

SIGNAL

VOLUME 7

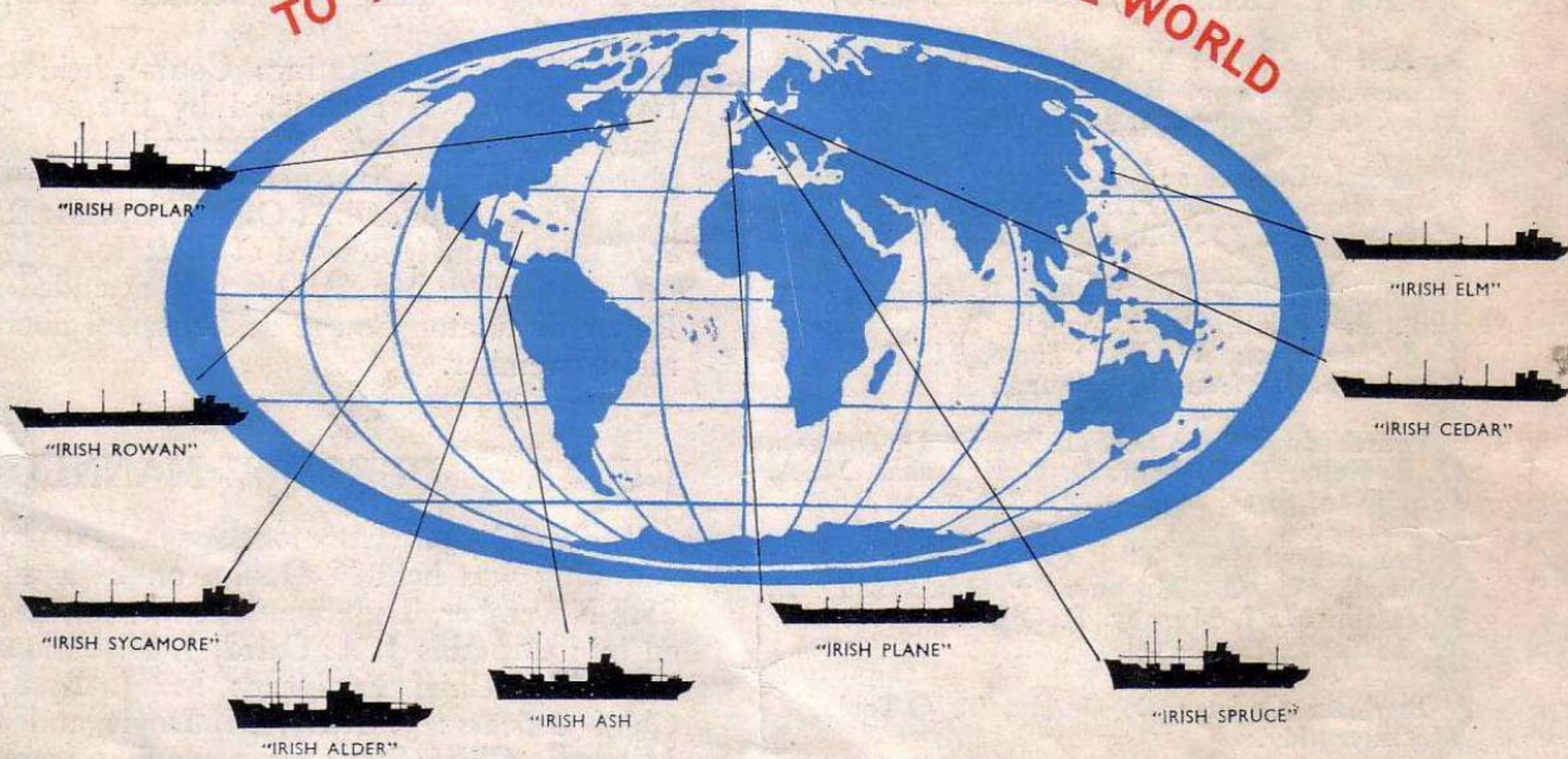
No. 5

NOV./DEC.

1969

G.P.

SEASONAL GREETINGS
TO ALL OUR READERS ROUND THE WORLD



THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

OFFICERS ASHORE

Masters : J. A. Caird, J. Flanagan, T. R. Hughes, F. W. Kirk, J. Kerr, J. McPolin, J. D. McPolin, J. Onions, B. Reilly.

Chief Officers : M. Carey, P. Donohue, M. Doyle, J. F. Kelly, K. McKenzie, C. Mahon, J. S. Mitchell.

Second Officers : J. A. Byrne, J. P. O'Byrne, M. O'Connell, M. J. Doyle, N. Foley, R. Gordon, H. R. Forrester, F. Henderson, P. Keane, B. Kehoe, J. P. O'Leary, P. J. Tyrrell.

Third Officers : M. A. Byrne, J. A. Desmond, S. Elton, D. Kavanagh, D. O. Kirk, P. J. O. Malone, P. Noonan, D. Murphy, J. A. Murphy, B. Stockdale, J. J. Whyte, F. Healy, P. Gordon.

Deck Cadets : J. Connellan, J. A. Cotter, D. E. Cox, J. Daly, J. M. Darcy, A. Davis, P. Farnan, P. Finnegan, P. Hughes, M. Lydon, D. Mundow, J. Murphy, J. Richardson, W. Reid, J. Reilly, J. Robinson, T. Ruane, J. P. N. O'Dowd, G. McCrum, H. McGowan, D. O'Brien, G. J. Waldron, E. Connellan.

Chief Engineers : M. J. Byrne, J. Johnson, H. Mooney, G. Rowe, R. Tennent, P. Walker, S. Jolley, G. Cunningham, J. N. Whitfield,

Second Engineers : A. Bolger, J. J. Fahey, J. J. Hennessy, T. O'Driscoll, J. A. Lee, J. F. McGonnell, N. O'Neill, A. O'Toole, J. P. Ward.

Third Engineers : P. Bardon, R. Broderick, A. Hall, B. Larkin, D. O'Connell, T. O. Sullivan, J. S. Masterson, W. F. O'Toole, M. Punch, J. Waters, T. J. Wren, K. Edwards.

Fourth Engineers : D. Buckley, M. D. Duggan, C. P. Kelly, T. G. Duff, D. P. Kellegher, M. A. O'Sullivan, S. O. Sullivan, L. Robinson.

Junior Engineers : T. J. Coogan, P. Kirby, T. Maxwell, P. C. Mooney, P. McDowell, D. McGrath, M. J. Murphy, F. O'Beirne, T. Walsh, W. Lettis, D. Dunne,

Engineer Cadets : D. Gerety, T. O'Toole, E. McGillycuddy.

Electrical Engineers : W. Cadogan, M. Lawler, P. O'Toole, K. H. Ramsey.

Chief Stewards : J. Clinton, B. Dargan, T. Forde, T. O'Connell, C. O'Donovan.

CONGRATULATIONS

To **J. A. Cotter**, Deck Officer Cadet, on obtaining his Second Mate's Foreign-Certificate.

To **R. Whelan**, Second Cook, on obtaining his Chief Cook's Certificate.

COURSES

Company personnel who have undergone fire fighting courses at Liverpool recently are **Mr. M. Lawler**, Electrical Engineer, **Mr. B. Larkin**, Third Engineer, **Mr. P. Duffy**, Bosun, and **Mr. P. O'Connor**, Bosun's Mate. **Mr. J. Kane**, Assistant Steward, has completed his Part A Chief Cook's Course at Liverpool.

Mr. I. Ward, Second Engineer and **Mr. B. Larkin**, Third Engineer, at present standing-by the "Irish Star" at Birkenhead have been undergoing training in welding at the Dockyard.

The Sixth Boy Ratings Course held at Head Office was completed by five representatives of the B. & I. Line and two Irish Shipping trainees. Instructors for the course were **Mr. J. Kelly**, Chief Officer, and **Mr. P. Sweetman**, Chief Steward of B. & I.

Chief Officer **Mr. P. Donohoe** attended a Radar Simulator Course at Liverpool about mid-November.

GENERAL PURPOSE MANNING

A Special Conference on General Purpose Manning was held in Dublin on 24th and 25th November. The discussions were attended by : **Captains J. A. Caird, J. H. Onions, B. Reilly**; Chief Engineer : **M. J. Byrne**; Chief Officers : **J. Kelly, M. Doyle** and **J. Mitchell**. Chief Stewards attending were : **J. Clinton** and **P. O'Donovan**. **Captain M. D. Langran** and **Captain C. Raftery** represented Personnel and Operations Departments at the talks.

Contributions and correspondence for 'SIGNAL' should be sent to the Editor at

IRISH SHIPPING LTD., 19/21 ASTON QUAY, DUBLIN 2.

Editor : JOHN HIGGINS

Christmas Message From The General Manager

To every member of the Staff, my sincere wishes for a happy and joyous Christmas and success in the New Year for yourselves and your families.

As always, I welcome Christmas because it gives me an opportunity not only to express my good wishes and my thanks for the very material help so willingly given by all our staff — ashore and afloat — but it also gives me a chance to expound a little on the significant events of the past year. That the story is a good one is a reflection of credit on the performance of each individual member of the staff.

For the nine months of the current year, we have made a reasonable trading profit and we are confident of finishing the year (March 1970) with a result better than for the previous twelve months.

Our North Atlantic joint service with Manchester Liners continues to be satisfactory and well supported by our customers. As Agents for Cunard Brocklebank, we are now also acting as representatives of A.C.L. for the roll on/ roll off service which is due to commence shortly from Liverpool.

The second season of the Rosslare/Le Harve service was again a success and, even with the doubling of a number of sailings, we managed to achieve the same high average carrying on each journey.

The two new vessels under construction — “Irish Star” and “Irish Stardust” — will come into service early in the New Year and, from a personnel and financial point of view, they will be a very welcome addition to the Fleet.

We have been looking very closely at ways and means of improving life at sea. You will have observed that we have endeavoured to effect a number of beneficial changes. We are, I assure you, keenly aware of the difference between the sea and shore careers and I hope that in the near future, we will be ready to introduce some further improvements.

Like everyone, we have problems and worries to contend with, but we are confident that we can meet and surmount these difficulties. The present high level of teamwork throughout the Company is perhaps the best indicator of the future and our surest guarantee of success.

Nollag faoi shean is faoi mhaise dhibh.

L. S. FURLONG

Launch of m.v. "Irish Stardust"

The second 29,200 d.w.t. Bulk Carrier being built for the Company will be launched at Verolme Cork Dockyard on Thursday, 18th December, 1969. Mrs. N. Griffin, wife of Mr. Noel Griffin, Director of the Company, will perform the naming ceremony and the ship is expected to go into service next April.

The "Irish Stardust" is a sistership of the "Irish Star", which is at present being fitted out at the Cammell Laird Yard, Birkenhead, and both ships are scheduled to go on an eight year charter to Starbulk Carriers, of Bergen, Norway.

The Master of the "Irish Stardust" will be Captain J. A. Caird, and her Chief Officer will be Mr. John Mitchell. The ship's Chief Engineer has not been appointed as yet but her Second Engineer will be Mr. S. Hennessy and Mr. R. Broderick will be Third Engineer. The Electrical Engineer appointed is Mr. W. Cadogan.

The "Irish Stardust" will trade between Europe and the U.S.A. and Canada, carrying steel products on her westbound passages and returning with cargoes of forest products or phosphate.

The navigational and cargo handling equipment will be similar to that on the "Irish Star", as will the accommodation for the ship's personnel.

The entry into service of the "Irish Star" and "Irish Stardust" will bring the total deadweight tonnage of the Company's fleet to over 200,000 tons.



Captain J. A. Caird.



Chief Officer Mr. J. Mitchell.



Mrs. N. Griffin who will perform the naming ceremony at the launch of "Irish Stardust" on 18th December at Verolme Cork Dockyard. Mrs. Griffin is the wife of Irish Shipping Director, Mr. Noel Griffin, and the globe in foreground is an appropriate symbol of the world-wide recognition won by both Waterford Glass Ltd., of which Mr. Griffin is Managing Director, and Irish Shipping Ltd.

NEWS FROM HOME



SPORT—SOCCER—Ireland ended their World Cup preliminary round matches when going down four goals to nil against Hungary at Budapest. At present our International side must be one of the worst in Europe. On the home front Dundalk lead the League of Ireland contenders for the title but they have a long way to go before they can hope to take the pennant from current champions, Waterford. In the semi-final of the Leinster Cup, Dundalk went out to Athlone Town who had knocked out Shamrock Rovers in the previous round. Now Athlone will meet Shelbourne in the final on St. Stephen's Day. Although the team from the midlands have only one win in the League to their credit so far, they are confident of winning the Leinster Cup. Meanwhile the other newcomers to League of Ireland football, Finn Harps, have worked their way up to the middle of the points table at the half-way stage. Waterford are at present only one point behind leaders, Dundalk, and are well positioned to retain the title.

HURLING—After their humiliating New York defeat, All-Ireland champions, Kilkenny, have won all their subsequent matches and are sure of qualifying for the final stages of the National League. They also accounted for their All-Ireland final opponents, Cork, in the Oireachtas tournament decider. The lads from the Lee, on the other hand, have slipped quite a bit since September and they may not be in the running for League honours following defeat by Limerick and a draw with Galway. There has been considerable pressure from hurling interests to have a close season for the game during the winter months when bad weather militates against a high standard of play.

GAELIC FOOTBALL—Kerry were held to a draw by their All-Ireland final victims Offaly who played most of the game with only fourteen men in the Grounds Tournament final. In the re-play, won by Kerry, the score was 2-17 to 1-9. In the National

Football League Mayo beat Offaly and Kerry in the strongest group and look to be very well placed for ultimate honours. In the matter of international competition a proposal from New York's John "Kerry" O'Donnell to hold a series between the All-Ireland champions, New York and Australia has aroused much interest in G.A.A. circles. It certainly sounds more practical than the present ludicrous "World" Cup competition.

