's "Cadet of the Year" is Michael Joseph Keatinge, a native of Waterford who was educated at Waterpark College and at Finchley High School in London.

Mr. Keatinge, whose father is in the Electrical Engineering business in Waterford, comes from a family of four children, he has two sisters and one brother. Already he has completed Phase 1 and Phase 11 of his academic studies at the School of Maritime Studies in Plymouth and he has gained sea service on board "Irish Elm", "Irish Larch", "Irish Oak" and "Irish Cedar".

He has obtained certificates for First-Aid at Sea, Sea Survival, Radar Observation, Fire-Fighting, Electronic Navigational Aids, Radio Telephone, Lifeboat and one Ordinary National Certificate in Nautical Studies. In addition he also has his E.D.H. Certificate and his Department of Trade Class III, Second Mate's Certificate. Among his many interests are included sailing, sub aqua diving, shortwave radio listening, reading, swimming and rugby.

In making the presentation, Mr. Paraic Smith, Marine and Aviation Manager, Insurance Corporation of Ireland, congratulated Mr. Keatinge on the very high standard he had achieved in his academic studies



Mr. Paraic Smith, Marine and Aviation Manager, Insurance Corporation of Ireland presenting the inscribed sextant to Michael Joseph Keatinge, "Cadet of the Year" with Mr. J. Niall McGovern, Deputy General Manager, I.S.L. (centre).

and on the excellent reports which he had received from his commanding officers on board ship.

Mr. Smith welcomed all the former recipients of the "Cadet of the Year" award who were present and complimented them on the distinction which they had achieved in their seagoing careers so far. He said that this was positive proof that the system of selection for the annual award was highly efficient. It was of great importance, said Mr. Smith, that ships' officers should attain a high standard of efficiency and the Irish Shipping record in this regard was excellent, a fact which was of very special significance for his company as marine insurers of the Irish Shipping fleet.

Mr. J. Niall McGovern,

Deputy General Manager, Irish Shipping, also congratulated Mr. Keatinge on his selection as "Cadet of the Year" and wished him every success in his future career.

Mr. McGovern also thanked the Insurance Corporation of Ireland for presenting this annual award and said that it was highly prized amongst the Company's cadets.

Captain M. D. Langran joined with the other speakers in congratulating the award winner, and also emphasised the important influence which parents had on the performance and attitudes of cadets. For that reason Mr. and Mrs. Keatinge were also to be congratulated as the success which Michael had achieved reflected great credit on the parental guidance which



Pictured at the reception for the "Cadet of the Year" in the Boardroom of the Insurance Corporation of Ireland were former winners of the Award (l. to r.): J. Kennedy (1968); A. Kelly (1975); H. McGowan (1972); T. O'Driscoll, Fleet Training Officer; T. McMahon (1977); J. A. O'Mahony (1966); J. A. Jameson (1979) and P. Kelly (1967).



he had been given in his home environment.

Finally, the award winner himself showed that his efficiency was not confined to maritime studies by delivering one of the best speeches heard at this annual function. Mr. Keatinge thanked the Insurance Corporation of Ireland for sponsoring the award and also expressed his appreciation to Mr. O'Driscoll, Fleet Training Officer, his tutors in the School of Maritime Studies and all who had helped him in the course of his career so far.

The function, which again reflected the organisational expertise of the Insurance Corporation of Ireland, concluded with the presentation of a bouquet of flowers to the award winner's mother, Mrs. Keatinge.



"Cadet of the Year", Michael Keatinge showing his award to his parents, Mr. and Mrs. J. A. Keatinge.

# ECHOES FROM THE PAST

## 11 CERTIFICATE OF DISCHARGE

## 12 OF DISCHARGE of Crew and Official Log Book.

No.	Name of Ship and Official number, and tonnage	Date and place of		Rating	Description of voyage	Report of Character		Signature of (1) Master; and of (2) officer and official stamp
		Engagement*	Discharge			For ability	For general conduct	
	U.S.S. "JERVIS BAY" OFF. NO. 10187. LONDON. 8423 TONS. 1980 H.P.	6 AUG 1928 VICTORIA DOCK	SOUTHAMPTON 1 DEC 1928 <i>Seelions</i>		AUSTRALIA	VERY B 45 GOOD	VERY B 45 GOOD	<i>[Signature]</i> SOUTHAMPTON DEC 1928
39	IRISH PINE 159843 Dublin. R.T. 3491	21/5/42 Limerick	24 42 3/2/42	do	do	VERY A 214 GOOD	VERY A 214 GOOD	(1) <i>M. O'Neill</i> (2) <i>R. Thorne</i>
40	do	15/7/42 Berk	25/8/42	do	do			(1) <i>M. O'Neill</i> (2) <i>[Signature]</i>
41	do	LIMERICK 29/8/42	19 OCT 1942 DUBLIN.	do	do	VERY 201 GOOD	VERY 201 GOOD	(1) <i>M. O'Neill</i> (2) <i>V. O'Connell</i> 19 OCT 1942 DUBLIN.
42	do	27 OCT 1942 DUBLIN.		SHIP'S COOK	foreign			(1) (2)

\*These columns are to be filled in at time of engagement.

†In Engineers' Books insert Horse Power.

