

SIGNAL

VOLUME 6
No. 2
MAY/JUNE
1968



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*The m.v. "Irish Plane"
is on an extended charter.*

THE NEWSLETTER MAGAZINE OF P&O SHIPPING LTD

OFFICERS ASHORE

Masters: J. A. Caird, E. C. G. Horne, J. Onions.

Chief Officers: W. G. Garvey, M. Kelly, C. Mahon, J. J. Martin, F. G. Raftery.

Second Officers: G. Burgum, J. A. Byrne, D. Daly, P. Donoghue, N. Foley, R. Gordon, F. Henderson, W. A. Kirwan, G. M. Kyne, B. Kehoe.

Third Officers: E. Coleman, C. O'Connell, B. Stockdale.

Deck Cadets: B. R. Coburn, B. Daly, E. Cowman, J. Daly, R. Donohue, B. Farrell, D. P. Hopkins, E. A. P. Keane, J. Kenny, M. J. Larkin, J. J. Neill, F. W. Perrin, W. Stokes, W. Twomey, C. Stockdale, R. McGrath, D. O'Brien, J. Ryder, G. J. Waldron.

Chief Stewards: J. Bennett, J. Moynihan, J. Murphy.

Chief Engineers: M. Dillon, J. Johnson, T.

Loughran, J. T. Morgan, M. Whooley, N. Whitfield.

Second Engineers: J. Doyle, D. Falvey, R. Murdoch, T. Flynn, T. Murphy, A. O'Toole.

Third Engineers: C. Dorgan, D. J. W. Knott, B. Larkin, J. Waters, T. J. Wren.

Fourth Engineers: C. A. Currivan, M. Duggan, J. Hamilton, J. Healy, M. Kearney, J. G. Nolan, J. E. Maher, J. P. Murphy, T. S. Nolan, W. F. O'Toole.

Junior Engineers: J. P. Doyle, D. Graham, K. P. Healy, P. Kirby, E. J. Mason.

Engineer Cadets: J. Brady, K. J. Branagan, H. P. Briody, E. Burke, A. Byrne, J. T. Carroll, P. A. Collins, F. B. Cronin, F. P. J. Fenlon, T. J. Hanrahan, J. J. Mooney, M. A. O'Sullivan, T. A. Ryan, R. N. A. Lett.

Electrical Engineers: P. Morgan, K. H. Ramsey, E. Walsh.

CONGRATULATIONS

To **Mr. B. Kehoe** on obtaining his Master's Foreign Going Certificate.

To **Mr. P. Kelly** on obtaining his Second Mate's Foreign Going Certificate and on his promotion to Third Officer on the mv. "Irish Rowan."

To **Mr. J. Whyte** on obtaining his Second Mate's Foreign Going Certificate and on his promotion to Third Officer on the mv. "Irish Elm."

To **Mr. M. Brophy** on obtaining his Second Mate's Foreign Going Certificate and on his promotion to Third Officer on the mv. "Irish Ash."

To **Mr. E. Coleman** on obtaining his Second Mate's Foreign Going Certificate.

To **Mr. J. Hamilton** on obtaining his Second Class Motor Certificate.

To **Mr. P. Cullen** on his promotion to Second Engineer, ss. "Irish Poplar."

To **Mr. J. McGonnell** on his promotion to Second Engineer, ss. "Irish Spruce."

To **Mr. D. Harrington** on his promotion to Third Engineer, ss. "Irish Spruce."

To **Mr. D. Buckley** on his promotion to Fourth Engineer, mv. "Irish Ash."

To **Mr. P. Polley** on obtaining his E.D.H. Certificate and on his promotion from O.S.

To **Mr. J. Byrne** on obtaining his E.D.H. Certificate and on his promotion from O.S.

To **Mr. J. Chaney** on obtaining his Chief Cook's Certificate.

To **Mr. V. Joyce** on obtaining his Chief Cook's Certificate.

ENGAGED

Congratulations to **Mr. Frank Raftery**, Chief Officer, on his engagement to **Miss Carmel Mansfield** of Cobh, Co. Cork.

Years Trading Results Encouraging

The Company's financial accounts for the year ended 31st March 1968 show a net profit of £20,345.

This was the good news with which our Chairman, Mr. P. H. Greer, began his statement to the 27th Ordinary General Meeting of the Company held on June 26th.

The Chairman referred to his address last year in which he warned that the possibility of incurring a substantial loss in the year just ended was very real. "Fortunately," said Mr. Greer, "the plans we had made to counteract the situation were effective and we have done very much better than we dared to hope." Administration costs were cut by £60,000 in the past year and it is hoped to reduce costs to a level which will make it possible for the Company to trade profitably even when freight rates are low.

The new I.S.L./Manchester Liners joint cargo service to Canada and U.S. has been most successful, as well as providing a better service for the Company's customers. "We find in Manchester Liners," said the Chairman, "partners with a most co-operative and progressive outlook and we hope that the association will develop into other spheres. Indeed, if the trend towards containers continues, as seems certain, closer co-operation between our two lines will be of considerable benefit not only to ourselves but also the merchants whom we serve."

Commenting on the fleet, Mr. Greer said that the "Irish Elm" had already completed a number of profitable voyages and when she had been fitted out with car decks she would go on charter for a minimum period of five years. He went on to say that the "Irish Cedar" had been chartered for a further twelve months by W. & H. M. Goulding Ltd. to carry phosphates from North Africa to Ireland. The new ship being built by Cammell Laird would go on a minimum eight-year charter on delivery and a number of our other vessels have been fixed for the next year and, in some cases, well into the following year.

FLEET EXPANSION AND INDUSTRIAL RELATIONS

The Chairman said that the 25% Investment Grant and the credit facilities now available, combined with our own resources, provide us with an opportunity to expand the

fleet. "We are taking full advantage of these opportunities and at the present time we are engaged in evaluating several other potentially profitable prospects," said Mr. Greer. The Chairman paid tribute to the unions representing our seagoing personnel for the enlightened attitude they displayed at a time when so much is heard about industrial unrest. "They realise," he said, "as we do, that the expansion of the Irish merchant fleet will be in direct proportion to its efficiency. The unions and our seamen have co-operated fully in the introduction of improved working methods and in breaking down old lines of demarcation. Our latest bulk carrier, the "Irish Elm," was manned by a general purpose crew in which no distinction is drawn between deck and engineroom ratings. The results so far have been excellent. I am pleased to have this opportunity of paying tribute to the officials and members of the unions for their enthusiasm and interest in experimenting with and adopting modern ideas and methods which are essential if we are to maintain and expand the Irish merchant fleet.

The application of work study, the introduction of new work methods, the fitting of automatic and new equipment in our ships has brought revolutionary changes on board the ships, particularly, of course, the "Irish Elm."

I would like to compliment all our ship-board personnel who have so ably adapted themselves to these changes and to thank them for their co-operation, without which the best of modern ships, ideas or methods would be of little avail."

TRAINING AND WORK STUDY

The Company's new Cadet selection scheme had received favourable comment in the "Journal of Commerce Annual Review" and while it was somewhat early to reach firm conclusions the first group of Cadets selected by the new procedures had distinguished themselves in the Nautical Training College.

"At the recent conference of the European Work Study Federation, held in May, the Director of Work Study of the British Shipping Federation publicly described I.S.L. as one of the pioneering shipping companies in this field."

By tighter control it had been possible to

reduce time out of service of our vessels and this makes a significant impression on time charterers who are, naturally, very interested not only in cost but also in dependability.

Mr. Greer also referred to the new car ferry service which had been, unfortunately, affected by the French strikes since the maiden voyage. He was pleased to say that Palgrave Murphy Ltd., in which we have a substantial interest, had also made a profit last year and good progress was being made in the current year.

FUTURE OUTLOOK

This year's profit, though a modest one, indicated a move in the right direction and the Company's prospects now look better than they have for many years. "We will continue," said Mr. Greer, "to strive and we are confident that increased profits will be made in the current year. The Company's earnings make a very important contribution to our country's balance of payments, and our activities not only provide an important service to our customers but also opportunities for the employment of hundreds of Irish citizens to develop and exercise knowledge and skills for which there would otherwise be little opportunity in Ireland.

Our Masters and their officers and men have to be skilled, reliable and resourceful; our management keen and yet understanding of the difficulties of sea-going life. I am glad to say that a great deal of team work is being displayed by all and we, on the Board, are happy to thank all concerned and say that they have our full confidence and regard."



At the Press Conference to announce the purchase of the new 29,000 ton Bulk Carrier, left to right: L. S. Furlong, W. A. C. O'Neill, G. Jones, P. H. Greer.

