

SIGNAL



The men who sail
the
s.v. "Irish Larch"

VOLUME 1—No. 3

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

MAY 1963

Editorial

Among the inherent problems of the shipping industry is the maintenance of good contacts between the different branches. This difficulty of communication is a logical consequence flowing from the wide dispersal of personnel. In our own company we have about 800 men divided among 21 ships traversing many parts of the world, and if distance from home is a handicap to healthy relations between our staffs, every effort should be made to overcome it.

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Life at sea has its advantages and it has also its own particular problems. It is very important that the contribution made by the men on the ships to the success of the industry is properly understood and appreciated. Our magazine is helping to establish a friendly link between those away at sea and extending to the people operating the ships at home. Its pages are open to everybody. In addition to social news, we look forward to first-hand impressions of life aboard ship and any causes of discontent will, we hope, be aired freely. The successful and satisfying operation of our fleet is all important to every one of us.

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It will, no doubt, be remarked that many of our ships do not figure in the news column of the present issue. This is because we have not heard from them, which is a great pity. To many of us here at home, the far-off ports visited by the fleet are but names on an atlas and some first-hand accounts of them would be very welcome indeed. There is, we know, a natural disinclination in nearly everybody to sit and write essays, but we suggest that a few lines sent back for publishing here would be rewarding for the pleasure given to our readers.

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On the brighter side—we met some very interesting people during the past few weeks. Some called to the office to talk about the magazine and others we met aboard ship. Among the callers to the office were men home on leave, men on various classes of business and relatives of men away at sea. On board our different ships which docked at Dublin we talked to men from many parts of the country. The encouraging thing was that everybody we met had read the magazine and expressed definite views in favour of the idea.

We thank sincerely everybody who has written in to "Signal".

A correspondent from the "Irish Rose" has asked what the closing date is for material to be printed in a particular issue. The same correspondent has suggested that we open a page on home news and sporting events.

The magazine is published every two months and comes out during the last week of the month of issue. Therefore, to allow time for printing, we make the 15th of the relevant month the approximate deadline for receiving copy, but readers can be assured that contributions are welcome at any time. Our next issue will be printed in late July.

The suggestion about a sports page is a very good one and we are making a modest start in this issue. It is hoped, as time goes on, to develop it into a more informative piece, embracing main home news items and sports in general.

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The second number of the Newsletter, which we sent to all our men at sea and to the families at home, got a good reception, judging by the nice things we heard said about it and the many complimentary letters we received. Here we must acknowledge that Mr. Bill Lynch of the Chartering Department—who pioneered the magazine—put his skill and experience at our disposal.



GABRIELLE REILLY directs crew mail in Head Office

BULLS ON THE "PINE"

By "CARMEN JONES"

We have a very interesting Cattle Box on board and it will, no doubt, be landed at Dublin on arrival, but many of us have an attachment to this box. It's been with us now for about eight years. It's a fine box, well constructed of good pine and larch and we first were shipmates with it on the "Irish Oak" when it housed a most valuable animal on passage Limerick to Baltimore, a fine racehorse, well known to every punter in Ireland and many more besides. A beautiful stallion, jet black in colour and a winner of 1955 Epsom Derby "Arctic Prince". He was attended by a groom from the stables on the outward passage and this groom presented all crew members with a hair from his tail as a memento of the passage. He sailed well and his box was divided into a tight stall suitably padded and a large stall or dayroom for movement on the finer days on the passage. However, on arrival at Baltimore nothing would induce him to leave this box and we eventually had to discharge him in this box, day-room and all.

Next time and more recent this same box turns up on board "Irish Pine" to transport two fine Irish donkeys across the Atlantic. They turned out to be two pets and all were sorry to see them go at their destination. Their pedigree we did not know, and though humble they may be, when one considers their predecessor, they were worthy habitants of our box.



Apprentices D. O'Doherty and P. Tyrell helped to care for the bulls.

We have Hank, Jimser and Mo the Bo or El Torro—all good sailors, and believe it or not they are just as big pets as the two asses, God help us. We white-washed the box for them and gave them a Cead Mile Failte and they have responded.

Along with the three bulls we welcomed aboard one veterinary surgeon. All were loaded in good condition at Montreal. The first three items of cargo proved themselves very good sailors and



One of the Hereford bulls is led into the discharging box watched by Chief Officer J. Cullen.

settled down to shipboard life. The fourth shipmate and passenger was also accepted with a clean bill of health and, for that matter, a most negotiable Bill of Lading. All behaved well, with the exception of the "Doc" who went off his fodder and looked rather green about the gills—for a few days. However, he recovered and we are delighted to say he has landed intact.

Gerry Feeney, M.R.C.V.S. was a most congenial shipmate on this run home. We enjoyed his company and listened to all those stories, without bull at any time. We hope to have him with us again, if the Department of Agriculture decides to import more bulls.

