



SIGNAL

Christmas Greetings

& best wishes for
the New Year

to all our readers
around the
world

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.
VOLUME 8, No. 5
NOV./DEC. 1970

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(AS AT 1ST DECEMBER)

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Electrical Engineers : W. Cadogan, M. Kenny, P. O'Toole, J. McCormick, E. Walsh.

Engineer Cadets : S. McLoughlin.

Chief Stewards : J. Doran, P. Fanning, J. Moynihan, C. O'Donovan.

CONGRATULATIONS

To **P. Richardson**, who has been promoted to Cadet Captain at the School of Maritime Studies, Plymouth.

To **Tony Bolster**, who was successful in part "A" Second Class M.O.T. Certificate Course.

To **Declan McCarthy**, who was successful in part "B" First Class Motor Certificate. This course is being run at the Crawford Technical Institute and the successful candidates were taking part in the first examination of the session.

In addition to a number of representatives from Irish Shipping, Officers from BP Tanker Co., Esso Tanker Co., B. & I. Line, Ocean Fleets, Athel Line and Frank Streed Ltd., were also taking part in the course.

B.A. DEGREE



Our congratulations to Pat Dunne of our Accounts Department who was conferred with the B.A. degree at University College, Dublin, on Nov. 3rd.

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

Editor : JOHN HIGGINS

FROM THE GENERAL MANAGER



Profitability, without which the outlook for all of us would be blue, has still further improved in 1970. Two new ships came into service, two other vessels have been sold and orders for the building of four 26,000 d.w.t. vessels have been placed. We are, thanks to the good work and co-operation of all, making sound, solid progress.

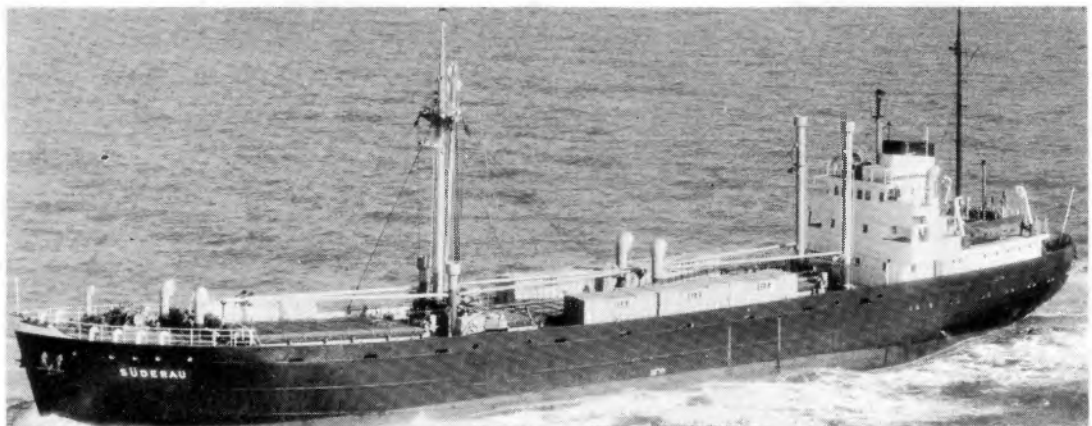
The nature of our business makes it inevitable that some of our sea staff spend their Christmas far from home and family. With these specially in mind I send my best wishes to all members of the staff for health and happiness at Christmas and in the New Year.

Wind-Up of Hibernian Transport

The sad news that the Hibernian Transport Group of companies are to go into voluntary liquidation has come as a great shock to the public generally and, in particular, to those engaged in the transport business here in Ireland. This unfortunate development has created unemployment for the fairly large staff, which numbers about five hundred for all the Group's subsidiaries, and while much sympathy for the plight of these workers is evident in business circles, there is bound to be a considerable amount of hardship for many former employees. We sincerely hope that some means will be found to keep the most profitable of the Group's operations in business.

As a result of the crisis in Palgrave Murphy, a number of firms have taken over some of the interests formerly handled by Palgraves and, in the case of Irish Shipping, the major development has been our Company's appointment as Agents for Bugsier of Hamburg, a shipping line which has traded into Dublin since 1922. In order to cater for the extra traffic involved, a number of former members of Palgrave's staff have joined I.S.L. and we are pleased to welcome them. They are : Messrs. Con Delaney, Jimmy Doyle, Frank Finnan, John Foley, Kieran McCarthy, Denis McGrath, Mrs. R. Turner and Misses E. Lightfoot and T. Everard.

Bugsier Vessels on Dublin Run



I.L.O. Conference on Seafarers' Conditions

New international standards, intended to help in improving Seafarers' living and working conditions all over the world, were set by the International Labour Conference which met in Geneva to discuss maritime matters. The Conference took place from the 14th to the 30th October and was the eighth maritime session to be held since the I.L.O. was founded in 1919.

Sixty-five of the one hundred and twenty one member states of the I.L.O. were represented at the Conference by governments', shipowners', seafarers' and technical advisers. The Director-General of the International Labour Office, Mr. Wilfred Jenks, stressed the need for an early warning system of future unemployment, arising from rapid technical change in the shipping industry. Hong Kong and the Holy See were represented by observers, as were six inter-governmental organisations. Observers were also sent by fifteen international non-governmental organisations, including several shipowners' and seafarers' bodies.

EMPLOYMENT

A recommendation was adopted by the Conference on employment problems arising from technical developments on board ship, which is intended to secure for all concerned the greatest benefits from technical progress, and to protect seafarers whose employment is affected. It was recommended that each member state, which has a maritime industry, should ensure the establishment of national manpower plans for that industry, within the framework of its national employment policy. Recruitment of seafarers into the maritime industry should take account of manpower plans and of the forecasts contained in them.

The recommendation refers to arrangements to be made for training and re-training where changes in functions and required skills, arising from technical developments, are likely to affect seafarers. Consideration should be given to schemes providing regularity of employment and income, providing, for example, for employment contracts which are not confined to one trip. To avoid hardship to seafarers employed in foreign vessels who are likely to be affected by technical changes aboard ship, the governments and the shipowners and seafarers concerned should co-operate, with a view to gradually adjusting the supply

of these seafarers to the changing requirements for maritime labour and to minimising the effects of redundancy by the joint application of the provisions in the recommendation.

VOCATIONAL TRAINING FOR SEAFARERS

The recommendation on vocational training adopted at the Conference applies to all training designed to prepare persons for work on board ship. The objectives of training include the maintenance and improvement of the efficiency of the shipping industry, reduction of accident risks, provision of re-training facilities and provision of opportunities for up-grading and promotion.

National authorities should ensure that adequate provision is made in the general network of training facilities for the training of seafarers, possibly with the collaboration of other countries and of international organisations. Describing the functions of bodies which draw up training programmes, the recommendation states that training schemes should be financed on a regular and adequate basis and that it should be possible for seafarers to earn enough to enable them to obtain appropriate training. Training in publicly run centres for seafarers should, where possible, be given without charge to the trainees.

REVISION OF MINIMUM WAGES

The Conference adopted a resolution stating that the figures of £42 and \$100 could be regarded as the present equivalent of the wage figures contained in a recommendation of 1958, which provided that the basic minimum monthly wage for an able seaman should be not less than £25 or \$70. The I.L.O. Governing Body was asked to invite the Joint Maritime Commission, at its next and each subsequent session, to review the question and to embody in resolution the figures it considers at that time to be the

(Continued on page 7)

All the Complaints of the Season!

*Christmas cards confuse me so —
Why the kittens? Why the doe?
Why the little coal-black Scottie?
Something simple now and then
Saying just "Good will to men".*

A lady called Margaret Fishback penned those lines in a moment of sober reflection on the subject of Christmas cards and, apart from an abominable surname, Margaret had something. However, although she managed to change her name (to Antolini), the Christmas cards still carry messages which are not only confusing but meaningless. And goodwill is something we could all do with for Christmas and for the rest of the year too. In fact we could very well do without the Christmas card, in my humble opinion, and, now that the infernal things cost sixpence to send, that opinion is shared by all sensible men.

