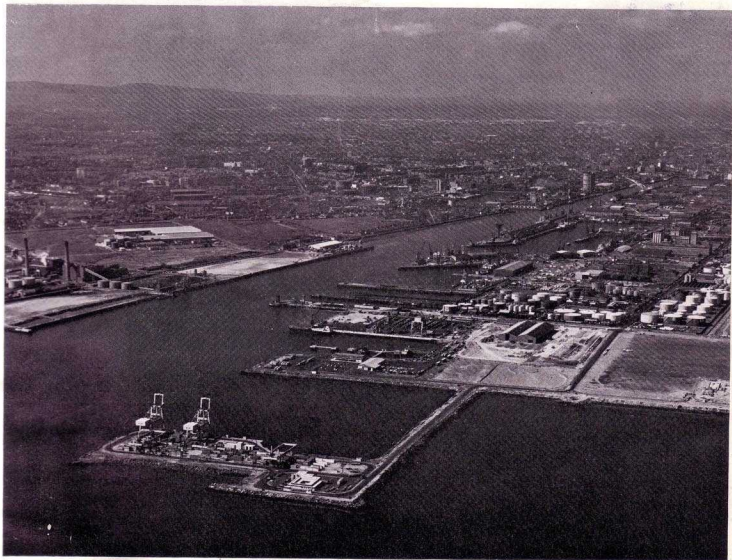


SIGNAL

SUMMER 1974

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

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A panoramic view of the port and city of Dublin.

ANOTHER YEAR OF PROFIT FOR I.S.L.

In his report to the Annual General Meeting of the Company our Chairman, Mr. Perry Greer, said that the year just ended would go down in history as the year in which crisis became reality – as the year which saw the most dramatic upheaval ever in the control, supply and price of basic raw materials – as the year when oil became the most used and abused word in every language – and as the year which added still more steeply to the ever upward trend in costs of all sorts.

Against this background, Mr. Greer said, that it was with some considerable pleasure that he reported yet another year of profit for Irish Shipping. The Chairman continued: – “In common with everyone else we, too, have suffered from the effects of the world-wide disturbance but by sound navigation have succeeded in avoiding the worst of the storm.

International shipping is cyclical in its nature with periods of feast and famine – (sadly more of the latter) – in so far as earning and profitability are concerned. Because this is so and because of the very high and increasing cost of ships, which are its stock-in-trade, it is also of necessity long term in the significance of its results with five year averages being of more importance than single years.

In 1967 we set ourselves the target of achieving a break-even in periods of depressed freight rates and thus of profitability when rates were more favourable. It is interesting, therefore, to look at the figures over this period on the basis of five yearly annual averages.

5 year Period	Annual Average Net Profit
1966/71	£352,000
1967/72	£520,000
1968/73	£624,000
1969/74	£864,000

The steady upward annual trend on a five yearly basis is encouraging and is more important than spectacular results in any one year, such as the present one, because it is on this that the future well-being of the Company depends.

Review of the Year

A review of the past year must of necessity commence with the oil crisis, the outcome of which has been a savage and unprecedented increase in the cost of running ships. This, in turn, may well lead to dramatic changes in ship technology as ship-owners struggle to counter its effects on their ability to continue trading.

The crisis also brought in its train a measure of adverse publicity for Irish Shipping – the kernel of complaint being the absence of tankers in our fleet. I would like to make the following points clear:

Tankers were not a relevant factor in the oil upheaval. Indeed for tanker owners the opposite was in fact true – there were too many tankers chasing too little business and incurring heavy losses as a result. Had the national interest dictated the acquisition of tankers we could without difficulty have obtained whatever was needed either by

way of charter, purchase or exchange for ships in our fleet. We have always been ready to do so, but it should be stressed that the source of crude supply and the availability of refining capacity are the key issues. Tankers only become an emergency problem when they are in short supply.

Tankers without secured long-term contracts are a very risky venture and this is clearly demonstrated by the present level of massive losses being faced by tanker owners. Because of this and because of our ability to provide tankers at short notice, as already explained, we have decided to concentrate our efforts to build up the Irish Merchant Navy on other lines. Nevertheless, we have always been anxious to secure contracts for the handling of Irish oil imports on an economic basis – and should such a contract become available then we will provide a tanker or tankers to carry these products to Ireland.

FLEET

Fleet tonnage increased during the year from a total of 211,150 to 233,711 deadweight tons. Plans are presently being formulated which will add substantially to this figure. In pursuance of the Company's policy of maintaining an up-to-date fleet, our two oldest vessels, “Irish Rowan” and “Irish Sycamore”, were sold during the year at very satisfactory figures. The resultant reduction in tonnage was more than offset by the acquisition of two further new bulk carriers, “Irish Oak” and “Irish Larch”, delivered from Govan Shipbuilders Ltd. and the new car ferry “Saint Patrick”. As a result of these changes the ten vessels now in service are, on average, less than five years old, a very satisfactory situation and one towards which our fleet policy has been directed in recent years.

In the twelve months ended 31st March, 1974, our ships on world-wide services carried over two million tons of cargo and, in doing so, brought the Irish flag into six hundred ports in sixty countries around the globe.

Apart from the economic benefits, including the earning of valuable foreign currencies, which are derived from their trading activities, the ships of Ireland's deep-sea merchant fleet continue to enhance the high reputation which they have long since established in international shipping circles.

Joint Venture with Reardon Smiths

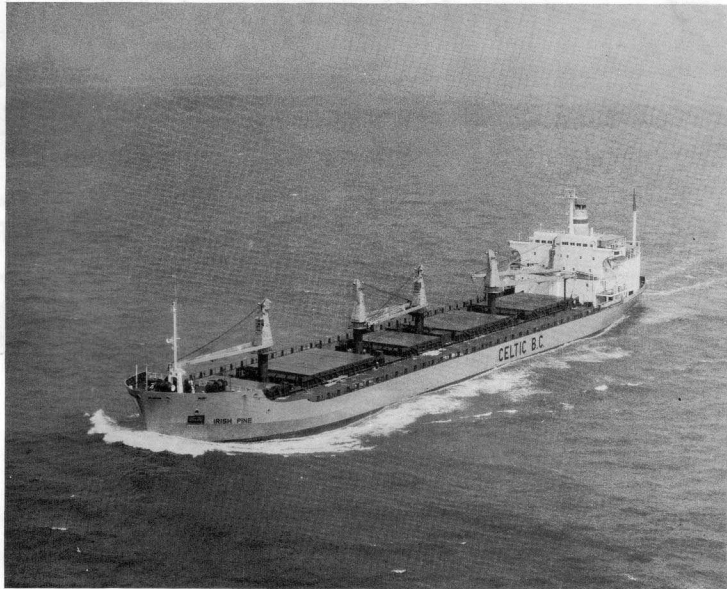
When I spoke to you last year I expressed our pleasure that we had become more closely associated with our longstanding friends in shipping, the Reardon Smith Line, following the pooling of part of our respective fleets. I am now pleased to tell you that the high hopes we then held for the success of this enterprise have been very much strengthened by the excellent trading results achieved during the first year's operation of this pooling arrangement. It is also worthy of mention that our four Govan-built vessels participating in the pool have performed excellently in service and have fully justified our confidence in them and have vindicated, in the most practical way possible, our determination to persevere with our Upper Clyde building programme despite the difficulties which beset the shipyards involved three years ago.

Ferry

Irish Continental Line Ltd. commenced operation on June 2nd, 1973, with the new car ferry “Saint Patrick”. It is gratifying to report that the service considerably exceeded our traffic expectations. The Rosslare-Le Havre route, which earns over

PROFIT & LOSS ACCOUNT

Having made provision for all charges, including depreciation and loan interest, the Net Profit before tax was £1,514,824 compared with £538,976 in the previous year. The Trading Profit rose from £348,534 to £1,986,825. The Balance forward on Profit and Loss Account is increased by retained profits for the year from £1,402,831 to £2,768,808.



