

SIGNAL



"Irish Rose" Crew
and
Mrs. J. S. Kerr.

VOLUME I - No. 4

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

JULY 1963

CATERING FOR THE FLEET



J. Reddy, J. Fallon and E. Egan—"Irish Spruce", Dublin, 27th May.

The "IRISH PINE" is due Dublin 1st August on her regular run from Canada. In command is Captain C. Raftery, with Chief Steward Mr. J. Dillon and Second Steward Mr. P. Hogan.

Chief Steward on the "IRISH OAK", which sails from Waterford 3rd August for Canada, is Mr. P. Fay. Second Steward is Mr. J. Buckley; Captain J. Flanagan in command.

Captain E. C. G. Horne commands the "IRISH POPLAR", trading between U.S. and Irish ports; due New York 10th August, with Chief Steward Mr. J. Clinton and Second Steward Mr. O. Plunkett.

The "IRISH SPRUCE" is also trading between Ireland and the U.S. The Master is Captain T. Donovan, Chief Steward Mr. N. Curran, and Second Steward Mr. J. Reddy. Vessel should be in Dublin 9th August.

Commanding the "IRISH MAPLE" is Captain B. Reilly, with Chief Steward Mr. W. Warren, and Second Steward Mr. H. Moore. The vessel is on a voyage from Calcutta to Japan, where she should arrive about 10th August.

Captain J. Poole, Chief Steward Mr. B. Dorgan, and Second Steward Mr. P. O'Keefe, are all aboard the "IRISH LARCH", on Time Charter trip from Japan to South American ports.

Also on a Time Charter voyage is the "IRISH SYCAMORE", from Japan to East Coast U.S., due about the beginning of September. Her catering is looked after by Chief Steward Mr. C. O'Donovan, and Second Steward Mr. M. O'Mara. The Master is Captain R. Woolfenden.

The Master of the "IRISH ALDER" is Captain

T. Hughes, with Chief Steward Mr. T. Forde, and Second Steward Mr. W. Magner.

The "IRISH ROWAN", under Captain J. Caird, is carrying a cargo of grain from Vancouver to Japan, where she is due 3rd August. Chief Steward is Mr. J. Doran, with Second Steward Mr. T. Hanley.

The "IRISH CEDAR", Captain I. Tyrrell, is due Continental port on the 8th August, with a sulphur cargo from Port Sulphur. In charge of catering is Chief Steward Mr. W. Gouldson, with Second Steward Mr. J. Fallon.

Captain P. O'Sheaghda commands the "IRISH PLANE", which goes on Time Charter in Japan on 3rd August, and is due back in Japan 15th September. Chief Steward is Mr. T. Kendellen and Second Steward, Mr. R. Gaffney.

The "IRISH HAWTHORN" is commanded by Captain G. Blaney, with Chief Steward Mr. J. Moynihan, and Second Steward Mr. P. Reddy.

Chief Steward Mr. J. Bennet, and Second Steward Mr. T. Hegarty are on the "IRISH BLACKTHORN". This vessel, under Captain C. Brennan, is due Suez Canal 1st August and Tupavouri 14th August.

Under the command of Captain E. McGee, the "IRISH ASH" is on a trip from Calcutta to Montreal, due 14th August. Chief Steward is Mr. G. Zachert and Second Steward, Mr. C. Cashin.

The "IRISH ROSE", under Captain J. S. Kerr, is trading on the St. Lawrence River for the summer season. Chief Steward is Mr. H. Bond, with Mr. D. Glynn as Assistant Steward.

Also calling to ports on the St. Lawrence River is the "IRISH WILLOW". Chief Steward is Mr. J. Rogan, Assistant Steward Mr. J. O'Reilly, with Captain A. Evans in command.

Due in Manchester on the 3rd August is the "IRISH FIR" from Bathurst and Black Cape. Catering is supervised by Chief Steward Mr. W. King and Assistant Steward Mr. P. Twomey. The Master is Captain J. Lee.

The "IRISH HEATHER" is now commanded by Captain J. Walsh, with Cook Steward Mr. R. O'Reilly, and Assistant Steward Mr. P. Murphy.

Captain M. Langran commands the "IRISH FERN", due at Ras el Hilal, Libya, on the 1st August, with a cargo of pitch from Newhaven. Cook Steward is Mr. J. Sheppard, and Assistant Steward Mr. Liam Fanning.

The "IRISH HOLLY", Captain R. Green, Cook Steward Mr. C. O'Neill, and Assistant Steward Mr. J. Hoey.

CHALLENGE TO RUSSIANS

Bosun Joe Fay reporting

When the m.v. "IRISH LARCH" crossed the Equator into the southern domains of Neptune Rex, there were surprises galore for the Irish rogues who were brought before his Court. King Neptune, it seems, had given a lot of thought to what punishment he would measure out to those who dared to trespass upon his domain. It can be said that when Neptune finished dishing out the punishment, the Irish crew were indeed a sorry looking lot. The sentences consisted of some being dipped in oil and then thrown into a home-made swimming pool, while others were painted all the colours of the rainbow. However, everything ended on a happy note, for when the sentences were served, the offenders were treated to roast turkey and good Irish stout, with the compliments of the Company.



King Neptune's Court aboard "Irish Larch".

J. Valentine, Bodyguard; J. Mulligan, Advisor; John Maher, Bodyguard; D. Brunicardi, Neptune's Daughter; A. Dillon, King Neptune; P. Cooling, Neptune's daughter.

Kicks at the Kremlin

The Cape Town chaplain to the Missions to Seamen managed to board a Russian ship after many unsuccessful attempts over the last six months. The chaplain, Mr. B. Wrangmore, said he had been turned away politely on many previous occasions by the Captains. He succeeded in going aboard the Russian supply ship "Krasnodar" to see if he could arrange for a football team of crew members to play a team from the "IRISH LARCH", who, so far, have been unbeaten in African ports.

Captain David Ambovadze told the chaplain that he would be delighted to have his men play the Irish, but the match could not be arranged till Monday and the "Larch" was due to sail Sunday night. However, the two teams hope to meet in another port on the coast.

(And there'll be quare gnashin' o' teeth in Moscow—Ed.)

