

SIGNAL



Late Capt. J. H. Onions

The unexpected death of Captain J. H. Onions at his home in County Meath on 6th May came as a great shock to his many friends in Irish Shipping. The late Captain Onions joined Irish Shipping Limited in 1957 when he was appointed Master of the "Irish Fern" in November of that year. Subsequently he held command of most vessels of the Company's fleet including the tanker, "Irish Blackthorn". He retired in 1974 and expressed pleasure at the prospect of changing from his seagoing career to the farming life which he enjoyed very much – indeed he was at work on the farm when he took ill.

He was educated at Preston School, Navan, and served his seagoing apprenticeship with the Ellerman Hall Line, of Liverpool, and subsequently served as a junior officer with a number of British shipping companies prior to the Second World War. In April 1938 he was serving as Third Officer on the tanker "Inverlee" when he earned a medal, awarded to him by the Greek Admiralty, for his part in the rescue of the crew of the Greek vessel "Mount Kyllene". The stricken vessel had run into trouble in very heavy weather while on passage in the North Atlantic.

He served as Second Officer and Chief Officer on vessels of the Palgrave Murphy Line during the Second World War. Soon after the war, the late Captain Onions, was Chief Officer on the first "Irish Ash" and was subsequently appointed Chief Officer with the Limerick Steamship Company Limited before returning to Palgrave Murphy. On the establishment of Coastal Shipping in 1952 he was appointed Master of the Company's first vessel, the "Dalkey Coast" which was trading between this country and the Continent. When Coastal Shipping was taken over by Palgrave Murphy Limited in 1955,

Captain Onions continued to serve on the Company's vessels.

It is to be regretted that Captain Onions did not long enjoy the retirement which he had so well earned for himself. His kindness and concern for other people; his good humour and friendly manner were all qualities which characterised Captain Onions as a true gentleman. He will be missed by all who were privileged to know him, but most of all, his loss will be felt by his wife and sons to whom we extend our sincere sympathy on their sad and unexpected loss.

Grateful Appreciation

Mrs. Marjorie Onions, wife of the late Captain J. H. Onions, wishes to thank most sincerely the personnel management of Irish Shipping Ltd., also his many friends and comrades afloat who sympathised with her and family in their sad bereavement. With particular acknowledgement to those who called at the house, attended the service and funeral, who sent letters, cables, mass cards and floral tributes. Trusting this will be accepted by all in grateful appreciation.

Death of Mr. Louis Tallon

We regret to report the death recently of Mr. Louis Tallon, Marine Surveyor and former Secretary of the Irish Shipowners' Association.

The late Mr. Tallon served as an officer with Irish Shipping and was Chief Officer on the "Irish Oak" in 1950 when the vessel was under the command of Captain J. Poole. Shipmates on the vessel at that time were Mr. T. J. G. Cronin, Mr. C. Devlin, the late Mr. M. J. Byrne and the late Mr. A. Metcalf, all Engineer Officers and Apprentice, Mr. M. McMahon, now Captain M. McMahon.

Shortly after, Mr. Tallon came ashore to take up duties as a Surveyor with the firm of Griffith

Quirke and eventually took over the firm to become one of the best-known practitioners in this field of maritime activity in the Port of Dublin. He also served as Secretary of the Irish Shipowners' Association until that body was replaced by the Irish Chamber of Shipping a few years ago.

The late Louis Tallon was a man of quiet and gentle disposition whose integrity and sincerity was most eloquently acknowledged in the success which he achieved in his chosen profession. To his wife and family we offer our sympathy in their great loss.

Sympathy

We extend our sympathy to **Mr. P. Bardon, Chief Engineer**, whose mother died recently.

Letter from Capt. Woolfenden

Dear Mr. Editor,

Thank you very much for the latest edition of "Signal". I find it very interesting reading about the movement of the ships, about the men who manage them and the men who sail in them. A friend of mine who also enjoyed reading it – Captain Austin – first started his sea-going career in the Dublin sailing ship "Fingal" about 1904.

The picture showing the keel-laying ceremony of the 1199 reminded me of a launching I was invited to at Kobe. It was a very colourful event, plenty of bunting and streamers, with a huge gaily coloured balloon – about 8 feet in diameter – hanging over the bow, which, as the ship began to move down the slipway suddenly opened, releasing a great flight of either doves or white pigeons. A very impressive scene.

My sincere sympathy to Mrs. Byrne and family on the loss of her husband. Michael and I sailed together on the "Elm". He was a good shipmate, and I regret his passing.

My best wishes to all ashore and afloat.

Yours sincerely,
R. M. Woolfenden.

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

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

Editor: John Higgins.

Satisfactory Trading Results in Difficult Year

Despite the exceptionally low freight rates which have obtained since the beginning of 1975, Irish Shipping succeeded in achieving pre-tax profits in excess of £1 million in the year ended 31st March, 1976. This was the good news featured in the report of the Chairman, Mr. Perry Greer, to the Company's Annual General Meeting which was held on Wednesday, 30th June at Merrion Hall. Net profit before tax was £1,024,571 as compared with the record figure of £2,131,698 in the previous financial year and the operating surplus dropped from £2,266,076 to £804,684. The trading results for the latest financial year have raised the five-yearly averages of net annual profit from £1,183,000 for the five years 1970/1975 to £1,197,000 for the period 1971/1976. Five-yearly averages are considered a more accurate measure of the Company's trading performance than annual comparisons. The logic of this reasoning is adequately borne out by the sharply contrasting trading conditions which have prevailed over the past two years when a particularly buoyant freight market was rapidly transformed in the first quarter of 1975 to one of extremely depressed freight rates. This cyclical pattern which is characteristic of merchant shipping has been stressed in successive annual reports and, in his latest statement, Mr. Greer, expresses the fear that the present low level of freight rates may persist for longer than usual.

The Chairman's concern is due mainly to factors within the shipping industry itself and the huge surplus capacity which exists at the present time. In January 1975 dry cargo ships representing 459,000 dead-weight tons were laid-up and by March this year that figure had increased twentyfold. Adding to the serious problem of surplus capacity is the continuing expansion of the world's merchant fleet through new-buildings and the advent to international trading of ships from countries which operate under state controlled economic systems. It is clear that there can be little prospect that demand for shipping space will fully absorb this over-capacity for a considerable time to come. It was in this context that Mr. Greer felt obliged to detail the specific problems which confront our own Company at the present time.

Fleet Position

Due to the increased level of investment in Associated Companies and a reduction in outstanding borrowings, net current assets are down from £2,349,132 in 1975 to £463,078 and this drop is causing some concern, Mr. Greer said. The Chairman continued, "In the absence of a substantial upturn in the freight market the situation may have to be rectified by an extension of current borrowings, disposal of investments or by sales of certain older ships. Here perhaps I should mention that the present market value of our fleet is £20 million in excess of the book value.

We started the year under review with a fleet comprised of 10 vessels with a total tonnage of 233,711 dead weight tons. In January we sold the "Irish Cedar" (15,670 d.w.t.). At the end of the year, therefore, our fleet consisted of 9 vessels with a total tonnage of 218,041 d.w.t. Since then we have sold the "Irish Stardust" (29,200 d.w.t.) and the "Irish Plane" (15,670 d.w.t.), but the delivery of the new Japanese ships, Yard No. 1199 (27,000 d.w.t.) in September, 1976, and Yard No. 1200 (27,000 d.w.t.) in December, 1976, will compensate for this temporary reduction in tonnage. The tonnage, therefore, remains well in excess of the minimum required for strategic purposes, 150,000 d.w.t. By the end of 1976 we shall have a fleet of 9 vessels with an average age of three and one-third years. Most of the ships in the fleet are of the type which have proved to be attractive to charterers and therefore we feel confident that we shall be well placed to take advantage of any improvement in the freight market.

