

SIGNAL

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NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

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A view of Montreal showing the Jacques Cartier Bridge in background and Concordia Bridge in foreground linking Montreal with the mid-river site of "Man and his World" permanent exhibition which began with EXPO '67.

NEWS FROM HOME



G.A.A.

The final stages of the National Leagues in hurling and football have now been reached. In hurling Kilkenny and Limerick are already through to the semi-final. Wexford, Tipperary, Waterford and Kildare are in the quarter-finals from which the remaining semi-finalists will emerge.

In football Derry and Sligo have already reached the semi-final stage with Galway, Offaly, Kerry and Longford from Division 1A to complete their matches and to provide the other two semi-finalists. The Second Division of the Football League rests between Tyrone, Down, Donegal, Tipperary and Wicklow.

Soccer

Shamrock Rovers and Athlone Town drew one all in their second round FAI Cup match on 1st March, and will have to meet again to decide which team goes forward to the quarter finals of the competition. Already qualified for the last eight are Bohemians, Cork Celtic, Cork Hibernians, Waterford, Limerick, Shelbourne and non-league club Dalkey. The latter knocked out Home Farm/Drumcondra and now meet Limerick in the quarter final.

LEAGUE OF IRELAND TABLE 6/3/73

	P	W	D	L	F	A	Pts
Waterford	21	16	2	3	55	17	34
Finn Harps	21	14	3	4	46	27	31
Bohemians	21	13	4	4	38	22	30
Cork Hibs	20	11	5	4	43	18	27
Shamrock R	20	10	4	6	30	23	24
Athlone T	21	10	4	7	28	24	24
Shelbourne	21	9	4	8	46	30	22
Limerick	21	7	5	9	28	24	19
St Pat's A	20	6	7	7	26	33	19
Sligo R	21	7	2	12	23	44	16
Cork Celtic	21	5	3	13	20	41	13
Home Farm	21	3	6	12	18	52	12
Dundalk	20	3	5	12	14	31	11
Drogheda	21	0	8	13	17	46	8

Rugby

Ireland's hopes of a triple crown victory in the current international series were dashed at Murrayfield, on 24th February, when Scotland defeated the Irish side by 19 points to 14. With a good victory over Wales already achieved, Scotland are now in a very strong position to take the triple crown for the first

time in many years. It was a grave disappointment to Ireland following the Irish team's good display in drawing with the All Blacks. This display, together with their victory over England left the Irish with high hopes of accomplishing a clean sweep, but alas, this was not to be. A number of changes were expected for the Welsh match on 10th March, but full back Tom Kiernan and wing forward Jim Buckley were the only players dropped after the Scottish match.

LATE RESULT

Wales beat Ireland by 16 pts. to 12 pts.

Athletics

Irish runner, Neil Cusack set a new European indoor three miles record when gaining second place in the American A.A.U. Championships at Madison Square Garden. The winner of the race, Tracey Smith of the United States, beat the world record with a time of 13 minutes 7 seconds. Cusack's time was 13 minutes 10.7 seconds which was the best indoor performance ever by a European runner.

GENERAL ELECTION

The result of the recent General Election has brought with it a number of surprises. Chief amongst these was the defeat of the Fianna Fail Government Party by the new National Coalition comprised of Fine Gael and Labour Deputies. The defeat of Mr. Brian Lenihan, former Minister for Transport and Power and the current Foreign Affairs Minister, was considered the biggest upset in the contest. In the pre-election campaign, both Fine Gael and Labour published a fourteen point manifesto setting out the features of policy on which both parties were agreed. One of the assurances given by the National Coalition was that the rating system would be changed to remove the burden of Health Charges from local taxation and transfer this to the Central Fund. Subsequently and rather late in the campaign, the Taoiseach, Mr. Jack Lynch, announced that as from 1974 rates would not be payable on domestic dwellings. It is expected that Mr. Cosgrave will now be elected Taoiseach and will name a Cabinet drawn from both Fine Gael and

Labour. The state of the parties in the new Dáil is: Fianna Fáil, 69; Fine Gael, 54; Labour, 19; Independents, 2.

SYMPATHY

We offer our sympathy to Mr. Christopher Maguire, "Irish Plane", on the death of his brother, Thomas Maguire, as a result of a climbing accident in Greece.

CONGRATULATIONS

To **D. Cahill** on obtaining his E.D.H. Certificate.
To **P. Cantwell** on obtaining his E.D.H. Certificate.
To **F. Cole** on obtaining his E.D.H. Certificate.
To **J. Duff** on obtaining his E.D.H. Certificate.
To **M. Delaney** on obtaining his E.D.H. Certificate.
To **B. Freeney** on obtaining his E.D.H. Certificate.
To **J. Gallagher** on obtaining his E.D.H. Certificate.
To **F. Galvin and V. Beech** on obtaining their E.D.H. Certificates.
To **W. Grimes** on obtaining his E.D.H. Certificate.
To **D. Hill** on obtaining his E.D.H. Certificate.
To **D. McDowell** on obtaining his E.D.H. Certificate.
To **J. Murphy** on obtaining his E.D.H. Certificate.
To **K. O'Malley** on obtaining his E.D.H. Certificate.
To **R. Nugent** on obtaining his E.D.H. Certificate.
To **J. Stack** on obtaining his E.D.H. Certificate.
To **T. Hughes** on obtaining his Lifeboat Certificate.
To **J. McGrath** on obtaining his Lifeboat Certificate.

APPRECIATION

Mrs. Forde, wife of the late Thomas (Tom) Forde, would like to express to all those ashore and afloat her grateful thanks for the kindness and sympathy shown to her in her recent bereavement.

The Holy Sacrifice of the Mass has been offered for the intentions of those who called personally, attended removal of remains, sent telegrams, Mass cards and wreaths.

Trusting that this will be accepted by all in grateful acknowledgment.

RECENT BEREAVEMENTS

We offer our sympathy to **Mr. J. D. Murphy** on the recent death of his brother. Our sympathy also is extended to **Mr. James Simmons** on the death of his mother and to **Miss Marion Walsh** on the recent and unexpected death of her father.

New National Coalition Government

When the new Dáil assembled after the recent General Election the following National Coalition Government, including Fine Gael and Labour members, was elected:

Taoiseach — Liam Cosgrave (52) F.G. Dun Laoghaire/Rathdown.

Tánaiste and Minister for Health/Social Welfare — Brendan Corish (54) Lab. Wexford.

Minister for Defence — Patrick Donagan (49) F.G. Louth.

Minister for Local Government — James Tully (56) Lab. Meath.

Minister for Finance — Richie Ryan (43) F.G. Dublin South Central.

Minister for Agriculture/Fisheries — Mark Clinton (55) F.G. Dublin North County.

Minister for Foreign Affairs — Garret FitzGerald (46) F.G. Dublin South East.

Minister for Labour — Michael O'Leary (35) Lab. Dublin North Central.

Minister for the Gaeltacht — Tom O'Donnell (47) F.G. Limerick East.

Minister for Lands — Tom Fitzpatrick (55) F.G. Cavan.

Minister for Posts and Telegraphs — Conor Cruise O'Brien (53) Lab. Dublin North East.

Minister for Industry and Commerce — Justin Keating (42) Lab. Dublin North County.