The "Irish Pine" pictured in the English Channel on her way to Antwerp.

60% of its revenue in foreign currency, carried 72,000 passengers, 18,000 passenger cars and over 50,000 tons of freight in its first year of operation.

The service had its share of problems during the year and I refer in particular to the huge increase in bunker costs which in a full year will add £400,000 for fuel alone. In addition, port congestion at Rosslare caused delays during the winter months and difficulties were experienced in obtaining experienced staff in some Catering departments and this reflected itself in the standard of service offered. Difficulties like this are not peculiar to shipping. However, we are concerned and are taking constructive steps to overcome this problem.

Whilst bookings for 1974 are ahead of this time last year, naturally the outcome for the coming year will depend on the state of the tourist industry as a whole. We confidently expect that this service, which has already proved of benefit to the Irish tourist industry, will make a useful

contribution to overall Company profitability within the next few years.

I would like to record the Board's appreciation for the constructive and helpful approach of our Scandinavian partners in this venture and to record also a special word of thanks to both C.I.E. and Bord Failte for their material contribution to the well-being of the Service.

Agency

In order to cater adequately for the increased demand on the services of our Agency Division during the past year, additional staff were taken on and it was fortuitous that this expansion co-incided with the transfer of our Head Office staff to our new office at Merrion Hall. Our Agency Division is now located at our Aston Quay premises and the centralising of all the sections attached to this busy area of Company activity should be to the mutual benefit of the many leading shipping companies for whom we act as Agents at Dublin and Cork and of the great number of Irish ex-

porters and importers whom we are also pleased to serve.

Port Services

The stevedoring firm of Port Services Ltd. in which we have as valued partners R. A. Burke Ltd., have recorded another profitable year's operation at the port of Dublin.

Insurance Corporation of Ireland

The Insurance Corporation of Ireland in which we hold a substantial minority of shares enjoyed a successful year and our joint venture with them through the Property Corporation of Ireland saw the completion of its first building - Merrion Hall at Sandymount.

Off-shore Exploration

With the continued success of exploration in the North Sea and the confirmation of a gas find off Kinsale, the potential in Irish off-shore waters has now become a matter of immense importance for the country.

Given as a basic starting point the Company's know-how in maritime

matters, we have been considering how best we might serve the country in the now certain event of considerable exploration in Irish waters.

In the high technology and high capital cost areas of this business it is unlikely that any Irish interest could go it alone — the sheer scale of the costs alone render this impracticable. For this reason we have taken an interest in the construction of two drilling rigs as part of a consortium composed of U.K., Scandinavian and Mexican shipowners and have been joined on the Irish side of this venture by the Allied Irish Investment Bank.

In addition, we have established a Company — Seahorse Ltd. — which will become engaged in the servicing of the off-shore exploration industry. This new Company is a joint P. & O., Fitzwilton and Irish Shipping venture and will be concerned with the

establishment of shore based facilities, including warehousing, and with the supply of services to rigs and production platforms.

Education

Irish Shipping's benefit to the country's economy is not solely concerned with profitability or with foreign earnings which are a material aid to the nation's balance of payments. We have been very concerned with education and during the past five years this Company has spent upwards of £½ million on the training of Irishmen in maritime skills and on direct education in schools through the very successful "Follow-the-Fleet" scheme which is used in over 1,500 schools throughout the country as an aid in the teaching of geography and general knowledge.

Outlook

I was courageous enough to predict a profit in excess of £1 million last year and with some confidence I look forward to a result of not less than this figure next year.

In conclusion I would like to place on record my sincere thanks:

(1) To the Seagoing and Shore staff of Irish Shipping for their zeal and unstinted efforts on behalf of the Company. It is I know, a source of great satisfaction to every member of the staff to see the tangible results of their endeavour manifested in the steady progress of the Company.

(2) To the Ministers for Finance and Transport and Power and to the Officials of their Departments for their help and understanding during the year.

(3) To my colleagues on the Board for their support and advice.

"Cadet of the Year"

Mr. Michael Purcell, Killahy, Tullaroan, Co. Kilkenny, has won the Insurance Corporation of Ireland annual award for the Irish Shipping Ltd. "Cadet of the Year".

Mr. Purcell, who is 22, was educated at Ballybeigh National School, Tullaroan and St. Kieran's College, Kilkenny. He joined Irish Shipping Ltd. in 1970 and has served on a number of the Company's vessels which have taken him to ports in North and South America, Canada and Japan.

Mr. Purcell's latest ship was the "Irish Larch" in which he completed a round voyage from Europe to British Columbia. He has studied at the School of Maritime Studies, Plymouth and has passed the Ordinary National Diploma examination in Nautical Science. He is the eldest of three brothers and three sisters and comes from a farming family.

The award, an inscribed sextant, was presented to Mr. Purcell by the Assistant General Manager of the Insurance Corporation of Ireland, Mr. P. W. Redmond in the Boardroom of I.C.I. on 12th June, 1974.

Mr. Redmond congratulated the winner and complimented Irish Shipping on the high standard of seamanship to be found amongst the Company's ships' personnel. Mr. Redmond said that he had been very pleased to meet with people in the shipping industry at various overseas conferences on marine insurance and could say that the prestige and goodwill which existed for Irish Shipping on the international shipping scene was something of which any Irishman could be proud. The excellent record of the officers and men serving on Irish ships was especially appreciated by the Insurance Corporation of Ireland



At the Cadet of the Year award presentation in the I.C.I. Boardroom (L. to r.): Mr. W. A. O'Neill, General Manager Irish Shipping; Mr. P. W. Redmond, Assistant General Manager Insurance Corporation of Ireland; "Cadet of the Year" Michael Purcell; Mrs. James Purcell and Mr. Purcell, parents of the Award winner.

who acted as insurers of the Irish Shipping fleet.

Mr. Redmond paid tribute to the Irish Shipping Scholarship scheme which provided opportunities for young men to train as deck or engineer officers with the Company. He paid special tribute to Capt. M. D. Langran for the work which Capt. Langran had done to ensure very high standards of training for the cadets under his charge.

Mr. W. A. O'Neill, General Manager of Irish Shipping, thanked Mr. Redmond and the Insurance Corporation of Ireland for making this annual award and he congratulated Mr. Purcell on his success. Mr. O'Neill said that the success which the Company had achieved in the sphere of international shipping was due in very large measure to the excellence of the

Company's seagoing personnel. Both officers and men aboard Irish Shipping vessels were both skilled in their duties and also served as excellent ambassadors for this country in their travels around the world.

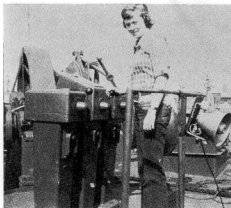
Capt. Tom Walsh, Principal of the Irish Nautical College, also spoke and expressed concern that the proposed maritime school to be provided at Cork might not be established as a residential college. Capt. Walsh said it was essential to provide the proper environment for young men studying for qualifications as ships' officers. The special qualities required of men spending long periods at sea on board ship required training in discipline which could not be given in a non-residential college. He hoped that this fact would be appreciated when the new college was finally established.

First Lady of the Fleet

Although we announced in the Winter '73 issue of "Signal" that Miss Marilyn Stockwell from Tuam was the first lady to serve on an Irish Shipping vessel we did explain that Miss Stockwell was a Radio Officer and, as such, was employed by the Marconi Marine Company. Recently however, the fair sex have taken a further step along the road to equality on the high seas. We are very pleased to announce the appointment as Efficient Deck Hand on board the "Irish Oak" of Miss Rosemary Daulton from Dun Laoghaire.

