

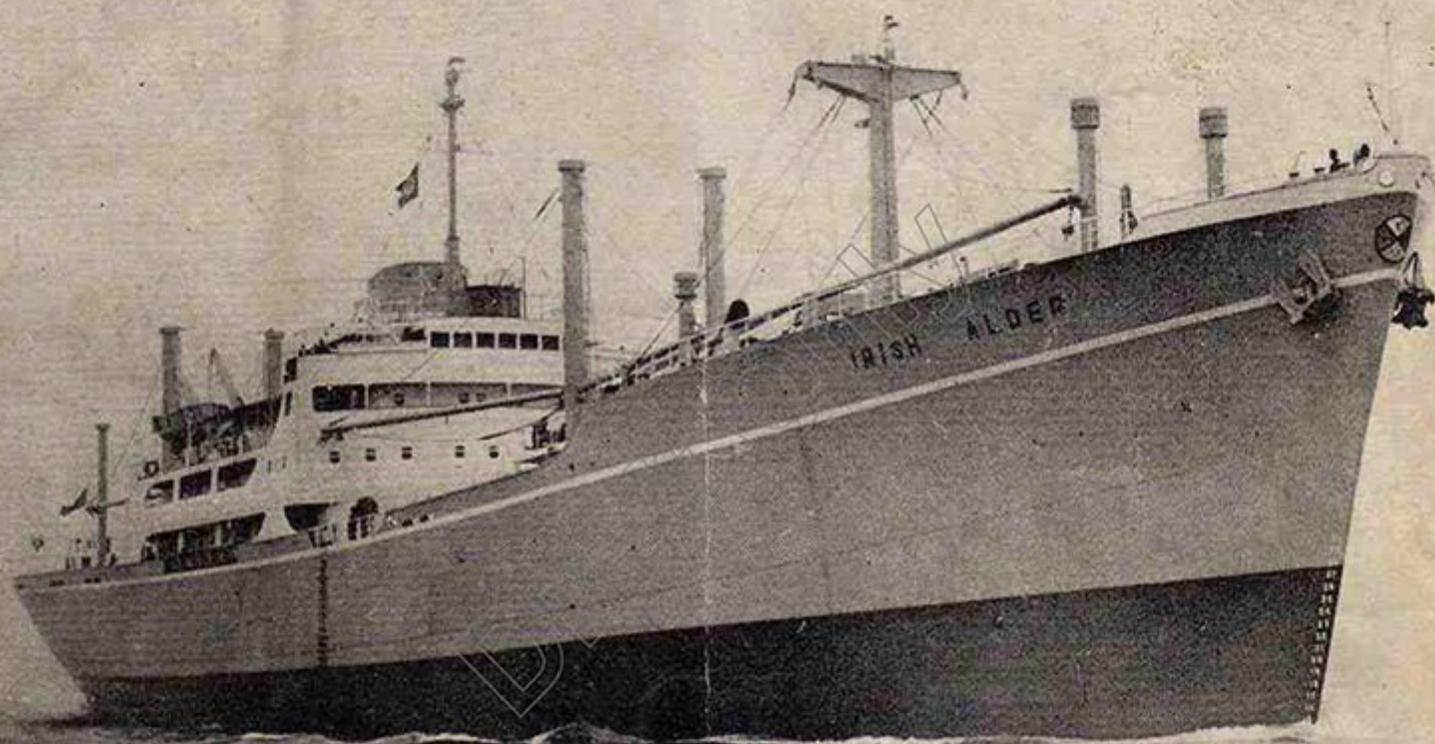
SIGNAL

VOLUME 7

No. 4

SEPT./OCT.

1969



M.V. "Irish Alder"

11,057 d.w.t.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

OFFICERS ASHORE

at 31st October, 1969

Masters: Captain J. Flanagan, W. G. Garvey, J. A. Caird, M. McMahon, J. D. McPolin, J. Onions, B. Reilly.

Chief Officers: P. V. Buckley, M. Carey, M. Doyle, F. B. Kelly, J. F. Kelly, M. Kelly, K. McKenzie.

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

Third Officers: M. A. Byrne, J. A. Desmond, S. Elton, D. O. Kirk, M. J. Larkin, P. J. Malone, D. Murphy, J. A. Murphy, J. J. Whyte.

Deck Cadets: I. Connellan, J. A. Cotter, E. Curry, J. Daly, J. M. Darcy, A. Davis, R. Donohue, P. Farnan, P. Finnegan, P. Hughes, M. Lydon, D. Mundow, J. Richardson, P. Richardson, J. Robinson, W. Reid, J. P. N. O'Dowd, G. J. Waldron, E. Connellan.

Chief Engineers: M. J. Byrne, J. Johnson, J. T. Morgan, G. Rowe, P. Walker, S. Jolley.

Second Engineers: J. J. Fahey, J. J. Hennessy, T. O'Driscoll, J. A. Lee, J. Nangle, A. O'Toole, J. P. Ward.

Third Engineers: P. Bardon, E. Doyle, A. Hall, M. J. Kennedy, B. Larkin, D. M. Loughlin, T. O'Sullivan, W. F. O'Toole, M. Punch, J. Waters.

Fourth Engineers: D. Buckley, T. G. Duff, M. Duggan, H. Briody, F. Fenlon, D. P. Kellegher, S. O'Sullivan.

Junior Engineers: P. McDonnell, M. O'Riordan, J. A. O'Toole, F. B. Cronin, P. Kirby, P. C. Mooney, D. McGrath, J. Pryme.

Engineer Cadets: D. Gabriel, A. McCarthy, W. Malone.

Electrical Engineers: J. Dunn, M. Kenny, M. Lawler, K. Ramsey, E. Walsh.

Chief Stewards: J. Bennett, J. Clinton, T. Forde, J. Murphy, C. O'Donovan.

CADET NEWS

Eight Engineer Cadets selected this year for training with Irish Shipping have commenced their studies at the Crawford Technical Institute, Cork. They are: F. Cotter, Cork; K. Daly, Cobh; J. Denham, Dublin; J. Garvey, Dun Laoghaire; P. Herlihy, Cork; J. O'Leary, Fermoy; D. Power, Waterford, and C. Powell, Cobh. Also studying at Crawford are four Cadets selected by BP Limited and two Cadets selected by Athel Line.

First year Cadets at Plymouth are Brian Desmond from Cork and Anthony Flanagan of Dun Laoghaire. Cadet J. M. Darcy was chosen to take a one-week course for Senior Cadets with Ocean Fleets at Liverpool.

Recently appointed Deck Cadets serving on vessels of the fleet are P. O'Leary of Fermoy, a brother of J. O'Leary who is one of our newly-appointed Engineer Cadets, who has joined the "Irish Poplar," together with Engineer Cadet F. James, formerly with the Furness Line and now completing his cadetship with Irish Shipping.

Deck Cadet C. Graham of Wicklow is on the "Irish Spruce"; Cadet P. Ruane of Foxford, Co. Mayo; Cadet P. Kelly of Donegal Town, and Cadet H. McGowan of Leitrim are all on board the "Irish Cedar." Deck Cadet P. Donnelly of Wexford has not yet been appointed to a vessel, but will be going to sea very shortly.

CONGRATULATIONS

To Cadet **James O'Meara**, of Dungarvan on winning the Crawford Institute Section of an Essay Competition on Civics which was sponsored by The Lord Mayor of Cork. Cadet O'Meara is a second year engineer cadet.

SENIOR ENGINEERS' COURSE

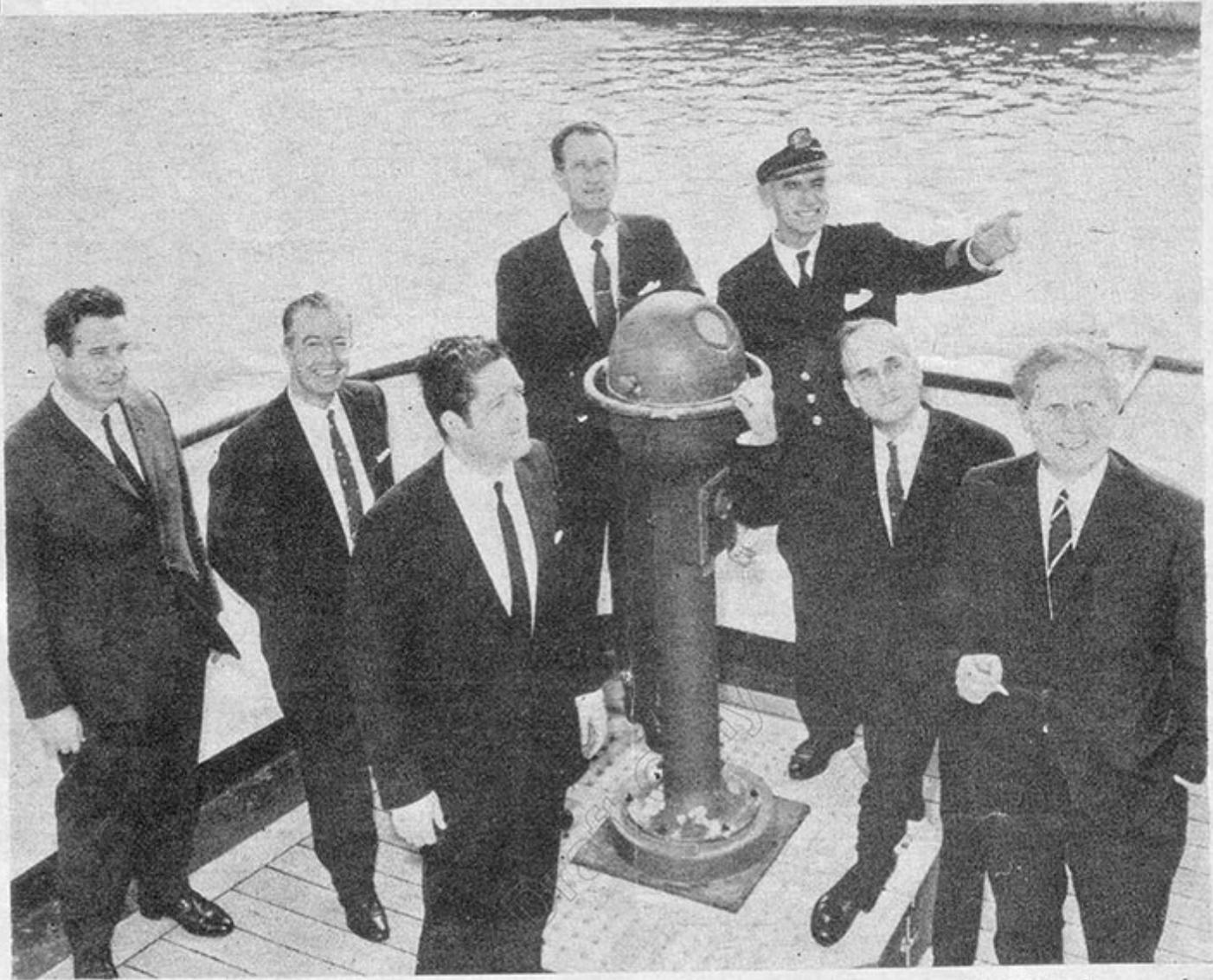
We have again been asked to draw the attention of our Senior Engineer Officers to the special course at present available at the Crawford Technical Institute, Cork, under the Chief Instructor, Mr. C. McSwiney.