Although we have improved the composition of the fleet the problem of providing for its constant renewal is causing concern. The cost of new building has increased 400% over the last ten years. The actual replacement cost of the strategic fleet of 150,000 d.w.t. at current shipyard prices would be about £60 million. Our Issued Share Capital (£11.4 million) represents the approximate cost of one ship. Even in good times the task of generating the cash required to

finance new building is formidable, but these are not good times for ship-owners. Freight rates on the open market last year were about 50% of those prevailing during the previous year, whilst operating costs rose by 25% compared with the previous year. The magnitude of the task confronting us is apparent.

Even if inflation is quickly brought under control, and there are no signs of this, serious irreversible damage has been done. The cost of ships, our stock in trade, has quadrupled, as has been stated before, while the Company's capital remains unchanged.

For many years to come, indeed it may well be a permanent feature, the Company will have to build its ships where it can get credit at a reasonable rate of interest, where the ships are most competitively priced and where the risk of currency losses on loans can be minimised.

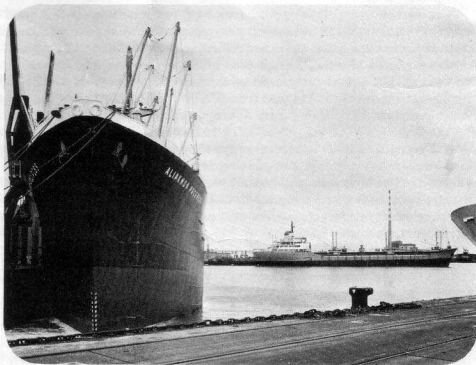
There is no escape from this unpleasant fact, given the basic requirement that the Company must maintain a strategic fleet to keep the nation provided with necessities in times of emergency, together with the required back-up of trained people, and given the Board's policy of doing this without calls on the taxpayer. Surely such a fleet is an absolute necessity for the nation, so this is the burden which the Board and Management of Irish Shipping Limited has to carry and there can be no expectation that it can carry unaided any further social burden however strongly it may

wish to do so, and I can say with confidence that no Board could give more attention to the matter of supporting home employment.

Irish Continental Line had a most satisfactory year carrying 104,000 passengers compared with 85,000 in the previous year. Freight carrying on this Line also showed satisfactory growth. Bookings for the current season are greater than at this time last year. Bookings from France and Germany are greatly in excess of last year. However, the Irish market will show an overall decline compared with the previous year due to the present economic situation.

Off-Shore Oil. The first of the two Oil Drilling Rigs in which we have a small interest through our subsidiary, Southern Development Ltd., was delivered in February, but unfortunately is laid up for lack of employment. The second Rig will not be delivered for some months. The charter market for oil rigs is slack at present because of a reluctance on the part of oil companies to explore for new sources

Going and Gone!



The former "Irish Larch" which was sold to Aliakmon Maritime Corporation of Piraeus in 1968, arrived in Dublin recently under her new name of "Aliakmon Progress". The vessel is seen here at her berth with the "Irish Plane" in the background. The latter ship was handed over to her new owners, Sealanes Navigation Corporation, after drydocking at Liffey Dockyard last June. She has been re-named "Salamis".

BALANCE SHEET as at 31/3/76

	1976 £	1975 £
Authorised Share Capital		
Ordinary Shares of £1 each	<u>12,000,000</u>	<u>12,000,000</u>
Capital Employed		
Issued Share Capital		
11,427,479 Ordinary Shares of £1 each fully paid	11,427,479	11,427,479
Profit and Loss Account	4,368,221	4,356,739
Reserves	345,956	345,956
Deferred Taxation	21,000	—
Future Taxation	—	150,000
	<u>16,162,656</u>	<u>16,280,174</u>
Use of Capital		
Fixed Assets	20,348,381	20,987,766
Interest in Subsidiaries	666,140	145,817
Investments	1,799,381	1,357,749
Shipping Investment Grant Receivable	129,314	191,030
Net Current Assets	463,078	2,349,132
	<u>23,406,294</u>	<u>25,031,494</u>
Deduct: Shipbuilding Loans	<u>7,243,638</u>	<u>8,751,320</u>
	<u>16,162,656</u>	<u>16,280,174</u>

of supply. The tendency is to develop sources already discovered. Our two Rigs "Atlantic 1" and "Atlantic II" are the only rigs in which there is any Irish ownership, and consequently we expect that the Irish Government will be as anxious as we are to ensure that those who have received or will receive licences to explore for oil in Irish waters will invite our partnership, Atlantic Drilling Co., to quote when seeking to fill their requirements for drilling rigs.

In statements over the past few years I have referred to the other companies with which we are associated, and therefore, I do not think that it is necessary to comment in detail in this statement, other than to acknowledge the contribution which these companies have made to our results in these difficult times.

We have come through a difficult year and I fear that 1976/77 will be no better. It seems likely that we may have to postpone our plans for the expansion of the fleet until better times return. Our immediate task is to stay in the game no matter how tough it may be.

Last August the Minister for Finance appointed our General Manager, Willie O'Neill, a Director of the Company. He is the first Chief Executive to be appointed to the Board and we are all very pleased that his great contribution to the Company has been marked in this way.

The Company is fortunate indeed in its Management and Staff, both ashore and afloat, who have served it well. I am sure I speak for all my colleagues on the Board when I assure them that their efforts are very much appreciated."

Mr. Noel Griffin retires from Board

At the Company's recent Annual General Meeting, Mr. Noel Griffin, who has been a Director of Irish Shipping since 1960, retired from the Board. Mr. Griffin was the longest serving member of the present Board and took a very keen interest in the development of Ireland's merchant fleet. In 1969, Mrs. Griffin, performed the naming ceremony at the launch of the "Irish Stardust" at the Verolme Dockyard. On that occasion Mr. Griffin paid generous tribute to the skills and efficiency of the native craftsmen and technicians involved in the building of the vessel. His high regard for Irish craftsmanship has always been very apparent and must have long since been reinforced through the world-wide reputation earned by Waterford Glass with which Mr. Griffin has had a lengthy and close business association.

The Director appointed to replace Mr. Griffin on the Board is Mr. Dermot O'Callaghan of Killiney, Co. Dublin.

Seamen's Sports Week in Cork

The Sports Division of the Norwegian Government Seamen's Service has, since 1949, organised annual soccer, track, and swimming events, and, since 1968, the football series of the Seven Seas. The kick-off took place on the 1st March, 1968, and, by the end of the year, teams from more than 1,000 ships, of 26 nations, had played in the first maritime football championship.

The Norwegian organisers were frequently approached by foreign ships about participation. These requests became more frequent, and emphasised the need for similar activities among seafarers of other nationalities.