From Father D. T. MacInerney—Port Elizabeth.

As usual, I was made welcome on board the "IRISH LARCH" with a real "cead mile failte". It was good to see the Irish faces again. I did not know the present Master (the one I knew when she was here last was Captain O'Shea) but it was not long until I knew Captain Poole as well as I knew the rest! He had his wife and small son with him and I took them for a drive around the city. They had a great thrill (especially the boy) in feeding the wild monkeys on the Marine Drive. These "wild" monkeys have now become so tame that they will eat out of your hands if you are patient. They will probably remember that for a long time.

The following day I took a few more of the personnel out for another drive. More or less the same round except that we had not time to do the Marine Drive this time. I was most kindly kept for lunch one day and supper the next. I am hoping that they will call again here on their way back—if they come back this way.

I think that is about all. Send more of your ships—they have a good name! God Bless.

"A SWIS-S-SH BENDER!"

I had 18 bottles of whiskey in my cellar and was told by my wife to empty the contents of each and every bottle down the sink—or else . . .

I proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the sink with the exception of one glass, which I drank.

I pulled the cork from the second bottle and I did likewise with it with the exception of one glass, which I drank.

I then withdrew the cork from the third bottle and poured the whiskey down the sink, which I drank.

I pulled the cork from the fourth bottle down the sink and poured the bottle down the glass, which I drank.

I pulled the bottle from the cork the next and drank one sink out of it, and threw the rest down the glass.

I pulled the sink out of the next glass and poured the cork down the bottle.

Then I corked the sink with the glass, bottled the drink and drank the pour.

When I had everything emptied, I steadied the house with one hand, counted the glasses, corks, bottles and sinks with the other, which were twenty-nine, and finally had all the houses in one bottle, which I drank.

Yews thunk I'm drink . . .

NEWS FROM OUR LATEST FRIDGE SHIP



G. Howard, B. Wadden, D. Rogan, P. Hawkins, E. Maguire, P. O'Dowd, W. Walsh, J. Kavanagh, T. Perle—"Irish Spruce" at Dublin.

From D.G. 2nd R.O. "Irish Spruce":

Baltimore, near the end of the Chesapeake Bay has a fine natural harbour and it is not surprising that when Cecil Calvert Lord Baltimore was founding his colony of Maryland he chose this spot. The colony was originally developed along Feudal lines as Calvert was of the aristocratic school but the frontier hardships of early America tended to bring out the individual in man and it was not long before the yeoman farmer class had asserted themselves in the Government of the colony. Even today Maryland is primarily a farming state and lying as it does midway between the north and the south, its culture has been greatly influenced by its large negro population.

The Baltimore of today is a large sprawling city, a city of factory chimneys and above all a port. The centre of the city is being remodelled in a billion dollar program to be spread over a decade. Already bright slick new skyscrapers dominate the skyline symbolising as ever the progress of America.

As we in the "IRISH SPRUCE" had to load corn and soya meal we docked quite a distance from the city centre at the grain elevators and beside a great marshalling yard. Typical of the affluent society that America is, all the dockers arrived in enormous cars. Cars are, however, essential to an American, if he wishes to commute between suburb and city centre, as the local bus services (at least in Baltimore) are expensive and infrequent.

(Why pick on Baltimore—Editor).

The unanimous opinion of American beer was that it didn't approach anything like home standard; many, in fact, were reduced to Coca Cola, which was available every hundred yards or so from one of the numerous coke machines.



J. Byrne, 3rd Officer; G. Gillen, Apprentice; B. Kehoc, Apprentice—"Irish Spruce"

A lot of spare time was spent by some sunbathing; while we were in Baltimore the city was enjoying a heat wave or rather suffering one, temperatures average—around 90°F.

As on previous occasions, Mr. and Mrs. Drasher very kindly entertained many of us. Captain Kelly, the Chief Officer, the Chief Engineer and wife, also the Chief Steward and the entire catering department visited the Drashers' beautiful home in Brooklyn (a Baltimore suburb). Mrs. Drasher asked for news of C. Cashin, R. Gaffney and P. Rossiter, among many others.

At Waterford, the cabin boy, Raymond Smith, was unfortunately hospitalised, due to burns and we wish him a speedy recovery.



Great friends of Mick Curran, Chief Steward "Irish Spruce" are Mr. and Mrs. Drasher, Baltimore, M.D. This picture was taken when some of the lads were entertained in their home. With Mick Curran are John Small Ray Smith, Kevin Roche, and Vince Joyce. The little girls are the Drashers' granddaughters. Mrs. Jeanne Drasher writes "We have entertained many men from the Irish ships and we often wonder where they are now. May God be with them wherever they are".

ABOUT OUR LAKE SHIPS

From Captain A. R. Evans, "Irish Willow" (who grows younger every day).

Corner-Brook appears to be very much more popular with the Ship's Company than does Montreal, apart from the language difference in Montreal, the folk in Corner-Brook are very much more friendly. It has been my first visit to Newfoundland and so far have quite enjoyed it. The Port Doctor at Corner-Brook is an Irishman named O'Farrell, married to a Newfoundlander (they have a young family). We have also met a Dr. Devlin and his wife, he from Belfast, she from Fairview, Dublin, and both these families have entertained some of the Officers in their homes. To date we have only spent one stay of eight hours and the second of 36 hours. I have never seen such spontaneous hospitality before in thirty years at sea.

Two Features About the Place:

The population is 20,000 and they are spread over an area of 28 square miles, but the car parking problem is just as acute as my own home town or Dublin. The last sentence must appear quite odd, but most of the larger stores are in the one spot, and so it goes.

The other fact that I found quite interesting was that Bowaters the Newsprint Co. have found out that after cutting a forest completely down for pulp, it grows more thickly and quickly by leaving it, or rather the bare ground, absolutely alone than by carrying out any form of afforestation scheme. It really takes some believing because all the ground that I had a good look at seemed to be full of stones, and large ones at that.

I have not mentioned the Agency at Corner-Brook, the Company is called Western Terminals, managed by Mr. Austin Purchase, who informed me that W.T. are a subsidiary of Clarke Steamship Co. Mr. Purchase also acts for Shipping Limited of Montreal.