1100830

We are grateful for the photograph and copies of telegram and extracts from the late Joseph Duffy's discharge book which we received from his widow, Mrs. Janet Duffy. These recall the tragedy suffered by so many wives, parents and children forty years ago. It is of special interest to note from Mr. Duffy's discharge book that he sailed with the late Capt. John O'Neill on the "Jervis Bay" in 1928 on a voyage to Australia.

1392

C. or By 587 10  
Part of 10  
d. 10

# TELEGRAFA AN IUIST.

Ni mór an púinn seo 'bu éir le h-ion físcrúil a déanpan mar seall ar an telegram seo.  
(This form must accompany any inquiry respecting this telegram.)

Uim. an Telegrama  
Seolta M.  
So.  
At.



Siocrad 5 PM M.  
Sinead 15000 ar (Handed in at)

Óigis Cosnais agus Creoráca Sombise  
LIMERICK T

focal. 52

## MRS. JANET DUFFY

14 HAROLDVILLE AVE DUBLIN  
REGRET INFORM YOU THAT THE STEAMER IRISH PINE IS CONSIDERABLY OVERDUE AT A TRANSATLANTIC PORT AND FEAR MUST BE PRESUMED LOST STOP THERE IS SO FAR NO NEWS OF CREW STOP WE SHALL NOTIFY YOU IMMEDIATELY WE RECEIVE ANY NEWS IN CONNECTION WITH CREW

(a) Foclaim Kéirithe a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid  
(b) Ceilic a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid  
(c) Bíodá Telegram agat.

(a) Foclaim Kéirithe a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid  
(b) Ceilic a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid a bhfuil siad á h-úsáid  
(c) Bíodá Telegram agat.

## STEAMSHIP //

Wt. 1117-159/52-3,000,000-7/42. muinntir planasail



The late Joseph Duffy, Cook on the ill-fated "Irish Pine".



This photograph was kindly sent to us by Mr. J. B. Donohoe and was taken on board the "Irish Willow" at Gothenburg, Sweden in 1948. Shortly before this she had been launched at Grays of West Hartlepool. When this photograph was taken she was on her first voyage to the Baltic Ports from Dublin carrying 12 passengers. Included with the passengers are the late Captain J. W. Byrne, Chief Engineer James B. Donohoe, second from left in back row, and Dermot McMurrough, Chief Officer.

## LETTER FROM HOLLAND

Dear Editor,

During a much too short, visit at the Maritime Museum in Dun Laoghaire, your magazine "Signal" was given to me, which I have read with great interest. I have been with the Netherlands Merchant service for over 40 years so naturally, although recently I went on pension, I am very much interested in everything connected with seafaring. Your magazine gave me the impression that there's a great co-operation between the shore-based and seagoing personnel,

and it made quite an impression on me.

Also the article Mariners' Church awash with memories, written by Mr. John J. Dunne ("Signal" vol. 18 No. 3, Autumn 1981) is a very informative and interesting story. And now I come to the point, because I would like your co-operation in finding out for me, where I could

purchase the book written by Captain Frank Forde, "The Long Watch". I sailed during World War II, and I must admit that I must have had an entirely wrong impression about the Irish Merchant Service. In the article "At last the story told". I read "... for a comparatively small group of Irishmen the war was very real and despite their

## They Serve On New Irish Ship



This old newspaper photograph was also sent to us by Mr. J. B. Donohoe, and in the course of a letter he writes "I was very interested to read in your last copy of 'Signal' the article relating to Captain Ben Reilly's retirement. We sailed a number of voyages together in I.S.L. Ben and myself were very good friends. He was a fine ship-mate and I should like to take this opportunity of wishing him many years of happy retirement.

"I thought you might like to see the enclosed interesting picture from my scrap book, it was taken on board the s.s. "Irish Rose" on her arrival in Dublin on August 2nd, 1948 from her maiden voyage to the Baltic Ports after leaving the builder's yard in West Hartlepool. The only person missing from the group was Captain Frank Kelly (RIP) who was in command on that particular voyage."

It is of interest to recall that the late Captain Kelly was a first cousin of Mr. Donohoe and we are sure that the photograph will recall happy memories for many of our readers. Included in the photograph are (l. to r.): B. Reilly, Second Officer; J. B. Donohoe, Chief Engineer; R. O'Neill, Second Engineer; P. J. Hennessy, Chief Officer; I. H. Tyrrell, Third Officer and J. J. Walsh, Third Engineer.

*neutral status in the conflict, their lives were at risk daily in the service of their country".*

*I made enquiries about the book here in Haarlem and also in Amsterdam, but nobody could tell me anything about it!*

*So I would be very much obliged if you could let me know where I could order this book, and what the price is.*

*Thanking you in anticipation,  
Sincerely yours,*

**N. J. Jonker**

*Vredenhofstraat 1, 2012 MD,  
Haarlem, Holland.*

## New stamps feature Irish Boats

On Tuesday, 21st September, the Irish Post Office issued four new postage stamps, the third issue in the "Ireland" series featuring Irish boats. The stamps were issued in three denominations and in four separate designs. The 22p denomination features both the Galway

Hooker and the Currach. The 26p denomination features the "Asgard II" and the 29p denomination features the Howth 17-footer. The stamp designs are by Peter Wildbur and are based on photographs taken by J. J. Blandford, Y. Guionard and Michael Chester who is a Cadet with Irish Shipping. Michael's photograph was that of the "Asgard II". In the brochure issued by the Post Office the following details of the subjects for the new stamps are given.