NEW BULK CARRIER

A 29,000 d.w.t. bulk carrier at present being built by Cammell Laird of Birkenhead will join the Irish Shipping fleet in the autumn of 1969. This announcement was made by the Chairman, Mr. P. H. Greer, at a press conference held on May 2nd. The contract for the new ship has been taken over from Star Bulk Carriers of Bergen who will charter the vessel when built for a minimum period of eight years.

The ship will have five clear rectangular holds without any obstructions or projections which will facilitate the loading and unloading of containers, newsprint, wood-pulp and package lumber in addition to bulk cargoes. Cargo can be loaded by means of two Munck Gantries travelling over all hatches and each capable of lifting 25 tons. The vessel will also have many of the features already provided on the "Irish Elm," such as bridge control of the engine, self-tensioning winches, first class accommodation, cafeteria, bars and recreational facilities.

When the new bulk carrier comes into service, the Irish Shipping fleet will comprise of fourteen vessels, totalling 188,466 tons deadweight.

SISTER SHIP TO BE BUILT

The purchase price of the new bulk carrier is £2½ million of which £2 million is being provided through U.K. shipbuilding credit facilities. This arrangement will enable the Company to provide from its own resources for the building of a sister ship, which will also be chartered to Star Bulk Carriers. Discussions have already commenced with Verolme Cork Dockyard so that this second ship may be built in Ireland.

Mr. Greer also announced the sale of the "Irish Maple" which will be delivered to her new owners at the end of her present voyage.

LEP (IRELAND) LTD. APPOINTED AGENTS

Lep (Ireland) Ltd. have been appointed official freight agents for the joint Irish Shipping/Manchester U.S. liner service in the Republic of Ireland.

TRADING RESULTS FOR YEAR ENDED 31/3/'68, COMPARED WITH PREVIOUS YEAR

	£	1967/68 £	£	1966/67 £
Surplus from Ship Operations	...	485,134		457,343
LESS Strike Expenses	...	Nil		23,200
		<hr/>		<hr/>
		485,134		434,143
Income from Investments	...	165,542		162,402
		<hr/>		<hr/>
		650,676		596,545
DEDUCT:				
Amounts written off; furniture, fittings and cars	3,161		3,316	
Directors' Fees and Travelling Expenses ...	4,053		4,603	
Auditors' Fees and Travelling Expenses ...	820		930	
Training Schemes ...	31,411		27,481	
Consultants' Fees ...	141		8,906	
		<hr/>	<hr/>	
		39,606		45,236
		<hr/>		<hr/>
NET INCOME		611,070		551,309
LESS:				
Depreciation on Ships	...	590,725		618,780
		<hr/>		<hr/>
NET PROFIT		20,345	NET LOSS:	67,471
Debit Balance on Profit and Loss A/c. brought forward from previous year	...	796,861		729,390
		<hr/>		<hr/>
Debit Balance on Profit and Loss A/c. carried forward to next year	...	<u>£776,516</u>		<u>£796,861</u>

The **BALANCE SHEET** shows the following position compared with the year 1966/67:

	1967/68 £	1966/67 £
The Share Capital of	11,427,479	11,427,479
LESS Debit Balance on Profit and Loss A/c.	776,516	796,861
	<hr/>	<hr/>
	<u>£10,650,963</u>	<u>£10,630,618</u>

is represented by the following **NET ASSETS** of the Company:

	1967/68 £	1966/67 £
Premises and Property	96,230	83,930
Net Value of Ships	8,150,915	7,808,122
Investments in Associated Companies	283,898	295,898
Investment in Government Securities	967,129	498,421
Stocks and Stores	103,667	118,271
Net Amount due Company (Debtors less Creditors)	41,680	145,310
Cash in Bank	1,007,444	1,680,666
	<hr/>	<hr/>
NET ASSETS	<u>£10,650,963</u>	<u>£10,630,618</u>



Mr. M. O'Sullivan, Principal, with the pupils of Monkstown National School, Co. Cork, who "Follow-the-Fleet" each week.

In previous issues of "Signal" we have told of the growing interest in our ships and the men who sail in them, which our "Follow the Fleet" scheme has stimulated in schools around the country. We have asked our Masters and sea-going personnel to co-operate with us by answering any letter which they receive from schoolchildren participating in the scheme, and we have been more than pleased with the response given to our request. We feel that the following letter from Mr. Michael O'Sullivan, Principal of Monkstown National School, Co. Cork, conveys better than any words of ours the gratitude and appreciation of the recipients for letters received from our ships. Recently we discovered that, in addition to the ships mentioned by Mr. O'Sullivan, a letter was sent to the school from the "Irish Alder" at Mauritius but was lost in transit.



Diarmuid O'Regan and John Doyle plot the position of "Irish Alder."

Dear

I would like to take this opportunity to thank you, on behalf of my pupils, for all the trouble you are taking with our "Follow the Fleet" project.

Things have been going apace since we last communicated and you will be glad to hear that we have had a wonderful response from the ships as regards replies to our letters. So far we've had replies from "Irish Poplar," "Plane," "Sycamore," "Maple," "Fir" and "Spruce."

The children have been overwhelmed with information and amazed that each letter contains so much different and interesting information from others received. It sure is geography made easy and it's a wonderful day in our school when one of these letters arrives.

All the information is shared and thus all pupils benefit from each letter.

We had our nationality and heritage brought home very clearly in one reply received—which was in the native tongue. Needless to mention, we replied in the native tongue—as a matter of fact we were put to shame, not being first with the good patriotic thought.

I enclose replies from the pupils to the Captains and others from whom replies were received plus a renewed request to the ships not yet on our project. Kindly forward them for us and thanking you again for all your help.

Sincerely yours,

MICHAEL O'SULLIVAN.

INTER-OFFICE SOCCER MATCH

Dublin Office, 6; Cork Office, 1.

Before a very poor attendance our Head Office team scored six goals in their recent encounter with our colleagues from Cork, who could only respond with a solitary goal.

The score sheet does not reflect the trend of play and, in fact, for long spells during the second half the Cork team controlled the middle of the field, but they had not the punch up front to turn this advantage into goals. Scorers were K. Bray, J. McQuinn and M. Hillin for Dublin and J. Devitt for Cork.

A delightful evening followed in the Clare Manor Hotel and all credit must go to John Wright and John McQuinn for the arrangements made.

Teams:

Dublin Office: Derry O'Neill, Sean Glancy, Alex Mullin, Noel Chambers, John Wright, Dermot McNulty, Gerry Carty, John McQuinn, Michael Hillin, Enda Mullally, Kerry Bray.

Cork Office: Pat Barry, Barry Rose, Pat Dowling, Mick O'Sullivan, Tony Boland, Turloch Connolly, Jim Devitt, Tom Hanrahan, Tom O'Toole, Gerry Mooney, Pat O'Connor.

CORK AGAIN

Our best wishes to Mr. Tony Boland, Assistant Manager, Cork Office, and Miss Collette Barrett who were married on Monday, June 17th.

AND AGAIN

Congratulations to Mr. I. Wyley of Cork Office on his recent engagement to Miss Mary Barrett of Cork.

FURTHER HONOURS FOR ARTIST

Mr. Bernard Byrne, well-known member of Head Office staff, was once again honoured by the Royal Hibernian Academy when the three paintings which he submitted were accepted for the Academy's recent exhibition.

Out of 1,500 paintings submitted from all over Ireland, only 111 were accepted and of these approximately 36 were by artists other than members of the R.H.A. And again, for the second time, one of Bernard's paintings was purchased by the Haverty Trust for presenting to the nation. The Haverty Trust was established to purchase works of art by Irish artists for the nation and the trustees are members of the R.H.A. and other art experts.

Bernard's other two paintings were also purchased and he was the only artist to have all of the paintings he exhibited sold. The distinction which Mr. Byrne has achieved in the rarified atmosphere of the Academy places him in the forefront of modern Irish painters and all in Irish Shipping will be delighted that such high honour should be won by such a modest and likeable colleague.

We are very pleased to learn that Bernard has been commissioned by Irish Shipping Ltd. to paint a picture which will hang in the Company's new ground-floor booking office.

Next year he will hold the second exhibition of his paintings in Dublin and we wish him every success, not only in this venture but in his future career as an artist.

Photographic Competition Awards

The following entrants in our Photographic Competition have won awards of £3 each:—

MR. J. KENNEDY, Deck Officer Cadet.
MR. C. McGOVERN, Second Steward.
MR. R. MURRAY, Chief Engineer.
MR. V. McMAHON, Cork Office.
MR. C. O'DONOVAN, Chief Steward.

In addition to the above awards, Mr. J. Kennedy has won the award of £10 for the best photograph submitted.

Remarkable Seafaring Family



Cadet Peter Kelly.