From P. J. O'Shea, Radio Officer, m.v. "Irish Rose", at Corner-Brook.

Congratulations and many thanks for another fine issue. Our copies reached us at Montreal early in June and were responsible for a long delay in the twice-monthly pilgrimage of thirsty souls to a nearby world famous tavern—need more be said?

We have now settled into a regular routine and all hands are rapidly becoming experienced river pilots. The methods of calculation used would hardly satisfy a Board of Trade Examiner. One department estimates our position by the number of meals and cups of coffee served, another has as its

yardstick the hours put in with chipping hammers but by far the most effective of the unconventional methods is the use of air temperature as a guide to our whereabouts.

At Montreal the thermometer ranges between 80° to 90° F.; as we proceed downstream it drops with almost every mile covered, until at Corner-Brook the readings are between 40° to 55° F. A rather big change in a period of 2½ days. It will probably come as a surprise to some people at home that our preference is for the colder weather. Doubters can find out why, by they themselves having a go at sleeping in temperatures of over 80°, all the while keeping doors and ports closed against flies, mosquitoes and "things that crawl in the night". An ideal situation would be Montreal by day, Newfoundland by night, but as an excellent compromise, we are all willing to settle for a good old "Soft Irish Summer". At least we would not get snow and freezing temperatures, as we had here in mid-June at the Eastern end of our run. (*That's what you think!*—Ed.).

Amongst ourselves, we usually know the ship as the "Rambling Rose". In bad weather, of course, we have other names, more descriptive, if somewhat less complimentary. Now Corner-Brook has given us yet another name—"Lucky Rose". In a raffle held there recently, the ship collected two of the nine prizes offered. Purser A. Kerr and Seamus McNally of the Catering Department each winning a Gold Sovereign.

The ship's moaner is at it again, (the same who wanted pink elephants on the screen). Now he wants an action photograph of those nylons being hauled up, how about it girls?

To conclude this report, all hands wish to thank the Western Ocean ships for keeping us supplied with home newspapers, particularly Captain Onions and the crew of the "Oak" who initiated the service, but not forgetting the "Pine" who have also been very kind. To them as to all others ashore and afloat who read the "Signal" we send our regards.

LET 'ER ALONE

Miss Gabrielle Reilly's time is spent
"Stocking up" crew mail, to be sent
to vessel's crews, from their relations
At many different destinations.

Some think, however, not too highly
Of our redoubtable Miss Reilly
As witness a most recent slur
Upon the efficiency of her.

But cheer up, Gay, and keep that smile on
Never mind the sagging nylon,
We in the 'Rose' know you're on the ball
When directing the mail to Montreal.

ANOFF.

m.v. "IRISH SYCAMORE"
Radio Officer J. P. Murphy.

On the 9th April the ship went through the Panama Canal and we have been in the Pacific waters since that date. At this distance from Ireland our contacts with home are very meagre and we look forward eagerly to receiving our copy of the "SIGNAL".

At the Japanese side of the Pacific we have visited to date the ports of Tokyo, Yokohama, Nagoya and Moji. When we have learned a few more words of Japanese we hope to be able to write a few lines about these fascinating places.

At the American side we have as yet only been to Portland, the "City of the Roses". We were there in June and were very fortunate to be in port during the week of the annual "ROSE FESTIVAL".

Beauty competitions are held all over the State of Oregon and on the opening night a charming array of girls converge on the city of Portland. From this bevy of beauty the Rose Queen is chosen and she reigns till the Festival ends.

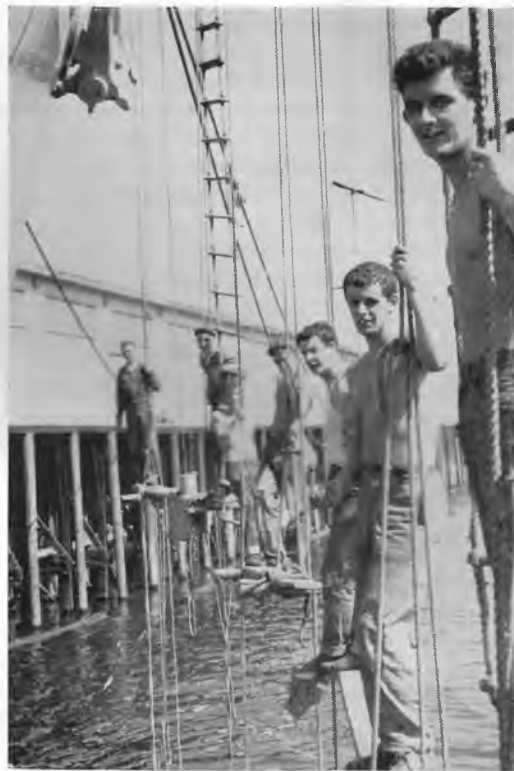
Her week is taken up by a full round of social engagements, but unfortunately a visit to the "IRISH SYCAMORE" was not included in the royal itinerary. The climax of the Festival was the Rose Parade on the Saturday. The whole town turned out for this occasion and from our grandstand view on the footpath we saw the parade from start to finish.

Again the main attraction was the royal float. From its even movement it appeared to be propelled by some mechanical means. This, however, was completely concealed by the skilful arrangement of thousands of roses. The royal throne, decorated with roses, was placed on a raised platform on the float. From this throne, Queen Linda, surrounded by about a dozen princesses was able to wave and smile at the gazing populace.

The Rose Festival, however, is not the only attraction that Portland has to offer. There is the shopping centre with its skating rink, the Washington Park, the zoo, the drive-in bank and the beautiful



Photo by M. Lawler.



This picture proves that the lads are kept busy when abroad. Through a maze of ropes J. Bermingham, P. Craine, E. McVeigh, J. Murray, T. Byrne, J. Ryan and F. Murphy, are keeping a sparkle on the bow of the "Irish Sycamore".

—An excellent photo by M. Coleman, Apprentice.

grotto. A couple of hours' drive from Portland takes the visitor to Mt. Hood. This is the highest peak in Oregon (over 11,000-ft.) and provides skiing all the year round. The non-skier should visit Timberline Lodge at a height of 6,000-ft. and which can be reached by car. The Lodge is about 60 miles from Portland and the highway runs through some beautifully wooded countryside.