The Galway Hookers ceased fishing operations a long time ago but, when hooking was abandoned, they were kept in service by plying a passenger and turf trade around Galway Bay. A census compiled in 1977 showed a total of 52 hookers in commission, mostly in Ireland. The biggest hooker ever constructed is thought to be the "Ark", 43½ feet, built in Connemara in 1887. The oldest

hooker on record is the "Connacht" which was built around 1800.

The currach, a skin or cloth covered wicker boat, the traditional Irish fishing vessel, is now limited to the West Coast. It plays a vital role in the lives of many fishermen in the western maritime counties of Kerry, Cork, Clare, Galway, Mayo and Donegal. Each area of the western seaboard developed its own design to suit local conditions, with the progressive refinement moving from north to south; the Mulroy Bay Currach being the most primitive and the "Kerry Naomhog" (currach) the most advanced. Today's currach averages 25 ft. in length by a beam of 4½ feet to a depth of 2 feet and carries a three man crew.

The sail training vessel "Asgard II" derives her name from the historic "Asgard" from which guns for the Irish Volunteers were landed at Howth in 1914. "Asgard" (Norse) means "Home of the Gods".

"Asgard II" is a wooden brigantine, 84 feet long with 4,000 sq. feet of sail. Designed by John Tyrrell, she was built at Arklow and commissioned in March, 1981. She is used by Coiste An Asgard (of which the Minister for Defence is Chairman), under the day to day management of Irish Shipping Ltd., to provide cruises for young people.

"Asgard II" won an international race of sail training vessels from Great Yarmouth to Ostend in 1981.

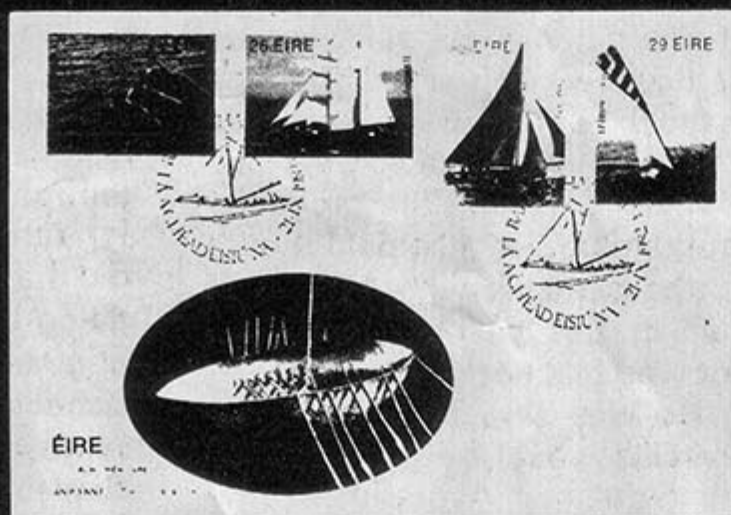
The distinctive Howth 17-footers are the oldest and "one design" class yachts still sailing, as originally designed. One design racing, where all the boats are identical, was first introduced in Dublin Bay in 1886. In 1896 the Howth Sailing Club asked their Commodore, W. H. Boyd, the noted amateur yacht designer, for plans of a seaworthy small keel yacht. The result was the Howth 17-footer, a classic miniature of the great yachts of the latter part of the 19th century, just 17 feet on the

The Philatelic Service  
Serbhis Stampshanaí

Stampaí Poist na hÉireann  
Irish Postage Stamps  
Les Timbres-Poste Irlandais  
Irische Briefmarken



Clúdaigh Phictiúrtha Chéad Lae  
Pictorial First Day Covers  
Enveloppes d'inauguration illustrées  
Illustrierte Ersttagsbriefe



1982-6



# Cork school wins top award

This year's Presentation of prizes to award winners in our "Follow-the-Fleet" Competition took place on Monday, 10th May, at the Tara Tower Hotel, Dublin. The prizes were presented by An tUas. Micheál Ó Mórdha, Deputy Chief Inspector in the Department of Education.

Welcoming the prizewinners and their teachers at the function, the Chairman of Irish Shipping Ltd., Mr. Perry Greer, congratulated the pupils of Knocknagree National School and their teacher Mr. John O'Sullivan, on winning the "Follow-the-Fleet" Trophy. He said that the pupils and their teachers were to be commended on the very high standards which have been maintained and as he had said in the previous year, both the con-

waterline, with an overall hull length of 22 feet and setting a rakehelly gaff rig complete with a distinct and very large topsail. This unique class is still sailed hard in local and regatta racing.



"It's all go on the West Coast".



Mr. John Bourke, President of the Irish Yachting Association presenting a radio direction finder to Captain Frank Traynor of "Asgard II" for use on board by trainees, particularly by those taking Yacht Master's courses.

tent and presentation of projects reflect the continuing raising of standards each year. Mr. Greer said that the distinguished Adjudicator for the competition, Dr. Jim Crowley of University College, Dublin, assured him that many of the projects which this year failed to gain major awards would have done so readily some years ago. This raising of standards was a great source of satisfaction not only to the teachers participating in "Follow-the-Fleet" but also to Irish Shipping because it showed in the most graphic manner possible that the scheme, now in its fifteenth year, had not outlived its usefulness as an educational aid. "Indeed", said Mr. Greer, "it would seem that "Follow-the-Fleet" continues to inspire its youthful participants to ever higher pinnacles of endeavour".