In winning this year's Insurance Corporation of Ireland award for the "Cadet of the Year," Cadet Peter Kelly has proven himself a worthy upholder of a unique and proud family seafaring tradition. Mr. Kelly is one of five seafaring brothers, two of whom, Frank and James, are at present serving as Deck Officers with Irish Shipping Ltd. He is son of Captain J. P. Kelly, now retired, and nephew of the late Captain Frank Kelly, both of whom served as Masters with the Company for many years. Peter's grandfather was the late Captain Patrick Kelly who was Harbour Master at Cork for 23 years. Before his appointment as Harbour Master, Captain Kelly held command on a number of cargo liners for many years and narrowly escaped death in the 1914-18 War when two of his ships were torpedoed and another was sunk by a mine.

HISTORIC ASSOCIATIONS

Still further back in the Kelly family tree Peter's great-grandfather was also a ship's Master and he also bore the name of Captain Patrick K. His two brothers, as might be

expected, also answered the call of the sea and they were Captain William Kelly and Captain Nicholas Kelly of Wexford. There is one particularly interesting and historic incident in the illustrious career of Captain Nicholas Kelly which is worthy of recall.

Captain Nicholas Kelly was owner and Master of the brig "Trio" which, in May 1884, was anchored in the harbour of Corunna on the north-west coast of Spain. While the vessel was lying at anchor, a Catholic feast day was being celebrated ashore with all the traditional fervour and ceremonial associated with Spanish fiestas and the shipping in the port joined in the celebration by dressing the ships with flags and bunting. Vessels from foreign countries hoisted their national flags. Now Captain Kelly's grandfather, who had distinguished himself during the Insurrection of 1798, had been presented with a Fenian flag to honour his gallantry in action and the Captain had on board his ship a duplicate of this Fenian flag. As a gesture of goodwill and to emphasise the religious affinity which existed between Spain and Ireland, Captain Kelly had the green emblem run up to the masthead. The Irish flag had no sooner unfurled its folds to the breeze than it became the subject of strong protest from the British ships lying alongside. One after another the English



Captain J. P. Kelly.

Shippers were over-zealous that the flag be hoisted down, but Captain Kelly ignored the messages. The Englishmen then sent a deputee to the British Consul. Their case was that Ireland was part of the British Dominions and Irish ships must fly the British flag according to international navigation laws.

The British Consul, naturally, supported the demands of his fellow-countrymen, but Captain Kelly was firm. It was his ship and his country's flag and he challenged the right of anyone to gainsay it. The Consul carried the case to the Spanish Port Authority and a peremptory demand was sent to the "Trio" to take down the green flag. Still Captain Kelly held out and presently a Spanish gunboat arrived on the scene. An armed boarding party came on the "Trio's" deck, but when a couple of them approached the halyard to lower the flag, members of the crew rushed to prevent them. A fight developed, but reinforcements came aboard from the gunboat, the flag was seized and Captain Kelly and his crew were arrested and brought ashore. Court proceedings resulted in a fine and the forfeiture of the flag.

Captain Kelly was not satisfied to allow the matter to rest there. On his return to Wexford he gave the incident the widest possible publicity and Irish Members of Parliament asked questions about it in the House of Commons. It transpired that the British Consul had exceeded his duty and on this admission being officially made by the President of the Board of Trade, the flag was restored to Captain Kelly.

Captain Nicholas Kelly was lost off the Donegal Coast five months later when the boat in which he was going ashore from the "Trio" was swamped in a storm.



Jose Smith, Catering Department, "Irish Fir," celebrated his 21st birthday on May 26th. Greetings and best wishes come from Dad, Mam, Maureen, Verie, Mick and Eric and baby Sharon.

BIRTHDAY GREETINGS

To **Ronan Dunne**, Catering Department, "Irish Sycamore." Congratulations and best wishes on your 21st birthday. With love from Mum and Dad, Aedamar, Ciaran and Darina.

To **Kevin Barry**, Junior Engineer, "Irish Maple." Best wishes on your 23rd birthday which took place on April 29th. From Mam, Dad, Veronica, Margaret, Auntie and all your friends in Cork.

To **Denis Gibbons**, Catering Department, "Irish Maple." Love and best wishes for a very happy birthday on June 1st. From your wife Mary and son Denis and all at 39.

To **Bernard Mulready**. Greeting and best wishes for a very happy birthday which took place on 29th April. From Mammy, Daddy and family and especially from your sister Mary who was 22 years on the same date.

To **Edward A. Keane**, Deck Officer Cadet, "Irish Spruce." Happy 19th birthday Eddie and hope you enjoy it. We will celebrate when you get home. Love from Dad, Mam, Jack and Nora.

To **Joe Pryme**, Engineer Officer Cadet, "Irish Ash." Congratulations and our very best wishes on your 19th birthday. From Mum, Dad, Patricia and Carl at Portrane; Nanno and uncle in Manchester, mother and uncle in Whitehall and aunts and uncles and cousins in Raheny, Killester and Finglas.

To **Martin Cahalan**, Engineer Officer Cadet. Best wishes and congratulations on your 21st birthday which took place on 9th May. From Mam and Dad, Nora, Nancy, Bridie and Philip.

To **Jim Whyte**, Third Officer, "Irish Elm." Congratulations on your 21st birthday. from all at home with a special greeting from your twin brother Joe.

To **Michael Byrne**, Third Officer, "Irish Larch," greetings and very best wishes for your birthday on June 17th.—From Mam, Dad, Annette and Michael.

To **Jerry Desmond**, 3rd Officer, "Irish Plane." Happy 22nd birthday on July 8th. From Mam, brothers and sister; may God bless you.

... VOYAGING ON THE 'ALDER'

For this interesting account of the "Irish Alder's" voyages from the U.S. to India, East Africa, Europe, Mauritius and Canada we are indebted to Deck Officer Cadets A. Coghlin, L. Kinsella, D. J. Smith and D. O'Brien.

After a long, tiring, uncomfortable journey our floating home for the next few months stood before us. It was not an encouraging sight. The trip to Indonesia had taken a lot out of the "Irish Alder" and the New York dockers had not helped to enhance her beauty.

After a brief period in the Hoboken Dockyard we sailed for Norfolk, Virginia, to load grain for India. Large colonies of "bugs" seemed to have set up house in the hatches. We sprayed the ship ourselves twice. Then a shore gang had to be employed and eventually we started loading cargo. When we were finished loading we sailed immediately, and it just happened to be Friday, 13th October. Nevertheless we set sail full of hope and confidence.

A few leisurely days at sea brought many things to light. One of these was the presence of two monkeys affectionately called Paddy and Sheila. The other discovery was two rowing boats and a canoe built by the previous crew. These had gone unnoticed by most of us because they were scattered liberally throughout the piles of dunnage which strewn the deck. Fortunately, or unfortunately, one of the rowing boats and the canoe did not survive the trip. The other rowing boat survived purely because of its weight.

The next milestone in our adventure was the replacing of a liner in the engine room. The stoppage produced an amazing assortment of fishing tackle. The quiet R.S.P.C.A. type armed themselves with light lines, and one or two small hooks, while the more aggressive, bloodthirsty set armed themselves with heavier lines, wires, shark hooks, lumps of bloody meat and clusters. This array of gear was not all in vain. Several sharks were hooked but only one was landed. The poor unfortunate shark that was landed fell a victim to the souvenir hunters. Gourmets thought of shark-fin soup, and others of shark teeth necklaces. Eventually the toothless creature was returned to the deep.

When the new liner had been installed we



Cadet A. Coghlin

resumed our journey. During all this time Paddy and Sheila had made themselves at home. It was not at all uncommon to see small, gloss white footprints on a newly-painted deck. This, naturally, incurred the displeasure of the mate who curtailed their activities by lashing them to No. 6 hatch. The monkeys then held the mate in the lowest esteem. The mutual feeling of resentment remained throughout the trip.

After a few hours bunkering in Capetown we were on our way again, all pleased and happy with the few letters than mean so much. The trip passed fairly quietly except for rumours of a new boat club. These rumours materialised when the president, secretary, chairman, treasurer and members were seen carrying out repairs to the remaining boat that was said to be a masterpiece and by others to be a nuisance. Sporadic discussions broke out as to how long the boat would last if everyone kept tripping over it on the deck, while others with strained backs merely looked on and smiled knowingly. Despite all efforts, looks, curses to which the boat was subjected, the boat is still with us.

Eventually we smelled India about four hours

before we saw it. When we dropped anchor, the bum-boatmen descended, selling everything from last month's English newspapers to neon signs. When we went ashore we found that Cochin was fairly rich in history. Vasco de Gama had landed there, and it was there that St. Francis Xavier founded the first Catholic church in India. After a week of swimming, merriment and hard work we sailed for Beira, Mozambique.

