

JANUARY/FEBRUARY 1972

Signal

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NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.



OFFICERS ASHORE
AS AT 28th FEBRUARY, 1972

Masters: J. A. Caird, E. C. G. Home, T. Hughes, M. McMahon, J. Onions, I. A. Shiel, J. J. Walsh.

Chief Officers: M. Devine, M. Doyle, G. M. Kyne, C. Mahon, P. A. Murphy.

Second Officers: F. Henderson, J. A. Moynihan, J. Ryder, J. Tallon, J. J. Whyte.

Third Officers: J. A. Cotter, E. Cowman, J. M. Darcy, P. Farnan, J. Kenny, L. A. Kinsella, W. Twomey, P. Richardson.

Deck Cadets: D. Corrigan, J. Flanagan, P. Hearne, J. Hickey, P. Kenny, J. McNulty, M. O'Callaghan, L. Whelan, J. Murphy.

Chief Engineers: M. J. Byrne, H. Dowdall, J. Johnson, T. O'Sullivan, A. Bolger.

Second Engineers: J. J. Fahey, M. J. Kennedy, D. J. Knott, D. McLoughlin, T. J. Wren.

Third Engineers: K. A. Barry, M. J. Cahalane, E. Doyle, M. Egan, D. J. Menzies, M. J. Murphy, T. J. O'Keeffe, L. Robinson, E. Sweeney.

Fourth Engineers: M. Byrne, P. Dowling, D. Gabriel, D. Gerety, D. O'Brien, T. O'Toole, O. Prunty, T. Walsh, T. J. Kenny.

Junior Engineers: E. Kealy, M. Kehoe, J. O'Connor, W. A. Roberts, P. Ruddy, C. Teehan, D. Tierney, J. M. English, D. Telfer.

Engineer Cadets: P. McGlade.

Electrical Engineers: J. Breen, J. Dunn, R. Dunne, P. Fitzgerald, D. Niall, E. P. Perry, E. Walsh.

Chief Stewards: J. Doran, T. Forde, E. Fricker, C. O'Donovan, F. Walshe.

CADETS ATTENDING
PLYMOUTH COLLEGE

P. Cahalane, D. Cogan, C. Graham, H. McGowan.

DECK CADETS SERVING ON
BLUE FUNNEL SHIPS

C. Spain m.v. "Achilles", T. Ruane s.s. "Perseus", H. O'Brien m.v. "Fulani".

CONGRATULATIONS

- To: **M. Coleman** on obtaining his Master's Certificate.
To: **P. Cowman** on obtaining his First Mate's Foreign-going Certificate.
To: **O. Murphy** on obtaining his First Mate's Home Trade Certificate.
To: **D. Menzies** on obtaining his Second Class Motor Certificate.
To: **J. Pryme** on obtaining his Second Class Motor Certificate.
To: **W. Sherringham** on obtaining his Second Class Motor Certificate.
To: **J. Doran** on obtaining his Second Class Motor Certificate.
To: **J. Daly** on obtaining his Second Mate's Certificate.
To: **J. Kenny** on obtaining his Second Mate's Certificate.
To: **P. Richardson** on obtaining his Second Mate's Certificate.
To: **Deck Cadet J. Flanagan** who recently passed the O.N.D. Examination.
To: **J. Royce** on obtaining his E.D.H. Certificate.
To: **H. Gaines** on obtaining his E.D.H. Certificate.

ON THE SICK LIST

We send best wishes for a speedy recovery to Chief Engineers, **J. Johnston, H. Dowdall, J. Morgan** and **M. J. Byrne**, all of whom are at present on sick leave.

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

Management Changes Announced



MR. L. S. FURLONG
General Manager.



MR. W. A. O'NEILL
General Manager Designate.

The Chairman of Irish Shipping Ltd., Mr. Perry Greer, has announced the following changes in the Management structure of the Company.

"The present General Manager, Mr. L. S. Furlong, will towards the end of next year relinquish his full-time responsibilities as General Manager. He will be replaced in that capacity by the present Assistant General Manager, Mr. W. A. O'Neill, who now becomes General Manager Designate."

New Irish-Continental Car Ferry for 1973

A replacement service for the discontinued Normandy Ferries car ferry will be provided from June 1973. The new £4 million vessel which will serve on the Rosslare/France route will be owned 50% by Irish Shipping Ltd., and 25% each by Lion Ferry, A.B., of Sweden and Fearnley & Eger of Oslo.

The vessel, which is at present being built at Bremerhaven, will fly the Irish flag and she will have accommodation for 1,000 passengers and car space for 200 cars or thirty 40 ft. lorries. She will have a service speed of 21 knots and the passenger accommodation will include 158 cabins for 547 passengers with most of the cabins providing shower and toilet facilities.

NEWS FROM HOME



GAELIC FOOTBALL — The semi-final pairings for the National Football League are Offaly v Mayo and Kerry v Derry. This result follows the last full round of League fixtures. Four teams from the First Division will be relegated next year including Down who have been to the forefront in football for such a long time. With Down, Tipperary and Waterford, who were promoted to the First Division last year, will be relegated together with Antrim. Counties Longford, Roscommon and Cavan who were all relegated last year to the Second Division have earned promotion this year together with Westmeath. These four counties will contest the semi-finals of the Second Division of the National Football League.

All Ireland champions Offaly completed their series of matches in Group "A" of the First Division without defeat as did Derry in Group "B" of the same Division.

HURLING — Current National Hurling League Champions, Limerick, suffered their first defeat in the current league season when they were beaten by a point in their game with Cork on 20th February. The Cork side gained a shock win with a last minute goal scored by Charlie McCarthy. Kilkenny now head the National Hurling League First Division due to their better goal average. Kilkenny suffered their only defeat in the league when they were beaten by a one point margin by Limerick. Limerick and Tipperary meet in Thurles on Sunday, 12th March in the vital game which will decide the National Hurling League semi-final pairings. The Hurling League looks like providing an exciting climax with Kilkenny, Tipperary, Galway and Limerick likely to contest the semi-finals. Both Limerick hurlers and Offaly footballers have been invited to the United States for exhibition matches.

RUGBY — A very disappointing feature of the current Rugby Internationals has been the decision of both Scotland and Wales not

to fulfill their fixtures at Lansdowne Road in the present political circumstances. Although the Irish Rugby Football Union has assured both Wales and Scotland that they would run no risks by coming to Lansdowne Road the two home internationals for Ireland have been called off although there is hope that they may be played later in the season. The cancellation of the matches is estimated to represent a financial loss of about £70,000 to the Irish Rugby Football Union. In the current International series, Wales have, by their decision, relinquished their good prospects of capturing this year's Triple Crown as they have already beaten England and Scotland. Ireland have also won their two matches against France and England which were played in Paris and Twickenham respectively. The cancellation of the matches has been especially disappointing to Tom Kiernan who has already gained a record number of International Caps, and played so well in both his matches this year that he could reasonably expect to improve on his record.

SOCCER — The current F.A.I. Cup competition produced very few surprises with the possible exception of the Cup-Holders, Limerick, scoring a three goal to one win over Bohemians. In view of Limerick's poor record in the current League of Ireland series of matches, in which they have lost 13 of their 21 games and only won 4 games, Bohemians were confidently expected to win their way into the second round. The teams which have advanced to the second round are current League leaders, Waterford, and runners up Cork Hibernians, Dundalk, Shamrock Rovers, Drumcondra, Cork Celtic, St. Patrick's Athletic and Limerick. Perhaps the most interesting event in the past few months has been the appearance in Dalymount Park of the famous Pele who gave a disappointing performance when his club team, Santos, beat a Bohemians/Drumcondra selection by three goals to two. The famous

World Cup star did not reproduce much of the magic for which he is famous, and for which he could claim a fee of £1,000 for his ninety minutes appearance at Dalymount.