Minister for Transport and Power — Peter Barry (44) F.G. Cork City South East.

Minister for Education — Richard Burke (44) F.G. Dublin South County.

Minister for Justice — Patrick Cooney (42) F.G. Longford/Westmeath.

Attorney General — Declan Costello (46) F.G. Dublin South West.

LATE MR. VAL HARRIS

We regret to report the death in Dublin on 25th March of Mr. Val Harris who served on many of the Company's vessels during his seafaring career. The late Mr. Harris was a brother of Mr. Patrick Harris — at present serving as Bosun on the new "Irish Pine".

The sad news of his death will come as a shock to the many friends of Val Harris ashore and afloat. We offer our sympathy to Mrs. Harris and family.

In icy waters



While the "Irish Cedar" was voyaging in Canadian waters, Mr. P. McGlade captured this unusual picture of a large and several smaller icebergs.



A happy group of I.S.L. friends pictured at the wedding reception of Mr. and Mrs. Aubrey McElhatton on 20th January. Included are (L. to R.) T. G. Cronin, Miss G. Reilly, W. A. O'Neill, Mrs. O'Neill, L. S. Furlong, Bride, Bridegroom, S. M. Clery and C. C. Raftery.



The former Miss Patricia McHugh of our Agency Division cutting the cake with Mr. B. McFadden when the couple were wed last January.

"Irish Oak Launched at Govan"



Mrs. G. Jones performing the official launching ceremony.



The new vessel on her way to her fitting-out berth after being launched.

The third of the four new vessels being built at Govan Shipyard, Glasgow, for Irish Shipping Ltd. was launched at the yard on 19th January.

Mrs. G. Jones, wife of the former Irish Shipping Director, was sponsor for the new ship which was named "Irish Oak".

The first of the four sister-ships, "Irish Pine", is already in service and the "Irish Maple" is at present being fitted-out along with the "Oak". The fourth vessel will be launched on 3rd April.

The "Irish Oak" is the third ship of the Company to bear the name. The first "Irish Oak" was sunk in the North Atlantic in May, 1943, when she was torpedoed. Her crew were rescued by the "Irish Plane".

The second "Irish Oak" was built at John Redhead's Yard, South Shields, in 1949 and served on the Company's North Atlantic liner service for many years. She was sold to Cia. Alcyonia de Nav. S.A., Panama, in June, 1967, and was re-named "Alkyon".

The new "Irish Oak" has a dead-weight tonnage of 26,091 and her overall length is 571 feet. She will have a draft of 32 feet 8 inches. Her Burmeister and Wain diesel engine, 6K74EF, was built by Kincaids of Glasgow. Her electric power generation system is automated for automatic start-up.

Her cargo handling equipment includes five deck cranes, each with 15 tons capacity. Her five hatches are fitted with Navire covers which jackknife into stowage position. Her Number 3 hold can be ballasted if required and she has a timber load-line assigned.

Accommodation

The "Irish Oak" will provide each crew member with his own cabin fully air-conditioned and the decor and design has been executed by Gustav Sauter of Killarney.

Launch of m.v. "St. Patrick"

Mrs. H. McMahon, wife of the Irish Shipping Ltd. Director, was sponsor for the new Irish Continental Line car-ferry, "St. Patrick", which was launched at Bremerhaven on 17th January. It was a happy coincidence that the lady sponsor is, herself, a native of Bremerhaven. Included in the Irish party which travelled to Germany for the ceremony was Mr. Michael O'Kennedy, the then Minister for Transport and Power, as well as officials of Bord Failte and representatives of press, radio and television. It is hoped that the new ferry will cater for a good proportion of the expected 60,000 German and 30,000 French visitors to Ireland in the coming year.

Officers Ashore I've got my Captain workin' for me now!

(AS AT 21/3/73)

Masters: J. Flanagan, T. Hughes, J. Kerr, M. O'Dwyer, M. McMahon, I. Shiel.

Chief Officers: M. Devine, M. Doyle, H. Fiddler, N. Hearne, C. Mahon, J. Martin, P. Murphy.

Second Officers: A. Coghlan, D. Kavanagh, P. Kehoe, J. Tallon, P. Gordon.

Third Officers: B. Coburn, J. Darcy, P. Farnan, D. Hopkins, P. Hughes, P. McNulty, M. Mundow, T. O'Connor, W. Twomey.

Chief Engineers: H. Dowdall, J. Fahey, J. Johnson, M. Kennedy, W. McCarthy, H. Mooney, T. Murphy, P. Walker.

Second Engineers: P. Bardon, A. Bolster, M. Byrne, N. O'Neill, M. O'Sullivan, J. O'Toole, O. Prunty, L. Sherringham, P. Shorthall.

Third Engineers: K. Barry, K. Edwards, M. Egan, M. Hayes, D. O'Brien, D. O'Connell, T. O'Keeffe, J. Reilly, E. Sweeney.

Fourth Engineers: J. Carr, W. Dalton, P. Dowling, W. Malone, D. Gabriel, C. Kealy, J. O'Connor.

Junior Engineers: E. Burke, F. Foley, F. Fennessy, J. Hughes, P. McCarthy, J. McGuinness, V. Reddin, B. Scully, G. Smyth, M. Taft, T. Wrafter, P. Ruddy, M. McAneny.

Electrical Engineers: T. Brock, E. Perry, J. McCormick.

Chief Stewards: H. Bond, J. Bennett, J. Dillon, B. Dorgan, C. O'Donovan, J. Rogan.

Deck Cadets: D. Cogan, K. Daly, R. Fennessy, J. Igoe, M. Kirrane, F. McCarthy, M. Purcell, M. Ryan, F. Traynor, J. Whelan, D. Coleman.

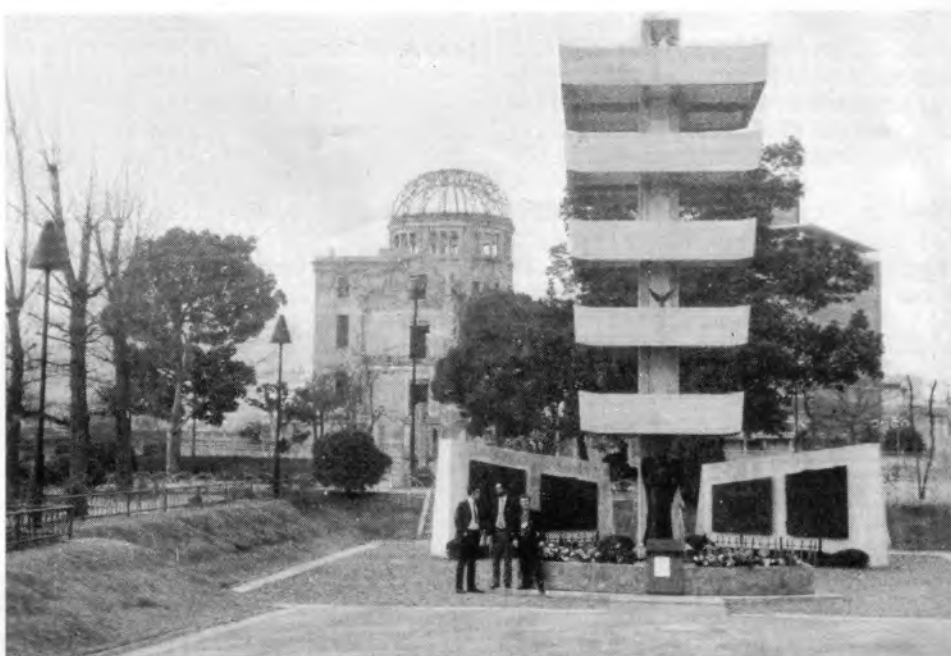
Engineer Cadets: P. Herlihy.



