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↑
*"Irish Maple" arriving at
Sydney Harbour to load
before her final voyage for
the Company last June.*

THE NEWSLETTER MAGAZINE OF IP

STAFF MEETING

The Moone Room of Jury's Hotel was packed to capacity on Friday evening, June 28th, when our sea-going and shore-based staffs gathered to hear our Assistant General Manager, Mr. W. A. O'Neill, review the progress of the Company to date and outline some plans for the future. In a very pleasant ceremony afterwards, Mr. L. S. Furlong, General Manager, paid tribute to four of our best-known Masters and Chief Engineers and made them suitable Waterford glass presentations to mark their recent retirements.

Mr. Furlong, who opened the proceedings, welcomed all the staff members present and said he was especially gratified to see that so many of our sea-going colleagues were able to attend. He indicated that it was now established Management policy to hold these regular sessions at which the staff could be fully informed on all aspects of Company activity and he said that questions from the audience would be welcomed after Mr. O'Neill had made his report.

Briefly recalling the position of the Company's affairs when last he addressed the staff, Mr. O'Neill traced the progress that had been made in the interim and the extent to which the targets which had been set were achieved. He recounted the principal steps which had been taken to improve the Company's trading position and he was pleased to say that these measures had been largely successful. Mr. O'Neill stressed the importance of effecting economies in administrative costs and underlined the effect of the £60,000 cut in administration costs to which the Chairman had referred in his statement to the Company's Annual General Meeting held on June 26th. The saving of £1 per annum by eliminating unnecessary expense, said Mr. O'Neill, was the equivalent of the return on £50 worth of capital employed in shipping, since the return on investment in shipping was as low as 2% per annum. It was within the power of every employee, therefore, to make a worthwhile contribution to the success of our efforts to achieve profitability.

STAFF THANKED

Mr. O'Neill referred to the efforts which had been made by the different departments

and he detailed some of the outstanding achievements which had been accomplished by individual sections in the past year. He thanked all the staff, afloat, in the office and on the docks for the part each had played in helping the Company to show a profit in the financial accounts for the year just ended. Mr. O'Neill illustrated his report with clear, simple diagrams and his report and comments stimulated quite a number of questions from those present. Most of the queries dealt with Company policy regarding future development and objectives.

At the conclusion of this part of the proceedings, Mr. B. W. Lynch paid tribute to the initiative and leadership shown by our General Manager and Assistant General Manager in the difficult period of change and in launching the new developments which had taken place over the past year. He expressed the hope that our target of further expansion and increased profit in the current year would be fully realised.

PRESENTATIONS

The large gathering present loudly applauded the tributes which Mr. Furlong paid to the four well-known personalities who were the recipients of presentations to mark their recent retirements. The gentlemen concerned were Captains T. Glanville and R. M. Woolfenden and Chief Engineers T. Barry and A. Metcalf. Unfortunately, Mr. and Mrs. Metcalf were delayed at Newcastle Airport on their way to the function, but both arrived in time for the subsequent dinner which had been arranged in honour of our retiring colleagues. Mrs. Guilfoyle, daughter of Mr. Metcalf, accepted the presentation on her father's behalf. Also a welcome guest on this enjoyable occasion was Mrs. Woolfenden. Captains Glanville and Woolfenden and Mr. Barry all spoke and expressed their appreciation of the gesture which had been made. May we just add our further wish that all four will continue to enjoy good health for a long time to come and that their association with the Company will extend into their many years in happy retirement.



Capt. R. M. Woolfenden.

Capt. R. M. Woolfenden

Born in 1902 in Liverpool, he joined Irish Shipping in March, 1957, after spending a number of years with Khedivial Mail Line of Alexandria. His services with the latter Company were terminated as a result of the Suez crisis of 1956.

Capt. Woolfenden's first appointment with Irish Shipping was as Chief Officer of the "Irish Poplar" and in December 1957 he was appointed Relieving Master of the vessel.

In May, 1961, he was Master of the "Irish Sycamore" on her maiden voyage and, of course, his Chief Engineer on that occasion was his retiring colleague, Mr. Arthur Metcalf.

In August of the following year, Capt. Woolfenden was Master of the "Irish Cedar" on her maiden voyage and since then he has commanded many other vessels of the fleet and his last command was the "Irish Plane" which he left at Gibraltar last December.

In May, 1962, he entertained many distinguished visitors aboard the "Irish Sycamore" on her first visit to Dublin, including the then Taoiseach, Mr. Lemass, and members of the Government.

A man who has enjoyed widespread popularity amongst all those of us, afloat and ashore, who came in contact with him, Capt. Woolfenden has the good wishes of all for his continued health and happiness and that of Mrs. Woolfenden in the years ahead.

Mr. A. Metcalf

Born in Whitby, Yorkshire, in 1901, Mr. Metcalf joined the Company in September, 1949, coming from the Central Marine Engine Works of West Hartlepool. His first appointment was as Chief Engineer of the "Irish Oak" and his subsequent service on maiden voyages of the Company's ships was remarkable.

In August, 1953, he was Chief Engineer on the maiden voyage of the "Irish Elm" (2) and he afterwards supervised the installation of cargo refrigeration machinery on this vessel. He was Chief Engineer on the "Irish Poplar" for her maiden voyage in December, 1956, and in the following year he stood by the "Irish Spruce" while she was being completed at Cammell Lairds, Birkenhead. He was also Chief Engineer on this ship's maiden voyage in October, 1957.

Mr. Metcalf served on the maiden voyages of the "Irish Hawthorn" in 1958 and the "Irish Sycamore" in 1961.

As Mr. Furlong remarked on making the presentation to Mr. Metcalf, this record of maiden voyages is quite an achievement having regard to the normal "teething" troubles which are usually part of the first voyages of new ships.

Mr. Metcalf, now enjoying some well-earned leisure time at his home in West Hartlepool, carried the good wishes of all his colleagues in Irish Shipping into his retirement.

Mr. T. Barry

Mr. T. Barry was born in Dublin in 1901 and was a member of the Old Irish Republican Army. During the last World War he served with the Fisheries Service and the Defence Forces. He was Chief Engineer on the Naval vessel "Fort Rannock" in 1941 when she towed in the abandoned Yugoslav ship "Cetvrti." This ship was bought from the Yugoslav Government by Irish Shipping Ltd. in May 1941 to become the "Irish Beech," the third vessel in the I.S.L. fleet.

Mr. Barry joined Irish Shipping in January 1949 as Junior Chief Engineer of the new "Irish Pine" and later that same year he stood-by the "Irish Plane" while she was being completed at West Hartlepool. He was Chief Engineer on the vessel's maiden voyage in December 1949.

Mr. Barry subsequently served on many vessels of the Company's fleet and for a number of years before his retirement he was Chief Engineer on the "Irish Holly," which was on the coastal trade between British and Irish ports.

Now Mr. Barry has settled down to shore life at his home in Dublin and on behalf of all his friends in Irish Shipping we wish him long years of health and happiness.



Captain T. Glanville

Born 1901 in Rosscarbery, Co. Cork, he joined Irish Shipping in August, 1941. He was educated at North Monastery School, Cork, and has had a long and varied career which has taken him all over the world.

Captain Glanville's father and grandfather both served on sailing ships and it was little wonder that he commenced his own seafaring at an early age when he signed on a British vessel as Radio Operator in 1917. Subsequently he trained as a Deck Hand on coasting vessels and, returning to Ireland in 1923, he joined the newly-formed Irish Fishery Protection Service. He spent some time with Irish Lights as a lighthouse-keeper before he was appointed Master in 1937 of the pleasure steamer "Duke of Devonshire" which plied between Cork and Crosshaven.

On the outbreak of war in 1939 he worked with the Cork Port Authority inspecting all incoming ships which were subject to emergency regulations. When Irish Shipping was formed in 1941 he joined as Third Officer on the "Irish Larch," which was the first Irish vessel to make a round voyage to the Americas. It was a happy coincidence that he was on the new "Irish Larch" when it made its maiden voyage in 1956. Since

then he has served on many of the Company's ships.

Apart from his seagoing career, Captain Glanville has also spent some time as a gold miner and fisherman, as well as serving in the Irish Army. An excellent musician who favours traditional Irish music, he is proficient on the violin and piano accordion and has brought a breath of old Ireland to many a Gaelic gathering on far distant shores. No doubt, he will continue to indulge in this and his other hobby, painting, now that he has an opportunity to relax a little by the banks of his own beloved Lee.