In the current League Waterford are three points ahead of Cork Hibernians who are a further point in front of Finn Harps. Seven points behind the three leaders come Bohemians and Dundalk while at the bottom of the table Sligo Rovers, Limerick and Drumcondra contest the relegation issue with 11, 12 and 13 points respectively.

LATE SENATOR JAMES DUNNE — The death took place recently of Senator James Dunne who has been so prominent in recent years as a Trade Union official and especially for his leadership of the Marine Port and General Workers Union. The late Senator Dunne was 51, and representatives of the two houses of the Oireachtas and of many public bodies attended his funeral on 19th February.

NEW ARCHBISHOP — On the retirement of Most Rev. Dr. J. C. McQuaid as Archbishop of Dublin Most Rev. Dr. Dermot Ryan was appointed and was installed as Archbishop on Sunday, 27th February.

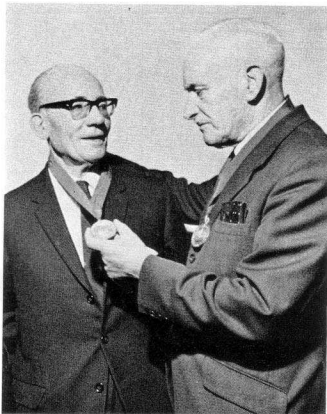
EUROVISION SONG CONTEST — Ireland's entry in this year's Eurovision Song Contest to be held in Edinburgh will, for the first time, be an Irish song. The title of the song is "Ceol an Ghradh", the singer is Sandy Jones from Dublin.

NORTHERN IRELAND — The continuing tragedy of Northern Ireland has cast a grave shadow over relations between the Republic of Ireland and Great Britain. The cancellation of Rugby Internationals with Scotland and Wales and even the calling off of water-polo, badminton, and women's Hockey Internationals by Wales is to be very much regretted as personal contact between ordinary people, especially in the realms of sport, could be of considerable benefit in the present situation. It is the fervent hope of the vast majority of the Irish people that a just solution will be found to the problem of Northern Ireland and that all Irish men and women North and South, will be able to live in peace; a peace founded on justice and goodwill.

COMPREHENSIVE WELFARE SCHEME

— It is reported that legislation will soon be introduced in this country which will make Social Welfare, Pensions and Sickness Benefits available to all income groups. Such a move would dispense with the present income limit of £1,600 for insurable employees under the Social Welfare Scheme. The new legislation is said to be prompted by the need to improve Social Welfare Benefits and Health Services and bring them more into line with welfare schemes obtaining in E.E.C. countries.

"ASGARD" AWARD



Colonel A. T. Lawlor (on right) presenting the 1972 Asgard Award to Mr. John Tyrrell, F.R.I.N.A. for his outstanding contribution to Irish Maritime affairs. Mr. Tyrrell is the well known Arklow Naval Architect and Shipbuilder and the presentation was made at the Naval Association, Dun Laoghaire branch Annual Dinner held on 29th January.

FROM MR. E. URELL

We received the following expression of thanks from Mr. Urell of the Crawford Technical Institute, Cork, just after we had gone to press with our Christmas issue. "To all my friends afloat and ashore, I send sincerest thanks for your wonderful presentation and gifts on the occasion of my retirement from "active" duty and I take this opportunity to wish you all a happy Christmas and a bright New Year".

BIRTHDAY GREETINGS

To **Raymond Whelan**, Chief Cook, "Irish Stardust". Birthday Greetings and good wishes for your birthday which takes place on 26th February, from Mam, Dad, Lorna, Patricia, Desmond, Sean, Derrick, Richard and Cline.

To **John V. Moynihan**, Catering Department, "Irish Poplar". Greetings and best wishes for a very happy birthday on 8th February, from Mam and Dad, Marie, Liz, Dennis, Anthony and little Carol.

To **Michael Dillon**, Chief Engineer, "Irish Stardust". Happy birthday Mike, always thinking of you, all my love, your loving wife Patricia. Also birthday greetings to Michael on his birthday, 10th February, and God's blessing from your loving Mammy and all the Dillon family.

To **Paddy McDonnell**, "Irish Star". Wishing you a very happy 21st birthday and looking forward to seeing you very soon. Best love, Ann. Also best wishes on your 21st birthday on 17th March, from Dad, Mam, brothers, sisters, nephews and nieces. God bless and safe voyage.

To **Paul Miley**, "Irish Poplar". Happy birthday and best wishes from Mum and Dad, Brian, Phil and Robin.



"FULL AHEAD ONE CHEF"



All hands in the engine room. This is in fact, an optical illusion and Second Engineer, R. Broderick of the "Irish Star" has not got three arms as this picture would appear to suggest.

SEAFARERS' CLUB "EASTER FAIR"

On Saturday, 25th March 1972, an Easter Fair will be held at the Seafarers' Club, 3 Beresford Place, Dublin 1, from 3 p.m. to 6 p.m. Cakes, Books and Fancy Goods will be on sale and light refreshments will be available. It is felt that this venture will be of special interest to all readers of "Signal" and it is hoped that they will support it in force on the day. If in the meantime anyone wishes to donate something to the "Fair" parcels may be left at the Club any evening between 7 and 11 p.m.

The President of the Seafarers' Club has asked us to publish this notice of the "Easter Fair" and we would ask any of our readers who can do so to support this event which is in aid of such a very worthy cause.

“Follow-the-Fleet” Awards 1971



First prize winners in “Follow the Fleet” Competition 1971 were St. Mary’s Convent National School, Edenderry, Co. Offaly, pictured here with their teacher, Mrs. M. Glynn, and the Principal of the school, Rev. Sister Theresa Joseph. The children are lined up to form the letters I.S. for Irish Shipping.

At a very pleasant function held in Dublin on 30th January last, the Secretary of the Department of Education, Mr. Seán Mac Gearailt presented prizes to award winners in the 1971 “Follow the Fleet” competition. The recipients were school children from various parts of the country who had submitted winning projects based on “Follow the Fleet”. The entries, which were on display at the function, included models of ships and light-houses; art and craft work dealing with maritime themes; sea shanties and poems of the sea recorded on tape, as well as a researched and documented account of a recent round the world voyage of the “Irish Sycamore”. The adjudicator for the competition was Captain Basil Peterson, well known author, journalist and maritime historian. In addition to the major prize-winners and the individual prize-winners the following schools, which

were highly commended by the adjudicator, were awarded prizes:— St. Brigid’s National School, Castleknock, Co. Dublin; St. Patrick’s National School, Dalkey, Co. Dublin; De La Salle School Kildare; St. Mary’s Junior School, Glasnevin, Dublin, and Presentation Convent, Carrick-on-Suir, Co. Tipperary.

In addition to their prizes the children representing the various schools were also presented with autographed copies of “Turn of the Tide” the author of which was Captain Peterson, the adjudicator for the competition.

Mr. Perry Greer, Chairman of Irish Shipping Limited, welcomed the guests and extended a special welcome to the young guests of honour and to their teachers. Mr. Greer said “It is pleasant for us in Irish Shipping to have the opportunity to meet in person so many “Followers of our Fleet” from different parts of the country. No part of Ireland

is very far from the sea. Therefore, it comes as no surprise to us to find amongst our prizewinners children from Edenderry, Kildare, Carrick-on-Suir and Kilkenny, which, though situated in counties without a sea-board are very much aware of the activities of our National Deep Sea Fleet.

It is exactly five years ago this month that we launched our "Follow the Fleet" scheme for schools on an experimental basis as a substitute for the ship adoption scheme which we, in common with many International Shipping Companies, operated in the years immediately after the second World War. When our vessels were calling regularly to Irish Ports it was possible to arrange visits by school children to the ship they had adopted, but when, because of the changing pattern of trade, our ships had to find employment in the International Charter Market which resulted in infrequent calls to Irish ports, interest in the ship adoption scheme diminished. We, therefore, decided to experiment with a substitute which we called "Follow the Fleet".