RUGBY — Biggest talking point amongst rugby fans is the South African Springbok tour which has been the subject of protest by anti-apartheid demonstrations in Britain and Ireland. The match between Ulster and the all-white South Africans was cancelled by the Stormont Government to avoid the possibility of a fresh outbreak of violence in the recently rioting Six Counties. Matches involving the tourists in the Republic have not yet been cancelled despite pressure from trade union and other representatives as well as a Dáil statement by an Taoiseach, Jack Lynch, that he would not receive them. In the Interprovincial series, last years' champions, Munster, have drawn with Ulster who have already beaten Connaught. Leinster have also beaten Connaught and Munster but have yet to meet Ulster.

BOXING — An Irishman of note is John McKinty, spelled with a K, following on his surprise win over European heavy weight champion, Ion Alexe, in the International against Rumania on 28th November. Alexe was sent to his corner, because of a cut eye, by referee Charlie Higgins. McKinty was selected in the absence of such as Jack O'Rourke who has been told he will not be chosen again for the national team by the I.A.B.A. following incidents during the Irish tour of Germany a few months ago. Another boxer to receive similar treatment was lightweight, Eddie Tracey. Against a Rumanian side which included four European champions, Ireland did extremely well to draw

the contest five all. Apart from McKinty our winners were Mick Dowling who out-pointed current European bantam champion Aurel Dumitrescu; light middle, Willie Cullen, middleweight Phil Doyle and lightweight Paddy Devaney. Unexpected selection at light-welter, Ned Hendricks, was a loser and the exclusion of Jim McCourt from the team at this weight may have cost Ireland a prestige boosting win.

Former Irish amateur heavyweight champion Dan McAlinden has had four successive knock-out wins since turning professional and is expected to meet an American opponent in his next fight.

ATHLETICS — Quarter-miler, Noel Carroll has been asked to turn professional and in declining the offer turned down a £4,200 signing-on fee.

RACING — Leading flat racing jockey this season was R. F. "Buster" Parnell. The award for gaining this distinction is the Bass Trophy which sounds like the prize for a song contest. Reason for the name is that the trophy is presented by United Brewers of Ireland.

HANDBALL — The World Handball Championships will be held in Ireland next May with players from Mexico, Canada, U.S.A., Australia and Ireland taking part.

GREYHOUND RACING — A new £200,000 stand has been installed at Shelbourne Park and for the comfort of the punters underfloor heating is one of the features of the building. It may prove useful when warm favourites turn out to be not so hot.

E.S.B. STRIKE — A strike of 160 E.S.B. clerks has meant that no normal bills to private householders have been issued for some time. Instead consumers have been asked to pay estimated amounts to avoid arrears when the clerks resume duty. The strike is over grading. Cashing in on the strike are a number of bogus collectors who represent themselves as E.S.B. employees accepting (gratefully) arrears of electricity accounts from gullible housewives.

POSTAL STRIKE — Dublin postmen refused to work on Saturday, 22nd November, and on subsequent Saturdays in support of their claim for a five-day week. It's one way of ensuring a five-day week but it has meant a big pile-up of post over week-ends with 1,000 workers involved.

FRUIT AND VEGETABLE STRIKE — An unofficial strike by workers in the Dublin Fruit and Vegetable Market has caused a shortage of both commodities in Dublin shops and on Saturday, 29th November, two trucks bringing supplies through the city were stopped by strikers and Garda protection was given to enable the loads to pass on to Dundalk.

RATES — In an effort to make paying the rates fun, Local Government Minister, Kevin Boland, may introduce legislation giving local authorities power to run Bingo sessions over R.T.E. to relieve the rates. In addition to the Bingo, Kildare County Council want to promote lotteries. In the same County they seem to be having trouble with too many "matchins" and "dispatchins". A report of a Kildare Council meeting quotes the Housing Officer as saying that there were too many marriages and too much demand for houses. "Mr. J. Bermingham said the Athy electoral area had a desperate housing problem and the position was alarming in the Kilberry area where there was a grave shortage."

A big increase in Dublin County and Dun Laoghaire Borough rates is forecast due to heavy demands by the Dublin Health Authority. The health demand represents increases of 4s. 7d. in Dublin County, 4s. 1d. in Dun Laoghaire and 1s. 7d. in Dublin City.



"A grave shortage" in Co. Kildare!

POLITICS — Major topic for political discussion just now is a television programme on unlicensed moneylenders presented recently by the R.T.E. "Seven Days" team. The programme dealt with alleged illegal money-lending in the dock area of Dublin and strong-arm methods of collecting excessive interest from borrowers. The Minister for Justice, Mr. D. O'Morain, said in the Dáil that the people appearing in the programme as parties to the racket were "phonies". R.T.E. has denied this and with heated exchanges in the Dáil keeping "the pot boiling", a public enquiry to establish the truth of the matter is a likely outcome.

The R.T.E. controversy overshadows a minor outbreak of word warfare following a suggestion by Sean Flanagan, Minister for Lands, that his Department might merge with Agriculture and not, therefore, move to Castlebar as long since promised by the Government. However, the Taoiseach has assured Castlebar that the move is still on.

From way up North the Rev. Ian Paisley says he'll sue the Irish Government for libel because of propaganda published in the U.S. At the same time the Rev. has accused the Northern Government of trying to have him certified as insane.

THE NORTH — Strong opposition to the new force about to be set up to replace the B. Specials has been voiced by non-Unionists.

Northern M.P. Tom Gormley has resigned from the Nationalist Party and Austin Curry has threatened to do likewise if the party does not agree to co-operate in a united opposition to the Government.

NEWS IN BRIEF — The 1,000 feet long bridge linking Valentia Island with the mainland has been completed. A £5 million development plan for Dublin's famous Moore Street has got Government approval. The plan includes a multi-storey car park, a traffic-free square and modern sheltered stalls for present stall-holders. The plan is being financed by Roches Stores, Watney-Mann and a London Construction company.

Prices of Mercedes-Benz cars are to go up. The £11,965 model is to be increased to £13,125 which will be a hard blow to the unfortunate average working man.

Half-crowns are being withdrawn from circulation after 1st January in preparation for Decimalisation.

Dublin chemists are opposed to a suggestion made by some doctors that there should be a number of pharmacies open throughout the night in the city.

According to Mr. G. Collins, Parliamentary Secretary to the Minister for Industry and Commerce, the export of base metals mined in the Republic accounted for £9 million revenue.



"It may be all right for the Rates but it's hardly a substitute for the Budget."

LOWER EDUCATION

A REPORT FROM HARRY STOTLE

Recently a special non-residential course for juvenile delinquents was held at the Knockanawhus Private School of Delinquency and the students were welcomed by Mr. Adam Crook, the School's Vice-Principal.

Mr. Crook said it was singularly appropriate that he should be called upon to open the proceedings. At the risk of being slightly sentimental he had to advert to the fact that in the past, and in the course of his professional career as an explosives expert, he had, in a manner of speaking, created valuable openings for the fathers of many of the students present. He was delighted to see such a large and representative attendance of young hoodlums and it was even more gratifying to find them all so keen to learn the finer points of delinquency. Gone were the days when young lads were content to pick things up as they went along. This awareness of the need for specialised training to exploit the full potential of individual talents and aptitudes was particularly helpful in achieving optimum utilisation of the School's Career Guidance Service.

To cater for the psychological aspect of training a resident psychologist was appointed and already the wisdom of this appointment was apparent. For example, to avoid offending the sensitivity of certain students the School's academic year was divided into phases rather than terms.

Mr. Crook urged the students to have patience in their quest for success even though he fully appreciated their need for reassurance in these, their formative years. "After all," he said, "we were all juvenile delinquents once." He recalled the wonderful feeling of excitement he himself felt when he got a present of his very first flick-knife from a kindly well-wisher. It was only a small thing but it made him feel wanted, even if it was only by the police.

Mr. Crook went on to outline the various courses which were available at the School and said they were very fortunate to have such a distinguished panel of lecturers, each one being an acknowledged expert in his own particular field. The specialised training available covered a very wide range of subjects from those with a greater commercial emphasis such as larceny and forgery to those more concerned with art such as vandalism.

Referring to the question of advanced training, Mr. Crook said that present trends at University level were most encouraging. He could foresee courses in "sit-ins", "sit-downs", and "non-violent protest marching" becoming part of the School's arts syllabus and these would provide a most beneficial form of extramural study for those students wishing to take an honours course in delinquency. It was obvious, in the light of current events, that soon they would have University graduates fully qualified to lecture in these subjects.

Mr. Crook expressed disappointment that they had not been consulted in connection with the new Criminal Justice Bill. Since they represented that section of society most directly affected by the Bill, one would have thought that the Minister would have initiated such consultation as a matter of common courtesy.

Professor B. A. Hooligan, Careers Advisor and Lecturer on Offensive Weapons, said that in this particular field of operations there were two main considerations to be borne in mind. The first was that the choice of weapon should be influenced by the kind of attack contemplated. Secondly, one should achieve a minimum standard of proficiency in the use of the weapon chosen before making a practical test. While there was a large variety of weapons from which to choose in the present instance, he wished to confine his remarks to the selection and use of the cosh or youth club. There were various models available and the size and weight depended on the object to be coshed. It was rather important to remember that the size required to immobilise a defenceless old lady would make little or no impression on the normal size Garda. Thickness of skull was another factor to be considered but he felt that such advanced technical details should be left until the basic skills had first been mastered. He had almost said basic skulls (polite laughter). He would advise the comparative beginner to get plenty of practice on old folk before attempting more dangerous tasks. It was also essential that

the victim should be attacked from the rear. One could get a nasty injury from a swipe of an old lady's handbag.

Another point to bear in mind was that in no circumstances should an attack be made unless accompanied by at least seven colleagues. Apart from the physical support involved, this group system developed a spirit of comradeship and helped to promote the social aspect of delinquency.

Professor Des Troy, Lecturer on Vandalism, said that vandalism was a very ancient and universal form of self expression and that was why there were so many old ruins to be seen all over the world. Today, he was glad to say the standard of destruction was higher than ever. There were different forms which vandalism might take such as the breaking of windows, defacing of public monuments and the daubing of rude slogans on public buildings. Some extremely humorous examples of the latter were to be seen locally and this spoke highly of the standard of local training. Most high class vandalism was to be found here in the city although, with the aid of football excursions and mystery tours, much good work was recently done in provincial areas. For this happy state of affairs a vote of gratitude was due to C.I.E. Examples of state-sponsored vandalism emerged from two world wars but he felt that this encroachment by the state into the private sector should be resisted as it tended to stifle private enterprise.

With bigger buildings being erected a new challenge presented itself but he was confident that the youth of today could meet this challenge. He envisaged the introduction of new and improved methods of vandalism and even at the risk of being called a sentimentalist, he cherished the hope that in his own lifetime they would succeed in reducing the entire world to a complete shambles.

Mr. Troy was warmly applauded and many of the students smashed chairs in a gesture of appreciation. Drugs were served at the reception held afterwards.

CONGRATULATIONS

To Enda Mullally of Liner Services Dept. on his recent engagement to Miss Helen Collier.

The Sad Case of Matilda the V.A.D., who called a Ship a Boat, and so brought disgrace upon her Uniform.

*Matilda was a V.A.D.
Who always wished to go to sea,
And therefore to attain this end
She begged the Admiralty to send
Her off in any kind of craft,
Cruiser, T.B. or armed raft.*

*At length the First Lord heard her plea
And so appointed her to sea
In H.M.S. Immediate,
A battleship of recent date
Of nearly thirty thousand tons,
With perfectly enormous guns.*

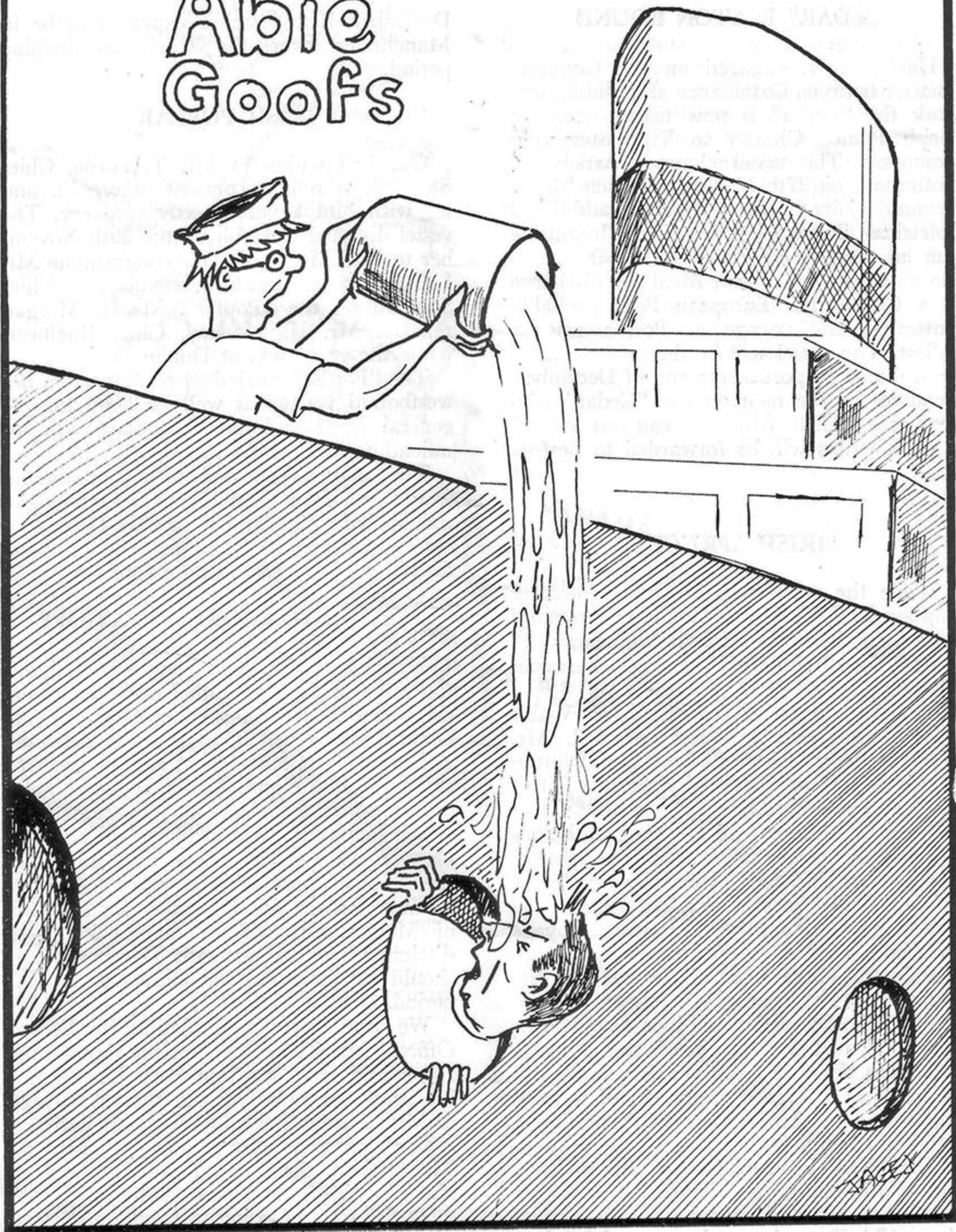
*So putting on her smartest frock
She joined the ship while still in dock;
That afternoon at half-past three
The ship and crew went off to sea;
It did not take her long to find
Her pair of sea L (never mind).
She had not been one hour afloat
Before she called the ship a boat.*

