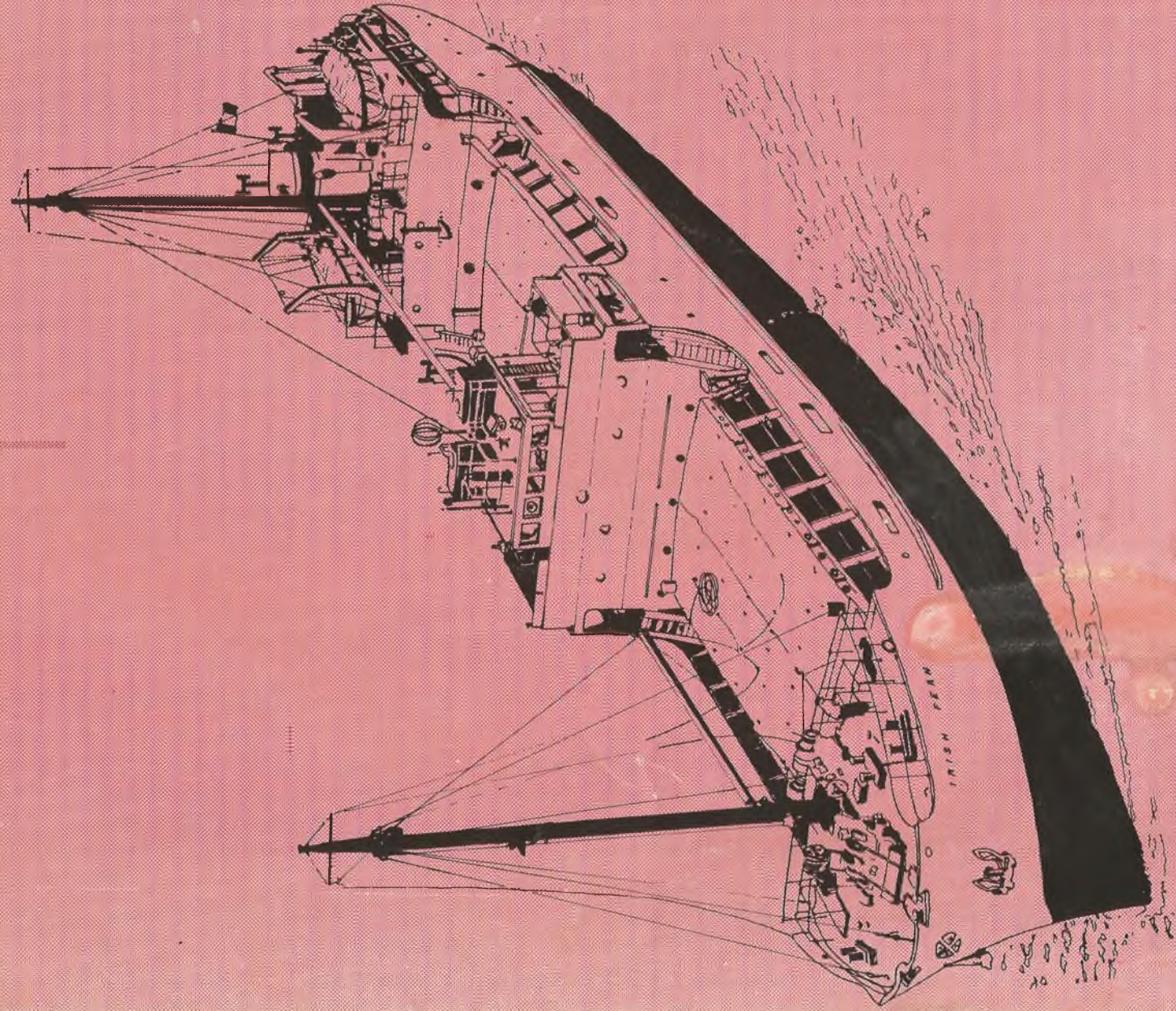


「A Z 6-9」



Deck and Engineer Officers ashore as at 18th August, 1977

Masters: M. O'Dwyer, M. Carey, T. R. Hughes, J. J. Walsh, J. F. Kelly, P. A. Murphy.

Chief Officers: D. Hopkins, D. Kavanagh, P. Kehoe, G. Kyne, H. McGowan, J. F. Murphy, P. Farnan.

Second Officers: C. J. Lawless, M. A. O'Callaghan, L. Gavin, M. Kirrane, P. Miley, M. Purcell, E. Curry, M. McCarthy, F. T. McCarthy.

Third Officers: P. Boyd, T. Sarsfield, J. G. O'Connor, B. Kinch.

Chief Engineers: B. Broderick, P. Collins, T. P. Murphy, R. Tennent, P. Bardon, A. Bolster, L. Sherringham, J. Reynolds.

Second Engineers: J. A. Denham, C. A. Corcoran, M. G. Egan, P. McGlade, P. O'Halloran, J. T. Reilly, C. H. Teehan, F. Mullin, P. Dowling.

Third Engineers: D. Gerety, D. Power, J. Waters, M. Hayes, P. Smyth.

Fourth Engineers: P. A. Cummins, P. N. Duffy, M. J. McAneny, B. McGinley, P. Malloy, D. O'Loughlin, M. J. Tyrrell, K. Vekins, C. McGarrigle.

Junior Engineers: M. Boland, F. Brennan, P. J. Conran, M. Egan, B. J. Geoghegan, E. McQuillen, W. J. Sammon, E. Tubridy, J. D. O'Flaherty, V. Hetherington, D. P. Horan, D. J. O'Connor, M. O'Leary, G. O'Brien, J. Murphy.

Electricians: S. O'Doyle, J. Dunn, J. Grace, E. Perry, P. A. Tobin, A. Kane, E. Walsh.

Catering Officers: J. Doran, J. Rogan, H. Bond, N. Hartigan, P. Farrelly.

Condolences

We extend sympathy to:

Mr. T. Furlong, Junior Engineer on the death of his father.

Mr. D. Dignam, Deck Cadet on

the death of his father.

Mr. P. Morris, Third Engineer on the death of his father.

Mr. T. Murphy, Chief Engineer on the death of his father.

Tragic Death of Mr. Patrick O'Brien

G.R.P. on the "Irish Maple" on 23rd July. It is believed that Mr. O'Brien suffered a heart attack and fell down a stairway on board the ship while on passage from Vancouver to Brisbane.

The noise of his fall alerted his shipmates who found him lying on the deck at the bottom of the stairs. Despite all efforts to revive him, including artificial respiration under medical instructions from Honolulu, Mr. O'Brien failed to respond. He was buried at sea on 24th July. To his wife and family we extend our sympathy on their tragic bereavement.

Late Mr. Patrick Edwards

His many friends on board ship and also ashore will be sorry to learn of the death of Mr. Patrick (Bosco) Edwards, who served on many of the Company's vessels some years ago. He died at home in Dublin recently and we offer condolences to his family on their loss.