OBJECTIVES OF "FOLLOW THE FLEET"

We hoped our scheme would help our friends in the Maritime Institute of Ireland; (whose representatives we welcome here to-day) in their efforts to generate the interest in maritime affairs which befits an island people. We felt it would be a good thing to let young Irish people know what their ships are doing. I say "their" ships because since Irish Shipping Limited is a State sponsored company in a very real sense the ships operated by the Company belong to the Irish people. We believed that the scheme might be received as a good visual aid in the teaching of geography. Plotting the known position of the ships from information supplied by the Company on a weekly basis gives students practical experience in the use of latitude and longitude. An analysis of the cargoes carried supports their studies of the natural resources of the globe on which we live, and the industries by which men earn their living in various parts of the world.

Since the Public Relations aspect of "Follow the Fleet" has been concerned almost entirely with the establishment of direct and effective communication between our Company and individual participating schools and teachers, the scheme has neither sought nor attracted much publicity. Nevertheless, we have been

very encouraged by the response which we have received. Many of the participants have been most generous in their praise for it. One teacher has described it as "geography without tears". Here may I pay a tribute to the great body of teachers who have imaginatively adopted the scheme to assist pupils in the study not only of geography but of almost every subject on the school curriculum. I think the variety of the work displayed in the present competition illustrates what I mean. Without the enthusiastic support of the teachers, "Follow the Fleet" could not have become the success which undoubtedly it has become.



Pictured at the presentation of "Follow the Fleet" prizes. Left to right: P. H. Greer, Chairman, Irish Shipping Ltd., Dr. J. de Courcy Ireland and Col. A. Lawlor (both of Maritime Institute of Ireland) and Mr. F. Robbins, Director, Irish Shipping Limited, and Mr. D. O'Riordain, Secretary, Department Transport and Power.

SUCCESS OF "FOLLOW THE FLEET"

I think it is some measure of the success of this scheme that 100,000 school children and several hundred teachers have participated in it since it started. Of these 100,000 Followers of the Fleet at least 20,000 have completed their primary and secondary education and have taken their places as full grown citizens in our society.

Five years from now it is safe to say that our younger generation will have a greater knowledge of the role of shipping in our economy than had any previous generation.

I am glad to be able to tell you that we have helped one major British Shipping Company to launch a similar scheme in British schools. Not only has the idea spread to Britain but we have also received a number



(Left) Rev. Sister Mary Rita, Convent National School, Bunclody, Co. Wexford. (Right) Sister M. Oliver, Presentation Convent, National School, Kilkenny.

of very interested enquiries from Scandinavia and from other Continental Shipping interests. We have arranged this little function not only to present prizes to the various winners of the competition but also to thank through those here present all who have contributed by their participation to the success of this venture. We, in Irish Shipping, for our part, will make every effort to improve the scheme so that it may continue to assist children in a novel and, we hope, in an interesting way in their studies of geography and related subjects by "Following the Fleet" perhaps our school children may develop a pride in Irish achievements. In the increasingly competitive world into which they are growing this surely will be essential if they are to acquire the confidence which will enable them to do better for their country than those who have gone before them.

Mr. MacGearailt apologised for the inability of the Minister, Mr. Pádraig Faulkner, to be present due to the fact that an important Cabinet Meeting had been called unexpectedly for that day. Mr. MacGearailt then read Mr. Faulkner's statement on behalf of the Minister.

"A dhaoine uaisle, is cúis áthais dom a bheith i láthair anso inniu chun na duais-eanna "Follow the Fleet" de chuid Irish Shipping Ltd., a bhronnadh ar na miocléinn a ghnóthaigh iad. Deirim comhghairdeas leis na daltaí seo faoin obair dhíograiseach a dhein siad. Agus deirim leis na daltaí eile a bhí istigh ar an gcomórtas seo agus nár bhuaigh aon duais go bhfuil súil agam go

dtiocfaidh a seal-san lá éigin. Is éol duinn go léir go gcuireann muintir Irish Shipping Ltd. spéis faoi leith i bhforbairt teagasc na tíreolaíochta. Is mór agam an tsuim sin agus an chabhair a thugann siad do lucht foghlama an ábhair rí-thábhachtaigh seo.

"The interest shown by Irish Shipping Ltd. in the field of education is felt at two levels. In the area of nautical education Irish Shipping Ltd. has operated a scholarship scheme for the training of marine engineer and navigating officer cadets. This scheme has been in operation since the foundation of the Company in 1941. Many of the Company's present ship masters and officer personnel are products of this scholarship scheme. At present the Company has 42 deck officer cadets undergoing full-time training under the Company's scheme at the Plymouth School of Marine Studies. I am happy to be able to say that by 1974 it is hoped to have a Nautical Training School fully operative and forming part of the Regional College educational complex of Cork city. Here deck officer cadets will be able to avail of a specialised training without having to travel abroad for it.

"At a lower age level but on a wider front, Irish Shipping Ltd. has contributed towards raising the level of interest and the standard of attainment in world geography among our younger school children. The 'Follow the Fleet' scheme is, indeed, simple in its operation but far-reaching in its educational effects. It is based on a week-to-week student participation in the movements of the fleet of Irish Shipping Ltd. For all its simplicity the pedagogical principles underlying the scheme are excellent and sound; we have only to examine the projects presented for the competition to be convinced of that. Students follow the movements of the different ships of the fleet, they observe the ports at which they call, the cargo they take on board and the proposed destination of the ships. A newly aroused curiosity provokes them towards further inquiry into the methods of production employed in the manufacture of the commodities taken aboard the ships and into the lives and problems of the people who inhabit those distant lands. For the young student these become very real, live people. In addition, situations that may have appeared dry, complicated and uninteresting in a text book come suddenly to life with an amazing degree of clarity. A sense of reality returns to the classroom situation and the educational processes of assimilation and

"Follow-the-Fleet" Award Winners, 1971

FIRST PRIZE ("Follow-the-Fleet" Trophy and £30)
St. Mary's Convent National School, Edenderry, Co. Offaly.



June Ann Corry

Represented by



Ann Lowry

SECOND PRIZE (£25)
Presentation Convent Primary School, Mitchelstown, Co. Cork.



Anne Sheehy

Represented by



Naoimh O'Keeffe

THIRD PRIZE (£20)
Garranbane National School, Dungarvan, Co. Waterford.



Brid McHugh

Represented by



Gerald Looby

understanding are rendered all the more easy for the pupils. By diligently following the fleet, the young student is exposed to a greater number of accurate sensory images than he otherwise would be; on these he can subsequently build the more abstract concepts that will enrich his adult intellectual life. As I remarked earlier, the 'Follow the Fleet' scheme is based on sound pedagogical principles and its value as a geography teaching aid is very great indeed.

"But, as I see it, having viewed the projects in the next room, there are greater benefits still to be obtained from participating in this competition. From a brief study of the projects presented for this year's competition we could not but be impressed by the value of the competition as a factor geared towards the integration of various school disciplines. For not alone is there evidence of an intimate geographical knowledge among the projects presented, but a host of other disciplines and crafts found a place among the entries submitted as well. The writing of poems about the sea, colourful drawings of ships, the embroidery of a flag are but some of the methods of expression used by the young competitors. One school among the prize-winners sent a tape-recording of sea shanties which the school choir sang. Thus we find that geography, English poetry writing, embroidery and choral work has been used in varying degrees to great advantage as modes of expression by the pupils.

"It only remains for me to thank Irish Shipping Ltd. for their worth-while contribution towards Irish Education and to present on their behalf the valuable prizes to the winning schools and to the young pupils who were adjudged to have merited these awards.

"Rath Dé oraibh go léir."

At the conclusion of the presentation of prizes by Mr. MacGearailt, Mr. Tom McHugh, Principal of Garranbane National School, Dungarvan, Co. Waterford returned thanks to Irish Shipping on behalf of the teachers and prizewinners present.