He was our Pedro the Matador during loading operations. He faced the bulls alone, led them from the rail wagons, with kind words and taps on flanks and head, while every longshoreman in Montreal was at a good distance behind pillars and stacks of cargo, giving brave words of advice in Montreal French. But we are delighted to say several on board rose to the occasion. Among them was our Chief Officer Mr. Cullen. He was behind Pedro and the bulls, and twisted tails and thumped hind quarters and must have been the envy of any Meath farmer. They were cheered loudly when our first bull was boxed and ready for loading, having previously disregarded the offer of a blanket to blindfold the animal. The reply to this offer was "we are not toreadors". Ole! Ole! greeted them from the now enlarged gathering of longshoremen and passers-by.

It was noted that apprentices O'Duffy and McKenna were on hand with their tally books to cross-check the count received on board. We sure hope there was no "one in dispute" . . .

Bosun J. Twomey and Lamprimmer W. Doyle looked after the boxes and stalls with great care, both having a long association with the box on board over the years.



These smiling faces were photographed on the "Irish Blackthorn" at Tupavouri, Finland.

The "Irish Rose" Reports from Canada

Apologies for the long delay in reporting, I'll wriggle out of explanations by using the much hackneyed phrase, of being due to circumstances beyond my control.

The 'ROSE' is now back in "home" waters, and the ship's company are in the process of changing from "Salties" to Riverboat Men. A big change from our last period of articles, when in a period of 4½ months, we called at 18 ports, in 11 countries, on 3 continents.

The ship's poet (he has even got a beard) has summed up rather aptly, our present situation:—

The Rose left Rushbrooke Dockyard,

mid scenes of hustle and fuss.

She rolled across to Canada,

an became a St. Lawrence Bus.

The only other item, as yet worth noting is our T.V. aerial, which must be unique, at least within the Fleet. Conventional in appearance, its fame lies in the material used in its construction. This material was originally portion of an advertising sign, extolling a local brew. Tests to date have proved its excellence, although at least one crew member is disappointed at the lack of Pink Elephants on the screen. To the Second Engineer must go

the Kudos for design and construction of this aerial.

I'm rather vague as to closing dates for any particular issue, would it be possible to indicate in each publication, the date for the subsequent one. Also, if possible, how about a page or so of Home News Snippets, including results of major home sports, of all codes. —J. S. KERR.



Brian Kiernan, "Irish Rowan", seen here visiting his friends in Washington, U.S.

A FAIR DEAL

by FRANCIS XAVIER MULLARKEY

It is 9 p.m. and I am resting in my oasis down in Dockland. A ship is still working but she will finish and sail by 10 and I will go home content. All is at peace—that indefinable calm we feel when the 'phone connection with Authority is silent. A tiring day but good work done. I have climbed the gangway 47 times and made as many descents into the lower holds. Whenever I want anybody on a ship, he is sure to be in a lower hold or the engine room.

The job is nearly finished, the tide is right, the ship will sail. I sit back and open my copy of "Productivity and the Economics of Mechanisation" by Professor Simon Legree. The first chapter is very good. I am starting the second when Grave Digger comes in. He is one of the men working on the job. I think he is called The Grave Digger on account of his melancholy disposition but nobody knows his real name. He often acts as a spokesman because he talks well and is reputed to have worked once for a solicitor. They say he finds his present occupation more respectable and more remunerative.

"Good evening Mr. Mullarkey, could I detain you for a moment?" His voice evokes a picture of four dark plumes and holds a tremor which instantly wins your sympathy.

"Hello Digger, how's it going?" says I, trying to appear cheerful.

"The men have delegated me to discuss certain matters with you Mr. Mullarkey".

"Go ahead Digger, always glad to see you".

"That last lot is in a deplorable condition Mr. Mullarkey".

"I believe it's a bit awkward".

"The men say they have to dig it out sir".

"But you'll soon be finished, won't you?"

"The men are exceedingly tired Mr. Mullarkey".

"Well, it won't be long now 'til it's all over".

"It is the considered opinion of my colleagues that some degree of compensation should be tendered".

"Digger, you can't be serious".

"Mr. Mullarkey, a salvage claim would be appropriate, but we merely ask a little extra to alleviate to a slight extent the hardships to which we are exposed".

"You're surely not claiming extra money Digger?"

"Only it's you, Mr. Mullarkey, we wouldn't do the job at all".

Here there is a slight pause in the proceedings. We eye each other intently while I take stock. Grave Digger resumes the attack:

"Mr. Mullarkey, I must repeat the men are

extremely fatigued and some gesture of appreciation should be extended. An influential minority intimates that the question of bearing further hardships tonight must abide the satisfactory outcome of our deliberations. Moreover, we are all impatient for some refreshment".

"But Digger" I protest "this ship is due to sail in an hour. Everything is laid on".

He fixes me with sorrowful stare: "That is precisely what I indicated to the men sir, and I emphasised the consequences of not finishing to coincide with your arrangements".

"You did?" I begin to feel unwell.

"You should demonstrate to the men Mr. Mullarkey that you appreciate their efforts".