Sorry for the delay !

We apologise to readers for the long delay in publishing the Summer edition of 'Signal' which was unavoidable due to editorial indisposition. Happily, we have managed to dispose of our indisposition and are grateful to our colleagues for their expressed solicitude for our welfare over the past month.

Acknowledgment

Mr. Jimmy Hannah, has asked us to convey his sincere thanks for the many expressions of sympathy which he received from colleagues and other friends, both afloat and ashore, following the death of his father recently. The Holy sacrifice of the Mass has been offered for the intentions of all.

The Irish Association of Master Mariners

Dear Sir,

This Association is formed exclusively of Foreign Going Masters Certificate holders including most of the Senior Masters and Mates of Irish Shipping vessels. Difficulty communicating with the scattered membership sometimes arises due to the nature of their employment and I therefore would appreciate it if some mention of our next meeting, etc. could be made in "Signal".

We will be holding our Winter Sessions in Buswells Hotel, Molesworth Street on the third Tuesdays of each month, commencing on 20th September.

It is hoped to hold another Wine & Cheese Party in December / November; details will be published separately when finalised, Non members will, of course, be welcome.

Many thanks

Brendan Forde (capt.)

Hon. Sec.

Birthday Greetings

To Cadet Declan Devenney on board the "Irish Pine" Love, best wishes and heartiest congratulations on the occasion of your 21st Birthday. From Dad, Mam, Paul, Colette, Anne, Derek, Lisa, Mary, Kevin, Aidan and Brian.

"Signal" is the Newsletter Magazine of Irish Shipping Ltd.

Vol. 15. No. 1 Summer, 1977

Contributions and correspondence for "Signal" should be sent to the Editor at
**IRISH SHIPPING LTD., MERRION HALL,
STRAND ROAD, DUBLIN 4.**
Editor: John Higgins.

A Job Well Done!

For the second time in three years Irish Shipping has made record profits. The Company's Chairman, Mr. Perry Greer, told the Annual General Meeting held on Wednesday, 29th June, that net profit before deducting tax amounted to £2,480,105 for the year to 31st March, 1977. This exceeded the previous record profit of £2,102,629 achieved in 1975 and was well up on last year's figure of £942,775.

The Chairman paid tribute to Management and Staff when he said: "I am sure I speak for all my colleagues on the Board when I say that we are singularly fortunate in the Management and Staff we have recruited and retained. The Company is fortunate indeed to be so well served. I would like all our Management and Staff, whether afloat or ashore, to realise that their efforts are greatly appreciated. Last, but by no means least, I would like to thank my colleagues on the Board for the advice, assistance and support they have so readily given to me".

We congratulate all concerned, from Boardroom to Engineroom, on the outstanding trading results achieved in the latest financial year. In the extremely difficult trading conditions which the shipping industry has experienced for the past few years such a feat could only be accomplished through the wholehearted co-operation, specialised skills and hard work of all involved in the Company's various trading activities. Whatever their merit as poetry, the following lines from Kipling seem appropriate to the business of shipping both afloat and ashore:

*When crew and captain understand each other to the core,
It takes a gale and more than a gale to put their ship ashore.*

Group Accounts

This year, for the first time, Group Accounts were presented and this development was due to the increase in the Company's holding in Irish Continental Line to 80%. The Swedish partners involved in I.C.L., Lion Ferry A.B., sold their interest to Irish Shipping during the year and the Chairman expressed his appreciation of the contribution made by Lion Ferry in setting up the Rosslare/Le Havre service. The Swedish company also disposed of their interest in the "Saint Patrick" and ownership of the ferry is now in Irish hands.

Irish Shipping also wholly owns two subsidiary shipowning companies – Southern Development Ltd. and Donwell Ltd.

The Company's interest in Associated Companies is as follows:

Property Corporation of Ireland Ltd.	50%
Port Services Ltd.	49%
Insurance Corporation of Ireland	43%
Irish Mainport Holdings Ltd.	20%

The Property Corporation of Ireland Ltd. is a joint venture with the Insurance Corporation of Ireland and is the company which built and owns the Merrion Hall complex. This company is continually reviewing possible new property

developments. In his statement, Mr. Greer said that Port Services Ltd., a joint venture with the stevedoring firm of R. A. Burke Ltd., recorded a satisfactory year which closely reflected the increased volume of freight traffic through the port of Dublin compared with the depressed level of 1975. The Chairman said that Port Services had gone from strength to strength since its inception and represented an example of the best form of co-operation between Semi-State companies and private enterprise.

Referring to the Insurance Corporation of Ireland, the Chairman said that the Corporation had another very successful year to add to the extensive run of excellent results for many years and our original modest investment has now become a very valuable asset.

Last summer Irish Shipping acquired a 20% interest in the Cork based company, Irish Mainport Holdings Ltd. in return for the entire issued share capital of Seahorse Ltd. and a cash consideration. Mr. Greer expressed confidence that the investment in the Irish Mainport Holdings Group would be justified. The Group, which has

subsidiaries in both Cork and Waterford, operates offshore services to the oil industry as well as being involved in coastal shipping, road haulage, stevedoring and shipping agencies.

Diversification

Apart from the subsidiaries and associated companies already referred to the Company has also diversified its activities within the framework of the existing organisation. The pooling of some of our ships in a joint arrangement with the Reardon Smith Line whereby the vessels operate under the name Celtic Bulk Carriers has been a very successful venture and, by obtaining contract business between Europe and the U.S. west coast and Canada, has maintained a level of earnings for vessels in the pool in excess of market rates, either spot or timecharter. Our Agency Division has expanded considerably since it was first established in 1971 and has made a very worthwhile contribution to the overall profitability of the Company.

Mr. Greer also mentioned the entry of the Company into the sphere of ship management as part of a continuing drive to extend the areas of diversification.

tion of activities which would prove increasingly important in times of low freight rates. At present Irish Shipping is managing vessels for R. & H. Hall and for the Institute for Industrial Research and Standards but the Company hopes to eventually extend the venture into a multinational-ship management division. The Company has also acted in a supervisory capacity on new buildings for the Department of Defence and Coal Distributors. "We have enjoyed working closely with these bodies", said Mr. Greer.

In his review of the year's trading, the Chairman said that timecharter rates, which had reached uneconomic levels in 1975/76, continued to be low and were only averaging 50% of the levels obtaining in 1974. At the same time operating costs have risen by 120% since 1973 and the cost of building a 26,000 tons bulk-carrier at a European yard has increased by more than 200% since the beginning of 1973. Mr. Greer said, "It is not surprising that many deep sea companies are experiencing serious liquidity problems. Many of these companies have found a solution to the liquidity problems by reducing the size of their fleets. Fortunately we have not had to follow this course. We are ambitious to increase the size of the Irish merchant fleet, provided this can be done without cost to the Irish taxpayer, but we must scale our ambition to the prevailing circumstances. Despite prevailing conditions we have succeeded in increasing our fleet tonnage by 9,000 deadweight tons, having sold certain of our older ships and acquired two new ships, each of 27,000 deadweight tons. The average age of the vessels in our fleet is now four years.

