

SIGNAL

VOLUME 8

No. 4

SEPT./OCT.

1970



A carrier of the same type as the four ships on order for Irish Shipping.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

OFFICERS ASHORE
(AS AT 29th OCTOBER)

Masters : Captains E. C. G. Horne, F. W. Kirk, J. A. Caird, T. R. Hughes, J. Flanagan, B. Reilly.

Chief Officers : M. Devine, P. Donohue, E. Greevy, F. B. Kelly, M. Kelly, C. Mahon, K. McKenzie.

Second Officers : T. P. McKenna, N. Hearne, H. Courtney, T. A. O'Brien, N. Foley, P. Keane, B. Kehoe, J. Tallon, J. P. O'Leary, P. J. Tyrrell, E. Connellan.

Third Officers : P. A. Cowman, F. Healy, M. J. Larkin.

Deck Cadets : J. J. Reilly, J. M. Darcy, A. Coghlan, Wm. Twomey, J. Hickey, B. R. Coburn, E. Cowman, M. Cronin, E. Curry, M. Darcy, E. Farrell, C. Graham, D. Corrigan, E. A. Keane, P. Kenny, H. McGowan, J. A. Murphy, P. McNulty, J. Murphy.

Chief Engineers : A. Bolger, J. Johnson, J. J. Reid, G. Rowe.

Second Engineers : A. O'Toole, J. J. Fahey, M. J. Kennedy, D. J. W. Knott, W. D. McCarthy, J. Nangle, L. J. O'Toole, B. Larkin.

Third Engineers : M. N. Hayes, F. Fenlon, C. P. Kelly, D. O'Connell, T. J. Hanrahan, M. Punch, G. Dorgan.

Fourth Engineers : L. Robinson, A. F. Bolster, E. Sweeney.

Junior Engineers : J. P. Geary, J. Burns, T. J. Coogan, D. D. Dalton, J. Cummins, M. Mulligan, A. Barry, D. McGrath, J. A. McGrath, M. O'Riordan, T. Rossiter, A. Scanlon, T. Walsh, J. Harrington.

Engineer Cadets : W. Lettis, D. J. Menzies, J. J. Mooney, O. Prunty, F. Mullin, W. Dalton.

Electrical Engineers : J. Dunn, M. Kenny, P. O'Toole.

Chief Stewards : P. Fanning, T. Forde, J. Moynihan, T. O'Connell.

CONGRATULATIONS

To **B. Hearne**, on obtaining his Master's Certificate.

To **L. McLoughlin**, on obtaining his Master's Certificate.

To **F. W. Kirk**, on obtaining his Mate's Foreign Going Certificate.

To **F. E. Healy**, on obtaining his Mate's Foreign Going Certificate.

To **L. O'Toole**, on obtaining his First Class Motor Certificate.

To **W. McCarthy**, on obtaining his First Class Motor Certificate.

To **B. Clinton**, on obtaining his E.D.H. Certificate.

To **P. Walsh**, on obtaining his E.D.H. Certificate.

STAFF CHRISTMAS PARTY

at

OLD SHIELING HOTEL, RAHENY

TUESDAY, 15th DECEMBER, 1970

Cocktail Reception 9 p.m. to 10 p.m.

Followed immediately by Dinner

Dancing until 3 a.m.

**Tickets are available
from Social Committee Secretary :
MISS BAIRBRE O'KELLY**

**Contributions and correspondence for "SIGNAL" should be sent to the Editor at
IRISH SHIPPING LTD., 19/21 ASTON QUAY, DUBLIN 2
Editor : JOHN HIGGINS**

FOUR NEW SHIPS

Irish Shipping have placed an order for four bulk carriers, of 26,000 tons each, with Upper Clyde Shipbuilders Ltd. This is the biggest order ever placed by the Company and the vessels will be due for delivery in the second half of 1972 and early in 1973.

It is the Company's intention to expand the fleet on the basis of profitable trading, and while no definite decision has yet been made with regard to the employment of the vessels on order, the Company is at present considering a number of alternative propositions, all of which indicate that there is a good demand for the type of vessel in question. Although the new vessels constitute the biggest order placed by the Company, they are, nevertheless, a replacement for vessels which have been sold, or which are likely to be sold in the near future. The Company is confident, however, that the encouraging trading results achieved over the past three years can be improved upon and that fleet expansion well beyond replacement level, in terms of ships and tonnage, can thus be financed from the Company's own resources.

Specially Designed

The new vessels will be specifically designed for the carriage of bulk lumber and will also be suited to the carriage of ore, grain, woodpulp and bulk cargoes. The hatch covers will be specially strengthened to carry deck cargoes up to a height of twelve feet. Each ship will have five hatches and each hatch will be served by an electric hydraulic crane with a capacity of 15 tons, which will make the vessels self-loading and self-discharging. The vessels will have a service speed of 15 knots.

The Engine Rooms will be suitable for unmanned operation for 16 hours per day and the main engines may be controlled from the bridge, or from a sound-proof control room in the machinery space. Crew accommodation will be air-conditioned, with a separate room for each man and a permanent swimming pool, a cafeteria, bars and well equipped recreation rooms will also be provided. The ships will have a comprehensive system of radio communications, which will make it possible to have telephone contact between Head Office and the vessels in any part of the world.

Vital Statistics

Vital statistics of the new carriers are: length overall 571 feet; beam 83.5 feet;

depth 46 feet; draft (fully laden) 328.8 ins.

Two similar type vessels are already in service for Sir William Reardon Smith & Sons Ltd., of Cardiff.

It is the policy of Irish Shipping Ltd., to build ships in Ireland, whenever this is possible, but unfortunately Verolme Cork Dockyard could not take the orders for the new bulk carriers, as their order book is full at present and the question of delivery date is a vital one for the Company.

The Company's fleet at present comprises ten vessels, with a total deadweight tonnage of 191,450 tons, and the delivery of the "Irish Alder" to her new owners in the next few months will reduce the number of vessels in the fleet to nine, with a total deadweight tonnage of 180,393 tons.

Stevedoring Merger

Irish Shipping Ltd., and Messrs. R. A. Burke (Stevedores) Ltd., have decided to merge their stevedoring activities in the port of Dublin.

As from 1st November, 1970, a new Company, Port Services Ltd., will commence operations and will take over the

business previously transacted by each company. The present permanent stevedoring staff of each company will be employed by the new concern.

This decision is the culmination of some months discussions between the two firms, against the general background of recent developments in the port and anticipated future trends. Both companies consider that their customers and the interests of the port would be better served by this new company.

The Chairman of the company will be Mr. Raymond F. Burke, and the other Directors will be Mr. A. MacKenzie and Captain Bob Burke, representing Messrs. R. A. Burke, and representing Irish Shipping Ltd. will be Mr. F. Robbins, Mr. W. A. O'Neill and Mr. B. W. Lynch.

Captain Bob Burke will also be General Manager. Chief Dock Superintendent will be Mr. M. J. Fitzsimons of Irish Shipping Ltd., and Mr. L. Warren, and Mr. B. Forde will be Dock Superintendents.

CONGRATULATIONS

To Mr. E. Shaw of Port Services Ltd., on his successful completion of the first full two years course organised by the Institute of Personnel Management (Irish Branch). At a special presentation ceremony at Dublin Airport, Eddie, together with the four other successful candidates, received his certificate from the Minister for Education, Mr. P. Faulkner.

SYMPATHY

We regret to learn of the death of the father of Capt. Seán Gleeson, Master of the "Irish Spruce". We offer our sympathy to the Gleeson family on their bereavement.

AN APPRECIATION

When Tom Allison, in his own phrase, "moved up to the front line", and finally was overtaken by the Enemy, another link with the old Liner Department was severed. For so many years we had remembered that slow, deliberate entrance, promptly at 9 a.m. For he was an early riser, and had the morning paper read by 8 a.m. His army training showed in his precision, as well as in his meticulous grooming.

As our Senior Outdoor Representative he had connections with a wide range of firms all over the country, and was held in great regard by those who knew that they could rely on his wide knowledge of shipping, and a courtesy and dependability that never failed. We know that his late employers, Leinster Ferries Ltd., with whom he had been since his retirement, thought extremely highly of him. His wealth of experience, and his close and friendly relations with all the top business firms in the shipping trade, both cross-channel and deep sea, was of great benefit to them.

His old friends will remember with sadness what good company Tom Alison was. He had a boyish charm and enthusiasm that never failed, and he loved and enjoyed life with a relish that had no bitterness in it. It is no mean epitaph, in a world that is becoming increasingly serious-minded, to be remembered with fondness by one's friends as "A fellow of infinite jest".

DEATH OF MR. T. ALLISON



We regret to report the death, on 17th September, of Mr. Tom Allison, formerly outdoor representative with the Company. To Mrs. Allison and relatives we extend our sympathy.

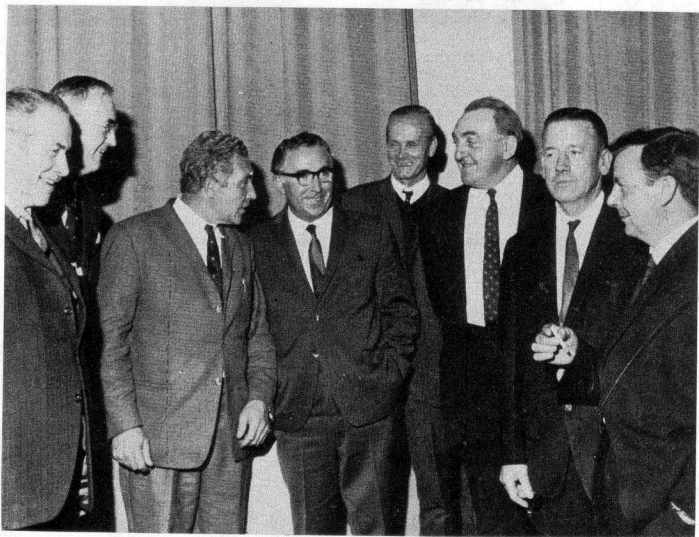
Staff Meeting

The General Manager, Mr. L. S. Furlong, and Mr. W. A. O'Neill, Assistant General Manager, reviewed the progress made by the Company over the past year at a very pleasant and enjoyable function held in the Clarence Hotel, Dublin, on the 29th September, 1970. A large and representative attendance of seagoing staff joined their shore-based colleagues for the occasion, one which has now become a regular and welcome annual event.