The participation of personnel from the m.v. "Irish Cedar" in the Liverpool Sports Week, during 1975,

with the week's results, as also was the Norwegian Government Seamen's Service, whose three representatives, Mr. O. Tetterstol, Mrs. R. Heiberg, and Mr. J. Martinsen, were present in Cork for the week. Seven nations were represented by the 20 ships which participated, including entrants from Singapore, and the U.S.S.R., with a



The team which represented Cork Regional Technical College in their match against the crew of the Russian ship "Inkurler" at the Cork Sports Week. Included are Cadets B. Kelleher, J. O'Flaherty, P. Kealy, R. Tynan, D. Taylor and J. O'Reilly.

generated interest in these sporting activities in Ireland, and, as a result, with the backing of the Norwegian Government Seamen's Service, a Sports Week was arranged for Cork, from the 3rd to the 9th May, 1976.

The Cork Committee, comprised of volunteers from various local shipping interests, was pleased

Pitch and Putt Champs



Raymond Dunne, on right, with the Pitch and Putt trophies which he won in this year's I.S.L. competitions. On left is Tony Lavelle who was runner-up.

total of 870 personnel participating in the various events. These activities soccer and athletics during the afternoons, at the V.E.C. grounds, and darts, and table tennis at Anchor House, in the evenings, generated a wonderful spirit, and comradeship amongst all the sea-going personnel, which should help in the promotion of sporting activities, together with friendship and cooperation, amongst seamen at sea, and in port.

Statistics

Participants in Football	286
Athletics	320
Table Tennis	106
Darts	134
Rowing	24
Total	870
Number of ships	20
Number of nations	7
Total points scored	127,810

Cadet of the Year

This year's winner of the Cadet of the Year Award presented by the Insurance Corporation of Ireland is Cadet Anthony Joseph Kelly, of Tramore, Co. Waterford. Twenty-one years old, Mr. Kelly was educated at the Christian Brothers School, Tramore, and the Cistercian College, Roscrea. He joined Irish Shipping in 1972 and since then he has served on the "Poplar", "Sycamore", "Plane", "Elm", "Star" and "Pine". He left the last named vessel when she paid her first visit to Dublin with a cargo of lumber from British Columbia in May. Mr. Kelly has studied at the School of Maritime Studies, Plymouth, where he was promoted Cadet Captain and while there he was awarded the special P. & O. Prize for seamanship. He is the eldest son of Dr. C. A. Kelly, of Tramore and has five brothers.

High Standards

Mr. P. W. Redmond, Joint General Manager of the Insurance Corporation of Ireland made the presentation of an inscribed sextant and congratulated Cadet Kelly on his achievement. Mr. Redmond paid tribute to the high standards which had been set in the training of Irish Shipping officers and referred to the successful careers which had been established by previous winners of this award. Mr. Redmond said he was sure that Cadet Kelly would live up to the high level of performance he had set himself during his cadetship.



Pictured at the "Cadet of the Year" presentation function at the offices of the Insurance Corporation of Ireland are (L. to R.): Dr. C. A. Kelly and Mrs. Kelly, parents of this year's winner and Cadet Anthony Kelly with Mr. P. W. Redmond, Insurance Corporation of Ireland.

Mr. W. A. O'Neill, Director and General Manager, Irish Shipping Limited, also congratulated Cadet Kelly and thanked Mr. Redmond for the continued interest of the Insurance Corporation of Ireland in the Company's Cadet Training Scheme. He said that the annual Award was a coveted prize and was keenly contested by the eligible cadets. Although the fleet of Irish Shipping was a comparatively small one, the officers and seamen who manned our ships had established for themselves a very high reputation in international shipping. This was a reputation of which Ireland can be justly proud and he urged Mr. Kelly and his fellow cadets to

ensure that these high standards were maintained and to always aim high in all spheres of life. Cadet Kelly thanked Mr. Redmond for presenting the Award and also paid tribute to the encouragement and assistance he had received from Captain Langran and Mr. O'Driscoll, and for selecting him as this year's Award winner. The guests were also addressed by Captain M. D. Langran, Personnel Superintendent, Irish Shipping Limited, who congratulated the winner and thanked the Insurance Corporation of Ireland for creating this valuable incentive towards excellence amongst the Company's Cadets.

New "Irish Rowan" launched

On Thursday, 8th July, the first of the two vessels being built for the Company at Hayashikane Shipyard, Shimonoseki, was launched and named "Irish Rowan". The sponsor was Mrs. Reihill, wife of Irish Shipping Director, Mr. F. J. B. Reihill.

The second ship will be launched in September and both vessels will go into service at the end of this year.

HISTORIC MEMENTOES

Souvenirs of the old fishery protection vessel, "Muirchu" were presented by Mr. Frank Robbins to the President of the Maritime Institute of Ireland, Col. A. T. Lawlor at a ceremony held in the Boardroom of Irish Shipping on Monday, 2nd May. The mementoes were two dish covers mounted on wooden plaques and inscribed with the name of the vessel when she was under British command as H.M.Y. "Helga" and later as the "Muirchu".

Mr. Robbins originally received the covers from Commodore T. McKenna, former Commanding Officer of the Irish Naval Service.

Tribute to Donor

In accepting the souvenirs, Colonel Lawlor expressed the gratitude of the Maritime Institute to Mr. Robbins and said that these rare reminders of the past would be treasured and would be housed in the new premises at Dun Laoghaire where they would be on view to the Irish public with other relics of our maritime past. He said he hoped others would follow the generous example of Mr. Robbins whose gesture was typical of a man who was a national figure and who had many years before thrown himself into the task of ensuring the freedom of his native land. "The Maritime Institute", said Colonel Lawlor, "is concerned to forward every worthwhile seagoing endeavour and ensuring that the Irish people gain their rightful

heritage. Amongst the developments that have taken place in this country, Irish Shipping is surely one of the most successful and the Institute is proud of it. Built up in turmoil as the lifeline of our people it has become one of the soundest concerns in the national economy. We in the Institute are grateful to its Chairman, Directors and Administrative Staff; to its ships' officers and seamen for what they have accomplished. I think it only fitting then to recall that over the years, Mr. Frank Robbins has been one of the Directors and he has given long and faithful service to Irish Maritime endeavour. Mr. Robbins has also given long and continued support to the Maritime Institute of Ireland, and on behalf of the Institute, I thank him for that support as well as for the valued

gifts which he has now presented to us".

Other members of the Maritime Institute of Ireland present at the ceremony were Mr. James Wolohan, Dr. Maurice Craig, Mr. Donal Flanagan, Mr. Ronald Lewis and Mr. Pat Sweeney.

Story of "Muirchu"

The "Muirchu" was built in Liffey Dockyard in 1908 as a fishery protection cruiser and was named "Helga II". She was then under control of the Department of Agriculture and Technical Instruction (Ireland) until she was taken over by the Admiralty in March 1915 when she became officially described as "H.M.Y. Helga", an armed steam yacht. At this time the "II" was dropped from her name and she served as an anti-submarine patrol vessel as well as undertaking escort duty in the Irish Sea. In April 1918 she was credited with the sinking of a submarine off the Isle of Man and for the remainder of her career she carried a star on her funnel as an award for this achievement. In October of the same year the "Leinster" was torpedoed off the Kish and six hundred passengers were lost. The "Helga" was fuelling in Dun Laoghaire at the time and managed to rescue ninety of the passengers. Perhaps it was for her shelling of Liberty Hall in April 1916 that the "Helga" is best known. She was later used to transport Black and Tans around the coast when many of the roads in Ireland were rendered impassable by Irish forces in the War of Independence. Eventually the "Helga" was handed over to the Irish Free State in August 1923 and was renamed "Muirchu". She thus became one of the first ships in the newly established Irish Navy. However, in the following year the vessel was returned to the Department of Agriculture and Fisheries to carry on her task of fishery protection. It was not until the actual day on which the Second World War was declared that the Marine and Coastwatching Service was again established and on 12th December, 1939 the "Muirchu" was taken over by this Service from



Col. A. T. Lawlor accepting the dishes from Mr. Robbins with Officers of the Maritime Institute of Ireland (L. to R.): Mr. D. Flanagan, Mr. J. Wolohan, Dr. M. Craig and Mr. R. Lewis.

the Department of Agriculture and Fisheries. It is of particular interest to note that Colonel Lawlor was appointed Commanding Officer of the Service in January, 1940.