Invitation

We have received the following letter from the Queensland Irish Association of Tara House, 173 Elizabeth Street, Brisbane:

Dear Sirs,—On behalf of the President, Mr. Len Moynihan, and members of the Executive, I would like to extend to the members of the crews of Irish ships visiting Brisbane an invitation to use the facilities and amenities provided

We have been privileged to have had some members previously call at the club room and I would like to forward an open invitation to all Irish seamen.—

Yours sincerely,

M. D. MOLONY, Secretary.

GOLF OUTING

A Staff Golf Outing to the Cill Dara Golf Club, Co. Kildare, was held on Saturday, June 29th, and an excellent afternoon's sport was had by all those taking part.

Prizewinners were as follows: Best Nett Score—J. N. McGovern with a nett 70 off 11 handicap. Best Gross Score—Declan Talbot with an 84 off an 11 handicap. Best First Nine Nett—John McQueirns, 37 off 12 handicap. Best Second Nine Nett—Brian Shepherd, 36 off 24 handicap. And the ladies' prize went to Gabrielle Reilly with a nett 79 off a 15 handicap. The visitors' prize went to John O'Reilly with a nett 69 off a 9 handicap.

Following the golf competition a putting contest for the ladies was won by Bridin O'Kelly, with Lauri O'Leary coming in a close second.

LONELY VOYAGERS

"Irish Roman spends to rescue of yachtsman in mid-Atlantic"

This was typical of the headlines which appeared in the newspapers in Miami as the French yachtsman, Jan de Kat, was desperately fighting the rough Atlantic seas after his boat had foundered and sank. Pictures of the "Irishman" and her Master, Capt. Michael O'Dwyer, flashed on the television screens as news of the ocean drama and the rescue efforts were unfolded. On an Irish Shipping vessel was linked with the unending story of men who seek to conquer the mighty seas in frail craft.

This association began back in 1950 after young Irishmen, Kevin O'Farrell, Tony Desmond Dalton and Sean Kenny, had crossed the Atlantic to New York in the 36-foot yacht "Ituna." Their voyage had taken 35 days and their progress had been followed with keen interest and anxiety by people all over Ireland. After making the successful crossing, the young adventurers received a warm American welcome in New York and one of the four remained on in the United States. The historic little boat "Ituna" was displayed on the deck of the "Irish Pine" and Kevin O'Farrell of Dun Laoghaire, the passage back to Dublin was swifter and other and swifter than the westward voyage. Arriving in Dublin on October 16th, O'Farrell and his yacht were the centre of attention and were met on arrival by the Mayor of Dublin, Alderman J. Belton, and other civic leaders. A press reception was held on board the "Irish Pine" which was under the command of the late Capt. Frank O'Dwyer. The "Ituna" was towed up river and displayed at O'Connell Bridge where it was on view to the public for a week and on it was shed the full spotlight of publicity. Subsequently one of the four voyagers, Sean Kenny, was to make his name in a very different sphere; he is now internationally famous as a theatrical designer.



Our Liner Manager C. P. Kinsella is shown details of the model of the vessel "St. Brendan" in which Bill Verity (right) intends to sail from Fenit, Co. Kerry, to the United States next May.

fishing village of Fenit in Co. Kerry. The boat was called the "Nonoalca" and her skipper and crew member was Bill Verity of Fort Lauderdale, Florida. On board the "Irish Spruce" was Capt. J. Lee as Master, the small craft was shipped back to the United States. Now Bill Verity is back in Fenit once again and on his way he called to our office and we had the pleasure of meeting this amazing "man of the sea," for that is surely what Bill Verity

For the greater part of his life he has been sailing and building boats and when he says he prefers to sail the Atlantic in a small boat rather than venture on the highways

made himself. He calls the boat the "St. Brendan" and he hopes to have the full size craft completed in time to set sail next May when he will attempt to retrace the route taken by the famous Irish saint.

THE FIRST CROSSING

What makes a man want to cross the Atlantic alone in a small boat? When he is at sea alone and at the mercy of wind and waves what does he do? What does he think about? These were some of the questions we asked Bill Verity and the answers were simple and straightforward.

He wanted to do it because he liked boats and the sea and he knew that the crossing could be made without any great difficulty. There was no question of fear of the unknown because he knew the sea and its ways.

Bill Verity even knew the ways of the terrifying hurricanes which so often wreak havoc across his native Florida. Indeed this knowledge was to stand him in good stead on his voyage in the "Nonoalca." In early May,

1966, he set out from Florida, sailing first north-eastwards and then east without much incident until he was well out in the Atlantic and south of the Gulf of St. Lawrence. At that point he knew that "Hurricane Alma" was heading in his direction and his experience

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The "Nonoalca" photographed before being loaded on the "Irish Spruce" for shipment back to the U.S. in September 1966.



Bill Verity's chart showing the route he took with the "Nonoalca."

'IRISH ELM' GENERAL PURPOSE MANNING

Report by P. P. English, Secretary and Personnel Manager

Many of our personnel have asked why so much attention has been paid to the "Irish Elm" and her crew members. There are many other ships in the fleet; their crews are doing a first class job and have been doing it for many years—so what's so special about the "Elm"?

The "Irish Elm," of course, constitutes a break away from many of our past traditions and customs. Many of the features incorporated in the original design and layout of this ship were designed to lessen the workload. They include automatic controls, push-button operation of hatch covers, corrosion control and long-life paints to reduce maintenance work, self-tensioning winches, etc. With these and other innovations, some of the traditional work in both Deck and Engine Departments is becoming less necessary. New skills are now required, together with an entirely new approach in relation to manning.

Irish Shipping's first and main objective must always be to operate at a profit. We have to provide a first-class service to our customers and charterers, and we must do it profitably. If we think about it, all of us, whether sea-going or shore staff, want to be employed doing a worth-while job with a good cash return at the end of the year to repay us for our efforts. If we are to make profits, we must keep the cost of running our ships and our shore organisation down to a minimum. This is essential if we are to keep our ships operating during difficult periods of trading when a loss-making company might have to lay-up its ships.

The best method of meeting this challenge and of obtaining greater efficiency in operation appeared to us to be the introduction of G.P. manning.



P. P. English, Secretary and Personnel Manager.

MEETING THE CHALLENGE

It was clear also that there would be many difficulties to overcome. There was only a limited amount of experience available from other companies, notably Shell and Esso tankers and Denholm's bulk carriers (manned by Asiatic crews). The oil companies were also able to offer short voyages of four to six months which I.S.L., by reason of its trading pattern, could not offer. There were no U.K. companies operating G.P. manning on white-crewed bulk carriers. In addition, many sea-going and shore staff thought that we were trying to do too much too fast and that we should wait until more experience had been gained abroad. These were all very genuine and, in fact, reasonable objections which had to be faced. It was clear, however, that there was also a tremendous opportunity and a challenge to be met in trying some new methods. Despite all the difficulties, we decided that this was the ship and no

During the summer of 1967, the Master, Chief Engineer, Training Officer, Chief Officer, Chief Steward and other Officers spent many weeks in the office studying reports on General Purpose Manning experiments on Danish, Norwegian and British ships. Follow-up discussions with Danish and U.K. managements and many meetings with head office personnel, the Master and his Senior Officers wrote their own "Blue Book" containing their guidance notes for the implementation of G.P. manning on the "Irish Elm."

In November and December, after a visit to the ship at Cork, discussions took place with the Seamen's Union of Ireland and finally a new agreement between the Irish Shipowners' Association and the Union was signed. The Seamen's Union fully accepted the fact that the Company and Union must work together and be willing to make changes for the sake of progress and the future expansion of the fleet. A new wage structure was agreed for G.P. ratings.

At the end of December a meeting was held at which Captain Reilly, the Chief Engineer, N. Whitfield, Captain Langran and John Davis of Personnel Dept. and the entire G.P. crew attended. All present were invited to make suggestions on how the new system should be introduced.