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

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

Editor: JOHN HIGGINS

MR. LENIHAN VISITS "IRISH CEDAR"



Picture taken on board the "Irish Cedar" on the occasion of the first visit to an Irish Shipping vessel of the Minister for Transport and Power, Mr. B. Lenihan. L. to R. Capt. C. Raftery, Mr. L. S. Furlong, Mr. B. Lenihan, Mr. P. P. English, Capt. J. Poole, Mr. P. H. Greer and Mr. T. Murray, Director, Goulding Fertilizers Limited.

Capt. J. Poole, Master of the "Irish Cedar," was host to the Minister for Transport and Power, Mr. B. Lenihan; representatives of Goulding Fertilisers Ltd. and members of various Port organisations at a reception on board the ship at Dublin on Wednesday, 15th October. At the reception our Chairman, Mr. P. H. Greer, announced details of a new three-year charter of the "Cedar" by Gouldings and made a small presentation to the Minister as a memento of Mr. Lenihan's official visit to an I.S.L. vessel.

Mr. Greer referred to the very long and happy business association between Gouldings and I.S.L. which extended back to the very earliest days of our Company's history. Both the "Irish Pine" and "Irish Oak" which were lost during the war years had been on charter to Gouldings when they set out on their ill-fated voyages. The "Irish Cedar" had never visited an Irish port until July, 1967, when she called to Dublin with her first shipment of phosphates for Gouldings. Since then the vessel had completed two successive charters of nine months each on the run between Morocco and Dublin and Cork. In that time she had brought over 500,000 tons of phosphates and would bring a further 800,000 tons under the new charter.

Mr. Greer said the long-term arrangement would be welcomed by the ship's personnel who preferred to trade into home ports, an advantage which most of our ships did not share as they had, of necessity, to engage in world-wide voyaging. This frequently meant up to nine months of service in foreign waters for our officers and men, who were excellent representatives of Ireland and enhanced this country's prestige abroad. They also helped to earn some £3 million annually in foreign currency for the Irish economy.

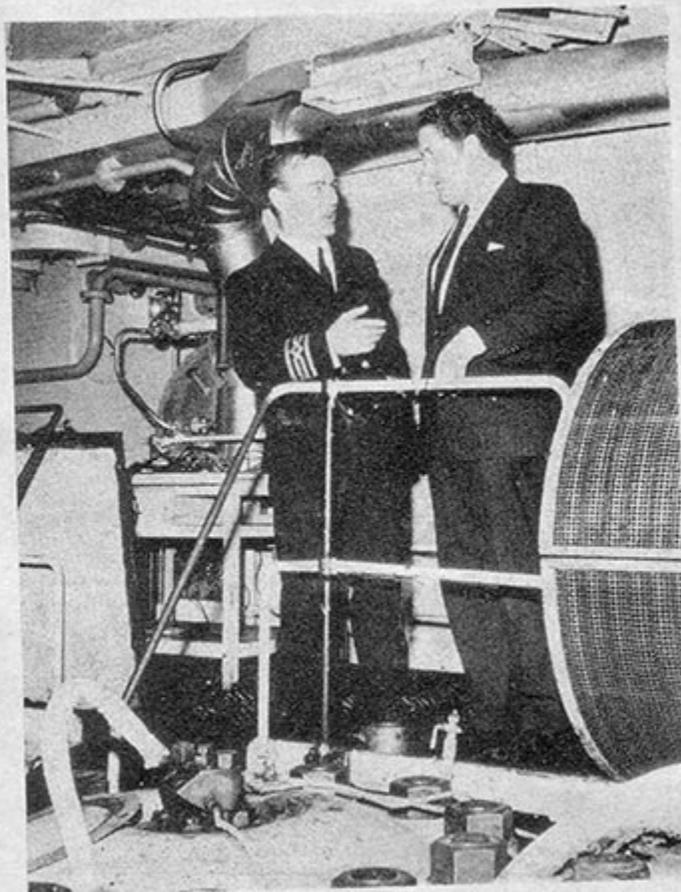
Mr. Lenihan paid tribute to the excellent condition of the "Irish Cedar," which he had inspected from the bridge through the accommodation and down to the engine room. "It is," said Mr. Lenihan, "a credit to the Master and all who sail in her."

The Minister went on to compliment Irish Shipping in the Company's approach to the very real problem of providing the best possible conditions for those who went to sea. The advantages enjoyed by shore-based workers presented an immense challenge to those who had the task of trying to encourage young men to take up a sea-going career. It would be necessary to fit such men for eventual remunerative employment ashore, he said.

Mr. Lenihan then continued: "I am glad to be here to-day for two reasons. Firstly, this is my first visit to a vessel of Irish Shipping Ltd. as Minister for Transport and Power. Secondly, it is a very auspicious occasion in that it marks the renewal, for a substantial term, of the contract between Irish Shipping Ltd. and Gouldings for the carriage of their requirement of phosphate from North Africa to Dublin and Cork. This is a very good example of buying Irish on which I would like to congratulate Gouldings.

"SIGNIFICANT CONTRIBUTION"

"The deep-sea trade is an unprotected and indeed unprotectable market and Gouldings in placing this contract with an Irish company, like every other company with responsibilities to their customers and shareholders, must seek competitive quotations and satisfactory levels of service. These I am sure they have obtained, but Gouldings like others who use Irish vessels are not only supporting the Irish shipping industry and indirectly the economy, but are helping to support themselves. Our shipping industry not only earns foreign exchange and contributes to the balance of payments, it provides valuable em-



In the engine room of the "Cedar," Chief Engineer M. Dillon explains matters to the Minister for Transport and Power.

ployment at home, within its own ranks and in repair yards and building yards, and its significant contribution to the economy helps to provide customers for Gouldings own products. I hope other companies will follow Gouldings' lead in discerning both the commercial advantages and the practical patriotism of supporting our own shipping companies.

"I would also like to say a word about the affairs of Irish Shipping Ltd. Up to a few years ago the main and indeed overriding objective of company policy was to achieve and maintain a fleet of tonnage adequate to meet our minimum strategic requirements in time of emergency. Since this target was achieved the company has been able to concentrate more fully on developing a more aggressive commercial policy and on the improvement of efficiency and earnings. Investment in new vessels over and above the minimum strategic fleet is now governed by strictly commercial criteria. This re-orientation in company policy is evident not only in the changing pattern of the fleet and in the diversification of activity such as the participation in Normandy ferries but in the welcome improvement of their trading results. For the year 1968/69 the company made a

net profit, after meeting depreciation, of £315,000 and this was the best result for 12 years—that is since the post-Suez collapse of ocean freight. I share the company's hopes of increasing its commercial activities and increasing its profits so that not only will we possess the necessary strategic fleet but we will secure a commercial return on the national investment in the company."

Mr. Thomas Murray, Director of Goulding Fertilisers Ltd., said his company were very satisfied with the efficiency and courteous service which Irish Shipping provided and he was sure that the "Irish Cedar" would continue to operate to the mutual benefit of both companies. He also paid tribute to the Master and men of the "Cedar."

Apart from the speakers, those present included the Secretary of the Department of Transport and Power, Mr. D. O'Riordain; Directors of Gouldings; Chairman of Dublin Port and Docks Board, Mr. B. Nolan; the Board's General Manager, Mr. D. Hegarty, and Secretary, Mr. J. P. Murphy; Assistant Harbour Master, Capt. Colm Lawless (formerly of I.S.L.); Chief Engineer of the Port and Docks Board, Mr. P. O'Sullivan; Collector of Customs, Mr. J. Dowling; General Secretary S.U.I., Mr. W. Stacey; Mr. G. Holloway and Mr. J. G. Collins, Managing Director and Director of Geo. Bell and Co., and representatives of the press.

Irish Shipping Directors who attended were: Mr. L. St. J. Devlin, Mr. F. Robbins, Mr. N. Griffin and Mr. D. Barnes.

Management representatives and ship's officers present were: Mr. L. S. Furlong, General Manager; Mr. W. A. O'Neill, Asst. General Manager; Mr. P. P. English, Secretary and Personnel Manager; Mr. J. N. McGovern, Administration Manager; Mr. D. O'Neill, Chartering Manager; Mr. M. Dillon, Chief Engineer; Mr. J. Martin, Chief Officer; Mr. W. D. McCarthy, Second Engineer; Capt. C. Raftery, Deck Superintendent; Mr. M. de Mangeat, Operations Assistant, and Mr. J. Higgins, Public Relations Officer.

ACKNOWLEDGEMENT

The family of the late Mr. R. Byrne, of Arklow, wish to acknowledge the many kind expressions of sympathy received on their recent bereavement. The late Mr. Byrne was the father of Mr. Laurence Byrne, Deck Department, "Irish Sycamore".

New Liner Line-up

A number of organisational changes have taken place recently in our Liner Department to meet the requirements of our expanding cargo services. Since 1st October we have been agents for the Cunard-Brocklebank A.C.L. container service and we are also agents for the Cunard roll-on roll-off service to all points east of the Mississippi and for their Mediterranean/U.S. Gulf and North Atlantic break-bulk ships. These additional services are complementary to our established joint service with Manchester Liners on the North Atlantic and Irish importers and exporters are now fully catered for with a comprehensive cargo service to North America. To deal with the increased volume of traffic being handled by our Liner Department, it has been found necessary to have one section dealing exclusively with documentation and the operational side of the services, while a more vigorous commercial section will promote sales both here and in North America.

Mr. C. P. Kinsella now heads our sales team as Manager of Liner Services (Commercial), with Mr. P. Shanahan as Assistant Manager Liner Services (Commercial).

Mr. S. M. Clery has been appointed Manager of Liner Services (Operations), with Mr. E. O'Regan as Assistant Manager of Liner Services (Operations).



Photographed at the reception on board the "Irish Cedar" at Dublin were, from left: H. Bond, Chief Steward; U. Maher, 2nd Steward; L. J. O'Meara, Purchasing Officer; J. Carroll, 2nd Steward; R. Cox, and D. Gibbons, Chief Cook.

NEWS FROM HOME



SPORT — HURLING — Kilkenny caused an upset in the All-Ireland final against Cork when they drew ahead in the second half after being led for the first half by a side which looked to have the game wrapped up. In a match which was exciting without producing any sustained top class fare the eclipse of the Corkmen was surprising. The introduction of Paddy Moran worked wonders for the Noresiders and another big factor in their win was the second half display of both Martin Coogan and Pat Henderson.

In the first match against New York, Kilkenny went down by a twelve points margin and could only manage a draw in the second leg of what is unrealistically called the 'World Cup.' The Central Council should wait until hurling takes its rightful place as Ireland's national game before indulging in this type of wishful thinking.

GAELIC FOOTBALL — Once again and for the twenty-first time Kerry are undisputed All-Ireland champions after scoring a deserved win over Offaly. Thus the Munstermen added the championship to their National League title and on this occasion the honours went to D. J. Crowley rather than to the legendary Mick O'Connell, Crowley's mid-field partner. True, O'Connell contributed two vital points from frees but Crowley must have broken the spirit of the Offaly backs with his amazing energy and footballing ability long before the end.

In Croke Park on 26th October, Kerry beat New York in the football equivalent of the "World Cup" on the score 4—13 to 0—7.

ALL-IRELAND CHAMPIONS:

Senior Football—

Kerry — Runners-up Offaly.

Senior Hurling—

Kilkenny — Runners-up Cork.

Minor Football—

Cork — Runners-up Derry.

Minor Hurling—

Cork — Runners-up Kilkenny.

Junior Football—

London — Runners-up Wicklow.

Junior Hurling—

Warwickshire — Runners-up Kerry.

Under 21 Football—

Antrim — Runners-up Roscommon.

Under 21 Hurling—

Cork — Runners-up Wexford.

Intermediate Hurling—

Kildare — Runners-up Cork.