Before presenting their awards to the successful pupils, the Deputy Chief Inspector congratulated both pupils and teachers on the excellent projects which they had presented and which were on view at the presentation function. An tUasal Ó Mórdha remarked on the face that most of the prizewinning pupils were located in inland areas, a remarkable feature of the competition. An tUasal Ó Mórdha also paid tribute to the



Mr. Perry Greer with Mr. John O'Sullivan, teacher and pupils Noreen Carmody, Denis Linehan and Benny O'Connor proudly displaying their "Follow-the-Fleet" Trophy.

teachers in the various schools around the country who participated in "Follow-the-Fleet" for the excellent use they made of the scheme. He said he was particularly impressed by the manner in which the scheme had been integrated as a very effective part of the schools' programme. He also paid tribute to those pupils who had taken part in this year's competition but who had not won prizes.

He was sure that the whole exercise would be of benefit to all who had worked in the preparation of projects for the competition.

On behalf of the teachers present, Mr. John O'Sullivan, of Knocknagree National School paid tribute to Irish Shipping Ltd. for making the "Follow-the-Fleet" scheme available to schools. On a most interesting historic note Mr. O'Sullivan said that although Knocknagree was far removed from the sea they did have a link with seafaring going back some 200 years. An original founder of the National School at Knocknagree was the famous poet, Eoghan Rua Ó Suilleabháin, who settled at Knocknagree after returning from his seafaring adventures, in particular the famous sea battle off the Isle of Saints in the West Indies. On the curriculum of that original school at Knocknagree the subjects of geography and history were not listed but it was a remarkable fact that the subject of navigation was taught there. It was little wonder, therefore, that the pupils of the present day at Knocknagree should be interested in the sea and thus keep alive the traditional links first established by Eoghan Rua Ó Suilleabháin in days of old.

#### Projects On Display

The prizewinning projects in this year's "Follow-the-Fleet" competition have been on display at the National Maritime Museum, Haigh Terrace, Dun Laoghaire, from July. The Maritime Museum is open to the



Mr. J. N. McGovern and An tUas. M. Ó Mórdha with Individual Award Winners from Knocknagree, Muiris Ó Murchú, Sheila Hickey and Nora Máire Ní Mhurchú.

## A LIFETIME OF SERVICE



Colonel A. T. Lawlor, on left, who has been President of the Maritime Institute of Ireland for the past 31 years handed over his chain of office to incoming President, Mr. Jim Hughes, at the Annual General Meeting of the Institute held on 24th April last. Col. Lawlor has devoted a lifetime in promoting greater interest in Irish Maritime affairs and to him we extend good wishes on his retirement from the Presidency. To Mr. Hughes go our best wishes for success in the work of the Institute during his term of office.

public during the summer season from Tuesday to Sunday inclusive between the hours of 2.30 p.m. to 5 p.m.

The Museum has proved to be a popular attraction for visitors to Dun Laoghaire during the summer, and the letter from one such visitor all the way from Haarlem, in Holland, which is published in this issue of "Signal", is an indication of the interest generated by the exhibits on view in the National Maritime Museum.

The "Follow-the-Fleet" projects will also be on display as part of the World Maritime Day programme which is due to take place on board the tender "Cill Airne" at Cork on Saturday, 25th. September, 1982. Because of the high proportion of Cork schools featured amongst our major award winners this year, the exhibition on board the "Cill Airne" should attract a large audience of teachers, pupils and parents from the Cork region.

# World Maritime Day

This year's World Maritime Day was held on Saturday 25th September and the theme was "Global Co-operation for the Prevention and Control of Marine Pollution from Ships".

In Dublin, the Minister for Transport, Mr. John Wilson, T.D., sailed across from the South Quays to Dun Laoghaire on board "Askard II" to open an exhibition in the Maritime Museum following an Air/Sea Rescue demonstration.

The day was marked in Cork with a maritime exhibition on board the tender Cill Airne which was attended by the Lord Mayor, Alderman Hugh Coveney, T.D.

## THE LONG WALK



In November last year, seven young men from Ireland began a charity walk from San Francisco to New York, a distance of 3,200 miles. They were accompanied on the walk by a C.I.E. bus and they raised funds for Concern. This picture of the bus was taken by Captain M. McMahon at Antwerp prior to the group's departure for the United States.



## FLEET NEWS · FLEET NEWS · FLEET NEWS

### "Irish Larch" drydocks in Korea

The "Irish Larch" discharged phosphate from Tampa at the Japanese ports of Kawasaki, Osaka and Ube where she completed unloading on 12th May before entering drydock at Ulsan, Korea, on 13th May. She sailed in ballast on 7th June for Vancouver where she arrived on 22nd June and loaded timber products for London. She sailed from Vancouver on 8th July and took on bunkers at Los Angeles on 13th July, passing through