Mr. O'Neill outlined the approach adopted by the Company in successfully maintaining the progress made in the previous two years. He said that indications were that this year's results would be even better than those recorded in the last financial year, judging from the figures available in respect of the half year's trading to date. Paying tribute to the contribution of all sections of the Company's staff, Mr. O'Neill stressed the

fact that the success which has attended our efforts in recent years has been primarily the result of the co-operation and team-work of all the Company's personnel, both ashore and afloat.

Following Mr. O'Neill's summary of the Company's achievements, Mr. Furlong invited questions from staff members present and many were forthcoming, ranging from the question of communications to the future



Recipients of 21 years service presentations were (l. to r.): Messrs. T. Forde, J. N. McGovern, Capt. B. Reilly, Messrs. C. Devlin, E. Harris, P. Kelly, P. Smith and B. Dorgan.

of the Liner Service. Staff welfare was a subject which also received a considerable airing from the many speakers who referred to this important matter. It was pointed out that the problems relating to staff welfare, with particular reference to retired staff members and their dependents, was being reviewed at the present time and it was hoped that the existing Welfare Committee would shortly be in a position to make certain proposals for the approval of the staff.

After the business of the meeting had concluded, a number of presentations were made to those staff members who recently completed twenty-one years service with the Company. Three special presentations were made to Mr. J. P. Hamilton, who recently retired from the position of Technical Manager with I.S.L. A television set was presented on behalf of the Management and Staff by Mr. Furlong; and on behalf of the seagoing personnel, Captain J. Poole made a presentation of a portable tape recorder to Mr. Hamilton. The Chairman, Mr. P. H. Greer, also presented Mr. Hamilton with a pair of elaborate fireside chairs on behalf of the Board of Directors. Other Directors who were present on the occasion were Mr. Frank Robbins and Mr. Dermot Barnes.



"Hinc lucem et pocula sacra."

BIRTHDAY GREETINGS

To **Joseph Daly**, Deck Cadet, "Irish Cedar"—Happy birthday on October 5th, and best wishes from Mum, Dad, Sister Mary Bernard, Rosalind, Josephine, Mick, and nephews, Kieran and Niall.

To **James Dowdall**, Engine Dept., "Irish Cedar"—Best wishes and lots of love for a happy birthday on 8th October, from your loving wife Phil., and children Gerrard, Finnola and Lorraine.

To **Brian Desmond**, Deck Cadet, "Irish Sycamore"—Best wishes and lots of love for your birthday, from Mum, Marian, Vernon, Gerry and Edward.

To **Thomas Hughes**, "Irish Stardust"—A very happy 19th birthday on 10th November to Thomas. Hope you have a nice time. Love and best wishes from Mammy, Daddy, John, Patricia, Therese, Joseph, Catherine, Leo, Pat, Ann and Martin, also from his pet dog, Brownie.



Capt. J. Poole presenting a tape recorder to Mr. J. P. Hamilton, on behalf of our sea-going personnel. Looking on are Mr. W. A. O'Neill and Mr. L. S. Furlong.

WEDDING ANNIVERSARY

Greetings and best wishes to **Richard Nugent**, "Irish Alder", on the occasion of his wedding anniversary. With love and best wishes from his wife, Pauline.

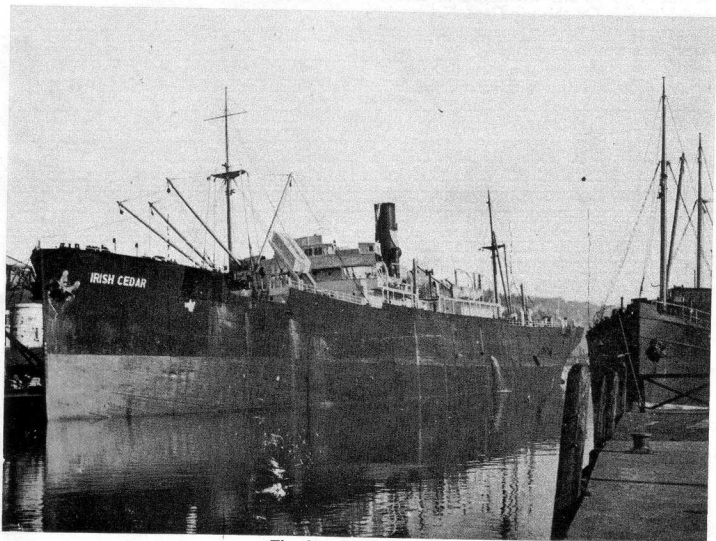
THE "CEDARS"

The fifteenth vessel of the war-time fleet was a 7,931 d.w.t. ship built in 1912 and chartered by I.S.L. from the Italian Government in June, 1943. Previously called "Catherine Gerolomich", she was renamed "Irish Cedar" and on 8th December, 1945, she was re-delivered to the Italian Government. She was the last vessel acquired by the Company during the Second World War and the first to be handed back to her owners at the end of hostilities. With the late **Capt. W. G. Hickman** as Master, the vessel was handed back at Naples where she arrived from Cork with a cargo for relief of distress in Europe.

When the ship was leaving for Naples, the Italian Master, **Capt. Antonio Sabini** and twenty-three Italian crew members were on board after spending five of the war years in Ireland. **Capt. Sabini** wrote the following letter to the "*Irish Press*" on his departure: "In leaving Ireland for Italy after five years with my officers and crew, I wish to express

my deepest gratitude to this land and its gentle people. Everywhere in this country we meet with kindness and friendliness, and this, many, many times made us forget the sadness of being cut off from our home. We will never forget the Irish. They have a place in our hearts."

The second "Irish Cedar" was built at Grays of West Hartlepool and launched on 8th July, 1948, by **Mrs. S. J. K. Roycroft**, wife of the late **Mr. Roycroft**, a director of the Company. A vessel of 8,700 deadweight tons, the new "Cedar" was delivered to the Company on 2nd February, 1949, and sailed on her maiden voyage from West Hartlepool to Baltimore and Norfolk to load grain and tobacco for Dublin. Her first Master was the late **Capt. David Foley** of Dungarvan, Co. Waterford. She had a service speed of $12\frac{1}{2}$ knots, with accommodation for twelve passengers, an overall length of 446 feet 2 inches, breadth $57\frac{1}{3}$ feet and a draft of 25 feet 1 inch.



The first "Irish Cedar".

In the early 1950s many of the I.S.L. fleet carried passengers and in 1951 a number of Irish tourists made a round trip to Cuba on the "Cedar". Among the passengers on that historic voyage were **Mr. and Mrs. Stopford** of Kilkenny, who still retain a very keen interest in the Company and are regular readers of "Signal". The vessel made another round trip to Cuba in 1953, and it may be of interest to recall that the all-in fare was then £125.

Capt. J. P. Kelly was Master on the "Cedar" on the unique occasion when a baby boy was born on the voyage from Ireland to Halifax to a passenger, **Mrs. B. Matthews**. The happy event took place 400 miles east of St. John, New Brunswick, and both mother and child were subsequently reported to be in good health in a Halifax hospital. In fact **Capt. Kelly** has since been in contact with the Matthews who are now living in Toronto and have a number of other children. The ship again made history by being the first Irish flag vessel to sail into Hudson Bay at Churchill for a cargo of wheat which she discharged at Dublin and Limerick. On this trip **Capt. Kelly**, who served on the "Cedar" for a total of six years, was also in command.

The "Cedar" made a round-the-world voyage in 1954 bringing a grain cargo from Norfolk, Va., to Yokohama, and returning to Ireland via Australia, Ceylon, and the now closed Suez Canal. On this voyage under **Capt. J. P. Kelly**, the ship's Officers included **Capt. B. Reilly**, **Capt. M. O'Dwyer**, the late **Mr. T. Barry**, Chief Engineer, and **Mr. G. Cronin**, Engineer Superintendent, then Second Engineer, and Chief Engineer, **Mr. P. Walker**, then Third Engineer.

In 1958, the shipping slump which brought freight rates to an extremely low level and caused between six and seven million tons of world shipping to be laid-up, also marked the last days of the second "Cedar" under the Irish flag. She had to be laid-up at Dublin from April 1958, to July 1959, when she was sold to Gulf Steamship Co. Ltd. of Karachi, and renamed "Mustansir".