During our visit to Portland we met many Irish friends who came to the ship looking for news of Ireland and hoping to find somebody from their own home town. At a city so far west we were surprised to meet so many people from Ireland. They came from such places as Dublin, Mayo, Derry and Longford; Clare, Tipperary, Cork and Offaly. There is an Irish Club and all the ship's company were welcome there at any time. We were glad to notice that despite their years away from Ireland they had lost none of their Irish hospitality and they contributed very much to the enjoyment of our visit to Portland. They presented us with a young kitten to keep company with another kitten which was presented to us at Port Elizabeth.

"IRISH HAWTHORN"

DARTS, HORSES AND GOOD FOOD !

T. F. Burke, Radio Officer Reporting

The "IRISH HAWTHORN" docked at Pointe-a-Pierre, Trinidad, on May 21st. She loaded her first cargo under the new charter for delivery Westville, New Jersey, which is just across the Delaware River from Philadelphia. Here, a number of the ship's personnel visited, or had visits from their relations now residing in the States.

The return journey to Pointe-a-Pierre was brightened by a Dart Tournament which was won in fine style by Junior Engineer Martin Doyle.

While in Trinidad we had to pay off our Chief Officer, Mr. Scollay, who was ill. Mr. Scollay has since been flown home and we wish him a speedy recovery to health. We loaded a cargo of Gas Oil for Copenhagen and Aalborg, this trip taking us approximately fourteen days. In both these Danish ports, the main attraction was the Tivoli Gardens, a type of outdoor amusement park, containing restaurants, bars, pantomimes, dancing, picturesque water fountains, and a fifteen piece orchestra playing national airs.

In Copenhagen, Chief Officer J. O'Shea replaced Mr. Scollay and 2nd Engineer E. Ivimey replaced P. Otter, who proceeded on leave.

On leaving Aalborg a draw was held on the Irish Derby. Many of the thirty five lucky enough to draw a horse were disappointed at there being only eighteen starters. Perhaps the most unlucky was Captain Blaney, who drew the joint favourite, Relko, only to have him withdrawn thirty seconds before the start. B. Fitzgerald, Junior 3rd Engineer, had the winner, and B. Cullen, Fireman, had both second and third horses.

One of the first questions asked by newcomers to a ship is . . . "What's the grub like ?" On the 'Hawthorn', we have no hesitation in stating that it's first class, as our Chief Steward, Jerry Moynihan, provides a menu which would satisfy even the most critical gourmet. We would also like to take this opportunity of congratulating Jerry and Mrs. Moynihan on the occasion of their silver wedding anniversary. "May the silver turn to gold".

Here at Head Office we would like to add our congratulations to Jerry Moynihan and his wife on their Silver Wedding Anniversary, and to wish good luck to their daughter who was married in early July.



Officers of the "Irish Rowan"

BAD YEAR FOR SHIPPING

At one time the world was divided into two classes—ordinary people and accountants. Once a year the figure fiends used to brew up a ghastly concoction of hieroglyphs which were designed to dazzle the natives with the special witchcraft of the trade. But with the changing world today, the accountants have been tamed, and they now prepare annual financial statements in a form everyone can understand.

The clarity of the Irish Shipping Report & Accounts for the 12 month period ending March 31st, 1963, hardly lightened the burden of the Chairman, Mr. J. J. Stafford, when he addressed the Annual General Meeting of the Board on June 19th, for he had to report a very bad year for our Company.

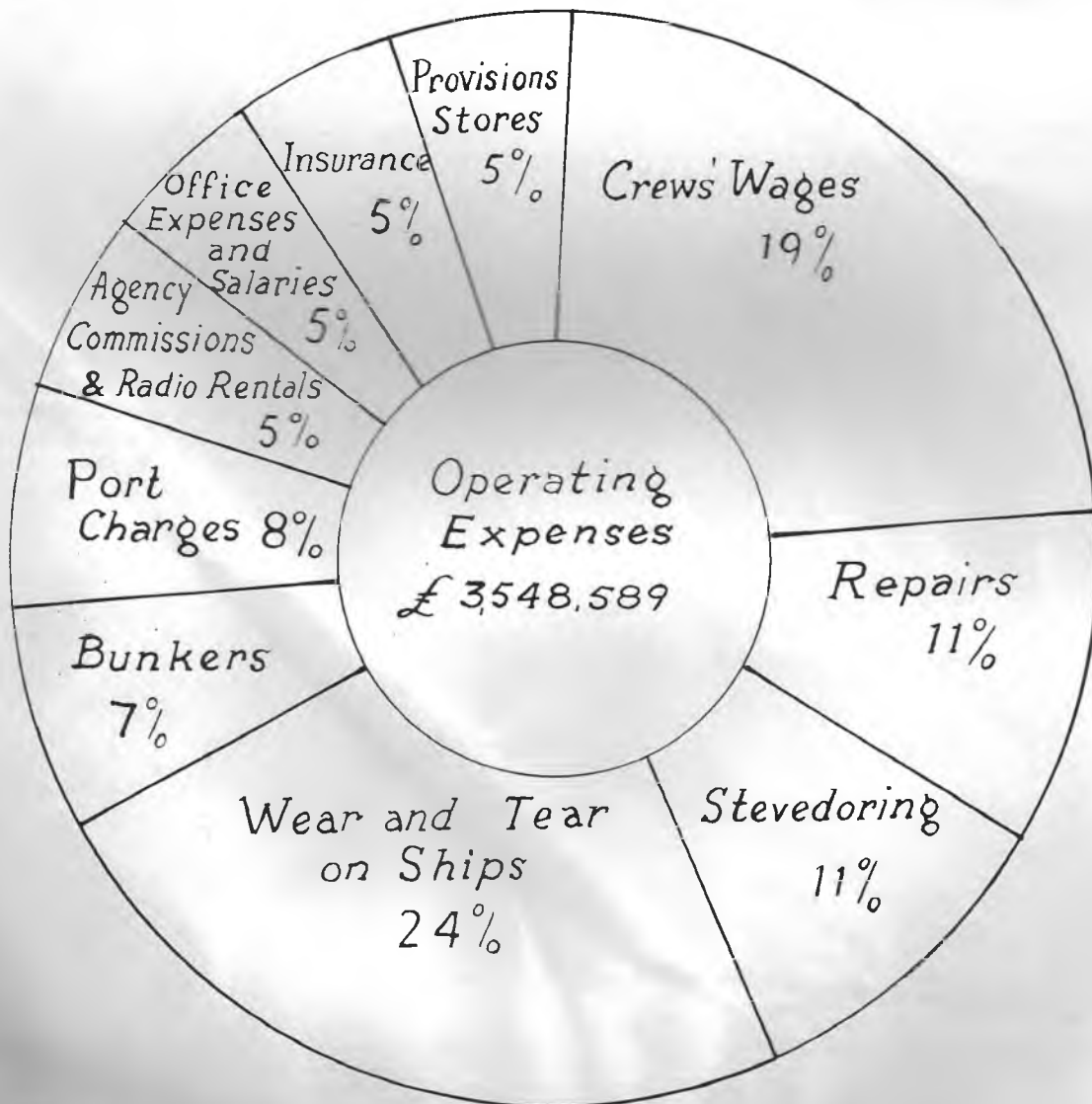
It was the worst year in fact since the depression set in after the Suez crisis of 1956, with freights in some trades dropping to the lowest in 25 years.