Capt. and Mrs. J. Poole seemed to be enjoying themselves when they took a turn at serving the traditional Christmas fare to the men of the "Irish Plane".

ON DEFENCE COURSE

Officers who recently completed a special defence course were Capt. I. Shiel, Chief Engineer M. Curley, Chief Officers M. Doyle, H. Fiddler and B. Hearne.



Pictured in Peace Park, Hiroshima, at the monument erected to the memory of the many victims of the first atomic bomb are (L. to R.) P. McGlade, L. Maloney and T. Hughes of the "Irish Elm".



"He's a proper little dandy".

A large group of children and a man in a sailor suit posing with various signs. The signs include "THE IRISH CAMORE", "THE IRISH COPLAR", "THE IRISH CEDAR", "THE IRISH PLANE", and "THE IRISH WAN". A central sign features a drawing of a ship and the text "MITCHELSTOWN FOLLOWS THE FLEET".

Mr. Frank Robbins, Director of Irish Shipping Limited, welcomed

the guests on behalf of the Company, and thanked the Minister for making himself available to present the prizes. Mr. Robbins said that it was the second opportunity the Company had of meeting, in person, "Followers" of the fleet from different parts of the country. "Needless to say", said Mr. Robbins, "we are delighted to meet our friends from Mitchelstown, who can truthfully say, on this occasion, that they are the "cheese". Of course, their close rivals from Kilkenny and Edenderry, Co. Offaly, can just as truthfully claim that they are already "All-Ireland Champions". We are very happy to honour you and our friends from those other strongholds of "Follow-the Fleet" represented here to-day.

When I looked down the list of prizewinners, I must confess I got something of a shock to find that the young ladies had, on this occasion, almost swept the decks. Clearly they have been reading their Irish Maritime history and have been inspired by the famous Grace O'Malley. As you know, that good lady didn't just follow the fleet in her day — she actually led it, and she also had an exceptional talent for capturing prizes!

However, we males can take some consolation from the fact that Mr. McHugh of Dungarvan and his young men have managed to prevent a complete take-over by the "fair sex". Mr. Robbins said that it was the Company's hope when the scheme was launched six years ago that it would achieve three main objectives namely that (i) it would prove a novel form of visual aid in the teaching of world geography and related subjects; (ii) that it would make young people more aware of the world wide trading activities of our National Merchant Fleet, and (iii) that it would arouse and develop a greater interest in Irish Maritime affairs. The Company's hopes had been more than realised and the scheme had proved more popular than its sponsors ever imagined it could be.

OVERSEAS REQUESTS

During the past six years some 120,000 pupils from all over Ireland had participated in "Follow-the-Fleet" and when it was considered that this popularity depended entirely on recommendations from teacher to teacher, it was reasonable to believe that the scheme had been a success.

Not only had "Follow-the-Fleet" spread throughout this country, but schools in England, Scotland and the Channel Islands were currently participating. Quite recently applications to join this scheme had

come from places as far apart as Monrovia, in West Africa, and Connecticut in the U.S.A. Such widespread popularity resulted from the generous praise and many tributes to "Follow-the-Fleet" made by teachers who had participated in the scheme. For this, Irish Shipping was most grateful to those teachers, and Mr. Robbins took the opportunity to thank all of them present at the luncheon. Mr. Robbins said it was nice to think that the movements of our ships on the oceans of the world help boys and girls to a better understanding of

geographical facts, and that the cargoes that the ships carry represented for pupils the natural resources and manufactured products of different regions. He said the Company would continue to provide this service and would make every effort to prevent the weekly bulletins from becoming repetitive so that they would still be received with enthusiasm in the 500 schools which took part in "Follow-the-Fleet" every year.

Mr. Robbins went on to say that Irish Shipping had been associated

They Accepted Awards on Behalf of their Schools



Rosemary White



Margaret Fitzgerald

FIRST PRIZE:

Presentation Convent
Primary School,
Mitchelstown, Co. Cork.



Helena Drohan



Mary O'Driscoll

SECOND PRIZE:

Presentation Convent
National School,
Kilkenny.



Caroline Fanning



Catherine Scully

THIRD PRIZE:

St. John of God Convent
School,
Edenderry, Co. Offaly.

Individual Award Winners



LEFT:

Mairead Rutherford,
Holy Family School,
Convent of mercy,
Ennis, Co. Clare.



RIGHT:

Patricia Lyons,
Rennies National School,
Nohoval, Belgooly, Co. Cork.

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PRESENTATION TO ENGINEER CADET



Pictured at the presentation of the Burmah-Castrol Trophy to Cadet J. O'Keeffe at Cork. The presentation was made by Mr. J. Kane of Burmah-Castrol. Also included (L. to R.) Mr. J. P. Roche, Crawford Technical Inst.; Mr. P. F. Parfrey, C.E.O., Cork; Mr. T. Kilduff, Burmah-Castrol; Mr. S. P. Roche, Crawford Tech. Inst.; Capt. M. D. Langran, I.S.L.; Mr. P. O'Keeffe, Burmah-Castrol, and Mr. P. Crowley, I.S.L., Cork.

ENGINEER CADETS' FIRST TEAM



Engineer Cadets selected in the 1972 tests and now studying at Crawford Technical Institute, Cork. (L. to R.) J. Dillon, G. Keeling, W. Sammon, M. O'Leary, M. Flynn, F. Brennan, P. Molloy, G. O'Brien.

Courses

Personnel who have recently completed courses are:

Chief Steward's Course: P. Farrelly.

Chief Cooks' Course: M. Moody, A. Rourke.

Second Cooks' Course: J. Savage,

J. Hanlon, P. O'Reilly.

Welding Course: J. O'Connor.

Petty Officers' Course: P. Byrne, B. Kerrigan.

Ambulance Cert. Course: J. Rogan, M. Moody, J. McGovern.

BIRTHDAY GREETINGS

To **Harry Gains**, Deck Department, "Irish Rowan", A very Happy birthday on 29th March from Mam, Dad, Joan, Tony and Margaret. Also from Rosaleen and Kevin, Marie and family; happy voyage.

To **Deck Cadet Pascal Cahalane**, "Irish Stardust", happy 21st birthday on 14th April, Pascal, from Mam, Dad and all the family. We all miss you and hope it won't be too long until we see you again.

To **Danny McDonnell**, "Irish Cedar", wishing you a very happy birthday on 18th January from Mother, Father, brothers and sisters, including Brother Paddy McDonnell of m.v. "Irish Pine".

To **Frank Galvin**, "Irish Sycamore". Best wishes for your 20th birthday on 6th March from Dad, Mam, sisters Marie and Evelyn, brother Anthony, sister-in-law Gwen, uncles and aunts, Tom and Violet, Lily and John, Harrie and Joe. Also best wishes from Eileen, Joe and Teresa. Congratulations on obtaining your E.D.H. Certificate and may God watch over you and your shipmates.