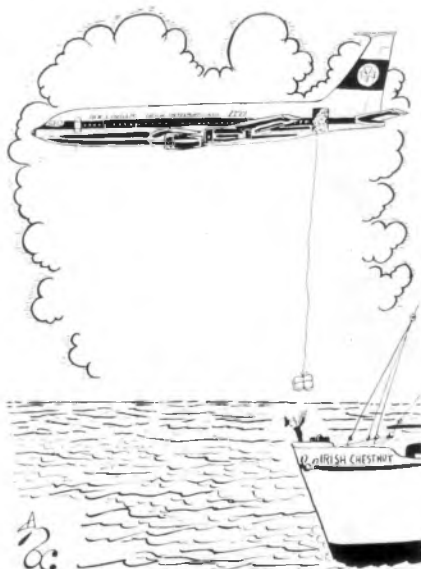
It is unlikely that Mr. John C. Horsley, R.A., realised the monster he was creating when he designed the first Christmas card, published in 1843. Mr. Horsley is long since past caring one way or the other but the Christmas card lives after him; and not only does the thing live — it positively flourishes.

The annual ritual of sending Christmas cards is rarely, if ever, relished by us men. The habit is almost exclusively a female failing which is not only hereditary but also contagious. Menfolk, in the single state, are not normally given to the exchange of Christmas cards. Our Christmas card mailing list is usually confined to a few very close relatives and any rich unmarried uncle we can think of. When we marry, this entirely sensible and praiseworthy approach is dismissed as anti-social if not uncivilised.

One of the most sobering experiences to jar the even tenor of early wedded bliss is the realisation that you have suddenly become Christmas correspondent to half the nation, usually the female half. All your wife's friends and anyone your wife knows to be a friend of yours will be on the list. At Christmastide your wife will remember them all and you're not likely to forget them either. Sending Christmas cards can be exhausting work, both physically and financially.

However, the wife will usually attend to the actual writing of cards and envelopes for she attaches as much importance to the cards as she does to stuffing the turkey or boiling the plum pudding. Indeed her concern in personally undertaking the task is not so much to save you the bother as to prevent any slip-up.

The other half of the overall operation is carried out with equal care. She keeps an up-to-date record of all to whom cards are sent and she ticks off the returns with as much solicitude as an astronaut checks his flight details before setting out for the moon. Large question marks are placed after the names of those who fail to reciprocate the seasonal greetings. Recent and not so recent conversations and meetings are recalled in some detail to ascertain any possible cause for the break-down in communications. The non-receipt of an acceptable explanation or, preferably, a New Year's card ensures that



"MAM SAYS YOU FORGOT YOUR FRESH UNDERWEAR AGAIN."

the name will be removed from the mailing list for the following year. In fact, apart from an unholy row or death, this is the only way the list is ever reduced.

Consequently the number of Christmas cards being bought by married women and paid for by married men each year is progressively increasing. Only the turkey fares slightly worse than the married man at Christmas, for they both get cleaned out and stuffed as part of the annual ritual. With rising postal charges and Christmas card prices, it is about time that this fact of married life was revealed to prospective husbands. Counsellors organising pre-marriage guidance courses would be well advised to draw the attention of their male audiences to this possible impediment to a happy marriage. Rural matchmakers would do well to include inspection of the intended wife's Christmas card list to the traditional preliminaries. It could possibly be fitted in on the same day that the wife's people walk the land.

Although we may blame or credit, according to our point of view, Mr. Horsley for originating the Christmas card, his responsibility for today's multi-million pound industry is minimal. Even without his help it is pretty certain that the greeting card manufacturers would have cashed in on the festive season. As well as having cards for every conceivable occasion, and for a few that aren't, one thing your greeting card man has is a fertile imagination. A chap who provides you with cards for sending to people you forgot to send cards to can be depended upon not to miss out on Christmas.

Together with all the other commercial interests who have extended the open season for Christmas shoppers from the end of Summer to the New Year, the greeting card salesmen are experts in planned taking. Oddly enough we Irish are much better at sending cards than we are at making them. According to one prominent Dublin businessman, eighty-five per cent of our Christmas cards are imported.

It is obvious that foreign manufacturers are helping themselves to most of the Irish revenue from Christmas cards and they say that "God helps those who help themselves". Although I'm not at all sure of the source I do know that they get help from somewhere and while a bumper sale of Christmas cards may bring lots of joy to Irish housewives, we all know who's going to have the prosperous New Year.

(continued from page 5)

equivalent of the wage figures contained in the recommendation, having regard solely to the fall in the value of money and member states were urged to apply the figures indicated in the resolution.

ACCIDENT PREVENTION

The Conference adopted a convention on the prevention of occupational accidents to seafarers. The convention requires the competent national authority to take the necessary measures to ensure that occupational accidents are adequately reported and investigated and that comprehensive statistics are kept and analysed. Research shall be undertaken into general trends in accidents. The text says that provisions concerning occupational accident prevention shall be laid down by laws, codes of practice and other appropriate means. Any obligation on the shipowner to provide protective equipment shall be accompanied by a requirement that seafarers comply with the relevant accident prevention measures.

CREW ACCOMMODATION

A convention was adopted on crew accommodation and this supplements a text of 1949, since the rapidly changing characteristics of both the construction and the operation of modern ships permit further improvements in crew accommodation to be envisaged. The new text applies to ships of at least 1,000 tons.

The convention specifies equipment to be provided, such as refrigerators, facilities for hot beverages, cool water facilities, recreation accommodation with facilities for reading and writing, and, in ships of 8,000 tons or more, a smoking room or library room in which films or television may be shown and a hobby and games room. Consideration shall be given to the provision of a swimming pool. Other recommendations adopted referred to the causes and effects of harmful noise, matters affecting seafarers' welfare at sea and in port and the safe and speedy forwarding of seafarers' mail. There have already been consultations between the I.L.O. and the Universal Postal Union, on the forwarding of mail by air after a ship has sailed.

Mr. P. P. English, Secretary and Personnel Manager, and Captain M. D. Langran, Training Superintendent of Irish Shipping, were among the Irish representatives at the Conference.

NEWS FROM HOME



G.A.A.—The new National Hurling League is divided into two divisions consisting of eight teams in the stronger division, 1A, and seven teams in the weaker or second division, 1B. After two series of matches Tipperary lead the first division with four points from their two games while Limerick, Kilkenny, Offaly and Galway each have two points from their matches with Dublin, the only team which has yet failed to gain a point from their games. Both Cork and Wexford have still to play their first game in the League.

In the second division, Clare are leaders with four points from their two matches while Waterford, Kerry, Kildare and Westmeath each with two points tie for second place and Laois and Antrim after one game have failed to gain a point. The surprise in this division was the defeat of Waterford on Sunday, 22nd November, when Kildare, paying their first visit to Waterford defeated the same side by 5-11 to 4-7.

In football Tipperary caused a surprise when they defeated Dublin in the Annual Commemoration Game to mark the anniversary of the Bloody Sunday massacre in 1921 when a Tipperary player and a number of spectators were shot by Black and Tan forces. Dublin, who have been unbeaten so far in the National League have shown promise of being very much concerned in the battle for League Honours in the current series. Kerry, the All Ireland and National League champions, are also doing extremely well in the current series.

SOCCER—The current position in the League of Ireland competition after eight matches have been played is that the leaders are Cork Hibernians with twelve points followed by Shelbourne, Waterford and Finn Harps with ten points each. Shamrock Rovers who have been doing unusually poorly in the current football season are at the bottom of the League with five points.

Ireland, who drew with Sweden at home in the Nation's Cup, lost to the Scandinavians by one goal to nil in the return match

at Stockholm. Their next tie in this competition is against Italy, one of the fancied teams, and the Irish chances of victory in either leg of this tie are extremely remote.

RUGBY—In the current Inter-Provincial series Ulster have already beaten Munster and Connacht and recorded a record 42 points against the unfortunate Western Province. Leinster have still to meet both Ulster and Munster but have recorded a victory over Connacht in their only match to date.

ATHLETICS—Ireland's middle distance runner, Frank Murphy, will take part in the Philadelphia Classic next January and the young Dubliner has been pleased to receive an invitation for this event in view of the forthcoming European Indoor Championships.

Last year in the Philadelphia race Murphy recorded a victory in the 1,000 yards event and he is hopeful that he can repeat his success this year. In the European Championships last year, held at Vienna, he was just beaten for the gold medal but he hopes to do better when the Championships take place in Sofia next March.