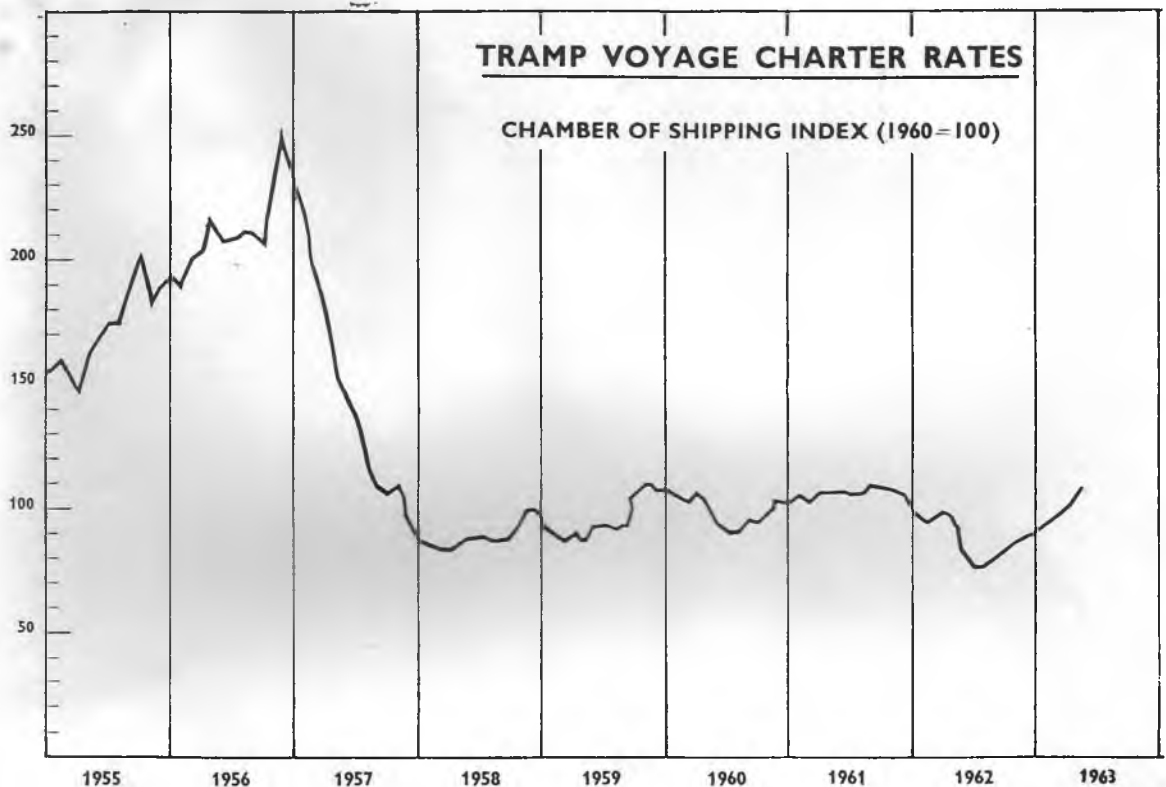
The result of the year's operations was a loss of £861,357.

The cost of running the fleet and providing for wear and tear on the ships during the year came to £3,548,589. Against this, we only received in freights and charter hire £2,687,233.

The diagram here shows where the money went.

The cargo lifted for the year was 1½ million tons, three quarters of which was carried between foreign ports, and the remaining quarter brought into and out of Irish ports.





North Atlantic

Mr. Stafford was glad to record that we had expanded our regular service to Canada in the number of voyages steamed and tonnage carried—about 50% increase, while our service to New York and U.S.A. ports had also been stepped up. Here we had the “IRISH SPRUCE” specially fitted out now for the carriage of 850 tons of Frozen Meat. The Frozen Meat trade from Ireland to the U.S.A. was now earning the Company approximately £10,000,000 a year and the addition of the “IRISH SPRUCE” to our North Atlantic service, joining her sister ship, the “IRISH POPLAR”, would ensure our getting a fair share of the traffic. It was encouraging to see that the exports carried to the United States and Canadian ports were more than double those of last year and it was good to note also that our reputation among the exporters stood high.

The Chairman reminded the meeting that in July of 1962, the Company regretfully was forced to lay up a number of ships because of the disastrously low freights on offer.

The unrelieved depression in the shipping industry, aggravated by the ever increasing operation costs, was forcing all shipowners to look for greater productivity. The tendency now was to build cargo ships incorporating specialisation for particular trades; greater use of instruments and, in some cases, full engine room automation, all with the object of reducing costs within the owner's control.

Profits to Buy Ships

In conclusion Mr. Stafford said it was very important to remember that in the past when we had made profits amounting to £5½ million, the money had been ploughed back into the purchase of extra ships. While this policy resulted in worthwhile and rapid expansion of the fleet and employment for seamen, it placed the Company in great difficulty during periods of depression.



*"By George, I never expected
the union to come up
with a bargaining agent like you."*



Mary McCaffrey, Secretary to Mr. R. J. O'Halloran.