HOT AND COLD

After a pleasant week in Beira we sailed for Rotterdam via Durban for bunkers. Leaving the warm sunshine of the tropics in our wake we sailed northwards into the cold arms of European winter. A fall of snow on arrival at Rotterdam was a portent of the weather we were to have for our stay on the coast. However, our fears of the cold and snow was partly forgotten when news came through that a Safmarine Charter would return us speedily to a warmer clime.

In Rotterdam, Capt. T. Byrne was relieved by Capt. Poole. There were a few more changes in the crew and it was here that Sheila and Paddy left us for a cosier nest than we could supply. Their leaving was a sad affair and all hands showed genuine signs of sorrow, save one lone chuckling apprentice who was, by the monkeys' departure, automatically freed from the soul destroying task of scrubbing out the lifeboats every second day!

After discharging in Rotterdam, where we were quite close to the "Elm," we loaded general cargo in Antwerp, Bremen, Hamburg and Le Havre for South African ports. On our visit to Capetown we only spent a day discharging, so only a few managed to get ashore. While in Capetown we had a visitor on board, he was from the Irish Football Association Club, and he was disappointed to hear we only had one day in port. He said he would have arranged a football match and also some tours around Capetown. We said goodbye to Cape-town and proceeded to Port Elizabeth, where we had a most enjoyable and memorable night in a spot called the Club International. Our stay here was also short, only lasting a day and a half.

On our arrival in East London we were lucky, as it was our first port without having to go to anchor. The heat created little trouble here as there was a nice sandy beach about one hundred yards from the ship's berth. A beach party was held, on the beach, of course,

which in my opinion went down very well with everybody who was at it, although some didn't remember anything next day. We found out that we have some magnificent stepdancers on board.

A person who is known by quite a large number of people in I.S.L. was waiting to greet us in Durban. He is, of course, Mr. Basil Sheedy and he runs an Irish club with the help of some Irish immigrant friends. They gave us a very nice time, and we stayed in Durban for a week.

MAURITIUS

When we arrived here the holds were dried out to ensure that the inspectors would pass the ship for her cargo of sugar for Canada. "Millions" of bum-boatmen, barbers, tailors and such-like came on board and annoyed everyone until they made a bargain—most of the crew got suits made. On St. Patrick's Day we had a visit from some missionaries, including Rev. Fr. E. Graham, Superior of the Holy Ghost Fathers, and they celebrated Mass and stayed on afterwards to join in the celebration of St. Patrick's Day, as all good Irishmen do. We arranged a football match, but this had to be cancelled on account of the curfew. Mauritius at the time had just got independence from Britain.

During boat practice we rowed out over the Coral Reef and some of the crew went skin-diving to get some coral. The Reef was beautiful, millions of different species of fish and plant life.

I think everybody was sorry to leave Mauritius; were it not for the curfew I don't think anybody would have left.

At the time of writing we are bunkering in Cape Verde Islands en route to Montreal and Toronto, so it will be a few weeks yet before we are let loose on leave—fair warning to Mrs. Coghlin, Mrs. Kinsella, Mrs. O'Brien and Mrs. Smith.

GENERAL PURPOSE MANNING ON "IRISH ELM"

A great deal of interest has been shown in the new G.P. experiment on the "Elm" and our Personnel Manager will be writing about this in our next issue. We will also be publishing the views and comments of the men on the ship.

ROLE THE OF OPERATIONS DEPARTMENT

I very much welcome this opportunity of describing, for the information of all my colleagues afloat and ashore, where the Operations Department fits into the organisational framework of our Company. However, before doing so, I hope you will agree with me if I make the point that we are no different from any other industry or service ashore in so far as we are faced with the same basic problem, namely, the attainment of a high level of efficiency without which continued profitability (and thus the well being of our Company) is not possible. Our department is concerned with efficiency in the field of operations and I see our role as one of continuously, promoting and guiding our mutual search for improvements throughout the full ambit of our operating activities.

Where we, as shipowners, differ from other industries is that our two essential resources—ships and the expertise of all our seagoing personnel—continuously operate at long range. This was not a problem many years ago when ships were built, manned and traded by individuals for their own account most successfully. However, the many developments since then, involving ship construction and motive power, the addition of sophisticated equipment and the drastic alterations in trading patterns has necessitated a much greater degree of control being exercised from shore. When viewed in its right perspective, however, it must be seen that the best use of our resources at the most competitive cost can only be achieved successfully by our masters and other seagoing personnel.

Accordingly, the conscious aim of our department is to co-ordinate the various specialist skills and services available ashore, so as to advise and support our seagoing personnel to enable them carry out their job successfully. They are in the front line and basically all our futures ashore are largely dependent on their success. This concept is surprisingly new in the shipowning business these days and the change in emphasis requires a certain amount of re-education and adaptation. I cannot claim that our achievements in the last two and a half years have been all we would desire, but clearly much has been achieved. What is of most importance, and I hope again you will agree, is that the right start has been made.

CONTROLLING COSTS

In now going on to deal with the manner in which we achieve our objective, I

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B. W. Lynch, Operations Manager.

should stress that our primary concern is costs, under the heading of time and direct operating costs. Non-productive time or off-hire time is as real a cost as bunkers or any other more easily recognisable operating cost. By systematic anticipation and planning, we endeavour to minimise off-hire time and operating costs.

Three mornings a week representatives from each department meet in our room at 9.30 to discuss each vessel's present position, forward itinerary and future range of fixtures. Once a week a separate meeting is held to

discuss in detail with the appropriate department the following subjects which are briefly summarised:

(a) **Personnel:** Master, Officers and crew reliefs planned; correspondence received from vessels discussed; illness and repatriation or replacements for any other reason.

(b) **Purchasing:** Stores positions for each vessel, advice re requisitions, victualling standard and comments from ships, spare gear position.

(c) **Superintendents:** Correspondence from vessels re machinery or other maintenance problems; drydocking programme; any voyage repairs necessary planned; date of various surveys due; recent visit to vessels discussed.

(d) **Cargo and Stevedoring:** Refers basically to the liner service and agency vessels, bookings, vessels due and berth positions at Dublin.

(e) **Accounts:** Budgets and details of known variances to date, disbursement accounts, freight or hire position.

We consider that this systematic approach is the most effective manner of communicating with each department and ensuring that the maximum amount of information is circulated.

From the outset we have also stressed that all communications to and from the vessels must be channelled through Operations. This is to ensure that we are fully in the picture at all times with regard to all aspects of ships' activities. Arising from cables or correspondence, we instigate the immediate appropriate action or pass the query to the relevant department for information or advice, with any necessary reply being sent back through our department.

ROUTINE

In addition, the following particular activities form part of our regular routine:

(a) **Operational control and compliance with Charter Policy conditions.** This mainly involves advice to Masters, instructions to agents and stevedores, bunker stemming and delivery, expediting port turn-round, checking and assessment of demurrage and despatch.

(b) **Maintenance:** All hull, cargo gear and machinery maintenance is supervised by the Operations Superintendents who also attend to drydocking and voyage repairs where necessary. The technical performance of main machinery and auxiliaries is also closely followed from reports from Chief Engineers.

(c) **Co-ordination of Services:** A close liaison is maintained with all departments so

B. W. LYNCH, F.I.C.S., Operations Manager.—A Corkman and educated at Christian Brothers College, Cork, he joined Irish Shipping in 1947 from Fords and in 1954 he was appointed Cork Office Manager. In 1961 he was transferred to Head Office to take up the position as Services Manager and he subsequently served with Chartering Department until his appointment as Projects Manager in 1963. When the new management structure was established in November 1965 he was appointed Operations Manager with overall responsibility for ship operations and our Cork and Dock Offices. His present duties have brought him to many distant ports in the U.S., Canada, Egypt and India, as well as to most of the major European and British ports. He represents I.S.L. on the Dublin Master Stevedores' Association of which he is the present Chairman.

Bill is an all-round sportsman; he played rugby with the Dolphin Club in Cork and was an active member of the Referees' Association for many years. His present interests are in tennis and golf, and he has distinguished himself in both games quite recently. He was one of the stars of the I.S.L. team in the recently held Business Houses' Tennis League and also won the captain's prize at the Railway and Steampacket Golfing Society outing held a few weeks ago. A married man with six children, Bill has always been closely associated with staff social activities and enjoys widespread popularity with all his colleagues.

that all the vessels' requirements can be properly co-ordinated and the best use possible made of time available. In this area we, naturally, depend to a very large extent on the specialist skills readily available in all other departments, viz., Insurance and Claims, Personnel, Technical, Purchasing, Work Study and Accounts.

(d) **Operating Costs:** These fall into two categories: (1) Voyage Costs and (2) Direct Costs.

(1) VOYAGE COSTS

Port Charges: Whilst these are mainly standard charges, there can be scope for some control and economies, with appropriate advice from Masters and Agents.