The only way Ireland can maintain a deep sea fleet without cost to the Nation is to earn a living on the international tramp market. This market is so volatile, consisting as it does of booms and depressions, with



Engineering Cadets who have recently completed their training ashore pictured at Plymouth. (L. to R.) Back Row:- T. Taylor, R. Tynan, D. O'Reilly, K. Barry, K. Browne and G. Osbourne. Front Row:- F. Hetherington, A. Lydon, T. Cambridge and A. Meaney.

more depressions than booms, that it would be impossible to generate profits sufficient to ensure the constant renewal of the fleet in this way. We therefore, some years ago, embarked upon a series of diversifications.

Market indications for the year ahead offer no encouragement. The high level of laid-up tonnage, together with an estimated thirteen million tons of dry cargo vessels due for delivery this year, will ensure that the expected increase in world trade will not be reflected in better freight rates.

We have no illusions about the severity of the task that lies ahead but we have faced many difficulties in the past and I can do no better than repeat what I said last year: "Our task is to stay in the game no matter how tough it may be." This we have done and this we intend to do.

Training

Referring to training Mr. Greer said: "We have always regarded the training of Irish citizens in maritime skills as one the very real but less tangible

contributions which I.S.L. makes to the economy of the country. We are spending some £200,000 annually on this. These trained personnel find employment in many spheres of the Irish shipping industry, though we alone of all the shipping companies which fly the Irish flag provide this comprehensive training. In times of depression this burden is particularly heavy, and a more equitable way of distributing the financial load will have to be found."

Tributes

In concluding his statement the Chairman paid tribute to Mr. Noel Griffin, who was appointed a Director in 1960 and retired at last year's Annual General Meeting. Mr. Greer said all were deeply conscious of his great contribution to the Company during the sixteen years he had served on the Board.

Of Mr. Dermot O'Callaghan, who joined the Board last June, the Chairman said that all his colleagues had come to have respect for the wisdom of his views in the short time he had already served.

Five Yearly Averages
Because of the disparity in trading results from year to year caused by the rise and fall in freight rates it has become established Company practice to assess performance by reference to the average annual profit achieved over five year periods. On that basis the following summary shows a satisfactory upward trend over the past ten years.

Five Year Period	Average Annual Net Profit
1966/71	£ 352,000
1967/72	£ 520,000
1968/73	£ 624,000
1969/74	£ 864,000
1970/75	£1,183,000
1971/76	£1,197,000
1972/77	£1,522,000

Late David S. Henderson



Many of our sea-going staff will learn with regret of the passing of David Henderson, better known as "Spike", who died on March 20th, 1977, after a prolonged illness, aged 66.

"Spike" was born in 1910

and after training in Hibernian Marine School went to sea in 1928.

During the depression he worked ashore and returned to sea during the early period of the War.

He was serving in the Palgrave Murphy ship "City of Waterford" as Third Officer in 1941, convoy OG74, when the ship was sunk and he survived successive sinkings of the rescue ships.

From 1942 he served in Irish Shipping vessels including "Irish Willow", "Irish Elm" and "Irish Plane". During the war these ships were managed by Palgrave Murphy Ltd.

After the war he continued in the service of Palgrave Murphy Ltd. as Chief Officer; then some years with Arthur Guinness ships and two years as Relieving Officer with Palm Line.

Among those who attended his funeral service were representatives of Irish Shipping, B+I, Limerick S.S. Co., A Guinness, Son & Co., Port Services Ltd., Dublin Port & Docks Board, ex Palgrave Murphy and a serving Master and Mate from Palm Line Ltd.

Notice of Increased Contribution Rate

I hereby give notice of a change in the Contribution Rate, to take effect on and from the **1st JUNE**, as follows:

Sea-going Personnel — £1.00 per week

I am to advise that the decision to make this adjustment on the date mentioned resulted from the outcome of a review carried out by the Executive Committee and their subsequent recommendations which received the approval of the Annual Delegate Conference held in December, 1976.

On Behalf of the Executive Committee:

William Stacey
General Secretary

Seamens' Union of Ireland

Congratulations

Congratulations to:

Mr. C. Lawless on obtaining his Mate's Foreign Going Certificate.

Mr. M. Purcell on obtaining his Mate's Foreign Going Certificate.

Mr. J. Devitt, on obtaining his First Class certificate.

Mr. P. Caffrey on obtaining his First Class certificate.

Mr. C. O'Brien on obtaining his Second Class certificate.

Mr. D. Gerety on obtaining his Second Class certificate.

Mr. D. O'Flaherty on obtaining his Second Class certificate.

I.C.L. Mini Trips 1977

An afternoon's shopping in France, a club outing, an A.G.M., or conference at sea — these are just some of the options open to Irish groups and associations with the Mini Trips programme introduced by Irish Continental Line.

Called "Mini Cruise" and "Maxi Cruise", the programme is based on a minimum group of 10 adults and is specially designed for clubs and associations wishing to organise a short reasonably priced outing with a difference.

Starting at £12 per person, the "Mini Cruise" gives 3 days away on the car ferry "Saint Patrick" plus a few hours in Le Havre for shopping or sightseeing. On board, groups can avail of the restaurants, lounge bars, disco, film shows and the duty-free shopping arcade.

For groups wishing to spend up to 24 hours ashore, a "Maxi Cruise" is available at weekends in the low season, starting at £15 per person and giving the opportunity to travel to such places as Lisieux, Rouen and Paris. Arrangements for ship-to-ship coach tour facilities and for Annual General Meetings or Conferences on board can also be made with ICL.

The ICL audio-visual presentation, which shows the facilities on board the "Saint Patrick", is currently available to clubs and associations.

Dual Award Winners

Selection of the 'Cadet of the Year' for 1976 presented even more than the usual difficulty for those charged with that onerous task. Eventually it was found impossible to separate the two most outstanding candidates for this highly coveted honour and so the sponsors, the Insurance Corporation of Ireland, very generously provided two prizes. This is the first time that a dual award has been made and the recipients are Cadets Patrick R. Boyd and Thomas F. Sarsfield.

Cadet Boyd is from Carrickmines, Co. Dublin and was educated at Willow Park and Blackrock College. He has one brother and four sisters and is the son of Mr. Liam Boyd, a well-known personality in the field of air transport.

Patrick joined Irish Shipping in 1973 and has had sea service on the 'Sycamore', 'Oak', 'Maple', 'Plane', 'Cedar' and 'Larch'. He has pursued his academic studies at the School of Maritime Studies, Plymouth where he has gained the distinction of promotion to Cadet Captain as well as winning the college progress prize during Phase 1 of the Ordinary National Certificate course. He has obtained his Second Mate's Certificate and was promoted permanent Third Officer last February after serving for a short while as acting Third Officer on the 'Irish Larch'.