Mr. McHugh said that it was important that the public should know of the activities of the Irish Shipping fleet which was providing employment for the many people in this country who wished to follow a seagoing career. Coming as he did from an area which provided so many seamen, officers and captains for Irish Shipping he was well aware of the important role which Irish ships played.

(continued on page 16)

Individual Prize Winners



Geraldine Deane



Anne Atkinson

Convent National School, Bunclody, Co. Wexford.



Frank Hyde



Catherine McCarthy

Angel Guardian N.S.,
Mayfield, Cork.

Rennies N.S., Nohoval,
Belgooly, Co. Cork.



Audrey Walsh



Elizabeth Davin

Presentation Convent National School, Kilkenny.

LATE MR. SEAN MOYNIHAN

We regret to report the death, at Sir Patrick Dunn's Hospital, Dublin on 19th February, of Chief Engineer, Sean Moynihan. His very many friends ashore and afloat will be saddened to learn of Sean's untimely death, and we offer our sympathy to his family.

Sean Moynihan was a native of Cobh, Co. Cork and served his apprenticeship at the Rushbrooke Dockyard prior to joining Irish Shipping in 1945 when he signed on as Fourth Engineer on the first "Irish Hazel". Two years later he was promoted Third Engineer on the "Irish Beech" and he subsequently served at this rank on the "Poplar", "Rose", "Cedar" and "Oak". In 1950 he was appointed Second Engineer on the "Irish Rose" and subsequently served on the "Pine", "Plane", "Hazel", "Holly" and "Spruce". In 1959 he was promoted Chief Engineer on the "Irish Elm" and he remained Chief Engineer on this vessel until 1963. Mr. Moynihan served subsequently for some time on the tankers "Holly" and "Blackthorn".

On 11th August last he joined the "Irish Sycamore" at Kobe, Japan, and served on this vessel until his latest illness. While the vessel was in drydock at Rushbrooke last December he spent some time at home in Cobh. During the vessel's stay at Buenos Aires he took ill and was hospitalised at the port on the 2nd February. He was subsequently repatriated by air to Dublin and was admitted to Sir Patrick Dunn's Hospital on 10th February.

Despite his long service with the Company, the late Mr. Moynihan was a comparatively young man and had only just recently reached 50 years. He was extremely well liked for his pleasant manner and constant good humour—a quality which was very much in evidence even during his final illness. May he rest in peace.

LATE MR. P. MOORE

We regret to report the death at Callao, Peru on the 4th January of Mr. P. (Christy) Moore, Engine Department, Irish Spruce. The late Mr. Moore, who was a native of Howth, Co. Dublin, served on the Company's vessels for a number of years and spent some considerable time on the "Irish Poplar" in the early 1960's. He subsequently served on the "Irish Oak", "Irish Fir", "Irish Sycamore"

more" and "Irish Rowan" before joining the "Irish Spruce" in Dublin last March.

Mr. Moore's death came as a great shock to his many friends. His remains were brought home for burial in his native Howth. We extend our sympathy to his family on their sad loss.

LATE MR. JOHN FLEMING

Many of our readers will be sorry to learn of the death last November of Mr. John Fleming of Kinsale, who served on many of the Company's vessels as A.B. and Bosun.

He commenced his sea-going career in the 1930's in the United States on Railway Company vessels. He worked on those ships for approximately 25 years, and on his return to Ireland he signed on "The Moyle" in September 1956. He joined Irish Shipping in 1958 when he signed on the "Irish Maple" and he subsequently served on the "Larch", "Pine", "Poplar", "Alder", "Cedar", and "Spruce". He took ill in March 1970 while serving on the "Irish Spruce" and shortly afterwards he retired from the sea. We extend our sympathy to Mrs. Fleming and family.

CONDOLENCES

We offer our sympathy to **Mr. John Maguire** on the recent death of his mother; to **Mr. William Boon** on the death of his father and to **Mr. Martin O'Rourke** whose father also died recently.

We also extend our sympathy to **Christopher Chamberlain** on the recent death of his mother; to **Sean Murray**, whose father died recently and to **James Willis** on the death of his father.

BEREAVED

We offer our condolence to **Mr. Desmond Stanley**, Account Office Manager, whose mother died recently.

The Future of Merchant Navy Catering Training

(This article is reproduced from "Marine and Air Catering".)

BY G. DUNCAN

Catering at sea is now recognised as one of the more important functions of shipping line administration. Good feeding is not only a means of keeping crews contented but can prevent or reduce the present excessive wastage of trained personnel.

Adequate training for both cooking and stewarding staff is an essential prerequisite of the high standards required for this purpose.

More and more shipping lines are introducing training schemes of their own to supplement the facilities already available. Many now feel that staff trained to their own requirements, and making their first trips to sea under their own supervision, are most likely to retain their initial enthusiasm for a sea catering career.

The majority of such schemes require to be supplemented by further training and an outstanding example of what is already available is The Nautical Catering College run by Liverpool Education Committee, which provides courses for all phases of sea catering.

Although almost everyone is agreed on the need for higher standards there are varying views concerning the best methods of ensuring improvement. Expense is a limiting factor in the majority of cases.

"Marine and Air Catering" has approached some of the leading personalities in the catering training field to obtain their views on the present position and as to further needs.

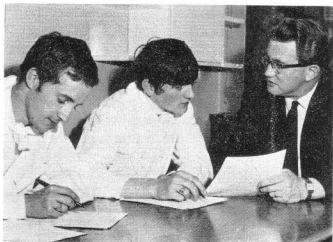
Principal's Views

In this, the first of two articles dealing with the subject, Mr. Derek C. Hall, M.C.F.A., A.R.S.H., Principal of The Nautical Catering College, which is unique in its field, sets out his aims and objectives for raising standards. The second article will give the views of catering and training executives employed by some of the larger shipping lines and also those of the Merchant Navy Training Board.

In an interview, Mr. Hall indicated that his primary aim was to ensure that the College continued as one of the most efficient training centres for catering ashore or afloat.

As an initial move towards raising sea catering standards he would like to see the normal qualification for chief cooks to be the Higher Grade Cookery Certificate.

Candidates for the Higher Grade Cookery Certificate must have had two years sea service since they obtained their Ship's Cook Certificate of Competency, which is the legal minimum. One year of this service must have been in a capacity higher than assistant cook. The course comprises instruction on a higher level than the legal minimum and is



J. Molloy and J. V. Moynihan both of I.S.L., receiving instructions from Mr. Hall.

designed to increase professional standards.

Mr. Hall would also like to see changes in the training programme for students entering marine catering, with regular steps at all stages of their careers towards promotion for those with the necessary ambition. This would be likely to encourage those, whose first voyage to sea did not come up to expectations, to stay the course instead of departing for pastures new.

Students who have taken the usual pre-sea course and then spent a further 12 months or so at sea as junior ratings, often find the jump from catering boy to second cook difficult and Mr. Hall believes it is too much to ask at this point.

Youths at this stage in their career would benefit by taking the College 14-day course for assistant stewards which gives instruction

in the principles of stewardry with stress laid on the art of waiting at table.

Other subjects taught include an introduction to "lamp service", the service of wines, bar dispense, cabin and public room service.

If they then sailed as assistant stewards for 12 months they would be both more mature and have an insight into stewardry before taking up their cooking duties.

It is considered that it is surely better for men to be trained before commencing particular duties. As a preliminary to appointment as second cook the first part of the Ship's Cook Certificate of Competency Course which has a duration of six weeks should be taken.

This includes instruction in basic cookery, including butchery and with a bias towards bread making and flour confectionery. The importance of hygiene and clean methods of working are stressed.

Service as second cook would follow until the rating was ready to take part two of the course which also has a duration of six weeks. Teaching is then directed towards the cultivation of professional skills and methods to enable work of a higher standard to be produced with the minimum of time and labour.

After a further six to twelve months at sea as second cook the man should be ready for promotion to chief cook and following 12 months further sea service be ready to take the Higher Grade Certificate.