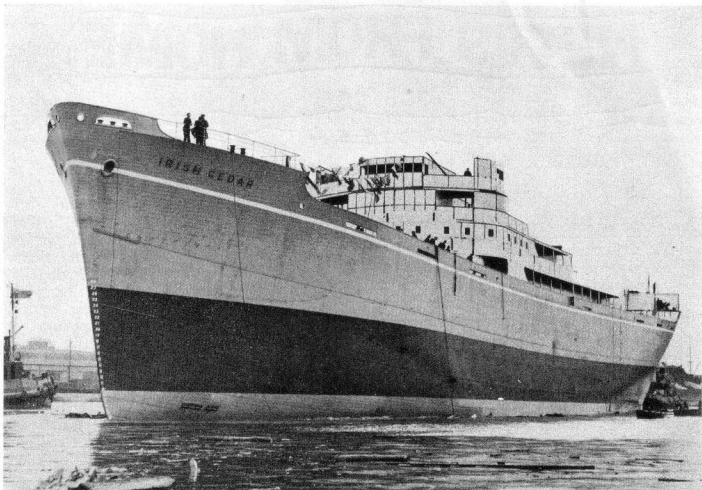
The present "Irish Cedar" was launched by **Mrs. L. St. John Devlin** at Heusden, Holland, on 12th April, 1962. Built by Verolme United Shipyards Ltd., this 15,670 d.w.t. vessel was delivered to the Company in August, 1962, and was under the command of **Capt. R. M. Woolfenden** on her maiden voyage from Rotterdam to the Gulf

of Mexico. Five years later, in July, 1967, the ship paid her first visit to an Irish port when she arrived at Dublin with phosphates from Casablanca for Goudings Fertilisers Ltd. This was the first of many voyages under charter to Goudings, and thus the "Cedar" became the first I.S.L. vessel to be contracted for a long term charter to an Irish Company. During the vessel's charter, **Capt. J. Poole** was her Master for a number of voyages and created a remarkable record in that he has served on all three "Irish Cedars". It was also a remarkable fact that the day on which he took over command of the present "Cedar" was exactly twenty-five years after he had relieved the late **Capt. W. G. Hickman** on the original "Irish Cedar".

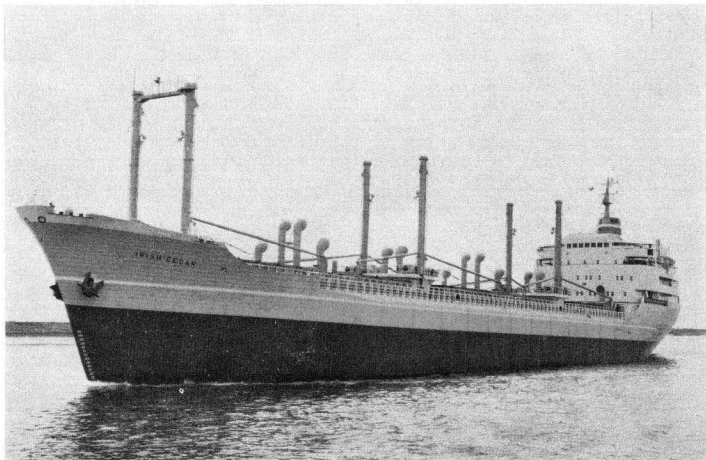
LATE CAPT. D. FOLEY



The late **Capt. David Foley** of Dungarvan, Master of the second "Cedar" on her maiden voyage. **Capt. Foley** also served on the first "Ash", "Larch", "Alder" and "Spruce".



The second "Irish Cedar".



The present "Irish Cedar".

NEWS FROM HOME



G.A.A. — HURLING — Following on Cork's heavy defeat of Wexford in the All-Ireland final, much interest will now centre on the meeting of Cork and Tipperary, in the Oireachtas Final. In the semi-finals, Cork beat Kilkenny and Wexford were heavily defeated by Tipperary.

The meeting of Cork and New York in the so-called World Cup in New York, provided a poor display of sportsmanship on the part of the emigrants, who attacked the referee following the game. This, in turn, led to the expulsion from the Association of a number of the New York players and officials. Subsequently, New York refused to play Cork in the return game at Croke Park and the meeting of All-Ireland Champions, Kerry and New York in football has also been cancelled, as a result of the breakdown in relations between the officials in America and the Central Council.

FOOTBALL — In the All-Ireland Football Final, Kerry scored a big win over Meath, following a great display by the Leinster men in the first half and early in the second half of the game. However, a great goal by D. J. Crowley, following a 60 yards solo run proved decisive and, eventually, Kerry ran out easy winners.

In a great Minor Final, Kerry and Galway played a draw and in the replay on 25th October, Galway won by 1-11 to 1-10 after an exciting game.

In the first round of the National Football League, played on the 18th October, Kerry and Offaly scored big wins over Dublin and Roscommon respectively. Galway, Meath, Mayo, Sligo and Down beat Cork, Louth, Antrim, Cavan and Derry respectively.

Kerry and Derry will meet in the Grounds Tournament Final at Croke Park on 8th November.

HANDBALL — Handball got a big boost in this country following the holding of the World Championships here early in October. The special new handball alley at Croke Park, with glass walls and first-class spectator

accommodation, brought capacity crowds to see an exhibition of handball at its best from the top players in the U.S., Ireland, Australia, Canada and Mexico. In the final of the singles, Pat Kirby, a Clare man playing for the United States, beat reigning champion, Joey Maher of Louth. In the doubles, the Irish pairing of Lyng and Buggy of Wexford won in convincing style against the best of the other nations competing.

The handball championships themselves were filmed on Telefis Eireann and the suitability of the game for the medium is a big advantage, which the handball authorities might well follow up in promoting the game.

SOCCER — One of the biggest surprises in Irish Soccer has been the failure of Shamrock Rovers to win a match in several weeks. At present they are at the bottom of the League Table with one point after four matches, and in the first round of the North/South Texaco Cup, they suffered a 4-0 defeat by Derry City. In the second round of the European Cup, which they reached by beating Glentoran, Waterford were defeated in the first leg at Lansdowne Road by 7-0, but their conquerors, Glasgow Celtic, are favourites to win the competition. There were rowdy scenes amongst spectators at the match.

The three top teams in the League Table at present are Shelbourne, Cork Hibernians and Finn Harps.

RACING — The great Nijinsky has been retired to stud at his American owner's Kentucky headquarters. The horse had a most unsatisfactory end to his career, being beaten twice in his last two races. In the French Prix de l'Arc de Triomphe and, finally in the Champion Stakes at Newmarket on the 17th October. It was a sad end to the racing career of a horse which managed to win the record sum of £282,494 in prize-money on European courses.

NORTHERN IRELAND — With time off for good behaviour, Miss Bernadette Devlin

was released from Armagh Prison on 21st October and subsequently announced her intention of opposing street riots as part of her policy to work towards a Socialist Republic for Ireland. The Rev. Ian Paisley has protested vigorously at the proposal to ban his entry to Australia when the Pope goes there later this year.

SENATOR DUNNE — Senator James Dunne, General Secretary of the Marine Port and General Workers' Union, is at present recovering from an operation and is not expected to resume his duties for some weeks. Senator Dunne has been in hospital since 29th September.

DUBLIN'S LAS VEGAS — Concern over the possible extension of gambling in Dublin's O'Connell Street has brought forth objections from the O'Connell Street Business Association. The Association's Secretary stated that his members did not wish to see any further gambling establishments developing in Dublin's main thoroughfare. He stated that there was little doubt that these places do attract an undesirable type and some of the traders on the street are disturbed because of the element which is being attracted by the gambling establishments.

NAVAN — The County Meath town which was known in recent years as An Uaimh, has been the subject of controversy amongst the townspeople. The local population voted to have the former English name "Navan", which spells the same backwards or forwards, restored. It is not known if the spelling facility was the decisive factor in the residents' decision.

ARMS TRIAL — In the arms trial which has been the main topic in the national press for several weeks, all of the four accused men have been found not guilty by a jury. The defendants in the case were former Minister for Finance, Mr. C. Haughey, Captain James Kelly, ex Army officer, Mr. John Kelly of the Belfast Central Defence Committee, and Mr. Albert Luyck, a Belgian with business interests in Ireland. They were accused of conspiring to import arms illegally and the bringing of charges has led to wide divergence of opinion within the Government party. Former Ministers, Neil Blaney, Kevin Boland and Michael O'Morain have voiced strong opposition to the leadership of the Taoiseach, Mr. Jack Lynch. They have also dissented from the

conciliatory policy of Mr. Lynch in regard to the Northern Ireland situation and since the trial ended, they have disagreed publicly with the sentiments expressed by the Taoiseach when he addressed the United Nations in New York on 22nd October. However, both the ex-Ministers and Mr. Lynch are agreed that there is neither need for nor likelihood of a general election in the near future.

WAGES FREEZE — The Minister for Finance, Mr. G. Colley, has announced a wages freeze to limit all increases already negotiated to a maximum of 6% or 36s. per week, whichever is the lower, in respect of increments due in January next, and subsequently prohibiting the granting of any further increases until after December, 1971. Employers found breaking the Government ban on wage increases will be liable to substantial fines under special legislation to be brought before the Dáil shortly.

Trades unions and labour representatives have strongly opposed the legislation, especially in view of the high percentage increases recently approved by the Government in respect of postal charges and C.I.E. fares. The latter have been increased by between 30% and 50% in the case of bus fares in the Dublin city area. C.I.E. lost £3.2 million last year according to the Company's latest Annual Report just published.

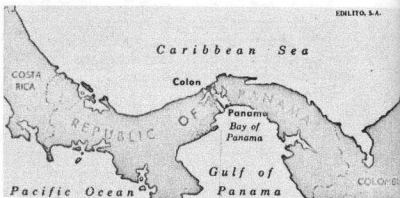
BANK DISPUTE SETTLED — The dispute between the Irish Bank Officials Association and the banks which kept banks closed for the past six months, has been settled and most of the banks' staffs have already returned to work. Some of the officials have been working in Britain during the dispute and may take some time to return to their old jobs. A huge back-log of work has accrued and it is expected that it will be mid-November before the bank doors are opened to customers again. According to estimates of the accumulation of work there are cheques to the value of about £300,000,000 waiting to be cleared.