Noel Carroll, Ireland's other star middle distance runner is hopeful, along with Murphy, that they will find sponsors to ensure their participation in the European Championships as the Irish Athletic Body, B.L.E., have not financed any runners in the European events in recent years.

GOLF—Dublin professional Jimmy Kinsella, who has won almost £3,000 on the professional tournament circuit this season will participate in the Nigerian Open Championships starting on the 3rd December next. After Christmas he will go to Africa once again to take part in a number of tournaments in Zambia.

BOXING—The Irish team to box against Norway at Bergen on the 13th December is the same as the side which was chosen

to box against the Scandinavians in Dublin some time ago. In that match Ireland emerged with a good win and it is hoped that they can repeat that performance at the Norwegian venue.

MINING FIND — Drilling at Navan, Co. Meath, by the Tara Exploration Company has revealed rich deposits of ore in the area. It is being forecast that the discovery is even more valuable than the famous Tynagh mine discovery in Co. Galway.

The explorations at Navan have so far revealed an estimated five million tons of ore and it is possible that when drilling has been completed that the seam will prove to be even more valuable.

The Navan mine was discovered on the farm of Mr. Patrick Wright, a farmer in his early seventies. He has eight daughters and one son and prospects of being a millionaire in the very near future.

POLITICS — The resignation of Mr. Kevin Boland, former Minister for Local Government, and the death of Fine Gael deputy, P. O'Donnell in Donegal, have created vacancies which are at present being contested in by-elections in Dublin and Donegal.

Mr. Boland resigned prior to a vote in the Dáil on a confidence motion in the Taoiseach

and Government as he felt that he could not vote for such a motion. The Northern Ireland political scene has been enlivened by the release from prison of Miss Bernadette Devlin, M.P. Eamonn McCann of Derry has been expelled from the Northern Ireland Labour Party Executive because of his identification with the policies and activities of Miss Devlin. At present the Northern Ireland Labour Party has only one M.P., Mr. Vivion Simpson.

'PHONE DANGER — According to one Dublin doctor the spread of colds and flu can be greatly curtailed by the cleaning and disinfection of telephone handsets in homes and offices. According to the Engineering Branch of the Department of Posts and Telegraphs the telephone booths in the city centre are swabbed and cleaned and the handsets are carefully washed and disinfected while the kiosks are washed down every second day. The report states that Postmasters in country districts are responsible for cleansing and disinfecting public phone sets in their areas at least twice weekly. It was not stated if the Postmasters are required to provide their own buckets and mops for this purpose.

NEW CIVIL SERVICE DEPARTMENT — A new public services department of the Civil Service is being set up by the Minister for Finance to deal with problems of recruitment of Civil Servants with special emphasis on the effort to attract people to the Civil Service. The new department will also keep a watch on the wage structures of state and semi-state Companies with a view to keeping order in payment of state and semi-state employees.

The establishment of the new Public Services Department follows recommendations made in the Devlin Report which was published last year.

INCREASED PRICES — An increase of one penny per pint in the price of milk has just been announced. This brings the new price of a pint of milk to 10d. The E.S.B. have also announced the Board's intention to increase the price of electricity early in the new year. An increase of 25% was announced by the Minister for Finance in the case of motor taxation and further bad news for the motorists has been the announcement by Dunlops of a 10% increase in the cost of tyres.



The various increases which have taken place since the relaxation by the Minister for Finance of his previous Wages Freeze will undoubtedly add to the difficulties which have already beset the employer/labour talks which have been resumed in an effort to reach agreement on a national pay claim.

SUGAR COMPANY LOSS—Erin Foods, the subsidiary of the Irish Sugar Company, recently published its annual report showing a trading loss of £300,000. The Company's turnover was £7.7 million and exports amounted to £4 million.

The Shannon Free Airport Development Co. Ltd. also published accounts recently showing a loss of £120,000.

CONDOLENCE

We extend our
deepest sympathy to
Mr. John Davis,
Personnel Assistant, on the
recent death of his father
Mr. William Davis

TWENTY YEARS AGO



This picture should provide many of our readers with material for much reminiscing and recall happy memories for many of those involved. For the record, those included were the Master and Officers of the "Irish Oak" photographed aboard twenty years ago. We are indebted to Captain J. Poole for the picture.

Back row (l. to r.): G. Cronin, Fifth Engineer; C. Devlin, Third Engineer; M. J. Byrne, Second Engineer; P. Banville, Fourth Engineer; W. Jones, Radio Officer; P. Cantwell, Third Officer.

Front row (l. to r.): M. McMahon, Apprentice; L. Tallon, Chief Officer; Captain J. Poole; A. Metcalf, Chief Engineer; E. O'Mahony, Second Officer; J. McEvoy, Chief Steward.

Kneeling: H. Markey, Apprentice, and M. Kavanagh, Apprentice.

Sadly, both Mr. Metcalf and Mr. O'Mahony have since died.

Christmas Greetings

"IRISH ELM"

To **Brian Cullen**, Catering Department, "Irish Elm", Christmas Greetings and best wishes for a very Happy Christmas with love and all our thoughts from Mam and Dad, also greetings from Brendan and Enda and family in Saulte San Marie. Greetings and best wishes to Captain and crew and the boys in the Catering Department from the Cullen family.

To **Thomas Hughes**, a very Happy Christmas to you, Thomas, hope you have a nice time from Mammy, Daddy, brothers and sisters in Lusk. Best wishes for a Happy Christmas from sister Noreen, brother-in-law, Noel.

To **Mike Bougioukas**, Christmas greetings and a Happy New Year from the Carrick family.

To **Bernard Clinton**, wishing you a very Happy Christmas from your Daddy, Mammy and all the boys.

To **Kenneth Edwards**, Third Engineer, Christmas Greetings and best wishes for the New Year from all at home.

To **Michael Gilton**, Happy Christmas and a bright New Year, Michael, with love from your Mam and Kathleen, also best wishes for Christmas and a Happy New Year from your brother Frank, Ann and children. Merry Christmas and New Year from Mary, Paul, Mary and Jacqueline. Wishing you a very Happy Christmas and New Year from your brother Joe, Dagmar, Ann and Roger in Norway. Christmas greetings from the Hannah family.

To **James Tallon**, Bosun, Love and best wishes for a Happy Christmas and New Year from your loving wife Anna, John, Nora and Brendan.

To **Trevor Mahony**, Catering Department. Hope you have a nice Christmas, all good wishes for the New Year with love from Mam, Dad, Janet, Kenneth and Monica, Sylvia and Peter.

To **Michael T. Lydon**, Deck Cadet. Wishing you a happy 21st birthday on December 7th and also greetings and best wishes for a Merry Christmas and a Happy New Year from Mam, Dad, Aidan, Mariae, Vincent and Dick.

"IRISH ROWAN"

To **John Molloy**, Second Cook, best wishes

for Christmas from Ma, Da, Pauline, Colette, Claire, Frances, Philip and Simon, Oliver, Colman and Joseph.

To **Oswald McGrath**, Deck Department, Happy Christmas, Oswald, from Mammy, John and Charles, Winifred, Mary, Anne, Margaret, Carmel and Theresa. Also hello to Ronald Keogh from the McGrath family.

To **Robert R. Martin**, "Irish Rowan", a very happy Christmas and a bright New Year. We all miss you very much and hope you have a nice time wherever you may be. God bless you and all on board the "Irish Rowan". With love from Mother, Father, Granda, Uncles and Aunts.

"IRISH CEDAR"

To **Ronan Dunne**, Catering Department, love and best wishes for a Happy Christmas from Mam, Dad, Ciaran, Darina, Aedamar, Jim and Kate. Looking forward to seeing you in the New Year.

To **Harry Gains**, Wishing you a Happy Christmas and a Prosperous New Year from Mum, Dad, John, Rosaleen, Marie, Nick and all your friends, hoping to see you soon, love and best wishes.

To **James Hannah**, Merry Christmas from Mam, Janet, brothers and sisters, also Christmas Greetings and best wishes for the New Year from Mrs. Gilton, Kathleen and also Michael. Greetings with love and best wishes for Christmas and the New Year from Dinah and all the Quinn family. Greetings also from Elsie.