Cadet Sarsfield comes from Crossgales, Tomhaggard, Co. Wexford where he attended the local National School before going on to St. Peter's College, Wexford. He is the youngest of four brothers and the son of a farmer. Thomas also joined the Company in 1973 and, like his colleague, he has had a very successful academic career at Plymouth. He was awarded the Ellerman Shipping Company best progress prize on the Ordinary National Diploma course and he has also been successful in his Second Mate's examination. Having served on the 'Plane', 'Stardust' and 'Maple' trading to Morocco, West Coast of North America and Europe, Thomas was appointed permanent Third Officer last February.



(L. to R.) Mr. W. A. O'Neill with Cadets Thomas Sarsfield and Patrick Boyd and Mr. P. W. Redmond at the presentation function in the Boardroom of the Insurance Corporation of Ireland.

In presenting the award of an inscribed sextant to each of the dual prizewinners, Mr. P. W. Redmond, Managing Director of the Insurance Corporation of Ireland, congratulated the Cadets on achieving such a high standard of performance in their studies and on board ship. Mr. Redmond also paid tribute to the consistently excellent quality of the shipboard personnel serving on the ships of Ireland's deep sea fleet. He said they had gained an enviable reputation in international shipping circles which gave the Irish Shipping fleet great prestige among world merchant fleets.

Mr. W. A. O'Neill, Director and General Manager of Irish Shipping Ltd., also congratulated the award winners and thanked the Insurance Corporation of Ireland for their

continued interest in the Cadet training scheme and for their generous sponsorship of this keenly contested annual prize. He paid tribute to the hard work and dedication of Capt. M. D. Langran and Mr. T. O'Driscoll who look after the interests of Cadets on behalf of the Company and who have made such a success of the training programme.

Painting presented

As a token of appreciation for the active interest taken in the activities of Irish Shipping by the Insurance Corporation of Ireland and an appropriate reminder of the long and happy association between the two companies, Mr. W. A. O'Neill presented a specially commissioned painting of the first 'Irish Popular' to Mr. P. W. Redmond. The 'Irish Poplar' was the first vessel owned by Irish Shipping and was the first of the Company's ships to be insured by the Insurance Corporation of Ireland.

The painting was executed by Kenneth King, an artist born in Dublin and now working in his own studio situated in the picturesque setting of

Glencolumbkille, Co. Donegal. He comes from a very artistic family with two brothers already established artists in this country and his father, the late Richard J. King, was famous as a stained glass artist. Kenneth, who served in the Royal Navy for several years, came to Glencolumbkille and since then he has completed a considerable number of paintings and pen and ink drawings. He has exhibited in London and recently held an exhibition of pictures dealing mainly with aspects of the maritime scene in Ireland during the Dun Laoghaire Civic Week. His interest in ships and Irish Shipping in particular dates back to the early days of the Company and he has been a regular reader of 'Signal' from the time it was first published. We wish this talented artist success in his chosen career.



Perhaps the picture of the old "Irish Poplar" letting off smoke prompted the shared joke in this photograph of the presentation by Mr. W. A. O'Neill to Mr. P. W. Redmond.

WINNERS ALL



Past and present winners of the Insurance Corporation of Ireland "Cadet of the Year" award are (L. to R.) J. Kennedy (1968) Chief Officer, T. & J. Harrison Line; J. Hickey (1971) Second Officer, Irish Lights; T. Sarsfield (1976); H. McGowan (1972) Chief Officer, I.S.L.; P. Miley (1974), Second Officer I.S.L.; B. Hearne (1964) Chief Officer I.S.L. and Capt. P. Kelly (1967) Master Mobil Shipping Co.

"Follow-the-Fleet" Presentations

More entries were received for this year's "Follow-the-Fleet" competition than ever before and the standard of the projects submitted was of a very high order. Another welcome feature of the competition was the number of new entrants who figured in the list of prizewinners. A notable success was achieved by the Dominican Primary School, Dun Laoghaire, in reversing last year's placings with this year's runner-up, Our Lady of Mercy National School, Cahir, who were making a brave bid to take the 'Follow-the-Fleet' trophy for the third successive year. The margin which separated these keen rivals was very narrow but a novel and very well presented project on the Kish Lighthouse won the honour for Dun Laoghaire. The Adjudicator, Capt. Basil Peterson, had an extremely difficult task in deciding the issue.



"Follow-the-Fleet" trophy winners, pupils of Dominican Primary School, Dun Laoghaire, pictured here with their teachers and part of their outstanding project. In the group (L. to R.) are Sister Baptista, Principal, Jacinta McGovern, Mrs. K. McQuaid, Teacher; Elizabeth Mooney, Sister Francis, Pamela Murphy and Bernadette Twamley. Mrs. McQuaid has utilised the "Follow-the-Fleet" scheme to the full in her class programme and this was amply shown in the range and quality of the information which her pupils presented in their project. Pamela Murphy, holding the trophy, also figured as an individual award winner for her art entry depicting aspects of the fishing industry and for her illustrations of the class project.

Prizes were presented to the successful pupils at a special luncheon held in Dublin on 31st May and AntUasal P. Breathnach, Assistant Secretary, Department of Education ably deputised for the then Minister for Education, Mr. Peter Barry, T.D., in presenting awards. An tUas. Breathnach, in a charming speech, conveyed the Minister's regrets for his inability to attend the function and said Mr. Barry had expressed a very keen desire to meet the teachers and pupils and to see the projects on view. "However", said Mr.

Breathnach, "the Minister has had to forego this pleasure to attend to the "ship of State" at this time of Dail elections". Mr. Breathnach congratulated the winners on the excellent projects they had researched and presented so well and also paid tribute to Irish Shipping for making such an excellent scheme available to schools. He said the Department of Education was very appreciative of the efforts of the Company in this regard. Mr. P. H. Greer, Chairman of Irish Shipping Ltd., welcomed the guests and thanked especially the representatives of the press,

radio and television who contributed so much in making these annual functions exciting and memorable for the young award winners.

The chairman continued "I congratulate the winners of this year's Competition, Dominican Primary School, Dun Laoghaire, who have emerged with the "Follow-the-Fleet" Trophy after a number of near misses in recent years. I also congratulate Convent of Mercy, Cahir, who only failed by the narrowest of margins to capture the Trophy for the third successive year. To all our other award winners from Cork, Roscommon, Wexford, Garrahanbane, Co. Waterford, Carrick-on-Suir, Shankill, Co. Dublin, and Lackareigh, Co. Cork, we say "well done" for the wonderful presentations we have seen here today.



Our first award to a school in Roscommon went very deservedly to the Convent of Mercy for a number of excellent projects on Famous Irish Mariners. Here Sister de Chantal and her pupils Carmel Crehan, left, and Miriam Monahan are enjoying the occasion with the successful projects proudly displayed by the two girls.