SOCCER — Both Shamrock Rovers and Waterford went out of the European Cup Winners Cup and European Cup respectively to their first-round opponents. After winning the first leg of their tie, with Schalke of West Germany, Rovers lost the away game by three goals to one and the tie by 4—2 on aggregate. Waterford lost both away and at home; the second leg was played at Lansdowne Road. In the Fairs Cup, Dundalk were catapulted out of the competition by Liverpool who walloped them 10—0 in Liverpool and politely won by only 4—2 in the return game.

Ireland's international side had a very mediocre draw, 1—1 against Denmark at Dalymount in their latest match. The team plays its final World Cup tie against Hungary on 5th November with no hope of qualifying as we are already knocked out. However, if it is harder to lose well than to win we seem to have mastered the difficult bit long ago.

At home Paddy Mulligan, Shamrock Rovers has transferred to Chelsea and has been selected on the panel for the International in Budapest. Also gone from Rovers is their Manager for a brief spell, Arthur Fitzsimons, who was let go after a difference with the Directors. After a shaky start in League of Ireland football, Finn Harps have settled down well and the other promoted side, Athlone are a match for the best.

RACING — Levmos, owned and trained by Seamus McGrath, won Europe's richest race when he came home first in the Prix de l'Arc de Triomphe at Longchamps.

GOLF — The Irish pairing of Christy O'Connor and Jimmy Kinsella finished well down the field in the World Cup. Christy did not figure in the front ranks in the Alcan Tournament either but this is one competition you have to be world class to even compete in it. Next year, in September, the Alcan will be held at Portmarnock and the final would have taken place on 27th September only that the All-Ireland takes place on that date. The Alcan people wanted the All-Ireland final changed. There is no truth in the rumour that the reason the G.A.A. turned down the request was that it wasn't typed on Irish water-marked paper.

BOXING — The Irish International Team had mixed luck in Germany recently, losing their first match by 5½ to 4½ and winning the second by a decisive 6—1. Star of the Irish side was Mick Dowling, our Olympic Bronze medal winner.

POLITICS — Resuming business after the Summer recess, the Dail began by holding a full scale debate on the Northern Ireland situation. All parties agreed that the problems involved could only be solved by peaceful means. Political forecasters have claimed that we will have an Autumn budget despite assurances to the contrary earlier this year. Well-known Fine Gael deputy, Oliver Flanagan has resigned from the party's front bench.

The Devlin Report on the organisation of the Civil Service at the higher levels was published last month. The Report recommends certain changes, including a reduction in the number of Government Departments from sixteen to fourteen. The setting up of a new Department of National Culture; merging of Health and Social Welfare and a Department of Transport and Communications to incorporate Posts and Telegraphs and Transport and Power are other proposed changes contained in the Report.

NORTHERN IRELAND — Recent riots in the North will cost the Stormont Government £7 million and despite a brief flare-up in Derry on 25th October a fortnight of comparative peace has obtained since the shooting

of a young married R.U.C. man by Protestant extremists; the last (it is hoped) violent death in the troubled Six Counties. In an effort to blow up a power station at Ballyshannon, Co. Donegal, a member of the U.V.F. (Ulster Volunteer Force) was badly injured and subsequently died in hospital. The U.V.F. have since claimed responsibility for this raid and also for the explosion which damaged part of the R.T.E. studios at Montrose last summer.

Major Chichester-Clark has got a substantial majority vote of the Unionist Party to go ahead with the promised reform programme to end discrimination and to give full civil rights to all sections of the community.

THEATRE — On Saturday, 25th October, Michael McLiammoir and a considerable part of our entire population celebrated his seventieth birthday. The occasion was marked by a special Late Late Show to honour the great man of the Irish, and indeed World theatre. Another Irish man of the theatre and literature was also honoured recently when Samuel Beckett, for long an exile in France, was awarded the Nobel Prize for Literature. Beckett is best-known for his plays 'Waiting for Godot', 'Endgame', etc.



Michael MacLiammoir on a visit aboard "The Maple" in Melbourne in 1964 seen here with Capt. M. D. Langran, Master, and Officers.

TELEVISION — The annual radio and television licence fees are to be increased soon according to a statement from R.T.E. One of the reasons put forward to justify this was the promise of more home-produced programmes. A recent dramatic event out at Montrose was the screening of Brian Friel's play 'The Loves of Cass Maguire.' It produced a spate of controversy between the saints and those who try so hard to be sinners, and probably succeed. Unfortunately for those

ordinary folk who expect entertainment from the 'telly' the pity of it all was that Cass ever came home from America. The 'story' concerns this Cass Maguire who went to the States and carried on something shocking over there, if you're to believe herself. Then she keeps sending money back home to the brother in Ireland, but he's getting on awfully well and doesn't need it (the Money). Like the nut you'd expect to find in a family such as this he puts the dollars in the bank and has them there for Cass when she finally comes home. Then he dumps her in a home for old people which would normally gain our sympathy for Cass and our loathing for the brother. But with the prospect of increased charges for licences all our sympathy was for ourselves on this occasion. In Cass Maguire, Brian Friel or whoever adapted the play for television created a boring old hag. Siobhan McKenna, unfortunately, played the part to perfection.

The play apart R.T.E. seem to have improved the programmes in their latest schedule.

BREATHALYSER — From 3rd November next, the use of the breathalyser test will become law in this country in an effort to stamp out drunken driving.

COLOUR MAGAZINE — A new weekly colour magazine called 'This Week in Ireland' was launched recently by the Creation Group who publish 'Business & Finance' and a number of other magazines. The first issue had sixteen pages of ads. and a six page short story by Sean O'Casey and the magazine has taken a few weeks to get down to the news of the week which its title suggests. It is priced 1/6 as against 2/- for its main rival 'Nusight'.

FIRE NEXT-DOOR — A fire broke out in the first floor offices of O'Meara's licensed premises next door to our Head Office at Aston Quay, Dublin on Saturday, 25th October. A unit of the Dublin Fire Brigade was quickly on the scene and got the blaze under control. Extensive damage to the interior of O'Meara's resulted from the fire.

HIPPIES — A group of Hippies from London were involved in a bid to take over St. Patrick's Island off Skerries recently. Local people resisted the bid and eventually the deal fell through. The Saint preserved us!

An extract from the "Journal of Commerce,"
3rd September, 1969.

A WORLD CUP FOR SOCCER SEAMEN

Norway has taken the lead in organising a world series of football matches for merchant navy teams. This was announced at a luncheon in London recently where Crown Prince Harald of Norway said that this year about 1,200 teams from merchant ships of about 30 maritime nations will compete. Among the guests was Sir Stanley Rous, President of the F.I.F.A., which has presented a trophy to be known as the Seven Seas Cup for this competition.

Crown Prince Harald said: "The Norwegian Government in 1964 established a merchant navy welfare board. The work of this board covered a very wide field, in which the organisation of sports activities was given a high priority. A good example of the excellent result that the welfare board has achieved in the line of sports is that competitions arranged for our merchant navy in 1968 had no less than about 230,000 participants.

"In 1950 it was decided to co-ordinate the welfare work in the Nordic merchant fleets and also here sports activities were given a high priority. In this connection I would like to mention that in 1968 in the Nordic series in football for ships' crews about 800 ships' clubs competed, and that the Nordic championship in sports had more than 15,000 participants.

"Not only the Nordic but also in the international field the co-ordination of sports for seamen is well on the way. The initiative to this was taken by our welfare board in 1967 when the first international sports weeks for seamen were arranged in Rotterdam and Antwerp.

"This year international sports weeks have taken place in 17 ports in different parts of the world, and some 10,000 seamen sailing in hundreds of ships from 26 seagoing nations have taken part in the competition."

CONGRATULATIONS

To **M. J. Kennedy**, Third Engineer, on obtaining his Second Class Motor Certificate.

To **J. Ryder**, Third Officer, on obtaining his Second Mate's Foreign Going Certificate.

Abie Goofs



What do you mean — you were overhauling the non-return valves.

A Voyage in "Asgard"

AT 12.45 on Monday the twenty fifth day of August, the "Asgard" slipped her moorings at Dun Laoghaire.. Without ceremony, she hoisted her sails and gracefully sailed out of the harbour. She was bound for Portsmouth; for it was here she would join twelve other sailing vessels and enter, with them, in a race to Cherbourg in France via the Royal Sovereign light vessel. The race was organised by the Sail Training Association and it was the first time that an Irish vessel entered this race, which takes place every two years.

The "Asgard" is, at present, the only sail training yacht in this country. She is known to all Irish citizens as the yacht involved in the Howth gun running in 1916. Although over sixty years old, the "Asgard" is still in wonderful condition, and improved by her refit last year.

When she sailed from Dun Laoghaire, she had on board a crew of eleven, under the experienced command of the skipper, Capt. G. F. Healy. The crew consisted of five Irish Shipping cadets, three sea scouts and three keen yachtsmen. The Irish Shipping cadets were deck cadets David Hopkins, Pat Hughes and Joseph Darcy, and engineer cadets Seamus McLoughlin and Michael McCann. The old rivalry between deck and engineer cadets was quickly forgotten as the problems of sailing were encountered..

The wind was westerly, force five, as the "Asgard" sailed southwards past Bray Head. She had attained a speed of seven knots in this wind. Captain Healy set course for Land's End at about 1400 hrs. The crew were divided into two watches; port and starboard watch. Each watch had a watch officer and watch leader. The watch officers made decisions regarding course alteration, navigation, general efficiency etc., but the watch leader allocated the work to the different trainees. The friendly rivalry between the two watches made for a very efficiently sailed and happy ship. Each watch remained on deck for a period of four hours during which they took



The writer of this article, Cadet S. McLoughlin, at the wheel of the "Asgard" during the race.

care of navigation, steering, cleaning, repairs and cooking.

TORN JIB

By 0800 hrs. on the twenty sixth, the fifty three foot, Gaff rigged yacht was well into St. George's Channel. The wind had risen to force seven, gusting to force eight so the little ship was being thrown about like a cork. The conditions were so bad at 1100 hrs. that it was necessary to reef the mainsail but shortly after this, the jibsail blew out. Although her deck was badly awash, the crew managed to replace the torn jib with the storm jib, this made steering a little easier but this was a poor consolation to a crew that was wet and generally miserable, some were sea-sick and all were hungry because of the difficulty of cooking under the adverse conditions.

At 2045 hrs. Land's End light had been sighted; this brought cheers from all the crew. Starboard watch came on deck at 2400 hrs., just as the Lizard light came into sight. The wind had dropped to force five as she sailed past the treacherous "Lizard" point. By 1030 hrs. on the twenty seventh the "Asgard" was sailing into Falmouth harbour. She moored here and the crew, having repaired storm damage, went ashore to the yacht club where we were able to have a welcome shower.

The following morning, the sails of the "Asgard" were hoisted again, as she left Falmouth bound for Plymouth. She arrived without difficulty, at 1600 hrs. on the 28th.

When in Plymouth, the Deck Cadets had an opportunity to boast of their experiences there. They conducted the rest of the crew on a tour of their favourite haunts and of the city itself.

At 1100 hrs. on the 29th, the "Asgard" sailed, under engine power, because there was no wind. She was sailing to Dartmouth and although she was being propelled by engine only, she was able to attain a speed of seven knots. It was seven o'clock that evening before she reached Dartmouth. A festival was in progress there and all the crew had a good night's entertainment ashore. An anchor watch was maintained through the night because of the swift tidal current.