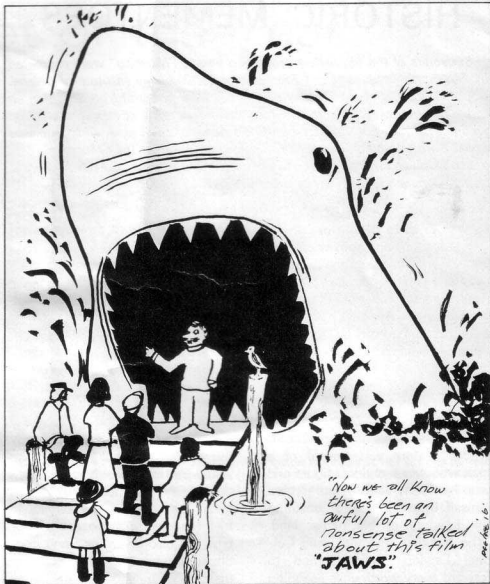
In July 1942 a separate Marine Service was established and at the end of the war the Coastwatching Service was disbanded in October 1945. Only those members of the Marine Service who wished to remain were retained. The Marine Service became a permanent part of the Defence Forces in 1946 and thus was established the "third" Irish Navy. In the following year the "Muirchu" was sold to Hammond Lane Foundry, and while on passage to Dublin on the 8th May, 1947 she sank off the Saltee Islands but not before her entire crew got safely off the historic old ship.

Armed Robbery in Bangkok

A report published in the July issue of "Ocean Mail", the house magazine of the Ocean Fleet group of companies, tells of several incidents involving the boarding of Ocean Fleet vessels by armed robbers in foreign ports recently.

The most serious of these incidents took place while the "Atreus" was waiting at the pilot station off Bangkok where a number of ships of different nationalities were robbed according to the report. Eight armed men boarded the ship and held two crew members at gunpoint while the robbery of 10,000 gas lighters was being carried out. The twenty cases containing the lighters were brought up from a locker in the starboard fore cabin and lowered over the side of the ship. The robbery took place in the early hours of the morning and the raiders were calm and acted as if they did not fear discovery.

After the robbers left the vessel the alarm was raised and other vessels in the area were informed by V.H.F. but no acknowledgement was received by the "Atreus". Attempts were again made to contact the police through the local pilot station but without reply.



"It will always call you back"

by Pearse McLoughlin

There are sights and sounds which call you and their lure is ever new,
Hear the Skipper's call, to shoot the trawl as he puts her on the slew.
The seagulls on the for'ard deck spread wings and soar on high,
And the gannets poise and fold their wings as they plummet from the sky.

There's the foreshore in the distance and the islands in between,
And the sun, perhaps, will lift the haze, to complete a Master's scene.
Then the sound of surf a' breaking and the waves of wind-borne spray
And the cloud a'moving gently, or clearing, as it may.

Hear the gentle lap of ripples when the wind in slumber lies,
And the echo of the curlew as it wings across the skies.
See the distance coming nearer when showers have cleared the sky.
See the silhouette of other boats, at work, or steaming by.

Get the taste of salt on weathered lips, breathe deep the brine cleared air,
Look ashore and ask with wonder - "how humans live in there?"
Spread out your legs to stand erect, the dive will bend your back,
And each foot and knee and thigh, in turn, the roll will strain and slack.

That mystic call with rise and fall, finds echo as it rings,
And you can't resist its message, nor the challenge that it brings.
Hardships may, at times, abound, and the skies of life look black,
But the sea will never leave you - it will always call you back.

Deck and Engineer Officers ashore at 16th July, 1976.

Masters: T. L. Byrne, M. Devine, T. R. Hughes, J. F. Kelly, J. Kerr, M. McMahon, B. Reilly.

Chief Officers: E. Greevy, D. Kavanagh, G. M. Kyne, P. Murphy, J. M. Darcy, T. A. O'Connor.

Second Officers: B. R. Coburn, M. Darcy, H. A. McGowan, M. D. Mundow, J. Flanagan, L. Gavin, J. Kenny, P. J. Murphy.

Third Officers: P. J. Hughes, C. J. Lawless, F. T. McCarthy, J. McDonald.

Chief Engineers: P. A. Collins, B. Larkin, J. J. Mooney, J. T. Morgan, J. Reynolds.

Second Engineers: M. Byrne, M. G. Eagan, D. B. O'Brien, J. F. O'Connor, J. T. Reilly.

Third Engineers: M. Hayes, J. Hughes, E. Keeley, D. Power, P. McCarthy, J. Waters, J. Nangle, D. Geraghty, F. Mullen.

Fourth Engineers: M. Sculley, D. P. Kelly, J. O'Leary, J. O'Flaherty.

Junior Engineers: J. F. Durham, M. Eagan, B. J. Geoghegan, J. P.

Kavanagh, T. Lanigan, J. F. Lynch, H. P. Mahon, O. Mortimer, F. Murphy, N. D. Pearson, E. J. Tubridy, M. J. Tyrrell.

Electrical Engineers: S. A. Byrne, J. Dunn, P. Fitzgerald, A. Kane, J. D. Murphy, D. Niall, P. A. Tobin.

Engineer Cadets: J. Cummins, P. Gunning, B. J. Kelleher, F. McGarry, K. McIntyre, D. Mathews, J. Murphy, D. O'Connor, J. O'Flaherty, J. O'Reilly.

Deck Cadets: F. W. Britton, D. J. Elliott, R. J. Fennessy, G. A. Hopkins, F. M. Mongey, M. Poole.

Catering Officers: J. Clinton, J. Doran, P. Farrelly, E. Fricker.

The Late Dr. Brian Woods

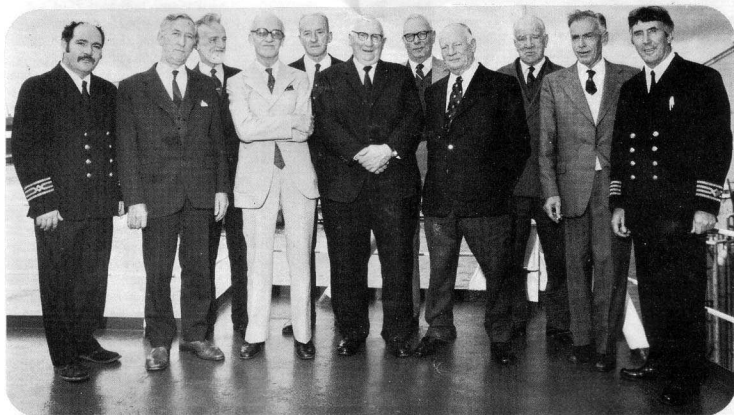
The death has occurred in Dublin of Dr. Brian Woods, who, for many years, has attended to the medical needs of our seagoing personnel. The late Dr. Woods was known to most staff members both ashore and afloat, and his pleasant manner and great courtesy made him popular with all to whom he ministered. We extend our sympathy to his wife and family on their sad bereavement.