To **Deck Cadet Gerard O'Sullivan**, "Irish Elm". Greetings and best wishes for your birthday on 2nd April from your Mam, Dad, brothers Tony, Noel, Kevin, Michael, and sisters Myra, Anne, Bernie and Patricia.

LETTER FROM CAPT. E. C. G. HORNE

Arrigadeen,
Rushbrooke,
Co. Cork.

14th December, 1972.

To All Irish Shipping Masters.

Gentlemen,

I would like you all to know how very deeply I appreciate your kindness in presenting me with the beautiful inscribed silver salver to mark my retirement and the very nice brooch presented to my wife. These lovely gifts were a complete surprise, which makes them infinitely more valuable to us.

Please accept my very sincere thanks; my wife joins me in wishing each and every one of you fair winds, smooth sailing and every success for the future.

With all good wishes,

Yours very sincerely,

E. C. G. Horne.

Changes in Omnibus!

"The old order changeth", said the poet and the poor man never spoke nor writ a truer word. Whether one thinks in terms of elections, moral theology or, as in my own case, buses, the old order changeth beyond all expectations. Some of the whizz-kid progressives, as they like to be called, would probably say that the old disorder changeth but that is, to say the least debatable. For myself, I dig the 'all mod. con.' scene as well as most. Nevertheless, there are some things which are best left alone. The whizz-kids know it all; they have ready-made solutions for all our problems and so logical and simple. They would have the good Lord abolish sin by declaring that it doesn't exist, and I suppose for many of them it doesn't.

But I digress from my own particular lost cause for I wish to place on record my protest at what they've done to our Dublin city buses. (I was going to write abuses I feel so strongly on the subject.) One morning recently I broke into my life savings and travelled in to the office on a bus. It was a sad experience. In the days of the 'small Woodbine', trousers with turn-ups and when children obeyed their parents instead of vice-versa, I travelled regularly on buses. I liked buses and I enjoyed my trips which only took a very small quantity of L.S.D. in those days. Alas! The old order changeth and the old bus is no more. Mind you, it's a few years since I travelled on a bus.

Bring round the Rolls, James

At the very first signs of approaching prosperity some ten — fifteen — would you believe twenty? years ago I mortgaged part of my future and bought a car. I thereby joined the national movement which is committed to the proposition that all men are born unequal and that one should not only keep up with, but should make life difficult, if not impossible, for the Joneses. How I missed my daily journeys on the bus, but by the time I realised my mistake I was in no position to redeem the situation by selling the car. Our household had come to regard the venerable jalopy as an indispensable extension of the house. A car is like rheumatism or a bad name; once you've got it it's next to impossible to get rid of it. Of course, it has its advantages. Unlike the bathroom, even in very large families you don't have to queue for it. You can visit out of the way places unless you've got a car like mine and your

garage-man tells you to keep to the bus routes. If you've got a sadistic turn of mind you can indulge your little weaknesses by forcing cyclists off the road; splashing people at bus queues on wet mornings and scaring the living daylights out of old ladies crossing the road. If you revel in power you can invite the motorist behind you to pass and then accelerate to prevent him doing so. You can stall at the traffic lights and then zoom off to leave the fellow sounding the horn behind you stuck on the red. You can keep people awake late at night by sounding your horn loudly and frequently in built-up areas. Apart from these delights the car-owner has little to be thankful for. He loses touch with the man in the street unless he happens to be a bad driver. Left on his own so much he tends to become introspective and moody. He is inclined to talk to himself or at other people who can't hear him which may be just as well. His language tends to deteriorate

and he may well become violent in certain circumstances. He usually has a persecution complex relating to men in uniform, particularly men with yellow ribbon round their caps. By and large he would be better off on a bus; at least that is what I thought until the other morning. Now I'm not so sure.

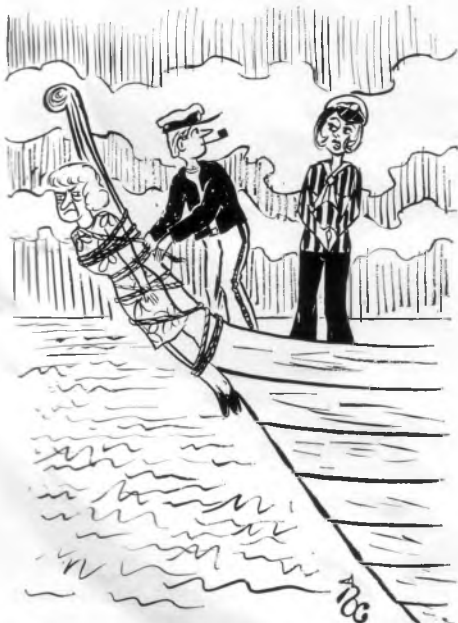
Transported with Joy

As I stood at the bus stop in pleasurable anticipation of my impending journey to the city centre, my mind's eye conjured up a vision of days gone by and buses passed and passed. Eventually one stopped and I almost broke my nose on the tightly shut door as I made to swing gaily on to the platform. A hissing sound put the heart crosswise in me before I realised that it merely prefaced the automatic opening of the bus doors. Then from behind came the charge of the light and heavy brigade and I was nearly walked on in the rush. Truly the old



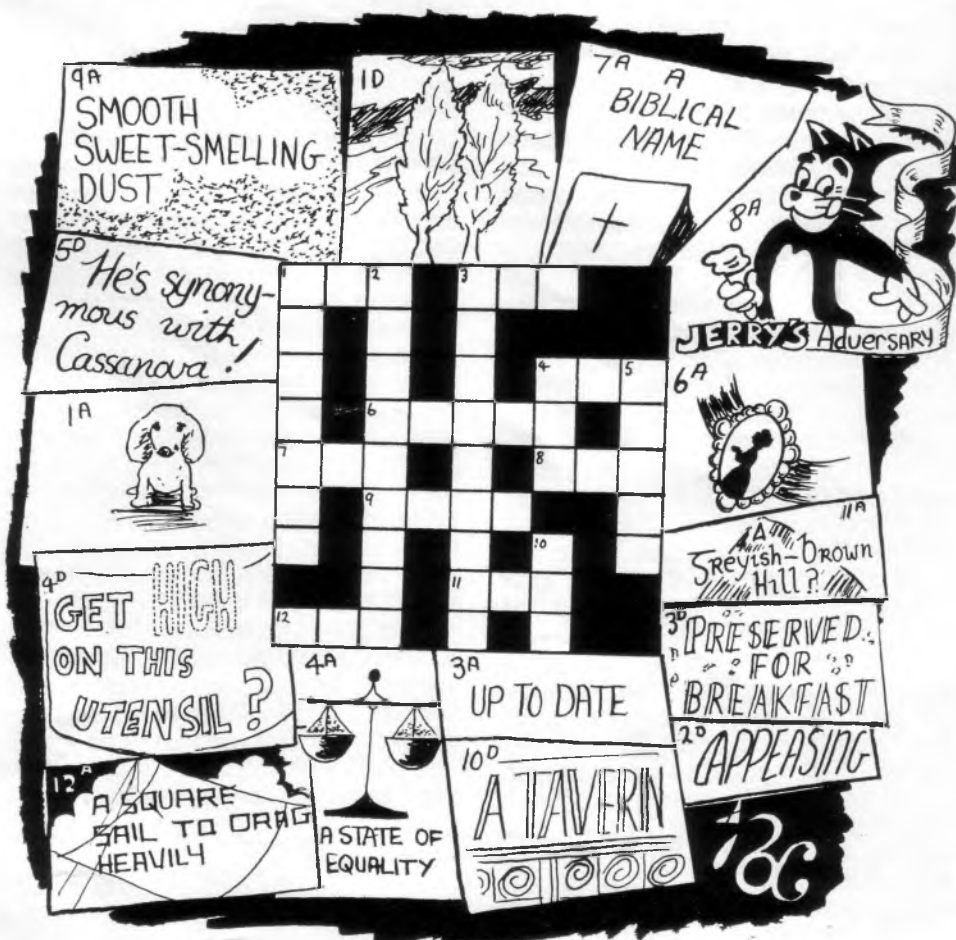
"Well, what do you fancy to-day, Irish Stew, Spaghetti, Hamburger?"