THE NEW SYSTEM

Basically, this new system involves a radical departure from traditional organisation on board ship. The most notable change is the elimination of the usual lines of demarcation of deck and engineroom staffs. There are, however, several other important changes which include:

(a) Weekly Management Committee meetings at which the Master presides as Chairman. The Management team also includes the Chief Officer, Chief Engineer, Chief Steward, 2nd Engineer and the Training Officer. Other members of the ship's company may be co-opted for special meetings as required. The team organises all operations, maintenance work, personnel welfare and training.

(2) The Chief Engineer has taken over from the Chief Officer all ship maintenance whether on deck or in the engineroom, and he is also responsible for the day-to-day work of the Gun, Bosun's Mate and general purpose

Committee includes a Junior Engineer, 2nd Steward and two G.P. ratings. All complaints and suggestions relating to the general crew welfare and social activities are dealt with by this Committee and they can refer any matter they wish to the Management team for a final decision. This Committee also holds regular weekly meetings.

(4) The Chief Officer has taken over responsibility for all safety precautions and fire prevention on board ship, including the engineroom. He also handles all accounts, crew advances and crew welfare. The Chief Officer can now concentrate on his cargo and navigational duties as well as using his experience in the general planning of operation and maintenance.

(5) A Training Officer.—Mr. P. Walker, Chief Engineer, was appointed to carry out training of officers and ratings in their new duties. His instructions were:—

- (a) To train the Engineers in the overhaul and maintenance of all machinery units.
- (b) To train the ship's sole Storekeeper in the care and function of engineroom stores, equipment and tools.
- (c) To train the Petty Officers in establishing greasing and oiling routines throughout the ship; and
- (d) In conjunction with the ship's officers, to train ratings on general ship's work,



Mr. W. Stacey, Secretary, Seamen's Union of Ireland.

Committee has been formed with the Master as Chairman. This



Mr. P. Walker, Chief
Engineer and Training
Officer on the "Elm."

maintenance procedures, use of tools and equipment, elementary explanations of the steam plant, main propulsion units and auxiliaries, safety equipment and procedures.

These were all very radical changes and were designed to assist the implementation of the new organisation and systems on board ship.

AIMS AND OBJECTIVES

The aims and objectives of changing to G.P. manning may be summarised as follows:

(1) To make the Company more competitive by developing a more effective crew and thus reduce operating costs. As I stated above, we are all working to make a profit for the Company, in order to expand the fleet. The best method of expanding and so providing security for our employees is by reducing operational costs.

(2) To make the most effective use of men and material, in the light of changes in ships' design and the installation of manpower saving devices by a better sharing of the work-load.

(3) To eliminate departmental demarcation, provide greater involvement for all crew members in all aspects of the ship's activities and thus develop a team-spirit directed towards the good of the ship as a whole.

(4) To provide a more uniform share of overtime working.

(5) to provide a more interesting work pattern.

(6) To improve all safety measures and practices on board.

(7) To train crew members in more responsible functions and duties and so increase the possibility of worthwhile career development.

(8) To improve personal relationships and welfare while men are on active service.

(9) To re-train men by removing the former inflexible departmental divisions so that men, who, in time, might become redundant, can be trained to change to a new job at sea.

Early in June, most of the crew who were home and attending training courses called to the office to discuss the progress made so far in implementing the many changes on board. They were all most enthusiastic about the new ideas being tried out and many of them referred to the high morale on board and the good team-spirit which had developed between the officers and ratings. A clear indication of the success of this experiment is the fact that 17 out of 19 ratings and catering staff have returned to the ship in June following her dry-docking in Hamburg for fitting car-decks.

Our success to date appears to be due to two main factors:—

(1) The participation by the Master and all crew members in the preliminary planning of the new system before the "Elm's" maiden voyage.

(2) The team spirit and enthusiasm displayed by the entire complement, not only those directly involved in G.P. manning changes but also the Catering Staff, Training Officer and the Radio Officer.

What of the future? We intend to apply the G.P. concept to all new ships and No. 1334 now building at Cammel Lairds is being designed and equipped accordingly.



Mr. N. Whitfield, Chief
Engineer and Training
Officer on the "Elm."

In order to find out what the men involved in the G.P. Experiment thought of the new system, we spoke to a number of the "Elm" personnel and asked for their comments. We are publishing hereunder the views expressed by those to whom we spoke and in doing so we thank them for taking time off to discuss the subject of General Purpose Manning with us.

We also wish to convey our appreciation and thanks to Capt T. Walsh and Capt. K. Dixon of the Irish Nautical College for their assistance and co-operation.

Our thanks too to Mr. F. J. Cowley, Technical Sales Manager of Oerlikon Electrodes Ltd., Finglas, for the facilities and assistance which he afforded us at his Company's very fine Welding School. Here also we were shown every courtesy by the Instructor, Mr. Michael Foran.



While the "Elm" was in drydock having car decks fitted, Mr. P. Balmaine and Mr. M. Cogan took a welding course at the Welding School of Oerlikon Electrodes Ltd. and our pictures show them receiving instruction from Instructor Mr. M. Foran.



MR. P. BALMAINE, BOATSWAIN:

"I have found the new system excellent in every way and after the first meeting held in the North Star Hotel we all knew what was expected and we were allowed to give our opinions on the whole idea. The only thing to which we all objected was the changing of the breakfast hour from 8 a.m. to 7.30 a.m. I like to have a break in my work and feel that I work better that way, even though it might seem better on paper to have the morning's work starting at 8 a.m. When this was pointed out, the idea was dropped and apart from this I did not hear any other objection.

Mr. Walker, the Training Officer, was most helpful and took great trouble to make sure we understood our new duties and how to carry them out.

I would like to mention especially the Chief Steward, Mr. O'Donovan, and Chief Cook, Mr. Mason, both of whom were excellent in every way from the catering point of view and, of course, this is very important on board ship.

The Officers helped greatly to create a good spirit by entering into the social life on board. The party on St. Patrick's night was a huge success.

"I believe the General Purpose Experiment was a complete success."

MR. M. COGAN, BOATSWAIN'S MATE AND STOREKEEPER:

"I am very pleased to be able to learn more about the work on deck and it is great to get out of the Engine Room into the fresh air on deck. I hope to do my examination for the E.D.H. and this should be a big help to me in the future."

MR. T. MASON, CHIEF COOK:

"A very good idea and much better from the catering point of view than the old system. The cafeteria is a very welcome addition. It means that we can offer the men a choice of menu for their meals, and if a man does not like a particular item on the menu he doesn't have to take it.

After a while we get to know each man's likes and dislikes, and we can give them what they want. On the conventional ships it wasn't possible to provide this kind of service. The new system on the 'Elm' means that each man comes to the counter and sees the meat being cut and the food served; he knows what he is getting and when he has finished he brings his dishes and they are put into the dish-washing machine. We don't have to wash the dishes ourselves.



Mr. T. Mason, Chief Cook.

During the voyage the Master put up a notice to the effect that we could feel free to visit any part of the ship during our spare time if we wanted to learn more about other departments. This has given people a new interest outside their own particular job. It is true that I took a turn at the wheel during the voyage.

"The Welfare Committee is another big improvement; we can air complaints through our representative on the Committee, and we know that they are heard and if they are reasonable that something will be done about them.

We have films twice a week and they are very good."

Mr. T. P. McKenna,
Second Officer.



MR. T. P. McKENNA, 2nd OFFICER:

"The idea of a management team is a good one, it gives Officers a better appreciation of the necessity for economy in the use of stores, etc., and Officers are made aware of their managerial responsibilities. You could not operate the initial training stages on the other ships of the fleet with the possible exception of the "Cedar" and "Plane" which have grain feeders fitted. The big essential requirement is time, and in the conventional vessel you are constantly under pressure handling cargo and opening hatches, etc. On the "Elm" you just press a button to open the hatches. Of course, the "Elm" has many other advantages too: You only need one Engineer on watch instead of a possible three, and maintenance, which is the responsibility of the chief Engineer, is made easier. In fact, on most of the older ships it is very difficult to get time to attend to general maintenance due to pressure of work. The bars were of great help in breaking down barriers. When we were in port there was not the same rush to get ashore as you find in other ships. Of course, due to her size the "Elm" is not always able to berth alongside, as the smaller ships do on arrival in port.

I think the G.P. idea can only do good when the correct version of what is involved becomes generally known."