To **Vincent Moynihan**, Catering Department, a very Happy Christmas and a bright New Year, we all miss you very much and hope you have a nice time wherever you are. God bless you and all aboard the Cedar. With love from Mam, Dad, Marie, Liz, Denis, Anthony and Coral. Also from Denis and Ben, Betty and John and all your cousins and friends at home.

To **Michael Redmond**, Engine Department, best wishes and lots of love for a Happy Christmas and a Prosperous New Year from Mum, Maria, Eamonn, Teresa and Gerry, Betty and Sean, Betty and Charlie, also many Happy Returns on your birthday on the 16th January from Mum, Maria, Eamonn, Teresa and Gerry, Betty and Sean, Betty and Charlie.

To **Dermot Murphy**, Christmas greetings and best wishes for the New Year from the Hannah family.

"IRISH STARDUST"

To **Robert Wright**, Greetings and best wishes for a Happy Christmas from Mam, Dad, Pat, Hugh, Angela, Kevin, Denis, Finbarr, Ann and also from Sheila in Boston.

To **Michael Brennan**, Greetings for Christmas and the New Year from Mammy, Maeve, Terry, wee Terry, Teresa, Mona, Winnie, Kathleen, Cindy, Judy, Finn, and last but not least Lena.

To **James Clinton**, Chief Steward, Wishing you a very Happy Christmas from your loving wife and family.

To **Michael Walsh**, Greetings and best wishes for Christmas and the New Year from Mam, Dad, Kathleen, Bob, Pat, Kevin, Donald and Marie, hope to see you soon. Also best wishes for Christmas and the New Year with love from Elizabeth.

To **Charles P. Kelly**, Third Engineer, Congratulations on your promotion and also on your engagement to Miss Marie Branigan, R.S.N., from Mum, Dad, brothers, sisters, brother-in-law and nephew Matthew and also from all your friends who wish you a very Happy Christmas.

"IRISH POPLAR"

To **Noel Fynes**, lots of love and best wishes on your birthday on the 9th December, also a very Happy Christmas with lots of love and kisses, hope to see you soon from your loving wife Mary. Happy Christmas and New Year's greetings, also Happy Birthday on the 9th December from all at South Shore. Greetings for your birthday on the 9th December, love from Mum and Dad. Greetings and best wishes for a Happy Christmas and New Year, God bless, Mum and Dad.

To **Robert Carrick**, Deck Department, wishing you a very Happy Christmas, see you soon, from Mary and Noel. Also Happy Christmas and New Year Greetings from Mother, Father, Patrick, Eugene, Kitser and Michael.

Christmas greetings from the Carrick family to **Martin Leonard** and **Jimmy Weldon**.

Happy Christmas to Bob from Andy, Maggie and family. Also to **Noel Fynes** and **Martin Leonard**. Also to **Robert Carrick**, greetings for your birthday, October 31st from Maisie and Kevin.

"IRISH PLANE"

To **Patrick John Houlihan**, Catering Department, Greetings and best wishes for a Happy Christmas from Mum, Dad, brothers and sisters, Brandy and Perky.

"IRISH SPRUCE"

To **John Ryan** (and Officers and Crew, "Irish Spruce") a very happy Christmas and a safe journey home in the New Year from your wife Joan, five daughters and son John.

To **Eamonn Maguire**, "Irish Elm", best wishes from your wife Ann, son Kenneth and all the family.

To **Edward O'Rourke**, "Irish Elm", Christmas greetings from Father, Mother, brothers and sisters.

To **Robert Martin**, "Irish Rowan", Greetings and best wishes from Margaret, Pat, Jean, Terry, Sonya and the O'Rourke family.

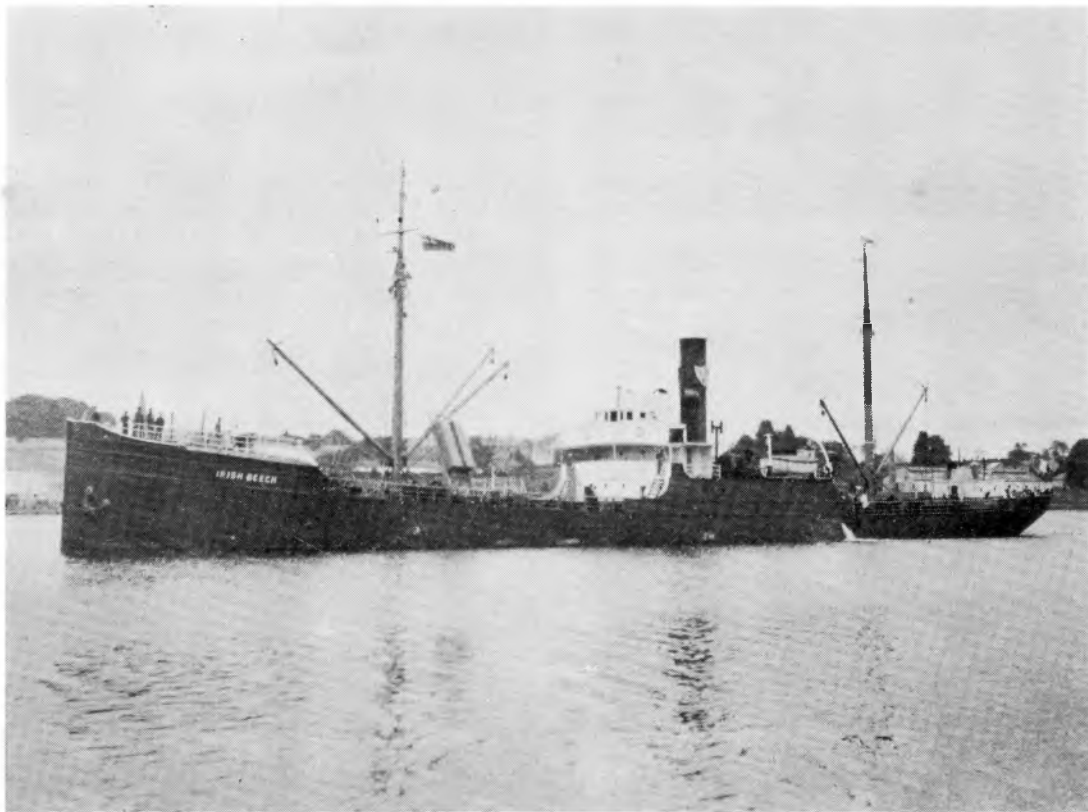
To **Noel Maguire**, "Irish Rowan", Belated birthday greetings and Happy Christmas from all at home. Also from Brian, Michele, Mia, Betty, Carl, Susan, Carrie, Seán, Kay, Mick and Ann. Also from Kathy.

To **Eamon Swan**, "Irish Cedar", Wishing you a very happy Christmas and all our love from your loving wife Joyce, daughter Adrienne, Mum, Dad and family. Also from Mum and Dad O'Rourke and Norman.

THANK YOU

To all our seamen's relatives who sent greetings and kind wishes to "Signal" and our office staff, we very much appreciate and heartily reciprocate your good wishes.

The Oldest and the Smallest



"Irish Beech".

Continuing our series on the ships of the Company we present details of three ships which were and still remain unique in the Company's history. These vessels represent the oldest and smallest ships ever owned by Irish Shipping and they are the "Irish Beech", "Irish Heather" and "Irish Fern".

The third vessel acquired by Irish Shipping following the establishment of the Company was a Yugoslav vessel called the "Cetvrti". Built in 1884 she was purchased by the Company in May, 1941, and was re-named "Irish Beech", with Dublin as her port of registry.

The "Cetvrti" was attacked by planes off the Irish coast in December, 1940, while carrying a cargo of fish from the Faroe Islands to Bilbao in Spain. Some days later she was found adrift by the Irish Marine Service patrol boat, "Fort Rannock" and was brought to Valentia harbour. The crew of 30 men who took to the lifeboats were landed

at Ballinskelligs and Valentia. A member of the crew of the "Fort Rannock" on that occasion was the late Mr. Tom Barry who was Chief Engineer with Irish Shipping up to the time of his retirement a few years ago.

On the 4th March, 1941, the High Court ordered the owners of the "Cetvrti" to pay £5,000 in settlement of claims by the crew of the "Fort Rannock", the Attorney General and the Minister for Defence arising out of the salvage of the vessel.