*The captain when he overheard
The use of this distressing word
Fainted on the quarter deck
And very nearly broke his neck.
The bo'sun and the wardroom cat
Rushed shrieking to the after flat,
And so appalling was his fright
That in the morn his hair was white.
They say the Sergeant of Marines
Gave several really piercing screams.*

*And never afterwards did he
Enjoy his full mentality.
The sailors, who were make and mending
Behaved in manner most heartrending,
And several, for a fact I know,
Got M.C.F. and M.C.O.
While one was heard to sob "Oh Lord",
And slowly slithered overboard,
A thing that's seldom done at sea
Except in grave emergency.*

*At length when order was restored
They wirelessly to the First Sea Lord,
Who quite by chance was at Whitehall,
And promptly ordered her recall
"In future", said the Admiralty,
"No V.A.D. shall go to sea."*

Abie Goofs



"LOOK OUT BELOW"

FLEET NEWS

"CEDAR" BOSTON BOUND

Having been engaged on the Goulding Charter between Casablanca and Dublin and Cork the "Cedar" is now taking over the "Irish Plane" Charter to Vigo Steamship Company. The vessel changed Articles at Rotterdam on 27th November, when Mr. J. Leonard joined the vessel as additional Electrical Engineer. The "Cedar" will be due at Boston on 9th December where she will load Soya Bean Meal for discharge at a Continental European Port, probably Antwerp. The voyage to Boston was in ballast. The vessel will be due at her European discharge port at the end of December. Relatives of the men on the "Cedar" who have sent mail to Baltimore can rest assured that all letters will be forwarded to Boston.

"IRISH SPRUCE"

While the vessel was in Dublin recently Captain E. C. G. Horne took over command from Captain R. McMahan, who has since joined the "Irish Ash" on her Peruvian Charter.

Our congratulations to Mr. P. F. Walsh on his promotion to Chief Steward. Mr. Walsh recently took over from Mr. J. Clinton who is at present standing-by the new "Irish Star" at Birkenhead.

We would also extend our congratulations to Mr. Michael Kennedy, Third Engineer, in obtaining his second class motor certificate.

The "Irish Spruce" loaded some 2,000 tons of general cargo on her present voyage including 800 tons of frozen meat, and 25 containers. There is good support for the Company's new container service on the North Atlantic, and our Liner Department is very pleased with this particular development. On the ship's eastbound run she will be carrying a large consignment of tobacco together with 2,800 bales of hops for a well-known local brewery.

The "Irish Spruce" is expected to leave New York about the 8th December on her homeward trip and should arrive in Dublin about 17th December, going on to Manchester where she should arrive about the 19th

December. The vessel is expected to be in Manchester over the Christmas holiday period.

"IRISH POPLAR"

Our best wishes to Mr. T. Forde, Chief Steward, who is at present ashore ill, and we wish him a very speedy recovery. The vessel diverted to Cobh on the 29th November to land Mr. Forde. We congratulate Mr. L. Fanning who has been promoted to Chief Steward on the "Poplar". Mr. J. Morgan relieved Mr. H. Mooney, Chief Engineer, while the vessel was at Dublin.

The "Poplar" carried 24 containers on her westbound voyage as well as 2,000 tons of general cargo and nine Charolais bulls for unloading at New York.

The ship is expected to sail eastbound from New York about 22nd December and should arrive in Dublin on 31st December, before going on to Manchester to complete discharge of her eastbound cargo.

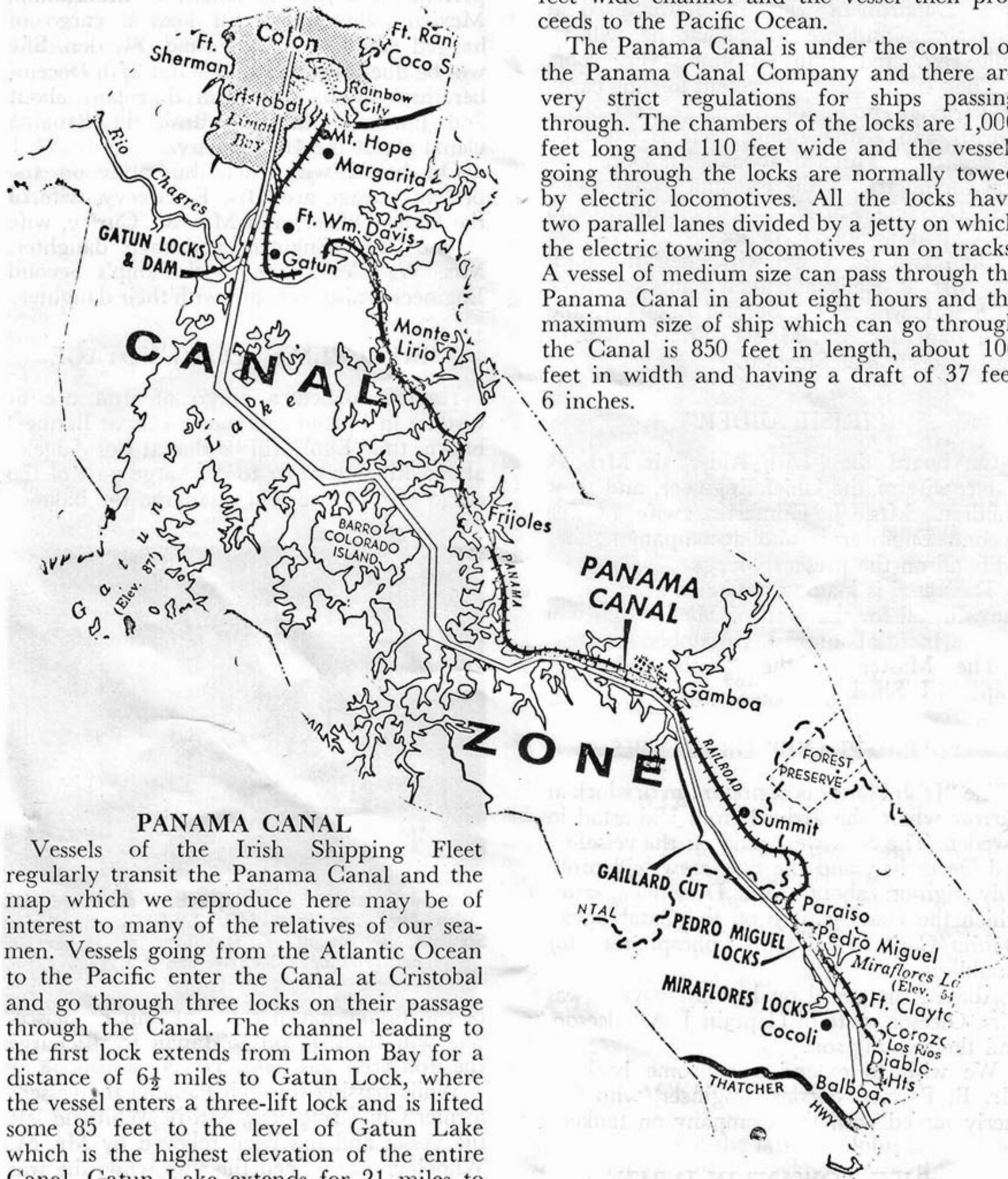
"IRISH SYCAMORE" — PAY-OFF

The crew of the "Sycamore" were paid off the vessel at Hull on 25th November, where the vessel discharged a cargo of grain from Great Lakes Ports. The ship was delivered to her present Charterers at Kiel on her way to Hamina, Finland. While at the Finnish port, Captain F. Kirk who has been on the vessel for some time, will be relieved by Captain M. O'Dwyer. The ship sails from the Finnish port with a cargo of paper products on the 6th December for the Gulf of Mexico. She will be due at her Gulf discharge port about 24th December, and should be there for the Christmas holiday period.

We send our congratulations to Second Officer, Mr. T. O'Brien on his recent marriage, and we hope that both himself and his bride are enjoying the present voyage, as Mrs. O'Brien has sailed with her husband.

Our congratulations also to Mr. D. McLoughlin, the ship's Third Engineer, on obtaining his second class motor certificate.

At the time of going to press we have no information on the further movements of the vessel after her discharge at the Gulf.



PANAMA CANAL

Vessels of the Irish Shipping Fleet regularly transit the Panama Canal and the map which we reproduce here may be of interest to many of the relatives of our seamen. Vessels going from the Atlantic Ocean to the Pacific enter the Canal at Cristobal and go through three locks on their passage through the Canal. The channel leading to the first lock extends from Limon Bay for a distance of $6\frac{1}{2}$ miles to Gatun Lock, where the vessel enters a three-lift lock and is lifted some 85 feet to the level of Gatun Lake which is the highest elevation of the entire Canal. Gatun Lake extends for 21 miles to Gamboa and the Lake varies from between 500 to 1,000 feet wide. At Gamboa the vessel enters a channel known as Gaillard Cut. This channel narrows to some 300 feet in width and extends for seven miles to Pedro Miguel, where the ship enters a single-lift lock and is lowered 31 feet to a small lake through which the vessel passes on to the final lock known as the Miraflores Lock. The small lake is about one mile in

length and the Miraflores Lock is a two-lift lock which lowers the vessel to a five hundred feet wide channel and the vessel then proceeds to the Pacific Ocean.

The Panama Canal is under the control of the Panama Canal Company and there are very strict regulations for ships passing through. The chambers of the locks are 1,000 feet long and 110 feet wide and the vessels going through the locks are normally towed by electric locomotives. All the locks have two parallel lanes divided by a jetty on which the electric towing locomotives run on tracks. A vessel of medium size can pass through the Panama Canal in about eight hours and the maximum size of ship which can go through the Canal is 850 feet in length, about 106 feet in width and having a draft of 37 feet 6 inches.

"IRISH ASH"

Our best wishes to Mr. M. Murray of the Deck Department who was hospitalised at Guayaquil, and we hope that he will be fully recovered from his illness very soon.

The "Irish Ash" is at present loading cargo at Peruvian ports for discharge at Corpus Christi and Baton Rouge. She is expected to sail from Tumaco about 11th December and should transit the Panama Canal about 17th December, arriving at the Gulf around the Christmas holiday period.

On board the vessel with their husbands are, Mrs. P. Kelly and their daughter; Mrs. D. Knott, wife of the Second Engineer, and their daughter, and Mrs. F. Fricker, wife of the vessel's Chief Steward.

"IRISH ALDER"

On board the "Irish Alder" is Mrs. P. Otter, wife of the Chief Engineer, and their children. Mrs. J. Gilmartin, wife of the Second Engineer is also accompanying her husband on the present voyage.

The vessel is loading at Callao after which she will sail for the Gulf of Mexico and will be due there about 15th December.

The Master of the "Irish Alder" is Captain I. Sheil.

"IRISH PLANE" DRYDOCKS

The "Irish Plane" is at present in drydock at Jarrow where she arrived from Halmstad in Sweden. The crew were paid off the vessel on 3rd December, and the new crew will probably sign-on about 13th December, after which the vessel will go on the Casablanca/Dublin/Cork run with phosphates for Gouldings.

Aboard the vessel on her last voyage was Mrs. Gleeson, wife of Captain J. A. Gleeson, and their young son.

We wish to extend a welcome back to Mr. E. Palmer, Second Engineer, who formerly served with the Company on tankers.

"IRISH ROWAN" IN JAPAN

We extend our sympathy to Mr. B. Donohoe of the Deck Department on the recent death of his father.

The "Irish Rowan" will complete her round the world voyage towards the middle of January when she is expected to arrive at a Continental port.

Having discharged her cargo of sugar from Australia at Japanese ports, the vessel is at present on voyage in ballast to Manzanillo, Mexico, where she will load a cargo of bagged cereals for Oxelosund, Sweden. She will be due at Manzanillo about 27th December, and should sail from that port about 2nd January and will transit the Panama Canal about the 4th January.

On board with their husbands on the present voyage are Mrs. E. Greevy, wife of the Chief Officer, and Mrs. M. Curley, wife of the Chief Engineer and their daughter. Mrs. W. Clery, wife of the ship's Second Engineer is also on board with their daughter.

"IRISH ELM'S" LONG VOYAGE

Having loaded a cargo of iron ore at Gydnia in Poland and motor cars at Bremerhaven, the "Elm" will be due at Los Angeles about 8th December to discharge part of the cargo of cars and will discharge the balance



Pictured in one of the ship's bars on board the "Irish Elm" are from left, T. O'Connell, Chief Steward, R. Wright, V. Moynihan, U. Maher; in background, D. Menzies and R. Byrne.