Officer Weds in Rome



The wedding of Mr. Eugene Perry, Electrical Engineer, took place in Rome recently and he is shown in this picture with his bride, Miss Ann Hernan, of Ballyshannon, Co. Donegal. We wish the newly-weds every happiness in their married life.

REUNION ON BOARD THE "PINE"



While the "Irish Pine" was at Dublin in May, a reception was held on board for retired Masters and Chief Engineers at which many old friendships were renewed and reminiscences were exchanged. This photograph shows the guests together with the ship's Master, Captain T. Byrne on extreme right and Chief Engineer, Mr. M. Curley on extreme left. The retired officers are (L. to R.): Mr. G. Cunningham, Capt. P. O'Seaghda, Mr. H. Mooney, Capt. T. Glanville, Capt. J. Lee, Capt. E. C. G. Horne, Mr. N. J. Healy, Capt. J. P. O'Kelly and Commodore J. Poole.

News from Irish Continental Line

On Board "Saint Patrick"

Full length feature films, supported by travelogues and children's programmes, are the latest entertainment attraction on board "Saint Patrick". Starting soon and continuing all year round, film shows will be run twice daily and will be broadcast through the ship's T.V. system in both the T.V. Lounge and Cafeteria.

The Discotheque, which has operated during the peak season since the service first began, has now resumed and will continue nightly from 9.00 p.m. till 2.00 a.m. until 15th October next.

An increased selection of international perfumeries, more Irish souvenirs such as Aran Sweaters and toys for the children are among the extended range of items now available to passengers on board.

In the Duty-Free Shop, passengers can choose from 40 different types of drink, 30 brands of tobacco products, confectionary and smoked salmon.

The extensive Magazine and Book Shop is stocked with books in English and Continental languages and also maps and guide-books of Ireland and Europe.

An even better selection of lunches and dinners is available on board "Saint Patrick".

For the dinner price of £3.00, passengers now have a variety of 6 starters, 8 main courses, 6 salads, 5 desserts and tea/coffee to choose from. Main courses include such dishes as: *Lamb Curry*, *Beef Stroganoff*, *Coq au Vin* and *Plaise Bonne Femme*.

Champagne Rally

From Reims to Monte Carlo on the 'Champagne Rally' - that's the route to be taken by Dublin veteran car enthusiast, Denis Connolly, who participates with his 1926 Vauxhall Tourer in this month's - La Clusaz to Antibes Rally.

The rally, which is an annual event, is open to international competitors and this year will have close on 75 entrants.

Denis recently travelled Rosslare/Le Havre en route to the rally



Dutch film star Hugo Metsers and his actress wife Pleuni Touw pictured with Capt. Ivan Shiel on the bridge of the Rosslare-Le Havre car ferry "Saint Patrick". The couple are visiting Ireland to star in the filming of a Dutch television series entitled "Holland's Glorie" which is currently being shot at Castletownbere, Co. Cork. They return to Holland towards the end of July.

which is sponsored by Champagne Laurent-Perrier. Also travelling to participate was Monaghan motor dealer, Kevin Sherry, in his 1930 Model A Ford.

Increased Traffic

Continental tourist traffic to Ireland will show further improvement this year according to figures released by Irish Continental Line.

Advance Continental bookings on the Rosslare-Le Havre car ferry service for the period July/September show a 33% increase in passengers and a 46% increase in cars compared with the same period last year.

Overall, when Irish bookings are included, advance passenger reservations are up by 16% and cars by 6%.

In addition, during the first four months of this year to April 30th, passenger and car bookings increased by 8% and 9% respectively compared with the same period last year.

Dutch Commuters

Recently, nine leading Dutch travel agents arrived at Rosslare

for a 5-day familiarisation tour in Ireland as guests of Bord Failte who are hoping to develop this growing market even further.

It might appear that Ireland is going Dutch from a study of Holland to Ireland traffic which reveals that during the first four months of the year, 15% more passengers and 8% more cars arrived here compared with the same period last year. Advance Dutch bookings for the coming summer also show increases of 60% and 45% for passengers and cars respectively.

This boom in traffic is being attributed to the falling value of sterling. Furthermore, it appears that many Dutch people have bought summer homes in the South of Ireland and commute regularly via Rosslare-Le Havre.

Army Show Jumpers on Continent

The Irish Army Equitation Team have been travelling Rosslare/Le Havre in recent months to participate in Continental showjumping events. Using C.I.E. Horse Box units, the Team has already competed this year in the South of

France, Italy, Switzerland and West Germany.

Bus/Rail Seasonal Services

C.I.E. are again operating their seasonal "Expressway" bus and rail services to Rosslare Harbour from Dublin, Galway and Cork/Waterford. The services are scheduled to suit passengers connecting with the "Saint Patrick" as are the fast SNCF rail links between Le Havre and Paris.

Irish Hospitality appreciated in Oregon

Dear Sir,

This office represents your P & I underwriter. However, the purpose of this letter is not to discuss any insurance matters; it is unrelated to any business at all.

As father of a six-year-old boy, I have been involved in a group called the Y-Indian Guides, which plans periodic outings for fathers and sons. Last week I checked with Kerr Steamship Company to see whether it would be possible to board the "Irish Larch" on a Saturday afternoon. The agents checked with the Master and reported back that the vessel's personnel would be happy to receive us.

On Saturday, 17th April, I, along with eleven youngsters and five other fathers went to Terminal 4 in Portland and met Capt. Caird and Second Officer Darcy.

In all of my experiences in boarding ships in the Columbia River, I have rarely been so impressed with the graciousness and genuine interest shown by crew members. All of us counted the hour or so aboard the vessel as a worthwhile and memorable experience. The children were predictably taken by the warmth of the crew and officers. They were a true credit to your company and to the Irish government who, as Capt. Caird explained, is the true owner of the vessel.

Thank you for the many kindnesses we received.

Sincerely,

Paul N. Wonacott.

Wood, Wood, Tatum, Mosser & Brooke.



At the reception for retired officers on board the "Irish Pine" were (L. to R.): Mr. L. J. O'Meara, Purchasing Officer, Mr. L. Kiernan, Chief Cook and Mr. B. Dorgan, Catering Officer.

Football at Coos Bay



While the "Irish Pine" was at Coos Bay, British Columbia, last April, a football team drawn from the ship's personnel played a local side and were narrowly beaten by 2 goals to 1. The game was played in very wet conditions and the "Pine" representatives who put up such a creditable performance are shown here:—Front Row (L. to R.): F. Mooney, W. Boon, C. Nolan, J. O'Keefe and J. Knight. Back Row (L. to R.): H. McClenahan, F. Britton, J. Doyle, N. Cummins, F. Dunne, H. McGowan, G. O'Brien, P. Kane, C. Murphy and P. Lumsden.

Sentinels of the Sea

Sheep's Head, Rotten Island, Muglins and Spitbank are names which are unlikely to stir the imagination. Such names are not redolent of romance and adventure; they are prosaic in the extreme. Yet each represents one of the lonely outposts established by man in his never ending struggle for mastery of the tossing turbulent waves which lash our shores. Put more simply, they are four of the eighty lighthouses around our coast which are maintained directly by the Commissioners of Irish Lights. As well as the lighthouses, this old-established body also maintains fifty-seven lighted buoys; sixty-five unlighted buoys; sixty-one beacons and perches; two lighthouse tenders and three lightvessels.