The "Irish Beech" served the Company until 1948 and in that time her great age began to show and numerous repairs were carried out on the vessel. On the 19th

January, 1948, the "Irish Beech" was sold to the Hammond Lane Foundry and was subsequently scrapped at Ringsend. The Master of the vessel during her last days was the late Captain Tom Donohoe of Dungarvan, Co. Waterford.

The "Irish Heather" was built by Goole Shipbuilding and Repairing Co., and was launched by Mrs. J. Jenkin, wife of Mr. Jack Jenkin, Director of the firm of Craggs and Jenkin, Hull. The launching ceremony took place on the 10th June, 1952, and the vessel was delivered to the Company on the 28th August of the same year. Her maiden voyage was from Newport, Monmouthshire, to Dublin in September, 1952, under the command of the late Captain J. H. Symms and the late Mr. J. Gaul was Chief Officer on the vessel. The "Irish Heather" had a deadweight of 1,375 tons and was engaged in the coastal trade prior to being sold in August, 1964. Her new owners were Hargreaves Coal and Shipping Ltd., of London and they re-named the vessel "Harglen". In

1968 the vessel was re-named once again and to-day she is still in service for her present owners, William Coe & Co., of Liverpool under the name "Hawthorn".

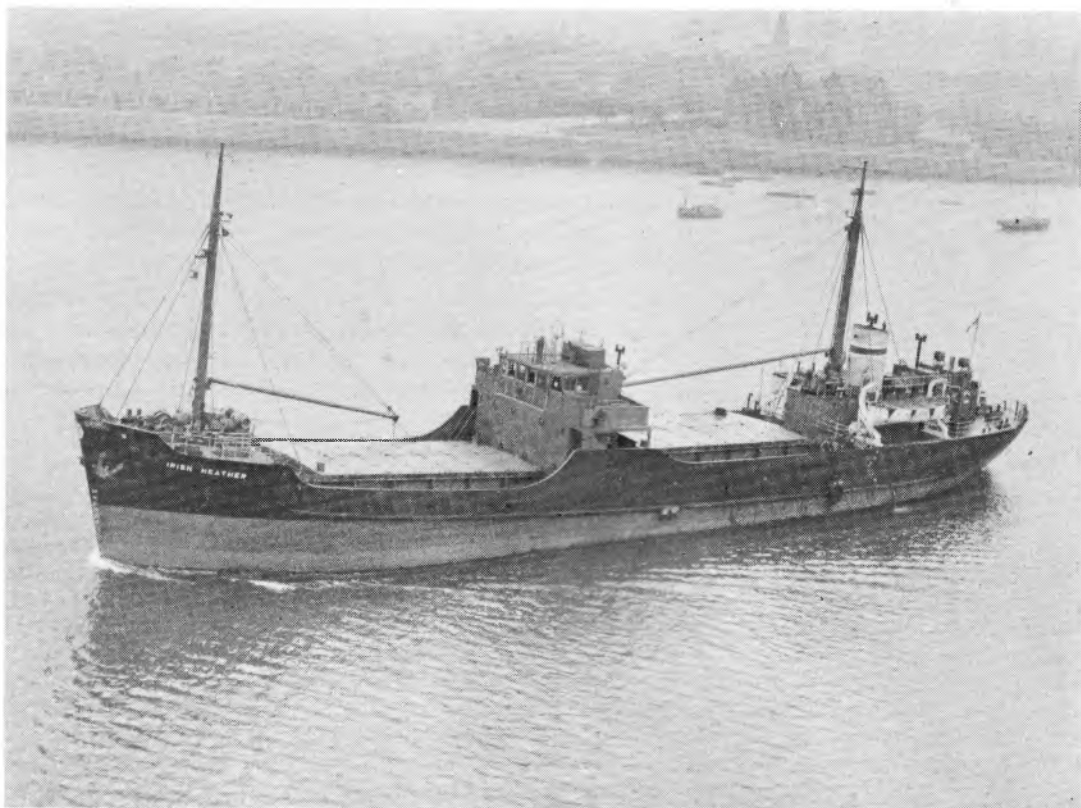
The "Irish Fern" was the first ship ever built in an Irish shipyard for the Company. She was launched by the wife of the President of Ireland, Mrs. Seán T. O'Kelly, at Liffey Dockyard on the 28th August, 1954. Present for the launching ceremony was the President, the late Mr. Seán T. O'Kelly, together with the then Minister for Finance, the late Mr. G. Sweetman, and the late Mr. W. Norton, then Minister for Industry and Commerce.

This vessel was also commanded on her maiden voyage by the late Captain Symms when she received a great welcome back in Dublin from Cardiff with a cargo of coal for C.I.E. Her Chief Engineer on the maiden voyage was the late Mr. H. Cuthbert who was attached to the Head Office staff prior to his untimely death in 1962.

The "Irish Fern", of 1,374 deadweight



"Irish Fern".



"Irish Heather".

tons, was sold to Stewart & Co. of Glasgow in October, 1964. She was re-named "Yew-tree" and she is still in service for Stewarts under the same name.

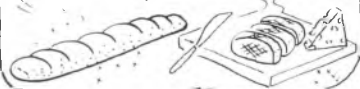
JUNIOR CHAMBER AWARD


Following on the recent highly successful World Congress of Junior Chamber International held in Dublin, at the annual dinner of Dublin Jaycees, Margaret McGivern was elected a J.C.I. Senator. This is only the second occasion that such an honour has been conferred on a lady member in Ireland and we congratulate Margaret, who has been a member of the local Chapter for the past six years.

GALLEY GRUB

Garlic Bread

- * 1 LONG-FRENCH LOAF
- * 1 CLOVE OF GARLIC
- * 3/4 OZS BUTTER OR MARGARINE





CRUSH THE SKINNED GARLIC TO PULP.

- MIX WITH BUTTER • CUT THE LOAF IN SLICES DOWN TO BOTTOM CRUST, BUT NOT RIGHT THROUGH • SPREAD ONE SIDE OF EACH CUT WITH THE GARLIC BUTTER • PRESS THE SLICES TOGETHER AND PUT THE LOAF INTO HOT OVEN FOR A FEW MINUTES UNTILL CRUST IS VERY CRISP.
- ▲ TO SERVE • CUT RIGHT THROUGH INTO SEPARATE PIECES • EXCELLENT WITH STEW OR ANY CASSEROLEDISH
- OR SERVE WITH CHEESE • COLD SAUSAGE ETC

FULL DRESS UNIFORM

CHARITY

BY EDWARD O'REGAN

It was a raw day in January as Myles Flanagan and his friend Cornelius Symington walked along the north quays of the River Liffey. The sky had that leaden, lightless pall of unbroken cloud cover that, in the very early part of the year, is sometimes accompanied by a piercing cold as the wind shifts to the north, bringing heavy snow. The streets were mushy from churned-up snow which would freeze hard in the night, making them treacherous to traffic. It was the kind of cold that penetrates the thickest woollen coverings, and even rapid walking scarcely kept one's circulation moving fast enough to counter the damp chill. The river was not frozen over, but large pancakes of ice drifted slowly on the dark, still surface.

"I wonder," said Flanagan, a heavy-boned countryman with a high colour, as he walked with his hands in his overcoat pockets, collar turned up, "I wonder how the devil the really poor and destitute manage to survive this kind of weather. Like those who sleep in the night-shelters and are thrown out every morning to spend their day wandering around the city."

The fat little figure of Symington trotted along beside the big countryman. "Indeed, 'tis hard on them. And those poor tinkers, they're called itinerants and travellin-people now. I suppose we'll never know, really. I think if one doesn't actually experience it, great hardship is not understood. We look on, and we feel pity, but we like to think we cannot really do anything about it, because there's really too much of it about to cope with. We never make a start. One good meal and a warm bed and all our pity dissolves like a mist."

"Maybe you're a bit hard on yourself there," said Flanagan, "only a saint can dedicate himself fully to assist the destitute. The most you or I can do is to contribute alms when really moved to compassion. Only the other day I was in O'Connell Street, and as I was crossing the bridge I saw an old man sitting on the pavement with his cap beside him. He looked utterly miserable and forlorn. The wind whipped through the stone balusters, and if he didn't get pneumonia it's a miracle." His voice dropped. "I felt suddenly affected, you know, as if in some strange way I was responsible. Call it pity, or charity, or compassion, but I dropped a 10s. note, well-folded so as not to be too noticeable, into his cap."