Representing a school which captured a class award at the first attempt were Martin Wright and Melissa Shaw-Smith of Rathmichael School, Shankill, Co. Dublin, receiving their prize and being congratulated by Mr. Greer and Mr. Breathnach. The sixth class under the expert guidance of the school's Principal, Mrs. Hazel Crawford, chose the subject of Ireland's sea history for their winning project.

It is no exaggeration to say that some of our more powerful competitors in international shipping circles are envious of the exceptional trading results we in Irish Shipping have managed to achieve in the present depressed state of the freight market. We attribute much of our success in this sphere to the efficiency of our sea-going personnel and to the operational skill of our shore-based administrators. But we also have a very powerful secret weapon. You see, from the hundreds of letters we receive, we know that in classrooms up and down the country there are thousands of young "followers of the fleet" interceding with the very Highest Authority to ensure the continued safe and successful voyaging of our ships. That, ladies and gentlemen, is a

very powerful asset which does not have to be disclosed in our published Balance Sheet. In the past year our ships voyaged over more than half a million miles across the ocean's trade routes and, in doing so, carried a million tons of the world's commerce.

We are very pleased that the trading activities of our ships continue to capture the imagination of so many schoolchildren and assist teachers in imparting knowledge of world geography and related subjects to their pupils."

Also present at the luncheon were Mr. M. A. Hayes, Assistant Secretary, Department of Transport and Power; Col. A. T. Lawlor, President, Maritime Institute of Ireland; Mr. H. Sisk, Dr. J. de Courcy Ireland and Mr. J. Wolahan, Officers of the Institute; Mr. Michael Grace, Assistant General Manager (Finance) C.I.E.; Mr. Frank Robbins, Capt. Basil Peterson and Irish Shipping Directors, Mr. F. J. B. Reihill, Mr. Edward Keegan and Mr. W. A. O'Neill. Press, radio and television were also fully represented at the function.



Pupils of Presentation Convent, Carrick-on-Suir, Elizabeth Kelly (left) and Marian Ingoldsby with their teacher, Sister Pius, chatting with Mr. Greer and An tUas. P. Breathnach (right). Elizabeth and Marian won individual awards for projects on Ernest Shackleton and the 'Ouzel Galley' respectively. The school has had many previous successes in 'Follow-the-Fleet' competitions.



It was a great pleasure to have one of the first teachers to enrol in "Follow-the-Fleet" among those present on prizegiving day and the man concerned, Mr. Tom McHugh, Principal of Garrahan National School, Dungarvan is seen here with pupils Ursula Healy and Jimmy Hayes. 'Quidnunc', alias Seamus Kelly of the "Irish Times", described Tom as "a walking maritime museum" and this enthusiastic expert on sea lore chose a very interesting and appropriate subject for his pupils' entry. It was a project on the late Capt. Tom Donohue of Abbeyside, Dungarvan, in which parish Garrahan school is situated. Many of our sea-going readers will recall that the late Capt. Donohue was Master of the "Irish Beech" and was Second Officer on the first "Irish Oak" when she was torpedoed and sunk in the Atlantic in May, 1943. Capt Donohue died in 1949 and retired from sea service in the previous year after completing his final voyage on the "Irish Poplar".

The following story, written by eleven years old Helen Dunne of the Convent Primary School, Rathangan, Co. Kildare was part of her school's class project. Although the overall project did not figure among the major award winners, we liked Helen's story very much and are pleased to publish it for our readers.

I am a stone age girl

My name is Ug. I live in a cave. Lots of families live in the cave. When our superiors, the men, catch an animal, I and my



Sister Eileen Egan, St. John of God School, The Faythe, Wexford, with individual and group award winners (L. to R.) Dorothy Sherwood, Margaret Wade, Mary Heffernan and Grainne Murphy. Dorothy and Grainne were individual prizewinners for projects on Safety at Sea and Commodore John Barry respectively. Mary and Margaret combined to produce a successful project under the title 'We Followed the Fleet Around the World'. This school has figured prominently in previous competitions.

companions cook the meat. We found one day that by striking flint together we could make a fire. It was red and it towered majestically in the air. At night I lie on an animal skin which is placed on a clay mound.

The cave is dark and forbidding at night. But the men dance and chant to keep the wicked spirits away. At dawn I prepare a fire to cook the meat, which the men bring home. But today there was a surprise. The men had trapped a deer. My father who is chief of our people was pleased. He asked me to skin the deer and make clothes from the hide. I do not like this chore, but father's word comes first. The first part was scraping the fat off the hide. Then I covered the hide with sand. Then it was left to hang over the trees for a couple of days.

At last the skin was ready to sew. I searched mother's pile of animals' bones. I selected a fine strong one. Then I picked out a long animal sinew. Soon my

needle was flying in and out. My father and his friends wanted some good tough hunting clothes.

I must tell you about the day I spent collecting berries and colourful leaves. Kali, my brother, is the only one who can paint pictures of the great beasts the men kill. Kali needs berries for colour. My friend Mafu and I went to the swamp searching for berries and leaves. They are plentiful beside the swamp. I wrapped all the berries up in big leaves. It was really good fun. Then we hurried home as night was approaching and evil spirits will be out.

The next night we all gathered round Kali to watch him paint. Everyone was silent. Occasionally some muttering broke out when Kali did a fresh picture. It was magic. Some women cried and shrieked with fright and terror. I wasn't frightened. Watching Kali paint I soon got used to it. The children watched with glistening eyes.

Soon my father made an unexpected announcement. "I am old now and Kali, my noble son will take the position of chief of you, the people.

Kali bowed low to his father. A feeling of proudness swelled up inside me. My brother a chief, I expect that with Kali as chief, our life will have changes. But I know we'll make as many discoveries as we have made in the past. I know we have a hard life.



Helen Dunne.



Mrs. M. O'Brien-Ahern with her pupils Linda Dawson, left, and Susan Quinlan and her class project on Irish Ships and their Cargoes. This was the first success of the school, Maria Assumpta National School, Ballyphehane, Cork, and no doubt the experience gained will help to bring further honours to this stronghold of 'fleet followers'.

But I wouldn't change it for any other. I enjoy the hard work. I think I'd do anything to please

my people Chiefs, and Servants alike, we're all one family. That's the way I like it.



Margaret Sheehan and Monica Doolan of Our Lady of Mercy National School, Cahir receive their prize and congratulations on behalf of the sixth class. Once again the Cahir school produced a splendid project consisting of ten beautifully illustrated books full of interesting and neatly written information on a variety of subjects relating to their participation in "Follow-the-Fleet". School Principal, Sister Mary of the Sacred Heart, can be justifiably proud of the outstanding record of her charges in our annual competitions.