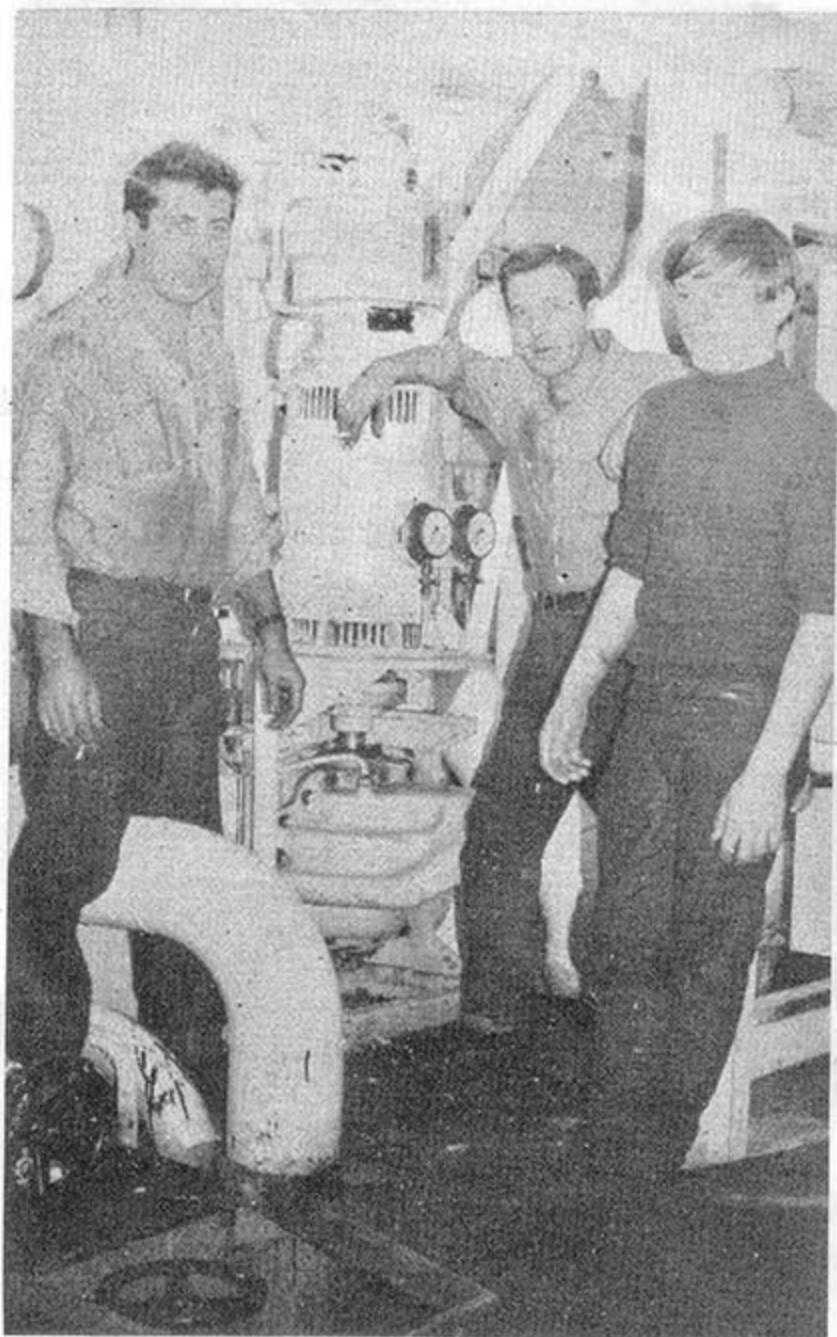
of the Bremerhaven cargo at San Francisco. She will then go on to Japan to discharge the iron ore.

While passing through Panama the vessel's former Chief Engineer, Mr. N. Whitfield left the vessel and has been relieved by Mr. M. Whooley, who joined the ship while she was on the Continent.

Our congratulations to Mr. Philip O'Connor, Deck Department of the "Irish Alder" who obtained his E.D.H. Certificate recently, and has now been promoted to General Purpose Duties on the "Irish Elm".

While going to join the vessel, Mr. J. Rogan, Chief Steward and Mr. J. Appleby

were on an aeroplane which was involved in a mishap at London Airport. We would apologise to Mr. J. Rogan for the fact that one of the Dublin papers described him as a Dubliner. We understand that Mr. Rogan is rather proud of his Wexford heritage. Leaving the vessel at Los Angeles will be Mr. T. O'Connell, Chief Steward. Captain J. Walsh is Master of the "Irish Elm", which is expected to arrive in Japan in time for Christmas.

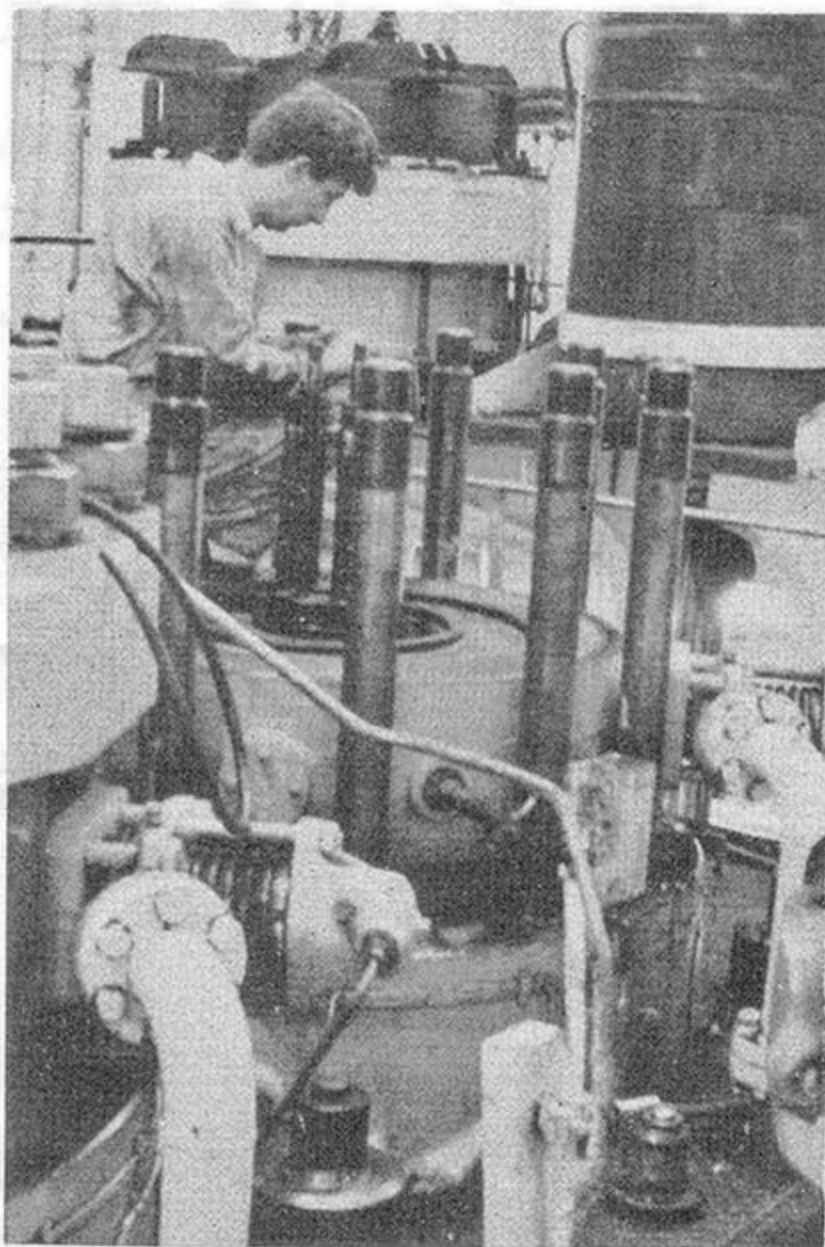


In the engine room of the "Irish Elm" from left, M. Bougioukas, P. O'Connor and M. O'Driscoll.

APPRECIATION

We have been asked by the sons and daughters of the late Mrs. E. McCarthy to convey their appreciation of the many expressions of sympathy which they received on their recent bereavement.

Special thanks is expressed to the personnel of the "Irish Elm" and "Irish Alder" and also to the Office and Shore staffs of the Company.



Third Engineer K. Edwards at work in the Engine Room of the "Irish Elm".

LATE MR. C. CAVANAGH

We regret to report the death, on 18th November, of Mr. Con Cavanagh of Doneraile, Co. Cork. The late Mr. Cavanagh served on a number of the Company's vessels and his many friends afloat and ashore will be sorry to hear the sad news.

To Mrs. Cavanagh and family we extend our sympathy on their loss.

ACKNOWLEDGEMENT

The family of the late Mr. John Donoghoe, of Clontarf wish to acknowledge the many kind expressions of sympathy on their recent sad bereavement.

The late Mr. Donoghoe was father of Mr. Brian Donoghoe, Deck Dept., "Irish Rowan", and we are asked to convey a special word of thanks to the personnel of that ship for their kindness.

NEW YORK

This view of the port of New York shows the famous Manhattan skyscrapers as seen from the air. The Hudson River is in the foreground while in the background can be seen the East River and Brooklyn Port terminal.



Christmas Greetings Received Late

"Irish Alder"—Liam Kinsella, Deck Officer Cadet — Happy Christmas, Liam, from all at Clondalkin, Lucan, Ballymun, Templeogue and Navan Road. We will all be thinking of you on Christmas Day. Love Mammy and Daddy.

"Irish Cedar"—Dermot Rogers, Christmas greetings and happy birthday on 24th January from Mam, Dad and Noeleen.

"Irish Elm" — Jack Rogers, Greetings and Best Wishes for Christmas and the New Year from Mam, Dad and Noeleen.

"Irish Elm"—Joe Pryme, Junior Engineer — "Merry Christmas and very Happy New Year, from Mum, Dad and Patricia, at Portrane; from fiancée, Bernadette; also from Nana and Uncle Harold in Manchester. Also Greetings and Best Wishes come from Mother, Uncles, Aunts and Cousins in Whitehall, Raheny and Finglas.

"Irish Cedar"—Vincent Murphy—A very Happy Christmas to you, Vincent, and every blessing for 1970, and to all the staff, not forgetting Brendan and Gerry — love from Mam, Dad, Anne, Sean, Dolores and Carmel.

A TALE OF THE IRON GAME

NARRATED BY EDWARD O'REGAN

The present generation, used to mass-produced entertainment over the television, radio and on stage and screen, knows little of the great bond that existed in the old music halls between artists and audience. Performers used to make their appeal direct to individuals, and in no uncertain manner these individuals showed whether or not they liked the performance.

Among the most exciting items on the bill was the strong man act. In old music hall days, when every programme featured its strong man, the claims of many performers often leaned heavily on the side of exaggeration, and every second one claimed the title of the "World's Strongest Man". But some of the really outstanding performers — men like Eugene Sandow, Cyr, Apollon and Samson (not the Biblical hero) were genuine contenders for the crown. The merits of each are still hotly debated amongst physical culture followers. But who was the greatest?

I am reminded of an amazing episode, witnessed by the well-known "Iron Game" stalwart, James Jowett, which bears repetition.

Near the end of the last century, one evening after dark, Jowett was strolling through the back-streets of an American city, when his attention was drawn to some gusty singing in a bar-room. The doors were flung open, and into the dim gaslit street staggered some five or six heavily-built, broad-shouldered fellows singing a German drinking song. After a little deliberation and argument they went "down-town". Jowett followed out of curiosity and as they traversed street after street, he suddenly realised they must be going to the house of "The Unliftable Dumbbell".

This was a public house owned by a retired strong-man. In one of his windows he displayed a gigantic barbell of great weight. The pub and its bell were known far and wide, and some of the most revered exponents of the art of weight-lifting had tried to lift it and failed.

Its weight was well over 300 lbs., and though some of the men who had tried to lift it had succeeded in lifting an equal weight with other barbells, the enormous thickness of the bar had stumped them.

The whole party barged into the pub, and

the leader, a broad stocky man weighing 220 lbs., called for a round of drinks. He lowered his pint at a gulp, followed it with a second, then a third. His next act was to call for the "Unliftable Dumbbell".

There was considerable excitement in the pub, and the proprietor, who had seen many attempts to lift his weight, laughed as he gave the order to produce it.

Five of the assistants, laboriously and with much pushing and perspiring, hauled out the great bell to the centre of the floor. There was a great deal of chaffing, and a few bets were made as the crowd gathered in a ring around the performer. Most of those present were sceptical. They had seen bigger men fail even to lift it off the ground.

ON ONE END

The man removed his coat and without any of the usual preliminaries to test the weight, he caught it at one end with both hands and heaved it till the great bar stood upright on one end. The crowd gasped, and a dead hush settled over them. What was this lunatic trying to do? But they had not long to wait. He stooped slightly, caught a full grip on the bar with his right hand, steadied the weight with his left, and rocked the bell up to his shoulder. Then he leaned slowly away and down from the weight, holding his arm steady as a rock, the great barbell swaying slowly on his hand, and then almost imperceptibly he pressed it to full arm's length overhead. The audience was thunderstruck. But this German Hercules hadn't finished yet.

He straightened his body, completing the difficult lift known to weight-lifters as the bent press, and without any appreciable effort, reached up his left hand, tossed the bell from his right, caught it in his left hand, lowered it to the shoulder, and with great respect for the publican's floor, gently replaced it on the boards.

Terrific applause came from his companions, but the crowd had not yet recovered speech. The German simply turned to the publican, called for more beer, drank two deep draughts, and from his pocket took a card which he placed on the table. Then he and

his companions departed as cheerily as they had arrived.