"O.K. Digger, what's the claim?"

£10 per man sir, and forget the salvage".

A slight pause: I am transfixed.

I say: "I agree you have a case but you might do better by having a discussion about it tomorrow".

"Mr. Mullarkey, the men won't be disposed to accept your proposal but I'll convey it to them".

He stares at the clock and says, before going out:

"It must be a big responsibility Mr. Mullarkey. I wouldn't have your job for a pension".

Alone, I sit and ponder the situation. It is 9.15. The ship must sail at 10, not later, because the tide is falling after that. If only I could pass the buck. The silent 'phone leers at me. I may ring Boss No. 1 but I know he's always out. Boss No. 2 will tell me to ring Boss No. 3 and Boss No. 3 will tell me to jump in the river. "Productivity and Mechanisation" offers no help. I walk wearily across the dark quayside to the ship, stumbling over a heap of timber on the way. The gangway is at an angle of 80 to the quay. Up it again like a steeplejack, praying all the way. I'm not cut out for this lark at all. On the deck I'm nearly decapitated by a winch wire which leaves a lovely oily streak across my coat. Over my head swings a ton of cargo. There is a sudden shout and I dive headlong for safety. Much laughing follows the joke but I fell for it fairly. There is still some work to be done. It is very difficult. The Pilot comes aboard and warns me the tide is falling, lectures me on many things and asks me testily what is delaying things anyway—all in a Belfast accent. There is great crew activity on the ship and tugs swarm around her. She must go tonight or I will not sleep.

I am back in the office and presently Grave Digger returns. I just look at him as he pronounces the verdict:

"THE MEN IS ADAMANT".

I used to think this contained a grammatical error but it doesn't. Grave Digger reveres the Establishment—"The Men". It is King Louis ticking off the fourth estate.

Continued on Page 6

CREW MAIL

The "IRISH POPLAR", bound for Dublin, anchored off Cobh on the evening of April 16th to await orders—uncertain due to Dublin port stoppage. The crew mail arrived Cork a.m. April 17th and was brought aboard p.m. same day. It had arrived in Cork too late to connect with the early launch. It appears that some men on the 'POPLAR' thought the mail could have been brought aboard sooner and we got this letter:

"Congratulations on your last issue of "SIGNAL". However, I would like to make a strong complaint about delivery of crew mail. It would seem that there is a 'couldn't care less' attitude in the office, or is it that they think 'Jack' can't read.

If there is to be the co-operation between sea staff and office staff that the management asked for in the first issue I would suggest that the personnel concerned in the office 'pull their socks or nylons up' and speed the mail to the crews."

Oliver Plunkett, s.s. "IRISH POPLAR".

We showed your letter, Mr. Plunkett, to the lady in charge of mail, and she replies:

"I'm sorry we are getting the 'hard word' from the 'IRISH POPLAR' about our handling of Crew Mail. But we do care, and very much so, about Mr. Plunkett's mail, and everyone else's, too. Apart from my personal regard for the men's letters entrusted to me for redirection, I have had it impressed upon me over the years that personal mail is vital to the life of a man at sea.

Mr. Plunkett, or anybody who wishes, is very welcome to call here and see first hand that instead of a 'couldn't care less' attitude, there is much time, work and patience put into the care of crew mail—which we redirect all over the world. We in this Department are very willing to 'pull our nylons up', if he still believes we are careless with the mail."

Gabrielle Reilly.

From Capt. C. Rafferty, m.v. "Irish Pine"

Copies of "Signal" were received at Montreal and distributed to all on board, and I can assure you it was every bit as welcome as a letter from home. Crew members were reading it when they should have been gainfully employed on behalf of our good Owners. I happened along on deck to observe loading at No. 1 and what do I find—the Apprentice on cargo watch with his tally book in one hand and "Signal" in the other. However, I did note that you were not completely satisfied with the response from those afloat and ashore to our first edition and your hunger for news for all future editions.

In discussion on board all were delighted with the magazine and were a little disappointed with the general response, but then all failed themselves to put pen to paper and express views etc., writer included. I do feel that some are a bit shy to drop a line, but in very little time this will eliminate itself, especially if we can get some good controversial letters to the Editor going. After all we do have a good percentage of Corkmen on our ships who would dearly love to have a good argument with any from the Pale.

We are proud and as pleased as punch to see m.v. "IRISH PINE" on the cover of "Signal". It's an excellent photograph and, whilst her rudder is most conspicuous by its absence, we know the reason therefor, but would ask you to remind the fleet that we did not sail rudderless.

The "Irish Sycamore" and "Irish Holly" articles were most interesting, together with news flashes from the fleet. But "A trip to U.S.A." takes beating—that man should not be let out of the country again, otherwise we are going to have another Brendan on our hands, Behan not Beating and I don't mean the navigator. If only I was from West Cork.

"A FAIR DEAL" *continued from page 5.*

"So they won't wait for a meeting tomorrow".

"It's my painful duty to say no, Mr. Mullarkey, it's a sine qua non".