Rosemary has a very strong love for the sea and ships which dates back to her early years when she sailed from Dun Laoghaire in the fishing boats which operated out of the harbour. After leaving school at Glengara Park, Glenageary, Rosemary joined the Isle of Man Steamship Co.

as a stewardess on board the "Snaefell" which served on the route between the Isle of Man, Liverpool and Dublin. Subsequently she joined the "Tralee Trader" owned by Butler and Everitt of London and served both on Deck and in the Catering Dept. of this small coastal ship which operated between Le Havre, Rotterdam and the Irish coast. Her experience on this vessel would have been enough for most but Rosemary is made of sterner stuff. The coaster sank off Lands End on the 19th December, 1971 and Rosemary together with her ship-mates were rescued by the Dutch Trawler "Petronella" and were landed at Newlyn. Here they were helped with clothing food and shelter by the Shipwrecked Mariners Society. Following her dramatic experience, Rosemary joined the Fred Olsen Shipping Co. and served on the "Blenheim" until August 1973 after which she served for over six months on the "Star Boxford" which was operated by Blandford Shipping Co., a subsidiary of Fred Olsen.



Rosemary, pictured on board the "Irish Oak" at Cardiff after joining the vessel.

It was in March 1973 that Rosemary obtained her E.D.H. Certificate and now she looks forward to the day in the not so distant future when she will be a fully fledged A.B.

We wish Rosemary pleasant voyaging and every success in her future sea-going career.

ALL TOGETHER AT PLYMOUTH



Pictured at the Plymouth School of Maritime Studies last June were Deck and Engineer Cadets who were attending special courses. (L. to r.) Black row: L. Byrne, E. Horan, G. O'Toole, D. Coleman, N. Brick, J. Durham, A. Curran, A. Kelly, T. Lanigan, P. Conran, P. Miley, B. Geoghegan, F. Murphy, M. Treacy and C. Lawless. Front row (seated): V. Heatherington, M. Boland, L. Foley and P. Smyth.

DECK AND ENGINEER OFFICERS ASHORE AS AT 19th JULY, 1974

Masters: M. O'Dwyer, W. Garvey, J. Walsh, P. Kelly, C. Mahon, T. Hughes.

Chief Officers: M. Devine, D. Kavanagh, P. Kehoe, G. Kyne, N. Hearne.

Second Officers: J. Whyte, G. Collins, A. Coghlan, D. Hopkins J. McDonald.

Third Officers: M. Cronin, J. Daly, J. Flanagan, J. Hickey, J. Kenny, O. Murphy, P. Richardson.

Chief Engineers: M. Curley, B. Bardon, M. Dillon, J. Morgan, P. Otter, B. Larkin, G. Cunningham.

Second Engineers: K. Barry, P. Collins, D. Gabriel, T. Kenny, J. Mooney, J. Nangle, D. Menzies, N. O'Neill, J. Pryme, W. Sherringham.

Third Engineers: A. Bolster, D. Walsh, J. Scanlon, J. Waters, J. O'Connor, J. O'Keefe, D. O'Brien.

Fourth Engineer: P. Caffrey, F. Cotter, C. Corcoran, M. McCann, McGlade, B. Scully, C. Teehan.

Junior Engineer: J. Boyd, K. Daly, K. Flood, F. Flynn, P. Fox, J. Garvey, E. Healy, J. Hughes, A. Kells, D. Kelly, J. Lynch, W. Manley, D. O'Flaherty, M. O'Gorman, J. O'Leary, M. Scully, M. Tyrrell.

Engineer Cadets: M. Boland, A. Curran, B. Elum, A. Kelly, O. McGarry, F. Murphy, B. Ogidi, N. Pearson.

Deck Apprentices: G. Burns, K. Cotter, D. Dignam, L. Gavin, A. Kelly, P. Murphy, S. O'Byrne, T. Ruane, M. Ryan, J. Whelan, P. Smyth, D. Coleman.

Electrical Engineers: J. Bonnie, P. Clarke, T. Duggan, P. Fitzgerald, J. Maguire, D. Niall, P. Tobin.

Catering Officers: H. Bond, J. Doran, B. Dorgan, P. Farrelly, E. Fricker.

Deck Apprentices attending Plymouth College

L. Foley, P. Miley, C. Lawless.

Congratulations

To **J. Mooney**, on obtaining his First Class Motor Certificate.

To **A. Coghlan**, on obtaining his Mate's Foreign-Going Certificate.

To **P. O'Halloran**, on obtaining his Second Class Motor Certificate.

To **D. O'Brien**, on obtaining his Second Class Motor Certificate.

To **J. O'Connor**, on obtaining his Second Class Motor Certificate.

To **H. Teehan**, on obtaining his Second Class Motor Certificate.

To **P. Caffrey**, on obtaining his Second Class Motor Certificate.

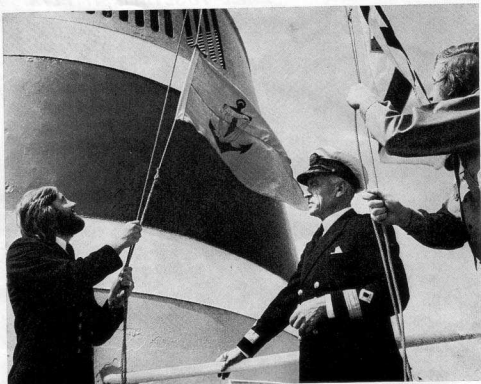
To **L. Gavin**, on obtaining his Second Mate's Foreign-Going Certificate.

To **S. O'Byrne**, on obtaining his Second Mate's Foreign-Going Certificate.

Minister aboard "Plane"



Welcome passengers on a trip from Cork to Casablanca last April were the Minister for Transport and Power, Mr. Peter Barry and Mrs. Barry. In this informal picture we see Mr. and Mrs. Barry enjoying the North African sunshine at the Casablanca anchorage with the Master and officers of the "Irish Plane". Back row (L. to r.): P. Wren, 2nd Engineer; M. Devine, Chief Officer; P. O'Connor, 2nd Officer; E. O'Shea, Radio Officer; A. O'Byrne extra Chief Engineer and P. Bardon, Chief Engineer. Front row (L. to r.): J. Bennett, Catering Officer; Mrs. Barry and Mr. Barry and Commodore J. Poole.



Hoisting the Commodore's flag on board the "Irish Plane" at Dublin is Cadet Michael McCarthy of Cobh under the watchful eye of Commodore Poole, while, on right, Cadet G. O'Connor of Sligo raises the Company flag.

To **M. Redmond**, on obtaining his E.D.H. Certificate.

To **T. Handly**, on obtaining his E.D.H. Certificate.

Brithday Greetings

To **Francis Keane**, birthday greetings on your 22nd Birthday with loving wishes from Dad, Mam, Richard, Patrick, Michael, Marcella and Granny.

Congratulations

To **Capt. David H. Moreby**, Head of the Department of Maritime Studies, Plymouth Polytechnic, who was awarded the Ph. Degree at Bath University on 5th July. Capt. Moreby has been very closely associated with the training of I.S.L. Personnel and the selection of cadets for the Company in recent years and this latest honour will be welcomed by his many friends in the office and on our ships.

Thousands of years, before the ships
came by,
He watched the uncounted sunsets
flame and die,
Saw on the southern ocean's
wind-racked grey,
Thousands of years, come up the
ungreeted day,
And heard the tumult of a million
tides
Fret with their ebb and flow his
sea scarred sides.
No life, no voice, but seas rising and
falling,
And the seals barking, and the
seabirds calling,
And blowing whales, ungalied yet of
man,
Travelling the salt roads, theirs since
Time began:
Till, through the chartless waste of
unsailed sea,
Bluff-bowed, slow-wallowing, small
incredibly,
Climbing the mile-long crests, the
Dutchmen came,
Marked the great headland, named
him by his name . . .