order hath changed—to utter chaos. However, I'm nothing if not a quick learner and I promptly rammed an old gent against the side of the vehicle and, scrambling madly over a gaggle of schoolchildren, I gained admittance to the upper deck or smoking saloon, if you prefer. Recovering my composure, I was almost deafened by a loudspeaker which went on and on about matters which I felt would be more wisely discussed in private. "Number 18, Sandymount, come in please, over", roared the amplifier. A few seconds of silence and then "Lissen, Jimmy, did you try the switch under the dash at all? over". More silence. "Look, Jimmy, let Jack go on ahead and I'll get someone out to you, over". Pause. "Come in number fifteen, Terenure, what's your position now? over". Another pause. "Is there a sixteen in front of you, Paddy? over". It went on like that all the way into town. We'll never know whether Jimmy tried the switch under the dash or if Paddy ever managed to get in front of the sixteen or even if there was a sixteen at all. Just as we rounded College Green I skipped lightly down stairs to hop off as we slowed down approaching O'Connell Bridge—just as I used to do in the old days. Not anymore you don't. The doors were shut tightly and as we were stopped by the Guard on point duty I felt trapped and frustrated as I watched people who had the freedom of the city pass by. We remained like that for ten minutes before the traffic moved on and we were finally released from custody. I made a vow then and there that if I ever sold the car I would buy a pony and trap.



"I know I said that mother would be useful on board, but this is not what I had in mind".

CROSSWORD CORNER



Solutions on page 11

E.E.C. SHIP OWNERS' ASSOCIATION

The Irish Chamber of Shipping, which is representative of all Irish Shipowning interests, recently took a positive step into European affairs when they decided to join the European Common Market Ship Owners' Association. This Association, which was formed in 1965, originally comprised the National Ship Owners' Associations of the five maritime Common Market Countries, Belgium, France, Germany, Italy and the Netherlands. In January this year also the United Kingdom Chamber of Shipping and Danish Ship Owners' Association became members, and this enlarged Association now represents 25% of the world's merchant fleet.

The objectives of the Association are to study all problems relating to the maritime transport industry in the context of the treaties governing the European Community, to promote its policies with the authorities of the European Community and to keep its members fully informed. An office and Secretariat has been established in Brussels under the Management of the Administrative Board, consisting of

one Director from each National Association. The Presidency and Vice-Presidency will rotate amongst member countries, and the current President is M. J. Barnaud, of France, with Mr. Francis Hill of the United Kingdom as Vice-President. The Irish Director on the Administrative Board is Mr. B. W. Lynch, Personnel and Operations Manager, of Irish Shipping Limited.

GREETINGS FROM HOLLAND

Rozenburg, Holland.
1st January, 1973.

Dear Sir,

On this first day of the new year, 1973, I take the opportunity to thank you very much for having sent me your esteemed magazine "Signal" so regularly.

I always enjoy reading it because of the many interesting articles and also because of the family like character.

I wish your Company and all her members and families a very prosperous and happy New Year with many safe and happy sailings for all the ships.

I hope I may be again on your list for this year.

Thanking you in advance,
B. A. F. Buys.

Ancient Irish Mariners No 3

BERNARDO O'HIGGINS —

Founder of the Chilean Navy

Bernardo O'Higgins, founder of the navy of Chile, is usually included in any list of Irishmen who have achieved fame in the service of foreign countries. O'Higgins, however, never set foot on Irish soil and he was no seafarer.

In the small Chilean town of Chillan, Bernardo O'Higgins was born in the year 1778, the son of Don Ambrosio, an official of the Spanish government in Chile. Don Ambrosio O'Higgins was born in Ireland, probably in Ballinarry, Co. Sligo, because he subsequently chose to be called Baron Vallenar when honoured with a title by the Spanish Government. He claimed to be descended from Sean Dubh O'Huiginn, an ancient Irish chieftain. Bernardo shared his father's love for Ireland and considered himself Irish as well as Chilean.

Bernardo was educated in Peru, where his father served for some time as Viceroy, as well as in Spain and in England. While he was in Europe his father died and on his return to Chile he went to live on a large estate left to him by his father. He also joined the national Chilean movement to achieve independence and he rose rapidly from the ranks in the army of liberation. After only three years he was appointed Commander-in-Chief of the army

which was ill-equipped and short of food and other supplies. After defeat at the battle of Rancagua by the Royalist Spanish army, the Chileans retreated to Mendoza and had to haul their heavy guns over the 12,000 feet high Andes in the retreat. For three years they remained at Mendoza and then, in 1816, after O'Higgins had been joined by the Argentinian general, San Martin, they organised a big army which they called the Army of the Andes. The new force had more success against the Spaniards and gradually drove them out of the north of Chile so that when O'Higgins and San Martin reached the capital, Santiago, they got a tumultuous reception. In acknowledgment of his achievement and to fill the position of President the most important citizens were anxious to elect San Martin, who was commander-in-chief of the victorious Chilean army. However, since he was not a Chilean the people chose O'Higgins and he thus became the first president of the new Republic. At a subsequent battle O'Higgins was severely wounded but soon afterwards he and his army finally defeated the Spaniards at the battle of Maipo. O'Higgins continued to rule as Director of Chile but he feared attack from the Spanish forces in Peru and he decided to try to rid that country of the Spaniards also.

It was in this task that O'Higgins won a permanent place in the history of his country's navy. He set about building up a Chilean navy with the help of an able English seaman, Admiral Cochrane, whose flagship was named the 'O'Higgins'. The flagship headed a large fleet which, in 1821, took General San Martin northwards with an expeditionary force to end Spanish rule. They were defeated and O'Higgins was subjected to criticism for his actions and for his dictatorial rule in Chile but despite great opposition, he overcame his internal enemies to win the support of the majority of his people. However, his rivals continued to plot against him and when he retired from office he was obliged to live in exile in Peru which had been liberated by Simon Bolivar.

It is claimed that Bernardo O'Higgins intended to come to visit his relatives in Ireland on his retirement but he still held a hope that he would be asked back to lead Chile again. Conditions became very unsettled in his native land after his departure with lawlessness and internal divisions. Eventually Bernardo decided to return, but on his way he suffered a fatal heart attack.