Those who rushed up to see the card read the name "Arthur Saxon" in large print; in small italics beneath were the words: "The Strongest Man on Earth." Here, at least, was one man who made no exaggerated claim.

Arthur Saxon is still regarded by many to have been the greatest of all strong men. Many of his feats, and those of the famous Saxon Trio (which included his brothers, Herman and Kurt) have never been equalled. He is still the only man to have elevated and held overhead the staggering weight of 440 lbs. which he did with a loaded barbell in the right hand weighing 340 lbs., and a dumbbell weighing 100 lbs. in the left.

Many stories of astounding feats have been told about him, but the story of the "Unliftable Dumbbell" best illustrates, I think, his supreme prowess.



"Now is it feed a cold, starve a fever, or is it the other way round?"



"Of course I can identify myself — I'd know myself anywhere."

OUR THANKS

All those kind readers who sent Greetings and Good Wishes to those of us who are to blame for "Signal", we thank and reciprocate the Wishes for 1970. We also thank those who contributed articles or photographs during the past year.

IT'S ALL GREEK TO ME!

says Finola Wynne

Someone said: "To travel hopefully is a better thing than to arrive", supposedly improving on an earlier saying: "The journey, not the arrival, matters." Journeys to Greece or in Greece would make one very much doubt the veracity of either saying.

It is not necessary to dwell on the beauty and excitement of Greece. It is the dream of many people's lives to visit Greece, and it is a country where the reality often surpasses the dream. Quite definitely, it can be said that it's the arrival that matters in Greece. However, one always travels hopefully when approaching Greece, and, especially, in Greece!

The Greeks have many shipping lines but one really can't appreciate their nautical prowess until one has sailed on a ship under Greek Flag. This Summer, my friend and I had the experience of travelling from Italy to Greece on the "Heleanna". Quite soon, we only used the first syllable of her name. She docked at Ancona only two hours after she was supposed to have sailed but it was a nice, sunny Italian day and no one cared at first except for an odd stab of concern about connections at the other end. However, this sense of well-being evaporated after another hour or so, and there were rumblings of revolt from the assembled would-be passengers. Eventually, the time arrived for embarkation. The incoming passengers had hardly disembarked when the on-going ones rushed the gangway. This was our introduction to the art of getting on to every mode of conveyance before everyone else. It only took a few sharp jabs in the ribs to galvanise us into action, and the good old Irish fighting spirit rose. After that, we were invariably first. There was always a trail of dazed and bruised in our wake. The gangway in this instance was placed sideways to the ship and rose steeply — not to be attempted by people suffering from fear of heights. Clutching our passports to our bosoms, we flung ourselves into the fray, scaled the dizzy heights of the gangway, and emerged relatively unscathed. The battle was not over yet. A seething mass of humanity descended on the Purser, waving multi-coloured passports, all frantic to get their accommodation settled. A few well-placed jabs on our part got us to the edge of the mob, and it wasn't long until we were

ensconced in our intimate little eight-berth couchette, where we licked our wounds for a while before enjoying the cruise. The return journey wasn't really much different apart from the fact that the ship was about six hours late sailing and the embarking passengers were angrier than before. We felt somehow that pretty soon the ship would be so late that it would catch up with its schedule!

TO ATHENS

Getting on to Greek soil is merely an endurance test for what is to come. A "coach" is provided to pick up passengers and bring them to Athens. Perhaps our coach was exceptional! There was a nightmarish atmosphere about the whole journey, which took place by night appropriately enough. Firstly, it took us some time to discover where the coach was parked, but such hide and seek was just to get us in the mood for the forthcoming trip. We found the coach but it was deserted and in darkness. There was nothing to do but wait for someone to come, preferably the driver. By this time the coach was ringed by luggage and people who muttered darkly. Then two urchins appeared and started to pick up the baggage. They were chased away until it was discovered that they were to place our belongings on the coach. Then they were practically embraced as brothers. Things were going fine, this was more like it. Then a terrific fight broke out between the two urchins over a tip from two German ladies. Things were getting really fascinating, though the two cowering Germans didn't think so, when suddenly the driver appeared. Minutes later, as if to make up for lost time, we were hurtling through the night, flying along twisting roads. After a while we averted our fascinated gaze from the window — it just wasn't good for the nerves. At such speed, several little idiosyncracies of the coach made their presence felt. A horrific whine emerged from the inards of the engine the moment it picked up speed and, as the headlong pace was maintained, so too was the whine. Naturally, there was a loose window at the back and a great rush of wind assailed us. The total effect was paralysing.

Then the girl in front of us had a fit. Screams competed with the whine and the rushing sound of wind. The coach came to a grinding halt, scattering passengers all over the place. All the girl's relations started up, screaming in Greek. By this time, the rest of us were frozen into disbelief — this trip had everything. Soon we were on our way, but were going much faster now as the driver had discovered his battery was running low. It wasn't the only thing that needed re-charging that night.

In Athens, it is exhilarating, to say the least, to travel on a trolley bus. This was where we excelled. There appears to be a queue at a stop but this is only a Greek joke. When the bus draws to a stop, it's charge! One enters headlong by the rear, thrusts the fare at the collector, and then battles towards the front where one is eventually disgorged — if the doors don't get you first. We almost always beat the more experienced Greeks. The times we didn't do so well were memorable for the suffocating feeling of being practically buried under seemingly thousands of smelly, swaying bodies, the mad rush for the "out" door only to find it swishing to a close, and the desperate shouts that were necessary to attract the driver's attention to the situation before the bus hurtled off again. C.I.E. was positively restful after all that!

GUIDED TOUR

The guided tour is beginning to take firm hold in Greece, and indeed it is a good means of seeing a lot of places in a short space of time. The tour starts off in organised chaos usually with people being left out and complaining bitterly. However, things eventually sort themselves out but by then the whole trip is behind schedule and one is reminded of this fact constantly by the courier. This is to excuse the speed at which the coach flies past the countryside. The temple or other place of interest is usually miles away and the journey takes the most part of the assigned time for the tour. At some distance, say from a temple, the passengers are graciously allowed to take some photos. before approaching the item of interest itself. There is no time for elaborate use of light meters or such trivia, just press the shutter release and scramble back into the coach again. Such photos are remarkable for the later explanations of just what that speck on the hill is and why it isn't as clear as one would

wish. On reaching one's destination one is taken under the wing of a guide who breathlessly relates the significant details of interest. This takes all of ten minutes and then it's back to a hotel and a swim where one has ample time. Then the rest of the day is devoted to the journey to Athens, but by then it is usually quite dark.

Thinking back, it appears that it is much safer to travel in a taxi than to be a pedestrian in a city which abounds in taxis. The taxis in Athens never slow down or brake but screech madly round the city. There are numerous tyre companies in Athens and one can readily appreciate just why there are so many. Every taxi bears the scars of some violent encounter and they charge around like so many angry rhinos, bellowing furiously. Taxi fares are cheap in Greece but so, it seems, is life.

However, nobody should allow such little details as travel arrangements to prevent them from visiting this magical country. Its atmosphere and hospitality would soothe even the most savage breast.

(Editor's Note: Finola has since departed to Vancouver where, we hope, travel is not as eventful. To herself and Lauri O'Leary we wish success and happiness in Canada.)

CALLING ALL EX SEA SCOUTS

We have been asked to publish the following message from the Commissioner for the Port of Dublin Sea Scouts, Mr. C. A. Jackson:— "May I take this opportunity of extending my best wishes for a very Happy Christmas and Prosperous New Year to all past members of the Sea Scout movement involved in Irish Shipping.

I wish to extend my compliments and that of my Association to the Chairman and Directors of Irish Shipping and our very sincere thanks for all they have done where Sea Scout Section is concerned.

I do know that the great help afforded to us by the Company made my task very much easier in extending our Sea Scout Troops, not alone in Dublin, but throughout the country as a whole.

In conclusion, may I extend our very best wishes to all those aboard and afloat for a very happy Christmas and Prosperous New Year and hope that all your voyages will be safe and happy ones.

On behalf of my fellow Sea Scout Leaders and myself." C. A. JACKSON

CADET NEWS

Cadets at present studying at Plymouth will break for the Christmas holidays on December 18th and they will return again to the College on the 4th January. New Deck Officer Cadets training at Plymouth are M. D'Arcy, C. Graham, H. McGowan, T. Ruane, P. Kelly and P. Donnelly.

Cadets who will complete Phase 3 of their training course shortly are P. Farnan, P. Hughes and J. Darcy.

CASTROL AWARD

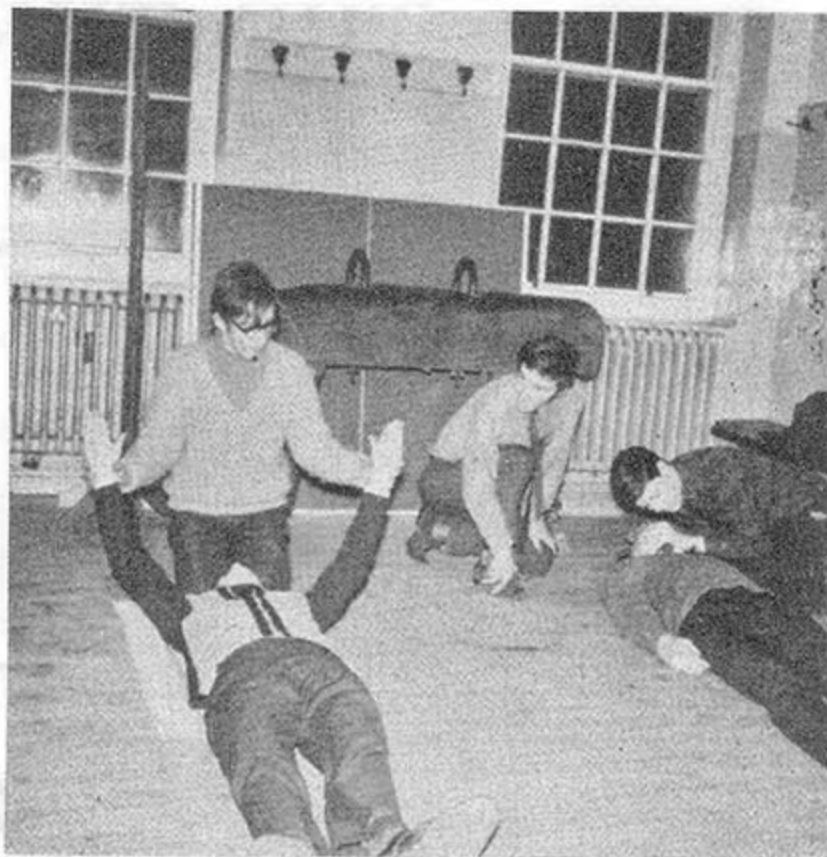
Engineer Cadet T. O'Toole has been awarded the Castrol Trophy for 1968 and he will be presented with this award at the Engineer Cadets Annual Dinner Dance to be held at the Metropole Hotel, Cork, on 15th December. The presentation will be made by Mr. C. T. Stuart, Industrial Sales Manager of Burmah/Castrol (Ireland) Ltd., at the function. Also at the Dinner Dance, Cadet E. McGillicuddy will be presented with the Directors' prize by Mr. G. Jones. M. Cahalan, Junior Engineer, will be presented with the special prize awarded by Mr. N. J. Healy for the best Cadet in his particular group.

A number of Irish Shipping Cadets served on board the m.v. "Dragon" during the summer holiday season when they were able to study Car Ferry operation as well as concentrated coastal navigation with modern bridge equipment. The Cadets who took part in this arrangement were Cadets B. Coburn, David Hopkins, T. O'Connor, J. Darcy, P. Hughes, J. Richardson, M. Lydon, together with E. Caffrey, Engineer Cadet.

CAREERS GUIDANCE EXHIBITION AT DUNDALK

A Careers Guidance Exhibition was held in the Town Hall, Dundalk, from Monday, 10th November, to Friday, 14th November, under the auspices of the local branch of the Junior Chamber of Commerce.

Irish Shipping had a stand at the Exhibition which was attended by over 5,000 school children and their teachers and parents. Our stand attracted a good deal of attention and a surprising feature of the



Engineer Cadets at Cork undergoing some instruction in artificial respiration. Left to right, M. McCann, D. O'Sullivan (Instructor) and P. McGlade.