MR. O. MURPHY, G.P.R.:

"Together with D. Ahearne, I am studying for my second mate's certificate and the experience of four hour watches on the "Irish Elm" has been a great help to us. Although the Engine Room work does not come into my course, it was of considerable interest to me. I have also completed a Radar course while waiting to re-join the "Elm" and this will also be of benefit to me when I have done more sea time. I am studying the correspondence course with Plymouth. I thought that everything we do on the G.P. Experiment on "

CAPTAIN B. REILLY, MASTER

"The system itself is excellent in every way and is undoubtedly a big help in breaking down barriers and creating a better spirit on board. I do not think that it is possible under the Welfare Committee System for an Officer or any other member of the ship's company to stop a suggestion from getting to the top. All sections are represented on the Welfare Committee, and it would be impossible for a suggestion which was brought forward not to reach me. The bars and cafeteria were a great help and the men were very satisfactory in their operation of the bar. They ensured that it was closed at a proper hour and that it was kept in a first class condition. There is no doubt but that the men appreciated the fact that they were trusted to look after the bar and they fully justified the trust placed in them.

I am fully satisfied with the idea of this G.P. Manning System, and as far as I am concerned it has been a complete success."



G.P. crew members receive instruction from Capt. K. Dixon on the radar course at the Irish Nautical College. From left: Capt. K. Dixon, Messrs. J. Smith, L. Hitchcock, D. Ahearne, O. Murphy and B. Mulready.

MR. R. EGAN, 2nd COOK

"As far as I am concerned this was the best ship I have ever sailed in. The Welfare Committee was a great idea. I like going back to the ship and I don't see any snags in the scheme."



classroom work at the Irish Nautical College, Dun Laoghaire, with Capt. K. Dixon.

MR. N. WHITFIELD, CHIEF ENGINEER:

"I have been particularly impressed by the manner in which everyone on board has co-operated to make the experiment a success. An extraordinary feature of the experiment has been the enthusiasm which has been created amongst the men to study different subjects and to learn new skills.

There is certainly no doubt that the experiment has broken down the traditional barriers between Deck and Engine staff, and this in itself is a big achievement. There is a tremendous spirit of goodwill and comradeship on board and I was very pleased to hear the men say that they were looking forward to going back on the 'Elm.' I think that this is the best proof that the experiment was, and is, a success."



O. Murphy operating the controls for self-tensioning winches as the "Irish Elm" berths after arriving at the U.S. Gulf. Also lending a hand are L. Hitchcock and N. Fynes.

LONE VOYAGERS—Continued from page 6

of hurricanes told him exactly what was in store for him and for the "Nonoalca." He prepared to meet the fury of the approaching hurricane by stowing all movable objects inside his cabin and packing them, so that they could not be thrown about. All sails and objects outside the cabin which would be

caught by the powerful wind he took down and also stowed away. Finally, when all had been securely battened down he lashed himself to his bunk, first his feet and legs and then his body to prevent himself being tossed about with the violent movement of the boat. At this stage a feeling of helplessness caused him to undo his bonds so that he could have a knife in his hand to cut himself loose at a moment's notice if he so desired. Armed with the knife and again securely tied to his bunk, Bill Verity waited in the strange calm which preceded "Hurricane Alma."

Falling asleep, he was rudely awakened to find his hands badly bruised after they had struck against part of the boat as the "Nonoalca" was thrown about in the raging storm. His hands had then to be tied down and lying there on his bunk in mid-Atlantic for several hours Bill Verity rode out the hurricane. Next day when the wind had abated he was hailed by a passing ship which turned out to be a Belgian passenger liner. They asked if he needed assistance, but he merely asked that his survival through the hurricane be reported to his home and that his exact position be confirmed. The ship's captain was obviously annoyed at the delay to his ship, but nevertheless the position was confirmed and the liner went on her way. Subsequently it transpired that the ship never reported that the American had survived the hurricane and was safe and well.

We asked if, during the long hours alone on the lonely sea, he ever spoke to the dolphins or fish. "Oh, sure," he said. "Frequently, and when they didn't start talking to me, I knew I was O.K."

Eventually some two months after he had set out from Florida, on July 12th, 1966, Bill Verity and the "Nonoalca" arrived in Fenit Harbour, Co. Kerry, to a royal welcome from the people of the Kingdom. He made many friends there and it is not surprising that he should return there to prepare for this voyage which he feels compelled to make.

It is obvious that the modest American found kindred spirits amongst the fishermen of Fenit, men who also know and understand the sea and its ways and who, too, find the mighty, restless, rolling Atlantic an formidable challenge,

*"For the call of the running tide
and a clear call that"*

SKULL & CROSSBONES

By E. O'Regan

"The tall, white-bewigged aristocrat drew himself up proudly, his gorgeous silken suit smeared with blood and torn in many places. His hands tightly lashed behind his back, his eyes blindfolded, he slithered his silver-buckled shoes hesitantly, inch by inch, along the swaying, slippery plank poised above the heaving, sea. Behind him, the bulwarks of the pirate ship were lined with an array of fiercely evil, grinning faces. Curses, shouts, oaths and hoarse demoniac laughter followed his halting shuffle as the space between him and the curved end of the death-plank grew less and less. A heave of the vessel on a swell, a lurch, a cry, and the unfortunate victim hurled to the angry water to disappear amid a thrashing of giant jaws and diving dorsal fins as the wicked killer sharks finished the dastardly work begun by the murderous pirate crew."



THE AUTHOR

Edward O'Regan is a well-known member of our Liner Department and he has had quite an amount of success as a writer for magazines, periodicals, newspapers and radio. A short while ago he had a most successful series of talks for children broadcast on sound radio by R.T.E. in which the subject treated involved ships and shipping. Some of his work has also been published in "The Bell" and a number of similar publications.

Eddie takes a very keen interest in all forms of art, ranging from literature and painting to drama and music. He is also a devotee of the outdoor life and indulges in such energetic pursuits as mountain climbing and canoeing.

In this and in subsequent issues of "Signal," Eddie will tell us some interesting facts about pirates and their

How often have we been fascinated by such a lurid description in the pirate stories which are such a perennial attraction to boys of all ages? Are these accounts purely fanciful? Exaggerated? Absurd? Well, not really. When one goes from fiction to fact, it is not very difficult to imagine such a gory pastime giving an hour's fun to the hardened cut-throats who sailed beneath the Jolly Roger, for much worse is told of them. But who were the pirates? When and where did they flourish, if that's the word? Are they gone for ever, or are there still bands of such lawless characters making the sea-lanes a place of hazardous journeying? Let us take a brief look at their history.

The word "pirate" is from the Latin—"pirata"—which itself is from a Greek word meaning an "adventurer," from which it will be seen that in very early times it was a respectable trade. The Phoenicians, indeed, combined piracy with legitimate sea-trading, and in the time of Homer piracy was even considered an honourable calling. In an age when men were continually at war with one another this was just another way of earning one's living with the sword. The Mediterranean became a great hunting-ground of pirates, until they were wiped out by Pompey, the Roman Consul, in 67 B.C. who brought great naval and military forces against them. The Roman war-galleys brought a reasonable peace to that sea for many centuries.

With the rise of the Norsemen, piracy, that is, indiscriminate violation of any state's

merchant vessels, again rose to great heights of lawlessness and barbarism. From the eighth to the eleventh centuries these fierce sea-rovers ravaged the northern and western coasts of Europe. The famous Hanseatic League, a combination bred from shared fear and self-interest, was formed by North German towns to protect themselves against the Baltic pirates. Later, the Corsairs, the Moslem sea-rovers, became the scourge of the Mediterranean, and even further afield. Indeed, in the seventeenth century the English Channel is said to have swarmed with Algerine pirates. Algiers was a pirate stronghold until well into the nineteenth century.

THE CORSAIRS

One of the main causes of the rise of the Corsairs was the expulsion of the Moors from Spain under Ferdinand and Isabella. Thousands of dispossessed and bitterly anti-Christian fighting-men found the looting of European vessels and the capturing of wealthy merchants and noblemen for ransom a lucrative alternative to the incessant land wars on the Spanish Peninsula. They founded extremely strong bases. One of the greatest leaders of these daring Moslem pirates was Khairaddin Barbarossa, who rose from captain of a galley to be the Admiral of Sultan Suleyman the Magnificent. He defeated the combined fleets of the Holy Roman Emperor, Charles V, the Papacy (which was then a great temporal state), and the Venetians, in 1538, in a great sea battle.