Finola Wynn is in stores.



Eileen Maslin is into chartering.



Margaret Mulchrone is the duplicating expert.

A Day in the Country By Nature Lover

Rain spreading from the West, further outlook uncertain. It was Saturday, June 22nd, the day of the Office Staff Annual Outing. Shortly after the holy hour groups of be-trousered females and be-jersied males armed with bathing togs and umbrellas embused at Aston Quay. The Mystery Tour was on.

First stop was Killiney Bay, where Maurice de Mangeat's invitation to join him in some aquatic exercise was received with a stoney silence. More to the liking of the majority was the next stop at Roundwood where the young ladies played football on the one and only street while the feeble members of the staff refreshed themselves in the local.

I saw Tom Mannion accompanied by a lovely blonde, whom he met at the Fleadh Ceoil in Mullingar. No wonder so many are taking an interest in traditional Irish music. Kerry Bray just wasn't his usual boisterous self. He was striving hard to create an impression on his guest, a nice little redhead. She's a physical training instructress and well able to handle him.

With difficulty the Organiser was persuaded to leave the pub and start the bus on the next stage of the trip through the beautiful vale of Clara. Passing through Rathdrum we hit a Volkswagen and while the Gardaí were taking a statement, a forraying party led by our Assistant Accountant staggered out for further refreshments.

On arrival at the Vale View Hotel, Avoca we were met by Declan Talbot and Partner, who had travelled down by Cortina. Declan was wearing one of the latest Italian straws and looked quite ravishing. We were then joined by Clem Kinsella's party, tired but happy after seeing off the "IRISH OAK" and our old friend, Leslie Gale, on a voyage to the Lakes. The Editor of SIGNAL also honoured us with a visit in his official capacity (all expenses paid).

After dinner the Committee retired to the kitchen, leaving the festivities in the capable hands of Humphrey Murphy. The Twist merchants were well catered for and those glamorous young ladies, Deirdre Cullen, Marie Cooper, Nancy O'Brien and Norcen O'Donnell were much sought after partners.

My memories of the rest of the evening are somewhat hazy—Derry O'Neill complaining about the lack of draught stout — Bill Lynch's nostalgic rendering of "My Own Lovely Lee" —Clem Kinsella —Look, Old Man. The bar closed at midnight—it didn't seem to matter. I think the dance finished at 1 a.m. As far as I know we didn't hit anything on the drive back. I got home at 4 a.m., I think—maybe.



Claire Crawford, married on 29th June to Mr. Des Brennan. Claire's father, Mr. Leo Crawford is Joint Secretary of the Irish Congress of Trade Unions.



Recuperating group at Avoca.

LATE NEWS FLASH

Our Editor, being too modest to report his latest arrival, we extend our heartiest congratulations to him on the very recent addition to his family. Delighted to learn that his good wife Pat and baby daughter are both fine.

Home Sports News in Brief

by J. HIGGINS

G.A.A. FOOTBALL

The new Connaught Senior Football Champions are Galway who defeated Leitrim in the final, while Kerry beat Cork in the Munster final. In Leinster, Dublin retained the title by scoring a two-point victory over Laoighis in the provincial decider while the Ulster final will be contested by Down and Donegal. The latter scored a resounding win over Cavan in the semi-final to reach the final for the first time ever.

HURLING:

This year's Munster Hurling final will be fought out by Waterford and Tipperary who had victories over Limerick and Cork respectively in the semi-finals. Dublin and Kilkenny have reached the Leinster final. In the semi-finals Dublin beat Carlow and Kilkenny defeated Wexford.

SOCCER:

The League of Ireland has been extended to twelve teams for next season, and the two new teams elected to the League are Sligo and Drogheda United. Dundalk's European Cup opponents will be Zurich, the Swiss League Champions.

While nothing definite has been tied up, Radio Eireann hope to broadcast through Radio Brazzaville —The Hurling Final on September 1st; The Football Final on September 22nd—both at 1405 hours G.M.T.

Personnel



Captain J. D. McPolin was appointed Manager Personnel Department on the 17th June last. He joined the Company as an Apprentice in 1950 and secured his Extra Master's Certificate in 1960. The whole staff wish him every success in his new appointment.

'SYCAMORE' MEETS THE 'PLANE'

On the 25th June, the "IRISH SYCAMORE" en route from Portland, Oregon, to Japan met the "IRISH PLANE" in mid Pacific Ocean. The "IRISH PLANE" (Captain O Seaghdha in command) was bound Portland, Oregon, from Japan. The meeting took place about 700 miles north of Honolulu and both ships came together at 8 a.m. (8 p.m. Irish Summer Time). The Irish Flag flying at the stern was dipped in salute and three long blasts were blown on the whistles, the 'Sycamore' recognising the seniority of the command on the 'Plane'.

Messages of greeting were exchanged and Bosun P. Balmaine said he heard the well-known and

TALENT ON A TANKER

Our ship, the "IRISH BLACKTHORN", is one of the most talented in the fleet. It is all due to two members of the crew—T. Duff and R. Barry, who are both very good musicians.

It started in Kiel, Germany, where there two men purchased two Melodicas. When other members of the crew heard them play, they also bought musical instruments.

We now have a first-class band on board

T. Duff teaches music four nights a week and the lads are making great progress. The Bosun, P. Dempsey, has now joined the band and he can play anything from Liszt to Twist and back again on the mouth organ, and an A.B., T. O'Connell, has written a poem about our band which we will forward on later.

Line-up of Band:

T. Duff—Melodica, R. Barry—Melodica, P. O'Connor—Melodica, T. Hegarty—Drums, T. Fitzpatrick—Guitar, J. Dorgan—Clarinet, and P. Dempsey—Mouth Organ. The vocals include P. Hanna and "Elvis" McCarthy. Our star vocalist is R. Barry. All we need now is a piano in our Rec. Then we would have a full orchestra.

Challenge to the Fleet

By the way our band leader, T. Duff, is also a song writer and has just had five songs accepted for publication. Can any other ship in the Fleet beat this for talent? *If so, we would like to hear from them.*

"The Lost Chord",
Bandar Mashur.