They came – deep-rolling treasure
fleets of Spain,
Bold raiders, flushed with plunder of
the Main,
Trader, explorer, whaler, buccaneer,
Tall skysail clippers flying like hunted
deer,
Staunch little copper ore barques,
and Clyde fourposters
Crammed to the coamings with grain:
and old West coasters
Laden with guano or nitrate, or piled
with lumber –
Ships of all flags, all ports – ships
without number –
They came, they passed . . .

And now draws near the day
The last Cape Horner goes the old
sailor's way:
No more, no more, on the wind's
pauses drifted
Shall come a sound of seamen's
voices lifted
In some old thundering chorus,
raising the shout
At sheets or braces, or maybe
singing out
With short sharp cries, stowing the
frozen sail,
Like seabirds' voices crying down
the gale:
No more the seaman, fighting his
weary way,
Struggling to make his westing, day
by day,
Peering 'neath lashes stiff with salt
and rime
Through the thick weather for the
thousandth time,
Shall sight afar the well-known peak
at last,
Smite his cold palm, and say 'Old
Horn is past!'

Then shall the ancient solitudes
return,
Unwatched, immense, the dawns and
sunset burn:
Only the snow, the sleet, the driving
rain,
The berg, the floe, the empty sea
remain –
The cold and unremembering sea
whose lips
Mumble the bones of men, the ribs
of ships,
Beauty, and strength, and swiftness,
who shall know
How watched, how wept for, years
on years ago . . . ?

C. Fox-Smith

Judo Expert

One man with whom we have decided not to argue is Cadet George O'Toole, a much honoured practitioner of the manly art of Judo. As a member of the Irish team which took part in international competitions at Kerkrade, Holland last April, George put up a very creditable performance in his first appearance with the Irish team and only just failed to win a bronze medal. Competing in a competition which attracted almost eighty contestants it was a very fine effort and George was highly recommended to take his place on the Irish team for the next European championships.

Unfortunately for the Irish Judo selectors George has been obliged to decline the invitation to take part as he is concentrating on his future career as a ship's officer. However, we congratulate this athletic young man on his achievements in the unusual sport of Judo.



Cadet G. O'Toole and the many trophies which he has won in Judo competitions.



Here, by the placid waters of the Merrion Hall pool, we see one of the friendly natives engaged in the age-old past-time of "feeding the ducks".

The following little homily has been sent to us by Mrs. E. Tallon, mother of Mr. Barry Tallon, Chief Officer. Now that even the Collector of Taxes is required to beam when he seeks his 'pound of flesh' the reminder is timely.

A SMILE

A SMILE costs nothing, but gives much:
IT enriches those who receive, without making poorer those who give,
IT takes but a moment, but the memory of it lasts forever.
NONE is so rich or mighty that he can get along without it, and none is so poor but that he can be made rich by it.
A SMILE creates happiness in the home, fosters good will in business, and is the countersign of friendship.
IT brings rest to the weary, cheer to the discouraged, sunshine to the sad, and is nature's best antidote for trouble.
YET it cannot be bought, begged, borrowed, or stolen, for it is something that is of no value to anyone until it is given away.
SOME people are too tired to give you a smile.
GIVE them one of yours, as none needs A SMILE SO MUCH AS HE WHO HAS NO MORE TO GIVE.

Author unknown

Congratulations

To **Cadets G. Hopkins** and **A. Kelly**, both of whom received the Gold Award for Proficiency in Personal Survival recently.

We also extend our congratulations to **Cadet A. Cummins** who obtained First Place in the Department of Education's Junior Practical Welding Examination.

RIO AND SANTOS

The recent World Cup football final in West Germany brought the skilful footballers of Brazil into the spotlight of world press headlines once again. Little wonder that a country which regards football almost as a religion should produce some of the greatest exponents of the game in the world. It is not surprising either that Brazil should have the world's largest football stadium with a capacity of over 200,000. This is the Maracana stadium in Rio de Janeiro.

Apart from the stadium Rio is also famous for its beautiful Copacabana beach and is also a major sea port. Its thirty square miles of harbour forms the largest port in Brazil. The port serves the most highly productive and densely populated areas of Brazil including the states of Rio de Janeiro, Minas Gerais and part of the eastern district of Sao Paulo State. Exports from the port include coffee, sugar, hides, cigars, diamonds, iron ore, manganese, and gold. It was, in fact, the discovery of gold in nearby Minas Gerais State that led to the establishment of Rio as an important city and seaport. In 1693 groups of prospectors explored the deep interior and discovered gold in the streams of Minas Gerais. Very soon the gold attracted more and more fortune seekers and from Rio the gold was shipped to Portugal. It was during this gold rush that the settlement grew as a city and became the capital of Brazil.

The site of Rio de Janeiro was first discovered in January, 1502 when Portuguese explorers sailed into Guanabara Bay at ebb tide when there was strong tidal action and fast flowing currents. Because of the date and the action of the tide the explorers named the place River of January or Rio de Janeiro. In 1565 six caravels of the Portuguese fleet under the command of Estacio de Sa dropped anchor between Sugar Loaf Mountain and Dogface Hill and a landing party founded a settlement in the woods between the two points. Here a cluster of stone houses were built with thatched roofs and from this modest beginning the great city of Rio de Janeiro developed and prospered to become one of the most beautiful cities in the world. It was the capital of Brazil from 1763 to 1960 when the new city of Brasilia was completed and became the new capital. At the same time the New State of Guanabara was created and Rio became the capital of this state. The country remained a colony of Portugal for more than three hundred years and in 1808 the Portuguese Royal family and a court of 15,000 people comprising aristocrats, courtiers, scholars and servants moved to Rio de Janeiro in order to escape the invading armies of Napoleon. Rio thus became capital of Portugal and remains the only city of the New World which has been the capital of a European Empire.

In 1821 King John VI returned to Portugal and left his son Dom Pedro I as Regent of the Kingdom of Brazil. Subsequently Pedro resisted demands that he return home and on 7th September 1822 he proclaimed the independence of Brazil. In 1840 Pedro I was succeeded as Emperor by Dom Pedro II. During this Emperor's reign education was promoted, communications improved and agriculture was developed and encouraged.

In 1889 Dom Pedro II abdicated and a Republic was claimed under the title United States of Brazil. This was the country's official name until January 1957 when a new constitution shortened the title to Brazil.

Major City

Today Rio de Janeiro is one of the largest cities in the world with a population of more than five million people many of whom are of Portuguese, Indian or African ancestry. Residents of the city are called Cariocas and have a reputation for hospitality and a love of gaiety which manifests itself especially during the city's Carnival which is held in February of each year. The Carnival lasts for four days and provides a spectacular display for visitors to the city.

All is not play however in Rio and much work has been done and continues to be done to provide better communications, houses, hospitals, schools, office buildings and hotels. The famous Copacabana has been improved and thousands of tons of sand has been pumped through tunnels piercing the mountain via pipe line to double the width of the beach. A special trunk sewer, the length of the beach, has been built and buried under a new wider highway which provides six traffic lanes. The pedestrian pavements have been rebuilt in black and white "Greek wave" mosaic design. The beach is kept free of litter with an army of beach sweepers employed constantly to keep it clean.

Super highways are being built to extend in all directions - along the curving coasts and straight through the conical peaks which surround Rio. The new roads are designed to cater for the motoring population of Rio which exceeds five hundred thousand and is growing rapidly. Towering over Rio are its two famous landmarks - the Sugar Loaf Mountain, which is a solid rock formation 1,296 feet above sea level, and the statue of Christ the Redeemer which stands on top of Rio's highest mountain, the 2,330 foot high Corcovado. The erection of this statue which stands 115 feet high and weighs 1,145 tons is a remarkable feat of engineering skill. Corcovado can be reached by either road or railway and provides visitors with spectacular views of the city and bay. Southwest of the city is a huge flat-topped rock known as the Gavea which received its name because of its

resemblance to the square sail used on certain types of Portuguese sailing vessels. Like many South American cities, Rio de Janeiro is a mixture of old and new buildings. Gleaming skyscrapers of steel and glass contrast with old stone buildings with tiled roofs. A whole curve of Guanabara Bay has been filled in with new parkways and parks which provide many features of interest to the visitor including a museum of modern art.