This provides an opportunity to fill in any weaknesses in a man's skills and to extend his general knowledge of cookery.

Promotion

More and more companies are promoting their catering officers from amongst their chief cooks or expecting candidates to obtain cooking experience. It follows from this that promising stewards should be given the opportunity to have kitchen training.

Mr. Hall believes that men whose service has been spent in the stewarding department and who are considered good promotion prospects and likely to make future catering officers, should be encouraged to take the Ship's Cook Course, Part One and make one or two trips as second cook at the very least, to give them experience and confidence. On reaching this level the next step would be to take the Chief Stewards Course which also has a duration of six weeks.

It is also felt that once the present high turnover of staff is slowed down a useful addition to early training would be for assistant or second cooks with around 12 months experience to qualify for the Bread and Confectionery Certificate. This is a four week course teaching the finer points of bakery, confectionery and sweet production.

Mr. Hall says he can assure catering superintendents that anyone who holds such a certificate at the present time can be recommended as a very keen and conscientious man. All students taking the course at present have to pay their own fees and study during leave periods.

He is also in favour of extension of the training of catering cadets. Whilst many shipping lines are prepared to pay for the training of deck and engineering cadets the catering side tends to become the "Cinderella".

Traditional lines of promotion should remain open to all catering staff even where limited catering cadet schemes are in operation but the result of the extension of this type of training would give superintendents additional good material from which to make selections for promotion.

Those Companies who do train cadets adopt one of two courses, they either take students who have completed a two to three year course at catering educational establishments ashore, or they choose school leavers with an appropriate standard of O levels who then take part in the three year Catering Cadets Sandwich Course.

During the course students are entered for the City and Guilds of London Institute examinations in Basic Cookery (147), Cookery for Hotels and Catering Establishments (151) and Waiting (452).

During the final months of the course students are entered for the Ship's Cook Certificate Course and for the Intermediate Membership examination of the Hotel and Catering Institute.

The first method mentioned has the advantage that costs to the companies concerned are much lower. If there is a demand for employees who have studied catering for two years full time, Mr. Hall feels it is one that could be met by the College.

Raising Standards

Mr. Hall is against the present day trend of early promotion without adequate training in the belief that it defeats its own object.

Men are usually best qualified to become catering officers from the age of 25 years and upwards. There are exceptions, he says, but these are very few.

Towards the raising of standards another good move would be to make the Chief Stewards Course M.N.T.B. Certificate a statutory qualification and to provide some sort of limited intermediate training for those seeking promotion to second steward.

A good reason for the provision of second steward training is that, at the present day when in the average ship assistant stewards are promoted direct to second steward with the next stage that of catering officer, this is "one hell of a jump", says Mr. Hall.

There has, of course, already been a move towards official recognition of the Chief Stewards Course Certificate. As from October, 1971, the Department of Trade and Industry has recognised the medical and first aid content of the course as a qualifying medical course for their first aid at sea or ship's captain medical certificates. Candidates entered for the D.T.I. courses are examined for both and granted one or the other if up to the standard required.

The Chief Stewards Course is mainly intended for prospective candidates for this post or those who have just been promoted. It consists largely of lectures and seminars conducted by members of the College teaching staff, augmented by specialist lecturers from other colleges.

Valuable voluntary assistance is also given by many catering executives of shipping lines and others whose day to day occupations give them specialist knowledge of subjects covered by the course.

It has already had to be extended from the original three weeks course to six weeks but this still leaves barely sufficient time to cover the full syllabus. Consequently, it is necessary to have late classes three and four evenings a week to fit it in to the time allowed.

Training Costs

Although many shipping lines might find it difficult to increase training costs at the present time, it is believed to be essential — now that the job of chief steward or catering officer is changing rapidly towards a new grade of administrative or service officers — to provide the necessary standard of training.

For example there is now much demand, particularly from the students themselves, for a study of accounting, first aid and



medical skills, with the result that it has proved necessary to reduce the range of subjects covering other phases of catering training. The result has been to significantly change the balance of the course bringing to the forefront ships' accounts and medical courses with consequent limitation of the time spent on butchery and food production.

Mr. Hall believes that catering officers should be encouraged to regard membership of the Hotel and Catering Institute as very desirable and useful. This could perhaps be best catered for by the provision of correspondence courses at sea after which the College would, if there was a demand, provide a short course for final revision before taking the intermediate or final membership examinations.

Dealing with the point that some shipping companies may take the view that if their men were too well qualified they would tend to seek jobs ashore rather than remain at sea, Mr. Hall said there was another side to this argument. If the need for better qualifications was generally recognised and men encouraged to take further training they would feel more settled and be prepared to stay at sea at least until fully qualified.

Bearing in mind that the present average time spent at sea by catering staff was no more than five years, extending the average by even 12 months would bring a significant improvement in the availability of skilled

experienced men. There was also the possibility that those who stay at sea longer might decide to remain, particularly if full professional qualifications increased the scope of jobs open to them.

Although well aware that, during the present period of drastic change and recession in the shipping world, the amount of money that can be made available is a limiting factor. Mr. Hall is optimistic about the future. Only by providing the highest standards for food and service can the right type of seafarer be attracted in sufficient numbers to keep the industry healthy.

LOCAL WINE EXPORTED TO BRITAIN

*From "Buenos Aires Herald"
of 28th October, 1971.*

Argentine wine is now on its way to Great Britain on board a ship flying the flag of the Irish Republic.

"Vinos Argentinos S.A. Exportadora CI" shipped one of its largest orders from England by the Irish Poplar, a vessel owned by Irish Shipping Ltd. of Dublin, and skippered by Captain Ivan Shiel. It is chartered by Lineas Maritimas Argentinas.

The Irish Poplar, carrying 80,000 litres of white and red wine, and 200 cases containing bottled wine, left Buenos Aires Tuesday night en route for Liverpool.

The exporters are five well-known Argentine wine-makers, Furlotti, Greco Hnos, Orfila, Toso and Penafior. The wine is consigned to Ricky & Evans, of London, who act as distributors for the Argentine wine in the United Kingdom.

A spokesman for the exporters said the start of wine exports to England in 1969 was on a small scale but the demand in recent years had almost exceeded the supplies of wine available for export.

A "vino" party held on board the Irish Poplar a few hours before sailing time was attended by local businessmen, exporters, and representatives of the British Embassy commercial department.

CONGRATULATIONS

To Charles Doyle, Accounts Dept., and Margaret McHugh, Private Secretary to Personnel and Operations Manager, on their engagement.

(continued from page 11)

They bring the Irish flag into ports throughout the five continents while at the same time they raise the prestige of this country throughout the world and earn valuable foreign currency to make a substantial contribution to the economy of the country. Mr. McHugh paid tribute to the manner in which "Follow the Fleet" was organised. He said that it was usual for teachers to receive stereotyped circulars from Companies when they wrote seeking information, but such was not the case with Irish Shipping. The personal contact which was established and maintained between the individual teachers and the Company played a big part in the popularity of "Follow the Fleet" which in itself was an excellent scheme and had proved an invaluable asset to teachers and of enormous benefit to pupils.