Bernardo O'Higgins died on 23rd October, 1842, and is buried in Santiago where a monument over his grave recalls his great contribution to Chile and the main street of Santiago is called Avenida O'Higgins in tribute to his memory.

Continued from page 7

with educational schemes almost since the Company's inception. The Company's Cadetship Scheme for Navigating and Marine Engineer Officers had helped almost one thousand young men to qualify as ships' officers and had provided opportunities for those young men to follow seafaring careers, opportunities which would not otherwise be available in this country.

Mr. Tom McHugh, Principal, Garanbane National School, Dungarvan, spoke on behalf of the teachers and thanked Irish Shipping for their sponsorship of "Follow-the-Fleet". Mr. McHugh said that the scheme was doing an excellent service to the cause of education in maritime affairs as well as in the field of geography. It held the interest of pupils who visualised the voyaging of the different ships of the fleet across the trade routes of the world.

Mr. McHugh also recalled the many Irish seamen who gave their lives in the last World War in the service of the Merchant Fleet. Mr. McHugh said that the men on board

the various vessels lost during the war should hold a rightful place of honour in the country's more recent history.

Among the guests at the luncheon were Colonel A. Lawlor, Irish Maritime Institute; Mr. S. MacGearailt, Secretary, Department of Education; Mr. M. Hayes, Assistant Secretary, Department of Transport and Power; Mr. L. St. J. Devlin, Director, Irish Shipping Limited; Mr. W. A. O'Neill, General Manager Designate of Irish Shipping Limited and Mr. J. N. McGovern, Secretary and Administration Manager, Irish Shipping Limited.

SOLUTIONS TO CROSSWORDS

See page 10

Across

- 1 pup
- 3 mod
- 4 par
- 6 cameo
- 7 Asa
- 8 tom
- 9 talc
- 11 dun
- 12 lug

Down

- 1 poplars
- 2 placate
- 3 marmalade
- 4 pot
- 5 romeo
- 10 inn

Congratulations

We are pleased to express our congratulations and best wishes to Mr. and Mrs. Aubrey McElhatton who were married last January. Both have since returned from their honeymoon cruise in the Caribbean.

It has been a particularly hectic start to 1973 for Aubrey who, as General Manager of Irish Continental Line, has had a very full programme of business commitments in the organisation of the new Ross-lare/Le Havre car-ferry service. The vessel which will operate on the route was launched at Bremerhaven less than one week prior to the wedding.

To Margaret we would like to say a very sincere thank you for the many interesting and readable contributions she has made to this magazine from time to time. Our wish for both is that they may enjoy many years of health and happiness in their future life together. See picture page 3.

Rotterdam—The Greatest



It is a remarkable fact that the port of Rotterdam, known as Europort, handles more cargo than the ports of New York and London combined. Over 250 million tons of the world's seaborne trade passes through Europort each year and yet Rotterdam is only the second largest city in one of Europe's smallest countries, The Netherlands. In area, the Netherlands is little more than half the size of the Republic of Ireland yet it has more than four times the population of this country. Much of Holland's 15,800 square miles is below sea level and the country is protected from the waters of the North Sea by 1,500 miles of dikes. Since the end of the Second World War a half million acres of land has been reclaimed from the sea in a massive drainage scheme on the IJsselmeer, formerly known as the Zuider Zee. Of the total land area forty per cent is given over to pasture with thirty per cent allotted to farming; seven per cent to forestry and three per cent to horticulture. Ninety per cent of farms have less than fifty acres and fifty per cent have less than ten acres.

History

The history of Rotterdam as a port dates from the end of the thirteenth century when the first dam on the river Rotte was built at the site of the present port. It is believed that ships first sailed up-river to Rotterdam around that time carrying traders. The port was also used extensively by fishermen.

Ideally situated at the mouth of the Rhine and also having the Meuse river flowing through the

city, Rotterdam owes its prominence as a centre for world trade to its unique geographical position. Within a radius of three hundred miles around Rotterdam there is a population of 160 million people. This huge consumer market with its great demand for consumer goods together with the busy industrial regions which form the port's hinterland combine to ensure regular shipments of raw materials and manufactured goods in and out of Rotterdam.

More than 30,000 ocean-going vessels call at Europort annually while the great rivers which flow through the area on their way to the sea bring some 260,000 barges and other inland waterway vessels to the port each year. Principal commodities shipped through Rotterdam are ore, wheat, oil, coal and steel. A considerable volume of general cargo and container traffic is also handled there. Shipbuilding, which is a traditional industry in the area, continues to flourish despite world wide competition as well as domestic difficulties encountered in recent times.

Rotterdam has the largest concentration of oil and chemical refi-

neries in Europe with a total capacity of fifty million tons. The huge tanks which constitute the "tank farms" of the refineries dominate the area along the New Waterway. The Waterway provides a 72 feet deep channel for the mammoth tankers of up to 250,000 tons which bring the crude oil to Rotterdam. From the refinery plants pipelines carry petrol, oil, chemical compositions and gases to Amsterdam, Antwerp and other industrial centres surrounding the port.

Due to the build-up of sandbanks in the approaches to the port it was not until 1872, with the opening of the New Waterway, that ships began to call regularly at Rotterdam. The architect of the Waterway was Dr. P. Caland who devised a way of building an unobstructed route through the sand dunes on the coast from the North Sea to the port. As a mark of appreciation the Caland Canal is named after him. This latter canal runs parallel with the New Waterway to give additional deep-water access to the port.

The City

The city itself had to be rebuilt following the destruction it suffered

in the Second World War when the centre of Rotterdam was completely destroyed. Careful planning located buildings to house related kinds of business activity in close proximity to each other such as the building of banking houses near the Stock Exchange. An attractive shopping centre was built around the city's most important boulevard, the Coolasingel. In the new city plan 75% of the land available in central Rotterdam was allocated to provide parks and gardens.

At the same time space for offices and business activity was provided by erecting higher buildings. Such is the fame of the new city that planners from other countries have been attracted to Rotterdam to view and study the layout and design.

As the city is split by the Meuse many bridges cross the river at various points and the Maas Tunnel which provides an underground crossing point has a capacity of 80,000 cars per day. It is planned to replace the many bridges with a second tunnel which is to be named the Willems Tunnel. This second tunnel will have six lanes of traffic as compared with four lanes in the Maas Tunnel. The city has a population of more than 700,000 and covers an area of 77 square miles.

Rotterdam's underground railway, the Metro, was opened to traffic in 1968 and it crosses the Meuse river by a tunnel two-thirds of a mile long. Plans are in hand to build a second main line to further improve the city's transport system.

A world trade centre planned for the middle of Rotterdam will house the Port Authority and will be located close to the banks and insurance houses of the city. The project features two 430 feet high office towers and will have 1.2 million square feet of floor space available for leasing. Included in the Centre will be a hotel and specialised exhibition spaces. It is appropriate that Rotterdam, the world's leading shipping terminal should provide facilities for the further promotion of international trade in conjunction with the continued growth and development of its port installations.

Greetings

To Brendan J. Kennedy, "Irish Rowan", greetings and best wishes for your 21st birthday which took place on 19th March.

Love and all the best from Mother, Father, sisters, brothers and Betty.