Lighthouses have existed since the time of Ptolemy Philadelphus, King of Egypt, who built the Pharos, a tower of white marble, reputed to stand six hundred feet high, at the entrance of the great harbour of Alexandria. Dating from about 280 B.C., this famous tower was later to become one of the Seven Wonders of the World, ranking in magnificence with the great Colossus which guarded the entrance to the harbour at Rhodes. Unlike the Colossus, however, the Alexandrian lighthouse became a symbol of security and was copied extensively by the Romans who built smaller versions at the entrances to their own harbours. The great port of Alexandria is said to have been one of the largest and busiest in the Mediterranean. Archaeological exploration has revealed well-built quays lying under water north of the island of Pharos, named after the great lighthouse which once stood on the site. The base of the lighthouse can still be seen as part of Fort Kaidley on the eastern tip of the island now joined to the mainland by the large deposits of silt which have built up over the years. In early times grain was exported in great quantities from Alexandria, carried in Roman ships which arrived in ballast from Ostia or Puteoli the two ancient discharge

ports for the city of Rome. No doubt the "Pharos" provided a welcome sight for the Roman seafarers of old much as the Kish, the Baily, yes, or even the Muglins, does today for seamen arriving at the port of Dublin. The earliest lighthouses were lit by simple fires but their purpose today remains the same; to warn and guide sailors navigating in dangerous waters and they have been vital to the safety of ships and seafarers down the ages.



The Kish Lighthouse which is visible from our Head Office. Picture shows relief being landed from the heli-copter which services the station.

Commissioners of Irish Lights

Recently we received from Irish Lights, a short and very informative history of that body which has a constitution dating back almost two hundred years to 1786. When they were first built, lighthouses were privately owned and it was in 1660 that Charles II granted Letters Patent to Sir Richard Reading to erect six lighthouses on the coast of Ireland. Two of these were to be built at Howth, one 'to mark the

land' and the other 'to come over over the Bar'. The four remaining lighthouses were to be placed at the Old Head of Kinsale, at Barry Oges Castle near Kinsale, at Tower of Hook, Waterford and at the Isle of Magee near Carrickfergus. In 1704 Queen Anne transferred these lighthouses to commissioners. This was the first official reference to Commissioners although, of course, they were not then the Commissioners of Irish Lights.

It was in 1786 that an Act was passed which set up a body called 'The Corporation for Preserving and Improving the Port of Dublin'. From then until 1810 a number of Acts were passed giving power to the Revenue Authorities or Customs Board to erect lighthouses on the coasts of Wexford, Mayo and Galway and to levy dues for these lights on a tonnage basis. The jurisdiction of the Corporation for Preserving and Improving the Port of Dublin was extended by an Act of 1810 and the powers relating to lighthouses previously vested in the Revenue Authorities was transferred to the Corporation which was also referred to as the Ballast Board. The Board then took over the general lighting of the coast of Ireland including thirteen lighthouses from South Rock off the Ards Peninsula down to Old Head and round the West coast to Loop-head and north to Aranmore. The Merchant Shipping Act of 1854 gave to the Corporation, only in respect of its jurisdiction over lighthouses, the new and separate title of 'The Port of Dublin Corporation', the original body continued with its powers confined to maintaining and improving the Port of Dublin. In 1867 under the provisions of the Dublin Port Act, the two bodies became entirely separated under their present titles of Commissioners of Irish Lights and Dublin Port and Docks Board. The effect of all this legislation simply meant that the composition and powers of the Commissioners remained the same as had been provided for in the Act of 1786. The

number of Commissioners was originally twenty-two including the Lord Mayor, High Sheriff of Dublin, three Aldermen elected by the Municipal Corporation of Dublin annually and seventeen co-opted Members. Vacancies among the seventeen co-opted Members are filled by the Commissioners as they occur. Since the office of High Sheriff has been abolished the number of Commissioners is now twenty-one. Our Company's Chairman, Mr. Perry Greer, has been a Commissioner for a number of years.

Authority and Services

Local authorities and Harbour Boards which maintain purely local aids to navigation do so on the approval of the Commissioners of Lights who must also sanction any changes and additions to such aids. There are three lighthouse authorities for Britain and Ireland; Trinity House, London for England, Wales, Channel Islands and Gibraltar; Northern Lighthouse Board, Edinburgh, for Scotland and Isle of Man, and the Commissioners of Irish Lights for Ireland. The services of these bodies are financed from the General Lighthouse Fund which derives its revenue from Light Dues payable

by shipping companies operating into British and Irish Ports and collected by the respective Customs and Excise Authorities.

The Commissioners employ over five hundred people including about one hundred and ten crewmen to operate the two tenders, 'Granuaile' and 'Atlanta' which are used to service buoys, lighthouses and light-vessels and the 'Granuaile' is also used by the Commissioners for their annual tour of inspection of all stations.

Thirteen rock lighthouses are relieved by helicopter chartered by the Commissioners and other rock lighthouses and lightvessels are attended by local boats on contract.

The main equipment of each lighthouse and lightvessel is a powerful lantern operated by electricity or paraffin vapour and each offshore lighthouse or vessel generates its own electricity. Mariners can recognise lighthouses and lightvessels from the duration of the flashes and in this way a ship's position can be established. Other aids to shipping which may be used are fog signals, radio beacons and racons. Offshore stations have radio telephones and some have V.H.F. telephones for direct contact with the mainland.

Recruitment

A prospective Lightkeeper must be between the ages of 18 and 25 and be at least 5 feet 8 inches tall. He must have a good educational background or hold an E.D.H. or A.B. certificate or have served on board one of the tenders or in the Lighthouse Depot. Suitable candidates are interviewed by the Commissioners as and when vacancies occur and if they pass the interview they must then sit for an examination in English, Arithmetic and Geography as well as undergo an aptitude test.

Each lightvessel has a crew of fourteen who spend four weeks on board followed by four weeks ashore and there are seven men on board at all times. The vessels are held in position by a four ton anchor attached to the vessel by a strong chain and the vessels also carry spare anchors. They have no propelling machinery but are towed to and from their stations by tender. The vessels have machinery for driving the winch and sounding the fog signals as well as having generators for charging batteries and operating lights. A Lightshipman must be a qualified seaman.

Late Mr. Matthew Fitzpatrick

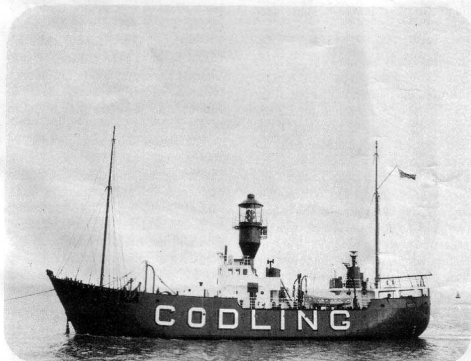
Readers who have been associated with Irish Shipping since the early days of the Company will be sad to learn of the death in Cork of Mr. Matthew Fitzpatrick, who was formerly in charge of our Cork Office.

The late Mr. Fitzpatrick was a senior partner in the well-known Cork Shipping firm of J. Fitzpatrick, Shipping Agents, of Patrick's Quay, and was appointed to look after the interests of Irish Shipping in Cork during the early years of the Company. He acted on behalf of Irish Shipping during the war and for some time afterwards.