The next port of call was Portsmouth itself. The "Asgard" sailed into Tor Bay where the international powerboat race was in progress. Many of the crew envied the sixty knot, bouncing powerboats as they skimmed across the horizon. At midnight on the 30th, Portland Bill was abeam, at 0800 hrs. next day, the Needles were just off the starboard bow. After tacking up the Solent she arrived at last at Portsmouth. Having taken on fuel and water, she moored. Shortly afterwards, "Rona", another sail training vessel moored alongside. The crews of both vessels got together and made friends immediately.

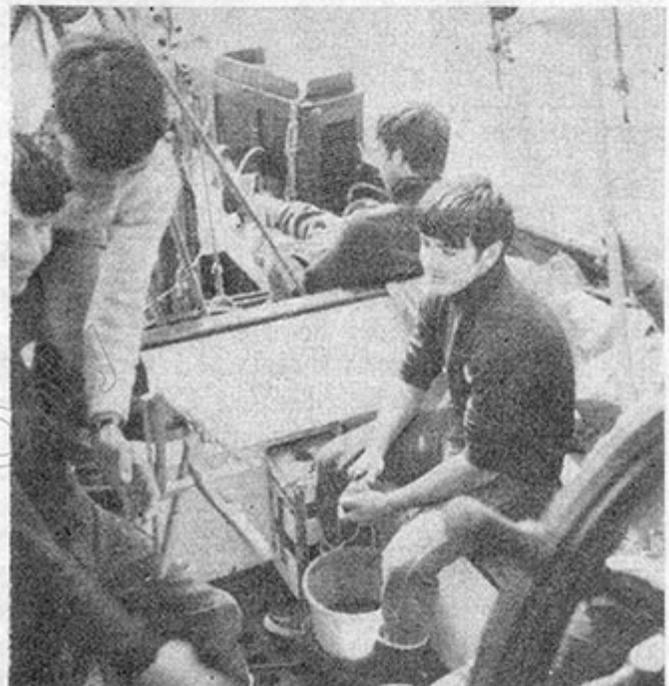
Soon all the other contestants had arrived, some vessels were British, and there was one Dutch one. The skippers and officers of all the yachts were busy sorting out regulations and plans. A naval display was in progress at the time and this drew great attention from the crew.

THE RACE

At 1000 hrs. on the 2nd of September, the "Asgard" slipped moorings and sailed towards the starting line at Southsea. All of the crew were tense as we approached the line. Then at 1100 hrs. amid hovercrafts and paddle-steamers the race commenced to the sound of the starter's gun. Officers and crew were alert as we sailed towards the "Owers" light ship. Every second counted now. Maximum efficiency was demanded from everyone. Co-operation of the highest order was essential to gain those precious minutes. Even at this early stage, the "Asgard" was well ahead but the 69 ton Dutch "Urania" was already out of sight. She was sailed by Dutch naval cadets.

Because of the unfavourable direction of the wind, it was necessary to 'Gybe' a number

of times before reaching the Royal Sovereign light vessel. At midnight on the 2nd, Beachy Head was on the port beam and by 0800 hrs. the following morning the "Royal Sovereign" was rounded and course was set for Cherbourg. By now, the wind was very favourable enabling us to "run", but by 6 o'clock that evening the wind was rising and had reached gale force by 2100 hrs. This made steering very difficult but we were sailing at up to 10 knots. At last the lights of Cherbourg were spotted and at 2330 hrs. that night the "Asgard" entered the French port of Cherbourg. Her old friend "Rona" was mooring just as "Asgard" approached her



Relaxing on board the "Asgard" are, left to right: Sea Scout P. Redmond, Cadets J. Darcy, M. McCann and P. Hughes.

moorings, but "Rona" had already been 15 miles from Cherbourg, when she had to return to Portsmouth with a torn mainsail. She obtained a new mainsail there and sailed again for Cherbourg. The "Asgard" moored at midnight on the 3rd of September.

The following day, Captain Healy went to the yacht club and there he discovered our position in the race. "Asgard" had arrived in second place against great opposition. At 1400 hrs. on the 4th, a reception was held, for all the contestants by the French Navy. That night, all the crews came together on "Rona" and a sing-song started. The natives were amazed at the crowd on one yacht, singing and dancing. The following day at 11 o'clock, "Asgard" sailed for home. Her crew waved goodbye to their friends on the

other yachts, as she left Cherbourg. Her first port of call on her return trip was to be Falmouth.

Asgard reached Falmouth at 1545 hrs. on the 5th, having sailed for 12 hrs. through fog. She moored at Falmouth and again the crew availed of bar and shower facilities. Provisions were bought and fuel and water supplies were replenished.

At noon, next day, the 6th, the skipper set course for Newlyn, just beside Penzance. Capt. Healy intended to spend the night here before setting sail around Land's End and across St. George's Channel for home. Having maintained an anchor watch through the night, the crew set sail for Land's End and Ireland. At about 1300 hrs. on the 7th, Land's End was abeam and then the order was given to steer course 360° for home.

HOME

The wind was force 1 to 2, so it was necessary to sail under engine power. A mist had reduced visibility to a mile and a half, so a keen watch was maintained for passing ships. At 2100 hrs. that night a fog had reduced visibility to a quarter of a mile. The following morning, visibility had improved to two and a half miles and at 1400 hrs. the "Barrels" Lightship, just south of the Wexford coast, had been spotted. This was a welcome sight to the crew, who were longing to get home. At 1600 hrs., Asgard anchored at Rosslare Harbour, but her stay here was short because she sailed again at 0400 hrs. next day.

The wind was southerly as she sailed up the East coast. The Asgard attained a speed of seven knots as she sailed past Arklow, but she encountered a very strong tidal current off Wicklow Head. This reduced her speed to two knots. It was 1645 hrs. before Asgard reached the two piers of Dun Laoghaire. The skipper intended that the sails be lowered triumphantly, but of all times the topsail would not come down. Eventually after some persuasion, the crew succeeded in lowering all the sails. Then at 1700 hrs. on the 9th Asgard picked up her moorings; to end her great trip.

Each one of the crew bade farewell to the skipper and to the new friends he had made and with whom he had worked for over two weeks. Some were sad, as they left the Asgard but some were glad to return because the past seventeen days had been ones of

hard and tiring work. All the crew were proud of the part they had played in the "Asgard's" success in the race. In her seventeen days of sailing, Asgard had travelled over eleven hundred miles. A crew of young men, few of whom knew each other before, had joined together to sail an Irish yacht and represent their country in an international race. They co-operated with each other and made every possible attempt to sail the "Asgard" as efficiently as possible. Their labours had been rewarded by their success in the Sail Training Race.

THE CREED OF THE COASTING AND NEAR TRADE SHIPOWNER

(Usual Saturday Sailing Co., Ltd.)

*Oh, day of rest and gladness.
Oh, sailormen's delight.
To stay in port is sadness,
Would surely not be right.
So Saturday doth see him,
Each mooring line set free,
And leave to spend each Sunday
Upon the Glorious Sea.*

*From Saturday to Monday
The office staff must stay
At home and spend each Sunday
In some unfruitful way.
But we upon God's ocean
No carking care shall know;
Our work is our devotion
As o'er the sea we go.*

*The pubs are closed on Sunday
Because they cannot trust
The weak and wayward shoremen
Fro going on the "bust,"
But we, whose hearts are cleansed
From sordid thought of beer,
With joy that never endeth
Shall serve the god out here.*

*Please God, the gentle sailor
Will never know the pain
The Managers must suffer
When their attempts are vain.
To clear the ships each week-end
And get them off to sea;
For ships tied up on Sunday
Would spoil Eternity.*

FLEET NEWS

"IRISH SPRUCE"

We send our best wishes for a speedy recovery to Mr. C. Cavanagh of the Engine Department who was hospitalised off the vessel at New York and is now at home convalescing. Third Engineer Mr. J. McGonnell has been relieved by Mr. M. J. Kennedy.

The "Spruce" loads at Dublin from 5th November till 8th November when she will sail for New York and other U.S. ports. Dublin export cargo includes 800 tons of frozen meat for New York and Wilmington, 150 tons of wool, a large consignment of whiskey, as well as a number of containers and 45 tractors.

On this voyage the "Irish Spruce" will visit New York, Wilmington, Baltimore, Norfolk and return to New York before sailing for Dublin. She is expected back in Dublin on 9th December.

"IRISH POPLAR"

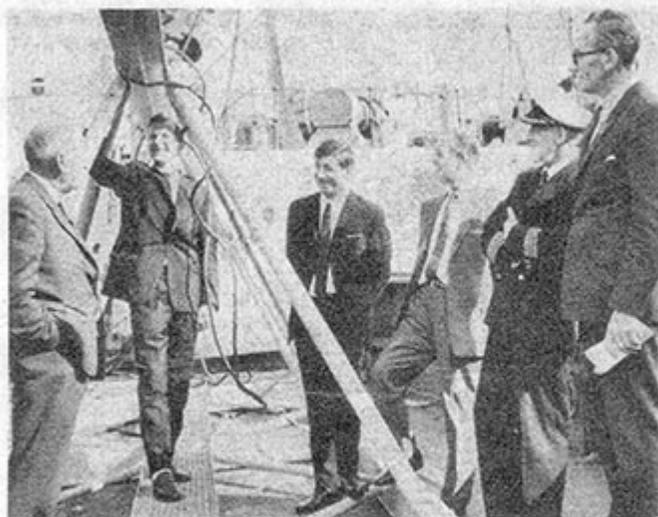
On her present voyage the "Poplar" carried the largest single shipment of Liebherr cranes yet exported from Dublin. The vessel, which is at present calling at U.S. ports, is loading a general cargo for Dublin and Manchester. Her Dublin cargo includes a large consignment of tobacco from Norfolk, as well as general cargo.

The "Irish Poplar," which is under the command of Captain P. O'Seaghda, will be due in Dublin about 11th November.

"IRISH SYCAMORE" FOR GLASGOW

Having completed her voyage from the Far East with a general cargo including a large consignment of plywood, the "Irish Sycamore" was re-delivered from her charterers at Milwaukee on 22nd October. She will be due in Chicago at the beginning of November where she will load grain for discharge at Glasgow. The vessel will be due at Glasgow about 21st November. The ship is on time charter to Peabody and Co. of London.

While the vessel was at Montreal, Mr. J. Barrett of the Deck Department was hospitalised for a short while, but we are pleased to report that he is now recovered and back on the vessel again. Chief Officer Mr. H. B. Fidler relieved Mr. J. Mitchel while the vessel was at Montreal.



The largest single shipment of Liebherr Cranes yet sent to the U.S. was loaded aboard the "Irish Poplar" in Dublin at the end of August. Watching the cargo being loaded were, from left: Capt. H. G. Walsh, Harbour Master, Dublin; F. Forde, Export Manager Liebherr; H. Werner, Liebherr; L. S. Furlong; Capt. P. O'Seaghda, Master "Irish Poplar," and C. P. Kinsella.

"IRISH PLANE" ON SWEDISH VOYAGE

The crew of the "Irish Plane" will pay off the vessel at the end of her present voyage and after completion of discharge at the Swedish ports of Oxelsund and Holmstad.

The vessel, which loaded a cargo of scrap iron at Philadelphia for Sweden, will take time off to drydock after this trip. She will then return on time charter to Vigo Steamship Company until about March of next year. The crew signed on the vessel at Philadelphia last March and the ship's Master is Captain J. Gleeson, while her Chief Engineer is Mr. J. Cunningham.

"IRISH ASH"

The "Ash" is on time charter to the Peruvian State Line and will be on this charter until the end of August next.

The ship will be due at Beaumont on 29th October. She then goes on to New Orleans and loads for Peruvian ports. The vessel is expected to transit the Panama Canal on 10th November.

The Master of the "Irish Ash" is Captain J. S. Kerr and her Chief Engineer is Mr. J. Reid.