### "Rowan" bound for Finland

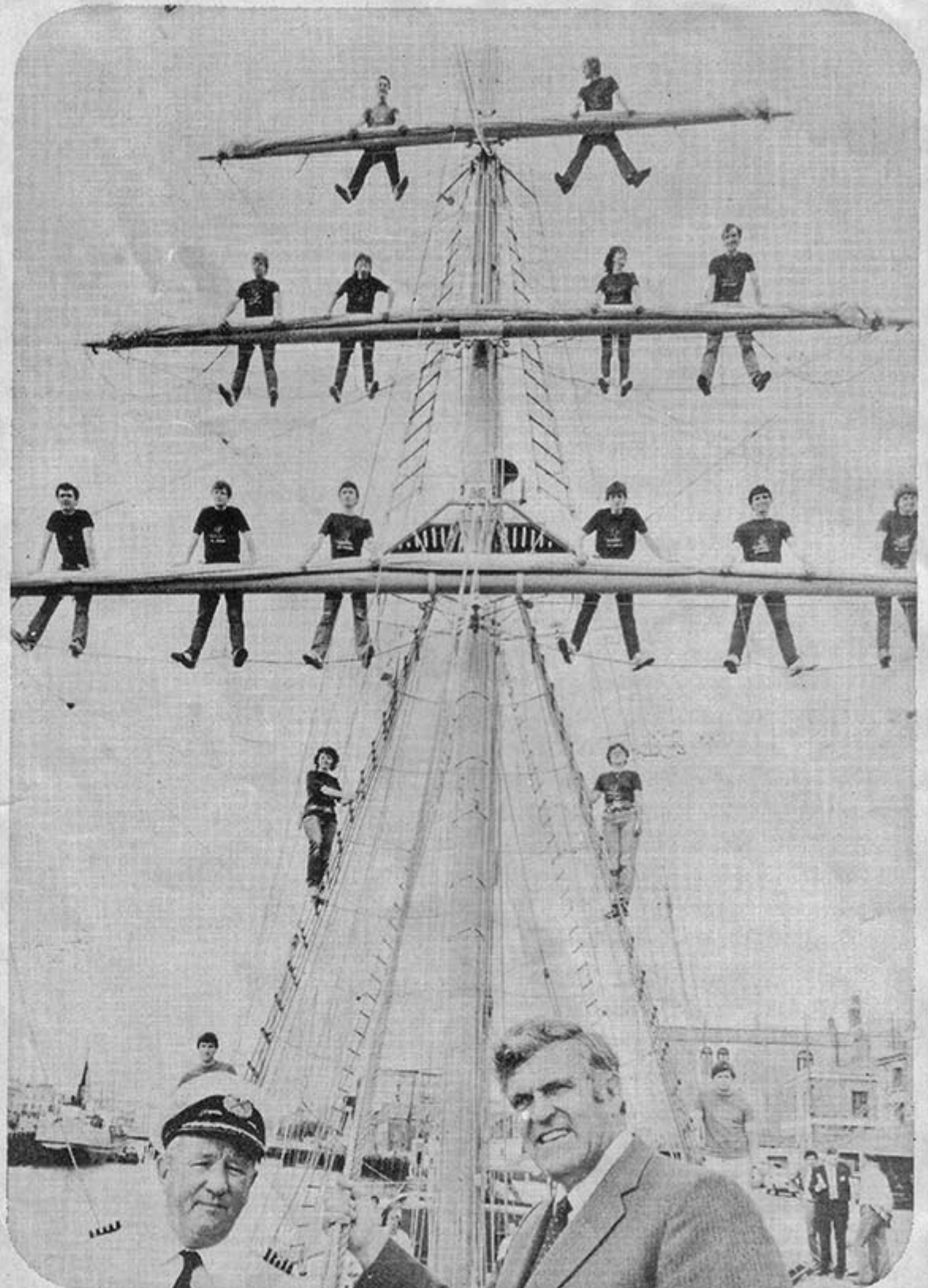
This vessel completed discharge of her steel cargo from Middlesbrough and Antwerp at Vancouver on 20th May. She then loaded sulphur at the same port for Tunisia and passed through Panama on 6th June. She arrived at her discharge port of Gabes on 23rd June and on completing discharge she sailed in ballast on 11th July for Wallsend Drydock, Newcastle-upon-Tyne where she arrived on 19th July.

On leaving drydock the "Rowan" proceeded to Middlesbrough where she commenced loading steel on 5th August and completed loading at Antwerp on 14th August when she sailed for Los Angeles. She arrived Los Angeles on 10th September and also discharged at the ports of Oakland, Portland and Seattle. On completing discharge at Seattle on 23rd September the vessel sailed for Vancouver where she loads sulphur for either Turku or Kokkola in Finland.

It is expected that the "Rowan" will complete loading and sail on 27th September and should arrive at her discharge port about 1st November.

While the vessel was at Gabes, Tunisia, on 27th June, **Captain P. Murphy** took over command from **Captain E. Greevy** and in July, **Chief Engineer L. Byrne** relieved **P. Conran** at Middlesbrough.