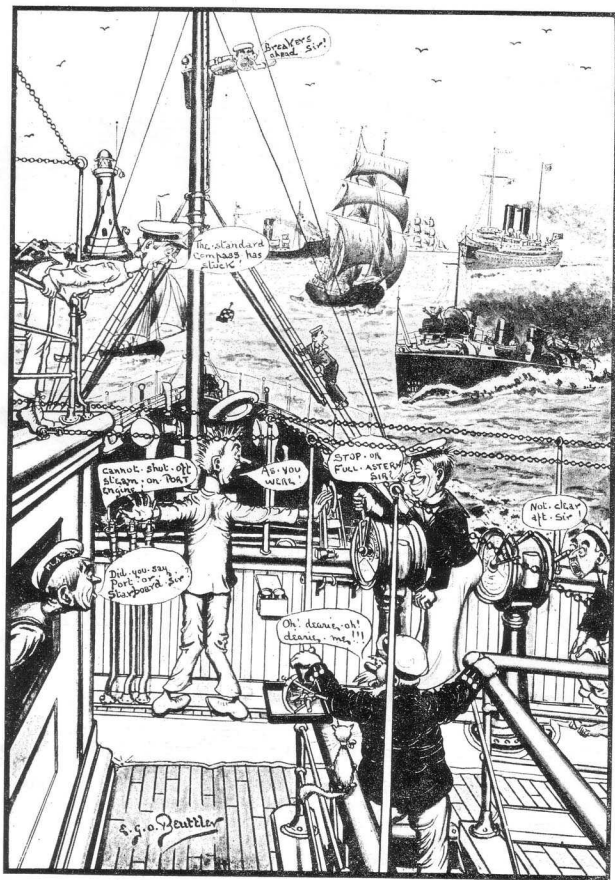
"HOW MANY TIMES HAVE I TOLD YOU NOT TO
THROW WASTE FOOD INTO THE SEA?"

BELATED GREETINGS

To Pat O'Halloran, Junior Engineer, "Irish Plane". Greetings and good wishes for a very happy New Year from the English family.

Due to an oversight this greeting was not published in our Christmas issue and we offer our apologies to Mr. O'Halloran and to the English family for our omission.

Life in the Mercantile Marine.



No. 4. An Officer at last: Impressions of his first Watch.



Engineer Cadets selected in 1971 and at present attending Crawford Technical Institute, Cork. Front Row: D. Horan, V. Heatherington, N. Brick, M. Tracy, N. Pearson, B. Geoghegan, M. Boland and F. Murphy. Second Row: J. Durham, L. Byrne, T. Langan, A. Curran and G. O'Toole. At Back: A Kelly and P. Conron.

SEA TRAINING

Irish Shipping Cadets who have recently spent some time on B. + I. vessels are **L. Gavin**, who served on the maiden voyage of the new "Sligo"; **P. Murphy** and **P. Kelly**, who served on the "Tipperary", and **J. Whelan** who spent some time on the "Kildare".

Cadets who are at present serving on Ocean Fleet vessels are: **T. Ruane**, who joined the "Perseus" in January; **C. Spain**, who is at present on board the "Achilles" and **H. O'Brien** who has just joined the "Fulani".

CADET CAPTAIN

Our congratulations to **Cadet P. Cahalane** who was promoted to the position of Cadet Captain last January at the Plymouth College.

CONGRATULATIONS

We are pleased to learn that Deck Officer **Cadets P. Kelly**, and **A. Flanagan** have been presented with the Gold Award of the Amateur Swimming Association for Survival. Only one other Cadet at the Plymouth College achieved the Gold Award although a number of them were presented with the Silver Award. Cadets Kelly and Flanagan are to be congratulated on their swimming achievement.

ENGINEER CADETS PRIZES—1971

The Annual Prize-giving was held at the Imperial Hotel, Cork, on Tuesday, 14th December 1971, on the night of the Engineer Cadets' Dinner Dance. Burmah Castrol

Trophy was awarded to **Cadet G. Davis** for his achievement of the best academic awards in 1970 and was presented with the trophy by **Mr. J. J. Kane**, Manager, Industrial Lubricants Division. Cadet Davis lives in Clontarf, Dublin and was educated at Belgrove National School, Clontarf, and St. Joseph's Christian Brother School, Fairview, where he obtained six honours in his Intermediate Certificate.

He commenced his training in the Crawford Technical Institute, Cork in September 1967 and completed in 1970 where he was reported on having been an excellent student in every way. On leaving he attended the Modern Developments Course, Firefighting and Survival Course at the School of Maritime Studies, Plymouth, and subsequently served on the "Cedar", "Poplar", "Spruce" and "Sycamore".

Duais Mhic Eoin :— this prize was won by **Cadet J. O'Meara**, and was presented to **Cadet D. Power** who accepted it on behalf

of Cadet O'Meara from the donor, **Mr. G. Jones**, Director of Celtic Coasters Limited. Cadet O'Meara was made the award as the Cadet who made most progress in his training.



Mr. G. Jones, Director of Celtic Coasters Limited, presenting Dhuis Mhic Eoin, 1971 to Cadet D. Power, who accepted the prize on behalf of James O'Meara. Also in the picture are, left, Mr. J. Stevenson, Chief Examiner of Engineers, Mr. S. T. Roche, Head of Department of Engineering, Crawford Technical Institute, and on right Captain M. D. Lanagan, Training Superintendent, Irish Shipping.

JUDO

BY GEORGE O'TOOLE, ENGINEER CADET

Judo is the art of controlling one's opponent without unnecessary force. It originated in China and Japan and it is only in the last fifty years that it has become known and practised in the western world. Judo in Ireland is becoming more widespread every year and, at present, there are about fifty clubs in the country, including Donabate Judo Club where I first began practising. It was founded by Mr. Neill Bracken two years ago. He is an excellent Instructor and holds one of the highest grades in the British Isles. He had great faith in my capabilities as a competent Judo player and has hopes for my success at International level.

Since I came to Cork I have attained blue belt grade and I am hoping to achieve my brown belt shortly. By June, 1972 I hope to be a black belt. I have joined a very good club in Cork with Mr. John Curtin, also a high grade as Instructor. I took part in two competitions recently—the Cork County Championships in which I reached the finals and the All-Ireland Juvenile Championships in which I won a gold medal.

I am hoping to start a club in Crawford College. It would be a great asset to me as I could both teach Judo and practice it at the same time. My fellow Cadets are very interested in Judo and shortly I hope to have a good club established there. Cadets can learn some tricks in self-defence as well as Judo—and the way the world is to-day, being able to defend oneself is a great asset.

Competitions are held three or four times a year, the chief one being the All-Ireland Senior Championships which are held in Trinity College, Dublin every March. I hope to reach a good standard in the Championships but I doubt if I will be as successful as I was at the beginning of December. Every competition means more experience, which is a great help when fighting on a judo mat. After practising Judo for a while, one's reactions become instinctive so that if one slips or falls a Judo "break-fall" automatically comes into play. Judo disciplines a person to such an extent that he stops and thinks rather than run into something hot-headedly. Judo has a great advantage over other sports as it can be practised almost anywhere, including a ship's cabin. Judo to my mind would be a great hobby on board ship, just as darts, chess etc. It also keeps one both physically and mentally fit.

Sister-Ship of New Car-Ferry



This car ferry "Prince of Fundy" is a sister ship of the vessel which will operate on the Rosslare/France service from June, 1973. She is at present serving between Portland, Maine and Yarmouth, Nova Scotia for her owners Lion Ferries Ltd. of Sweden and Partners with I.S.L. in the new service from Rosslare. Lion Ferries operate nine car ferries on various routes in Europe and the U.S.

BIRTHDAY GREETINGS

To **John Waters** "Irish Sycamore". Wishing you a very happy birthday on 31st March from Margaret, Alan and Declan.

GOOD WISHES

To **Dolores Oakley**, our very efficient Telex Operator who will wed **Mr. Jerry Walsh** on 9th March.

CAUSE AND EFFECT

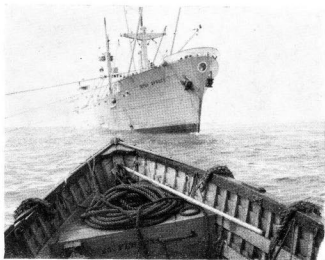
A shabby genteel customer entered the hallowed portals of Murphy's Select Lounge and ordered a round of drinks for everybody including the barman. The drinks having been served, the customer announced that he had no money. The barman gave him a black eye and threw him out. Next night he returned, ordered drinks for everybody, again including the barman, and as before, was unable to pay when asked to do so. This time, the barman was enraged at being caught twice and gave him a severe hiding before throwing him out.