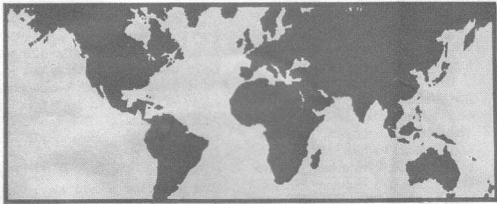
We offer our condolences to his family.

Death of Former Bosun

We were sorry to learn of the death recently at his home in Dublin of Mr. Michael Byrne, who served as Bosun on the "Irish Spruce" and "Irish Poplar". We offer our condolences to his family on their loss.



One of the Lightvessels which are being phased out and replaced by either High Focal Plane Buoys or Large Automatic Navigational Buoys (Lanby Buoys). This vessel was replaced off the Wicklow coast at the Codling Station this year. Only two Lightvessels are now left in service at South Rock and Coningbeg off the South East coast.



FLEET NEWS

"Elm" first through Suez

On her present voyage from Hamburg to Kobe, the "Irish Elm" became the first Irish Shipping vessel to go through the Suez Canal since this waterway was reopened to shipping last year. The Canal was closed since 1967.

The vessel loaded empty containers at Hamburg and sailed from there on 18th June, arriving at Suez on 28th June. She is expected at Kobe on 20th July and after discharge she will load motor cars at Nagoya for U.S. east coast ports. The "Elm" will be due to sail from Nagoya on 26th July and should transit the Panama Canal about 18th August to arrive at her discharge port about 24th August. On her next voyage the "Elm" is expected to load coal at an American port for Japan.

"Irish Oak"

This vessel, on charter to Sovfracht of Russia, has just completed a voyage from Santos, Brazil with soya beans for Klaipeda in Lithuania where she arrived on 15th July. The vessel sailed up the Skagerrak and sailed down the Kattegat just like it says in the song. While making a brief stop at Skaw on the northern tip of Denmark, Third Officer, Mr. C. Lawless was relieved by Mr. A. Kelly and Fourth Engineer, Mr. D. Walsh was relieved by Mr. T. Farrell. It is expected that the "Oak" will not complete discharge at Klaipeda until about mid-August. Her next itinerary is not available as we go to press.

Final Voyage for "Stardust"

The "Irish Stardust" is on her last voyage for the Company after which she will go into drydock before being handed over to Star Shipping Group of Bergen. She loaded forest products at British Columbia and is expected at La Pallice, France, on 15th July. She will also discharge at London, Hamburg and Brake, completing at the last-named port about 26th July.

The "Stardust" will then drydock at Rotterdam where she will undergo repairs and overhaul until about 10th August. She will then resume trading for the company which has chartered the ship since she first went into service in May, 1970. She will sail under the Norwegian flag and will be re-named "Star Amalfi".

In December, 1969 the "Irish Stardust" was launched at Verolme Dockyard by Mrs. Noel Griffin, wife of the Irish Shipping Director. After having her deck cranes fitted, the vessel joined her sister-ship "Irish Star" for an eight years charter to Star Shipping and she has since traded mainly between British Columbia and Europe. On her maiden voyage she was under the command of Capt. J. A. Caird and her present Chief Engineer, Mr. Michael Dillon was also Chief Engineer on that occasion. Apart from her regular trips between British Columbia and Europe, the "Stardust" also made voyages to Japan, Australia and North Africa over the past six years.

"Irish Star"

Due to an extended strike of dockyard workers at Le Havre, the

"Star" was delayed at the French port last June. She entered the dockyard on 2nd April and did not sail until 21st June when she went to Boulogne where she loaded manganese ore. She then proceeded to Sydney, Nova Scotia, where she arrived on 10th July and loaded steel rails for discharge at Long Beach and Richmond on the U.S. west coast.

The "Star" is expected to transit the Panama Canal on 23rd July and should arrive at her first discharge port on 1st August.

After completing discharge of her cargo of ore and steel, the ship will load forest products at British Columbia for London where she is due to arrive about mid-September.

"Irish Maple"

We are pleased to learn that Mr. J. Dillon, Junior Engineer, who sustained injuries from a fall in the "Maple's" engine room is making a good recovery and will be repatriated soon. Mr. Dillon was brought from the ship to hospital at Anchorage, Alaska, as the vessel was on passage to New Westminster from Akita, Japan. She was located off the Aleutian Islands at the time of the accident. The "Maple" is at present loading at Portland, having arrived there from New Westminster where Chief Engineer, Mr. P. Bardon relieved Mr. T. Murphy; Chief Officer, Mr. M. Doyle relieved Mr. P. Murphy and Second Engineer, Mr. P. O'Halloran relieved Mr. P. Caffrey. Mr. P. Molloy also replaced Mr. J. Dillon at the port.

The vessel will complete loading her lumber cargo at Vancouver (Washington) and Coos Bay and is expected to sail from the last-named port on 29th July for Antwerp and Esbjerg in Denmark. She will be due at Panama on 8th August and should arrive at Antwerp on 22nd August. On completing discharge at Esbjerg about 31st August she will go into drydock.

"Larch" in Far East

The "Irish Larch" arrived at Port Kembla, Australia from Newcastle on 23rd June and completed loading steel for Manila and Hong Kong on 10th July. She is expected at

Manila on 21st July and at Hong Kong on 25th July. On completing discharge she will sail in ballast for Japan where she will load a cargo of limestone for Australia.

The "Larch" will be due at her Japanese loading port about 27th July.

First Visit to Dublin

The "Irish Pine" paid her first visit to Dublin when she arrived at her home port on 12th May with lumber from Vancouver. She sailed on 20th May for London and Esbjerg where she completed discharge before going on to Antwerp to load steel. On 16th June, the vessel completed loading her steel cargo at Middlesborough and sailed for Long Beach where she arrived on 8th July. In addition to Long Beach, the "Pine" will also discharge at Oakland, Portland, Seattle and Vancouver. She will then load forest products at British Columbia for London and Antwerp before taking on a further steel cargo at Antwerp and Middlesborough for the U.S. west coast.

The "Pine" is expected to sail from Vancouver on 24th July and should arrive at London about 1st September.

CREW MAIL

Lately Personnel Department have experienced difficulties with crew mail for South American countries and for Russia being returned to this office, in some cases, several months after they were originally posted to the ships.

This situation has mainly affected m.v. "Irish Oak" which is at present trading in these areas. Recently we received several parcels of crew mail from our agents in Russia, which had been posted by us to Brazil three months ago. They appear to have missed the ship there although we allowed at least two weeks for the mail to reach the ship before sailing. The agents then posted this mail to Russia where it also missed the ship. Some of the parcels and envelopes were opened in transit but where this occurred we do not know.



Playing Scrabble in the recreation room of the "Irish Pine" are crew members (L. to R.): Florrie O'Keeffe of Cork, Harry Austin of Dun Laoghaire, Denis O'Brien of Wicklow and Patrick O'Sullivan of Cork. This picture was taken while the vessel was in Dublin recently on her first visit to her home port.

In cases where letters have to be returned after several months, it would help our Crew Mail Section if the sender's name was clearly printed on the back of the envelope.

Although a lot of people have responded to our request to have 15p stamps affixed to all letters going to our ships, we still receive quite a number with only 9p stamps, and we would like to remind these people again that the minimum airmail postage is 15p for standard letters, and anything larger must be weighed by the Post Office. Parcels also must have customs declarations.