Loading and Discharging: Experience and advice from Agents can determine where economies can be effected, e.g., on a contract basis. Pro forma disbursement accounts are sought as soon as possible, to enable any queries to be processed with the Master or Agent at the earliest possible time.

Bunkers: The annual bunker contract determines the basic portion of this expense.

However, in voyage planning, regard is paid to the various price differentials en route and actual consumption is closely checked.

(2) DIRECT COSTS

You are aware that a budgeting system has now been followed in our company for the last four years. This involves budgeting annually a year ahead for all items of direct cost under the following headings: (a) drydocking voyage repairs and spare gear, (b) seagoing personnel salaries and overtime, (c) stores, (d) insurance, (e) victualling, (f) office salaries, (g) office overheads. We are directly concerned or involved with the first four of these.

(a) **Drydocking, etc.:** Based on anticipated surveys, condition and spare gear requirements, a cost estimate is made. In advance of drydocking, specifications are prepared from outstanding repair lists furnished from the vessels and circulated to all yards in the geographical area in which vessels will be available for drydocking. Experience here has amply justified the time and effort taken in this regard.

(b) **Seagoing Personnel Salaries and Overtime:** Basically this is prepared by Personnel Department, our contribution being with regard to overtime. This is based on our records and experience of the anticipated trading pattern of the vessel.

(c) **Stores:** As standards have been set for consumption of approximately 70% of the value of stores consumption on each vessel, it is possible to budget with reasonable accuracy under this heading. Monthly returns of consumption from each vessel indicate any variance.

(d) **Insurance:** This budget is prepared by the Administration Manager and, of course, past performance essentially determines the current rates applicable. Our concern is to assist in the improvement of the standard of operation so that future rates will reflect this improvement.

In this general area of operating costs, performance is revised every three months against budgets, so that any possible corrective action can be taken. Furthermore, we have started in the last few years to keep Masters and Officer personnel closely advised of their ship costs and revenue, so that they are more fully able to appreciate the value of time. We intend to extend this type of ex-

change of information in the future and any particular queries which any of our seagoing personnel have with regard to costs will be readily answered.

NEW SPIRIT

You will be hearing from our Chairman in another section of this magazine of the Company's results for the year just ended. Whilst the profit is modest, it is, I genuinely feel, the start of a continuously rising curve. In the past year there has been real evidence of a leap forward and an emergence of a new spirit of confidence and expansion based on solid achievement.

I hope that this brief outline has demonstrated to you what our department endeavours to contribute by way of advice and support within our organisation. I am confident that with your continued co-operation and active interest we can continue to enhance our reputation in this international industry, so that all of us can look forward with assurance to the future.



Lauri O'Leary, Private Secretary to Operations Manager.

Calling...

**NEW YORK ... MONTREAL ... TOKYO ...
CALCUTTA ... CAPETOWN ... CASABLANCA ...**

The nimble fingers of Angela Coade tap out urgent messages to many different and distant parts of the world which, through the marvel of the Telex machine, can be read almost immediately in our agents' offices at the port called. This vital link with our ships around the globe provides a rapid means of communication for the relay of instructions and information essential to the efficient operation of a modern merchant fleet.

Angela, who joined the Company recently, also looks after crew mail which is a highly important duty and one which is given special attention. All mail received for personnel on our ships is forwarded by the quickest possible route and a record is kept of all letters sent to each ship, the date posted and the name and address of agents to whom the mail is forwarded. Every effort is made to ensure that the men on our ships get the letters which mean so much to them as quickly as possible, but, unfortunately, due to the uncertainty of some overseas postal services, we cannot always guarantee delivery.



Lauri O'Leary, Private Secretary to Operations Manager, was born in Waterford and educated at the Brigidine Convent, Goresbridge, Co. Kilkenny. She served in Personnel and Services Departments before taking up her present position in 1965. It is of historic interest to recall that Lauri typed the very first stencilled copy of "Signal" which appeared in January 1963 and by a happy coincidence the editor at that time was our present Operations Manager.

Lauri is a very accomplished singer and has played major roles in such shows as "Rose Marie," "New Moon," "Lily of Killarney" and "Maritana." She is a member of both the Rathmines and Rathgar Musical Society and the Glasnevin Musical Society.

Prior to taking such a keen interest in music, Lauri was an outstanding camogie player and would undoubtedly have won many honours if she had continued her activities in that sporting sphere. Nowadays Lauri confines herself to tennis and pitch and putt.



M. DE MANGEAT, D.P.A., A.I.C.S., Operations Assistant, was educated at Westland Row C.B.S. and joined Irish Shipping 1947. After a number of years in the Accounts Department he was transferred to Chartering Department in 1956, and when the new organisational structure was established in 1965 he moved to Operations Department. Recently he was appointed Operations Assistant.

A very popular member of our Head Office staff, Maurice has been a keen rugby enthusiast since leaving school and has given sterling service both as a player and honorary secretary with Seapoint Rugby Football Club. Married with two children, Maurice has travelled to many Continental and British ports in the course of his duties.

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S. M. CLERY, A.I.C.S., Operations Assistant, was educated at O'Connell C.B.S. and came to Irish Shipping in 1947, serving in the Accounts Department, Dock Office, Stores, and Chartering Departments prior to being seconded to the newly-established Central Pay Office in 1961. He was appointed Assistant Accountant in 1963, a position he held up to 1965 when he joined Operations Department as Operations Assistant. Stephen has made several business trips to the Continent, Canada and the U.S. and has, of late, been concerned with the operational aspect of our joint service with Manchester Liners on the North Atlantic liner trade.

He is a member of Sutton and Portmarnock Golf Clubs and recently won the Sutton men's annual foursomes competition for the Barry Fitzgerald Cup which was originally presented by the famous Irish film actor. Stephen is married and has three young children.

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CAPT. C. RAFTERY, Deck Superintendent, is a native of Galway where he attended the Patrician Brothers Secondary School and the Junior School of Nautical Training before joining Irish Shipping in 1946 as an apprentice. Unfortunately, the shortage of vacancies for apprentices on I.S.L. vessels at that time caused him to sail as a deck boy on a Panamanian vessel which was on charter to the Company. He spent some time with the Triton Shipping Co. of New York, during which he was shipwrecked off the west coast of Canada on a vessel called the "Andalusia" which became a total loss. He returned to Irish Shipping in 1950 as Third Officer and was eventually appointed Master of the "Irish Larch" in 1963. Subsequently, he commanded the "Willow," "Pine," "Poplar," "Spruce" and "Sycamore" before coming ashore in 1966 to take up his present position as Deck Superintendent.

Capt. Raftery, who is married with two children, now lives in Dublin and his younger

brother, Frank, is at present serving as Chief Officer with the Company.

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J. D. Murphy.



W. E. Nolan.

W. E. NOLAN, M.Inst.Mar.E., A.M.R.I.N.A., Engineer Superintendent, joined Irish Shipping in August, 1950, as Second Engineer on the "Hazel." He was appointed Chief Engineer on the "Willow" in December, 1950, and served as Chief Engineer on the "Oak" before coming ashore in March, 1963, as Assistant Superintendent Engineer attached to Technical Department. He was appointed Superintendent Engineer with Operations Department in November, 1965.

Ernie, who is married with two sons, lives in Bray, Co. Wicklow.

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J. D. MURPHY, M.Inst.Mar.E., Assistant Superintendent, comes from Waterford and is at present living in Cork where he is married with three children. He joined Irish Shipping in 1948 as an engineering apprentice and went to sea in March, 1950, as Fifth Engineer on the "Irish Cedar" (2). He served on this vessel until November, 1951, by which time he was promoted to Third Engineer and subsequently served on the "Hazel," "Oak" and "Pine." He was appointed Chief Engineer on the "Holly" in 1955 and stood by while the "Rose" was being built in 1956 after which he served on the new vessel for a year. John also served as Chief Engineer on the maiden voyages of the "Fir" and "Spruce."

He took up his present position ashore in April, 1959, and was at that time attached to Technical Department.



Tom Mannion.

T. MANNION joined Irish Shipping in 1957 and served in stores Department for a number of years before his transfer to Operations Department in 1966. Tom is an ex-pupil of St. Joseph's C.B.S., Marino, and was formerly a member of the famed St. Vincent's G.A.A. Club. He is married and has one son. Recently Tom visited the "Irish Ash" at New Orleans and, of course, he has made many business trips to European ports.

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D. HODGINS, M.Inst.Mar.E., Superintendent Engineer, is a native of Arklow, Co. Wicklow, and is married with four children. He joined Irish Shipping in 1953 as Second Engineer on the "Hazel" and subsequently served on the "Plane," "Cedar" and "Elm" (2) before being appointed Chief Engineer on the "Holly" in 1954. He came ashore to join Technical Department as Assistant Superintendent in May, 1955, and became Superintendent Engineer in 1965. Last month he was transferred from Technical Department to Operations.