Undaunted the old gent returned on the third night and in a loud voice ordered drinks for everybody. "I suppose you'll be asking me to have one too?" asked the barman.

"Not on your life", said the old gent with disdain. "When you get one drink you become a raving lunatic".



"IRISH SPRUCE" goes aground



At 03.03 hours local time on Thursday, 27th January the "Irish Spruce" went aground on Quita Sueno Bank in position 1425 North 8109 West. The vessel, which was on Time Charter to The Peruvian State Line was on passage from Panama to New Orleans with a cargo of Ore Concentrates and Coffee which she loaded at Peruvian Ports. Twenty members of the crew together with Mrs. Kerr, wife of Captain Kerr, and Mrs. Mooney, wife of Chief Engineer H. Mooney, were taken or board the vessel "Eastern Venture" which arrived on the scene at 1100 hours on Thursday and landed at Balboa. The first salvage tugs arrived on the scene on Sunday, 30th January and salvage operations commenced on Tuesday, 1st February with the Tug "Cable" owned by Murphy Parific and Maritime Salvage Company.

Major efforts to refloat the "Spruce" by the tugs "Cable" and "Rescue" were made

without success on 17th February, and subsequently two coasters were chartered to take off some of the undamaged cargo, but due to adverse weather conditions the operation had to be temporarily suspended. The Master, Captain J. S. Kerr, and ten officers and men are still on board the vessel. This is the latest position at the time of going to press and we hope that the salvage operation will be successful.

(Our picture shows the "Spruce" aground on Quita Sueno Bank.)



Picture above shows "Spruce" personnel who returned from ship. Front row (L. to R.): J. Molloy, D. McDonnell, J. Mullins, B. Carroll. At back: A. Doyle, H. O'Brien, A. Murray, K. McLoughlin and A. Byrne.

"IRISH POPLAR"

Captain P. O'Seaghda took over command of this ship from Captain I. Shiel at Hamburg. The vessel loaded general cargo at

Hamburg, Bremen and Bilbao, Spain. Previously the vessel had changed Articles at Rotterdam. She sailed on 18th February for Buenos Aires where she is due to arrive on 5th March. She will discharge her cargo at Buenos Aires and will load a return cargo at that port and should sail about 19th March for a U.K. or continental port. The vessel is on Time Charter to Argentine State Line.

"IRISH ELM"

We are pleased to report that Captain B. Reilly has resumed duty after his long recuperation following an accident at his home in Trim. Captain Reilly took over command of the "Elm" from Captain M. R. McMahon who is now on leave. This vessel arrived at Antwerp from Amsterdam on 24th February and a replacement crew was flown out from Dublin to relieve the previous crew. Chief Engineer, Mr. P. Otter has relieved Mr. T. O'Sullivan.

The "Elm" loaded a cargo of motor cars at Antwerp for discharge at Baltimore. The ship is expected at Baltimore about 7th March and after discharging her cargo she will go on to Hampton Roads to load a cargo of coal for Japanese discharge ports.

"IRISH STARDUST"

While this vessel was on voyage from Japan to Rotterdam, Captain J. A. Caird took ill off the coast of Costa Rica, and was taken off the vessel by United States Air Force helicopter, and hospitalised at Panama. Captain Caird was subsequently flown home to Dublin, and we wish him a very speedy recovery. Captain J. Flanagan took over command of the vessel from Captain Caird and joined at Balboa, Panama. The vessel completed discharge at Rotterdam on 27th January and loaded at Bremen and Hamburg for Tampa, Florida. She arrived at Tampa on 23rd February and is expected to sail from there on 27th February with a cargo of phosphates for Vancouver. The vessel should transit the Panama Canal on 1st March and on discharge of her cargo of phosphates she will load paper products at Vancouver and other British Columbian Ports for discharge at European Continental ports.

"STARDUST" IN PACIFIC WATERS



The "Irish Stardust" loading at Eureka, California. These pictures were kindly sent to us by Mr. M. Lawlor, former Electrical Engineer with I.S.L. and now with Star Bulk Shipping Co. in British Columbia.



"Stardust in transit from Kitimat, B.C., to Port Alice, Vancouver Island.

First Through Magellan

According to our records the "Irish Sycamore" became the first Irish Shipping vessel to sail through the Strait of Magellan when she navigated this famous waterway on passage from Buenos Aires to Honolulu.

The "Irish Sycamore" had been in drydock at Verolme Cork Dockyard over the Christmas holidays and sailed from Cork on 2nd January in ballast for Buenos Aires where she arrived on 28th January. She completed loading a cargo of grain and sailed on 10th February for Japanese discharge ports. She is expected to arrive at Honolulu where she will take on bunkers about 5th March. She is due at her first Japanese discharge port on 16th March but we do not have details of her discharge at the time of going to press. While the vessel was at Buenos Aires we regret to say that her Chief Engineer, Mr.

Sean Moynihan, took ill and subsequently died in Dublin after being repatriated by air. The late Mr. Moynihan was replaced by Mr. M. Curley who joined the vessel at Buenos Aires.

"IRISH ROWAN" at Bangkok

This vessel sailed from Murmagoa on the 26th January and arrived at Kokura, Japan on the 11th February with a cargo of iron ore. The vessel completed discharge and sailed from Kokura on the 14th February for Bangkok where she arrived on the 22nd February. While at Bangkok a fire in the engine room caused some damage but fortunately there were no casualties amongst the ship's personnel.

The vessel is due to load jute at Bangkok and Singapore for Bordeaux, Rotterdam and Dundee. The Rowan is expected to arrive at her first discharge port about 8th April.

"IRISH STAR"

We send good wishes to Cadet J. Flanagan and Mr. D. Fitzgerald who returned home on sick leave from Esbjerg and we wish them a speedy recovery. The Articles were changed on this vessel at London on the 5th January and she subsequently called at Antwerp, Velsen and Esbjerg. She sailed from the latter port on 24th January and arrived at Tampa on 9th February where she loaded a



Pictured on board the "Star". (L. to R.) at back: F. McCarthy, T. Maguire, J. Duff, M. McNelis and M. Walsh. Front: D. Crowley, D. Fitzgerald, N. Byrne, J. Murphy, P. McDonnell, D. Sullivan and M. Manson.

cargo of phosphates for Vancouver. The "Irish Star" went through the Panama Canal on 15th February and is expected to arrive at Vancouver on 27th February. When she has unloaded her phosphate cargo the ship will load paper products at Vancouver for discharge at Mediterranean ports.

"IRISH CEDAR" for Latvian Port

Having discharged her cargo of Phosphates at the Spanish ports of Barcelona and Huelva, the "Cedar" went to Philadelphia where she arrived on 19th February and loaded a cargo of grain for the Port of Ventspils. She sailed from Philadelphia on the 21st February and is expected to transit the Kiel Canal about the 2nd March, and is expected at her discharge port on the 5th March.

The port of Ventspils is a Russian Port, formerly Latvian, and is situated at the mouth of the Venta River on the Baltic Sea. The port has a population of about 27,000 and exports include coal, timber, chemicals, fertilisers and asbestos.

"IRISH PLANE"

Congratulations to Mr. D. McCarthy on his appointment as Chief Engineer on the "Plane". He took over recently from Mr. M. Whooley who was temporarily assigned to the vessel as Chief Engineer.

The ship is expected to arrive in Casablanca on 29th February to load a further cargo of phosphates for discharge at Dublin. She is expected to sail on 4th March and should arrive in Dublin about 8th March.

MR. KEN DIXON'S NEW POST

Mr. Ken Dixon, our Naval Architect, has left to take up a new appointment with Portuguese shipowners, *Promarinha Gabinete* of Lisbon.

At a farewell function held in his honour Ken received the good wishes of all his friends in I.S.L. and we add ours for his continued health and happiness in his future career.