"Very good Digger, allowing for everything I think 15/-d. a man should meet the case".

"Mr. Mullarkey, you and I never descended to acrimony over a few shillings—let us go in peace, make it the even pound".

"Right Digger—it's a deal".

"Will you now, Mr. Mullarkey, make up our money for the day".

I tap the keys of my adding machine and arrive at a figure about five minutes later. I call out the amount.

"I must dispute your calculation", says the Digger.

"But Digger", I protest. "Please! I have made up this total on my new exciting de luxe stenacord computer, which comes in two colours".

"Mr. Mullarkey", answers the Digger, in tones of a schoolteacher coaching a backward pupil, "You are omitting the customary meal allowance".

"Forgive me", I say.

"It happens to archbishops", says the Grave Digger, "and now Mr. Mullarkey, one last request—will you kindly ring 82222 and order 12 taxis for myself and colleagues?" . . .

When the job is finished, I will go home and start working on my letter of explanation.

MAINLY PERSONAL

Captain R. H. Greene is still convalescing but expects to be completely fit in about a month.

Captain J. McPolin, "Irish Heather", is in command of his first I.S.L. vessel.

Bosun J. J. Hearne is still on the sick list but is progressing very well.

Mr. Peter Maguire, E.D.H., had to leave the "Irish Rowan" at Vancouver when he became ill, but is now recovered and will come home on the "Irish Oak" from Montreal.

Mr. C. Healy, E.D.H., left the "Irish Hawthorn" at St. Thomas to receive hospital treatment. He is now back home fully recovered.



The happy couple are Mr. William Brickley, 2nd Engineer and his bride, Miss Agnes Dillon, married in Lincoln recently.

We send our congratulations to Mr. J. Byrne, Apprentice, who gained his Second Mate's Certificate recently. Mr. Byrne lives in Arklow and is a son of Captain John Byrne.

We are sending good wishes to the crew of the "Irish Maple" from Mr. Dan Kavanagh of Delgany, Co. Wicklow, whose son, Joseph Kavanagh, is carpenter on the ship.

Little Boy Lost at Ringsend

Mr. Peter Rossiter of the "Irish Poplar" was with the ship at Waterford when he received the sad news of the death of his young son, Joseph, as a result of a drowning accident at Ringsend. All our readers will join us in expressing sincerest sympathy with him and his wife. Mr. and Mrs. Rossiter have asked us to publish their special thanks to all the men of the "Irish Poplar" who got together to present Mrs. Rossiter with a very generous gift.

Death of Major MacNeill

We tender to Mr. Gearoid MacNeill of the "Irish Fir" our sincere sympathy on the death of his father Major General Hugo MacNeill, former Chief of Staff.

We extend to Captain J. Flanagan our deepest sympathy on the death of his father.

We extend our sympathy to Mr. B. McEvoy, Bosun "Irish Cedar" on the death of his mother.

Happy Events

Our congratulations are sent to Mr. and Mrs. Peter O'Donovan on the birth of their son, Peter Joseph, on 21st April. Mr. O'Donovan is Chief Steward on the m.v. "Irish Sycamore".

The following radio message was sent out from the office some days ago:

"TWIN GIRLS BORN—ALL WELL"

It was sent of Mr. Michael Kearns, E.D.H. "Irish Alder" and we follow this up with the heartiest congratulations to himself and his wife.

Birthday Greetings

To Michael Curley, Junior Engineer on the "Irish Rowan" we send: "Warmest greetings on your 21st birthday (16th May) from Dad and Mum — Brothers and Sister and all Blessings to ship-master and crew from Dublin".

Brian Kiernan on the "Irish Rowan" had his 17th birthday on April 30th and we are sending him greetings from his mother and father.

Greetings from his mother for Mr. James Gorman of the "Irish Sycamore", who celebrated his 22nd birthday on the 23rd May.



Above:—Our photo shows the happy group who flew from Dublin to Rotterdam to take the new m.v. "Irish Plane" on her maiden voyage.



Above:—Bosun J. Twomey, Jimmy Byrne and Pac O'Shannon, "Irish Pine".

Below:—Mr. M. McCabe, Fireman, "Irish Elm". Photo courtesy J. Fay, Bosun, "Irish Larch".





Our students at the Crawford Institute, Cork, secured eleven 1st prizes and two 2nd prizes in examinations last June. Pictured here at recent prize giving are: John Ward, Sean Hennessy, Mr. E. Urell (Teacher), John Lee, Mr. S. Roche (Teacher), W. Fleming and M. Kennedy.



W. Doyle, G. Rooney and J. Key pictured on board the 'Dublin'.



Mr. [Name] taking his tea break.

NEWS FLASHES from the FLEET

CE HE SIN AMUIGH

Alas! A myth has been exploded and we feel sure that the expansion of Irish Shipping must be at least partially responsible. Now we have to suffer. After all, you can't go taking a couple of dozen Irish Radio Officers out of the market and expect anything else. You are not with me? Well, it was this way—

During the course of our recent De Mangeat Voyage of Adventure and Exploration into the canals, rivers and creaks of Europe, we happened upon Dordrecht.