G. Cronin.

T. J. G. CRONIN, M.Inst.Mar.E., Assistant Superintendent, is a native of Cobh, Co. Cork, and was educated at the local Presentation College and Cobh Vocational School. He joined Irish Shipping in 1945 as an engineering apprentice and attended the Crawford Technical Institute Cork, before going to sea as a Fifth Engineer in 1950. In January, 1956, he was appointed Chief Engineer on the "Irish Pine" and served in this capacity on the "Cedar" (2), "Elm" (2), "Rose," "Alder," "Blackthorn" and "Ash." He came ashore in 1962 as Assistant Superintendent and was married in the following year. Jerry has two children.

PRESENTATION TO RETIRING MANCHESTER LINERS MASTER



Captain J. Jones, Master of the "Manchester Spinner," receiving a presentation from **Mr. C. P. Kinsella, Freight Manager**, on the occasion of Captain Jones's last voyage before his retirement. Looking on are **Messrs. S. M. Clery and M. J. Fitzsimons.**



D. A. Talbot.

D. A. TALBOT, A.I.C.S., recently joined the Operations Department and previously served in Chartering, Stores and Cargo Departments, as well as in our Dock Office. He came to Irish Shipping in 1945 and was educated in St. Joseph's C.B.S., Marino, and Rathmines School of Commerce. While in Stores Department he was a regular visitor to the ships in Irish, British and Continental ports.

Declan is a more than useful golfer and as a member of Clontarf Golf Club he has won many competitions. He formerly played rugby with the Clontarf Club and still maintains an active interest in tennis. He was a member of the Executive Committee of Fairview C.Y.M.S. for several years and among his other noteworthy achievements, we understand, he holds a certificate for bullfighting.

We should add that Declan is also one of the Company's most eligible bachelors.

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J. McQueirns.

J. McQueirns, Technical Clerk, was educated at College of Commerce, Rathmines, and joined Irish Shipping in 1963. Up to his present appointment last month he was with Claims Department.

A keen sportsman, John is a member of Cill Dara Golf Club and also plays soccer and tennis.



"LARCH" BOUND FOR JAPAN"

After calls at many Persian Gulf ports, the "Larch" finally sailed from Abadan on May 30th for Marmagoa, in India, where she arrived on June 4th. She is at present loading a cargo of iron ore at Marmagoa and is expected to sail for Japan on June 15th, arriving at her discharge port about July 2nd. The vessel's further itinerary after completing at Japan is not known at the time of going to press.

While the "Larch" was in the Kuwait area, the ship was visited by Mr. Tim O'Connor, President of the Irish Society of Kuwait. The crew members were subsequently entertained ashore by Mr. O'Connor and members of the Irish Society. About thirty of the ship's personnel were taken to the Society's headquarters at Ahmadi, after which they were further entertained in the homes of the Society's members. Capt. J. S. Kerr, the ship's Master, was complimented on the gentlemanly deportment of the crew, the hosts adding that they had never previously met such a well-behaved ship's company.

On May 7th the Society's members were the guests of Capt. Kerr on board the "Larch" as a gesture of appreciation for the hospitality shown to the ship's personnel. A very enjoyable evening was had by all and the visitors showed a keen interest in Ireland and Irish Shipping and they expressed the hope that many more of our vessels would be calling at their ports in the future. Before the "Larch" sailed, Capt. Kerr received a "bon voyage" telegram from Mr. O'Connor.

LEAVE FOR "ASH" CREW

Members of the crew of the "Ash" who joined last September flew into Dublin Airport on a specially chartered flight from New Orleans on June 12th. The replacement crew had flown to New Orleans on the same aircraft on June 10th. Captain J. Lee has been relieved by Captain R. McMahon. The ship is on time charter to Peruvian State Line and for the next ten months she will be trading between the Gulf of Mexico and west coast South American ports. She will be carrying grain from the Gulf and returning with fish-meal and general cargo.

We have been asked by our Operations Department to request readers who wish to

send mail to the "Ash" to address all letters:
c/o Hansen and Tideman, Inc., 310 Salin
Building, 442 Canal St., New Orleans,
La. 70130, U.S.A.; or

c/o Corporation Peruano de Vapores,
Carrera 676, Chucuito, Callao, Peru.

These agents will ensure that all crew mail is delivered to the vessel at Gulf and South American ports.

"IRISH ALDER"

Those wishing to send mail to this ship are also requested to use the agents' addresses given for the "Ash" as the "Alder" is also on charter to Peruvian State Lines.

Capt. J. Poole, who was relieved at New Orleans by Capt. J. Gleeson, is now back on the North Atlantic liner run as Master of the "Poplar."

A detailed account of the "Alder's" movements prior to her present charter is given elsewhere in this issue.

"IRISH WILLOW"

Like her sister ship, the "Rose," the "Willow" is also on charter to Matthew Shipping Co. Ltd., and she is at present trading between Sheet Harbour, Nova Scotia, and west coast U.S. ports. She will be due at Wilmington, Delaware, on June 18th with a cargo of woodpulp from Sheet Harbour.

Capt. J. Walsh is Master of the "Willow" and the Chief Engineer is Mr. H. Mooney.

"IRISH FIR"

This vessel is expected at Panama on June 18th on her way from Ilo, Peru, to Baltimore with a cargo of copper blisters. She will then go to a Canadian port, probably Rimouski, to take on ammonium nitrate for another round voyage to Ilo.

"IRISH POPLAR"

Capt. J. Poole relieved Capt. J. H. Onions at Manchester on the present voyage of the "Poplar." The vessel is to call at New York, Philadelphia, Jacksonville, Savannah, Norfolk and New York again before returning to Dublin and Manchester. Like the "Spruce," she loaded a varied cargo at Dublin which included a large consignment of ballbearings from Northern Ireland as well as steel products from the Shannon Industrial Estate.

The "Poplar" is due to arrive at New York from Dublin on June 21st.



The m.v. "Irish Maple."

"IRISH MAPLE" SOLD

On her last voyage for the Company, the "Maple" is carrying "coals from Newcastle"; in this instance the loading port was Newcastle, New South Wales, and the discharge port is Tokyo, where the vessel is due on June 14th. After discharging her cargo, the "Maple" will go into drydock prior to being handed over to her new owners, Aliakmon Maritime Corporation of Monrovia, Liberia, for registry under the Greek flag. The crew are being flown home after the ship goes into drydock.

The "Irish Maple" was built by Wm. Gray and Co. of West Hartlepool and delivered to the Company in February, 1957. Her present tonnage is 11,671 D.W.T. and her port of registry is Limerick. Master of the "Maple" on her final voyage is Captain J. Flanagan and her Chief Engineer is Mr. G. Rowe.

"IRISH ROSE"

On charter to Mathew Shipping Co. Ltd., the "Rose" has been making a number of short voyages between Seven Islands on the north shore of the St. Lawrence and ports on the west coast of Canada. She is due to sail from Cornerbrook on June 14th for Seven Islands, where she should arrive on June 17th, and will sail again for Sydney, Nova Scotia, on her next voyage.

Chief Engineer Mr. H. Dowdall has been relieved by Mr. G. Cunningham.

"IRISH SPRUCE"

Confectionery, whiskey, stout, jam, Waterford glass, cranes, frozen meat, wool, two harps and a horse were all included in the general cargo loaded on the "Spruce" at Dublin for her present voyage to U.S. ports.

While the vessel was in Dublin the Master and Officers entertained on board a group of schoolgirls from San Sabena Convent, Sutton, who have been following the movement of our ships through our "Follow the Fleet" scheme. The children have a special interest in the "Spruce" as they have been in correspondence with the Master and Officers.

The ship is expected to sail from New York for Dublin on June 19th.

"IRISH PLANE"

After making a voyage from Mo-I-Rana in Northern Norway to Montreal, the "Plane" is at present loading grain at Toledo for Belfast. She will be due at Belfast about June 29th, after which she will probably load a cargo of steel on the Continent for Great Lakes ports.

Since our last report on this ship, Capt. I. Sheel has taken over from Capt. J. Caird, while Mr. H. Dowdall, Chief Engineer, has relieved Mr. T. Loughran.

The vessel is on charter to Vigo Steamship Company of New York.

"SYCAMORE" FOR DUBLIN

The "Sycamore" arrived at Tarragona, Spain, on June 9th from Puerto Cabello in Venezuela with fishmeal and general cargo. She is also scheduled to call at Barcelona, Savona, Genoa, Leghorn and Naples, before sailing in ballast to Casablanca where she will load phosphate for Dublin.