RECENT DEATHS — Among those who died recently were three men who have been prominent in Irish public affairs for many years: Mr. P. O'Donnell, Fine Gael T.D. for Donegal; Professor Liam O'Buachalla, former Cathaoirleach of the Seanad, and Mr. Mairtin O'Caidhain, Irish writer and scholar.

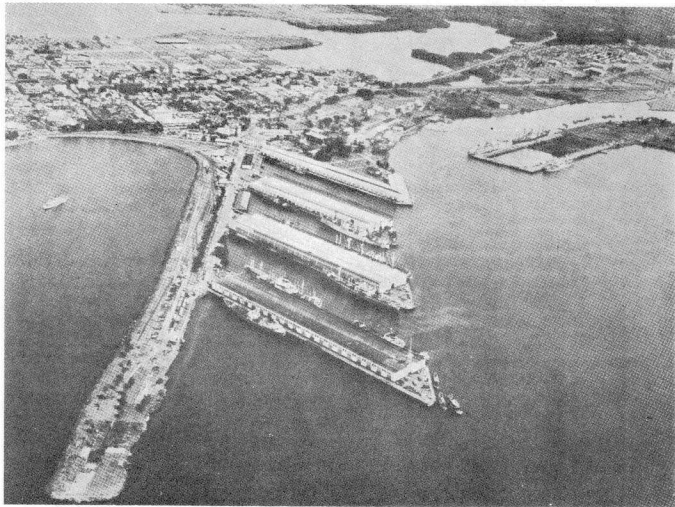
PANAMA

In recent years vessels of the Irish Shipping fleet have become regular users of the Panama Canal. No less than five of the Company's ships will transit this man-made passage, linking the Atlantic with the Pacific within the next month. The Gatun Locks and the Gaillard Cut are familiar sights to many Irish seamen. But this familiarity does not breed contempt, for to-days navigators are grateful that, unlike the sailors of old, they do not have to round the "Horn" on their voyages from Europe to Japan, Australia, or the west coast of the United States.

The history of Panama has been a stormy one, as befits a country which was once part of Colombia and whose inhabitants have largely inherited the fiery Spanish temperament of the conquistadores. A quarter of the country is comprised of impenetrable jungle and here many of the descendants of the original Indian inhabi-



tants live much as their forefathers did, providing for their simple needs with primitive bows and arrows. Covering an area of approximately 31,000 square miles, Panama has a population of over one million people, with contrasting standards of living, ranging from the very wealthy to the very poor. The country became independent in 1903, as a result of a typical South American revolution. The revolution, which was



Cristobal, the main port at the entrance to the Panama Canal from the Caribbean Sea.

engineered by the United States Government, was reported in Washington before it took place in Panama. On 3rd November, 1903, the American State Department cabled their Consul in Panama that the uprising had been reported and requesting information. The Consul was obliged to reply that the uprising had not yet taken place and within a few hours he was in a position to report that the uprising had occurred without bloodshed and that the Government would be organised that same night. Prior to the uprising, a French company had been in negotiation with Colombia for the building of a canal across the isthmus, but after several years of failure in which thousands of workers lost their lives in the malaria-ridden jungles, the French sold their interest to American financiers. The revolt was the result of the failure of these Americans to buy the canal site for £2 million from Colombia. Following Panama's declaration of independence, the United States gave the new Republic of Panama £3,570,000 for the Canal Zone, which covers an area of 650 square miles approximately, and cuts the country in two with a zone of approximately ten miles wide running right through the middle of the country. The Panama/U.S. Canal Treaty give America rights of authority to the exclusion of the exercise by the Republic of Panama of any sovereign rights, power or authority within the zone and it gave these rights to America in perpetuity, for an annual rental of £90,000, which was subsequently increased to £690,000.

Following the take-over by America, work was re-commenced on the canal, and it was completed in 1914, through the labour of thousands of Chinese, West Indian Negro and Spanish immigrants, who moved four hundred million cubic yards of earth to create the passageway across the isthmus. The quantity of earth which had to be removed was sufficient to fill a hole some 16.2 feet right through the earth; a statistic which gives an idea of the immense task performed by the multi-racial canal labour force. The subsequent history of the Canal Zone has been comparatively quiet, while the Republic surrounding it on both sides has been anything but peaceful. In its first sixty years as an independent country, Panama had 46 presidents and in 1949 the Republic had three presidents in four days, which was a record, even for a South American country.

Despite intrigue and numerous revolts, it is an amazing fact that until 1955, none of Panama's many presidents was a victim of assassination. On the 2nd January, 1955, the then President, Jose Remon, was visiting a race-course to see one of his horses win when he was the victim of a machine gun attack while chatting with friends in the race-course bar. He died later in hospital. A former president, Arnulfo Arias, was arrested for complicity in the assassination by the Vice-President, who had succeeded the assassinated Remon. However, within twelve days the Vice-President was himself arrested for complicity in the crime and was jailed later following his trial.

INVASION

It was in 1959 that the nephew of the aforementioned, Arnulfo Arias, namely Roberto Arias, the husband of ballerina, Margot Fonteyn, attempted an armed invasion of the country. The invasion attempt was carried out with only 85 armed men and ended after a few days when Roberto Arias was forced to seek asylum in the Brazilian Embassy, where he remained for 62 days. In the meantime, Dame Margot Fonteyn was imprisoned by the Panamanian Government. In 1962, Panama made representations to the late President Kennedy for higher wages and more employment for Panamanians in the Canal Zone. They also asked for the right to fly the Panamanian flag beside that of the United States, in the Canal Zone, and for the tolls on the Canal to be raised with Panama getting 20% of the revenue. Some of the requests were acceded to by President Kennedy, but the question of more money for the Canal was not conceded. It was pointed out by President Kennedy that the presence of the large American contingent in Panama had contributed greatly to the country's revenue. It was also claimed by America that the £2 million annual profit from the Canal was spent on upkeep and maintenance and that sometime in the future, after 1980, a new canal would be built, probably in Panama. This was to happen when the present canal reaches its capacity.

Present-day Panamanians resent that fact that their country does not have authority over the canal and there have been many demonstrations and riots in protest against America's "in perpetuity" dominion over the Canal Zone.

engineered by the United States Government, was reported in Washington before it took place in Panama. On 3rd November, 1903, the American State Department cabled their Consul in Panama that the uprising had been reported and requesting information. The Consul was obliged to reply that the uprising had not yet taken place and within a few hours he was in a position to report that the uprising had occurred without bloodshed and that the Government would be organised that same night. Prior to the uprising, a French company had been in negotiation with Colombia for the building of a canal across the isthmus, but after several years of failure in which thousands of workers lost their lives in the malaria-ridden jungles, the French sold their interest to American financiers. The revolt was the result of the failure of these Americans to buy the canal site for £2 million from Colombia. Following Panama's declaration of independence, the United States gave the new Republic of Panama £3,570,000 for the Canal Zone, which covers an area of 650 square miles approximately, and cuts the country in two with a zone of approximately ten miles wide running right through the middle of the country. The Panama/U.S. Canal Treaty give America rights of authority to the exclusion of the exercise by the Republic of Panama of any sovereign rights, power or authority within the zone and it gave these rights to America in perpetuity, for an annual rental of £90,000, which was subsequently increased to £690,000.

Following the take-over by America, work was re-commenced on the canal, and it was completed in 1914, through the labour of thousands of Chinese, West Indian Negro and Spanish immigrants, who moved four hundred million cubic yards of earth to create the passageway across the isthmus. The quantity of earth which had to be removed was sufficient to fill a hole some 16.2 feet right through the earth; a statistic which gives an idea of the immense task performed by the multi-racial canal labour force. The subsequent history of the Canal Zone has been comparatively quiet, while the Republic surrounding it on both sides has been anything but peaceful. In its first sixty years as an independent country, Panama had 46 presidents and in 1949 the Republic had three presidents in four days, which was a record, even for a South American country.

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The Bright Red Rose

BY E. O'REGAN

One of the social peculiarities of the new affluence is the greatly improved appearance of the gardens in the new housing estates compared to that of the last generation. It is common enough now to see exquisitely shaved lawns of the finest grass, flanked with vivid, even flaming, borders, well-chosen shrubs and small trees, climbers and creepers of many varieties. As well as time, it takes money to so lay out and keep even a small garden, and it must be assumed that the previous generation had not so much of either, nor had they the wonderful cheap paperbacks one can now buy so easily with full instructions and hints on every form of leisure activity.

Particularly noticeable is the devotion to rose-growing. New varieties come on the market every year. They are cheap enough, and many gardeners have banks of roses, hybrid tea, polyantha, standards, umbrella standards, ramblers, growing in multi-coloured profusion about the walls and fences. They are carefully fed and tended, sprayed and pruned with meticulous exactitude, and if the effect is slightly artificial the glory of this most beautiful of flowers overcomes it.

It wasn't always like this. Some thirty years ago or so this lavish abundance was rarely seen in the small front gardens. The lawns then were poor, more daisy than grass, hormone weed-killer had not yet arrived, and imagination rarely passed the solitary shrub or rose in the centre of the poor grass patch. The ubiquitous box or green privet hedge was the almost essential screen. In the old Edwardian and Victorian brick houses, often inhabited only by elderly people, the progenitors of those in the gay, new suburbs, this primitive formal gardening is still to be seen.

AN OLDER GENERATION

One day I was visiting a friend who happened to live in one of these old terrace houses, in which his family had resided for fifty years, and in which he had been born, grown-up, married and settled. His neighbours were almost without exception of an older generation. In fact his was the only house in the terrace with young children. We were sitting upstairs in what had been the main bedroom, now converted into a very comfortable and ample sitting-room. My friend was called away for some reason, and to stretch my legs I wandered over to one of the large windows, and idly gazed

at the passing show on the street outside. I was a regular visitor and knew the place well, but had never taken much notice of the houses or people on either side.