As well as its beautiful scenery and modern communications networks Rio de Janeiro is a busy seaport through which is shipped much of the raw materials and finished products needed to supply the 90 million people who live in this vast South American country.

Santos

Two hundred miles southwest of Rio is the port of Santos which is the shipping terminal for Brazil's largest city of Sao Paulo. As the old song says "There's an awful lot of coffee in Brazil" and most of it is shipped through the port of Santos. The city itself has a population of 300,000 people and the port is second to Rio de Janeiro in importance. In addition to the main export considerable shipments of sugar, fruit, raw cotton and grain pass through the port of Santos to the world markets. Nearby Sao Paulo with a population of 6 million is the largest city in South America and one of the major cities of the world. The needs of the local population of the region alone would ensure that Santos remained a busy seaport and in recent years many of our vessels have called there. In recent months the Federal Police at Santos have been very active in their efforts to eliminate smuggling. Earlier this year the local police arrested twenty seven members of a vessel including her Captain, after the Customs officials found on board contraband consisting of some 80 cases and 46 bottles of whisky plus some cases of skin cream and 165 wigs. Apparently upset by the crew's refusal to assume responsibility for the contraband the Federal Police obtained the Judge's permission to



Rio's Copacabana Beach with Sidewalk Mosaics

arrest everybody and transfer officers and crew to jail. The owners had to fly in a new crew from Europe so that the vessel could proceed on her

voyage from Santos. As a result of this incident ship owners have been very careful to ensure that ship-board personnel are aware of the conse-

quences of being caught with contraband at Santos. Apparently the hospitality which is a characteristic of the Cariocas of Rio de Janeiro does not extend as far south as Santos.

GALWAY CAPTAINS



We thank the 'Connacht Tribune' for this interesting photograph of two very different Captains whose mutual involvement in education brought them together. On left is Mr. Jack Mahon the former well-known captain of the Galway football team and on the right is a very famous maritime instructor, Captain W. J. Woolley. Captain Woolley was presented with a special award on 4th June by Mr. Mahon on behalf of Mooneenageisha Vocational School and Captain Woolley himself, presented awards on the same occasion to successful students of this very large vocational school of which Mr. Mahon is headmaster.

It was as long ago as 1930 when Captain Woolley first came to Galway to teach at the School of Navigation attached to Dominic Street Technical School. It was appropriate that Captain Woolley should choose the maritime city of Galway to teach men the art of seafaring as it was from Galway that the famous discoverer Christopher Columbus is reputed to have sailed in his voyage of discovery to the New World. In 1938 Captain Woolley moved to the Father Griffin Road Technical School and extended his courses in navigation for merchant seamen and fishing trawlermen. It was here that many of his students received their first instruction in navigation and seamanship. Included amongst his pupils were our own Captain Colman Rafferty and Engineer Superintendent Mr. Charles Devlin as well as many others who have sailed on Irish Shipping vessels.

In 1955 Captain Woolley retired from his post which was taken over by Mr. Jack Mahon but subsequently Captain Woolley held annual courses for fishing trawlermen for three months of each year. Since 1957 he has been conducting summer courses in navigation on the Arran Islands as well as night courses requested by Bord Iascaigh Mhara since 1966.

We add our congratulations on his contribution to Irish maritime affairs and we wish Captain Woolley many long and happy years of "semi-retirement" a position which seems to be dearest to his heart.

AMVER Awards

We have received a letter from Admiral C. R. Bender of the United States Coast Guard which reads as follows:

"It gives me a great deal of pleasure to number your company among those whose vessels will be receiving annual awards for outstanding participation in the Coast Guard's Automated Mutual-assistance Vessel Rescue system. This year over 1,000 ships will receive AMVER awards, and, as noted below, your organisation merits listing with all of those whose vessels have made a particularly positive and unselfish contribution to the cause of maritime safety.

In keeping with the Coast Guard's appreciation of their support for this international lifesaving programme, those vessels qualifying for awards for the first time are being furnished an AMVER pennant and a Certificate of Recognition, while those that have previously received an AMVER pennant will be awarded updated certificates. The contribution of these vessels to this humanitarian effort justifies proud display of these awards which are a credit both to onboard personnel and to the many operators who encourage participation".

At the end of Admiral Bender's letter he lists the m.v. "Irish Star" as being awarded a second consecutive Award and the m.v. "Irish Elm" as

having received her fourth consecutive Award. We offer our congratulations to the Masters and personnel on both vessels on winning these awards and to their colleagues who have served on both these vessels and have helped to gain previous awards.



Irish Continental Line have announced the appointment of Captain Frank B. Kelly as relief Master of the "Saint Patrick". Captain Kelly began his career as a cadet with Irish Shipping in 1955 and gained his Master's certificate in 1965. He has been Chief Officer on the "St. Patrick" since the introduction of the Rosslare/Le Havre service in June 1974.



At the Careers Guidance Exhibition organised by the Longford County Executive of Macra na Feirme were Captain M. D. Langran, of I.S.L. with the Minister for Labour, Mr. Michael O'Leary, T.D., and members of the organising committee.

We have discontinued the presentation of "News from Home" in 'Signal' because of the introduction of a fortnightly 'Newsletter' which has been in operation since 31st May 1974.

The quarterly publication of 'Signal' is not suited to the purpose of keeping our seagoing colleagues in various parts of the world informed on events at home. We hope the 'Newsletter' will meet this need more comprehensively and more punctually.

TOUJOURS LA POLITESSE

Recent announcements that the Collector of Taxes will be courteous, not to say downright civil, to taxpayers in the very near future recall the expressed views of the famous seventeenth century French statesman and financial reformer, Jean Baptiste Colbert, on the subject of tax and its effective collection. No doubt you will remember that Monsieur Colbert was also responsible for creating a new and highly efficient French navy during his period of office as the chief minister of Louis XIV. His biographers tell us that he found France with only a few old and rotten ships yet he soon provided his country with one of the strongest fleets in the world with well equipped arsenals and a splendid body of seamen. But in the seventeenth century just as well, if not as much as in the twentieth century, money was needed to build ships and there was no better man than the same Jean Baptiste for raising money. That he brought the collecting of taxes to a fine art is an accepted fact of French history and that he looked upon the job as such is clear from his own words when he said "The art of taxation consists in so plucking the goose as to obtain the largest amount of feathers with the least amount of hissing." Of course all this took place long before our time and is only surprising in that it has taken the message over three hundred years to reach our shores. But then the "Saint Patrick" has only been in service for a year! However, better late than never and the news that the Inland Revenue people will be less demanding and more pleasing and thankful to us in future is very welcome news. Officialdom, it would

seem, has always assumed the right to order, demand, give notice, warn and generally bully the unfortunate citizenry in official communications. Sad to say this false assumption has rarely been challenged by anyone apart from myself, 'Pro Bono Publico' and 'Overburdened Ratepayer' of Dublin, 10. At best, however, letters to the newspapers meet with no more success than the silent approval of the great silent majority and chaining oneself to railings will only get you double pneumonia and possibly a short notice in the papers.

One of the most unfortunate consequences of official discourtesy is the spread of impoliteness amongst people in all walks of life. If you are unlucky enough to need medical attention you may have had the experience of arriving at a hospital centre well in time for a fully documented appointment only to find that the physician does not appear until an hour or more after the appointed time. Have you ever seen a doctor, in such circumstances, come into the crowded waiting room and apologise to his patients?