This is one of the best bits of news we have heard from a ship. Please keep us informed about the band—we might think of something to encourage the idea.

familiar cry "Any Geordies on board". It was possible to recognise some old friends on the 'Plane' as she passed, among them Bosun E. Power who had recently been bosun of the 'Sycamore'.

Of particular interest to the 'Sycamore' were messages of greeting received from Captain O Seaghdha and 2nd Officer P. V. Flynn. Captain O Seaghdha had previously been Master of the 'Sycamore' and Mr. Flynn had been a member of the crew before being transferred to the "IRISH PLANE" for her maiden voyage. We were glad to note that they had not forgotten their old shipmates. We wish them many months of happy sailing on the 'Plane'.

m.v. "IRISH CEDAR" Greeted at Hamburg:
Radio Officers: T. B. O'Flaherty and C. A. Guiney.

Since our last report "Cedar" spent six days in Verolme drydock, Rotterdam, and came out gleaming under a new coat of paint. The drydock is fifteen miles from Rotterdam. It has a first class bar and restaurant, a sportsfield, and a free bus to and from Rotterdam each evening.

At Hamburg and Rotterdam a priest came on board on Sundays to celebrate Mass—from the local "Stella Maris" in both cities.

Going up to Hamburg the Irish National Anthem is played by the local harbour signal station on the river Elbe. The station is equipped with powerful loudspeakers beamed across the river towards incoming ships. They greet ships of all nationalities with their respective National Anthems as a "welcome to Hamburg" gesture. The flag of the ship concerned is flown simultaneously with the passing of the ship and the playing of the Anthem.

In our trips to the Gulf of Mexico we have come in contact with two Irish operators—Flanagan and Mulholland, in New Orleans radio station, who say they are "Sons of Ireland" and greet us with the salutation "Eireann go Bragh".

From Mrs. J. Broderick

"I am sending good wishes to my husband, Gerry Broderick, donkey man on the "Irish Ash", also my son Michael Broderick who is donkey man on the "Irish Plane", from his mother, brothers, sister Vera, Jimmie and children.



This proves it's a drink and a half.



Congratulations to Mr. D. O'Neill of Arklow 3rd Officer "Irish Poplar", whose wedding to Miss Roisin Byrne, also of Arklow, took place on June 10th last.

All blessings to both ship masters and crews from Dublin".

OUR ADOPTED SHIP — By David P. Carroll

Our adopted ship, the s.s. "IRISH POPLAR", docked in Waterford harbour towards the end of April and in due course a party of boys (with Rev. Bro. Pius as First Officer) paid a visit of goodwill and courtesy to the ship. They were met on arrival by Mr. D. O'Neill, Third Officer, and a tour of inspection was begun. To us landlubbers this was a most enlightening experience. Our tour started on the bridge, where we saw all the equipment that one associates with modern naval warfare—radar, gyroscopic compass, Asdic and other technical devices. From here we moved to the Radio Room and Chart Room and then "downstairs" to the engine room, and this proved to be the most intriguing of all. We were amazed at its size and, of course, highly impressed by the huge steam generators and engines.

We would like to offer our thanks to the Captain for allowing us on board and we are particularly grateful to Mr. O'Neill for placing himself at our disposal. That we enjoyed our visit so much is due in no small way to him and we take this opportunity of wishing bon voyage to the crew of the "IRISH POPLAR" and may they have God's blessing on them wherever they go.

MR. DILLON BEREAVED

The deepest sympathy of everybody in the Company goes out to Mr. Alan Dillon of the "Irish Larch" on the death of his brother, Sean, as a result of a tragic accident in Dublin recently.

Greetings and Congratulations

Two very young ladies—Loreto and Finnoula Buckley—send greetings to their big brother Dermot, “Irish Alder”, who reached his 19th birthday on 19th July. Dermot’s mother sends her best wishes too.

Brian Cullen, “Irish Larch”, is 18 this month. From your mother, father and your brother, Brendan we are sending you greetings and good wishes for a happy birthday.

Just reached 21 years is Mr. B. Geaney, “Irish Oak”, and to prove that the happy occasion was not overlooked we take great pleasure in passing on “To Bert from Mam, Dad, Paul, Marie, Collette, Christeen, Michael, Caroline, Susan and Michele—Greetings—and wishing you all the happiness in the world on your 21st Birthday.”

Bertie Geaney hails from Cork and began his career with Irish Shipping Ltd. 5 years ago in the Crawford Institute.

Attention Bryan Keane, “Irish Blackthorn”: Your mother sends you her congratulations and best wishes for your 20th birthday.

Here is a very nice 16th birthday signal for a man on the “Irish Maple”: “Wishing many happy returns to Ronan Dunne, from Father, Mother, Ciaran, Aedamar and Darina”; and may we add our own best wishes.

An engineer on the “Irish Cedar”, Martin Kennedy, celebrated his birthday during the month. Congratulations from your parents, brother and uncle, who all wish you every blessing.

The Kennedys don't live in Wexford, but it's still the right name to have these days !

The parents of Robert Barry, who is in the Catering Department of the Irish Blackthorn, send him their best wishes and all blessings for his 18th birthday this month. Congratulations Robert.



Congratulations to Bertie Geaney, Engineer, “Irish Oak”, seen here with his fiancée—Miss Mary O'Brien. They became engaged in April last.



This is John Histon of Cobh, who intends to go to sea as soon as possible. He got the Certificate of Bravery for the rescue of a boy from drowning at Cobh. John's brother, David, is on the “Irish Rowan”.

Mr. Carl Laverty, 2nd Officer “Irish Alder”, will be two years married this July. His wife, Mary, and baby Fiona, send him best wishes for a happy anniversary and want him to know that the 1st July was a very special day for them.

We are very happy to join with Mr. Joseph Waterhouse, electrician “Irish Maple”, in wishing his parents heartiest congratulations on their 25th wedding anniversary, which they will celebrate on August 1st.

Congratulations to Des Stanley and Derek Miles of Accounts on recent increase in Children's Allowances.

Jimmy Gaul, of Wexford, on the “Irish Rowan” comes of age on August 31st. In sending our congratulations we include “Greetings, every blessing and success for the future from Mam, Dick, Mary, Margo, Nanna, and Carol, and your friends, the Mittens and Lawlors”.