Looking absent-mindedly at the front garden on the left, I noticed an elderly man pottering about with an old battered-looking trowel in his hand. A venerable and diminutive lawnmower was resting its ancient metal at one side of the lawn. He was quite old, bald, thin and slow-moving, and bending seemed to be quite a labour to him. The solitary ornament of the garden was a sparse, thin-looking rose bush.

I don't know much about roses, but it seemed a bush rose that had been rarely or wrongly pruned, and never fed. It was of long and spindly growth, with dull leaves and a single blossom. He was trimming the ragged little circle of edging, and throwing some grass clippings about the soil. He was extremely slow-moving, and the operation was very long drawn-out. When he finally, with great difficulty, straightened himself up, he walked carefully about the bush, pulling a leaf here, removing an insect there, standing back and admiring, then again fiddling with the bush, and finally cupping the blossom in his hand and smelling it delicately. I was so absorbed in his actions I got a start when my friend's voice sounded in my ear:

"The art of rose culture at its finest and best."

As my thoughts had been on the gardener rather than on the plant I found the sarcasm rather hurtful, and automatically replied: "Poor devil, he deserves better results, with all that labour. One solitary bloom, it seems such a poor return."

"Too damn good for him. He has rings worn around that miserable bush. Morning, noon and night he's pottering about it,

clipping it, pruning it, watering it. It's a wonder the unfortunate plant has had enough energy left to sport even the solitary fly-blown flower it bears."

OBJECT OF PITY

I was surprised at the rancour in his voice. To me the old fellow was an object of infinite pity. Why was my friend so bitter about him and his solitary care?

"You don't seem to have much admiration for his assiduity, even if the expertise is missing. I find it rather touching really."

There was a pause. My friend was gazing down at the old man, now finishing off his chore and resignedly dragging the old mower into the house. His wife appeared and swept the path with a battered-looking sweeping brush. She too, was old, thin, shrivelled-looking, with a hard kind of dried-up face.

"You'd think butter wouldn't melt in their mouths, eh?"

He had a contemptuous look, his mouth drawn down at the corners, his eyes soured. I felt I had stumbled on some domestic secret of conflict, my innocent remarks adding fuel to his anger.

"Last week," he continued, "the kids' ball went over the back wall into their garden, and the old woman ran out and picked it up. She gave out hell to them and brought the ball into the house. They never got it back. It goes on all the time. I've never met anybody who hates children like they do."

"They've no children of their own?" I asked.

"They're too mean to have any. I wouldn't like to be the unfortunate child brought up in that house."

PETTY BICKERINGS

He went on to describe the petty bickerings and the occasional flaming row that, over the years, had caused the two families to end in hostile camps, making their neighbourly life a misery for both. His wife, who took the full brunt of this daily warfare, was so depressed and miserable that she beseeched him to seek another house, one in the suburbs among their own kind, with children, dogs, cats, and the homely appurtenances of the suburban family. Anything rather than this smouldering hostility, which so inhibited their daily life.



"I think it's about time you grew your beard."

The children had to be watched by the hour, by the half-hour, not to play too loudly, not to have pets, not to climb the wall in the little back garden, nor cross the hedge between the two front ones. Ever watching, from the bedroom or living-room window, they could see the taut, hostile face of the old woman glaring at them. At what she would consider a provocation the window would fly up and a harsh thin voice ordered them to cease, to go away, to stop their continuous annoyance.

I knew the children well. They were not bold; indeed they were uncommonly quiet and well-behaved, and I could not imagine how they could generate such hate as seemed to be continually directed at them. It might have been jealousy, the old pair being barren. It might have been religion, for the childless couple were of another persuasion, and of that order of narrow class-conscious sect that was not uncommon in the Edwardian era.

STRANGE DEATH

It was about a year later that my friend told me one night the old man had died.

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Houston Hospitality

We have received an interesting account of the reception accorded to the personnel of the "Irish Alder" at Houston, Texas, recently. The writer is Mr. Pat Doyle, the ship's Electrical Engineer.

The following is a story rather than an article, which may be of interest to readers and which will stand as a permanent "thank you" to a group of people much too seldom found in this day and age, especially by a group of visiting seamen.

The story starts in a fairly conventional manner—the gentle request to "slip up to the mission and check it out". The phrase "check it out" you may, or may not know, means (1) Find out if they have a T.V.—whether coloured or not? (2) A pool table or table tennis; (3) Tea and tab nabs, etc.

So away we go in the mission bus, learning on the way that it is an interdenominational body representing nearly all Christian religions and operated on a voluntary basis mainly by lay people.

Undaunted, we go in and meet the hosts for the evening—two charming and interesting people, Mrs. Rose Aden and Mrs. Emma Budewig. After the usual introductions and explanation of our jobs aboard, a sharp question from Mrs. Aden—Do you know Harry Stears? (Harry Stears, Electrical Engineer, "Spruce", take note!) Not knowing whether a truthful answer would get me "turfed" out for keeping bad company or poor Harry shot down for something else,



At the Young Adults Meeting in Houston and facing the audience are (l. to r.): Colm Sliney, Junior Engineer; Frank Walshe, Chief Steward; Ronnie Keegan, Deck Dept.; Pat Doyle (the author); and Jim Robinson, Deck Cadet.

I said I wasn't sure, whereupon our host produces a "mug shot" of our friend filling his face with steak and chatting up a fine-looking daughter. The complaint was that Harry hadn't written in three months.

So, at least, we know that some others from home had set foot here and that this wasn't new ground. To cut a long story short, we were invited to get together enough to fill a car and to spend the following Sunday as guests of the Adens and the Budewigs. As you can imagine, there was no problem getting the car full and away we went to have our first "family style" dinner at the Adens, after first paying a visit to their local Lutheran Church nearby.

APOLLO AND GEMINI

Having made short work of a meal that even made the Chief Steward a little jealous (next day aboard the roast potatoes were cooked in tinfoil—was it a coincidence?), our next treat was to cast a critical eye over the NASA manned space centre, about 25 miles from "downtown" Houston. The tour included an exhibition of the actual Apollo and Gemini vehicles that had flown in space and while our Engine Room representative was looking for scavenge pumps, and wondering how long for a ticket on one of these, the bold Chief Steward was showing a great interest in the way the food came in tubes. No galley, no pantry, just tubes. They seemed to be equipped with neither gyros, steering gear or chipping hammers—not even a docking winch! But we still came away a little enlightened and more than a little impressed. Before leaving, we had our own guided tour of the fire stations, engines and equipment. We left NASA a little cynical of what we thought were the complexities of five cylinder Doxford.

Our next stop was a bit of a surprise, if not a shock. We were landed at the monthly meetings of the local Lutheran Youth Group and Young Adults Group, as guests of honour and spent the next hour or so talking

and being questioned about everything from leprechauns and Engine Rooms to the trouble at home in the North. A most impressive feature of these meetings was the way in which each group was capable of efficiently organising its own meetings, recreation, finance and education, with very little encouragement from their elders. Their standard of public speaking, we had to admit, would put most kids of their age at home to shame.

We finished up with a great volley ball game, in which the five representatives from the "Alder" demolished a mixed team of about 15 locals, by pure skill and determination and a lot of cheating. The crack, as the fellow said, was "go".

To end one of the best visits in a long while, we had dinner at Mrs. Budewigs and reluctantly headed back aboard, loaded with addresses and phone numbers and promising (like the bold Harry) to write.

I don't know if you can find a moral in the story. If not, and you are a seaman, then maybe you could settle for the less perfect one and don't miss a visit to the Seaman's Centre in Houston, where you are assured of a genuine "Failte Romhat".

(continued from page 15)

I thought the manner of his death was strange. He had been working in his little front garden one evening, it being his only spare-time activity, and was, as usual, paying his attentions to the unfortunate rose bush. I was told he was cutting away a branch with a rather blunt secateurs and had difficulty pulling it from the stock, so that a thorn pierced his finger. Despite dressing, it swelled badly, and caused him great pain. In a couple of days he was ordered to hospital by his doctor, and tetanus was diagnosed. He died in the agonies of that terrible illness.

His wife went to live with a relative, and the house was sold. A young family moved in and my friend's family and they became very good friends. The children played in each other's gardens, and a harmony of good relations made life worth living after the sullen years of animosity.

When I visit there now I still see the old rose bush. The new people don't bother much with gardening, and the bush has been allowed to go its own way. It had quite a few blooms when I saw it last, and I

thought they looked healthy and clean. Perhaps the old man had nearly killed it with too much care. One must love something, but too much discipline will wither a rose as much as it will a child.

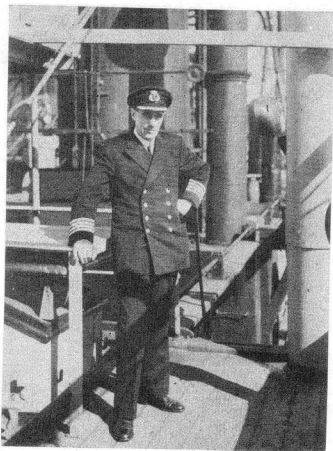
IRISH ASSOCIATION OF MASTER MARINERS

The first Annual Report and Quarterly Review of the Irish Association of Master Mariners has just been issued. The Report describes the formation of the Association in 1968 and reviews the progress made since then.

Foundation members were Captain Desmond P. Fortune, Captain Frank Dawson, Captain Vincent McEvvit, Captain Denis Valencie and Captain Dick McGuirk.