There we received news that m.v. "Irish Plane" was even then running trials in Rotterdam—a taxi ride away.

We went and contact was duly established with Captain O'Shea and some of his officers. Thus we were able to speed them on their way with suitable toasts and ballads—including a charming little ditty by Mr. Michael O'Dwyer, which should really be recorded.

Back to sea once more and we were tearing down Channel next day. What should appear astern but "Plane" herself. And a handsome sight she was, sparkling in the Spring sunshine, a big bow wave leaping back from her fine raked stem.

Salutes were exchanged as she finally clawed past us, leaving us rolling in her wake.

So far so good, but then our troubles began. As we were the first to greet her, we decided to send her a wireless message welcoming her to the fleet. With the aid of all hands, this was duly composed and we contacted Niton Radio Station in the Isle of Wight.

"Hullo Niton—we have a message for you—put on our Irish operator—it's in Gaelic". (*Everybody knows that Irish Sparks have infiltrated every radio station in the world*).

Then the myth exploded: they hadn't got one! Twenty seven words had to be laboriously spelt out.

Can't something be done? Now Niton will hardly speak to us and Captain O'Shea ribbed us about our Irish. Of course, we blamed Niton, though I can't help feeling that perhaps the distortion was at our end: after all, when a message is composed in dialects ranging from Limerick through Wexford to Howth—!

All our best wishes, keep it up.

"FERN".

s.s. "IRISH SPRUCE"

At Glasgow.

Mr. C. R. Kelly, Chief Officer, has sent us this interesting piece:

"At 12.45 on Tuesday 7th May, 1963, the management of Fairfield's, at which Yard the "Irish Spruce" is undergoing conversion for frozen meat, very kindly invited Mrs. Kelly, M.A. and I to the launch of the "LANCASHIRE" (Bibby Line) and afterwards to a sumptuous luncheon in their Boardroom.

We were very pleased to attend this most enjoyable function which I am sure was a mark of appreciation of Irish Shipping Ltd."

m.v. "IRISH CEDAR"

May 6th, 1963

Radio Officers: T. B. O'Flaherty and C. A. Guiney.

Due to the late arrival of information concerning "Signal", our contribution for this enjoyable company magazine was not submitted until now. However, we hope to have regular news items available for further issues.

As mentioned in your first issue "Cedar" is on charter to a New York Sulphur Export Co., and running regularly between Continental ports and Port Sulphur in the Gulf of Mexico.

Port Sulphur, situated on the Mississippi River, can only berth one ship at a time and loading a full cargo takes 24 hours approximately. The town consists of two supermarkets, drugstore, bank, post office, filling station, and of course the inevitable BAR and Sheriff's Office.

Continental ports called at to date comprise Hamburg, Rotterdam and Amsterdam, which are well known to all. During the Winter months, when coming from Port Sulphur to Hamburg, we experienced the two extremes in weather conditions, hot sunshine with temperatures in the middle 90s on the one hand, to solid ice and snow with temperatures 10 degrees below freezing on the other.

All on board extend sympathy to Bosun Brendan McEvoy on his recent sad bereavement.

We had some personnel changes recently. Chief Engineer R. Pye replaced P. Walker, who has joined the "Plane". Second Engineer T. O'Leary relieved N. Whitfield, who is on leave. Third Engineer P. O'Shea replaced J. O'Connor, who has also joined t

Memos from Head Office

Compiled by J. Higgins

A LARGE group of staff members again attended the day retreat for men held in the Capuchin Retreat House, Raheny, on Good Friday. Rev. Fr. Charles, O.F.M. Cap., was Spiritual Director, and the retreat was organised in the office by Liam O'Meara. This annual event has now become a regular feature of Holy Week for many of the office staff and once again this year's retreat was a great success, to judge from the general conversation at tea on Good Friday evening. The devout atmosphere of the Retreat House provides a most appropriate setting for the special ceremonies of Good Friday, and only the retreatants themselves can fully appreciate what a wonderful experience it is to assist at the liturgical function in the Chapel with the members of the Community. The verdict of all who have made the retreat is that it is the ideal way in which to spend Good Friday.

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In mentioning the organiser of the day retreat we are reminded that since publication of our last issue Liam O'Meara has been appointed Assistant Stores Manager. We extend to Liam our sincere congratulations on his appointment and we wish him every success in his new post.



Pat Power



June Butler operates the Telex in Head Office.

Dual congratulations are in order for John Davis of our Crew Personnel Department. Firstly and of most importance was the recent addition of a baby daughter to the Davis household and secondly we are pleased to note that John was the man who suggested the present name for our magazine.