Well, with all their high renown and their centuries of overlordship of the sea, it is surprising how little we know or have heard about the three classes of pirates mentioned so far—the early Mediterranean, the Norsemen, and

the North African Corsairs. When it comes to real pirates we plump every time for the bold marauders of the Spanish Main, for that storied area is the home of romance for every schoolboy. And the flamboyant adventurers who terrorised those waters for so long have cast a spell of mystery and awe that will last as long as tales of adventure and plunder are told. So let's have a closer look at the breed that made piracy an undying legend.

THE BUCCANEERS

When Columbus, in 1492, discovered America and claimed it on behalf of His Most Catholic Majesty King Ferdinand of Spain, a vast region of incalculable wealth was added to the domains of Spain. As the New World was parcelled out under Spanish Governors a high proportion of its produce was shipped to the home country, and as hundreds of noblemen and merchants took sail to make their fortunes in the great new colonies, a thriving seafaring commerce developed between the Fatherland and the new lands. It was strictly for Spaniards, of course, but the adventurous spirits of other European maritime nations were not to be deprived of their chance of fortune by the laws of Spain. Consequently, many mariners of England, France and Holland banded together to prey upon the rich Spanish fleets. These associates became known as "buccaneers," a word derived from the French—"boucanier"—itself derived from a Carib word—"boucan"—smoke-dried meat, which was an important item of stores purchased by the seafarers. These buccaneers flourished from about 1525 to 1700, and were bound together solely by their aim of plundering every Spanish ship, or Spanish town in the New World, that they could possibly get



away with. They eventually made a base on the small island of Tortuga, which they seized in 1630 and made into a stronghold. Driven from Tortuga by the Spaniards, they captured Jamaica in 1655 and this remained their principal base for a long time.

FAMOUS PIRATES

In their early days these bold adventurers had a rough code of honour among themselves, but their operations soon degenerated into indiscriminate piracy, and their history later recorded tales of appalling cruelty and bloodshed. Some of the most notorious of these captains were the Frenchman Montbars, whose terrible nickname, the "Exterminator" tells its own tale of horror; Peter of Dieppe, surnamed the "Great"; Michael de Busco. Mansvelt and Van Horn. One notices the French and the Dutch names in this list. One of the greatest of these captains, however, was the Welshman Henry Morgan, who was knighted by King Charles II and made deputy Governor of Jamaica. In 1671 he led his men

across the isthmus of Panama and captured and sacked the city of that name. Towards the end of the 17th century this strange confederacy began to fall asunder and quickly became extinct. But bands of utterly lawless cut-throats and desperadoes continued to prowl the Spanish Main for many years.

There was one other close relative of the pirate called the privateer. This was a ship owned by a private individual or corporation and fitted out with arms to make war upon vessels of an enemy nation. Government permission, under the authority of a letter of marque, was essential to be classed as a privateer. Without it a vessel would be held to be a pirate with the dire consequences if caught of hanging from a convenient gibbet, or "sun-dried," as the pirates rather grimly joked. Privateering was a very profitable game for many a reckless investor, the motto being, "No prize, no pay," which, as it were, put it up to the captain not to be too squeamish about his booty. Privateering was abolished by mutual agreement among European nations by the Declaration of Paris in 1856.



our "Follow the Fleet" Essay Competition, Jacinta Rochford (13), of St. Wolstan's Holy Convent, Celbridge, Co. Kildare, who won a trip to Casablanca on the "Irish Cedar" for mother, pictured here. The prizewinning essay is reproduced on the following pages.

Prize Winning Essay

By Jacinta Rochford

Casablanca—oh! The magic word that has come in and out of my mind ever since I heard of this competition—in and out so persistently that it has beaten the word into my subconscious . . . Casablanca . . . I could keep repeating it forever! I don't suppose I am different from any of the other girls who heard it either. In fact, we all "oh-ed and ah-ed" at the same time, each of us imagining herself the winner of this fabulous trip. In a flash I could see myself, all dressed up in real she-gear and sailing the blue, blue ocean with wind and gulls and my long, long tresses flying away behind.

Ever since Follow the Fleet arrived in St. Wolstan's a new note was struck in the plain song of school life. It was so new to follow our ships across the blue horizons. Latitude and longitude made more sense to us as we pinned the little ship cards in their appropriate places. (The board we have as a backing is rather hard and the drawing pins do not always stay put! The announcement was made one day that we were to go out immediately—the wind had blown away half of the fleet!)

Grainne got so worked-up when we were Following the Fleet that she announced that she wished to become a sailor. Maybe that day will come too, but at the moment I'm only thinking of myself as a possible tourist en route for Casablanca. I think I will get St. Brendan, the navigator, to do the job for me. He saw and knew the thrill of the land of the Midnight Sun, and he felt the tide of excitement rise as Hy Brazil appeared to his longing eyes—and they assure us that the saints in heaven are interested, very deeply, in us.

Strange how so many threads cross and weave into a whole pattern. We have been busy making funds for the hungry children and people in India. Then the weekly sheets arrived from Irish Shipping Ltd. and we saw that our ships were carrying grain for the relief of famine in India. We were very proud that Ireland was actually playing a practical part in Christian living. It is so terrible to see pictures of starving children. The Great Hunger is still a living legend to us in 1968. The horror of it did not touch us personally, but we feel it in our very blood, as our poor unfortunate ancestors must have felt it in their bodies. Our joy is great indeed when we read

that our ships bring life and happiness to poor little children. We get that feeling of what grown-ups talk so much about nowadays—involvement.

We have noticed with the passing weeks that no ship has gone through Suez. This, of course, brought the question from Sister, "Why?" And then, when the correct answer was given, we went on to a discussion of world peace situations. I can't ever understand why grown-up men spend their time fighting each other. We also knew about the strikes in Manchester from reading the weekly sheets. June 3rd sheet brought us more information about conditions abroad.

"'M.V. Irish Cedar'—Vessel did not go to France due to present industrial unrest in that country." (I hope it goes to Casablanca, with me on board, despite my present emotional unrest.)

Last Christmas we were eagerly watching the news on television and the newspapers to catch a glimpse of the arrival of the new ship. It looked lovely. Then I never dreamed that there could be ever such a delightful possibility as a trip on one of our very own Irish ships. It is very exciting to think about it. Just imagine—away out on the sea and the sea shining and heaven all round . . . but I had better get back to the reality of writing this essay, or perhaps my chance of the dream-come-true will disappear. I have often wondered who would buy an old boat? Who bought the "Irish Oak"? Was the captain sad when he parted company with it? Did he become captain of the new one. They say that sea captains are the most chivalrous of men: I would love to meet one.

If I were a boy I would probably talk about the tonnage—but being a girl I am not particularly interested when I see so many tons of this and that, except, of course, when it is tons of chocolate and tons of cake they mention! However, my attention is always caught when I see on the cargo lists, "One horse or an Irish wolfhound," and then I wonder what his name is. Who owns him? What sort of a home will he have? Does he find the journey long? The word "Copper blisters" makes me smile when I read it on a list. What a funny way to do it! Now, since we read the ca

I can remember the Irish exports much better—meat, confectionery, whiskey, peat moss, Mitchelstown cheese, linen, stout and, of all things, cranes! I would never have guessed that one. These lists make the text books come to life.

I like the names of the ships—Poplar, Fir, Plane, Alder—and just fancy, among all these tall trees, the Rose found a place, even though, by comparison, a bush. I am very glad, because I think roses are very beautiful and everybody knows that Irish roses can hold up their heads among the most wonderful in the world. Speaking of names, I hate having to pronounce “Vizagapatnam,” and I find the “Gdansk of Poland” rather a puzzle too.

We Second Years felt a great feather in our caps of knowledge when one of the Juniors looking at Follow the Fleet wanted to know what the ships were doing in the middle of the land. They meant, of course, at the Great Lakes. Poor ignorant little dears. From the height of our knowledge we were able to tell them that this was possible by means of the St. Lawrence Seaway. Later we read the text book diligently and almost memorised:

“The River St. Lawrence is navigable by ocean steamers as far as Montreal. From there, smaller steamers could go to Lake Ontario, by the Welland Ship Canal,

Lakes Erie and Huron, through the “Soo” canal to Lake Superior, thus reaching Fort William and Port Arthur, two ports situated nearly 2,000 miles from the open Atlantic. The St. Lawrence Seaway, opened in 1959, now enables ocean-going vessels to reach the Great Lakes.”