"ROWAN'S" VOYAGE TO AUSTRALIA

While the vessel was at Fremantle, Mr. V. Mallon of the Deck Department was flown home as his mother was dangerously ill. Unfortunately Mrs. Mallon died before her son arrived home on 21st October and we extend our sympathy to Mr. Mallon and his family on their loss.

The vessel, which has completed her voyage to Australia from Finnish and other European ports, will be due at Mackay about 3rd November to load a cargo of sugar for Japanese ports. The vessel will be due in Japan about 17th November and is expected to take ten days for discharge.

For her Japanese voyage the "Irish Rowan" will be on charter to Nippon Yusen Kaisha.

We are re-producing a map alongside showing the Australian ports of call for the "Irish Rowan" and also Japan and other places which will be of interest to readers.



J. Dowdall, Engine Department, "Irish Rowan."

"IRISH ALDER"

Captain I. Shiel took over command of this vessel at Jacksonville and Captain O'Dwyer left the ship at Boston and is now home on leave.

The former crew of the "Irish Alder" paid off the vessel at New York on 23rd September and were flown home.

The "Irish Alder," like her sister ship the "Ash," is on time charter to Peruvian State Line and will be due at Panama about 28th October on her southward trip to Peru.

Chief Engineer on the "Irish Alder" is Mr. P. Otter.



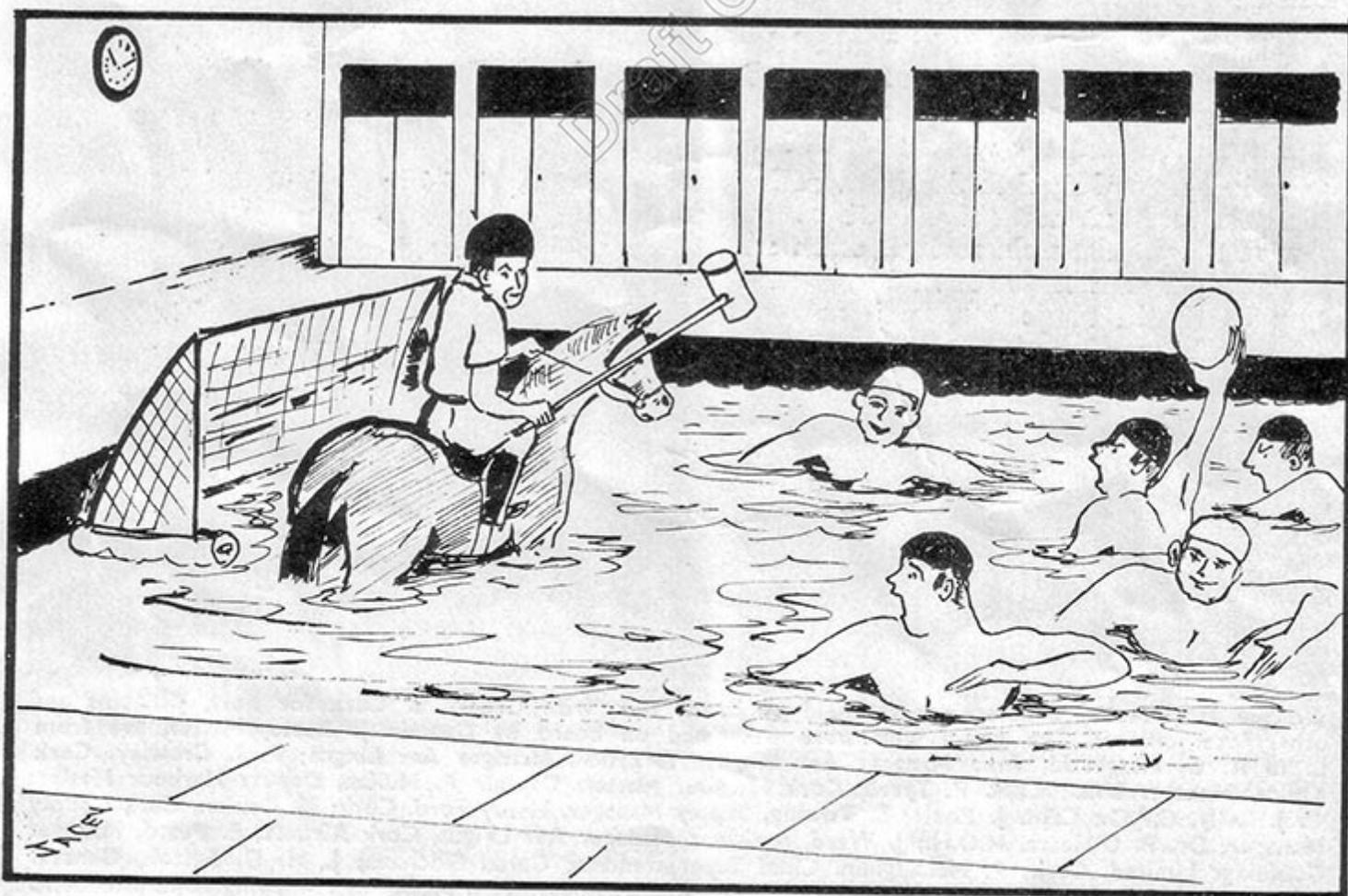
"IRISH CEDAR"

We feel that we will probably find ourselves accused of favouritism when we publish so many pictures of functions on board the "Irish Cedar" which has had quite a spate of receptions for various high ranking public figures. However, we are reliably informed that neither Captain Poole nor his men have allowed the glare of publicity to alter their natural modesty. They are still content to have their ship simply referred to as the "Finest in the Fleet."

The vessel will be due in Cork about 28th October to complete discharge of her phosphate cargo, part of which was unloaded at Dublin. We have already given a full account of the three-year charter to Gouldings and we would just add that we would be delighted if the other ships in our fleet would now try to compete with the "Cedar" in the pages of *Signal*. They can best do this by sending us photographs, reports of activity on board or indeed any material which would be of interest to our readers.



Our "Follow-the-Fleet" essay prizewinner, Lorcan McGroarty, of Moville, Co. Donegal, pictured on board the "Irish Cedar" at Cork prior to sailing for Casablanca. Accompanying him was his mother and with them for our photograph was Capt. J. Poole. We have received a very nice letter from Mrs. McGroarty since her return expressing her appreciation of the kindness shown to Lorcan and herself by all on board who helped to make their trip a memorable one.



THE "ELM" CALLS TO POLISH PORT

The "Irish Elm" arrived at Antwerp on 22nd October with a cargo of assembled motor cars from Japan. The vessel completed discharge at Rotterdam where Captain J. J. Walsh took over command of the vessel from Captain B. Reilly. The crew paid off the vessel at Rotterdam on 25th October, and after drydocking the ship will proceed to Gdynia in Poland to load a cargo of pig iron. She then goes on to Bremmerhaven. At Bremmerhaven she will load cars for discharge at Los Angeles and San Francisco. The pig iron is for discharge at Japanese ports.

We extend our sympathy to Mr. S. McCarthy, Bosun's Mate, whose mother died on 20th October.

COURSES

Mr. J. Murphy, Chief Steward, recently completed an advanced catering course at Liverpool. Also at Liverpool Capt. J. Onions and Mr. M. Doyle, Chief Officer, took a radar simulator course as well as a firefighting course. Others on the firefighting course were Mr. M. Doyle, Second Officer, Mr. M. Quigley, Third Engineer and Mr. D. Corrigan, Fourth Engineer. Mr. J. Tallon, Bosun, was at Westcliff-on-Sea for a Petty Officers' Course. In Dublin, Chief Steward, Mr. T. O'Connell and Mr. P. Walsh, Cook Steward, completed an Ambulance Personnel Training Course.



On the 1st October a reception was held on board the "Irish Cedar" at Cork for Port, Customs and other local officials. The group who were welcomed on board by Captain J. Poole, Master, are from L. to R. G. Fitzgerald, Area Manager Aer Lingus; T. Lynch, Manager Aer Lingus; P. J. Crowley, Cork Office, Manager I.S.L.; Capt. P. Tyrell, Cork Harbour Master; Captain P. Mullan, Deputy Harbour Master; P. J. Kelly, C.P.O.; Capt. J. Poole; L. Twohig, Supply Manager, Henry Ford, Cork; M. Conlan, Cork County Manager; Dr. P. O'Meara, M.O.H.; J. Ward, Assistant Manager Aer Lingus, Cork Airport; E. Peard, Manager Gouldings Limited, Cork; P. McLaughlin, Chief Superintendent Garda Siochana; J. H. D. Sutton, General Manager Cork Harbour Commissioners; M. Dillon, Chief Engineer; P. J. McCarthy, Shipping Superintendent.

The Crooked Room

Short Story By E. O'Regan

I was a youngster of twenty-one when I first arrived in Lisbon in the 'twenties. I had been a year knocking around Europe eking out a bare existence by teaching English in small private establishments. These were lean years and jobs were scarce, and looking back on it I am surprised at the casual way I hopped around from country to country and yet always managed to pick up some employment at a time when good men were idle for long, hungry months at a time. I suppose it was luck, together with a willingness to take chances that in latter years, with the growth of the caution of age, I would hesitate to take.

The little private school in Lisbon was run by a Frenchman and his wife. They rented a tall five-storey house in a large square set in a quarter of the city that had once been quite respectable but was, at this time, falling into evil days and obviously in a few years would be little better than a slum. Even when I was there most of the houses in the square were let out in flats or rooms.

Monsieur Leroux was a small sparrow of a man, full of a birdlike fidgetiness, continually gesticulating and rolling his avid little eyes, never staying still for longer than a minute. He was also exceedingly mean and the fare upon which he fed his three teachers, or his "professors" as he grandiloquently called us, would not have fattened a small dog. How I existed on those meals I often wonder and of course Monsieur was regularly looking out for new "professors" as his previous ones decamped before their stomachs collapsed.

My room was a back one on the top storey. The sloping ceiling was low, but it was a good sized room, furnished with the barest essentials—an iron bed near the door, a cracked marble-topped dressing table with ewer and basin, and a rickety wardrobe. The uneven floor was laid with a carpet that,

though threadbare, added a touch of warmth and coziness to the room. The window overlooked an old overgrown garden. I was happy enough; it takes a lot to dampen the spirits of twenty-one, and I was quite perked up at being addressed as "Professor."

At breakfast Monsieur would ask me if I had slept well, and when I said in reply that I had he would gently rub his hands and murmur: "Ah, the light conscience of youth, but of course you would sleep well," his small bright eyes dancing in his head. Indeed, I often wondered why Monsieur asked me how I had slept, as I never heard him asking the others the same question.

WEIRD OCCURRENCE

I had been some months in the school when a strange and terrifying experience befell me. It was Easter time; all the other personnel and indoor pupils had left to spend the holidays in their homes; the other teachers had gone away to different parts of Portugal. Only the Leroux menage and myself were left in the great roomy house. On this particular night I had been out with a friend at our usual cafe and returned to the school about 11 o'clock, Monsieur Leroux coming downstairs to unbar, unbolt and unchain the heavy front door, as was his wont when a teacher was out late. Having had only a cup of thick chocolate to drink, I could not afterwards ascribe the weird occurrence to the effects of liquor. The night was mild and clear, and when I turned off the light the room was dimly radiant in the rays of a bright moon. I was very soon in a sound sleep.

I suddenly found myself wide awake, my mind and senses instantly attentive, not slowly struggling from insensibility to waking. Why I awoke I cannot tell, but I believe there is a psychic sense in us that, when touched by outside influence, brings us to this instantaneous awareness. For a simile I might mention those whistles which only a dog's ear may hear and which are inaudible to our duller senses. And there went with this abrupt awakening a vague nervousness and foreboding.