Cork Shipping Master Dies

We were very sorry to learn of the death recently of Mr. Pat McCarthy, Mercantile Marine Office, Cork, who was well-known in Cork shipping circles. He regularly officiated at the sign-on and signing-off of crew members at the Port of Cork and was a regular visitor to the "Irish Plane" when that ship was on the phosphate run for Gouldings. To his bereaved family we offer our condolences.

Letter of Appreciation from Head of Meteorological Service

"We have learned, not without certain pangs of regret, that Irish Shipping Ltd. has recently sold the "Irish Plane".

On 12th January, 1970 this vessel was recruited as a Voluntary Observing Ship to make weather observations for the World Meteorological Organisation, and since that date reports have been received from her regularly. In all over 3,000 observations were made which constitutes a record among Irish ships to date. The information received was often of material assistance, not only to this Meteorological Service, but to the Services in other countries as well.

On behalf of the World Meteorological Organisation as well as ourselves, I would like to thank Irish Shipping Ltd. for the services performed by the "Irish Plane".

Yours sincerely,
P. M. AUSTIN BOURKE,
Director,
Meteorological Service,
Department of Transport and Power.

Fleet Personnel



Deck and Engineer Officers in Order of Rank as at 12th July, 1976

m.v. "Irish Maple" – Captain H. Fiddler; Deck Officers: P. Murphy, P. Richardson, McDara Kinsella; Deck Cadets: G. Farrell, P. Dorgan; Engineering Officers: T. Murphy, P. Caffrey, J. Denham, F. Flynn, J. Dillon, T. Ryan, N. Brick; Engineer Cadet: J. Uuuta; Electrical Engineer: F. Cremin; Catering Officer: U. Maher; Radio Officer: P. White; Deck Department: L. Moloney, V. Beech, T. Lynch, W. Farrell, R. Keogh, F. Harding, M. Finnan; T. Kelly, B. Quigley, M. Whitney, G. McGuinness; Catering Department: W. B. Rogan, J. Kenneally, E. Mulready, M. Gowan, W. Kearney, D. Fennell, P. Kiernan.

m.v. "Irish Star" – Captain M. Carey; Deck Officers: B. Kehoe, M. Ryan, M. Kirrane; Deck Cadets: N. Devlin, R. O'Shea, J. Flaherty, E. O'Callaghan; Engineering Officers: L. Sherringham, P. Dowling, P. Broderick, P. Morris, D. Horan, C. O'Brien, P. Conran; Electrical Engineers: J. Grace, E. Walsh; Catering Officer: J. Rogan; Radio Officer: T. A. Byrne; Deck Department: J. Griffin, R. Nugent, P. Cullen, P. Murray, A. Breslin, A. Pike, P. O'Brien, D. Reilly, G. Butler, M. Byrne, S. Burns, A. McDonnell, S. Roche, M. Christie; Catering Department: E. Byrne, P. Foley, C. Lewis, J. Collins, J. Nugent, J. Macken, P. Cowzer.

m.v. "Irish Oak" – Captain T. Hughes; Deck Officers: P. Farnan, J. Murphy, C. Lawless; Deck Cadets: G. Burns, J. Hobbs; Engineering Officers: D. Knott, T. Hanrahan, E. Sweeney, D. Walsh, G. O'Brien, F. Brennan, T. O'Leary, B. Elum; Electrical Engineer: H. Stears; Catering Officer: H. Bond; Radio Officer: P. O'Shea; Deck Department: J. McGrath, M. Russell, J. B. Dunlop, T.

Byrne, P. McDonnell, T. Ryan, J. O'Neill, E. Judge, Jos. Doyle, J. Farrelly, H. Black, B. Freaney; Catering Department: G. McGovern, J. Leonard, D. Byrne, G. McGovern, A. Bond, A. Williams, A. Kelly.

m.v. "Irish Elm" – Captain W. Garvey; Deck Officers: J. Whyte, E. Curry, P. O'Shea; Deck Cadets: S. Myles, D. Scanlan, W. Kavanagh, M. Butler; Engineering Officers: P. Collins, J. Davitt, P. Smyth, J. Garvey, P. J. O'Mahoney, F. Cronin, P. J. Molloy; Electrical Engineer: E. Perry; Catering Officer: L. Fanning; Radio Officer: R. McFadden; Deck Department: H. Hannon, J. Duff, F. Macken, J. Gallagher, P. Boland, F. O'Connell, A. McCabe, J. Moloney, A. Caffrey, P. Hughes, T. McLoughlin, N. Thompson, P. Brady, R. Fawsitt; Catering Department: T. Doyle, A. Scallan, T. Mahony, P. Kelly, S. Coyle, R. Martin, T. Kennedy.

m.v. "Irish Larch" – Captain M. O'Dwyer; Deck Officers: J. Ryder, M. Purcell, M. McCarthy; Deck Cadets: T. McMahon, T. Finn; Engineering Officers: W. D. McCarthy, D. Gabriel, C. Corcoran, F. Keane, M. O'Leary, L. Byrne, B. McGinley, W. O'Dwyer; Electrical Engineer: P. J. O'Toole; Catering Officer: T. O'Connell; Radio Officer: M. O'Leary; Deck Department: P. Harris, D. O'Sullivan, T. Norris, T. Fitzgerald, E. Manson, J. Stack, P. Duffy, M. Browne, B. Clarke, P. Fennell, D. Ryan; Catering Department: M. Moody, J. Mulligan, J. Lloyd, R. Pullen, G. Whittaker, C. Walker, L. Pullen.

m.v. "Irish Stardust" – Captain J. A. Gleeson; Deck Officers: P. Kehoe, P. Miley; Deck Cadets:

P. Caffery, R. Mullins, D. Coleman; Engineering Officers: M. Dillon, H. Teehan, P. Herlihy, N. Duffy, M. McAneny, M. Boland, W. Sammon, M. Flynn; Electrical Engineers: J. McGuire, M. English; Catering Officer: P. F. Walsh; Radio Officer: J. Butler; Deck Department: J. Hannah, E. O'Leary, A. Gill, O. Ward, M. Murray, W. Murphy, P. Proctor, B. O'Reilly, D. Scanlan, D. Coleman, J. Kelly, J. Ryan; Catering Department: E. Murphy, J. Kelly, J. Evans, J. Brady, J. McCloot, D. Healy, J. Roche.

m.v. "Irish Pine" – Captain T. Byrne; Deck Officers: J. Moynihan, M. A. O'Callaghan, D. Meagher; Deck Cadets: J. Bourke, F. O'Flynn, R. McCabe; Engineering Officers: M. Curley, A. Bolster, P. McGlade, J. Keane, A. Curran, V. Hetherington, P. A. Cummins; Engineer Cadet: H. Attah; Electrical Engineer: P. Clarke; Catering Officer: P. Murphy; Radio Officer: Mrs. O'Malley; Deck Department: K. O'Malley, T. Hughes, P. White, P. Coyle, D. O'Brien, H. Austin, P. Murray, H. G. Rice, M. Manson, P. O'Sullivan, D. Doyle, G. Kinlan; Catering Department: L. Kiernan, J. V. Moynihan, J. Maguire, J. Roche, A. Becton, J. Gavan, W. Richardson.

CONGRATULATIONS

To **Alfred Corlett** on obtaining his Second Mate's Foreign-going Certificate.