I am only dying for another Junior to come along soon with a similar question and then I'll be able to impress her in great style.

Talking of impressions, I hope I have succeeded by winning my way, now that I have reached the end of my essay on board the “Irish Cedar,” bound for CASABLANCA—I would just love that with all my heart, but ag Dia fein ata a fhios sin.

RAIL AND STEAMPACKET GOLF SOCIETY

At the Society's President's prize competition held on the 15th of July at the Foxrock Golf Club, the winner was John McQueirns with a nett 61 off an 18 handicap. This was an outstanding performance by John and will no doubt result in a very drastic cut in his handicap. The best second nine was returned by J. Niall McGovern.

CORK OFFICE WEDDINGS

Our best wishes to **Pat O'Connor** of Accounts Dept. and **Eugene Lynch**, forklift driver, both of whom will shortly be leaving the fast diminishing ranks of bachelors in I.S.L.

Pat is getting married on Saturday, July 27th to Celia McSwiney, while Eugene will be taking the plunge on 31st August next. Eugene's future wife is Miss Angela O'Keefe.



The happy couple after the wedding of Dr. John Drumm and Miss Nancy O'Brien. Miss O'Brien was our Typing Pool Supervisor prior to her marriage last June.



Mr. and Mrs. Tony Boland in happy mood after their wedding in Cork last June. Mrs. Boland is a daughter of Mr. Stephen Barrett, T.D., and amongst the guests at the wedding was the Taoiseach, Mr. Jack Lynch.



FLEET NEWS



"ELM'S" FIRST CAR SHIPMENT

The fitting of new Car Decks to the "Irish Elm" was completed at Hamburg at the beginning of July and the vessel sailed with her first cargo of 2,520 motor cars on July 5th. The cars included Opel, Volvo, B.M.W., Mercedes and Porsche models, and the vessel arrived at Houston on July 18th where she commenced unloading the cars before moving on to New Orleans to load a grain cargo for the return trip to Hamburg.

The vessel is on a five-year time charter to Olaf Wallenius of Stockholm and she is due back in Hamburg about August 8th.

The car decks on the "Elm" are hoistable, and when not required can be stowed under the vessel's deck head to enable her grain cargo to be loaded. The car decks are on eight levels, and the "Irish Elm" is at present the largest car carrier in the world.

Mr. W. Fleming, Second Engineer, replaced Mr. L. J. O'Toole on the present voyage.

NEW "ALDER" CREW FLY OUT

On July 29th the present crew of the "Irish Alder" flew out from Dublin Airport to New Orleans to join the vessel, and the previous crew returned on the same plane on Wednesday, July 31st. Remaining on the vessel is Captain J. Gleeson, Master, together with Second Engineer Mr. J. Scott.

The "Irish Alder" is on time charter to Peruvian State Line, and arrived in New Orleans on July 26th and loads a cargo of grain for South American ports. Together with the "Irish Ash," also on time charter to the same Company, the "Alder" is on a regular service between South American Pacific ports and the U.S. Gulf bringing grain southwards and returning with fish meal.

"LARCH" LEAVES JAPAN FOR CANADA

The "Irish Larch" will have completed an almost around the world itinerary when she arrives in the Great Lakes from Yokohama, Japan, on her present voyage. Leaving Liverpool last March, the ship has since called at several ports in the Persian Gulf, and from there she left for Japan via Marmagoa in India, finally arriving at her first Japanese port, Osaka, on July 5th. She subsequently

visited Nagoya and Yokohama, and sailed from the latter port on July 25th for Panama, where she is due to arrive on August 19th. On her present run she is due to call at Montreal, Toronto, Detroit and Chicago with steel and general cargo.

While the vessel was in Japan, Chief Officer Mr. H. Fidler was relieved by Mr. C. Mahon.

"IRISH FIR"

This vessel arrived at Panama on July 21st en route to Ilo, Peru, with a cargo of ammonium nitrate, and she is due to arrive at Ilo on July 29th. On completion of discharge she will load a cargo of copper blisters for New York or Baltimore.

On her last voyage to Rimouski the "Irish Fir" took the route through the Canso Canal, Nova Scotia.

Master of the "Irish Fir" is Captain M. O'Connell and Mr. J. J. Reed is Chief Engineer.

"ROSE" AND "WILLOW"

Both these vessels are on time charter to Matthew Shipping Company and are trading between Hawkes Bay and Cornerbrook. They are carrying pulp wood from Hawkes Bay to Cornerbrook.



On board the "Irish Willow" in the Panama Canal area are, from left, at back: R. Pender, P. Carr, P. Murphy, R. Carrick, and in front D. Kelly and T. Rickard.

"IRISH PLANE"

On her last voyage the "Irish Plane" went from Belfast to Immingham where she loaded steel and sailed on July 23rd for Detroit, Chicago and Great Lakes ports. She is due to arrive in Detroit on August 6th, after which she will complete discharge at Chicago and then load grain for discharge at Baltimore.

The vessel, which is on time charter to Vigo Steamship Company of New York, is under the command of Captain I. Shiel, and while the vessel was at Immingham, Chief Officer Mr. J. Mitchell relieved Mr. F. Leigh.

We wish to express our sympathy to Mr. C. Coyle, Engine Department, "Irish Plane," who recently suffered the tragic loss of his son who was drowned at the Spencer Dock in Dublin.

"IRISH SPRUCE"

This vessel arrived in Manchester on July 14th and after going into dry dock she is expected to sail from Manchester about July 30th, arriving in Dublin on August 1st.

In Manchester, Mr. M. J. Byrne, Chief Engineer, was relieved by Mr. J. Johason, and Chief Steward Mr. R. Heapes was relieved by Mr. T. Ford. When the vessel arrives in Dublin, Captain J. H. Onions will take over from Captain P. O'Shea.

On her next trip to the United States the "Irish Spruce" will carry from Dublin a general cargo which will include meat, cheese, crane parts, glass ware, animal feed stuffs, shoes, peat moss, and biscuits.

"IRISH ASH"

This vessel visits Vera Cruz and Tampico, both Mexican ports, before going on to New Orleans on her present voyage. She is due at Vera Cruz from Panama on July 28th, and is expected to arrive in New Orleans about August 5th.

The Master of the "Irish Ash" is Captain R. McMahon and Chief Engineer is Mr. S. Moynihan.

"IRISH SYCAMORE" FOR SOUTH AMERICA

Having completed discharge of her cargo of phosphate from Casablanca at Dublin and Cork, the "Sycamore" arrived in Newport, Monmouthshire, on July 20th, where she loaded a cargo of steel coils for Bridgeport, Connecticut, and Camden, New Jersey. The vessel also called at Wilmington, North Carolina, before going in ballast to the U.S. Gulf, where she loads a cargo of grain for South American Pacific ports. On her South American voyage she will be on time charter to Empresa Maritima del Estado of Valparaiso.

At Newport, Mr. J. Morgan took over from Chief Engineer, Mr. M. Whooley.



4. The n.v. "Irish Sycamore" being brought alongside the new jetty at Dublin to discharge her cargo of phosphate from Casablanca.

"ROWAN" IN ATLANTIC DRAMA

While on passage from Gdansk, Poland, with a cargo of steel for Montreal and Detroit, this vessel had to divert on June 19th to assist in rescue operations for the French yachtman, Jan de Kat, who was in difficulties when his yacht sank in mid-Atlantic. After spending several hours in the distress area, the "Rowan" was obliged to proceed on her passage, due to bad weather in the rescue area.

Following discharge of her cargo, the vessel was delayed further at Montreal, from June 27th to July 16th, due to a strike of lock-keepers on the St. Lawrence Seaway. The vessel is at present in Toledo, loading a cargo of grain for discharge at Belfast where she is due to arrive on August 9th.