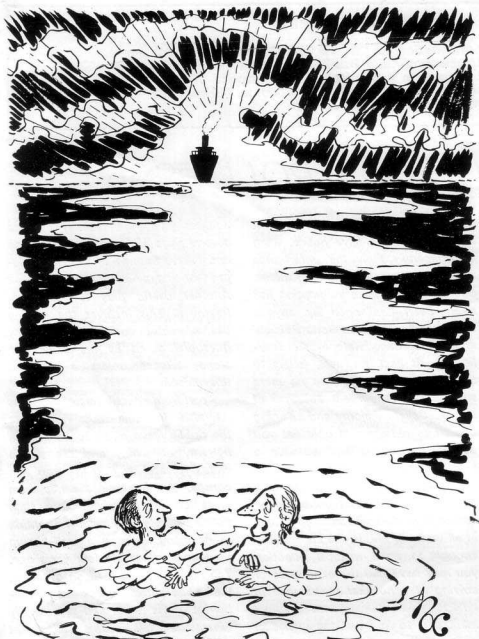
In business circles we have many examples of similar lack of courtesy. Not only is this true of people who consider themselves tops in the commercial and industrial spheres but many actually seem to consider bad manners as a form of status symbol. My personal bugbear is the character who gets his syrupy-voiced secretary to telephone for him and after verifying your identity to her satisfaction, she orders you to "hold the line for Mr. Bombast". You are expected to be suitably impressed and you are also intended to feel honoured that his exalted nibs has condescended to

address you in person. There are several ways of dealing with this type and I have found the deliberate mispronouncing of his name most effective. Another useful ploy is the silent treatment. This involves the sparing use of short curt replies to any questions asked by the caller and stoney silence unless a reply is unavoidable.

Apart from direct forms of rudeness we also find that most notices to the public leave much to be desired by way of civility and the simple words 'please' and 'thank you' are conspicuous by their absence from these official directives. One such notice prompted me to draw attention to its many faults in a well-known humorous magazine four years ago. The notice was painted on a wall in the public offices of Dublin Corporation at Jervis Street and says simply "Prms are left in this hallway at owner's risk." Quite recently I revisited the premises and the notice has been freshly painted. In the meantime the humorous magazine has gone out of business after forty years in existence.

It may also be of significance that our friend, Jean Baptiste Colbert, died on 6th September, 1683, bitterly disappointed and discouraged, and hated by the majority of French people because of his tax collecting. Nevertheless, I am sure he is now enjoying the rewards for his efforts, to promote civic civility and common courtesy, in that place 'up there' reserved for nice men. I know too that he would be the first to join me in the vain plea to an uncaring world of 'toujours la politesse' with, perhaps, the important addition of 's'il vous plait'.

Wedding Bells



"Some Fool must have Pulled the Plug."

"STARDUST" IN RESCUE OPERATION

Late on the night of 13th June, the "Irish Stardust" picked up a Mayday call while on passage northbound in Santa Monica Channel just north of Los Angeles. The call was from a commercial fishing vessel called "Diene Lee".

Lookouts were posted on the "Stardust", speed was reduced and a motor lifeboat was put in readiness for launching. After a faint green light was sighted on the starboard bow, course was altered to investigate and the Long Beach Coast Guard was advised of the sighting. Shortly afterwards a partially submerged vessel was sighted on the starboard bow with just the housing showing above the water but no name or number was visible. A man on a liferaft was sighted near the vessel and a distress rocket was set off from the "Stardust" and a lifebuoy

with light and smoke float was released as the ship passed close by the wreck. The Channel Island Coast Guard were advised and they requested the "Stardust" to lower a lifeboat to search for survivors. The Coast Guard also informed the "Stardust" that a helicopter and Coast Guard cutters were on their way to the scene of the wreck. The lifeboat was lowered into the water, with Chief Officer P. J. Kehoe in charge, and proceeded to the distress area. A heavy swell prevented the men in the lifeboat from seeing the lifebuoy light and shortly afterwards a tug, the "Mississippi" reported that she had rescued the sole occupant of the "Diene Lee". The lifeboat was recalled and after standing by for a short while afterwards on request from the Coast Guard, the "Irish Stardust" resumed her voyage.

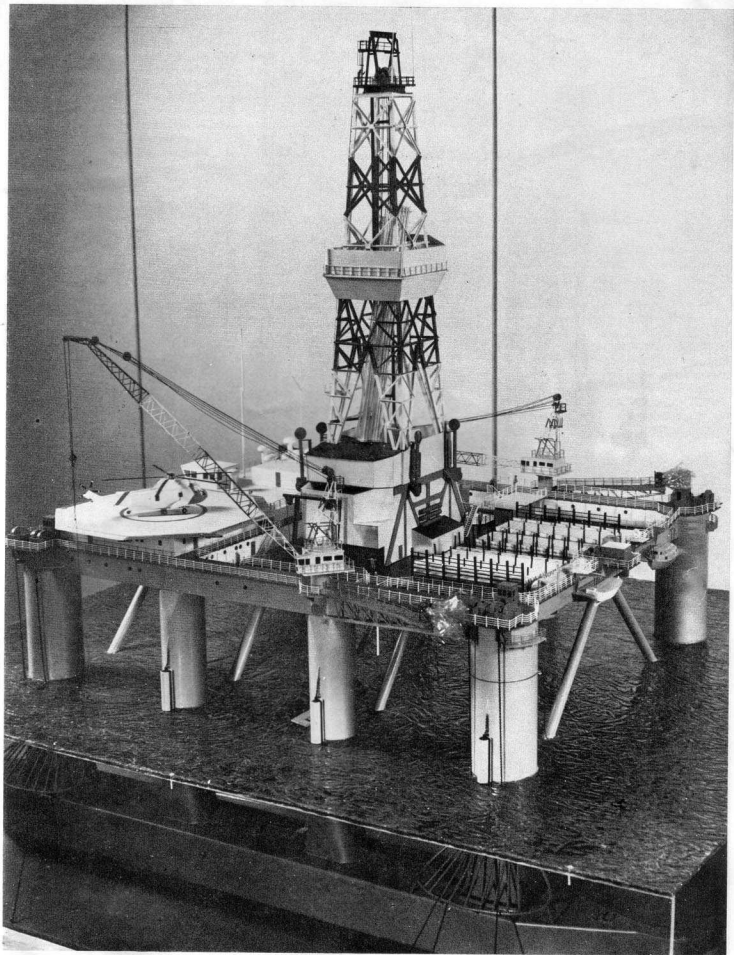


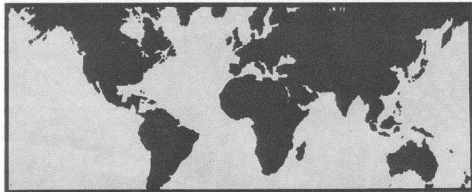
Pictured on their wedding day are Peter Rooney and his bride Miss Vivienne O'Connor who were married in April last. Peter is a well-known member of the Irish Continental Line office staff. We wish the newlyweds health and happiness in their married life.



A wedding photo of Esther Burke (Accounts Dept.) and Mr. Thomas Malone who were married last March. We extend our congratulations and good wishes to the happy couple.

This model of a H³ Self-propelled Semisubmersible Drilling Platform is now on view at Head Office, Merrion Hall. The Company has an interest in two of these Rigs at present in course of construction at Scandinavian Yards.





FLEET NEWS

"Cedar" in South America

The "Irish Cedar" is at present loading grain at the River Plate and is expected to complete loading about 16th July when she sails for Stavanger in Norway. The vessel commenced loading at Santos, Brazil on 30th June and arrived at the River Plate on 11th July. She is expected to arrive at her discharge port in Norway on 5th August and will spend about five days unloading.