Fleet Personnel



As at 28th February, 1972

Deck and Engineer Officers in Order of Rank

"IRISH STAR": Captain T. Byrne. Deck Officers: H. B. Fiddler, P. Kehoe, A. Coghlan. Deck Cadets: F. McCarthy, B. Feather. Engineer Officers: P. Walker, R. Broderick, W. Sherringham, J. A. O'Toole, A. Scanlan. Junior Engineer: J. F. Carr. Electrical Engineer: J. Clarke. Chief Steward: J. Rogan. Radio Officer: T. Chambers. Deck Department: M. McNelis, D. O'Sullivan, D. F. Crowley, F. McCarthy, M. Walsh, P. McDonnell, N. Byrne, M. Mason, J. Beggs, T. Maguire, J. Murphy, J. Duff. Catering Department: R. Egan, J. McGrath, G. McGovern, D. Flannery, W. Muldoon, J. Dillon, J. Savage.

"IRISH STARDUST": Captain J. Flanagan. Deck Officers: E. Grosvy, P. Gordon, B. Coburn. Deck Cadets: P. Kelly, G. Ingram, J. Whelan. Engineer Officers: M. Dillon, M. A. O'Sullivan, J. Pryme, J. Reilly, W. Malone. Junior Engineers: T. Rossiter, P. Caffrey. Electrical Engineer: W. Cadogan. Chief Steward: J. Clinton. Radio Officer: J. Butler. Deck Department: P. Duffy, J. Hannah, P. Carr, L. Byrne, M. Russell, W. McDonald, S. Murray, J. Dowdall, P. Cummins, M. Redmond, J. Gallagher, B. Bridgeman, M. Kavanagh. Catering Department: R. Whelan, E. Murphy, M. Curedale, L. Kiernan, J. Evans, D. Byrne, B. Tannam.

"IRISH ELM": Captain B. Reilly. Deck Officers: P. Kelly, M. Doyle, J. Daly. Deck Cadets: G. D. Morris, P. Murphy, M. Kirrane. Engineer Officers: P. Orter, P. A. Collins, W. Quigley, A. J. McCarthy, W. McFarlane. Junior Engineers: N. Kearns, F. Mullin. Engineer Cadets: M. McCann, T. Wrafter. Electrical Engineer: T. Duggan. Chief Steward: T. O'Connell. Radio Officer: P. O'Shea. Deck Department: D. Rogan, L. Maloney, R. Nugent, M. Moriarty, T. Hughes, F. O'Toole, M. Bougioukas, G. Byrne, O. Shields, P. Brannigan, J. Kellegher, E. McKenna, T. Caffrey, T. Byrne. Catering Department: D. Murphy, U. Maher, J. Byrne, T. Mahony, J. Roche, E. Egan, J. Mullins.

"IRISH SYCAMORE": Captain M. G. O'Dwyer. Deck Officers: P. Donohue, B. Stockdale, J. Robinson. Deck Cadets: M. Purcell, J. Clarke, S. O'Byrne. Engineer Officers: M. Curley, N. O'Neill, J. Waters, J. Dixon. Junior Engineers: J. G. Everitt, T. F. Hove, M. Donovan. Engineer Cadet: F. O'Keefe. Electrical Engineer: H. P. Stears. Chief Steward: J. Dillon. Radio Officers: P. Behan. Deck Department: K. Maher, P. Shelton, P. Coyle, W. Fitzpatrick, C. Coleman, J. Murphy, A. Stanley, T. Kelly, P. Wynne, F. Galvin, S. Corrigan, F. Ryan. Engine Department: P. Leonard, T. Maguire, M. Cogan, J. Waddington. Catering Department: J. Hanlon, T. Kelleher, B. Rogan, B. Kennedy, J. Byrne, J. Courage, H. C. Ross.

"IRISH ROWAN": Captain J. A. Gleeson. Deck Officers: W. D. Garvey, B. A. Kehoe, D. Munday. Deck Cadets: P. R. Deasy. Engineer Officers: R. Tennent, P. Bardon, M. N. Hayes, C. A. Walsh. Junior Engineers: D. Forde,

K. Masterson, N. O'Neill. Engineer Cadet: M. O'Gorman. Electrical Engineer: M. Cheevers. Chief Steward: P. Murphy. Radio Officer: F. M. Walsh. Deck Department: L. Ketterer, P. White, T. Grannel, S. Smyth, D. Healy, J. O'Brien, J. McGroarty, O. McGrath, F. Cole, J. Kelly, B. Coleman. Engine Department: T. Kinsella, O. McGarry, A. Graham. Catering Department: C. Maloney, J. Campion, D. Gregg, W. Burnett, P. Boyle, A. Mahon, L. Byrne.

"IRISH SPRUCE": Captain J. S. Kerr. Deck Officers: J. F. Kelly, F. Healy, T. A. O'Connor. Engineer Officers: H. Mooney, P. Shortall, M. Mulligan. Chief Steward: H. Bond. Radio Officer: M. Hayes. Deck Department: P. Byrne. Catering Department: J. Smyth.

"IRISH POPLAR": Captain P. F. O'Seaghda. Deck Officers: N. Hearne, F. W. Kirk, D. P. Hopkins. Deck Cadets: M. Cronin, E. Curry, C. Lawless, P. Miley, L. Gavin. Engineer Officers: G. Cunningham, A. Bolster, D. Walsh, J. Devitt. Junior Engineers: S. McLoughlin, E. Burke, J. Byrne. Engineer Cadet: J. J. O'Meara. Electrical Engineer: J. McCormick. Chief Steward: B. Dorgan. Radio Officer: J. Hynes. Deck Department: P. McDonnell, W. Carroll, H. Hannon, W. Boon, J. Donnelly, J. McGrath, M. Byrne, A. Shiels, J. Farrelly, W. Grimes, M. Browne. Engine Department: T. Nolan, P. O'Brien, H. Rice, E. Macken, J. Sutton. Catering Department: T. Mason, J. Rourke, J. Lloyd, D. McClean, M. Keogh, P. O'Reilly, D. McKenna.

"IRISH CEDAR": Captain M. O'Connell. Deck Officers: J. Martin, D. Kavanagh, P. Hughes. Deck Cadets: K. Daly, M. Kinsella, M. McCarthy, M. Ryan. Engineer Officers: L. J. O'Toole, B. Larkin, F. Hanrahan, A. Barry. Junior Engineers: J. G. McGuinness, E. Malone, F. Hennessy. Engineer Cadet: F. McCarthy. Electrical Engineer: R. Walsh. Chief Steward: J. Bennett. Radio Officer: J. Lyons. Deck Department: J. Hume, J. Tallon, O. Grace, J. Knight, R. Keogh, L. Beggs, G. O'Brien, N. McDermott, K. Kelly, J. J. Coleman, J. Grimes. Engine Department: T. Ryan, B. Coogan, J. Gaffney. Catering Department: G. Zaehrt, J. Edwards, M. Moody, T. Keegan, M. A. Dooley, P. Codd, J. Coyle.

"IRISH PLANE": Captain J. Poole. Deck Officers: M. Garey, P. J. Tyrrell, E. A. Keane. Deck Cadets: M. Darcy, P. O'Shea. Engineer Officers: W. D. McCarthy, J. Nangle, D. O'Connell, P. J. O'Halloran. Junior Engineers: N. Kelly, G. M. Smyth, V. Reddin. Engineer Cadet: C. Powell. Electrical Engineer: T. Brock. Chief Steward: P. Fanning. Radio Officer: P. Clarke. Deck Department: M. Murphy, A. Corlett, H. McElwain, D. Driscoll, P. Garry, M. Allen, D. Shiel, J. Collins, J. Dillon, J. Quirk, G. Ryan, R. Delaney. Engine Department: M. Thullier, P. Walsh, B. Malone, S. Keane. Catering Department: E. Byrne, R. O'Reilly, R. Dunne, J. Owens, C. Guiden, L. Culligan, J. Sheehan.