## READY TO SAIL

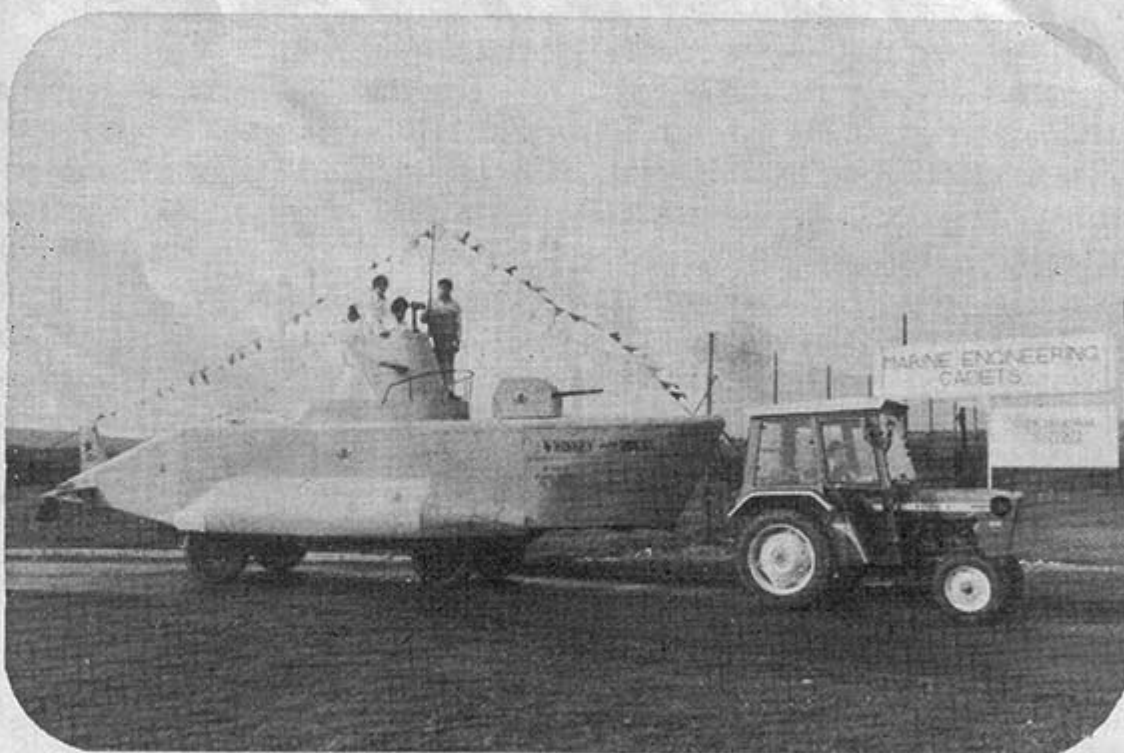


The "Asgard II" fully manned aloft with Mr. P. Power, T.D., Minister for Defence and Captain Eric Healy pictured at Cork prior to the vessel's departure for the Tall Ship's Race on 22nd July last. Our congratulations to Capt. Healy and crew on gaining second place in Class "All" in the race.

Panama Canal on 22nd July. She arrived at London on 7th August and also discharged at Newport, La Pallice, Antwerp, Emden and Casablanca where she completed discharge on 30th August. She then loaded steel at Middlesbrough and sailed on 18th September for Singapore. She is expected to pass through Suez on 1st October and should arrive at her Eastern discharge port on 14th October. She is also scheduled to discharge at Hong Kong where she should complete on 24th October.

**Captain M. Carey** relieved **Captain G. Kyne** at Vancouver on 23rd June and **Second Engineer M. Flynn** relieved **G. Sheehan** at the same port. **Chief Engineer D. O'Brien** relieved **J. Reynolds** and **Electrical Engineer J. Devereux** relieved **H. Stears** at Middlesbrough on 15th.

## CADETS' PRIZEWINNER



The float which won for the Marine Engineering Cadets at Cork Regional Technical College the "Most Original Entry" prize in the last Saint Patrick's Day parade in Cork. The Cadets designed and built the replica submarine shown in the picture for this year's parade under the guidance of Mr. Peter Otter. *[Photo courtesy Michael Chester]*

## VISITORS AT LIMERICK



The Minister for Trade, Commerce and Tourism, Mr. Desmond O'Malley, T.D., on board "Asgard II" with his son, Master Desmond O'Malley, admiring the tee-shirt presented to the young man in the course of his visit to the vessel at Limerick on Saturday, 22nd May.

September. **Catering Officer N. Tehan** relieved **P. F. Walsh** at London on 9th August.

### "Irish Cedar" goes from East to West

**Captain T. Byrne** relieved **Captain H. Fiddler** at Sete on 20th August and **Catering Officer H. Bond** relieved **E. Murphy** at the same port.

In June **Chief Officer E. Curry** relieved **J. Moynihan** at Singapore and in July, **Chief Engineer P. Dowling** relieved **R. Tennant** at Port Kelang. **Electrical Engineer T. White** relieved **C. Murphy** at Nantes on 30th. August and **Second Engineer V. Hetherington** relieved **D. Gerety** at Liverpool on 6th. September.

The "Cedar" passed through the Suez Canal on 19th April on passage to Port Kelang from Middlesbrough with a cargo of steel. She arrived at Port Kelang on 7th May and also discharged at Singapore and Hong Kong before commencing to load timber products at Rejang, Malaysia on 29th May. The vessel also loaded at Kota,



Kinabalu, Tawau, Kunak, Sandakan, Telok Ayer, Singapore, Palembang, Propolinggo, Surabaya and Penang before sailing on 8th July for Sete, France. The vessel arrived at her first discharge port on 21st July and also discharged at Valencia, Nantes, Liverpool, Antwerp and Rotterdam. Having completed discharge on 21st. September the "Irish Cedar" then went into drydock at Wilton, Rotterdam where she is expected to remain until 29th September. She will then load steel at Antwerp and is due to sail on 5th. October for Providence, Rhode Island. She should arrive at her first discharge port on 16th October and will also unload at Bridgeport, Camden and Baltimore, where the vessel is expected to complete discharge on 25th. October.