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We shall soon be losing a very popular member of our female staff in the person of Claire Crawford, who is taking the 'plunge' on the 29th June next D.V. We feel sure that we are echoing the sentiments of all her friends in I.S.L. when we wish her every blessing and happiness in her married life. Des Brennan, her future husband, has also made many friends in I.S.L. and we were pleased to hear that the future Mr. and Mrs. B. will be setting up home in our own special colony in Raheny.

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Another staff member who is about to leave us is Pat Hogan of the Accounts Department, who will shortly be taking up a new business appointment. During his stay with us Pat was very popular with his colleagues and we wish him well in his future career.

Mr. Bill Lynch of Chartering recently completed an epic voyage on the "Irish Fern". He set out from Belfast and after an adventurous journey sailing through the uncharted unknown he arrived at Swansea. He is now back in the office and doesn't look too bad, but is complaining that the office floor is loose and comes up to meet him before he can walk on it.

Continued on next page



Arrangements were concluded in Dublin recently with representatives of the Nigerian National Shipping Line to finalise a training scheme under which Nigerian Apprentices will be trained in Irish ships and in Irish Nautical Engineering schools.

Our picture was taken at a luncheon given by Irish Shipping Ltd. Left to right: Mr. Nelson Oyesiku, Assistant General Manager, Nigerian National Shipping Line, Mr. L. S. Furlong, General Manager, Irish Shipping Ltd., Mr. Erskine Childers Minister for Transport and Power, Chief Kalawole Balogun, Chairman, Nigerian National Shipping Line, Mr. J. J. Stafford, Chairman, Irish Shipping Ltd., Mr. Stephen Mackenzie, Director, Irish Shipping Ltd., Mr. D. H. Tod, General Manager, Nigerian National Shipping Line.

MEMOS FROM HEAD OFFICE—continued from page 11

We assume that all our readers will be familiar with the firm of Harland and Wolff, but our secret agents have discovered a very grave threat to the famous Belfast shipbuilders. We understand that very soon the names of Fitzpatrick and Wright will be twice as well-known as heretofore. The reason for this impending publicity lies in the fact that Messrs. F. and W. have almost completed their very first canoe. Details of launching, sea trials, etc., will appear in our next issue, we hope!

* * * *

We are happy to be able to deny the rumour that George Purcell had been summoned recently for dangerous driving on a Liffeside golf course. Dermot McNulty tells us that someone has obviously been making "mountains out of molehills" whereas in George's case the complete reverse was in fact true!

In famine times a clergyman came to Ireland to gain converts to his persuasion. He promised each convert some clothes and a leg of mutton. He found himself killing a lot of sheep. One day a woman called and announced "I want to change me religion, your reverence". At this stage he was getting a bit suspicious. "Madam" he thundered, "Would you sell your soul for an old coat?" "Oh no your reverence" she replied "for an old coat and a leg of mutton".



HOW THE FLEET IS FARING

The "IRISH PINE" on her regular trading between Ireland and Canada is due Toronto 3rd June. Her Master is Captain C. Raftery, Chief Engineer Mr. C. B. Ward, Chief Officer Mr. J. Cullen and Bosun Mr. J. Twomey.

The "IRISH OAK" also on the Canadian run will be in the St. Lawrence in mid June. Her Master is Captain J. Onions, Chief Engineer Mr. J. Johnson, Chief Officer Mr. J. Walsh and Bosun Mr. H. Kent.

The "IRISH ELM" under the command of Captain J. Byrne is loading grain St. Lawrence River for U.K. where she is due about 10th June. The Chief Engineer is Mr. R. Barbour, Chief Officer Mr. I. Shiel.

The "IRISH POPLAR" trading between U.S.A. ports and Irish ports will be in Dublin about 3rd June. She is commanded by Captain E. C. G. Horne with Chief Engineer Mr. S. Jolley, Chief Officer Mr. W. Garvey and Bosun Mr. R. Roe.

The "IRISH SPRUCE" has been fitted out for frozen meat and expects to sail Dublin 29th May for U.S.A. Her Captain will be Captain J. P. Kelly, Chief Engineer Mr. K. Roche, Chief Officer Mr. J. Small and Bosun Mr. J. Tallon.

The "IRISH MAPLE", under the command of Captain B. Reilly with Chief Engineer Mr. W. Howie, Chief Officer Mr. D. Byrne and Bosun Mr. H. O'Farrell, has left British Columbia, where she loaded grain for India. Due India 25th June.

The "IRISH LARCH" is expected at Mauritius on 30th May. Her Master is Captain J. Poole, Chief Engineer Mr. F. Richardson, Chief Officer Mr. C. Mahon and Bosun Mr. J. P. Fay.

The "IRISH ALDER" will be calling to U.S.A. Gulf Ports. Due Houston 27th May. Loads grain for India. She is commanded by Captain F. Kirk, with Chief Engineer Mr. J. J. Reid, Chief Officer Mr. T. Hughes and Bosun Mr. J. Fleming.

The "IRISH SYCAMORE" with Captain R. Woolfenden in command is on passage from Moji to British Columbia (due 4th June) where she loads grain for Japan. Chief Engineer is Mr. A. Johnson, Chief Officer Mr. P. Kelly and Bosun Mr. P. Balmaine.