The objects of the Association are to study advantages of advances in nautical sciences and to provide means of keeping in touch with members serving afloat and ashore, so

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This picture of Capt. W. J. Henderson, who held command of the first "Irish Elm", was sent to us by Mr. McCarthy of the Port Bar, South Jetties, Cork, who would like some information about the subsequent career of Capt. Henderson. The editor will pass on any information available.

ITINERANTS

BY "NOMAD"

The Boss said: "Get into your car, get on the road and SELL." I was off like a hare, delighted. Sell! Yes, certainly I'd impress every export manager in the four corners of Ireland. I welcomed the challenge as they say in all the voodoo papers, but what really elated me about this assignment was the thought of Hitchikers — female hitchikers. I knew there were thousands of them. On those family holiday trips I had seen them through a haze of speed — watched their lovely young appealing faces and their disappointment as I pressed on ahead, in my frustration, knowing that apart from the not to be, my little car was in any event stuffed full with women and kids of marriage and blood connections — How I envied those lone "Representatives".

And now joyfully here I was with an empty bus and the long roads before me, delighted with the permissive age and intrigued by the knowledge that the tourist business was packing 'em in.

One fine morning I set out for the deep South and here I must admit to slight disappointment as I surveyed about 5,000 hitchikers strung along the Nass Road as I did a safe 50. True they included females but they seemed to have shaggy male escorts and all looked as if bound for voluntary service on a land-drainage job. Not my type really. But cheers! Outside Kildare I spied ahead, arm out, a gorgeous Swedish-type blonde. I stopped. "Could I give a lift?" She was young, vivacious. "Hop in dear." She spoke with a Cork accent but that didn't upset me one bit. "C'mon girls." Her three companions hopped out from behind a hedge and began piling pucks into the car. I apologised for not having a trailer but they were quite nice about it. Would I bring them as far as Mitchelstown? Of course. They lived in Mitchelstown, in between living in Dublin. I was very nice, very obliging and how many kids had I. I remarked I just went for girls in a big way and they laughed and said their fathers had an eye for girls too. Just beyond Abbeyleix the heavens opened with this ferocious thunderstorm and quite frightened I pulled into a lay-by. Would I have my beads? Would I join in the Rosary? They were going to say it anyway and I could join in if I wished. So while the thunder crashed and the lightning scared the daylights out of us we prayed. When I reached Cork I rang the wife and she told me she was worried about me and not to forget to say my prayers.



I always did attract the right types. I was heading for Waterford and after a careful scrutiny of the crowd thumbing along the Naas Road, headed on alone through the wastelands of Kildare — not even a dog in sight — until unexpectedly I was flagged down by this fine looking girl standing just outside a house. Could I possibly give herself and her sister a lift to Kilkenny. Certainly. Charmed (plural again, but girls are girls). Thanks awfully. "Una come on." Out of the house stepped Una. She was another fine-looking girl and she was also a nun and we all had a most useful discussion about education before I dropped them both off at the convent in Kilkenny.

SODOM AND "GOODMORRAH"

That trip was a real rake's progress. I had just cleared Sin City, better known as Mullinavat, when I was squarely halted by this vision in jeans and sweater and carrying a walking-stick. As I pulled up I mentally placed her as a cool English type on a

walking tour of Ireland. A fine girl she was too, but not on a walking tour, and not British. She was from a place nearby called Muckalee and she explained she was out looking for a bullock which had jumped the ditch. She had a name for the bullock. She had the same name for farming. They were having a bad time with the Fluke. Two miles down the road we came upon a man and a beast. "There's me Feeder!" she cried. I dropped her off and bolted before I was made to turn round and bring herself and her father—and perhaps the bullock, back to Muckalee.

Next day I picked up two American girls who had, it transpired, flown by jet from California to Paris/London/Shannon and would appreciate a long lift and a free meal or two, and someplace very cheap or perhaps free to stay, and did I know any typical hospitable Irish farms or guesthouses which didn't charge much and I pleaded urgent business and dumped them off outside a lonely church near Dungarvan, advising them to consult the P.P.

I was maturing. I decided to be charitable and only stop for needy country types at the mercy of poor and expensive bus services. In County Clare I gave a lift to a woman who explained she was bringing home a can of oil (produced). She had all the charms of old Ireland. She insisted she was a great bother to me. She blessed me, she thanked me and she enjoined me to be careful on my journey. When she had alighted I saw it was lubricating oil she was carrying. It was all over the interior of the car—roof, upholstery, doors, everywhere—pure black. I finished that trip without any more hitchers.

Then there was the turkey. No, I didn't give a lift to a turkey. It was a bargain I got through being kind to my neighbour. I'm on the road to Galway in the month of December and I stop for a man who wants a lift down the road a few miles to the town of Loughrea. A decent Galway farmer he is, and we get to chatting about turkeys. I express the wish to taste once again a clean healthy bird reared in the open fields and he declares he knows just the man to fix me up. But first he must show gratitude for the lift and I must have a drink with him and because he's so nice and it's so near Christmas I agree. I'm introduced with much graciousness to the proprietress of the Select Bar and I'm also introduced to about half



a dozen neighbours of my farmer. I accept a bottle of stout, my friends order large whiskeys, and the talk expands on the theme of turkeys; white versus bronze, deep litter versus open-range. He sends for his turkey contact. I buy a round, one stout and six large Paddys. The turkey man comes in and explains he has sold all his birds to a local butcher but he'll tell Mattie to keep me one. I can call on Mattie the butcher of course tomorrow or the next day? Of course. And won't he have a drink with us. Well he would and he does and he also is on Paddy. Two days later I call on Mattie the butcher who has a lovely turkey waiting for me and he only charges me 50% above the going price in Dublin which wasn't bad really. It had a beautiful flavour.

A REAL SQUAW

For months I boycotted all hitchers, proceeding relentlessly about my business; storming past those raised thumbs and appealing, desperate faces, male and female. I was getting a sadistic joy from the extra pressure I put on the pedal on spying these Balubas. I had sworn, never again, after I gave a couple, a man and a woman, a lift from Cashel to Inchicore. He sat in front and never spoke for the three hours. She said "yaw" five times in the same period—her learned comment on my best efforts at conversation. I had decided after that nightmare that you couldn't make a break-through but there must have lingered on in my heart a faint spark of the old fire because I was fated to have one more try.

I was steaming up one fine day from Arklow when in the distance I spied this gorgeous creature standing quite alone on

my side of the road and giving every indication of wanting a lift. Her pleasing aspect intensified as I got nearer and then I perceived she was a beautiful Indian Squaw. Yes, a real squaw, or anyway her "total look" was in the squaw motif—long black hair down each side of the face, tied with a band; red jeans, blue blouse and a belt of gold. A vision of beauty. I was goggle-eyed as I stopped on that lonely road. This was it. She smiled, oh so sweetly and yanked the door open, threw a small pack on the back seat and sat in beside me. "G-going far?" I asked. "Well actually," it replied, "I'm going to Foxrock." My heart sank. Life is hard. It was not a she, but a he. "Actually" he had just spent a week yachting with some friends in Courtown; "Actually" he was doing a course in Trinity. He obviously did not approve of the car he had chosen for his lift. I decided to off-load him in Bray. He assured me that actually he did not anticipate any trouble getting another lift from Bray to his address in Foxrock which sounded like one of those places which are withdrawn from auction when the bidding has reached £35,000. Fairwell Squaw!

As I say, life is difficult and you can't beat the odds. For over a year I had again abandoned all hitches and God's truth this day I'm travelling South when just outside Naas my car, slowed down by heavy traffic, I see it. A few yards ahead, clearly waiting for some lucky driver, a cute little blonde of about 20, a roguish smile on her pretty face and sporting the miniest mini you ever stared at dancing provocatively in the breeze.

There is no competition ahead, no executive types in Ford Capris or Hillman Hunters, just two big lumbering 40 foot C.I.E. trailers, slowed now to 10 m.p.h. I'm drawing alongside into the berth, my foot about to press the brake when the voice beside me speaks. "Imagine," says the voice, "just imagine anybody giving that hussy a lift," and I woke up just in time to jab the accelerator pedal again. For a few dreamy moments I had clean forgotten the wife was with me in the car.

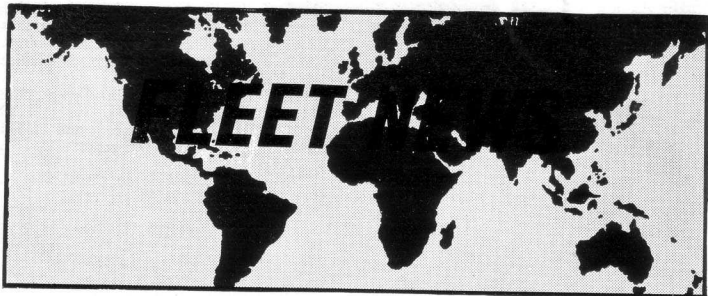
(continued from page 17)

that any scientific advances or changes might be communicated to them, with the object of maintaining the highest standard of knowledge and competence in the nautical profession. The Association also aims to enhance the dignity and status of the nautical profession in Irish society.

At the first meeting of the Association held in Dublin on the 7th February, three new members were elected, namely, Captains J. O'Hehir, H. N. Greenlee and P. B. Forde. Subsequently, Captain H. J. Walsh was elected first President for a year, and three further new members, Captains R. J. Delaney, C. C. L'Estrange and John Poole were elected to the Council, which was then brought up to full strength.