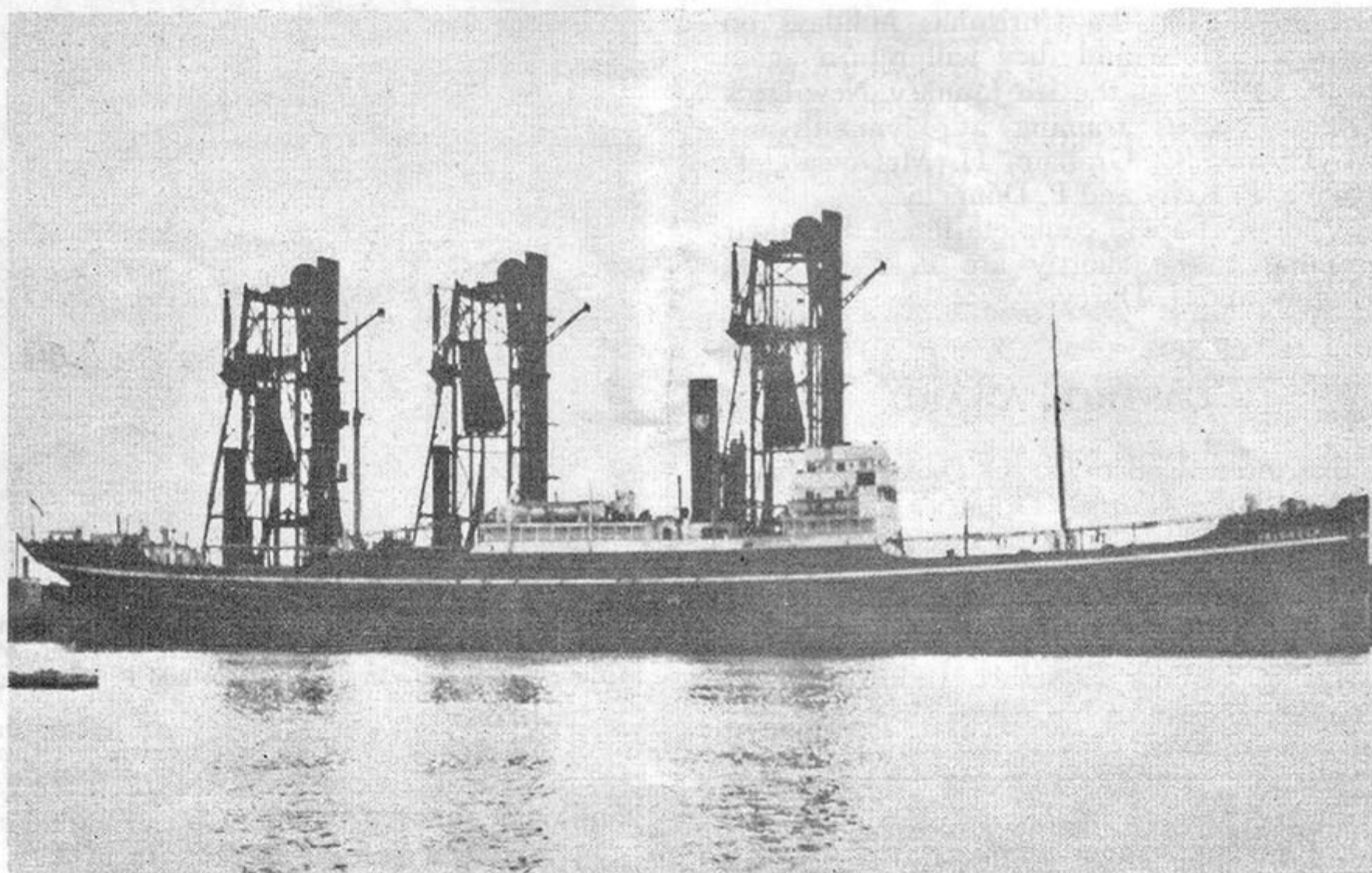
event was the interest shown by the girls in possible jobs at sea. Maybe the presence of handsome Arklow man, Cadet Brendan Coburn, had something to do with it.

Chief Officer, Mr. P. Donohoe was also on hand to answer the many questions asked on careers at sea. After the Exhibition, Captain M. D. Langran, Training Officer, paid tribute to the organisers for the excellent arrangements.

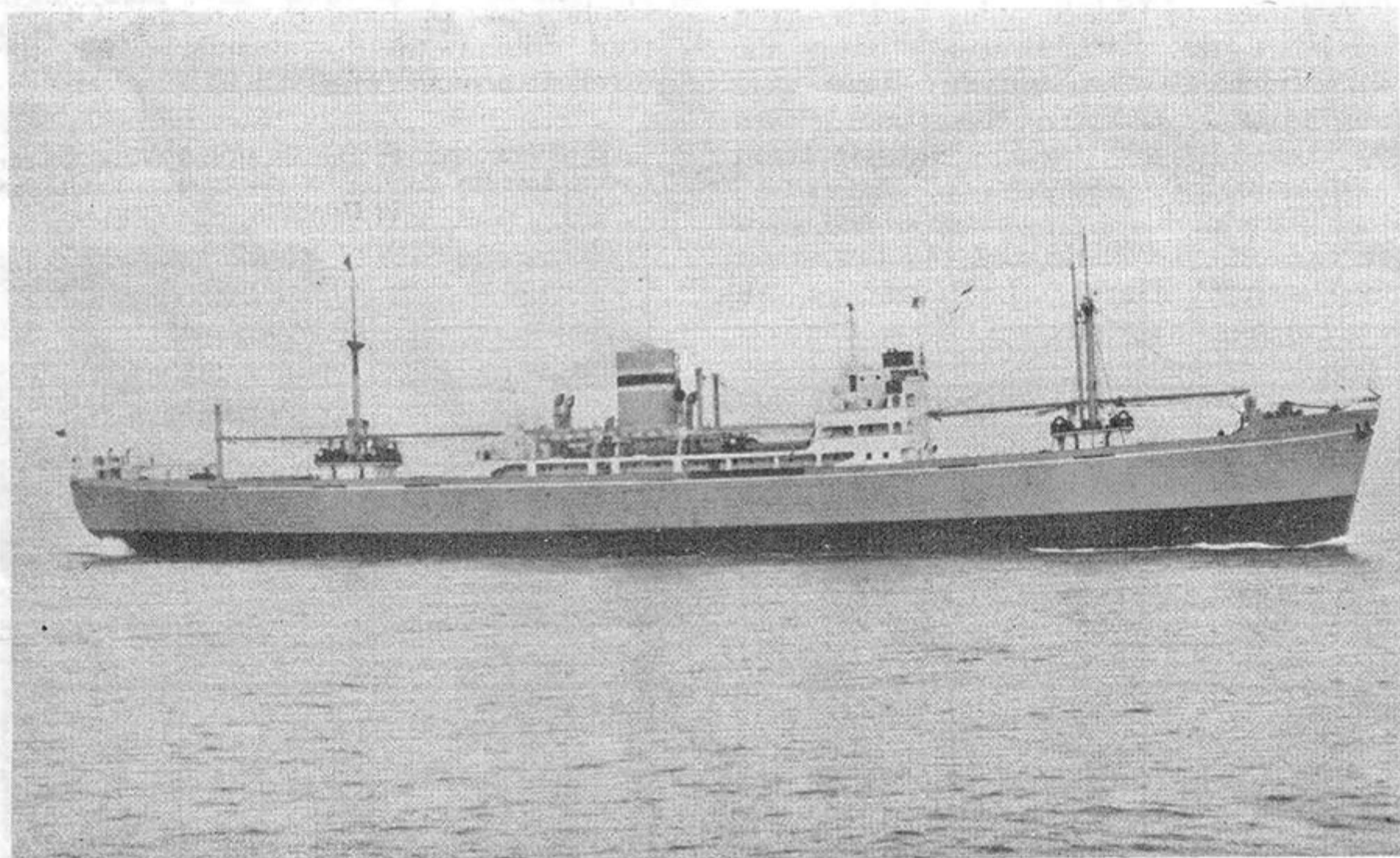
Chief Officer, Mr. P. Donohoe, and Deck Officer Cadet, Brendan Coburn, at the Careers Exhibition in Dundalk.



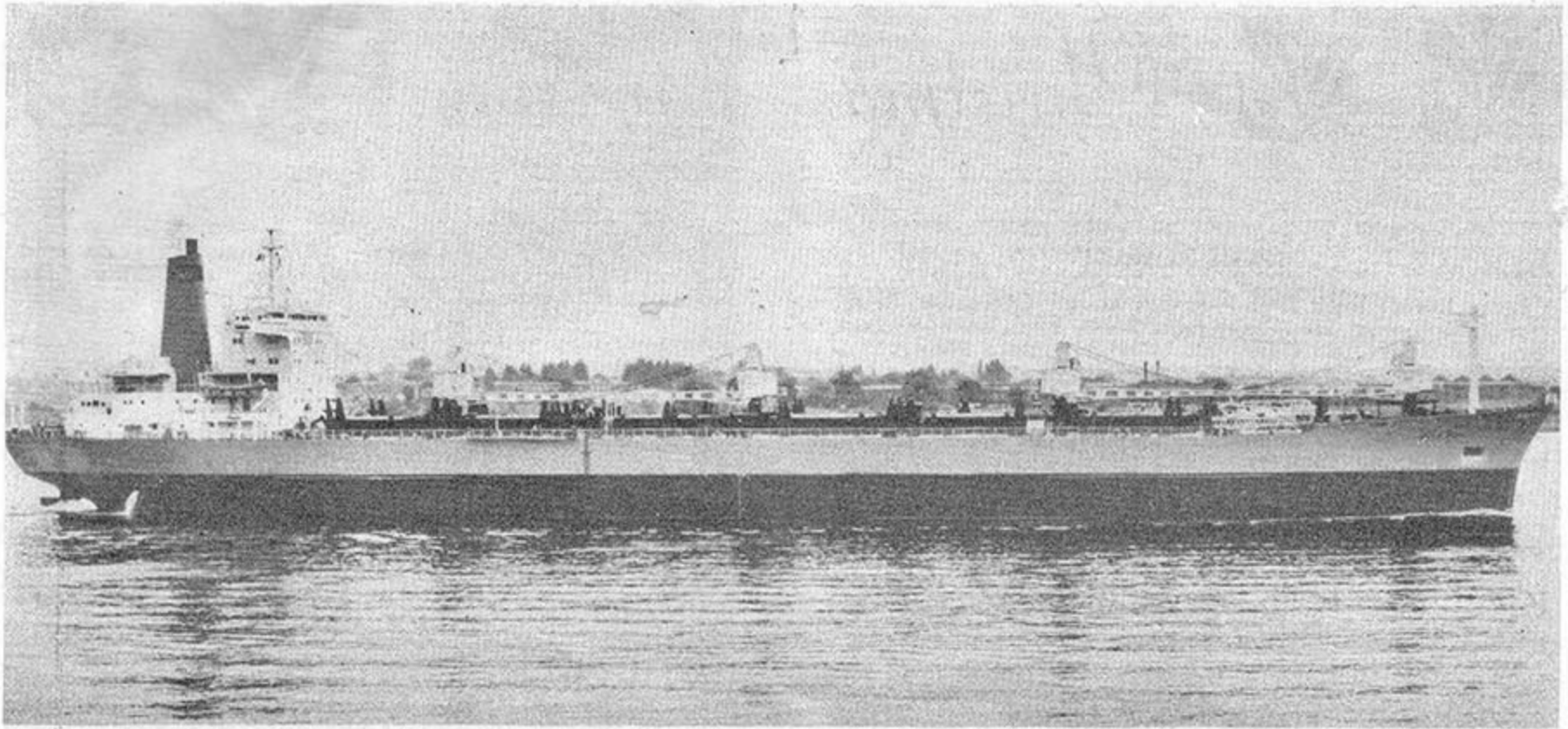
THE THREE "ELMS"



IRISH ELM (1)



IRISH ELM (2)



IRISH ELM (3)

The first "Irish Elm" was bought from Panamanian owners on 3rd May, 1941, and was previously called "Leda". The vessel was built in 1910 by Thompson and Sons of Sunderland, and had a deadweight tonnage of 7,250 tons. Her overall length was 351 feet with 51 feet breadth. The ship was sold in October, 1949, to Messrs. A. Fadiksade-Rusan, Ogullari, Istanbul, and was renamed "Sadiklar". The second "Irish Elm" was built by William Gray and Son, of West Hartlepool, and was launched on July 29th, 1953. Her sponsor was Mrs. McCarron, wife of the then Chairman of Irish Shipping Ltd., the late Mr. E. T. McCarron.

The second "Irish Elm" sailed on her maiden voyage from Dublin just after Christmas 1953, with Captain E. C. G. Horne as Master. The ship's Chief Engineer for her maiden voyage was Mr. Arthur Metcalf, while the present Captain J. Gleeson was the vessel's Second Officer. A cadet who sailed on the same maiden voyage was Mr. M. O'Connell, now a well-known Master with the Company.

It is of interest to note that the second

"Irish Elm" was the first of our fleet to have refrigerated cargo space, and she sailed on her maiden voyage with 300 tons of frozen meat for Philadelphia. The vessel was sold to Harley Mullion and Company, in August 1963, and was re-named "Ardrossmore". "Irish Elm" (2) was 8,920 tons deadweight, and was registered in Dublin. She had an overall length of 436 feet and a beam of 58 feet.

Our present "Irish Elm", the third vessel of the Company's fleet to be so named was launched on 28th September, 1967, and her sponsor was Mrs. Lynch, wife of the Taoiseach. This ship, the largest in the fleet has a deadweight tonnage of 38,333 tons, and Cork is her port of registry. Her overall length is 632 feet and her moulded breadth is 92 feet. She was the second vessel of the Company's fleet to be built at Verolme Cork Dockyard, and she went on Charter for five years to Wallenius of Stockholm on entry into service. The photograph which we reproduce here shows the car deck fittings as the vessel makes her way down the Kiel Canal.



Christmas Greetings



"IRISH ROWAN"

Brian Byrne, Deck Dept.—A very Happy Christmas, Brian, and a Prosperous New Year from Mam, Dad, Sean, Gerard, Jim and Noel. Also Christmas Greetings and a Happy New Year and many thanks for the telegram we received on our Wedding Day from Michael and Kathleen.

Thomas Kinsella, Engine Dept.—Christmas Greetings and best wishes from Kathleen, Billy and family.

Michael Byrne, Deck Dept.—Best wishes for Christmas and a Happy New Year from your parents, Dermot, and sisters Maura, Kay, Anne and Carol.

Cal Egan, Catering Dept.—Best wishes for a Happy Christmas from Mammy, Daddy and all the family, also from Tommy and Imelda.

Brian Donoghoe, Deck Dept.—A very Happy Christmas to you with loving wishes from Mammy, Grans, Bernadette, Frank, Kenneth, Betty, John, Marie, Bob and all your friends from Clontarf.

Bernard Clinton, Deck Dept.—Greetings and best wishes for Christmas and always from Mother, Father and all the family.

John Hall, Deck Dept.—Greetings and Best Wishes from 16 Lower Condren's Place. Wishing you a very Happy Christmas and a bright and prosperous New Year, with love, Annette, Jimmy and Michael. Wishing you a Merry Christmas and a Happy New Year and also a very happy birthday on January 15th, with love from Sally and John. Also a Happy Christmas and New Year with love from May and Peter.

John Ryan, Engine Dept.—Wishing you a Happy Christmas from Joan and the children.

Michael Duffy, Catering Dept.—A Merry Christmas, Michael, from Mam, Dad, brothers and sisters. Also from Maria, Jimmy and William — all are looking forward to seeing you soon.