The "Cedar" is on Time Charter to United Co-operative of Ontario and we do not have details of her next voyage at the time of going to press.

"Irish Plane" - Air/Sea Rescue Exercises

On one of her recent calls at Dublin the "Irish Plane" took part in Air/Sea Rescue Exercises in co-operation with the Irish Air Corps Helicopter service. The exercises took place off Dalkey Island as the vessel proceeded to Cork after partly discharging her phosphate cargo at Dublin.

Chief Officer, **Mr. M. Devine**, left the vessel to go on leave on 29th June at Cork and was replaced by **Mr. F. E. Healy** who was promoted Chief Officer.

The "Irish Plane" is at present discharging at Cork and is expected to sail from there on 18th July for Casablanca where she loads a further cargo of phosphate for Dublin and Cork.

"Larch" bound for Dublin

We look forward to the forthcoming call at Dublin of the "Irish Larch" which is expected here about 27th August.

The "Larch" will be the first of the Govan-built ships to call at an Irish port and she will discharge a part cargo of lumber from British Columbia.

The "Larch" is at present loading at Vancouver and will sail from British Columbia about 16th July for London. She is expected at Panama about 28th July and should arrive in London on 12th August. After four days discharging at London she will proceed to Cardiff where she is expected on 19th

August and will complete discharge at Dublin.

While the ship was at Vancouver on 9th July Chief Engineer, **Mr. B. Larkin**, was replaced by **Mr. M. J. Byrne**.

"Oak" on voyage to India

After completing her present voyage from the Mississippi to Rotterdam the "Oak" will sail in ballast for Tampa, Florida. The vessel is at present discharging Soya Bean Meal and Linseed and Corn pellets at Rotterdam and is expected to complete discharge about 19th July.

The vessel is expected at Tampa on 29th July and will load a cargo of phosphate before sailing on 2nd August for Vizagapatnam. En route she will call at Durban for bunkers and should arrive at the South African port on 27th August. She is due at Vizagapatnam on 4th September and will spend six days unloading her phosphate cargo.

"Irish Pine"

Captain T. Byrne joined the "Irish Pine" at Cardiff on 10th July and relieved **Captain C. Mahon** who is now home on leave. Other changes of officer personnel at Cardiff were, **Mr. M. Lydon**, Second Officer, who replaced **Mr. J. Flanagan**; **Mr. M. O'Donovan**, Third Engineer who replaced **Mr. W. Dalton**; **Mr. J. Clarke**, Third Officer who replaced **Mr. H. O'Brien**; **Mr. P. J. O'Toole**, Electrical Engineer, who replaced **Mr. J. Bonnie** and **Mr. P. Walsh**, Catering Officer, who replaced **Mr. B. Dorgan**.

The "Irish Pine" arrived in Cardiff on 8th July from British Columbia with a cargo of forest products and is expected to sail from there on 15th July for Nantes where she will complete discharge. She is expected to complete at Nantes on 18th July and will then go to Antwerp where she will load a cargo of steel for Los Angeles, Seattle and Vancouver. The ship is expected to sail from Antwerp about 27th July and should transit the Panama Canal on 9th August and arrive at her first discharge port, Los Angeles, on 18th August. After six days discharging at Los Angeles she will proceed to Seattle where she is expected on 27th August, and will be due at her final discharge port, Vancouver, about 1st September. She will probably load forest products at British Columbia for U.K. and European ports at the end of her present voyage.

"Irish Maple" Down Under

At present discharging Sulphur from British Columbia at New Zealand



Commodore J. Poole, directing operations during the recent Air/Sea Exercises involving the "Irish Plane" and an Army Air Corps helicopter off Dalkey Island.

Appreciation

Mrs. Agnes Mooney of Newhagard, Trim, Co. Meath, wishes to thank sincerely the Master, Officers and men of the "Irish Oak" for their very wonderful gesture following her recent bereavement. Mrs. Mooney also expresses her thanks on behalf of her son Gerald and wishes all on board the "Irish Oak" "God speed and every blessing in their future voyages".

ports, the "Irish Maple" arrived at Auckland on 8th July under the command of **Captain M. R. McMahon**. **Captain McMahon** joined the vessel at British Columbia on 19th June to relieve **Captain M. O'Dwyer** who is now home on leave. At the same time Chief Engineer, **Mr. R. Tennant** replaced **Mr. J. Morgan** and **Mr. D. Mundow**, Second Officer, replaced **Mr. A. Coghlan**.

While the vessel was at Auckland her Catering Officer, **Mr. J. Rogan** was ill and spent a short time in hospital there. We understand that **Mr. Rogan** has since recovered and we wish him a pleasant voyage for the remainder of his stay on the vessel.

After Auckland the "Maple" will call at Whangerei and will be due there on 13th July and she then proceeds to New Plymouth where she is expected on 19th July to complete discharge of her sulphur cargo. She will sail from New Plymouth on 23rd July for Western Australia where she will probably load a cargo of steel for the United Kingdom.

"Irish Star"

While this vessel was at Vancouver on 4th July the Chief Officer, **Mr. G. Kyne** was replaced by **Mr. J. Ryder**. Also at Vancouver last May the ship's Cook, **Mr. T. Doyle**, was replaced by **Mr. B. Kennedy**.

The "Star" arrived at Vancouver on 1st July and is at present loading Liner Board at various British Columbian ports for discharge at Japan.

The vessel's itinerary includes calls at Port Mellon and Squamish where she completes loading about 12th July. The "Star" will then proceed to Kawasaki to discharge part cargo and will complete discharge at Osaka where she is expected to arrive about 28th July. The "Star" will load at both Osaka and Kawasaki for British Columbia. Her westbound cargo will probably be containers.

"Irish Stardust"

While this vessel was going through Panama on 8th July **Mr. P. O'Halloran** joined the vessel as an extra Third Engineer and **Mr. G. Byrne**,

Bosun, replaced **Mr. B. Hearne**.

The "Stardust" is at present on voyage to London with a cargo of forest products from British Columbia and is expected at the U.K. port on 24th July. After discharging part cargo she will sail from London on 31st July for Brake, West Germany, where she is expected on 1st August to complete discharge. She will sail about 2nd August from Brake, in ballast, for Tampa, Florida where she will load a cargo of phosphate for West Coast U.S. ports and Vancouver. She will be due at her discharge ports in early September.

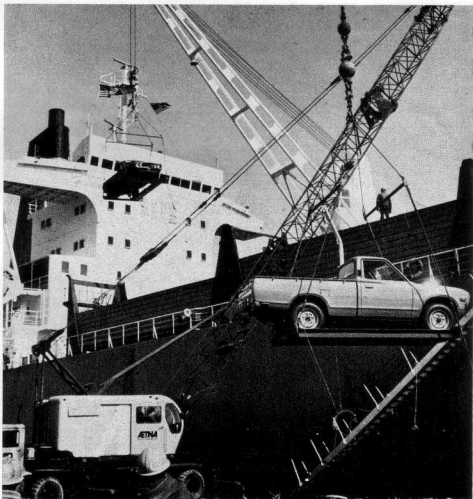
"Irish Elm"

This vessel is at present on her way to Norfolk where she will load coal for Yokohama. On her way to Norfolk she will be due to transit the Panama Canal on 17th July and should arrive at Norfolk on 23rd July. She is expected to complete loading by 25th July and should go through Panama on her eastbound voyage about 29th July and arrive at her discharge port about 26th August.

We extend our congratulations to the Master and personnel of this ship on their achievement in gaining for the "Irish Elm" her fourth consecutive AMVER award.



Winner of this year's Pitch and Putt Competition, Michael Cusack pictured with the very fine cup which is the trophy for this annual competition.