The first Annual General Meeting of the Association was held in Dublin on the 28th April last, and the Secretary's report expressed confidence at the success which had met their efforts in forming the Association and stated that the flow of new members showed no sign of diminishing. The loss of the motor vessel "Seaflower" off the west coast highlighted the need for immediate action to improve life-saving facilities around our coasts. The Association was invited by the Government to meet Officers of the Air Sea Rescue Service at their Headquarters in Baldonnell, for discussions on matters of mutual interest. The need for a nautical professional institute with powers to approve courses of study leading to recognition by the conferring of degrees in the nautical sciences following periods of study at university level, lead to the creation of such an institute. The Association was informed by Captain M. D. Langran that Irish Shipping had sent one of the Company's Cadets to Plymouth University, to do a course for a degree in the nautical sciences and the Association were watching this experiment with interest.





NORTH TO THE ARCTIC

The "Irish Stardust" has certainly gone places since she made her maiden voyage a few months ago. On the 18th September she sailed from Tubarao with a cargo of ore for Stettin, Poland, where she arrived on the 4th October. She completed discharge and sailed in ballast on the 11th October for Lulea, Sweden, where she took on another cargo of ore for discharge at Ymuiden, Holland. The "Stardust" left Ymuiden on 20th October on a 1,000 miles voyage northwards to Narvik, the Norwegian port which lies well inside the Arctic circle. She will again load ore at Narvik for Rotterdam, from which port she will go to Langesund, Norway, to have her Munch Loaders fitted.

Her next voyage will be in ballast to U.S. ports to load coal for Japan.

Joining the vessel at Ymuiden were Captain R. McMahon and Mr. H. Dowdall, Chief Engineer, who relieved Captain J. Caird and Mr. M. Dillon respectively. Mr. T. Lyon, Electrical Engineer, also joined at Ymuiden, to make a training voyage on the vessel.

"ELM" IN FINLAND

This vessel arrived in Hango, Finland, on the 25th October, to discharge a consignment of Japanese motor cars and she will also call to Drammen, Norway, and Aarhus, Denmark, to complete discharge of the cars.

The "Elm" will then load European cars at Antwerp for Baltimore and Los Angeles. She is expected at Antwerp on the 2nd November and on her voyage from Baltimore

to Los Angeles she will call at Tampa, Florida, to load ore for South Korea. After discharge of the ore the vessel will go on to Japan to load a further cargo of motor cars for European ports.

At Hango, Mr. P. Kelly, Chief Officer, relieved Mr. W. D. Garvey, and when she arrives at Antwerp Captain B. Reilly will take over command of the vessel from Captain T. Byrne. Other Officers joining the vessel at Antwerp will be Mr. L. O'Toole, Mr. J. Dunn and Mr. T. O'Connell, to relieve Mr. T. O'Sullivan, Second Engineer, Mr. J. McCormick, Electrical Engineer, and Mr. C. O'Donovan, Chief Steward respectively. Chief Engineer, Mr. G. Roe, will also join the vessel at Antwerp and will make a voyage for training purposes.

"IRISH STAR"

The "Irish Star" sailed from Guayacan, Chile, on the 24th September, for Fukuyama, Japan, with a cargo of ore. She is expected in Japan on the 22nd October and sails from there on the 24th October, for British Columbia, where she will load a cargo of woodpulp for a U.K. or European Continental port.

"ALDER" FOR ALGERIA

The "Irish Alder" is at present on a voyage to Algeria from Houston where she left on the 10th October. She is expected to arrive at her Algerian port of discharge, not yet named, on 29th October. The vessel is carrying a cargo of grain from the Gulf of Mexico and will be at her discharge port

until the 9th November, after which it is expected that she will load a cargo of phosphate in West Africa for a U.K. port.

At the end of her next voyage, the "Irish Alder" will be handed over to her new owners.

"IRISH SPRUCE"

This vessel sailed from Dublin on the 11th October and arrived at Philadelphia on the 21st October. She is also due at Baltimore, Newport News, New York and Halifax where she completes loading for Manchester. The vessel is expected to arrive back in Manchester about 10th November. Prior to the commencement of the present voyage, Captain J. Poole handed over command of the vessel to Captain S. Gleeson. Other Officer changes were: Chief Engineer D. Falvey who took over from Mr. H. Dowdall, and Chief Steward E. Fricker relieved Mr. J. Doran, also at Manchester.

The "Spruce" loaded an export cargo of frozen meat, cranes, tractors and general cargo at Dublin.

"CEDAR" AT CYPRUS AND GREECE

"The "Irish Cedar" loaded a cargo of grain at Houston, from which port she sailed on the 19th September, calling at Ceuta on 5th October for bunkers, on her way to Famagusta in Cyprus, where she arrived on 11th October. While at Famagusta, the Master and personnel of the vessel entertained the Minister for Defence, Mr. G. Cronin, and representatives of the Irish Army serving with the United Nations in Cyprus. The "Cedar" is expected to sail from Famagusta on the 24th October, for the

island of Yali in Greece where she is due to arrive on 26th October, and then sails for the U.S., calling at Augusta for bunkers. She will be carrying a cargo of pumice from Yali.

While the vessel was in Cyprus, the Master, Captain T. Hughes, was relieved by Captain M. O'Connell, and Chief Steward, J. Moynihan was relieved by Mr. B. Dorgan.

The "Irish Cedar" is on timecharter to Vigo Steamship Co., of New York.

CHRISTMAS IN AUSTRALIA

Captain J. S. Kerr and Chief Officer M. Carey joined the "Irish Rowan" at Chicago and Detroit respectively, to relieve Captain F. W. Kirk and Chief Officer, P. Donohue. Also relieved at Chicago was Chief Steward, P. Fanning, who handed over to Mr. H. Bond.

Like her sistership the "Sycamore", the "Irish Rowan" is on charter to Federal Commerce and Navigation Co., and also visited Japan recently, sailing from there with steel and general cargo for Great Lakes ports. The vessel arrived at Toronto on the 10th October, and subsequently called at Cleveland, Detroit and Chicago. From there she went on to Hamilton to load a cargo of grain for Japan. She is expected to sail from Hamilton on the 27th October, calling at Montreal on the 28th October, to load machinery for Australia. She is expected to sail finally from Montreal about the 4th November and should arrive at her Australian port of call about mid-December. As yet the port of discharge in Australia has not been named but it will be in the Northern Territories.

GALLEY GRUB

DOUGHNUTS

- * 1/2 lb. FLOUR
- * 2 OZS BUTTER
- * 1/2 TEASPOONFUL BAKING POWDER
- * PINCH OF SALT
- * 1 EGG * MILK * FAT FOR FRYING



HEAT FAT SLOWLY

- PREPARE TIN WITH DRAINING PAPER
- MEASURE FLOUR INTO BOWL AND RUB IN FAT ● ADD DRY INGREDIENTS ● BEAT EGG ● ADD EGG AND ENOUGH MILK TO MAKE AN ELASTIC CONSISTENCY ● TURN ONTO FLOURED BOARD ● ROLL OUT TO 1/2 INCH ● CUT OUT RINGS WITH TWO DIFFERENT SIZED CUTTERS
- HAVE FAT SLIGHTLY SMOKING ● FRY DOUGHNUTS FOR 5 MINUTES TURNING OVER WITH DRAINING SPOON ● DRAIN ON PAPER ● TOSS ON SUGARED PAPER
- COOL ON WIRE TRAY
- ▲ SERVE ON PLATE WITH D'OLEY WHEN COLD

CHAM REACTION

mv. "IRISH PLANE"

This vessel continues on her charter to Goulding Fertilisers Ltd., and is expected to sail from Casablanca on the 24th October for Dublin and Cork, with a cargo of phosphates. She is expected back in Casablanca again on the 4th November.

Since our last issue, "Follow-the-Fleet" Essay winner, Denis Looby, and his mother were passengers on the vessel from Amsterdam to Casablanca and back to Dublin. Unfortunately, the vessel encountered heavy weather on the return trip, which did not make for ideal conditions in which to enjoy the trip but nevertheless Mrs. Looby and Denis were pleased with their holiday.



Chief Officer, J. Martin, of the "Irish Plane", recently renewed old friendships with Capt. Charles Allen, Regional Manager of B. & I. on board the vessel at Cork. The two former comrades first met while both were serving as Deck Boys on the old "Irish Spruce".

"IRISH POPLAR"

Captain P. F. O'Sheaghda relieved Captain E. C. G. Horne on this vessel at Dublin, while Second Engineer, F. Fahey, was relieved by Mr. P. Shortall.

The "Irish Poplar", which is at present loading meat and general cargo at Dublin,

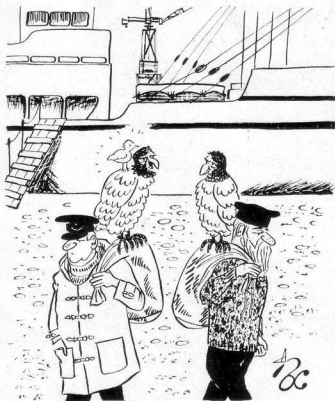
is expected to sail on the 25th October, for Philadelphia, where she is expected to arrive on 5th November. The ship will also call at Baltimore, New York and Halifax before sailing on the eastbound passage.

"IRISH SYCAMORE" LEAVES JAPAN

This vessel, which is on timecharter to Federal Commerce and Navigation Co., is expected to arrive and transit the Panama Canal on 24th October. She loaded steel and general cargo at a number of Japanese ports, for discharge at Canadian Great Lakes ports.

The "Sycamore" is expected to arrive at Montreal on 4th November and will go on from there to Toronto, Detroit and Chicago, where she will complete discharge. The vessel will then commence loading grain at Great Lakes ports for west coast U.K. discharge.