Ronan Dunne, Catering Dept.—Best wishes for a very Happy Christmas from Mam, Dad, Ciaran, Darina, Aedamar and Jim. We are looking forward to seeing you in the New Year.

Deck Officer Cadet, Pat McNulty.—Greetings from Dad, Mum, Michael, Marie, Geraldine, Bernia, Margaret and Josephine for a very Happy Christmas and every blessing in the New Year. Looking forward to seeing you early in 1970.

Oliver Murphy, Deck Dept.—Happy Christmas and best wishes for the New Year from your parents and sister Miriam and Jerome and Damien.

"IRISH ALDER"

Deck Cadet, John Hickey.—Christmas Greetings and best wishes from Mam, Dad, Tina, Kathleen and Anne. Also greetings and best wishes from the Cullen family at No. 3.

Alex Stanley, Deck Dept.—Happy Christmas to you and the Captain and all aboard the "Irish Alder", from your parents and all the family at 44 Beaumont Road.

Desmond O'Connor, Deck Dept.—Happy Christmas, Des, with love and best wishes from Mammy and all the family.

James Cousins, Deck Dept.—A very Happy Christmas and all the best in the New Year from your loving Mother and Father, brothers and sisters.

Jim Roice, Deck Dept.—Wishing you a very Happy Christmas and New Year with lots of love from Mam, Dad, Elizabeth, Siobhan and Aileen. We miss you very much.

John Kennedy, Catering Dept.—Wishing you a very Happy Christmas from your loving Father, Mother, Paddy, May, Noel, Jane, Lily, Ann, Joan and Brendan. Also from your Grandad and Aunties and Uncles.

M. F. Russell, Deck Dept.—Very best wishes for a Happy Christmas from your Mother and sisters and brothers. Hoping to have you home for the New Year.

James Ryder, Third Officer.—All seasonal greetings and best wishes for the New Year, Jim, from Mam, the Breens and Gleasons.

Anthony Boyle, Deck Dept.—A Happy Christmas from Lena, Barney and kids. Wishing you a very Happy Christmas with lots of love from Josie and family.

Jimmy Hannah, Engine Dept.—A very Happy Christmas and a bright New Year from Mrs. Gilton and Kathleen. Greetings and best wishes for Christmas and the New Year from Ma, Da, Janet, brothers and sisters. Also greetings from Dinah, Ann, Michael and Mrs. Quinn.

J. K. Maher, Deck Dept.—A Happy Christmas, Kevin, and all the best for the New Year with love from Mam, Dad, brothers and sisters.

Thomas J. Kenny, Junior Engineer.—Greetings and best wishes for a Happy Christmas and a Happy New Year from Mam, Breda and Paddy, Nan, Dad, Uncle Bert and the lads and Bernie and John O'Sullivan. Also best wishes for Christmas and the New Year from Maureen, Pad, Bill, Denny, Owen, Mick, Dicko, Johnny, Tony and Margaret and all the card players. We are all hoping to see you early in 1970, D.V. Also your sister Breda says: "don't forget a charm for my bracelet".

Anthony Shiels, Deck Dept.—Greetings and best wishes from Mam, Dad and family.

Peter Farrelly, Catering Dept.—Greetings and best wishes for a very Happy Christmas and a prosperous New Year from Mum and Dad, brothers and sisters with best love.

Paddy Proctor, Engine Dept.—Christmas greetings with love and best wishes from your wife Charlotte and children Pat, Lisa and Kenneth. Also best wishes from Monica, Hughie and children.

E. McLoughlin, Deck Dept.—Greetings and best wishes for a Happy Christmas and every blessing for the New Year from Mother, Father, Carmel, Ann, Tommie and baby Geraldine.

William Burnett, Catering Dept.—Wishing you a very Happy Christmas and prosperous New Year from Daddy, Mammy and family.

Dermot Murphy, Catering Dept.—Christmas greetings and best wishes from Mum, Dad, Sheila, Laura, Seamus, John and lovely Orlagh. Christmas won't be the same without you.

"IRISH CEDAR"

James Wilde, Deck Dept.—Wishing you a very Happy Christmas and the best of luck in the New Year from Daddy, Mammy and brothers.

Michael Dillon, Chief Engineer.—Happy Christmas and every blessing in the New Year wherever you are with all our love from Mammy, brothers and sisters and all your friends. Also greetings from Margaret, husband and family and from Willie, wife and family.

John Leonard, Electrical Engineer.—A very Happy Christmas and a bright New Year from your Aunt Margaret and Kathleen.

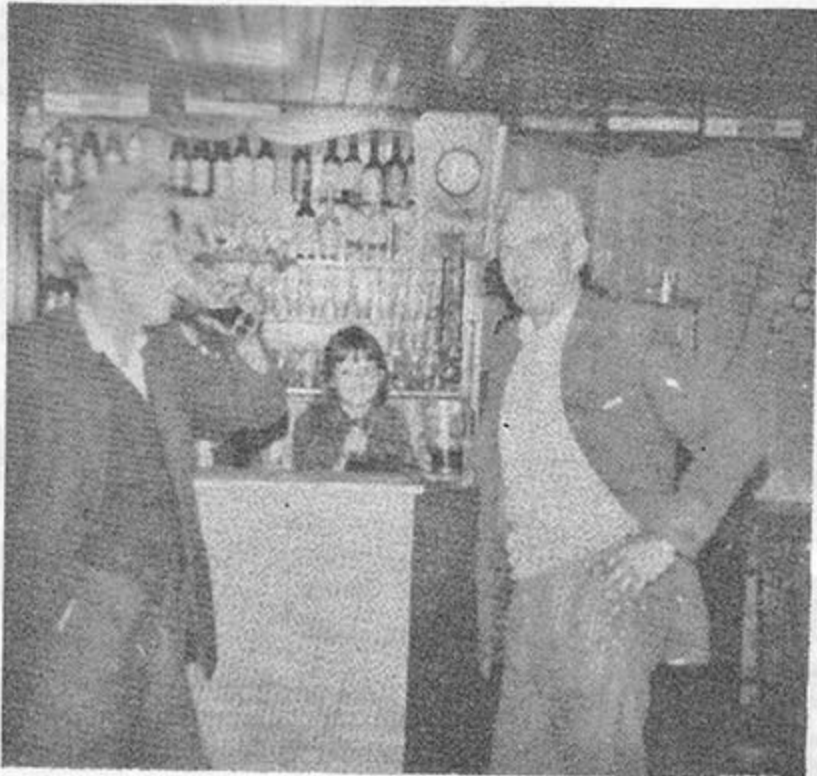
John Carroll, Catering Dept.—Christmas greetings and best wishes for a very Happy Christmas and for your 21st birthday on the 12th January from Dad, Mam, brothers, sisters, Gran and Grandad and Irene.

Michael Walshe, Deck Dept.—Best wishes for Christmas and the New Year with love from Elizabeth.

Engineer Cadet, D. J. Walsh.—Best wishes for Christmas and for your 21st birthday on the 6th December from Mam, Dad, Michael and Kathleen and John.

Noel Maguire, Engine Dept.—Best wishes for Christmas and the New Year from all at No. 8.

Jim Hanlon, Catering Dept.—To Jim, hoping you will have a very Happy Christmas with love from Alice, Marian, Frankie, Tony, Mammy and Daddy, also Noelle and Thomas.



The young girl dispensing essential supplies of black liquid is Breda Kenny, young sister of Thomas J. Kenny Junior, of the "Irish Alder".

"IRISH POPLAR"

James Farrelly, Deck Dept.—Wishing you a very Happy Christmas and prosperous New Year from Mum and Dad, brothers and sisters with our best love.

Michael Gilton, Engine Dept.—A very Happy Christmas and best wishes for the New Year from your Mum and Kathleen, also a Happy Christmas to Uncle Michael with love from Paul, Mary and Jacqueline. A very Happy Christmas and best wishes for the New Year from your brother Frank, Ann, Michael and Lisa.

Eddie Murphy, Catering Dept.—Wishing you a very Happy Christmas from Terry, Brendan, Pat and John.

Deck Officer Cadet, Eamonn Cowman.—Seasonal greetings Eamonn and a happy 21st birthday on December 27th. Hope you will make it home this year, from Mum, Dad, Mary, Phil, Terry, Catriona and Anne.

Joe McGran, Deck Dept.—With best wishes for a Holy and Happy Christmas from your loving wife Julia and family, also Grandad. Wishing you a Happy Christmas from Dora, Johnny and family. Also best wishes for Christmas and the New Year from Molly and family and from Anna and Christie.

Donald W. Carroll, Deck Dept.—Best wishes and all our love for a very Happy Christmas and New Year from your loving wife, Nuala and children Derek, Anne and James.

Harold Johnston, Deck Dept.—Christmas greetings to dear Harold from Hannah, Mam, Dad, Richard, Jack, Catherine, Olive, Joe and the 12 lads in Parnell Street.

John E. Maher, Third Engineer.—Christmas greetings and best wishes and hope to see you in the New Year, with love from Mam and Dad. Wishing you a Happy Christmas and a bright New Year, Paddy, Betty, Gregory, Patrick, Colm. Happy Christmas and best wishes from Nana, Chrissie, Joe and family also from Lil, Albert and family and from Carol and all your friends in the Drimnagh Musical Society, Mourne Road. Greetings also from the Brothers and boys of St. John Bosco Boys' Club and from Mr. and Mrs. Doyle and family, Mrs. Smith and family and Auntie Bridie and family.

"IRISH ASH"

Noel Fynes, Deck Dept.—Lots of love and best wishes for your birthday on the 9th December and also love and best wishes for a Happy Christmas, God bless. Hope to see you soon, from loving fiancée Mary. Best wishes also from all at No. 10. Greetings and best wishes and all our love for your birthday on the 9th December and heartiest greetings for Christmas and the New Year from Mam and Dad.

David and Mrs. Knott, Second Engineer.—Christmas greetings and best wishes for the New Year to Fiona, David and Sharon from Mum, Dad, Tony and Angela, also from Mum in Cork and from Aunties and Gran.

J. J. Mooney, Fourth Engineer.—Merry Christmas and a Happy New Year to Jerry from Dad, Uncle John, Anthony, Breda and Renee.

Thomas Healy, Catering Dept.—Best wishes for your birthday on the 16th December and wishing you and all the crew a very Happy Christmas from Mum, Dad, Margaret, Desmond, Lily, Terry and Gerard.

Patrick Tierney, Engine Dept.—Christmas Greetings and best wishes with all our love for a very Happy Christmas from your loving wife Dolores, daughter Vivian and baby son Desmond. Wishing you a Happy Christmas and congratulations on the birth of your son from Mr. and Mrs. Chester, Brigid and Agnes.

Daniel Burnett, Catering Dept.—Wishing you a very Happy Christmas and a prosperous New Year from Daddy, Mummy and family.

Engineer Cadet Desmond Lennon.—Christmas Greetings and best wishes from Mother, Father, Michael, Alan, Sandra and Brian and all your family and friends.

James Ryder, Deck Dept.—Merry Christmas and a Happy New Year from Kathleen and all seasonal greetings and love to Dad from Betty and Carol, Eddie and Mary and a special "hello" from Susan and Karen.

Aidan Doyle, Catering Dept.—We are with you all the way in spirit for your second Christmas at sea. Have a grand time and enjoy your Christmas; we look forward to seeing you in the New Year, D.V. God bless you from your loving Father, Mother, brothers and sisters.

Terry O'Donnell, Deck Dept.—Christmas Greetings to you and all on board from David, Maura and Eileen. Mum and Dad.

Sammy Ryan, Deck Dept.—Christmas Greetings and best wishes from all of us here in Bray, brothers and sisters, Father and Mother.

"IRISH SPRUCE"

Pat Houlihan, Catering Dept.—Christmas Greetings and best wishes from Mam, Dad, Siobhan, Mary, Ann, Greta, Robert, Roncalli, Breda, Josephine and Paula.

John Earley, Engine Dept.—Greetings and lots of love for a very Happy Christmas from all your family.

John Rourke, Catering Dept.—Best wishes for a very Happy Christmas from Daddy, Joe, Tony and Alice, also from Liam, Muriel and baby Derek.

Willie Kavanagh, Deck Dept.—Greetings and best wishes for your 20th birthday on the 22nd December and for Christmas from your Mother, sister Yvonne and brothers John and Paul from 10 George Reynolds House, Irishtown. Also your brother Pat and sister-in-law Bridie and little Debbie and baby James, also from your pal Davy Brown and Sheila and Billy and all at 71 George Reynolds House, Dublin. Also from your girlfriend Mary.

Edward O'Rourke, Deck Dept.—Christmas Greetings and best wishes from Father, Mother, brothers and sisters.

Derek O'Neill, Catering Dept.—Happy Christmas and lots of love from Mam, Dad, Declan and Mary, John and Sharon.

"IRISH SYCAMORE"

Engineer Cadet, James Devitt.—Wishing you a very Happy Christmas and a bright New Year with lots of love from Mam, Dad, sisters Ann and Eileen and baby niece Deborah.

Paddy Hannah, Engine Dept.—A very Happy Christmas and a bright New Year from Irene, Patrick and Paula, also from Mrs. Gilton and Kathleen.

Brendan Coburn, Deck Cadet.—A Happy Christmas and best wishes for the New Year from Mam, Dad and all at home. Also best wishes for Christmas and the New Year from all at No. 8.

Gregory Murphy, Deck Dept.—Happy Birthday and a Happy Christmas and New Year from your parents and Miriam, Jerome and Damien.

T. Hughes, Deck Dept.—Best wishes for a Happy Christmas from your sister Mary, hope to see you soon.

"IRISH ELM"

Robert Carrick.—Christmas Greetings and best wishes for the New Year from all at South Shore, Rush. Also greetings and best wishes from Marie, T., Nancy and the boys. Greetings and best wishes for Christmas from Kevin and Maisie Fynes. Also best wishes from Andy, Maggie and family and from Shay and Mona. Best wishes for a Happy Christmas from Mary and Noel.