### "Irish Maple" loads in South Korea

This vessel completed discharge of her cargo of timber products from British Columbia at Cardiff on 20th May and then sailed in ballast for Tampa where she arrived on 5th. June. Having loaded a full cargo of phosphate, the "Maple" sailed on 6th June for Kure, Japan and passed through Panama on 13th. June, arriving at her discharge port on 10th July. She completed discharge and sailed on 24th. July for Pohang, South Korea, where she commenced loading steel on 25th July. She completed loading steel and containers at Pusan and sailed on 4th August for Antwerp. On passage the vessel loaded bunkers at Singapore on 13th August and passed through Suez on 1st September. She arrived at Antwerp on 13th. September and completed discharge at Immingham on 23rd September.

The "Maple" is expected to load steel at Middlesbrough from 24th September to 2nd October for ports on the West Coast of the United States and Canada. She is expected to pass through Panama on 18th October and should arrive at her first port, Los Angeles, on 28th

October. She will also discharge at Oakland, Portland and Vancouver where she is expected to complete unloading on 9th November.

**Captain J. Gleeson** relieved **Captain T. Hughes** at Tampa on 6th. June and **Second Engineer J. Keane** relieved **N. McGarrigle** at the same port. Officer changes at Antwerp included **Chief Engineer A. Curran** who relieved **T. Newell**; **Electrical Engineer J. Warren** who relieved **E. Walsh** and **Catering Officer T. O'Connell** who relieved **J. Rogan**.

### "Irish Pine" for Japan

Having completed discharge of her cargo of steel from Antwerp at Baltimore on 13th May the vessel commenced loading anthracite at Philadelphia on the following day. She sailed for Terneuzen on 19th May and arrived at her Dutch discharge port on 1st June where she completed discharge on 3rd June.

The "Pine" then loaded steel at Antwerp and sailed on 9th June, arriving at Bridgeport on 21st June. The vessel also discharged at Providence, Camden and Baltimore before loading grain at the latter port of Glasgow. She sailed on 8th July and arrived at Glasgow on 20th July completing discharge on 28th July before sailing for Antwerp, where she loaded steel. The vessel arrived at her first discharge port of Providence on 16th August and also discharged at Bridgeport, Camden and Baltimore prior to loading chemicals at Sorel, Canada for Yokkaichi, Japan.

The "Irish Pine" passed through Panama on 11th September and is expected to arrive at Yokkaichi on 6th October.

**Captain E. Greevy** took over command of this vessel from **Captain M. McMahon** at Panama on 11th September and **Second Engineer W. Sammon** relieved **J. Farrell-Dillon** at the

same port. On 23rd July, **Catering Officer G. McGovern** relieved **B. Dorgan** at Glasgow and on 23rd August **Chief Engineer A. Bolster** relieved **P. O'Halloran** at Baltimore. **Electrical Engineer J. Dunn** relieved **J. Dunphy** at Montreal on 31st August.

### "Daunt Rock"

This vessel completed loading a cargo of calcium ammonium nitrate at Heysham and sailed on 22nd September for Dordrecht. She will be due to complete discharge and sail from the Dutch port on 27th September. Master of the "Daunt Rock" is **Captain J. Murphy** and **M. Scully** is her Chief Engineer.

### "Skellig Rock"

The "Skellig Rock" is on time charter to Viron on the Portuguese run and arrives at Leixoes on 24th September. There she will load general cargo and should sail on 28th September for Mostyn where she is expected to arrive on 2nd October.

**Captain P. J. Murphy** is Master on this vessel and her Chief Engineer is **S. Jenkins**.

### "Tuskar Rock"

At present this vessel is loading a cargo of anthracite at Rotterdam where she is expected to complete on 24th. September. She will then sail for Dublin and is expected there on 28th. September.

Her Master is **Captain H. McGowan** and **N. Hayes** is her Chief Engineer.

### "Fastnet Rock"

**Captain A. Coghlan** is Master of the "Fastnet Rock" and her Chief Engineer is **T. Kennedy**.

This vessel sails from Manchester on 23rd September with steel turnings for Pasajes, Spain where she will be due to arrive on 27th September.

# "Irish Oak" completes her final voyage for the Company

The first of the Govan built ships has been sold. The "Irish Oak" was the third ship owned by Irish Shipping Ltd. to bear that name and she operated as a unit of the Celtic Bulk Carrier fleet. She traded mainly on the European/West Coast U.S. and British Columbian run.

This vessel completed discharge of her cargo of petroleum coke from U.S. Ports at the Saudi Arabian port of Dammam on 7th May. The vessel then sailed for Durban where she arrived on 20th May and loaded steel for Antwerp.

She also loaded at Richards Bay and arrived at her discharge port of Antwerp on 27th June.

After completing discharge she lay at anchor off Rotterdam before entering drydock at South Shields, where the vessel was handed over to her new owners,

Vantage Navigation Corporation of Liberia.

On her final voyage for Irish Shipping, the "Oak" was under the command of **Captain M. O'Dwyer** and her Chief Engineer was **D. Horan**.



m.v. "Irish Oak", 26,000 tons deadweight; Bulk Carrier; Built: Govan Shipbuilders Ltd., Glasgow, 1973; Port of Registry: Dublin; Service Speed: 15½ knots; Length Overall: 570 feet; Breadth: 84 feet; Class: Lloyds + 100A1.