Christmas Greetings
for publication
should be sent to the Editor
not later than
23rd NOVEMBER



"I PICKED IT UP HERE IN IRELAND ON MY LAST TRIP."

Fleet Personnel



As at 29th October, 1970

Deck and Engineer Officers in Order of Rank

"IRISH SPRUCE": Captain J. A. Gleeson, Deck Officers: J. E. Kelly, R. Gordon, T. A. O'Connor, Deck Cadets: P. Kelly, I. Connelan, P. Murphy, Engineer Officers: D. Falvey, T. J. Wren, M. Egan, M. Cahalan, H. Manweiler, J. English, D. O'Halloran, Electrical Engineer: E. Walsh, Radio Officer: Patrick O'Shea, Chief Steward: E. Fricker, Deck Dept.: W. Byrne, P. Byrne, T. Perle, G. Maguire, L. Canavan, A. Rooney, B. Stacey, P. Colgan, P. J. Fitzpatrick, J. Dillon, K. Kelly, Engine Dept.: A. Vaughey, J. Ryan, J. Flynn, W. Russell, J. Cooke, Catering Dept.: M. Duffy, J. Kane, U. Maher, D. McClean, P. Bollard, M. McKegh, J. Kourke.

"IRISH POPLAR": Captain P. E. O'Shea, Deck Officers: P. A. Murphy, J. A. Desmond, L. A. Kinsella, G. Pell, Deck Cadets: J. Kenny, P. McNulty, F. Murphy, M. O'Callaghan, Engineer Officers: G. Cunningham, P. Shorshall, W. Quigley, T. Ryan, T. J. Kenny, W. Malone, D. Walsh, Engineer Cadets: M. Kehoe, Electrical Engineer: H. P. Stears, Radio Officer: R. Drake, Chief Steward: J. Dillon, Deck Dept.: M. Leonard, W. Carroll, T. Grannell, E. Frampton, N. Fynes, C. Chamberlain, M. Lennon, R. Carrick, N. Byrne, M. O'Connor, Engine Dept.: M. Thullier, P. Moore, A. Clarke, S. Ryan, J. Weldon, Catering Dept.: J. Chaaney, J. Allen, M. Gurdale, D. Burnett, J. McGran, J. McGrath, J. Collins, B. Bridgeman.

"IRISH ELM": Captain T. Byrne, Deck Officers: W. Garvey, F. Henderson, J. Ryder, P. Kelly, F. W. Kirk, Deck Cadets: P. Hughes, L. Gavin, Engineer Officers: P. O'Her, T. O'Sullivan, K. Edwards, T. J. O'Keefe, D. J. Lennon, P. A. Collins, J. Dewitt, Engineer Cadets: S. McLoughlin, P. Caffrey, E. Kealy, Electrical Engineer: J. McCormick, Radio Officer: P. Behan, Chief Steward: C. O'Donovan, Deck Dept. G.P.'s: J. Tallon, V. Murphy, M. Allen, M. Gilton, P. McDonnell, E. O'Brien, P. Coyle, A. M. Stanley, P. Lalor, M. Bougoukas, J. Farrelly, J. Grace, O. Shiels, W. Kavanagh, Catering Dept.: T. Mason, T. Byrne, J. Lloyd, G. O'Toole, E. Maguire, B. Kennedy, T. Keegan.

"IRISH ROWAN": J. S. Kerr, Deck Officers: M. Carey, M. Coleman, J. A. Cotter, Deck Cadets: J. Whelan, C. Spain, O. Murphy, Engineer Officers: R. Tennant, W. Clery, E. Doyle, J. Leahy, O. Delaney, J. Dixon, D. Gerey, Engineer Cadets: F. Hennessy, Electrical Engineers: J. Dunn, R. Dunne, Radio Officer: L. D. Kelly, Chief Steward: H. Bond, Deck Dept.: J. Heaney, P. Harris, N. Reynolds, O. McGrath, R. Keogh, J. Smith, D. Healy, R. R. Martin, L. Beggs, M. Macken, J. Duff, Engine Dept.: G. Maguire, H. G. Rice, P. O'Brien, B. Coogan, Catering Dept.: D. Gibbons, J. M. Molloy, E. Mulready, S. Paige, P. Boyle, J. Kennedy, E. P. Crosbie.

"IRISH SYCAMORE": Captain M. G. O'Dwyer, Deck Officers: P. V. Buckley, C. M. Kynne, J. A. Moynihan, Deck Cadets: A. Davis, B. M. Desmond, J. Flanagan, Engineer Officers: J. T. Morgan, D. McLoughlin, N. O'Neill, M. J. Murphy, M. Byrne, D. Gabriel, J. Reilly, Engineer Cadets: D. Hayes, Electrical Engineer: T. Duggan, Radio Officer: G. J. Simpson, Chief Steward: J. Bennett, Deck Dept.: W. Boon, P. Rice, P. Craine, W. Davis, J. Hunter, O'Connor, J. Griffin, J. O'Hara, D. Murphy, J. Sexton, Engine Dept.: P. J. Corcoran, N. Kavanagh, M. Sheehan, Catering Dept.: G. Zachert, P. Doyle, B. Muldoon, B. Delaney, T. Healy, T. Maguire, A. McCann.

"IRISH ALDER": Captain J. J. Walsh, Deck Officers: H. B. Fidler, P. Kchoe, P. Gordon, Deck Cadet: J. Robinson, Engineer Officers: J. Moynihan, P. Bardon, J. Waters, B. O'Meara, M. Sliney, S. Shelly, Engineer Cadet: Joseph F. Carr, Electrical Engineer: P. B. Doyle, Radio Officer: J. A. Thompson, Chief Steward: E. Walsh, Deck Dept.: P. McDonnell, J. Hall, M. Kavanagh, L. Williams, J. Murphy, S. Smyth, J. Knight, V. Kealy, R. Keegan, S. Lawless, Engine Dept.: J. Whyte, R. Nugent, T. Ryan, Catering Dept.: R. Whelan, J. Edwards, H. Bradshaw, J. Robinson, J. Kane, W. Henderick.

"IRISH CEDAR": Captain M. O'Connell, Deck Officers: F. G. Raftery, M. J. Doyle, J. Daly, Deck Cadets: T. Ruane, Engineer Officers: M. J. Curley, D. Buckley, P. V. Carroll, J. Doran, P. Dowling, A. McCarthy, Engineer Cadets: W. A. Roberts, K. O'Brien, W. Davis, Electrical Engineer: F. O'Neill, Radio Officers: B. Smith, Chief Steward: B. Dorgan, Deck Dept.: E. Swan, K. Maher, P. Redmond, F. Jameson, W. Fitzpatrick, L. Maloney, P. White, G. Corr, H. Gaines, D. Ireland, A. O'Brien, D. McDonnell, Engine Dept.: J. Hamzah, M. Redmond, J. Dowdall, J. Byrne, Catering Dept.: D. Murphy, J. V. Moynihan, R. Dunne, J. Furlong, M. A. Hooley, J. Campion, J. Cooney.

"IRISH STAR": Captain J. Onions, Deck Officers: M. Doyle, D. Kavanagh, B. Stockdale, Deck Cadets: D. Mundow, Engineer Officers: P. Walker, J. P. Ward, J. A. Lee, T. G. Duff, F. B. Cronin, K. J. Branagan, F. O'Beirne, K. A. Barry, Electrical Engineer: M. Lawler, Radio Officer: J. Bastow, Chief Steward: J. Rogan, Deck Dept. G.P.'s: M. Murphy, N. Murphy, H. Hunter, B. Byrne, M. Moriarty, A. Shiels, J. Donnelly, P. Rossiter, P. Cantwell, C. Glavin, Catering Dept.: E. Byrne, J. Fricker, C. Fox, D. Flannery, W. Burnett, J. Carroll, T. Kealy.

"IRISH STARDUST": Captain M. McMahon, Deck Officers: J. S. Mitchell, J. J. Whyte, T. Brennan, Deck Cadets: P. Farnan, Engineer Officers: T. O'Driscoll, M. Dillon, H. Dowdall, J. J. Hennessy, R. Broderick, W. Sherringham, D. O'Brien, A. O'Toole, T. O'Toole, Engineer Cadets: C. H. Teehan, Electrical Engineers: W. Cadogan, T. Lyne, Radio Officer: H. F. Wilson, Chief Steward: J. Clinton, Deck Dept. G.P.'s: D. Rogan, S. McCarthy, D. O'Sullivan, F. McCarthy, M. Brennan, K. O'Malley, M. Walsh, E. McLoughlin, L. Byrne, M. Murray, A. Boland, Catering Dept.: J. Reddy, D. Magher, E. Murphy, R. Wright, J. Hanlon, S. Ebbis, J. Kennedy.

"IRISH PLANE": Captain L. A. Shiels, Deck Officers: J. J. Martin, W. A. Kirwan, D. P. Hopkins, Deck Cadets: M. Lydon, S. O'Byrne, P. Kelly, Engineer Officers: M. J. Byrne, J. Gilmartin, J. F. McGonnell, T. Maxwell, M. A. O'Sullivan, E. McGillycuddy, J. O'Connor, J. Pryme, Electrical Engineer: M. O'Callaghan, Radio Officer: P. Clarke, Chief Steward: J. Doran, Deck Dept.: A. Corlett, J. Byrne, G. Berham, D. Driscoll, D. Scanlon, J. McElwain, J. Sanderson, P. Brannigan, P. Hyland, S. Hunt, C. Melinn, Engine Dept.: P. Proctor, J. Lattimore, T. Doyle, Catering Dept.: L. Robinson, C. Maloney, J. Maguire, D. Gregg, C. Guiden, P. O'Reilly, P. Houllhan.