Somehow I felt better then, though I could not really afford so much. But isn't that praiseworthy enough? I don't mean my doing it, heaven knows when it will happen again. I mean the action itself, and whatever emotion prompted it."

"Heaven knows when it will happen again," repeated Symington, a slight irony underlying the soft emphasis he put on the phrase. "Oh, don't think I'm making fun of your compassion. In itself it was a good act. It is the isolation of it that, to me, makes it seem a rather useless effort. Like a voice in the night, disembodied, full of meaning, yet without meaning to the listener. I'll tell you why I am sceptical of such actions."

They had reached the gates of the Phoenix Park and walked with rapid strides into the Park itself. Here the street snow was less broken, while the paths were frozen hard, and like a sea of milk the great snow-carpet stretched away among the trees, covering the grass. The chestnuts along the main road radiated whiteness from their snow-foliage, beautiful with a crisp and clean beauty of infinite workmanship.

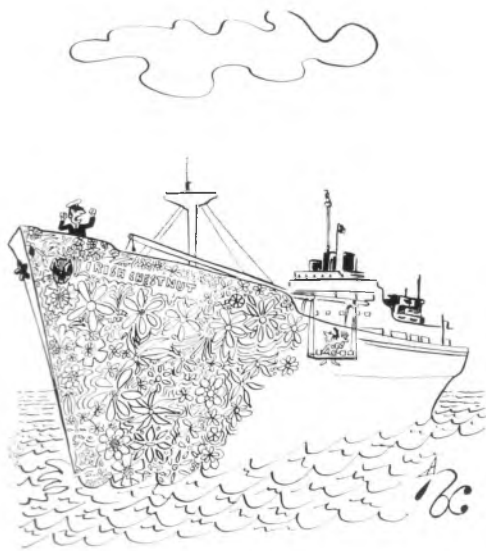
"One day," continued Symington, "some years ago, the city was blanketed like this with heavy snow, although there was not this intense cold, but a mildness that makes walking very pleasant. Peoples' faces glowed with that healthy reflection that makes even an ugly countenance appear pleasant, as if it radiated light. It was Christmas Day, and I and my wife and children were sitting down to our Christmas dinner. Though I am only an ordinary worker, neither rich nor poor, we put up a good table on that day, as so many do, and the debts can wait."

The table looked well. My wife had laid a linen cloth as white as the snow around us, and we had a couple of decanters of red and white wine, with a sherry and port in the middle. There was a bowl of white hyacinths too, and cut-glass tumblers, and when the dinner started my wife brought in those American casseroles, pale blue with white decorative motifs, like Wedgewood china. They were full of steaming potatoes, mashed and roasted, Brussel sprouts, green peas. There was a sauce-boat of brown gravy, the delicious golden-brown of the turkey, the pale pink of the ham, sure the table was a mesh of charming colour, the room full of mouth-watering odours, and the great blazing coal fire made it a fine picture of domestic bliss. How the children loved it. They clapped their hands with excitement, pulled crackers, and their new toys were everywhere about their chairs, as though they could not be parted from them for a minute.

FOOD FOR THOUGHT

Well, I began to eat, and I dearly love the Christmas dinner. It was one of those very rare occasions we experience in life when we are enraptured with contentment and joy. Someone had left on the wireless, which had been playing music in the background, no one paying any attention to it. Then the music stopped, the time-signal sounded, and the announcer said that So-and-So, a well-known comedian on the halls of the city, would make an appeal on behalf of the children in a certain refugee camp in Europe. I cannot recall even the name of that camp now.

This man wished all listeners a very happy Christmas. He said he knew most people in Ireland were sitting down to a well-filled table, and lacked for nothing. He painted quite a picture: turkey, ham, plum-pudding, sweets, cakes, wines, whiskey and soft drinks; indeed, just such a scene as the one in our dining-room, and in every dining-room in our street. He asked us did we know or care anything about the Christmas these unfortunate children, 'our brothers', he called them, were having this same day in their huts in the camp. He painted a most sad, and affecting scene; the children, some of them born and reared in the camp, sitting at a bare deal table of planks, in the clothes given of charity, ill-fitting and worn, and threadbare; of old



THAT'S NOT WHAT I MEANT WHEN I SAID
PAINT THE SHIP ABLE SEAMAN MALONEY.

and crippled parents, uncles, aunts, in whom hope was almost dead, refugees from a despotic government, penned like goats in their awful, soulless, enclosure, some of them ten years there.

Efforts had been made to allow many of them to emigrate to other countries in the West, but only a handful would be taken, and these the most fit. The ailing, the old, the crippled, those indeed who most needed a home were unwanted by any country, and would not be taken. They faced a life of continued misery and unwantedness to their life's end. I cannot tell you how well the man painted his subject, but all of us at the table found ourselves listening, and spoke little.

For myself, I have seldom been so overcome with emotion. Only the chatter of the children kept me from being noticed. I had to make a great pretence of eating with the utmost concentration, my eyes fixed on my plate. I really felt as if the tears were going to run, while in the grimmest irony, my mouth was full of succulent food. It was a most extraordinary sensation. I felt as if I was eating that dinner under the eyes of the half-starved children sitting before their unpalatable fare.

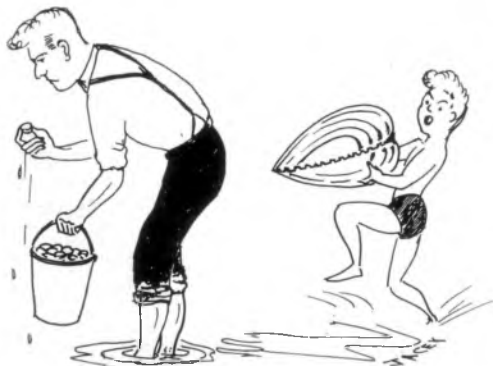
I went on eating and drinking, but my mind was now wearily seeking some way of

pacifying my goaded conscience. I knew then what I would do. I would send a donation to the camp as soon as I could. A big donation, one that would hurt. I was even aware that this would not be enough. I would join some charitable organization, like the Saint Vincent de Paul Society, and devote my life to it. Somehow, I would have to find an expiation for the terrible sin of that plenty in a world of famished and forgotten beings whom, as a Christian, I called my brothers. This emotion was so deep, so overpowering, so piercing, it was impossible it could pass without being honoured by my sacrifice.

And what happened? What do you think happened? Ah, you know, of course. I am all men. No saint, not much of a sinner, either, for the great sinners have much to hope for; but I, we, the-middle-of-the-road-man — well, we shrug off these attacks of the conscience when it really does fiercely upbraid us, and we fall back into our easy, lazy rut, with only a haunting memory of truth somewhere in the dark caverns of the mind. An uneasy rustling in the recesses, a twinge in the night before sleep, and all is forgotten again, and the poor stay hungry. As you said, we can't all be saints devoting our whole lives to the service of the destitute. And as for this emotion, heaven knows when it will happen again."

Flanagan said nothing. The two men walked on over the snow-covered pathway, without speaking, Symington with an angry look in his eyes. Darkness was falling as they turned back by a road leading to another entrance into the big park, and a few white swirls showed in the headlights of a passing car as the first flakes settled silently down.

There would be another heavy fall in the desolate January night.



Re-union in Cyprus



A happy re-union in Famagusta as Sergeant James Furlong of the 19th Infantry Group in Cyprus meets his son James on board the "Cedar". James Junior is a member of the ship's catering staff.

Minister visits 'Cedar'



Captain T. Hughes, "Irish Cedar", welcomes on board Mr. J. Cronin, Minister for Defence, when the Minister paid a visit to the vessel at Famagusta, Cyprus, last October. Mr. Cronin was on a tour of the island to see the Irish Army contingent serving with the United Nations peace-keeping force.

CADET NEWS

ENGINEER CADETS' PRIZES — 1970

The annual prizegiving will be held on the occasion of the Engineer Cadets' Dinner Dance, which will be held at the Imperial Hotel, Cork, on Friday, 11th December.