The "Sycamore" has been on charter to Lauro & Co. of Naples and re-delivery of the vessel is expected to take place on June 25th at Naples. The voyage from Casablanca to Dublin will be under charter to W. & H. M. Goulding, Ltd.

During the ship's sojourn in Peru, Messrs. K. Ramsey, Electrical Engineer; P. Rossiter and J. Harford, Engine Department, and S. O'Sullivan, Fourth Engineer, were all hospitalised and are now back home. We are pleased to learn that all four are making good recovery.

"IRISH ROWAN"

Mr. C. Fox, Deck Department, was hospitalised at Santander, Spain, at the end of May and we understand he is making good progress and should be returning home shortly. We wish him a speedy recovery.

The "Rowan" loaded at Gdansk, Poland, for Montreal where she is due on June 20th and she will complete discharge at Detroit. She then loads a cargo of heavy grain at Chicago for Vigo or Passajes, Spain.

This ship is on charter to Tesco Steamship Corporation of New York until next December.

TWO TRIPS TO FRANCE FOR "CEDAR"

The "Cedar" is at present discharging at Cork and is due to sail for Casablanca on June 13th to make two voyages to French ports with phosphate. The first cargo will be discharged at Caronte and the second at Sete, both in Southern France.

After that the ship will go back on the Casablanca/Ireland run under a renewed charter with W. and H. M. Goulding, Ltd.

Captain T. Byrne is Master of the "Cedar" and her Chief Engineer is Mr. S. Jolley.

"IRISH ELM"

The "Elm" arrived in Hamburg on May 4th to have car decks fitted and this work is expected to be completed in time for the ship to sail on June 28th for her loading port.

Capt. B. Reilly and Chief Officer Mr. W. Garvey will join the vessel on June 13th and the rest of the crew will be joining between June 18th and 20th.



Captain B. Reilly was presented with his Honorary Citizenship of New Orleans by Mr. James W. Martin, Director of Trade Development for the port of New Orleans. Here Capt. Reilly and Mr. A. J. Rafferty, Hansen and Tidemann Inc., pose with the signed scroll which the Master of the "Elm" received to mark the occasion.

SPORTING HONOUR

Mr. John Wright of Claims Department was selected to play for Dublin Senior Football team against Louth in the McKeever Cup Final on June 13th. John fully justified his selection by scoring 1 goal 4 points of Dublin's 1-6 total to win the match by one point.

FASTEST PASSAGE BY "IRISH ELM"

On her last voyage from Rotterdam to New Orleans, the "Elm" made the crossing in 12 days 12 hours at an average speed of 16.16 knots. This was the fastest crossing ever achieved by an Irish Shipping vessel.

CADET NEWS

"CADET OF THE YEAR"

The Insurance Corporation of Ireland Annual Award for the Irish Shipping "Cadet of the Year" has been won by Cadet Peter Kelly of 40 Belmont Avenue, Donnybrook, Dublin.

Cadet Kelly was educated at Blackrock College, joined Irish Shipping in 1964 and has since served on several of the Company's vessels. He is the worthy heir to a unique family tradition of seafaring, which is of such interest that it forms the subject of a special article to be found elsewhere in this issue.

Mr. D. Herlihy, General Manager, Insurance Corporation of Ireland, presented the trophy, an inscribed sextant, and congratulated Mr. Kelly on his success. Mr. Herlihy paid tribute to Irish Shipping Ltd. for providing a comprehensive Cadet Training Scheme and for making available to the Cadets who qualified such excellent opportunities for advancement as Masters and Officers in the Company's fleet of modern, well-equipped ships. Mr. Herlihy said that they in the Insurance Corporation of Ireland were particularly pleased to be associated with the Training Scheme in the presentation of this Annual Award. As insurers of the Irish Shipping fleet, they were concerned that the Masters and Officers charged with responsibility for the safety of the ships should be experts in their field. He was glad to say that the Masters and Officers of Irish Shipping Ltd. had an excellent record in this respect.

Mr. L. S. Furlong, General Manager, Irish Shipping Ltd., thanked the Insurance Corporation of Ireland for presenting the award which was a great incentive to the Cadets. He said that the competition for this year was very keen, which made Mr. Kelly's achievement all the more praiseworthy.

Mr. Furlong said Irish Shipping had made a substantial investment in the training of Officers to man the Company's vessels, as they recognised that no matter how well they equipped ships with advanced navigational aids, the safe and efficient handling of vessels still rested with the men who sail in them.

Captain P. Walshe, Principal, Irish Nautical College, said that he had a special interest in the training of ships' officers and he was pleased that the Insurance Corporation of



Mr. D. Hegarty, General Manager, Insurance Corporation of Ireland, presenting an inscribed sextant to Mr. Peter Kelly, "Cadet of the Year."

Ireland were making this annual award. He was also glad to hear that Irish Shipping had made such a substantial investment in the training of Officers and sea-going personnel. His own particular wish was that a training ship would eventually be made available for the training of those young men in this country who wished to take up a sea-going career.

AT PLYMOUTH

The Irish Shipping Cadets at Plymouth will be coming home for the summer holidays on July 20th, and Cadets D. O'Brien, G. Waldron, J. Ryder, R. McGrath and J. Daly will be going to sea. The remainder of the Cadets at Plymouth will be returning there in September when the next term starts.

During the present term, Cadets D. O'Brien, G. Waldron and J. Ryder completed a First Aid course which was held in the Royal Naval Hospital at Plymouth. At the end of the course a written, oral and practical examination was held and the three I.S.L. representatives obtained their certificates.

Among the other activities indulged in by the Cadets at Plymouth in recent weeks was a moors expedition around Dartmoor, a visit to Drake's Island and some sailing on the ketch "Tectona." Part of the recent training of the Cadets was a survival course which included a rescue operation in Plymouth Sound and which ended up with a gruelling twenty mile walk across the moors.

In the sporting sphere, Cadet McGrath won a medal for first place in the 440 yards race at the inter-faculty athletics meeting which was held at the Technical College. Cadets Hopkins, Stockdale, Waldron, Ryder and O'Brien are on the school sailing team and to date they have won a number of events, both open and in competition with other club teams. On 21st May last the team beat a team from H.M.S. "Fishguard" in a three-lap race.

Congratulations are due to Cadet R. Mundow who won the Ellerman Prize for the "Rule of the Road" open competition.



Cadet R. Mundow receiving the Ellerman Prize for Rule of the Road Open Competition held at Plymouth Technical Institute.

CRAWFORD TECHNICAL INSTITUTE

A number of the sixth year Cadets at Crawford will be leaving on the week ending June 14th to go to sea as junior engineers. They are Cadets J. Brady, H. Briody, E. Burke, A. Byrne, J. Carroll, F. Cronin, S. Fenlon, P. Hanrahan, R. Lett, J. Mooney, M. O'Sullivan and T. Ryan. Cadets A. Byrne and F. Cronin are due to join the "Irish Elm" at Hamburg on June 20th. The remaining ten Cadets will be going to Plymouth on the 16th June for a two-week course on "The Role of the Engineer on a Modern Ship" and "Modern Development in the Merchant Navy."

The third year Cadets at Crawford have completed their shore training and they will now be going to sea as Engineer Cadets. They are Cadets A. Barry, D. Brien, P. Dowling, J. English, P. Gerety, D. Gabr, A. McCarthy, W. Malone, T. O'Toole, J. Keilly, G. Sinnott and D. Walsh.

Our report from Cork indicates that the term is progressing without incident and the Cadets continue to assist in the running of the Seamen's Club under the direction of the Port

Chaplain, Rev. Father Lennon. Some of the Cadets helped recently in the organising of a flag day in aid of Anchor House.

NEWLY-WEDS

Our best wishes to Cadets S. Fenlon, M. O'Sullivan and E. Burke, all of whom were married recently.

ANNUAL GOLF OUTING

The annual staff golf outing will take place on Saturday, June 29th, to Cill Dara Golf Club, Co. Kildare. Members of our shore and sea-going staffs wishing to take part should contact Miss Gabrielle Reilly for details.

Due to the fact that the Irish Derby takes place at the Curragh on the same day, those attending should be at the venue before noon.

The afternoon's golf will be followed by dinner in the Clubhouse at which the prizes will be presented and the usual festivities are expected to last until 9 or even 10 p.m.!

Business Houses' Tennis League

Irish Shipping put up a very creditable performance in their section of the League when winning three out of the four matches played in their section, Section 3.

Our team, consisting of Misses A. Keegan, A. O'Brien and N. O'Brien and Messrs. B. W. Lynch and K. Bray, defeated Royal Exchange Insurance Company, Coras Trachtala and Telefis Eireann, but lost to C.I.E. who were the eventual winners of this section. There were five sections in the League and C.I.E. were eventual runners-up in the overall competition, being defeated in the final by I.B.M.