The "IRISH ROWAN" is on her way to British Columbia to load grain for Japan and is expected to arrive loading port on 29th May. Captain J. Caird

is in command, with Chief Engineer Mr. M. J. Byrne and Chief Officer Mr. J. A. Gleeson.

The "IRISH CEDAR" is expected to sail from Rotterdam on 3rd June for Port Sulphur, due 17th June. Captain T. Glanville, Chief Engineer Mr. R. Pye, Chief Officer Mr. M. O'Connell.

The "IRISH PLANE", on her maiden voyage, loaded grain at Destrehan for Japan and is expected at Nagoya 10th June. Captain P. O'Shea, Chief Engineer Mr. P. J. Walker, Chief Officer Mr. M. G. O'Dwyer and Bosun Mr. E. Power.

The "IRISH HAWTHORN" is commanded by Captain G. Blaney with Chief Engineer Mr. F. McAlees, Chief Officer Mr. T. Scollay and Bosun Mr. D. Collins.

The "IRISH BLACKTHORN", Captain T. Donovan, is trading between Persian Gulf and Tupavouri, due about 27th June. Her Chief Engineer is Mr. H. J. Mooney, Chief Officer Mr. C. A. Brennan and Bosun Mr. P. Dempsey.

The "IRISH ASH" is commanded by Captain E. McGee, with Chief Engineer Mr. A. T. Metcalfe, Chief Officer Mr. J. Ball and Bosun Mr. J. Ryder. She is on a voyage from New Orleans to Madras and Calcutta and is expected at Madras 25th May.

The "IRISH ROSE" will spend the summer months trading between East Canadian ports. She is commanded by Captain J. S. Kerr. The Chief Engineer is Mr. H. Wright, Chief Officer Mr. M. R. McMahon and Bosun Mr. P. Harris.

The "IRISH WILLOW" is also spending the summer out in Canada. Her Master is Captain A. Evans, Chief Engineer Mr. M. Whooley, Chief Officer Mr. C. McHale and Bosun Mr. P. Penston.

The "IRISH FIR", Captain J. Lee, Chief Engineer Mr. R. P. Tennent, Chief Officer Mr. V. McEvitt and Bosun Mr. J. Donnelly.

The "IRISH HEATHER", Captain J. McPolin, Chief Engineer Mr. N. Richardson, Chief Officer Mr. D. Carroll and Bosun Mr. J. Farrell.

The "IRISH FERN", Captain M. Langran, with Chief Engineer Mr. W. Meagher, Chief Officer Mr. C. O'Kirwan and Bosun Mr. T. Grannell.

The "IRISH HOLLY", Captain N. Gillespie, with Chief Engineer Mr. T. Barry, Chief Officer Mr. W. O'Mahoney and Bosun Mr. P. Byrne.

The Old and The New



s.s. "Irish Plane" (1) G.R.T. 4,673. N.R.T. 2,970. D W. 7867. Built: 1917. Previous name: "Arena". Flag: Panamanian. Bought 1941. Grounded at Ballycotton February 1947. Total Loss. Port of Registry: Dublin.



s.s. "Irish Plane" (2). G.R.T. 5,368. N.R.T. 2,988. D W. 8870. Built: 1949. Port of Registry: Dublin. Sold January 1960. Re-named "Dacca City".



m.v. "Irish Plane" (3). G.R.T. 10,448. N.R.T. 6,044. D W. 15,000. Nov. 1962. Commenced maiden voyage.

Trees that name our ships:—(3)

THE PLANE



PLANE

The PLANE tree graces the streets of many cities. Its leaves are so smooth that the rain easily washes away all dust and soot, which accounts for its flourishing in conditions where other trees would fail to survive. This tree gets its name from a Greek word which means "a shield", to signify the welcome shade provided by its flat broad leaves.

In America the Planes are called Button trees because the seed pods resemble old fashioned buttons.

The wood of one species of the Plane is often used in the making of pianos and cabinets. It is a light brown colour and is said to be very tough.

*"Anon he walketh in a levell lane
On eyther side beset with shady Plane".*

*The chestnut's proud, and the lilac's pretty,
The poplar's gentle and tall,
But the plane tree's kind to the poor dull city,
I love him best of all.*

E. NESBIT.

Home Sports News in Brief

by J. HIGGINS

G.A.A.

HURLING:

The National Hurling League Champions for 1963 are WATERFORD and more than one Irish Shipping man is highly pleased with this result. In the semi-finals of this competition Tipperary beat Kilkenny and Waterford overcame a surprisingly good Galway team. The margin of victory in each case was narrow and, indeed, Waterford were considered lucky to pull through against the Tribesmen. In the final on Sunday, 5th May, at Croke Park, the two Munster sides served up one of the most exciting games witnessed for a long time. The lead changed hands repeatedly and it was only in the dying seconds of the game that Waterford notched the two points by which they emerged victorious over the All-Ireland title-holders.