"CEDAR" RETURNS TO IRISH PORTS

Captain J. McPolin relieved Captain T. Byrne at Sete, France, at the beginning of July, and the "Cedar" has since made one further trip from Casablanca to France, calling at Terneuzen where she discharged her cargo of phosphate into lighters. The discharge, which took only 41 hours, was carried out while the vessel was at anchorage. The ship arrived in Casablanca on July 29th and after loading her cargo of phosphate she will be due back in Dublin about August 3rd. She is also expected to discharge part of her cargo at Cork and should complete about mid-August.

DOG WATCH



Second Officer J. P. O'Leary exercising some canine passengers on the deck of the "Maple" while the vessel was on her last voyage for the Company from Australia to Japan.

RECORD CROSSING FOR "IRISH POPLAR"

On her last voyage from Dublin to New York the "Irish Poplar" completed the crossing in seven days eleven hours and we understand that this time beats the previous unofficial record of the "Irish Spruce" by a few hours. The crew of the "Irish Poplar" were paid off at Manchester on July 25th and the vessel is expected to go into dry dock on July 31st until the 9th or 10th of August.



An unusual picture of the "Irish Cedar" making her way down river from Cork.

BIRTHDAY GREETINGS

To Dermot Campbell, Deck Department, "Irish Rowan": Love and best wishes for a happy birthday on July 13th.—From your wife Kay and children, Jimmy, Joseph, Fiona and Patricia.

To Paddy Kelly, Catering Department, m.v. "Irish Elm": Birthday greetings and best wishes on your 18th birthday which takes place on 16th August. — From Mam, Dad, Liam, Betty, Kerry and Mary. Also from Nellie, Liam and children.

To Eugene Desmond Curriuan, Fourth Engineer, m.v. "Irish Rose": Greetings and best wishes on your birthday which takes place August 23rd.—From Mam, Dad, Marie and Hilary.

To Thomas Coombes, m.v. "Irish Elm": Love and best wishes for your birthday on 30th July.—From Mam, Dad, brothers and sisters, nieces and nephews. Hope you have a happy time.

LIVE HORSES FOR CANADA

Due for export to Canada on the J.I.S.L./Manchester Liners service in 1. August are some 12 horses and about 40 are expected to be exported in the near future. The first shipment will be forwarded "Cairngowan" about 1.

CADET NEWS

Prizes for Engineering Cadets at Crawford

At a luncheon held in the Imperial Hotel, Cork, on 18th July last, prizes were presented on behalf of the Company to a number of our Engineering Cadets attending the Crawford Technical Institute, Cork. The presentations were made by Mr. G. Jones, Director, and the prizewinners were D. Gabriel, J. Mooney, S. McLoughlin and E. McGillicuddy. Speaking at the luncheon, Mr. Jones expressed his satisfaction at the progress Irish Shipping had made in training its own officers and he reminded those present that they had a very



Mr. G. Jones presenting the First Year Workshop Prize to Engineer Cadet S. McLoughlin.

high standard to maintain if they were to live up to the excellent reputation earned by those who manned our ships since the formation of the Company, particularly through the difficult war years. "Irish Shipping," he said, "could look forward with confidence towards its future in maritime affairs. The Company in planning for the needs of the future is very much aware of the changes taking place so very quickly in world shipping, but they realise no matter how modern the fleet is, its success depends completely on its personnel for smooth and efficient operation."

Captain M. Langran, Training Officer, thanked Mr. Jones for making the presentations and complimented Mr. S. P. Roche, head of Engineering Dept., and his staff at Crawford Technical Institute for the excellent work which they are doing in training young engineers for the Company. He pointed out that these young men had a fast developing career ahead of them and that they would face the challenge involved. The technical training which they

are receiving is excellent, but very costly and is not subsidised in any way by the Government. In spite of this, however, the Company carries out Officer training and is doing a good service to the nation in providing Officers of the very highest standard for service at sea.

Captain Langran stressed that not only technical knowledge but also a knowledge of human relations is essential in present-day training and hoped that this would be foremost in the minds of all Officers.

Amongst those present at the luncheon were Mr. S. P. Roche, head of Engineering, Crawford Technical Institute; Mr. C. McSweeney, Mr. P. Lane, Mr. P. Leydon, Mr. D. Murphy, Mr. M. O'Leary and Mr. L. Poland, all of Crawford Technical Institute. Mr. Donncha O'Duine of Radio Telefis Eireann were also present, as were Mr. P. A. Boland, Assistant Manager, Cork Office, and Mr. V. J. McMahon.



Engineer Cadet E. McGillicuddy, winner of Second Year Workshop Prize.

RE-OPENING

The next term at Crawford will open on September 2nd and ten of the sixth year Engineering Cadets have now gone to sea as Junior Engineers. They are J. Brady, E. Burke, J. Mooney, R. Lett, S. Fenelon, J.

Carroll, P. Hanrahan, T. Ryan, H. Briody and M. O'Sullivan.

A number of the Crawford Engineering Cadets attended a two weeks' course at Plymouth from 16th to 29th June last, in which the subjects dealt with were "Modern Developments in Shipping" and "Ship Management and Human Relations." The Cadets who attended were very appreciative of the course which the staff at Plymouth College had provided and they found the many aspects of the different subjects very helpful to them.

Among the special subjects covered in the course were Safety at Sea, Work Study, First Aid, Fire Fighting, and the Application and Use of Modern Equipment and Ideas. The Cadets afterwards paid special tribute to Mr. D. H. Moreby for the excellent lectures he gave them on Personnel Management.

During the course a visit was also paid by the Cadets to Monaden Royal Naval College.



Sailing a whaler in Plymouth Sound in June 1968 were Cadets T. Hanrahan, J. Mooney, E. Burke, W. Millar (Denholms) and M. Cahalan with Seamanship Instructor from Plymouth College, Mr. F. Weeks.

PLYMOUTH

Some twenty-seven Irish Shipping Cadets will be attending the Plymouth Technical College during this coming term which commences on September 15th next. The Cadets will be studying for their release and pre-sea courses. Our congratulations to Raymond McGrath who won the Harrison Line prize for

Oceanography last term and is now serving on the "Irish Sycamore." We also send our congratulations to Cadet Raymond Donohue who has been promoted to Cadet Captain.

The course which was held at Plymouth from 16th to 29th June and which was attended by Cadets from the Crawford Technical Institute, Cork, is an excellent introductory course for Junior Officers to the very successful Senior Officers' refresher course at Plymouth. Two Senior I.S.L. Officers are sent to each refresher course.

We were very pleased to have on this course for Cadets, W. Millar of Denholm Ship Management, and we hope that we will in future be able to co-operate further with Denholms in this type of training exchange.

BRITISH INTEREST IN I.S.L. SELECTION PROCEDURES

The selection of Deck and Engineer Cadets to train as future Officers of the Company will take place during the third and fourth weeks of August. A number of our sea-going Officers will participate in the selection of the new Cadets.

It will be recalled that in the 1968 edition of the "Journal of Commerce Annual Review" the new selection procedure introduced by I.S.L. in choosing their future ships' Officers received lengthy and detailed commendation. As a result of that article the new system for selecting Cadets of the Company was widely commented on and aroused much interest in British shipping circles. It is significant that this year a number of British shipping companies will be sending observers to see our new selection methods in operation.

NEW PAINTING

A new painting by colleague Bernard Byrne now hangs in the reception area of our ground floor offices at Aston Quay. The painting, which is entitled "The Travelling People," is a work of high artistic quality and is an excellent example of the artist's unique style.

The picture shows a group of the travelling people in a Connemara setting and has evoked a favourable comment from many Office visitors.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH ROWAN": Capt. M. G. O'Dwyer. Deck Officers: P. V. Buckley, P. V. Flynn, P. D. Kelly. Cadets: I. Connellan, M. Lydon. Engineer Officers: R. Tennent, A. Bolger, J. S. Little, P. T. Walsh. Engineer Cadets: P. McDonnell, M. M. Dunleavy, D. Corrigan. Electrical Engineer: M. Wogan. Chief Steward: T. O'Connell. Radio Officer: T. Foley. Deck Dept.: D. O'Connor, K. Byrne, J. Willis, J. Cahill, M. O'Regan, J. Lynch, Wm. McDonald, D. Campbell, W. Dowling, Wm. Clancy, N. Wade, B. Coogan. Engine Dept.: P. Toole, A. McCormick, T. Farrelly, P. Duffin. Catering Dept.: H. Callan, H. Bradshaw, J. Caffrey, V. Joyce, P. O'Connor, D. Ralph.