This year's prizes are awarded to **Cadet E. McGillicuddy** and **Cadet J. Kehoe**, who will receive the Burmah Castrol Trophy and the Irish Shipping Directors' prize respectively. The Burmah Castrol Trophy will be presented by **Mr. C. Stuart**, Director of Burmah Castrol, and the Irish Shipping prize will be presented by **Mr. G. Jones**, a Director of the company.

Cadet E. J. McGillicuddy, of Gortnagowan, Glencar, Co. Kerry, is at present serving as Junior Engineer on the "Irish Plane"; having recently returned from a voyage to Australia, Japan and Canada, on the "Irish Rowan".

Cadet McGillicuddy, who won the Directors' prize last year, is the first Cadet to win both trophies. He was educated at Shanacashel National School, Glencar, and at the Vocational School, Killorglin, where he achieved six honours in his Day Group Certificate.

He joined the Crawford Technical Institute, Cork, in October, 1966, completing his theoretical and workshop training there in 1969, after which he attended a short modern developments course and fire-fighting and survival course at the School of Maritime Studies, Plymouth, before proceeding to sea on his first voyage on the "Irish Plane".

His younger brother, John, joined BP Tankers, as an Engineer Cadet this year and he is at present training at the Crawford Technical Institute.

Cadet Joseph Kehoe, of Kilmore Quay, Co. Wexford, is at present serving on the "Irish Poplar", on voyage from Dublin to New York and other east coast United States ports.

He was educated at Chapel Garden National School, Kilturk National School and St. Peter's College, Wexford. Before coming to sea, he worked with his father in lobster boats and in the Royal National Lifeboat Institute in Kilmore Quay.

He commenced his training in the Crawford Technical Institute in September, 1967, while he was reported as having been an outstanding student in every way. During his

final year, he was promoted to the rank of Cadet Captain and made a major contribution to the organisation, discipline and administration of the Marine Engineering Department.

On leaving he also attended the modern developments course, survival and fire-fighting course in the School of Maritime Studies, Plymouth, before joining the "Irish Plane", which is trading between Irish ports and Casablanca. He received an outstanding report from the Chief Engineer of the "Irish Plane".

I.S.L. CADETS ON "ASGARD"

Cadets **M. McCann**, **P. McGlade**, **E. Burke** and **N. Powell** were amongst the crew of the "Asgard" when this historic sail-training ship took part in the Southsea to Cherbourg race last September.

The "Asgard" won her class and was second overall in the event, being beaten for first place by less than two minutes. The winner of the race was the "Merlin".



Engineer Cadet **N. Powell** on board the "Asgard".



Cadet H. McGowan pictured on board the "Ixion".

ENGINEER CADETS 1970

The following Cadets were selected by the company this year and commenced their training at the Crawford Technical Institute in September last. Francis G. Cronin, Shankill, Co. Dublin; P. Noel Duffy, Shercock, Co. Monaghan; Francis M. Keane, Whiteabbey, Kildare; James F. Lynch, Cork; Colm P. O'Brien, Malahide, Co. Dublin; Eugene Gerard Tubridy, Killiney, Co. Dublin; Michael J. Tyrell, Arklow, Co. Wicklow; Karl R. Vekins, Walkinstown, Dublin, and Denis J. Walsh, Ballymore Eustace, Co. Kildare.

APPOINTED TO "IRISH ROWAN"

Our best wishes to **Oliver Murphy**, of Dublin, who trained with the Company as Deck Boy, O.S., and E.D.H., and who has been appointed Cadet on the "Irish Rowan". Cadet Murphy served on the maiden voyage of the "Irish Elm" and obtained his Radar Observer's Certificate at the Irish Nautical College. He is at present on his final six months training in preparation for his Second Mate's Certificate.

OCEAN FLEETS CADET

As part of the reciprocal arrangement

(Right) The "Elm" goes through the Panama Canal.

between the two companies, **Cadet K. Hardy**, of Ocean Fleets, is at present serving on board the "Irish Elm".

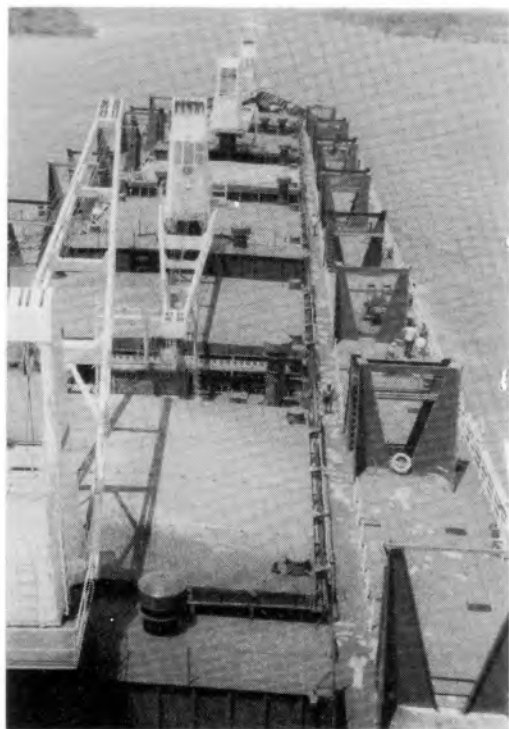
Irish Shipping Cadet, **H. A. McGowan**, recently completed a voyage on board the "Ixion". The voyage was from the Continent and United Kingdom to Malaysia, Bangkok, Hong Kong and Formosa via Durban, and homeward via Durban and Las Palmas.

DECK CADETS

Deck Cadets who joined the company this year were **L. Coyle**, of Dromore West, Co. Sligo; **L. Gavin**, Clonmel; **P. Murphy**, Kinsale; **D. O'Leary**, Kinsale; **S. O'Byrne**, Dublin; **M. Purcell**, Tullaroan, Co. Kilkenny; **M. Ryan**, Dublin; **C. Spain**, Offaly; **J. Whelan**, Dublin; and **P. Cahalane**, Co. Cork.

SAILING SUCCESSES

Following on his selection and participation in the world 420 Championships last August, **Deck Cadet John Richardson** won three events at the Mountshannon 420 Annual Regatta. In the world championships held at Tel Aviv, John was partnered by another I.S.L. Cadet, **David Hopkins**. Our congratulations to both on their selection and on John's successes.





"SYCAMORE" HOMEWARD BOUND

The "Irish Sycamore" is at present loading grain in Great Lakes ports for discharge at Liverpool. The vessel sailed from Chicago on the 23rd November. She will continue loading in Thunder Bay from the 25th to the 29th November before going on to Montreal where she is expected to arrive on the 4th December. She will complete loading at Montreal on the 7th December and will be due in Liverpool on the 17th December where the crew will be paid off.

"IRISH ROWAN"

After loading machinery and general cargo at Hamilton and Montreal for Australia, the "Rowan" went through the Panama Canal on the 21st November and is due at Gove in Northern Australia on the 18th December. She will then proceed to Newcastle where she is expected to arrive on the 28th December and will subsequently call at Sydney and Melbourne. The vessel has not been fixed for her next voyage after completing at Melbourne on the 10th January.

The "Irish Rowan" is on Time Charter to Federal Commerce.

"IRISH STAR"

This vessel sailed from Vancouver on the 16th November and is expected at Panama on the 29th November on voyage to Rotterdam where she will be due on the 14th December with a cargo of lumber. Following discharge at Rotterdam the vessel will go on to Brake in Germany to complete discharge.

"ALDER'S" LAST VOYAGE

The "Irish Alder" is at present on voyage from Dakar in Senegal with a cargo of phosphates for discharge at Avonmouth where she is due to arrive on the 30th November. She will be discharging her cargo until the 10th December after which she will drydock prior to handing over to her new owners. The "Alder's" crew will be paid off after the vessel drydocks.

On her final voyage the vessel is under the command of Captain J. J. Walshe and her Chief Engineer is Mr. J. Moynihan.

The "Irish Alder", a vessel of 11,057 d.w.t. was built at William Grey & Co., Westhurtlepool, in 1957.