Annette Cahalane and Dan Galvin of Lackareigh National School, Lissarda, Co. Cork, seem pleased with their group award as they receive the congratulations of Mr. Greer and Mr. Breathnach. Dan represented a school group which presented a project on Cargoes and Annette and her friends chose Ports as their subject. This was the first success for the school and the teacher, Mrs. Margaret O'Mahony, in our competitions.



NEWS from Irish Continental Line

Ireland Attracts More Tourists

Still more and more Continental visitors are choosing Ireland as their Summer holiday destination.

Advance Continental booking figures by Irish Continental Line's Rosslare/Le Havre car ferry for the period May to October show an overall 21% growth in passenger bookings over the same period last year. Car bookings are also up by an even higher margin of 31%.

The largest single contributor to this growing traffic is Germany where passenger bookings have increased by 34% and car bookings by 44%.

France, Irish Continental Line's other major Continental market, shows increases of 18% and 20% for passengers and cars respectively, whilst other countries combined provided increases of 4% in passengers and 28% in vehicles.

Taking all markets into consideration, including Ireland, figures still show good growth with an 8% and 20% rise in passenger and vehicle bookings respectively — statistics which prove the growing popularity of the Rosslare/Le Havre service as the most convenient link between Ireland and the Continent.

Sunday World Competition — Huge Entry

When "Sunday World" linked with Irish Continental Line to publicise a "Sail and See Le Havre" competition for younger readers, the response was an overwhelming 4,000 replies.

Out of these, twelve winners were chosen and, together with a parent each and a "Sunday World" reporter and photographer, took a Mini Cruise to Le Havre and back as their

prize. Whilst in Le Havre, they were given a guided coach tour of the town by M. Michel Nottale of the local Tourist Office and during their cruise visited the Bridge, the Engine Room, and the Galley.

Two of the winners celebrated birthdays over the weekend trip, events which were marked by the presentation of cakes made specially for the occasion by Head Chef, Theo Dunne.

150 m.p.h. Rail Boost

Brand new American diesel locomotives, valued at over £340,000 each and capable of reaching 150 miles per hour were introduced by C.I.E. in June on the main Rosslare Harbour/Dublin line.

Twice as powerful as existing trains on the route, the new engines reduced the running time and thereby improved the rail link between both centres for the convenience of ferry passengers.

400,000th Passenger on Saint Patrick

The 400,000th passenger to sail Irish Continental Line between Rosslare and Le Havre since the service began four years ago travelled out of Rosslare early in July.

He was Mr. Klaas De Vries, a chemical engineer from Arnhem in The Netherlands. Together with his wife Helene and children Sybren and Joost, he was returning home after spending a three week holiday in the Cork/Kerry region, having visited such centres as Waterville, Killarney and Dingle.

Passenger Sales Manager Frank Carey, at a presentation by Capt. Jack Martin to the De Vries family of a Waterford Glass ship's decanter to mark the

occasion, noted that Dutch traffic to Ireland by I.C.L. had doubled in three years and that in the first six months of this year, passenger and car carryings from Holland were up by 10% and 20% respectively on the same period last year.

Motorists' Guide to Ireland

Over 5,000 copies of the "Motorists' Guide to Ireland", a tri-lingual booklet produced by a Dublin publishing company in co-operation with Irish Continental Line, have been printed and are currently being issued to all Continental cars boarding the 'Saint Patrick' in Le Havre.

The Guide, written in English, French and German, provides the Continental tourist with a choice of four motoring tours around Ireland and also gives information on accommodation, entertainment, sporting and cultural events as well as other items of historical and general tourist interest.

A similar guide, exclusively covering the South-East region of Ireland and promoted by South East Tourism, is also available at Le Havre for visitors bound for the County Wexford area.

Folk Music — French Style

Over 50 members of Les Compagnons de la Claire Fontaine, a group of amateur folk singers, musicians and dancers from the French town of Poitiers travelled to Rosslare in mid-July on board 'Saint Patrick'.

Aged between 18 and 28 years, the group was led by M. Guy Casteuple and the purpose of their visit was to give performances of traditional French music in colourful

national costume to aid any worthwhile charities.

During their two weeks here, Les Compagnons performed in such centres as Rosslare, Bandon, Galway, Wicklow and Mosney.

A 700 Mile Walk

Seven hundred miles on foot in 50 days . . . that's the aim of 10 Irishmen — all reformed alcoholics — who plan to walk from Athy to Lourdes via Rosslare — Le Havre and back pushing an invalid friend in a wheelchair.

The mammoth task, which will severely test the men's ability to resist the temptation of alcoholic drink, is being undertaken as a form of thanksgiving to God for helping the group towards sobriety.

Carrying only £50 between them for emergencies, the 11 men will stay in convents and hostels listed for them by the French Embassy in Dublin.

January — June Carrying Statistics

Over 400,000 passengers and 8,000 cars travelled on the ICL service in the first six months of this year, representing a 7% and 12% increase in passenger and car carryings respectively over the same period in 1976.

Continental traffic was the main contributor to this increase with an overall rise of 25% in passenger and car bookings, with France in particular returning a 38% growth in passengers and 26% in cars.

German traffic rose by 18% for passengers and 23% for cars, whilst new business areas also contributed to the growth with increases of 3% and 16%.

Advance Continental bookings for the July-October period show that this trend will continue, with an 11% rise in passengers and 15% in cars.

To The Continent — By Ambulance

One of the most unusual modes of transport to use the 'Saint Patrick' was put into operation in July to take a group

of 10 adults and children to a short holiday in Northern France.

The vehicle was an ambulance, belonging to the Military and Hospitaller Order of St. Lazarus of Jerusalem Emergency Corps and the group were mostly invalids, who would otherwise have found it difficult to travel to and tour around Brittany and Normandy.

"Busman's Holiday" — For Hauliers

Mixing business with pleasure — that's what the Wexford branch of the Irish Road Hauliers Association were doing last June when they organised an 8-day tour to France. A large party of members and their wives travelled by ICL to Le Havre and from there visited such places as Paris, Nantes and Tours. From a business angle, the trip included guided tours around the huge Saviem truck

manufacturing plant at Lyon and also the Berliet truck factory in Caen.

The Irish Road Hauliers Association is representative of almost all the haulage companies who operate to and from the Continent via Rosslare/Le Havre. The trip afforded the group, most of whom were company managers and administrators, an opportunity to experience the route which has become such a vital commercial link between Ireland and Continental Europe.

A.D.A.C. Rally

The German Motor Club, the A.D.A.C., again came to Ireland for its annual caravan rally this year.

On this occasion, over twenty cars and caravans participated in the rally, which lasted for three weeks and which covered a wide area.





FLEET NEWS · FLEET NEWS · FLEET NEWS

Irish Elm

Capt. M. Devine took over command of the "Elm" from **Capt W. Garvey** at Houston and at the same port **Chief Officer J. Murphy** relieved **D. Mundow**, **Third Engineer P. Smith** was relieved by **P. Morris**, **Catering Officer P. Walsh** relieved **J. Dillon** and **Third Officer P. Cafferky** relieved **D. Fleming**.