Irish Elm unloading cars at Providence, Rhode Island.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 19th JULY, 1974)

m.v. "Irish Pine"—Captain T. Byrne; Deck Officers: F. Kirk, P. McNulty, J. Clarke; Deck Cadets: F. O'Flynn, D. Meagher; Engineer Officers: W. McCCarthy, T. O'Toole, R. Broderick, M. Donovan, J. Hughes; Junior Engineers: T. Ryan, O. Mortimer; Engineer Cadets: J. Durham, M. Treacy; Electrical Engineer: P. O'Toole; Catering Officer: P. Walsh; Deck Department: A. Corlett, T. McHugh, M. Byrne, E. O'Leary, M. Redmond, J. Whyte, A. Breslin; Catering Department: M. Moody, J. Savage, J. Evans, P. McKenna, B. Osborne, J. Kenneally, J. Byrne.

m.v. "Irish Maple"—Captain M. McMahon; Deck Officers: P. Tyrrell, D. Mundow, E. Curry; Deck Apprentices: T. McCarthy, B. Kinch, P. Boyd; Engineer Officers: R. Tennent, J. O'Toole, T. O'Keefe, P. McCarthy, J. Denham; Junior Engineers: C. McGarrigal, B. McGinley; Engineer Cadet: U. Bassej; Electrical Engineer: E. Walsh; Catering Officer: F. Rogan; Deck Department: P. Harris, J. Griffin, P. Fitzmartin, B. Schweppe, R. Allen, L. Byrne, D. Hunt, J. Beggs, P. Leonard, J. Doran, J. Walker; Catering Department: R. Egan, P. Codd, J. Buggy, C. Moy, D. Leonard, G. O'Brien, W. McDaid.

m.v. "Irish Oak"—Captain M. Carey; Deck Officers: P. Murphy, H. McGowan, M. Lydon; Deck Apprentices: F. Traynor; Engineer Officers: F. Fenlon, J. Reilly, D. Gerety, T. Farrell; Junior Engineers: M. O'Carroll, K. Vekins; Engineer Cadets: G. O'Toole, P. Conran; Electrical Engineer: J. Dunn; Catering Officer: P. Murphy; Deck Department: L. Moloney, P. Rice, M. McNamara, V. Lotti, Miss E. Daulton, A. McDonnell, M. McElligott, J. B. Brennan, F. Cole, F. McCarthy, J. O'Neill, T. Kelly; Catering Department: D. Meagher, D. Duffin, S. Paige, D. Redmond, P. Farrell, M. Coleman.

m.v. "Irish Larch"—Captain J.

Kerr; Deck Officers: B. Kehoe, T. O'Connor, J. Murphy; Deck Apprentices: G. Hopkins, R. Fennessy; Engineer Officers: M. F. J. Byrne, M. Byrne, F. Mullin, J. O'veara; Junior Engineers: F. Keane, H. Mahon, P. Duffy; Engineer Cadets: N. Brick, T. Lanigan; Electrical Engineer: K. Casey; Catering Officer: U. Maher; Deck Department: B. Kerrigan, W. Boon, J. Donnelly, N. Shiels, P. Duffy, A. Doyle, J. Murphy, B. Freeney, T. Byrne, J. Lynch, A. Preston, J. Ryan; Catering Department: E. Byrne, J. Mulligan, K. Wickham, D. Byrne, G. McGovern, P. Williams, W. Kearney.

m.v. "Irish Cedar"—Captain H. Fiddler; Deck Officers: M. Doyle, J. Moynihan, M. Kirrane; Deck Apprentices: J. Bourke, M. Poole; Engineer Officers: F. Reilly, P. Dowling, N. Kearns, P. McDonnell; Junior Engineers: P. Molloy, F. Sheehan, E. Tubridy; Electrical Engineer: L. Mulvaney; Catering Officer: J. Dillon; Deck Department: J. Ryder, M. Doyle, J. Duff, P. White, N. Farrell, O. Shiels, B. Fletcher, P. O'Connell, S. O'Byrne, N. Brady, D. Nodwell, J. Tracey; Engineer Department: M. Manson, M. Sheehan, G. Royle, J. Keogh; Catering Department: J. McGrath, P. O'Reilly, W. Muldoon, T. Ebbs, M. Dooley, D. Fitzgerald, W. McCarthy.

m.v. "Irish Star"—Captain B. Reilly; Deck Officers: J. Ryder, P. Hughes, P. Kenny; Deck Apprentices: M. Kinsella, D. Fleming; Engineer Officers: T. Murphy, M. Egan, E. Sweeney, P. Morris, B. Scully; Junior Engineers: P. Hayes, D. Walsh; Engineer Cadet: V. Heatherington; Electrical Engineer: D. O'Riordan, A. Kane; Catering Officer: T. O'Connell; Deck Department: H. Hannon, K. O'Malley, J. Stack, J. Maloney, M. O'Connor, P. O'Neill, J. Gaffney, J. Coleman, N. Carroll, L. Sheridan, J. Gallagher, J. O'Connor; Catering Department: J. Rourke, F. Gavan, E. Mulready, G. Whittaker, A. Boyle, E. O'Reilly.

m.v. "Irish Stardust"—Captain S. Gleeson; Deck Officers: E. Greevy, J. Darcy, C. Graham; Deck Apprentices: J. Foley, T. Sarsfield; Engineer Officers: A. O'Byrne, J. Doran, S. McLoughlin, P. O'Halloran, D. Power; Junior Engineers: J. Keane, P. Herlihy, C. O'Brien; Electrical Engineer: E. Perry, J. Grace; Catering Officer: L. Fanning; Deck Department: G. Byrne, O. McGrath, W. Naughton, P. Craine, J. Kealy, P. O'Brien, J. Farrelly, M. Byrne, A. Graham, S. Doyle; Catering Department: B. Kennedy, M. Kelly, F. O'Reilly, R. McGuinness, P. Kelly, C. Kelly, M. Gibney.

m.v. "Irish Plane"—Captain J. Poole; Deck Officers: F. Healy, M. Darcy, M. Purcell; Deck Apprentices: M. McCarthy; Engineer Officers: H. H. Mooney, T. Wren, E. Kealy, D. O'Loughlin; Junior Engineers: H. McMahon, T. O'Leary, M. Egan; Engineer Cadets: M. Okoli, D. Horan; Electrical Engineer: M. English; Catering Officer: J. Bennett; Deck Department: J. Hall, H. McElwaine, L. Crowe, C. Coleman, S. Smyth, W. Horgan, B. Clarke, D. Driscoll, P. McKeown, J. Nyhan, H. Ganes, P. Savage; Engine Department: D. O'Sullivan, P. Walsh, G. Roche, A. Myler; Catering Department: E. Murphy, L. Kiernan, D. Cronin, C. Guiden, J. Cooney.

m.v. "Irish Elm"—Captain J. Caird; Deck Officers: J. Kelly, D. Hopkins, K. Daly; Deck Cadets: A. Kelly, P. Caffery; Engineer Officers: D. Knott, J. Devitt, M. Hayes, F. Cotter; Junior Engineer: M. Tyrrell, J. Hannon, F. Cronin; Engineer Cadets: A. Curran, L. Byrne; Electrical Engineer: H. Stears; Catering Officer: J. Clinton; Radio Officer: T. Savory; Deck Department: K. Maher, J. Roice, P. Cantwell, A. Murphy, M. Russell, V. Curtin, M. Murray, C. Corr, F. Macken, J. Ryan, D. Kelly, B. Rice, G. Mooney, A. Askin; Catering Department: T. Mason, J. Hanlon, G. O'Toole, E. Foran, S. Keane, C. Pullen, S. Judd.

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

IRISH SHIPPING LTD., MERRION HALL, STRAND ROAD, DUBLIN 4

Editor: John Higgins