"IRISH STARDUST"

Completed the fitting of her Munk Loaders at Langesund in Norway and sailed on the 19th November for Norfolk where she will load a cargo of coal for Japan. The vessel is expected at Norfolk on the 29th November and should transit the Panama Canal on the 6th December, arriving in Japan about the 29th December. When she has completed discharge at Japan she will go to British Columbia to load lumber products for a United Kingdom or Continental port.

On the present voyage Captain J. Caird relieved Captain M. McMahon and Mr. H. Dowdall, Chief Engineer, relieved Mr. M. Dillon. Chief Officer, Mr. E. Greevy replaced Mr. J. Mitchell. On board with Mr. J. Hennessy, Second Engineer, is his wife and baby daughter.

"ELM" FOR SOUTH KOREA

This vessel sailed from Antwerp on the 13th November after loading a consignment of motor cars for discharge at Baltimore and Los Angeles. She arrived in Baltimore on the 22nd November and then proceeded to Tampa where she is expected on the 28th November. At Tampa she loads a cargo of phosphates for discharge in South Korea. The vessel is expected to transit the Panama Canal on the 2nd December, arriving in Los Angeles about the 11th December to complete discharge of her cargo of cars. She will then proceed to South Korea to dis-

charge her phosphate cargo before going in ballast to Japan to take on motor cars for a European Continental port.

"CEDAR" AT BAHAMAS

Sailed from Newark on the 20th November for Inagua in the Bahamas where she arrived on the 24th November and loads salt for discharge at Baltimore where she is expected on the 29th November.

The "Irish Cedar" is on Time Charter to Vigo Steamship Co. of New York and we have not yet been advised of her further movements after completing at Baltimore.



This picture shows the "Irish Elm" loading cars at Amesterdam, and the motor cars in the foreground comprise part of the ship's cargo.

HALIFAX



The port of Halifax, Nova Scotia, which is a regular port of call for the "Irish Poplar" and "Irish Spruce" on our joint North Atlantic Liner service. The I.S.L. vessels load at the berths shown in the left foreground of this picture.

"IRISH PLANE"

This vessel continues on the Casablanca to Dublin and Cork run bringing phosphates for Goulding Fertilisers Ltd.

She arrived in Dublin on the 25th November and completes discharge in Cork before sailing on the 2nd December and is expected in Casablanca on the 6th December to load for Dublin. The "Plane" should be back in Dublin on the 12th December.

"IRISH SPRUCE"

Arrived in Dublin on the 24th November from Manchester and is expected to sail outwards on the 27th November, arriving in Philadelphia on 5th December.

In Dublin the vessel loaded 600 tons of meat and a general cargo for Philadelphia, Baltimore, Newport News and New York.

Included in the export cargo was a 13 tons yacht which was stowed on deck and the vessel also carried 200 tons of baler twine from Belfast. The general cargo also included wool, whiskey, peat moss and milk powder.

"IRISH POPLAR"

The "Poplar" is expected to sail from Halifax on the 25th November for Manchester where she is expected to arrive about the 3rd December. She is carrying woodpulp, timber, tobacco and copper for discharge at Manchester. The "Irish Poplar" called at Philadelphia, Baltimore, Norfolk, Savannah and New York as well as Halifax on her present voyage. When she completes loading outward cargo at Manchester she will call at Dublin where she is due to arrive on the 15th December.

Fleet Personnel



As at 1st. December, 1970

Deck and Engineer Officers in Order of Rank

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

"IRISH PLANE": Captain J. Poole. Deck Officers: J. S. Mitchell, J. Tallon, J. M. Darcy. Deck Cadets: C. Graham, S. O'Byrne, W. Coyle, L. Gavin. Engineer Officers: J. Johnson, M. J. Kennedy, J. F. McGonnell, T. Maxwell, M. O'Riordan, J. O'Connor, J. Pryme. Electrical Engineer: M. O'Callaghan. Chief Steward: T. Forde. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, G. Derham, W. Kavanagh, D. Drycoll, J. D. Scanlon, J. McElwain, P. Branigan, P. Hyland, S. Hunt, C. Melinn. Engine Department: P. Proctor, J. Lattimour, T. Doyle. Catering Department: L. Robinson, C. Maloney, J. Maguire, D. Gregg, C. Guiden, P. O'Reilly, P. Houlihan, J. Hogan.

"IRISH STARDUST": Captain J. A. Caird. Deck Officers: E. Greevy, J. J. Whyte, T. Brennan. Deck Cadet: P. Farnan. Engineer Officers: H. Dowdall, J. J. Hennessy, C. P. Kelly, J. A. O'Toole, D. O'Brien, T. O'Toole. Engineer Cadet: C. Teehan. Electrical Engineer: T. Lyne. Chief Steward: J. Clinton. Radio Officer: H. F. Wilson. G.P.R.'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 Department: J. Reddy, D. Magher, E. Murphy, R. Wright, J. Hanlon, S. Ebbs, J. Kennedy.

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

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

"IRISH SPRUCE": Captain J. A. Gleeson. Deck Officers: M. Devine, R. Gordon, F. Healy. Deck Cadets: P. Kelly, H. McGowan, P. Murphy. Engineer Officers: D. Falvey, T. J. Wren, M. Egan, M. Cahalan, H. Manweiler, J. English, W. Dalton, P. Caffrey. Electrical Engineer: P. Fitzgerald. Chief Steward: E. Fricker. Radio Officer: P. O'Shea. Deck Department: W. Byrne, P. Byrne, T. Perle, C. Maguire, L. F. O'Sullivan, O. Grace, B. Stacey, A. M. Stanley, P. J. Fitzpatrick, J. Dillon, K. Kelly. Engine Department: A. Vaughney, J. Ryan, W. Russell, B. Malone, J. Early. Catering Department: J. Rourke, J. Kane, U. Maher, J. Butler, P. Bollard, M. Keogh, J. Roche.

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

"IRISH ELM": Captain B. Reilly. Deck Officers: P. Kelly, J. P. O'Leary, F. W. Kirk. Deck Cadets: M. Lydon, P. O'Leary. Engineer Officers: G. Rowe, L. J. O'Toole, K. Edwards, D. J. Menzies, A. Barry, P. A. Collins, J. P. Geary. Engineer Cadets: F. Mullin, E. Kealy. Chief Steward: T. O'Connell. Radio Officer: H. Harley. Electrical Engineer: J. Dunn. G.P.R.'s: J. Tallon, J. Doyle, B. Clinton, H. Johnson, T. Hughes, B. Mulready, M. Gilton, J. Clarke, E. O'Rourke, M. Bougioukas, J. Farrelly, T. Kelly, O. Shiels, M. Bonnie. Catering Department: R. Egan, J. Smith, E. Maguire, B. Cullen, T. Mahony, T. Keegan, G. Walsh.

"IRISH SYCAMORE": Captain M. G. O'Dwyer. Deck Officers: P. V. Buckley, G. M. Kyne, 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 Cadet: D. Hayes. Electrical Engineer: T. Duggan. Chief Steward: J. Bennett. Radio Officer: G. J. Simpson. Deck Department: W. Boon, P. Rice, P. Graine, W. Davis, J. Hunter, P. O'Connor, J. Griffin, J. O'Hara, D. Murphy, J. Sexton. Engine Department: P. J. Corcoran, N. Kavanagh, M. Sheehan. Catering Department: G. Zachert, P. Doyle, B. Muldoon, B. Delaney, T. Healy, T. Maguire, A. McCann.

"IRISH ROWAN": Captain J. S. Kerr. Deck Officers: M. Carey, M. Coleman, J. A. Gotter. Deck Cadets: J. Whelan, C. Spain, O. Murphy. Engineer Officers: H. Mooney, W. Cleary, E. Doyle, J. Leahy, O. Delaney, J. Dixon, D. Gerety. Engineer Cadet: F. Hennessy. Electrical Engineer: R. Dunne. Chief Steward: H. Bond. Radio Officer: T. Phillips. Deck Department: J. Heaney, P. Harris, N. Reynolds, O. McGrath, R. Keogh, J. Smith, D. Healy, R. Martin, L. Beggs, M. Macken, J. Duff. Engine Department: G. Maguire, H. Rice, P. O'Brien, B. Coogan. Catering Department: D. Gibbons, J. M. Molloy, E. Mulready, S. Paige, P. Boyle, A. Kennedy, E. Crosbie.