For some minutes I lay there motionless, a gradual feeling of fear overcoming me. The nearby church clock struck the hour of two.

The room was still faintly illuminated by the moonlight and all was still as the grave. Suddenly I was aware that something had come into the room through the open window and I sensed it coming towards my bed very slowly. I had all my wits about me, but seemed to be incapable of movement. I could not turn to switch on the light, though I longed with all my strength for a flood of it. The weird presence approached the bed with an agonising slowness, but from my position in bed I could see nothing of the quarter of the room in which the window was; I knew that there was nothing to be seen and there was likewise no sound.

The tension became almost unbearable as I felt the unearthly visitant, for such it surely was, halt beside me. I attempted to cry but no sound came from my rigid throat. A cold sweat broke out upon my forehead as I felt a strong hand laid upon my shoulder. I could make out the shape of the fingers through the light bedclothes. Deliberately and carefully, as if seeking for a particular spot, the hand pressed along my arm, moved down my left side, along my leg, and rested for a few moments on the sole of my foot. I could hardly breathe. Then with an immense sense of relief I felt it withdraw and slowly, slowly the visitant retraced its ghostly steps towards the window. The feeling was so strong that at any given moment I could have placed the exact spot whereon it was. Finally, I knew that it had departed through the window as it had come and had gone out into the night.

Outside a dog howled and the spell broke. I leaped out of bed, switched on the light, and with trembling fingers lit a cigarette. The room looked just the same as before I had turned in; nothing was disturbed. It was a long time before I again dropped back to sleep.

DISTRESSED MONSIEUR

At breakfast, as usual, Monsieur Leroux inquired if I had slept well, and as usual I said yes. I was half ashamed to recount the uncanny episode, fearful of becoming an object of ridicule. Yet, though I am not by any means a brave man, I slept in that room again for several months and nothing untoward happened to disturb my rest. I was, however, on the lookout for a new job and was anxious to put as great a distance as possible between me and that evil place. Shortly after-

wards I secured a job in France and gave notice. Monsieur was highly distressed, but no threats or inducements could force me to stay.

The day I was packing my bag, for I had only one, a friend, a native of the city, sat talking to me. He was seated on my bed and we were talking about my departure, I think, when he cut across the conversation, remarking: "A queer room you have here." "Why?" I replied. "What's queer about it?" "I don't know exactly," he answered, "but it seems to have a peculiar character. Have you ever noticed anything odd about it?" "Well," I said, "once I had an unnerving experience in it, but I never noticed anything else or mentioned it to anyone else for fear of being laughed at. However, now that you mention it and as I'm leaving to-day and will not have to sleep in it again, I'll tell you." And I told him the story of the strange visitant.

He listened attentively. When I had finished he glanced slowly around the room and then said in a voice of rising excitement: "Of course, of course, now I remember. Tell me on what night this happened to you." "I am not likely to forget it," I replied. "It was Easter Sunday."

"Well," said my friend, "just look at your room. Now I know why I thought it peculiar. Haven't you noticed how crooked everything is? Look at the floor. It's all bumps and hollows; the wainscoting too is all broken and uneven. And I'll tell you why. That floor and those walls were pulled up about ten years ago and have since been replaced hurriedly and obviously by an inexperienced hand. About ten years ago an atrocious murder was committed in this room. A young man living in this house with his mother butchered her to death with a hatchet and hid the poor woman's body under the floor. It was said to be for her money that he killed her. It was a long time before the crime was discovered, but eventually the son was tried and confessed and the body was disinterred from under the floor of the room in which the murder had been committed. The son was executed and for years the house stood empty. Monsieur Leroux got it for a ridiculous rent and set up his school. It was a long while before he could get pupils, but gradually he worked up a business. He obviously gave you this room because he knew that you would know nothing of its history."

I listened in astonishment to this gruesome story and thought of all the nights I had slept innocently in a room that I suppose not one person in Lisbon would have slept in for a bet. Probably the miserable old Frenchman had patched up the room himself to accommodate another teacher. And as all his teachers were foreigners and most of them, including myself, had but a few words of Portuguese, there was little fear of their ever hearing of the true history of the crooked room.



BIRTHDAY GREETINGS

To **James Dowdall**, Engine Department, "Irish Rowan", Best Wishes and all our love for your birthday on 8th October from your loving wife, Phil, Children Gerard, Finola and Lorraine.

To **Thomas J. Kenny**, Junior Engineer, "Irish Alder", Birthday greetings and best wishes for 9th October from Mam, Dad, Uncle Bertie, Bill, Pad O'B., Maureen, Denny, Owen and all the lads. Also from Kicko and John O'Sullivan.

To **Patrick A. Collins**, Junior Engineer, "Irish Alder" Greetings and best wishes for your 22nd birthday on 25th November.—From Breda, Maura, Donal and Da. Also from all the "birds" in London and North County.

To **Thomas Hughes**, Deck Department, "Irish Sycamore": A very happy birthday to you and lots of love. Hope you enjoy yourself and looking forward to Christmas.—From Mammy, Daddy, brothers and sisters in Lusk, Co. Dublin; also from Mary and Noel.

To **John Butler**, Catering Department, "Irish Spruce", best wishes for your birthday on 19th, November, from Mum, Dad, Margaret, Antoinette, Patricia and Alison.



A wedding day photograph of a former member of our Head Office staff, Miss Brenda Kehoe, who was married last June to Mr. Patrick O'Hanlon.

ANNUAL STAFF DINNER DANCE

takes place

at

JURY'S HOTEL

on

WEDNESDAY, 17th DEC., 1969

All seagoing and shore staff members welcome.

Book with

E. J. Mullally,

Hon. Sec., Social Committee.

SOCK IT TO ME!

The following comments and suggestions are taken from a number of the questionnaires which were returned by staff members ashore and afloat and by relatives of our sea-going personnel.

"I would like less news about the office staff and more about the ships' crews."

"No photo of the 'Elm' has appeared yet."

"More intelligent essays please! Past ones better for kindergarten children. Offer prizes or equivalent to seagoing staff for essays of real life happenings, at least then we'll receive the **real spice** of life!"

"There is too much space given to the shore staff."

"Why not cut out half the pages you have reserved for the office staff and officers and look to the crew for a change. After all we help to make Irish Shipping as well as they do. Also do something about getting the 'Signals' to the ships, half the time they are not sent out."

"Get extra staff to help get our mail to us regularly."

"A pity more sea-going personnel do not contribute articles."

"There should be something on national and international affairs, sports, interesting and informative articles which have no connection with the shipping industry."

"If the Editor would introduce a 'Critics Column' it might prove to be interesting."

"I think it would be nice to see something in the form of an article for the ladies, plus a photo of one of Ireland's colleens, Miss Ireland, one of our leading models, fashion designer, decor expert, cooking personality or some one of the ladies anyway. 'Twould be a break from computers, blocks and tackle, spare parts and cutlery and table cloths."

"Not enough in it. Reads more like a telephone directory."

"Publish some short stories that have been written by sea or shore going personnel, that have nothing whatsoever to with the sea."

"It would also seem that there's a lot of space filling being done with extra large size photographs and articles on computers and/or their operators. This space would be better filled with a synopsis of the news at home for a two-month period."

"Give more information on Irish vessels other than those few that visit Irish ports regularly. Reduce print on greetings."

"Too much space is devoted to photo and greetings. It would be nice to see a critics column, some news on women and sex, current affairs and news. Fleet news and crew lists more up-to-date."

"Less cadet news and a more accurate account of the ships' charters. Last year you gave the spoof about the 'Leopard' and you gave it again in the last issue."

"It is my opinion that greeting should be omitted altogether. Greetings to these seamen are only sent by their relatives. What of seamen without relatives? These people should send their greetings by card and hence give over the space used to something more interesting e.g. sports and current affairs. This would be of more interest than to be reading greetings and looking at photographs of men they live with every day of the week."

"The magazine could be more candid and less of a pacifying machine which steers clear of all problems and controversy. Relatives were asked not to send newspapers to ships so a short resume of the news would be welcome."

"No gorey details of golf, etc."

"Introduce a few gardening notes."

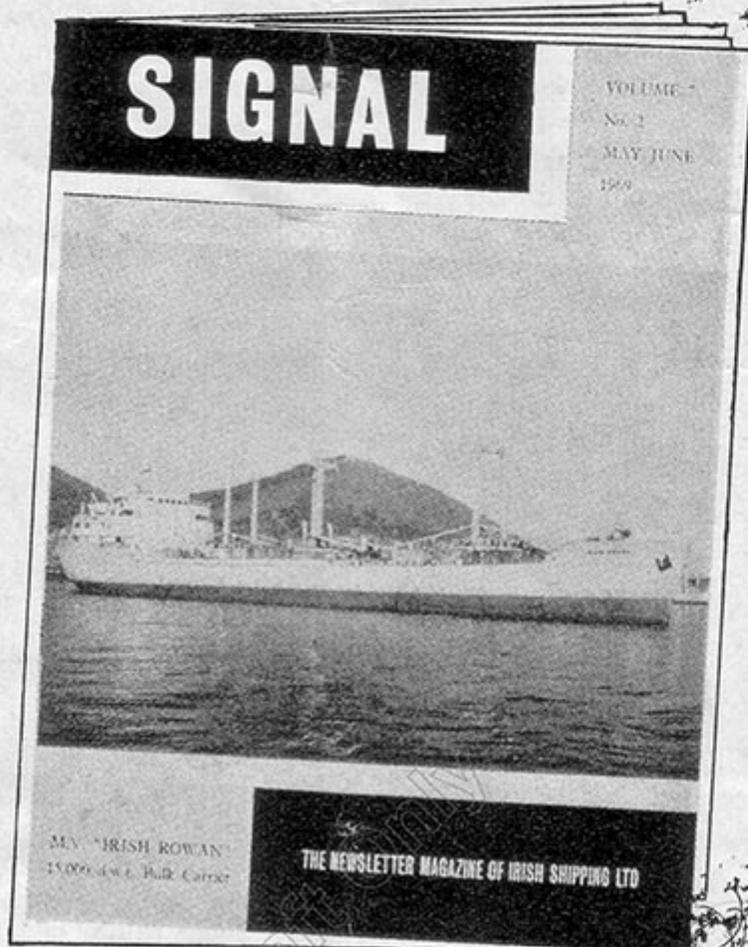
"In every issue of 'Signal', seldom, if any mention is made of the catering staff or crew. Why is this the case; It takes more than officers to run a ship."

"I do not want to run down your beautiful pictures in the 'Signal' but there is a lot of 'brass'. I would like to see some Engineers and Ratings with their arms around (Making love to) a dirty big piston, or as they appear after cleaning the scavenge spaces, or pushing a big bottom end bearing out of the engine sump or after cleaning boiler tubes."

"Would like more news of Deck Crew. Too much about Cadets and Officers. Why not urge E.D.H. to go for Lifeboat ticket and A.B.? If not grant them their A.B. ticket on completing five years good service. After all E.D.Hs. do the same work as A.B."

"I DON'T THINK THERE IS ANY ROOM FOR IMPROVEMENT."