FOOTBALL:

The new National Football League Champions are KERRY who beat Down in the final played at Croke Park on Sunday, 12th May. The score was 0—9 to 1—5 and the match was a thriller as the final score indicates. The game was played in very windy conditions and all the Kerry points came in the first half with Down on top in the second. In the semi-finals Down beat Galway and Kerry beat Meath. Here as in the hurling semi-finals the sides were very evenly matched with very little between the teams at the final whistle. It should be remembered that the League winners in both hurling and football have yet to play the American Champions in the final proper.

SOCCER:

The F.A.I. Cup-holders for 1963 are Shelbourne who beat Cork Hibernians in the final at Dalymount on Sunday 7th April by 2 goals to nil. Dundalk have already won the League and they thus qualify for the European Cup for the first time and, of course, Shelbourne have again qualified for the European Cup-Winners Cup.

Drumcondra won the Top-Four Competition by defeating Cork Celtic in the Final. This game went to extra time in a replay before the Dublin team emerged triumphant.

RUGBY:

The Leinster Senior Cup was won by UNIVERSITY COLLEGE, DUBLIN, who beat St. Mary's College in the final by 11 points to 3 points. The Munster Senior Cup was won by University College, Cork, who beat Sundays Well, Cork in the final.

Letters to the Editor

We were fascinated to see the arrival of the m.v. "IRISH ROWAN" in to the Port of Vancouver B.C. on Easter Sunday. Being from Dublin myself and of the D.S.T. Co. and the B. & I., I went aboard to see if I knew any of the crew. I met Joe Fox from Ballyfermot, Kevin Healy from Drogheda and some more friends. We took them for a drive to see the Panorama surrounding our city, and then took them home to a hearty Easter dinner and supper. When we took them back to the ship, Joe Fox presented me with the "Signal".

I wonder if you could put me on your mailing list for the "Signal" as it would give me some advice when any of your ships would arrive at this port, so that we could make further arrangements for entertaining the crews of your vessels. It was also a good sight to see all the boys from the "Irish Rowan" at Mass on Sunday evening.

James McDonnell,
110-990 Bute Street,
Vancouver 5, B.C.,
Canada.

* * * *

In reply to "Thespian" who advocates a Dramatic or Debating Society for the staff in your last issue I would like to signify my disagreement with the writer's choice of activity, or perhaps I should say inactivity! Surely there is enough talking done by the staff at present, without setting aside periods of their limited spare time in order to indulge in useless speech-making and play-acting.

So that there might be some benefit to the Staff, why not form a golfing or pitch 'n' putt society which would take the members out into the fresh air and provide exercise for them!

PHILISTINE.

* * * *

I wish to thank you for sending me a copy of your new staff magazine "Signal". I thoroughly enjoyed reading it, as did the members of my family. I noticed you had no news about the "IRISH BLACKTHORN"—we searched page by page but alas! no news. Maybe sometime in the near future.

Before concluding, let me congratulate you on the very fine production, first class reading from cover to cover. Again I say congrats.

Looking forward to the next production.

Elizabeth Ryan (Mrs.),
Cork.

Many thanks for your new journal "Signal", which I received last week. I am delighted that all the men at sea with your company will receive a copy every two months, as it will help them to keep in touch with us at home.

Frances Nangle (Mrs.), Dublin.

* * * *

Thank you very much for sending me your new magazine "Signal". I found it most interesting and enjoyed reading it.

I think it's a splendid idea to keep us all in touch. May I congratulate you and wish you every success in the future.

Katherine Kelly (Mrs.), Youghal.

* * * *

Very many thanks for my copy of "Signal". I have enjoyed reading it more than I can say. Your beautiful account of "IRISH SYCAMORE'S" entertainment of the orphans of Port Elizabeth made my eyes grow dim and I thanked God for all our wonderful seamen. If only people realised how deeply we should feel for all the kindness and the love our seamen have for everyone, we could always make allowance for any little failures—we are only human—the world would be a better place. People don't appreciate what it must mean to a man to be away for so many months.

M. J. Patterson (Mrs.), Dublin.

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Thank you very much for "Signal". It is a most interesting little primal and I am sure it will be enjoyed by all personnel of Irish Shipping and their families.

We shall look forward to it bi-monthly, perhaps sometimes contribute to it and would like to congratulate you on the very good job you are doing.

Anna M. Minihan (Mrs.), New Ross.

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Mrs. Josephine Conway, Senior Surgeon, m.v. "Glenroy", writess

I sometimes see Irish Shipping vessels out East. On three occasions there was one in our convoy through the Suez Canal and once in Kobe one of your ships was there, but I did not see it. One of the mates always tells me if there is an Irish ship in the vicinity.

I have pleasant memories of Irish Shipping. In June 1949 I and my daughter did a trip on the "IRISH ROSE" to Sweden and Finland. We had a Captain McDonald as skipper and most enjoyable trip. Also there are several boys from our town—Wicklow Irish Shipping.