Birthday Greetings to Brian Murphy, of Gorey, 3rd Officer, "Irish Larch", who celebrated his birthday on the 30th June last, with a special greeting "From Bray".

Heartiest congratulations to Captain and Mrs. J. Caird, who celebrated their 19th Wedding Anniversary on the 12th July.

SPECIAL CONGRATULATIONS; . . .

To Mr. Michael Doyle of Arklow, who obtained his Master's Foreign Going Certificate;

To Mr. John Molloy of Waterford, who obtained his First Mate's Foreign Going Certificate;

To Mr. Michael Gillen of Roscrea, who obtained his Second Class Steam Certificate.

We wish a speedy recovery to Mr. James Corcoran of the "Irish Ash" who went into hospital at Calcutta with appendicitis. He is doing well.

Welcome to the newcomers at Head Office: Una Rogan, Dorothy Murphy, Elaine Lawless, Edward Shaw, Richard Cotter and John McQuerins.



Dermot Murphy, "Irish Hawthorn" with his sisters Nuala and Shiela. "Greetings from Mother, Father and Family for your birthday, August 7th. Sheila was 21 on July 7th and Dermot missed the party held at Crofton Hotel, Dun Laoghaire.



Tony Duff, "Irish Sycamore" was to have been best man at his brother Jimmy's wedding to Miss May Corrigan. He couldn't make it so his other brother, Christy stood in. This is a charming picture of the bride and groom and the Duff family.

It was good to see Captain Greene in the office lately, fit and well again after his long illness. He is now in command of the "Irish Holly".

Captain J. Walsh has been promoted Acting Master on the "Irish Heather", Captain C. Brennan Acting Master on the "Irish Blackthorn", and Captain T. Hughes Acting Master on the "Irish Alder".

Greetings to Kevin Bolger, Shipwright, "Irish Rowan", who celebrated his 21st Birthday on 4th July, from Mammy, Daddy, Brothers and Sisters, and a special greeting from Marie.

The following Masters are on leave at present:

Captain N. Gillespie, Captain T. Glanville, Captain R. Patterson, Captain J. P. Kelly, Captain F. Kirk, Captain J. Onions.

CREW NEWS

Apprentice Curtis celebrated his 22nd birthday on June 30th, looking none the worse after this extra year. Don is nearing the end of his apprenticeship.

Congratulations to Archie Murray, 4th Engineer, who left us to get married July 6th. All on board wish Archie and his bride every happiness for their future together.

PERSONNEL CHANGES

Captain Tyrrell replaces Captain Glanville for a voyage. Second Engineer N. Whitfield returns from leave to replace T. O'Leary. 4th Engineer J. Howard replaces A. Murray, on leave. Junior Engineers O'Riordan and Crowley replace Nevin and Dillon on leave.

Letters to the Editor

Sincere thanks for my copy of "Signal" and congratulations on a very fine venture. To us at home in the Republic who follow the activities of the Irish Shipping fleet, this magazine is of great interest. A special word of praise for your photographs of the "Irish Plane". I am looking forward to further copies of "Signal" and wish you every success with your magazine. God bless our men at sea.

Mrs. U. K. Ennis,
Castletown Geoghegan.

* * * *

Thank you very much for your copy of "Signal"—it is very good. I enjoy reading it and all those photos too—such a fine lot of Irish men. God bless them all.

Wishing you all the very best and good sailing.

Mrs. Frances King,
Drogheda.

* * * *

In April quite a few of the men off the "IRISH ROWAN" paid a visit to our Club. It has been quite some time since we had had any Irishmen at our Club and it was a real pleasure entertaining them. As a matter of fact some of the ship's talented men performed for us and it was wonderful.

Three of the girls along with Father Craven were invited to see the ship by Chief Engineer Byrne and his wife and we were given the Grand Tour and we must say it is one of the nicest ships we have ever been on.

We just want to say that it was a pleasure having the men at the Club and we hope we shall see many more Irish ships coming to Vancouver.

Rose Marini,
Girls' Auxiliary,
Catholic Sailors' Club.

* * * *

Very many thanks for sending me your very interesting magazine "Signal". My daughter and myself enjoyed so much reading about the ships and I recognised one of the Officers who was best man at my son's wedding two years ago, and who is now on the "IRISH BLACKTHORN". I also was delighted to see such a charming wedding photo of Liam Brickley and his lovely wife; good luck to both of them.

I sincerely hope to see news of the "IRISH WILLOW" in the near future, as you can understand I would be so anxious as to their movements on

account of my second son being Chief Engineer on her.

Mrs. Sheila Whooley,
Bandon.

* * * *

Many thanks indeed for sending me a copy of "Signal". I find it a most entertaining magazine and it will help us to keep in touch.

A word of thanks to Miss Gabrielle Reilly for her prompt and personal touch in dealing with queries etc.

Mrs. M. Kelly,
Thurles.

* * * *

I wish to thank you for sending me copies of your new staff magazine "Signal". I paid special attention to the space describing the "IRISH ROWAN" in Vancouver, as my son, who is an Engineer on board her also mentioned about going to Mass on Easter Sunday evening. I am looking forward to getting the next edition and hoping to see more about the "IRISH ROWAN" and maybe see some of the crew.

Mrs. Bridget Waters,
Wexford.

* * * *

I appreciated the small slip you enclosed with last allotment giving details of the whereabouts of the 'Hawthorn'. It is indeed nice to know where the ship is and the dates of arrival and departure at the different ports visited. This information, together with the name and address of the Agents, is very enlightening.

I also wish to thank you for the current copy of the "Signal" which I think is a most interesting booklet and I look forward to receiving the next edition. It gives one an insight of the "goings on" in the life of your various crews and creates a real family feeling amongst us at home.

Mrs. K. Otter,
Co. Cork.

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We were not aware that June Allison—the film star—had entered our office in the form of Pat Power, the likeness is remarkable.

Re Crew Mail—to trace the whereabouts and the postage time for our ships scattered far and wide must be arduous in the extreme, and we consider Gabrielle Reilly and her department are coping with their job excellently well.

Captain R. M. Woolfenden,
m.v. "IRISH SYCAMORE".