"Aboard New Irish Pine"



This group was pictured on board the "Irish Pine" just before she sailed from Glasgow on her maiden voyage bound for Houston, Texas. Included are (L. to R. standing) J. Donnelly, P. Harris, G. Whittaker, P. McDonnell, J. Maguire, D. Power, K. O'Malley, E. Swan, N. Kavanagh, J. O'Keeffe, J. Roice. (L. to R. kneeling) A. Boyle, T. Doyle, R. Egan, J. Murphy, M. O'Connor, Sharon Knott (daughter of D. Knott, Second Engineer), P. Cantwell and W. Grimes.

BOROUGH of PLYMOUTH.

GUILDHALL, SEPTEMBER 7, 1810.

I DO hereby request a General Meeting of the MERCHANTS and SHIPOWNERS, residing within the Town and Borough of Plymouth aforesaid, at the Guildhall thereof, on THURSDAY next, the thirteenth Day of September Instant, precisely by Twelve O'Clock at Noon, for the Purpose of considering the Clauses of a Bill, proposed to be presented to Parliament in the ensuing Sessions, to increase the Number of Persons to be bred to the Sea Service.

Joseph Pridam,
MAYOR.

AYE, AYE, SIR!

HAYDON, PRINTER, PLYMOUTH.

NEWSPAPER TAKE-OVER

Mr. A. J. (Tony) O'Reilly, former Irish international rugby player and more recently a well-known personality in Irish and American business circles, has made a successful bid for Independent Newspapers Ltd. The amount involved is reported to be in the region of £5½ million which is a rather exclusive region. Mr. O'Reilly said that he had made the bid on behalf of his family

investment company. Before the take-over was finally announced, the journalists employed in the Independent Group of newspapers staged a short strike in protest at the lack of consultation with the paper's staff on the proposed change of ownership. Agreement was subsequently reached between Mr. O'Reilly and the staff on the question of the influence which the

journalists will be allowed to exercise on future editorial policy.

In addition to the "Irish Independent", "Sunday Independent" and "Evening Herald", the company hold controlling interests in a number of provincial newspapers including the "Wexford People", "The Kerryman" and the "Drogheda Argus".



FLEET NEWS

"Irish Rowan" in Australia

Having loaded grain at Baie Comeau and St. John, N.B., the "Rowan" called at Savannah and Houston on her voyage to Australia and India. She went through Panama on 31st January and arrived at Melbourne on 26th February. She subsequently called at Sydney and will complete discharge of her grain cargo at Rangoon and Calcutta. The vessel is expected at Rangoon about 23rd March, and should finish discharge at Calcutta about 7th April. Her next fixture is not yet available at time of going to press.

While the "Rowan" was at Melbourne, Mr. B. Larkin, Chief Engineer, and Mr. T. Hanrahan, Second Engineer, joined the ship. Mr. W. McCarthy and Mr. N. O'Neill, Chief and Second Engineers respectively have been relieved and have returned home on leave.

"Cedar" in Drydock

After spending over two weeks in drydock at North Shields, the "Cedar" sailed for Rotterdam where she arrived on 25th February to load steel and general cargo at that port and at Antwerp. She sailed from Antwerp on 1st March for Bridgeport where she arrived on 14th March. Her other discharge port in the U.S. is Philadelphia. On completing discharge of her cargo at Philadelphia it is expected that the "Cedar" may load grain for a European Continental port.

While the vessel was at Antwerp, Mr. D. Gibbons replaced Mr. L. Fanning as Chief Steward. We take this opportunity of congratulating Mr. Gibbons on his promotion.

"Irish Plane"

We are pleased to note that Mr. John Dillon, Chief Steward is back on duty again after his recent illness. Mr. Dillon has replaced Mr. D. Gibbons who has recently joined the "Irish Cedar". It will be recalled that Mr. Dillon was hospitalized at Puerto Cabello, Venezuela, where

he was about to join the "Irish Sycamore" last December. We are pleased to note that he is well and fit again.

The "Irish Plane" continues on her charter with Gouldings and is due at Casablanca on 27th March to load phosphate for Dublin.

"Sycamore" Meets Icy Conditions

On passage from Cornerbrook to Tampa, the "Irish Sycamore" encountered some heavy pack ice and had to be assisted by an ice breaker at the commencement of her voyage. She sailed from Cornerbrook on 29th January and arrived at Tampa, Florida, on 6th February. She subsequently called at Miami and completed discharge of her cargo of newsprint at that port. The ship has since loaded a cargo of phosphate and potash at the ports of Bocagrande, Burnside and Houston for Buenos Aires and Rosario. The "Sycamore" is due at Buenos Aires on St. Patrick's Day, 17th March, and is expected to complete discharge at her final port of Rosario, which is 222 miles up-river from Buenos Aires, about 27th March. Her further itinerary is not available at time of going to press.

"Stardust" Damaged

Considerable damage was sustained by the "Irish Stardust" when she grounded off Vancouver in January, and she has subsequently docked for repair at Victoria, British Columbia. She arrived at Victoria on 25th January and is expected to be ready to sail at the end of March.

At the time of her mishap the "Irish Stardust" was on her way to other British Columbian ports to complete loading for Japan. When she resumes her voyage, the vessel will call at Crofton, New Westminster, Squamish and Harmac before sailing for Kawasaki and Osaka. It is expected that the vessel will sail finally for Japan about 8th April, and should complete her discharge in Japan about 28th April.

While the vessel was at Victoria, Second Engineer, Mr. R. Broderick replaced Mr. M. Byrne, who has returned home suffering from a foot injury.

"Elm" Delayed

Like the new "Irish Pine", the "Elm" has also been delayed in the Gulf of Mexico where she arrived on 24th February from Baltimore. She had discharged a cargo of motor cars in Baltimore from Antwerp, and it is expected that the vessel will sail from the Gulf about 10th March with grain for Japan. She will be due to transit the Panama Canal about 14th March and should arrive in Tokyo about 8th April. In accordance with her normal voyage schedule the "Elm" will probably load motor cars in Japan for discharge at a European Continental port.

"Irish Star"

This vessel loaded wood pulp at Coos Bay, and cotton at Los Angeles for Barcelona and Livorno. She sailed from Los Angeles on 3rd March and is expected to transit the Panama Canal about 13th March. She will be due at Barcelona on 28th March and after one day unloading there she will complete discharge at Livorno about 31st March.

Maiden Voyage of "Irish Pine"

On 3rd February the "Irish Pine" sailed on her maiden voyage in ballast for New Orleans where she arrived on 17th February after making a good outward passage. She was delayed at New Orleans due to heavy congestion at the port. When she arrived there were fifty bulk carriers at anchorage awaiting berths due to the extremely heavy traffic which has resulted from the great volume of grain moving from the United States to Russia and China following recent contracts with both countries.

The "Irish Pine" is the third vessel owned by Irish Shipping to bear that name. It will be recalled that the first ill-fated "Irish Pine" was lost with all hands crossing to the Gulf of Mexico in November, 1942. The second "Irish Pine" was built by John Redhead, of South Shields, in 1948, and was subsequently sold to a Panamanian Company in August, 1965 and was renamed "Amazon".