"IRISH SYCAMORE": Capt. F. W. Kirk. Deck Officers: M. Kelly, J. P. O'Leary, S. Elton. Cadets: R. McGrath, A. Davis, J. A. Cotter. Engineer Officers: J. T. Morgan, T. O'Driscoll, A. Hall, J. Healy, T. S. Nolan. Engineer Cadets: T. A. Ryan, J. Brady, J. T. Carroll, W. Malone, K. J. Branagan. Electrical Engineer: P. O'Connor. Chief Steward: J. Bennett. Radio Officer: P. Moroney. Deck Dept.: M. Matersson, H. O'Farrell, V. Murphy, M. Kavanagh, P. Boland, T. Rowan, J. Fox, J. Holmes, W. Byrne, R. Gaughan, C. Fox. Engine Dept.: J. Ryan, C. Kavanagh, G. Hayes, J. Hannah. Catering Dept.: J. Hanlon, J. O'Reilly, D. Murphy, J. Fricker, J. Rice, J. Sargent.

"IRISH FIR": Capt. M. O'Connell. Deck Officers: K. McKenzie, M. Coleman, D. E. Collins. Engineer Officers: J. J. Reed, R. Broderick, E. Lynch, J. P. Barry. Radio Officer: J. J. Dempsey. Deck Dept.: J. Tallon, C. Guiden, P. Jameson, W. O'Connor, N. Mullally. Engine Dept.: T. Maguire. Catering Dept.: J. Buckley, J. Smith, J. Lloyd, G. Meade.

"IRISH ROSE": Capt. T. A. Hughes. Deck Officers: M. Carey, P. Kehoe, P. D. Gordon. Engineer Officers: G. Cunningham, J. P. Ward, M. Punch, E. Currihan. Radio Officer: T. J. Lyne. Deck Dept.: T. Byrne, W. Kavanagh, J. W. Byrne, E. Kavanagh, P. O'Neill, G. Redmond. Engine Dept.: M. Kellady. Catering Dept.: L. Robinson, P. McClean, N. Kavanagh.

"IRISH WILLOW": Capt. J. J. Walsh. Deck Officers: P. A. Murphy, M. J. Doyle, T. J. Rickard. Engineer Officers: H. Mooney, N. T. O'Neill, L. J. Gault, J. Gallagher. Radio Officers: D. Johnson. Deck Dept.: P. Harris, P. Carr, Wm. Storrie, R. Pender, R. Carrick, D. Kelly. Engine Dept.: M. McCabe. Catering Dept.: P. Murphy, P. O'Reilly, M. Curedale, J. Edwards.

"IRISH CEDAR": Capt. J. D. McPolin. Deck Officers: B. Kelly, J. P. O'Byrne, J. M. Kennedy, P. J. Fennell. Engineer Officers: M. Curley, J. Doyle, J. S. Masterson, M. Duggan. Engineer Cadets: J. A. McGrath, T. J. Kenny, W. Lettis, T. P. Redmond, E. Sweeney. Electrical Engineer: E. F. Griffin. Chief Steward: J. Clinton. Radio Officer: J. Butler. Deck Dept.: W. Byrne, P. Duffy, E. Hensley, P. O'Donovan, A. McCarthy, P. Murphy, M. Bougioukas, P. Johnson, J. Byrne, B. Polley, B. Cornish-Brown, W. Martin. Engine Dept.: J. O'Leary, P. Walsh, Wm. Brown, J. Lattimour. Catering Dept.: M. Pumphrey, L. Bradley, N. Curran, J. J. McCarthy, N. Browne.

"IRIS PLANE": Capt. I. A. Shiel. Deck Officers: J. S. Mitchell, H. R. Forrester, J. A. Desmond. Cadets: D. Mundow, J. P. N. O'Dowd. Engineer Officers: H. Dowdall, W. D. McCarthy, J. Hamilton, D. O. Barry, T. J. Coogan, J. Shelly. Engineer Cadets: W. Borrmann, P. Dowling. Electrical Engineer: J. Barrett. Chief Steward: J. Moynihan. Radio Officer: N. Fitzpatrick. Deck Dept.: J. Hall, C. Louth, M. Kavanagh, A. Loughlin, P. Furlong, J. Donnelly, J. Appleby, J. Whitmore. Engine Dept.: J. Kelly, J. Wilde, T. Doyle. Engine Dept.: J. Grace, A. Myer, C. Coyle, M. Dillo. Catering Dept.: G. McGovern, G. Zachary, J. Chaney, J. Farrell, M. Malone, P. Byrne.

"IRISH ELM": Capt. B. Kelly. Deck Officers: W. G. Garvey, T. B. McKenna, J. J. Whyte. Cadets: E. Connellan, J. Richardson, J. Masterson. Engineer Officers: N. Whitfield, W. F. Fleming, M. J. Kennedy, T. G. Duff. Engineer Cadets: F. B. Cronin, A. Byrne, C. K. Kelly, J. Pryme. Electrical Engineer: M. O'Regan. Chief Steward: C. O'Donovan. Radio Officer: P. J. Behan. G.P.: P. Baimane, M. Murphy, M. Cogan, O. Murphy, B. Mulready, D. Ahearne, J. Smith, D. O'Neill, L. Hitchcock, T. Coombes, R. Doran. Catering Dept.: T. Mason, R. Egan, W. Russell, J. Cullen, L. McCarthy, P. Doyle, P. Kelly.

"IRISH ALDER": Capt. J. A. Gleeson. Deck Officers: F. G. Raftery, W. A. Kirwan, P. J. O. Malone, R. Ryder. Cadets: J. Daly, P. Farnan. Engineer Officers: M. O'Connell, J. J. Scott, G. Dorgan, M. A. O'Sullivan. Engineer Cadets: I. O. Kershaw, T. J. Hanrahan, J. J. Mooney, T. O'Toole, J. Reilly. Chief Steward: J. Murphy. Electrical Engineer: J. Dunne. Deck Dept.: J. Heaney, M. McCarthy, R. Moynihan, P. Kealy, P. Craine, A. O'Leary, O. McGrath, C. O'Gorman, P. Brazil, M. Moriarty, R. Keogh, P. Boyle. Engine Dept.: S. McCarthy, J. Harford, K. O'Malley. Catering Dept.: D. Gibbons, M. Carpendale, J. Byrne, P. Orange, G. Saurin, G. O'Toole.

"IRIS ASH": Capt. M. McMahon. Deck Officers: P. Kelly, N. Hearne, M. J. Brophy, J. A. Moynihan. Deck Cadets: J. M. Darcy, P. Hughes. Engineer Officers: J. Mohnihan, W. Cleary, K. Edwards, D. Buckley, T. Maxwell, M. Egan, T. Walsh. Electrical Engineer: F. O'Neill. Chief Steward: J. Doran. Radio Officer: M. Leeney. Deck Dept.: T. Murren, J. Bermingham, P. Douglas, J. Murphy, C. Chamberlain, M. Lynch, J. Cunningham, P. Molloy, B. Quigley, D. Brown, J. Fagan, T. Mahoney. Engine Dept.: B. Malone, P. Moore, J. Kelleher. Catering Dept.: P. Walsh, R. Byrne, C. Cashin, Said Quaid, C. Maloney, H. Corrigan.

"IRISH LARCH": Capt. J. S. Kerr. Deck Officers: C. Mahon, L. McLaughlin, M. A. Byrne, D. Clifford. Deck Cadets: J. A. Murphy, T. Brennan. Engineer Officers: R. U. N. Murray, J. Nangle, P. V. Carroll, D. P. Kellegher, J. Leahy, T. M. Byrne, M. Mulligan. Engineer Cadets: T. O'Keefe, F. O'Beirne. Electrical Engineer: T. Torpey. Chief Steward: E. Fricker. Radio Officer: B. Foley. Deck Dept.: M. Leonard, T. Grannell, J. Fleming, D. O'Sullivan, M. Lennon, E. McLoughlin, J. Beausang, N. Murrells, D. Nyhan, F. Cooney, B. Muldoon. Engine Dept.: G. Nolan, R. Scanlan, D. Lynch, P. O'Brien. Catering Dept.: E. Murphy, V. Mayland, W. Croft, P. Farrelly, D. Meagher, M. Griffin.