# FLEET



# PERSONNEL

## Deck and Engineering Officers in Order of Rank as at 20th September, 1982

**m.v. "Irish Pine":** Captain E. Greevy; Deck Officers: G. Burns, R. McCabe, M. Keatinge; Engineering Officers: A. Bolster, W. Sammon, O. Mortimer, J. Murphy, D. Cody, M. Cleary, A. Butler; Engineer Cadets: A. Synnott, G. Stillman; Electrical Engineer: J. Dunn; Catering Officer: G. McGovern; Radio Officer: R. Slack; Deck Department: J. Griffin, P. O'Connor, P. Kelly, J. Treacy, M. McCollum, P. Nolan, P. McKeown, G. Boylan, J. Carey, S. Sinnott, D. McCarthy; Catering Department: F. Brogan, S. Humphries, J. Walsh, P. Mitten, P. Wade, C. McGrath, D. O'Brien.

**m.v. "Irish Larch":** Captain M. Carey; Deck Officers: P. Kehoe, G. Farrell, A. Jameson; Deck Cadets: S. Greenwood, P. Maher; Engineering Officers: D. O'Brien, M. Flynn, T. Taylor, E. McQuillan, A. Stack, D. Aylward, A. Lydon; Engineer Cadets: K. O'Neill, M. Chester; Electrical Engineer: J. Devereux; Catering Officer: N. Tehan; Radio Officer: W. T. Heaslip; Deck Department: P. McDonnell, W. Phelan, A. O'Shea, P. O'Connor, D. Nesbitt, W. Mooney, C. Elsey, P. Fitzgerald, T. Collins, D. Kenny, J. O'Brien, M. O'Connor; Catering Department: P. Proctor, S. Savage, M. Dempsey, B. Smith, N. Whitmore, K. McKnight, W. Tormey.

**m.v. "Irish Cedar":** Captain T. Byrne; Deck Officers: E. Curry, T. McMahon, K. Treacy; Deck Cadets: P. Burke, N. Fagan; Engineering Officers: P. Dowling, V. Hetherington, G. Osborne, B. Kennedy; D. Potter, B. Byrne, S. Larkin; Electrical Engineer: T. White; Catering Officer: H. Bond; Radio Officer: R. Scobie; Deck Department: A. Gill, K. Kelly, K. Burke, H. McGrory, R. Crossley, D. Talbot, A. Murphy, P. Leonard, O. Ford, P. Morgan; Catering Department: E. Byrne, D. Donohoe, P. Kelly, A. McGrath, G. Hughes, J. Cusack, B. Dorgan.

**m.v. "Irish Maple":** Captain: J. Gleeson; Deck Officers: P. Miley, D. Meagher, R. Taylor; Deck Cadets: P. Walsh, D. Hodnett; Engineering Officers: A. Curran, J. Keane, F. Hetherington, D. O'Connor, J. Tyrrell, N. Wright, T. Furlong; Electrical Engineer: J. Warren; Catering Officer: T. O'Connell; Radio Officer: J. Ahern; Deck Department: P. Garry, C. Cody, N. Byrne, E. Shortall, K. Lambe, J. Doherty, D. Walsh, D. Kelly, A. Recks, A. McGann, P. Hutton; Catering Department: J. Kelly, S. Kenny, P. Nugent, J. Mulligan, A. Gaynor, C. Foley, P. Roche.

**m.v. "Irish Rowan":** Captain P. Murphy; Deck Officers: N. Cummins, G. Hopkins, G. McMahon; Deck Cadets: C. Meaney, M. Ruddy; Engineering Officers: L. Byrne, K. Barry, M. Boland, T. Fenelon, D. O'Cearuill, E. Cadwell, M. Calvert; Engineer Cadets: D. Walker, M. Digby; Electrical Engineer: M. Horgan;

Catering Officer: J. Doran; Radio Officer: W. Fitzpatrick; Deck Department: K. Doherty, M. Rice, D. Coleman, M. McKeown, K. Barry, J. Grace, G. Ward, N. Magee, T. Brogan, E. Lynch, J. McConnell, D. Graham; Catering Department: P. Codd, P. Quinn, C. Dunne, K. Keogh, C. Buchanan, C. Doherty, G. Tuohy.

**m.v. "Daunt Rock":** Captain J. Murphy; Deck Officer: J. Fennessy; Engineering Officer: M. Scully; Cook Steward: C. Walker; Deck Department: T. Ryan, S. Burns, R. Clear, J. Howard.

**m.v. "Fastnet Rock":** Captain A. Coghlan; Deck Officers: J. Kavanagh, T. O'Callaghan; Engineering Officers: T. Kennedy, J. McCooey; Cook Steward: J. Mason; Deck Department: H. Hannon, S. Byrne, A. Martin.

**m.v. "Tuskar Rock":** Captain H. McGowan; Deck Officers: R. O'Shea, C. Neave; Engineering Officers: N. Hayes, O. Mullins; Cook Steward: M. Moody; Deck Department: B. Kerrigan, L. Reid, F. Gilroy.

**m.v. "Skellig Rock":** Captain P. J. Murphy; Chief Officer: S. Hughes; Chief Engineer: S. Jenkins; Cook Steward: P. Malone; Deck Department: S. Doyle, D. McKeown, J. Valentine, G. Lally.

**S.T.V. "Asgard II":** Captain E. Healy; Deck Officer: P. Boyd; Engineering Officer: S. Morris; Cook: Miss B. Fanning; Deck Department: B. Martin.