The vessel arrived at Houston on 12th August with motor cars from Hiroshima and then loaded grain before sailing on 21st August for Japan. She is due at her Japanese discharge port on 17th September and will load motor cars for the U.S. Gulf or East Coast U.S. Ports on her next voyage. She is expected to complete loading the cars about mid-October on behalf of sub-charterers, Viking Car Carriers of New York.

"Larch" for Taiwan

Having loaded part cargo of steel at Newcastle, N.S.W., the "Irish Larch" completed at Port Kembla where she arrived on 3rd August and sailed on 21st August for Manila where she is expected on 2nd September. She will sail about 6th September for Hong Kong where she will discharge part cargo from 8th to 10th September. The vessel is expected to complete discharge at Taiwan from 12th to 14th September and her next voyage has not been fixed as we go to press.

"OAK" Delayed

Due to severe congestion at Puerto Cabello, Venezuela, the "Irish Oak" experienced exceptional delay in unloading her cargo of potash from Antwerp. She arrived at the South American port on 30th May and did not finally sail from there until 6th August when she went in ballast to Vancouver. She arrived on 21st August and is loading forest products in British Columbia. While there **Capt E. Greevy** took over from **Capt. T. Hughes**, **Chief Officer G. Kyne** was relieved by **J. A. Moynihan** and **Second Officer P. J. Murphy** also joined the vessel.

The "Oak" is expected to sail from Vancouver on 27th August and will call at Long Beach for bunkers on passage to Cardiff. She should transit the Panama Canal on 9th September and arrive at Cardiff on 23rd September. After completing discharge at Nordenham, West German, where she will be due on 31st September, the vessel will be re-delivered at the end of her present charter to Northwood Mills of Canada.

Irish Rowan

After discharging steel and asbestos from Europe at Long Beach and Vancouver, Washington, the "Rowan" arrived at Vancouver, B.C., on 7th August to load forest products and concentrates. She sailed on 13th August and is expected at Newark on 31st August where

she will discharge the concentrates. The vessel should sail on 3rd September for Europe where she will unload forest products at Zeebrugge, Tilbury and Hamburg from mid-September until the end of the month.

Irish Star

Shortly after receiving his 'Cadet of the Year' award, **Third Officer, T. Sarsfield** travelled to join the "Irish Star" in the Vancouver area where he relieved **P. Smith**. At the same time **Fourth Engineer A. Curran** relieved **L. Byrne**.

The "Star" loaded forest products at Tacoma, Eureka, Crofton and Squamish before sailing on 23rd August. She is expected at Panama on 3rd September on passage to Antwerp where she will be due on 18th September. The vessel also discharges at Rotterdam, 21st/24th September, and La Pallice, France where she should complete about 27th September.

"Maple" Down Under

The voyage of the "Maple" from Vancouver B.C. was overshadowed by the unfortunate death of **Mr. Patrick O'Brien, G.P.R.** whose obituary appears elsewhere in this issue of "Signal".

On the present voyage **Second Officer Peter Corcoran** of B+I Line was seconded from his company and was relieved at Brisbane on 7th August by **Sean O'Byrne**, until recently with the Naval Service, and, like Peter, a former I.S.L. man.

The "Maple" arrived at Mackay on 16th August and will also discharge her cargo of potash and sulphur at Townsville and Cairns where she is due to complete on 26th August.

"Irish Pine"

This vessel arrived at Vancouver, B.C. on 17th August from Portland, Oregon, and is at present loading forest products. Her loading ports also include New Westminster, Eureka, Coos Bay and Crofton.

At Oakland, on 10th August, **Third Officer, G. Burns** relieved **D. Coleman**. The "Pine" is expected to complete loading on 4th September and should transit the Panama Canal on 16th September on passage to London where she will be due on 30th September. She also discharges at Brake, Rotterdam and Antwerp and is expected to complete at the last named port on 17th October.

Change of Crew for "Cedar"

At the end of her last voyage the "Cedar" personnel were relieved at Rotterdam where she discharged grain from Durban. She arrived at Antwerp on 18th August where she unloaded granite and then loaded steel. She is due to complete loading on 25th August when she sails for Long Beach. The ship is expected to pass through the Panama Canal on 8th September and should arrive at her discharge port of Long Beach on 17th September. She is not fixed for her next voyage as we go to press.

Capt. M. McMahon took over command of the "Cedar" from **Capt. J. Kelly** at Rotterdam and **Chief Engineer B. Larkin** relieved **J. Reynolds**.

"Daunt Rock"

This vessel was re-delivered from Freight Express – Seacon Ltd. on 2nd July and since then has been on normal tramp service carrying mainly grain cargoes. She completed discharge of a full cargo of sorghums at Dundalk on 23rd August from Ghent before sailing for Swansea to load coal for Ghent. She is expected at Ghent on 27th August.

New Vessels to Enter Service

The "Skellig Rock" which is a sister ship of the "Daunt Rock" was launched at Pembroke Dockyard on 1st August and is expected to go into service about the end of September.



This is a recent picture of the "Irish Cedar" berthed at Antwerp.

She is owned by R & H. Hall Ltd. Also building at the Pembroke Yard is the "Tuskar Rock" which is not yet launched but is expected to enter service early in October. She will be in the ownership of Coal Distributors Ltd.

Good Wishes

We send our good wishes for a speedy recovery to **Mr. William Reville**, Catering Department, "Irish Pine" and **Mr. Sean Doyle**, G.P.R., "Irish Cedar" both of whom are at present in hospital following mishaps on board their respective ships.

Mr. Reville was hospitalised at Portland, Oregon, following a fall on 18th August.

Mr. Doyle suffered facial injuries while the "Cedar" was docking at Antwerp on 18th August and is at present recuperating in a local hospital.

Death of Mr. Charles Fox

The death took place on 5th May last of Mr. Charles Fox, former official of the Seamen's Union of Ireland. The late Mr. Fox had served on many Irish Shipping vessels during his sea-going career and news of his

passing was learned with regret by his many friends both ashore and afloat. We offer our sympathy to his family on their sad loss.

Late Mr. William Meagher

Mr. William Meagher of Wexford, who died on 23rd July, was formerly Chief Engineer with Irish Shipping and served on the Company's coastal vessels "Irish Heather" and "Irish Fern". His sons Kevin, Desmond and Dermot are at present serving on Company vessels and we extend our sympathy to them and to their family on their loss.

The late Mr. Meagher, who served his engineering apprenticeship with Wexford Engineering Co. Ltd., was Chief Engineer of the motor vessel, "Clonmore" from 1947 to 1955. This vessel was owned by Samuel Morris Ltd., coal importers of Waterford. In 1957, Mr. Meagher joined Irish Shipping as Second Engineer of the "Irish Heather" and remained with the Company until September 1964. His many friends among our readers will be saddened by the news of his death.

FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 18th. August, 1977)

m.v. "Irish Pine" – Captain T. Byrne; Deck Officers: B. Kehoe, J. Flanagan, G. Burns; Deck Cadets: M. Poole, D. Devenney; Engineering Officers: J. Devitt, E. Kealy, D. Falvey, M. Scully, J. Healy, D. Matthews, G. Osbourne, K. Browne; Electrical Engineer: H. Stears; Catering Officer: B. Dorgan; Radio Officer: Mrs. O'Malley; Deck Department: K. O'Malley, O. Ward, T. Lynch, N. Thompson, D. Coleman, J. Boyle, M. Bonnie, J. Lally, T. Ryan, E. Judge, P. Cullen, S. Connolly, J. Macken; Catering Department: A. Rourke, M. Woods, G. Whittaker, W. Reville, C. Walker, B. Murphy, R. Davitt.

m.v. "Irish Maple" – Captain B. Reilly; Deck Officers: M. Darcy, S. O'Byrne, J. Bourke; Deck Cadet: T. Finn; Engineering Officers: T. Hanrahan, D. Gabriel, T. Farrell, F. Murphy, J. Cummins, L. O'Donovan, L. Farrell, T. Cambridge, F. Heatherington; Electrical Engineer: M. Okoli; Catering Officer: P. Murphy; Radio Officers: R. Scarff, H. McQuillan; Deck Department: J. Tallon, M. Doyle, J. Whelan, F. Macken, J. Glavin, F. Cole, J. Shatwell, P. Hughes, J. Marry, P. Murphy, S. McCarthy; Catering Department: P. Coad, G. McGovern, J. Murphy, P. Clarke, Miss J. Sanderson, E. Farrell, D. Grant.

m.v. "Irish Oak" – Captain E. Greevy; Deck Officers: J. A. Moynihan, D. Meagher; Deck Cadet: F. O'Flynn; Engineering Officers: T. O'Toole, D. O'Brien, F. Keane, T. Lanigan, W. Morris, G. O'Brien, T. Furlong; Electrical Engineer: P. F. Murphy; Catering Officer: U. Maher; Radio Officer: W. J. Kelly; Deck Department: J. Doyle, M. Byrne, M. McElligott, B. Goyvaerts, P. White, J. Doran, A. Meehan, P. Boland, K. Doherty,

D. Muldoon, B. Ardbuthnot; Catering Department: L. Kernan, A. Gavan, J. Roche, J. Nugent, Miss H. Calthorpe, E. Desmond, D. Hawkins.

m.v. "Irish Larch" – Captain H. Fiddler; Deck Officers: M. Doyle, P. Hughes, A. Kelly; Engineering Officers: T. Kenny, J. O'Leary, J. Keane, J. Lynch, M. Flynn, J. Harrington, J. Durham; Electrical Engineer: S. Spoor; Catering Officer: E. Fricker; Radio Officer: T. O'Connell; Deck Department: M. Russell, A. Gill, P. Hawkins, P. Parkes, F. O'Connell, A. Caffrey, M. Whitney, E. Ryan, B. Eglinton, J. Delaney, J. Murrells; Catering Department: C. Murphy, B. Osborne, E. Beale, D. Butler, K. Taylor, C. Conway.

m.v. "Irish Elm" – Captain M. Devine; Deck Officers: J. Murphy, F. Traynor, P. Cafferky; Deck Cadets: J. Hobbs, R. Mullins; Engineering Officers: W. McCarthy, M. McCann, P. Morris, N. Pearson, B. Kelleher, J. Dillon, D. Mooney, D. O'Reilly, A. Meany; Electrical Engineers: M. Kelly, B. Elum; Catering Officer: P. F. Walsh; Radio Officers: J. Delaney, K. Ryan; Deck Department: J. Griffin, F. Sweeney, J. Kealy, D. Hunt, M. Hurley, E. Clarke, R. Fawsitt, P. O'Sullivan, M. Murray, D. Scanlan, L. Heapes, K. Williams, R. Galway, G. Payne; Catering Department: E. Byrne, P. Gavin, T. Mahony, T. Pierce, E. Donnelly, G. Muldoon, P. O'Reilly.

m.v. "Irish Star" – Captain J. Gleeson; Deck Officers: J. Darcy, P. Richardson, P. Smyth; Engineering Officers: J. O'Toole, P. Herlihy, D. O'Flaherty, L. Byrne, P. Curran, P. Gunning, T. Sweeney; Electrical Engineers: D. Byrne, J. Dunphy; Catering Officer: L. Fanning; Radio Officer: G. Savage; Deck

Department: O. McGrath, J. Weadock, T. Kelly, J. Gallagher, B. Quigley, B. Clarke, E. Clarke, R. De Brun, S. Alguaidy, H. G. Rice, E. Harford, A. Blake, A. Reilly; Catering Department: J. Mulligan, T. Kennedy, J. Buggy, R. Martin, J. Egan, B. Comiskey, D. Talbot.

m.v. "Irish Rowan" – Captain J. A. Caird; Deck Officers: T. O'Connor, B. Coburn, J. Fennessy; Deck Cadet: E. O'Callaghan; Engineering Officers: M. Curley, J. O'Connor, C. O'Brien, O. Mortimer, F. McGarry, E. Bourke, D. Taylor, K. Barry; Electrical Engineers: F. Cremin, G. Ohikere; Catering Officer: J. Clinton; Radio Officer: B. Maskell; Deck Department: K. Maher, E. Frampton, M. Carr, B. Freeney, J. Farrelly, P. Duffy, S. Cousins, D. Doyle, M. Browne, M. Manson, M. Browne, P. French; Catering Department: T. Doyle, J. Kelly, J. Maguire, R. Pullen, P. Williams, R. Lawlor, R. Beale.

m.v. "Irish Cedar" – Captain M. McMahon; Deck Officers: B. Hearne, M. Ryan, G. Hopkins; Deck Cadet: N. Cantwell; Engineering Officers: B. Larkin, P. Caffrey, P. McCarthy, J. Kavanagh, C. McIntyre, J. O'Reilly, R. Tynan, A. Lydon; Electrical Engineer: P. Clarke; Catering Officer: T. O'Connell; Radio Officer: P. J. O'Shea; Deck Department: H. Hannon, N. Shiels, F. McCarthy, W. Love, S. Doyle, D. Nodwell, D. O'Donovan, J. Smith, H. McCormack, J. Brown; Catering Department: W. B. Rogan, C. Fullam, E. Byrne, P. Moran, L. Byrne, P. Dempsey, D. Byrne.

m.v. "Daunt Rock" – Captain J. Kerr; Chief Officer: D. Leonard; Engineering Officer: R. Broderick, N. O'Neill; Cook/Steward: T. Mason; Deck Department: P. Harris, M. O'Connor, D. O'Driscoll.