The "Irish Pine" arrived at Hamburg on 19th March with a cargo of grain. She will sail again for Pointe Noire in the Congo about 25th March, in ballast to load cargo of manganese ore for Japan. She will call at Durban and Singapore for bunkers.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 21st MARCH 1973)

m.v. "IRISH ELM"—Captain B. Reilly; Deck Officers: P. Kelly, B. Kehoe, M. Cronin; Deck Cadets: G. O'Sullivan, G. Hopkins, B. Kinch, M. McCarthy; Engineer Officers: D. Scott, P. Collins, N. Kearns, J. English; Junior Engineers: C. Corcoran, M. O'Gormon, D. O'Laughlin; Engineer Cadet: J. Denham; Electrical Engineer: J. Dunn; Chief Steward: J. Clinton; Radio Officer: P. McGreevy; Deck Department: K. Maher, H. Hannon, J. Kellegher, T. Hughes, A. Shiels, P. Bollard, G. Corr, R. Delaney, P. O'Connor, N. Cummins, J. White, G. O'Keeffe, P. Dowling; Catering Department: T. Mason, J. Edwards, T. Mahony, W. Muldoon, D. McKenna, J. Kelly, J. Gilligan.

m.v. "IRISH PINE"—Captain T. Byrne; Deck Officers: J. Kelly, F. Healy, J. Kenny; Deck Cadets: H. O'Brien, J. Clarke; Engineer Officers: M. Byrne, D. Knott, W. Quigley, J. Devitt, S. McLoughlin; Junior Engineers: P. McGlade, J. O'Keeffe; Engineer Cadet: D. Power. Electrical Engineer: T. Duggan; Chief Steward: P. Murphy; Radio Officer: M. Corry; Deck Department: P. Harris, K. O'Malley, P. McDonnell, P. Cantwell, J. Knight, J. Donnelly, M. O'Connor, J. Roice, E. Swan, N. Kavanagh; Catering Department: R. Egan, T. Doyle, J. Maguire, A. Boyle, J. Murphy, A. Kavanagh, G. Whittaker.

m.v. "IRISH STAR"—Captain J. Walsh; Deck Officers: P. Donohue, J. Moynihan, J. Hickey; Deck Cadets: C. Graham, L. Gavin, S. O'Byrne; Engineer Officers: M. Dillon, T. Kenny, D. Walsh, P. O'Halloran; Junior Engineers: M. McCann, J. O'Meara; Engineer Cadet: J. O'Leary; Electrical Engineer: W. Cadogan; Chief Steward: T. O'Connell; Radio Officer: J. Butler; Deck Department: V. Murphy, D. O'Sullivan, F. McCarthy, F. Cole, H. John-

son, D. Hill, S. Ryan, A. Byrne, N. Shields, M. Manson, O. McGarry; Catering Department: B. Rogan, J. McGrath, J. Furlong, G. O'Toole, J. Buggy, P. Gavin, G. Mooney.

m.v. "IRISH STARDUST"—Captain J. Caird; Deck Officers: E. Greevy, J. Whyte, J. Murphy; Deck Cadets: P. Cahalane, P. Miley; Engineer Officers: P. Otter, R. Broderick, A. Scanlon, P. Caffrey, H. Teehan; Junior Engineer: D. Tierney; Electrical Engineer: J. Clarke; Chief Steward: J. Doran; Radio Officer: P. Duffy; Deck Department: J. Griffin, C. Coleman, P. White, B. Free-ney, A. Hearne, A. O'Gormon, J. Murphy, M. Redmond, F. Macken, T. Byrne, A. Doyle; Catering Department: D. O'Neill, E. Murphy, L. Kieran, D. Dunne, T. Keegan, P. Leonard, G. McGovern.

m.v. "IRISH SYCAMORE"—Captain J. Onions; Deck Officers: M. Carey, F. Kirk, J. Daly; Deck Cadets: M. Kinsella, A. Kelly; Engineer Officers: A. Ward, J. Nangle, W. Roberts, D. Gerety; Junior Engineers: T. Farrell, E. Healy, P. Morris; Engineer Cadet: J. Garvey; Electrical Engineer: P. Fitzgerald; Chief Steward: E. Fric-ker; Radio Officer: J. Morrissey; Deck Department: J. Ryder, P. Shel-ton, J. McGroarty, P. Craine, J. Murphy, J. Farrelly, P. Codd, F. Galvin, D. McClean, P. Kelly, A. Myler; Engine Department: J. Kelle-her, J. Gaffney, T. Maguire; Cater-ing Department: J. Rourke, P. Codd, A. McCann, R. Dornan, D. Coombes, P. Bullman, P. Cullen.

m.v. "IRISH ROWAN"—Captain J. Gleeson; Deck Officers: P. Tyrrell, J. Robinson, P. Richardson; Deck Cadets: P. Murphy, D. Meagher; Engineer Officers: B. Larkin, T. Han-raham, T. Rossiter, M. Donovan; Junior Engineers: T. Hoyer, J. Bow-den, J. Everitt; Electrical Engineer:

H. Stears; Chief Steward: P. Walsh; Radio Officer: R. McKeeever; Deck Department: T. O'Connell, L. Ket-terer, N. Byrne, D. McDonnell, H. Gains, J. Duff, J. Gallagher, M. Doyle, T. Kelly, M. Keogh; Engine Department: J. Grace, G. Roche, J. McGrann, T. Doyle; Catering De-partment: U. Maher, B. Kennedy, J. Evans, S. Moore, M. Heffernan, J. Doyle, P. Flynn.

m.v. "IRISH CEDAR"—Captain W. Garvey; Deck Officers: G. Kyne, M. Darcy, J. Flanagan; Deck Cadets: P. O'Shea, J. Foley, P. Smyth; En-gineer Officers: R. Tennent, J. Pryme, A. Bolster, F. Mullin; Junior Engineers: P. Hagan, F. Reid, P. Smyth; Engineer Cadets: F. Cotter, P. Herlihy; Electrical Engineer: D. Niall; Chief Steward: D. Gibbons; Radio Officer: J. Lyons; Deck De-partment: J. Tallon, D. Reilly, L. Moloney, A. Murray, P. Boland, S. Smith, J. Willis, G. Byrne, J. Bren-nan, M. Brown; Engine Department: P. Proctor, P. O'Brien, M. Manson, J. Robinson. Catering Department: E. Byrne, A. Doyle, R. Dunne, J. Keogh, M. Dooley, P. Savage, G. O'Connor.

m.v. "IRISH PLANE"—Captain J. Poole; Deck Officers: M. Doyle, J. Ryder, H. McGowan; Deck Cadets: C. Lawless, T. Ruane, D. Coleman, P. Kelly; Engineer Officers: G. Cun-ningham, J. Doran, J. Waters, J. Carr; Junior Engineers: C. Powell, A. Farrell, J. Doody; Engineer Ca-det: K. Daly; Electrical Engineer: M. Cheevers; Chief Steward: J. Dillon; Radio Officer: P. O'Shea; Deck De-partment: W. Carroll, M. Kearns, H. McElwain, J. Dillon, D. Cahill, L. Beggs, M. O'Toole, D. Early, M. Bonny, B. Fletcher; Engine Depart-ment: M. Thullier, P. Walsh, M. Co-gan, D. O'Sullivan; Catering Depart-ment: D. Meagher, T. Healy, D. Gregg, S. Ebbs, C. Guiden, D. Cole-man, D. O'Leary.

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

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

Editor: John Higgins