Richard Saunders.—Wishing you a Happy and Holy Christmas from Mum, Dad and all the family.

James Bermingham.—Best wishes for a very Happy Christmas, James, and we are looking forward to seeing you in the New Year from Augustine, Carmel and Peter.

Hugh O'Farrell.—Wishing you a very Happy Christmas and a Happy New Year from your loving wife Kitty and son Sean, also love and best wishes from Ma McGuirk and Dick. Also to Hugh, love and best wishes from Michael, Florence, Joyce, Raymond and Audrey McGuirk. Greetings and best wishes for Christmas from Mother, Sal, Maureen, Martin and children. Hope to see you soon. Love and best wishes.

Liam P. Quigley, Third Engineer.—Christmas Greetings and best wishes from Auntie, Ma and girlfriend Kay.

Harry Gaines.—Wishing you a very Happy Christmas from Mam, Dad, Tony, Joan, Rosaleen, Marie, Mick and with love from all.

Ronnie Kealy.—Wishing you a very Happy Christmas and New Year and hope you enjoy yourself, we will be thinking of you from Mam, Dad, Olive, Paul, Lisa, Deborah, Derek, and from Granny, Blanche, John and children.

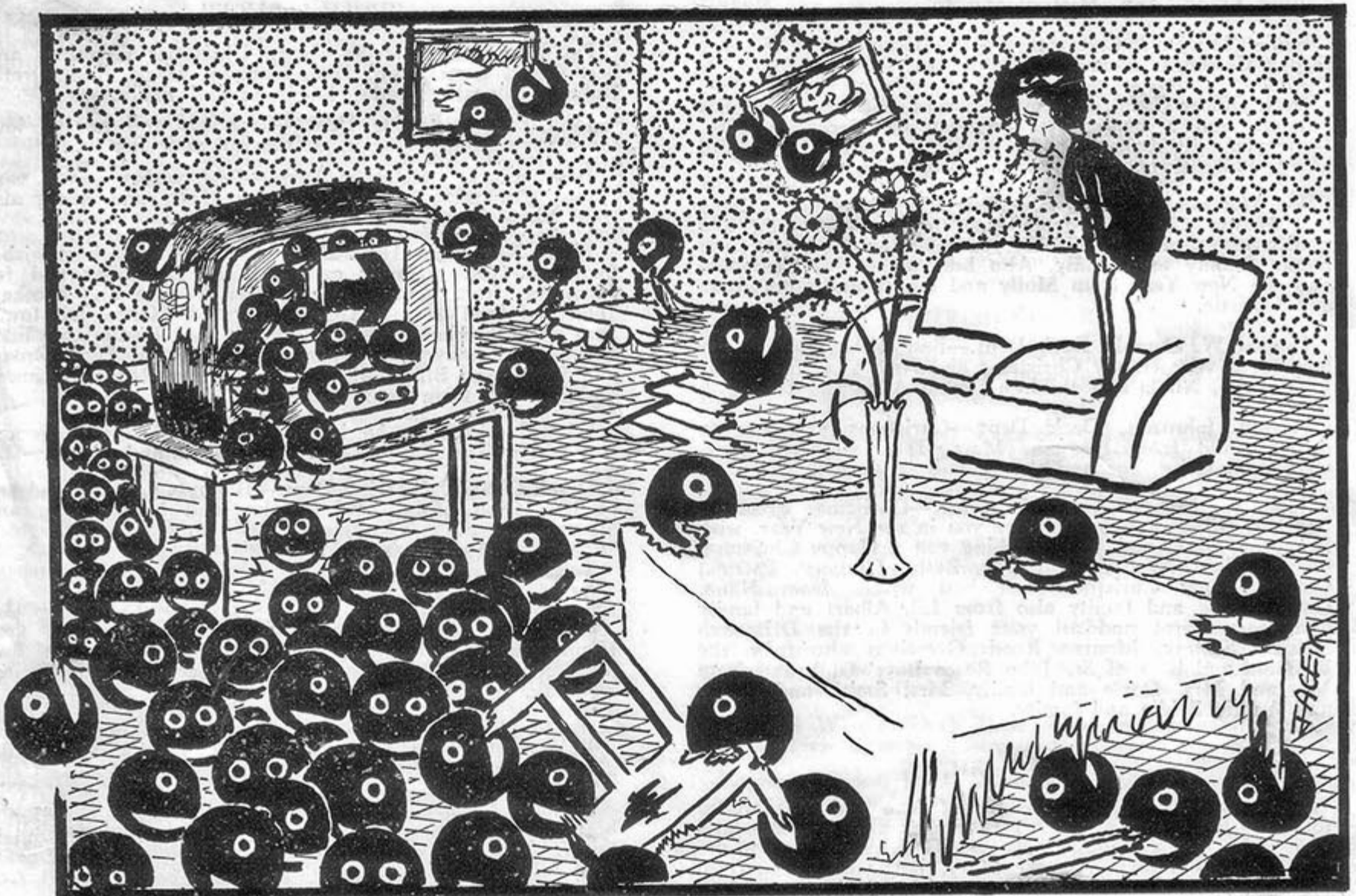
Robert R. Martin.—A very Happy Christmas and a bright New Year. We all miss you very much and hope you have a nice time wherever you may be. God bless you and all on board the "Irish Elm", with love from Mother, Father, Granda, Gran, Uncles and Aunts. Also greetings and best wishes from Pat, Jean and kids.

Robert Wright.—Best wishes for a Happy Christmas from Dad, Mam, Hugh, Kevin, Denis, Finbarr, Pat, Dan-Joe and Dan, also from sisters Angela and Sheila in Boston, U.S.A.

Vincent Moynihan.—Greetings for Christmas and a Happy New Year from Mum, Dad, Marie, Liz, Denis, Anthony and baby Carol.

Michael O'Driscoll.—Christmas greetings from Mam, Terry, David, Carmel at home and Dad and Timothy in Australia and wishing you a very Happy Christmas and a prosperous New Year.

David Fox.—A Happy Christmas and a safe and Happy New Year to you and all on board. Pleasant sailing from Dad and Mum.



"Merciful hour! It's the hungry detergent."

FLEET PERSONNEL

As at 9th December

Deck and Engineer Officers in order of Rank

"IRISH ALDER": Captain I. A. Shiel, Deck Officers: P.A. Murphy, W. A. Kirwan, J. Ryder, Deck Cadets: L. A. Kinsella, J. Hickey, M. Reilly, Engineer Officers: P. Otter, J. Gilmartin, P. Casey, J. Leahy, M. Byrne, P. A. Collins, T. J. Kenny, Engineer Cadets: P. Dowling, D. Brien, Electrical Engineer: T. Lyne, Radio Officer: H. T. O'Sullivan, Chief Steward: J. Dillon, Deck Dept.: D. O'Connor, K. Maher, M. Russel, D. Healy, J. Smith, E. McLoughlin, A. Shiels, J. Roice, J. Cousins, A. M. Stanley, P. Dooner, A. Boyle, Engine Dept.: J. Hannah, P. Proctor, B. Coogan, D. Ball, Catering Dept.: D. Murphy, P. Farrelly, T. McGuinness, W. Burnett, J. Kennedy, M. Troy.

"IRISH ASH": Captain M. McMahon, Deck Officers: P. Kelly, G. Kync, J. Moynihan, Deck Cadets: F. Perrin, D. Corrigan, J. Kenny, Engineer Officers: J. J. Reed, D. J. Knott, J. E. Maher, J. J. Mooney, M. Cahalan, W. Sheringham, Engineer Cadets: J. A. McGrath, D. O'Halloran, D. J. Lennon, Electrical Engineer: H. P. Stears, Radio Officer: T. O'Hara, Chief Steward: E. Fricker, Deck Dept.: P. McDonnell, J. Ryder, N. Fynes, P. Colgan, S. Smyth, M. Doyle, J. Beausang, A. O'Moore, T. O'Donnell, S. Ryan, Engine Dept.: A. Myler, J. White, P. Tierney, Catering Dept.: J. Buckley, P. Doyle, H. Callan, D. Burnett, P. Quigley, T. Healy.

"IRISH SYCAMORE": Captain M. G. O'Dwyer, Deck Officers: H. B. Fidler, T. A. O'Brien, M. J. Larkin, Deck Cadets: B. R. Coburn, E. Curry, P. Kenny, Engineer Officers: H. Dowdall, J. Nangle, D. McLoughlin, T. J. Hanrahan, M. O'Riordan, J. O'Toole, B. O'Meara, Engineer Cadet: J. Devitt, Electrical Engineer: J. McCormick, Chief Steward: J. Bennett, Radio Officer: I. Holmes, Deck Department: J. Heaney, M. Murphy, M. Hurley, B. Stimpson, W. Histon, J. Murphy, J. Hunter, J. Bradley, C. Glavin, A. O'Brien, J. Lang, Engine Dept.: B. Muldoon, A. Vaughey, A. Gault, T. Kelly, P. Hannah, Catering Dept.: L. Robinson, R. O'Reilly, P. Orange, B. Delaney, J. Cooney, T. Maguire.

"IRISH ROWAN": Captain T. Byrne, Deck Officers: E. Greevy, N. Hearne, H. Courtney, M. O'Callaghan, Deck Cadets: P. McNulty, T. Brennan, Engineer Officers: M. J. Curley, W. Cleary, M. Hayes, K. A. Barry, K. Ahoarne, J. Doran, E. Sweeney, D. O'Brien, Engineer Cadets: J. F. Carr, W. Roberts, Electrical Engineer: P. Morgan, Chief Steward: J. Moynihan, Radio Officer: P. Precious, Deck Dept.: M. Byrne, J. Hall, M. Kavanagh, F. McCarthy, J. Collins, O. Murphy, B. Byrne, P. Douglas, D. Scanlon, B. Clinton, B. Donohoe, Engine Dept.: J. Ryan, T. Keane, T. Kinsella, J. Dowdall, Catering Dept.: G. Zachert, M. Duffy, R. Dunne, J. Maguire, T. Doyle, C. Egan.

"IRISH CEDAR": Captain J. Poole, Deck Officers: J. J. Martin, L. McLaughlin, W. Twomey, Deck Cadets: B. Dawson, R. Donoghue, Engineer Officers: M. Dillon, W. D. McCarthy, P. V. Carroll, F. Fenlon, S. McCallum, Engineer Cadets: D. Gabriel, A. McCarthy, J. Reilly, P. Sinnott, D. Walsh, Electrical Engineer: T. Torpey, Second Electrical Engineer: J. Leonard, Chief Steward: H. Bond, Radio Officer: D. Hayward, Deck Dept.: J. Byrne, J. Tallon, D. Rogan, W. O'Connor, J. Wilde, W. Kavanagh, M. Lennon, L. Beggs, M. Walsh, G. Power, C. Melinn, W. Martin, Engine Dept.: M. Sheehan, M. Manson, G. Maguire, M. Fagan, Catering Dept.: J. Chaney, J. Edward, C. Cashin, J. Hanlon, D. McClean, G. Cox.

"IRISH ELM": Captain J. J. Walsh, Deck Officers: W. Garvey, J. Tallon, M. Brophy, Deck Cadets: B. Farrell, D. Hopkins, E. Keane, Engineer Officers: M. Whooley, L. J. O'Toole, W. Quigley, D. Corrigan, D. Menzies, K. Branagan, J. Pryme, Engineer Cadets: A. Barry, W. Malone, Electrical Engineer: J. Dunn, Chief Steward: J. Rogan, Radio Officer: F. McNally, G.P.'s: H. O'Farrell, J. Birmingham, S. McCarthy, J. Appleby, R. Saunders, D. Fox, R. Carrick, P. O'Connor, M. Bougioukas, H. Gaines, R. Martin, J. O'Driscoll, T. Hanley, Catering Dept.: T. Mason, U. Maher, J. Lloyd, R. Wright, T. Byrne, J. Collins, V. Moynihan.

"IRISH SPRUCE": Captain E. C. G. Horne, Deck Officers: M. Devine, M. Coleman, P. A. Cowman, Deck Cadets: P. Richardson, M. D'Arcy, C. Graham, T. A. O'Connor, Engineer Officers: J. Moynihan, D. Falvey, M. J. Kennedy, A. F. Bolster, M. Egan, M. Mulligan, T. Bennett, Engineer Cadets: D. Hayes, J. English, Electrical Engineer: M. Kennedy, Chief Steward: P. Walshe, Radio Officer: P. O'Shea, Deck Dept.: C. Louth, P. Byrne, P. Carr, J. Fleming, C. Maguire, P. Rice, A. Hearne, J. Griffin, E. O'Rourke, M. Gardiner, W. Kavanagh, P. Hanley, Engine Dept.: G. Nolan, R. Proctor, J. Early, P. Walsh, J. Kelleher, Catering Dept.: M. Moody, J. Butler, J. Rourke, D. O'Neill, P. Houlihan, D. McCabe.

"IRISH POPLAR": Captain P. F. O'Shea, Deck Officers: M. Kelly, F. W. Kirk, Deck Cadets: E. Cowman, P. Donnelly, C. Stockdale, P. Kelly, Engineer Officers: J. T. Morgan, P. Cullen, E. Doyle, F. B. Cronin, T. J. O'Keeffe, O. Prunty, T. Ryan, Engineer Cadets: W. Dalton, F. James, Electrical Engineer: E. Walsh, Chief Steward: P. Fanning, Radio Officer: H. Harley, Deck Dept.: M. Leonard, W. Carroll, T. Perle, N. Murphy, N. Farrell, J. Donnelly, H. Johnson, V. Mallin, J. Leonard, J. Clarke, P. Fitzpatrick, Engine Dept.: J. McGran, M. Thullier, P. Rossiter, J. Farrelly, M. Gilton, E. Kinney, Catering Dept.: J. Fricker, E. Mulready, E. Murphy, A. Blake, T. Keegan.