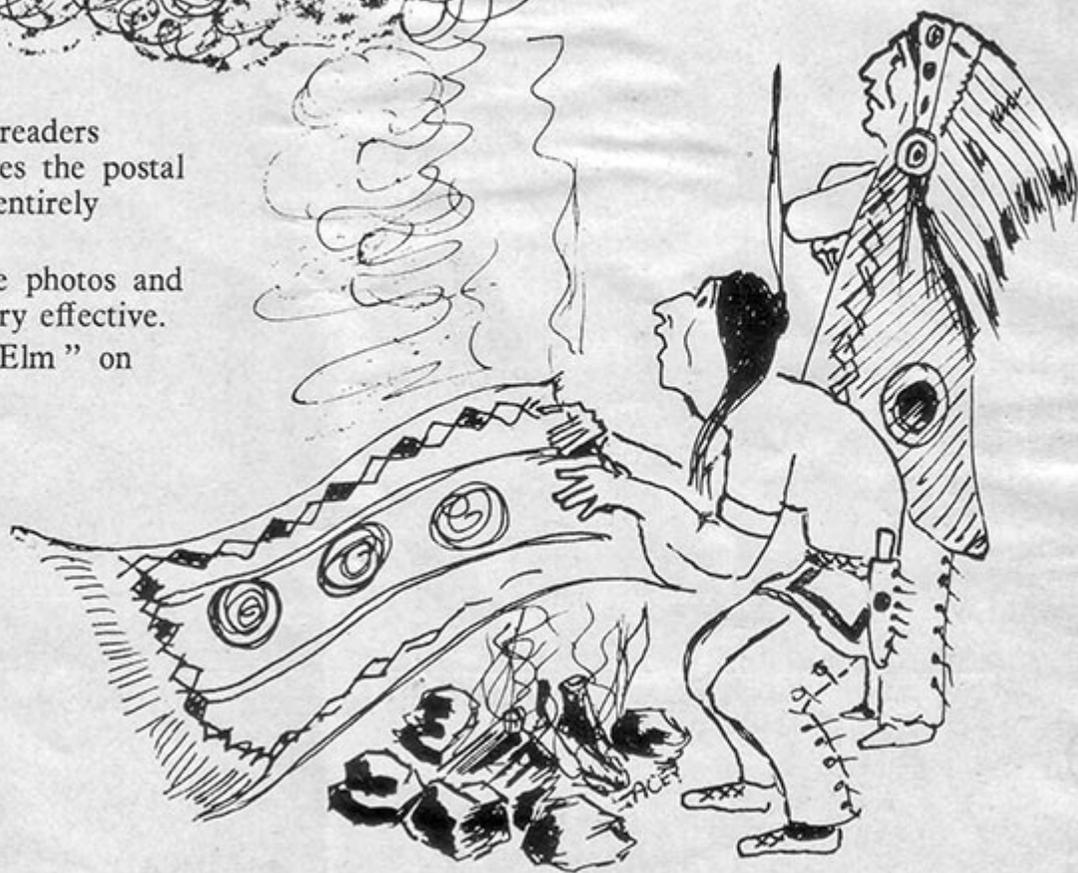
(And to think I had reservations about Corkmen! Ed.)



We Send Out Signals to all our readers wherever they may be. Sometimes the postal services in remote areas are not entirely satisfactory.

We fill a lot of space with large photos and cartoons. We find this method very effective.

We published a photo of the "Elm" on the cover of the Sept./Oct. 1968 issue of Signal.



THE "IRISH WILLOW" IS SOLD

The "Irish Willow" has been sold to Greek interests and was handed over to her new owners on Thursday, 16th October, at Jarrow. She had been trading between the Gulf of St. Lawrence and Ilo in Peru for several months prior to her return to drydock at Jarrow. Last year, it will be recalled, she was on the supply convoy which brought provisions up into the northern outposts of the Hudson Bay. The "Irish Sycamore" was also engaged on the same trade, but due to her size could not sail as close to the landing stages of the Arctic outposts as the smaller "Irish Willow."

The "Irish Willow" was built by the Ailsa Shipbuilding Co. of Troon, Scotland, in 1956. She was named on 25th October, 1956, and the ceremony was performed by Mrs. M. Goodbody, wife of the Chairman of Grain Importers Ltd. Master on the ship's maiden voyage was Capt. E. H. White.

The vessel is 1,971 d.w.t. with an overall length of 259 feet and a moulded breadth of 38½ feet. Her port of registry was Galway and she had a service speed of 10½ knots.

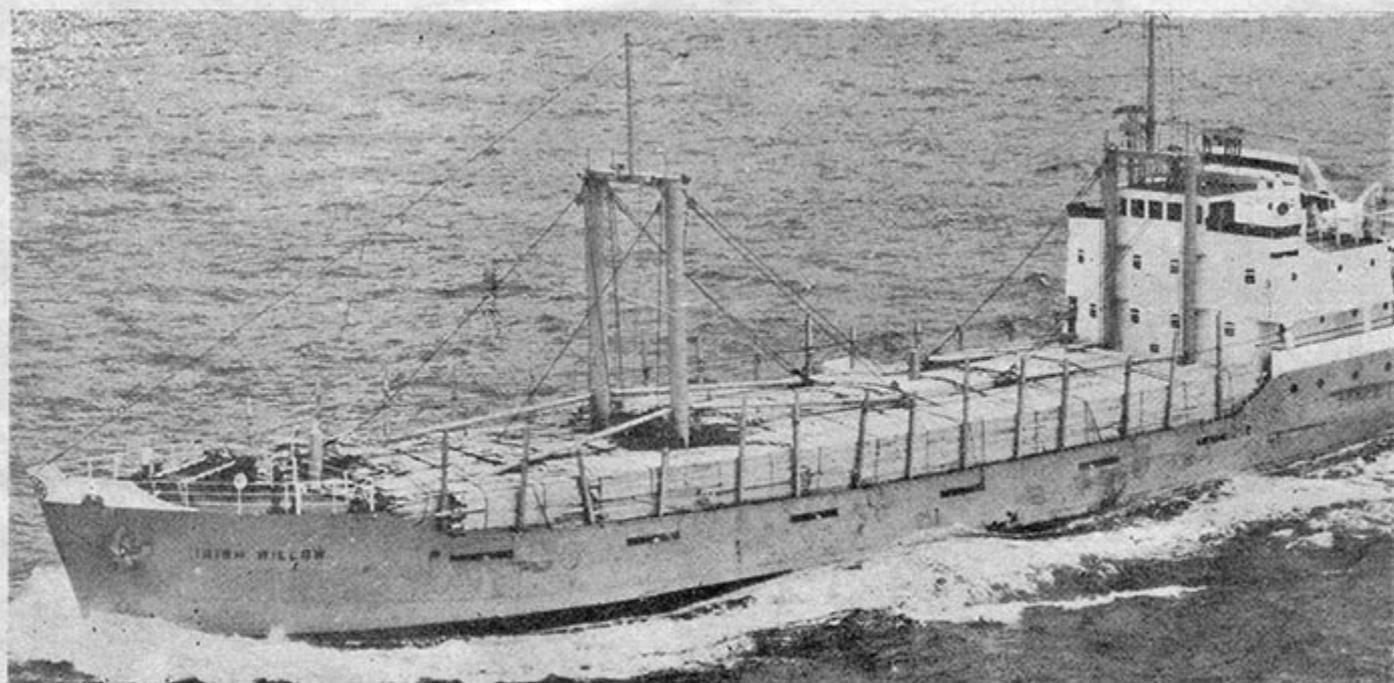
The sale of the "Irish Willow" is in accordance with the company's policy of maintaining a modern fleet and replacing the older and unprofitable ships. Further steps in this direction will be taken when the two new 29,000 tons bulk-carriers will be delivered early next year. These are the "Irish Star," which is at present being fitted out at Cammell

Lairds, Birkenhead, and the second which will be launched at Verolme Cork Dockyard on 4th December, 1969.

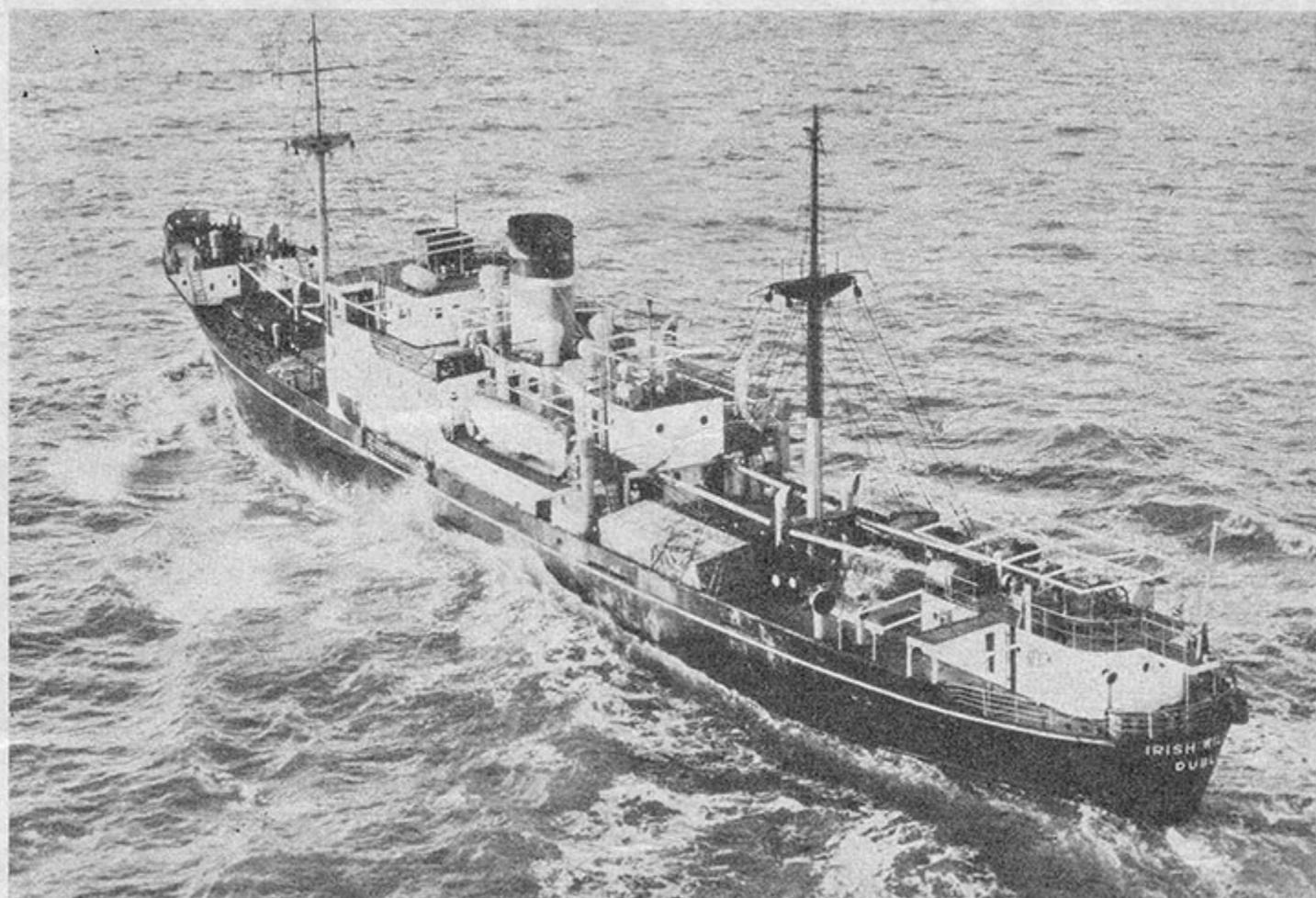
The first "Irish Willow" (opposite page, top) was chartered by the Company on the 3rd October, 1941, from her Estonian owners M/S. Egon Jurgenson. Previously named "Otto" the 3,000 d.w.t. vessel was built in 1919 by the Toledo Shipbuilding Co. and was originally named "Nestor". During the war years the ship was managed by Palgrave Murphy Ltd. and redelivered to her owners on 6th May, 1946. She was renamed "Veraguas". The ship had an overall length of 252 feet and a breadth of 43 feet. Her original port of registry was Parnu.