Mainstay of the team was Miss Ann Keegan, who had an unbeaten record in the competition. Ann has been very prominent, in fact, in Dublin tennis competitions in recent times and was narrowly beaten in the semi-final of the Intermediate Championship which was won by her sister Frances.

We understand that I.S.L. intend to play a number of friendly matches with other firms during the summer period

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH SPRUCE": Captain P. F. O'Shea. Deck Officers: M. Devine, T. Richard, D. Kavanagh, P. J. O. Malone. Cadets: J. McAuley, A. Davis. Engineer Officers: M. J. Byrne, J. F. McGonnell, S. McGarry, D. Harrington, P. Clarke, D. McGrath. Engineer Cadets: W. Sherringham, J. Doran. Electrical Engineer: J. O'Gorman. Chief Steward: Thos. Forde. Radio Officer: Patrick O'Shea. Deck Dept.: John Heaney, N. Fynes, D. Rogan, P. Grant, Patrick Coyle, Patrick Broe, D. Clarke, P. Rice, P. Harris, Brian Higgins, P. McDonnell, James Gaughan. Engine Dept.: T. Nolan, J. Broderick, C. Coyle, John Collins, T. Kelly. Catering Dept.: J. Phelan, P. Orange, B. W. Rogan, T. Byrne, I. Higgins, G. Saurin.

"IRISH CEDAR": Captain T. Byrne. Deck Officers: E. B. Kelly, J. P. O'Byrne, J. M. Kennedy, P. J. Fennell. Engineer Officers: S. Jolley, T. O'Driscoll, M. Curley, J. S. Masterson. Engineer Cadets: J. A. McGrath, T. J. Kenny, W. Leary, P. Redmond, E. Sweeney. Electrical Engineer: E. F. O'Brien. Chief Steward: J. Clinton. Radio Officer: James Butler. Deck Dept.: William Byrne, Patrick Duffy, E. Hennessy, T. O'Donovan, A. McCarthy, P. Murphy, M. Bourke, P. Johnson, J. Byrne, B. Polley, B. Cornish-Brown, W. Martin. Engine Dept.: J. O'Leary, P. Walsh, W. Brown, J. Lattimore. Catering Dept.: M. Pumphrey, L. Bradley, N. Curran, J. Rourke, J. McCarthy, N. Browne.

"IRISH PLANE": Captain I. A. Shiel. Deck Officers: F. H. Leigh, H. R. Forrester, J. A. Desmond. Cadets: D. Munday, G. MacCrum. Engineer Officers: H. Dowdall, W. D. McCarthy, L. J. Wills, D. O. Barry, J. Curtin, L. Robinson, J. Shelly. Engineer Cadets: W. Borrmann, W. O'Callaghan. Electrical Engineer: W. Cadogan. Chief Steward: H. Bond. Radio Officer: N. Fitzpatrick. Deck Dept.: J. Hall, C. Louth, M. Kavanagh, A. Loughlin, P. Furlong, J. Donnelly, J. Apoley, J. Mullan, P. Brazil, M. Kelly, J. Wilde, T. Doyle. Engine Dept.: J. Grace, A. Myler, P. Leonard, M. Daly. Catering Dept.: G. McGovern, G. Zachert, J. Chaney, J. Farrell, J. Maguire, T. Caffrey.

"IRISH ROWAN": Captain 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, Devin Byrne, James Willis, William Weldon, Joseph Lynch, Wm. McDonald, Dermot Campbell, Wm. Dowling, Wm. Clancy, Norman 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 ALDER": Captain J. A. Gleeson. Deck Officers: E. Greevy, P. J. Farrell, J. A. O'Mahoney. Cadets: A. Coghlan, D. Smith, L. A. Kinsella. Engineer Officers: W. Parslow, J. J. Scott, M. N. Hayes, P. Bardon, M. J. Murphy, I. J. Kenny, J. A. O'Neil. Engineer Cadet: Declan O'Brien. Electrical Engineer: M. P. Stears. Chief Steward: J. Dillon. Radio Officer: John Looey. Deck Dept.: Gerald Stoneham, James Radden, Brian Byrne, Gerard Derman, Stephen Smyth, Patrick Morrison, Peter Byrne, Tony Heaney, Patrick Hammond, Derek Todd, Joseph McGraw. Engine Dept.: Edward Kinney, Richard Proctor, Thomas Kinsella, James Bisset. Catering Dept.: Michael Moody, Joseph Smith, Eric Byrne, Joseph Reddy, Anthony Ennis, Hugh Geraghty.

"IRISH ASH": Captain M. McMahon. Deck Officers: P. Kelly, N. Hearne, M. J. Brophy, J. A. Moynihan. Cadets: J. M. Darcy, P. Hughes. Engineer Officers: J. Moynihan, W. Cleary, K. Edwards, D. Buckley, Thomas Maxwell, M. Egan, Thomas Walsh. Electrical Engineer: Francis O'Neill. Chief Steward: J. Doran. Radio Officer: M. Leeney. Deck Dept.:

Thomas Murrin, James Bermingham, Philip Douglas, James Murphy, C. Chamberlain, Michael Lynch, John Cunningham, Peter Molloy, B. Quigley, David Brown, J. Fagan, Trevor Mahoney. Engine Dept.: Bernard Malone, Patrick Moore, John Kelleher. Catering Dept.: Patrick Walsh, Robert Byrne, Charles Cashin, Said Quaid, C. Malone, Hugh Corrigan.

"IRISH LARCH": Captain J. S. Kerr. Deck Officers: H. B. Fiddler, L. McLaughlin, M. A. Byrne, D. C. O'Shea. Cadets: J. A. Murphy, T. Brennan. Engineer Officers: R. U. N. Murray, J. Nangle, P. V. Carroll, D. P. Keogh, J. Leahy, T. M. Byrne, M. Mulligan. Engineer Cadets: T. J. O'Keefe, F. O'Seama. Electrical Engineer: T. Torpey. Chief Steward: E. Priddy. Radio Officer: Bernard Foley. Deck Dept.: Matthew Leonard, Thomas Graham, John Fleming, Daniel O'Sullivan, Matthew Leman, Edward McLoughlin, James Seussing, Noel Murrells, Dermot Nolan, Frederick Cooney, Brian Macdon, Engine Dept.: George Nolan, Robert Scallan, Dermot Lynch, Patrick O'Brien. Catering Dept.: Edward Morris, Brian Macdon, William Cholt, Peter Burke, Desmond Meagher, Matthew Griffin.

"IRISH POPLAR": Captain J. Pook. Deck Officers: M. Doyle, J. A. O'Brien, P. A. Cowman, P. E. Healy. Cadets: P. Farman, J. J. Neil, E. Cowman. Engineer Officers: P. Otter, P. Cullen, E. Byrne, G. Dorgan, A. F. Bolster, W. R. Matthews, J. O'Rourke. Engineer Cadets: M. Byrne, D. J. Menzies. Electrical Engineer: J. Kelly. Chief Steward: B. Dorgan. Radio Officer: P. Clarke. Deck Dept.: T. Frawley, J. Byrne, James McAuliffe, M. Russell, John McGrath, C. Maguire, P. Edwards, R. O'Reilly, P. Colgan, C. Gilligan, James Garland. Engine Dept.: M. Thullier, P. Proctor, J. Caffrey, D. O'Sullivan, J. Early. Catering Dept.: L. Kennedy, W. O'Reilly, J. Greene, C. Cunningham, P. Fagan, T. Whelan.

"IRISH SYCAMORE": Captain F. W. Kirk. Deck Officers: J. S. Mitchell, P. Keane, J. J. Goulding. Cadets: J. P. N. O'Dowd, J. J. Reilly, A. V. Quashie. Engineer Officers: D. C. Burke, J. J. Hennessy, T. O'Sullivan, S. O'Sullivan. Engineer Cadets: P. McGlynn, G. McArdle, C. Walsh, J. A. O'Toole, D. Prunty. Electrical Engineer: A. Murphy. Chief Steward: J. Rogan. Radio Officer: Humphrey O'Sullivan. Deck Dept.: P. McDonnell, K. Maher, N. Murphy, D. Wheeler, P. Craine, H. Johnson, C. Nolan, Joseph Fox, P. Kealy, N. McCoy, M. Jones, C. Fox. Engine Dept.: S. McCarthy, J. Harford, K. O'Malley. Catering Dept.: J. Byrne, R. Dunne, T. Egan, M. Duffy, V. Harris, J. O'Driscoll.

"IRISH FIR": Captain 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: James J. Dempsey. Deck Dept.: James Talon, C. Guiden, P. Jameson, J. Hyland, William O'Connor, Neville Mullally. Engine Dept.: T. Maguire. Catering Dept.: J. Buckley, J. Smith, J. Lloyd, G. Meade.

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

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