The second "Irish Willow" (opposite page, bottom) of 2210 d.w.t. was built by Wm. Gray of West Hartlepool and was delivered to the Company on 27th October, 1948. She was the second vessel of the post war fleet, her sister ship, the "Irish Rose", had been delivered by the same yard four months previously. The "Irish Willow" was sponsored by Mrs. Hallinan, wife of the late Major T. D. Hallinan, a director of the Company at the launching on 22nd May, 1948. Master on the ship's maiden voyage to Baltic ports was Capt. J. Poole and her Chief Engineer was Mr. J. B. Donoghue.

In September, 1954, the vessel was handed over to new owners, Finland Steamship Co. Ltd. and was renamed "Juno".

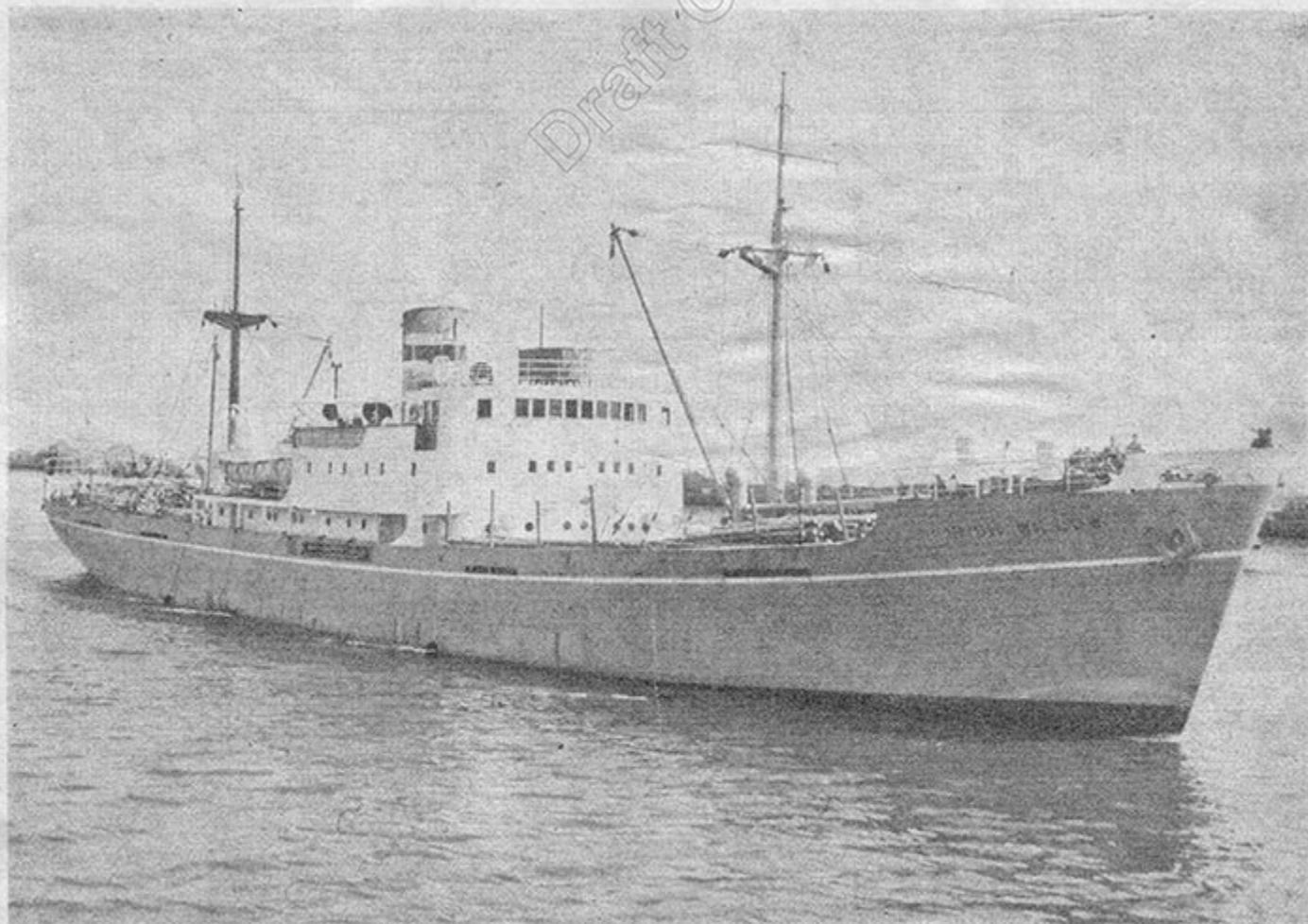


M.v. "IRISH WILLOW," 1,971 d.w.t.



▲ "IRISH WILLOW" (1)

▼ "IRISH WILLOW" (2)



FLEET PERSONNEL

As at 31st October

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. Mc Loughlin, 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 J. S. Kerr, Deck Officers: P. Kelly, G. Kyne, 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, M. Murray, 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 CEDAR": Captain J. Poole, Deck Officers: J. J. Martin, T. A. O'Brien, B. Stockdale, Deck Cadets: B. R. Coburn, P. Kelly, T. Ruane, W. Twomey, Engineer Officers: M. Dillon, W. D. McCarthy, R. Broderick, P. V. Carroll, M. A. O'Sullivan, T. Walsh, J. Hoey, Engineer Cadets: J. Devitt, J. Reilly, P. Sinnott, T. O'Toole, Electrical Engineer: T. Torpey, Chief Steward: H. Bond, Radio Officer: J. Murphy, Deck Dept.: E. Swan, P. Harris, J. Byrne, J. Wilde, D. Nyhan, V. Murphy, J. Cunningham, P. McDonnell, D. Brown, M. Walsh, M. Lennon, W. Martin, Engine Dept.: K. O'Malley, T. Nolan, M. Sheehan, M. Cogan, Catering Dept.: D. Gibbons, J. Edwards, J. Carroll, J. Hanlon, A. Kennedy, V. Sturdy.

"IRISH ELM": Captain J. J. Walsh, Deck Officers: M. O'Connell, J. Tallon, M. J. Brophy, Deck Cadets: B. Farrell, D. P. Hopkins, E. A. Keane, Engineer Officers: N. Whitfield, M. Whooley, L. J. O'Toole, K. Edwards, W. Quigley, D. Corrigan, L. Robinson, F. O'Beirne, D. Menzies, K. Branagan, Engineer Cadets: A. Barry, W. Malone, Electrical Engineer: W. Cadogan, Radio Officer: F. McNally, Chief Steward: T. O'Connell, Deck Dept.: H. O'Farrell, J. Birmingham, P. O'Connor, S. McCarthy, R. Saunders, D. Fox, R. Kealy, R. Carrick, M. Boudioulkas, W. O'Dowd, H. Gaines, R. Martin, T. Hanly, J. O'Driscoll, Catering Dept.: J. Mason, R. Byrne, U. Maher, J. Lloyd, R. Wright, V. Moynihan, J. Collins.

"IRISH PLANE": Captain J. A. Gleeson, Deck Officers: C. Mahon, T. P. McKenna, F. Healy, Deck Cadets: J. J. Reilly, M. Cronin, A. Coghlan, Engineer Officers: G. Cunningham, W. Fleming, J. Masterson, T. S. Nolan, S. Shelly, J. J. Kenny, W. Lettis, Engineer Cadets: J. Geary, E. McGillycuddy, Electrical Engineer: J. Halpin, Chief Steward: J. Doran, Radio Officer: J. McDonnell, Deck Dept.: W. Byrne, J. Byrne, P. Craine, C. Guiden, G. MacNeill, T. Rowan, L. Maloney, M. A. Byrne, H. Corrigan, A. Ennis, P. Boyle, Engine Dept.: P. Cantwell, J. Collins, A. Byrne, J. Lattimour, Catering Dept.: E. Byrne, J. M. Molloy, H. Bradshaw, C. Fox, Jr., L. Kiernan, P. Whelan.

"IRISH POPLAR": Captain P. F. O'Shea, Deck Officers: F. G. Raftery, P. Noonan, F. Kirk, Deck Cadets: E. Cowman, C. Stockdale, P. Kenny, P. J. O'Leary, Engineer Officers: H. Mooney, P. Cullen, P. Shortall, C. Kelly, W. Dalton, T. O'Keefe, O. Prunty, T. Ryan, Electrical Engineer: J. McCormick, Chief Steward: J. Rogan, Radio Officer: H. Harley, Deck Dept.: W. McCann, P. Duffy, W. Carroll, N. Farrell, J. Donnelly, A. Loughlin, P. Bollard, J. Johnson, J. Leonard, J. Clarke, P. Fitzpatrick, J. McGran, Engine Dept.: M. Thullier, A. Clarke, P. Rossiter, J. Farrelly, M. Gilton, Catering Dept.: P. Fanning, J. Fricker, E. Murphy, E. Mulready, A. Blake, T. Keegan.

"IRISH ROWAN": Captain T. Byrne, Deck Officers: E. Greevy, N. Hearne, H. Courtney, Deck Cadets: M. O'Callaghan, P. McNulty, T. Brennan, Engineer Officers: M. Curley, W. Cleary, M. Hayes, K. Barry, K. Ahearne, J. Doran, E. Sweeney, D. O'Brien, Engineer Cadets: J. Carr, W. Roberts, Electrical Engineer: P. Morgan, Radio Officer: P. Precious, Chief Steward: J. Moynihan, Deck Dept.: M. Byrne, J. Haall, 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 SPRUCE": Captain E. C. G. Horne, Deck Officers: M. Devine, M. Coleman, P. Cowman, D. O'Brien, Deck Cadets: M. D'Arcy, B. Dawson, T. A. O'Connor, Engineer Officers: J. Moynihan, D. Falvey, J. McGonnell, A. Bolster, M. Egan, M. Mulligan, T. Redmond, Engineer Cadets: D. Hayes, J. English, D. Walsh, Electrical Engineer: M. Kennedy, Radio Officer: P. O'Shea, Chief Stewards: J. Clinton, P. F. Walshe, Deck Dept.: C. Louth, P. Byrne, P. Carr, J. Fleming, C. Maguire, P. Rice, A. Hearne, J. Griffin, E. O'Rourke, J. Gardiner, W. Kavanagh, P. Hanley, Engine Dept.: R. Proctor, G. Nolan, J. Early, P. Walsh, J. Kelleher, Catering Dept.: J. Hoey, J. Butler, J. Rourke, D. O'Neill, P. Houlihan.

"IRISH SYCAMORE": Captain F. W. Kirk, Deck Officers: H. B. Fidler, J. P. O'Byrne, D. Kavanagh, Deck Cadets: G. MacCrum, D. Cox, J. Murphy, Engineer Officers: H. Dowdall, A. Bolger, T. J. Wren, D. O'Connell, T. J. Coogan, T. Maxwell, M. J. Murphy, Engineer Cadet: D. Gerety, Electrical Engineer: P. O'Toole, Chief Steward: B. Dorgan, Radio Officer: W. A. Rooney, Deck Dept.: J. Heaney, M. McCarthy, T. Grannel, D. O'Sullivan, P. Molloy, C. Chamberlain, P. Dunne, J. Seery, T. Hughes, R. Keogh, L. Byrne, T. Mahony, Engine Dept.: J. Grace, T. Doyle, P. Moore, B. Malone, Catering Dept.: M. Curedale, K. Wickham, B. Rogan, D. Meagher, G. O'Toole, C. Maloney.